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Responses to the City of Miami Beach Review Comments
(December 6, 2022)

Re: Review of The Alton Traffic Study dated November 2022

1. **Please provide additional peak hour manual turning movement counts and traffic analysis at the following intersections based on the proposed trip assignment.**
    a. **Dade Boulevard and West Avenue**
    b. **Dade Boulevard and Alton Road**

DPA Response (September 2022): The intersections will be added to the intersection analysis.

City Response (November 2022): Addressed.

2. **Please update the Trip Generation table to call out rooms as variable instead of suites per the ITE Trip Generation Handbook, 11th Edition. Please also update the PM Peak Hour site generated trips to be 9 trips (4 entry, 5 exit).**

DPA Response (September 2022): Comment noted, the trip generation has been updated.

City Response (November 2022): Addressed.

3. **Please update the Trip Generation table to revise the PM Peak Hour site generated trips to be 4 trips (2 entry, 2 exit).**

DPA Response (September 2022): Comment noted, the trip generation has been updated.

City Response (November 2022): Addressed.

4. **Please provide the TAZ number for the subject development parcel per the Miami Dade TPO 2045 LRTP Directional Trip Distribution Report. The traffic impact study should provide the cardinal distribution/assignment percentages for the buildout year.**

DPA Response (September 2022): The TAZ number, 641, has been added to the methodology. Please see attachment A for the cardinal distribution and the relevant pages from the 2045 LRTP Directional Trip Distribution Report.

City Response (November 2022): Addressed.

5. **The background growth rate calculations should not use the historical traffic volume data for the year 2020 due to the impact to the traffic patterns due to the COVID-19 pandemic.**

DPA Response (September 2022): Due to the effects of the Covid-19 pandemic, census data for 2020 and 2021 will be excluded from the report. The counts will also be adjusted using the 2019 PSCF report as data used for the 2021 PSCF report is also affected by the Covid-19 pandemic.

City Response (November 2022): Addressed.

6. **Please include committed trips from the approved but unbuilt development projects in the area in the traffic operational analysis. A list of the relevant approved but unbuilt development projects should be obtained from the City of Miami Beach Transportation and Mobility Department.**

DPA Response (September 2022): Comment noted, the Methodology has been revised.

City Response (November 2022): Addressed.

7. **A vehicle maneuverability analysis should be submitted for the loading zone and all ingress and egress driveway connections.**

DPA Response (September 2022): Comment noted, the Methodology has been revised.

City Response (November 2022): Addressed.

8. **Please include details regarding any programmed projects by Miami Dade County, FDOT or the City of Miami Beach on the adjacent roadway network. This should include projects that are included as part of the most recent City of Miami Beach Transportation Master Plan.**

DPA Response (September 2022): Comment noted, the Methodology has been revised.

City Response (November 2022): Addressed.

9. **Please provide a pavement marking and signage plan which provides design details including the main drop off area. Please include the appropriate pavement marking and signage (One-Way, Do Not Enter) per MUTCD criteria.**

DPA Response (September 2022): Comment noted, the Methodology has been revised.

City Response (November 2022): Addressed.

10. **Please provide the intersection volume worksheets. They are not provided in Appendix D as referenced.**

DPA Response (December 2022): The intersection volume worksheets have been added to Appendix D of the report.

11. **Please update the reference in Exhibit 4, Exhibit 6 and Exhibit 12 related to the LOS standards. Please reference the current City of Miami Beach 2045 Comprehensive plan/transportation element which is the most current.**

DPA Response (December 2022): The LOS standards references were updated to the 2040 (most recent) Comprehensive Plan.

12. **Please provide additional narrative to the turn lanes where the 95th percentile vehicle queue exceeds the storage length. Please discuss the feasibility of turn lane extensions (i.e. the turn lane storage for the eastbound left turn lane at Dade Blvd. and Alton Road cannot be extended due to the existing westbound left turn lane storage for the Dade Blvd and West Avenue intersection).**

DPA Response (December 2022): Additional narrative has been provided where the 95th percentile vehicle queue exceeds the storage length.

13. **Please provide a turn lane warrant analysis for a potential exclusive northbound right turn lane on West Avenue at the development site access driveway connection. Please provide a turn lane warrant analysis for a potential exclusive westbound right turn lane on Lincoln Road at the Alton Court alley site access driveway connection.**



Although the future with project LOS is C and B in the AM and PM peak hour conditions at the West Avenue and 17th Street intersection, the 95th percentile vehicle queue at this signalized intersection extends well past the proposed driveway connection (221 LF in the AM, 333 LF in the PM). Please confirm how this proposed right-in and right-out driveway connection will operate satisfactorily during the AM and PM peak hour conditions.

DPA Response (December 2022): A turn lane warrant analysis has added as Section 4.6 of the report. As the trips generated by the project at the Lincoln Road and Alton Court site access

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driveway connection are below the recommended thresholds, no exclusive turn lanes are required. The trips generated by the project at the West Avenue driveway connection are above the recommended threshold for an exclusive right turn lane. However, it should be noted that this is an existing driveway with no available R.O.W and the queue surpasses the driveway at existing conditions. Additionally, there is a bicycle path along West Avenue, adjacent to the project, and a public parking lot south of the project driveway; the addition of a right turn lane into the project would increase conflicts with cyclists and pedestrians traveling to/from the public parking areas. Furthermore, the project is expected to only add 38 trips to the network during the AM peak hour, decrease the daily trips by 1,816 trips, and decrease the PM peak hour trips by 11 trips when compared to the existing uses.

The 95th percentile vehicle queue at the West Avenue / 17th Street intersection is 217 feet and 316 feet during the respective AM and PM peak hours for future without project conditions. It should be noted this queue is an existing condition; the project only adds four feet and 17 feet (less than one vehicle) of queue during the AM and PM peak hours, respectively. Although the queue extends past the proposed and existing driveways, the overall LOS is a C and B during the AM and PM peak hour for future with project conditions.

14. Please confirm that the appropriate minimum driveway connection spacing is being met between the proposed right-in and right-out driveway connection on West Avenue with the existing right-in and right-out driveway connection for the Trader Joes building (existing commercial square footage to remain).





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DPA Response (December 2022): The minimum driveway connection spacing is met between the Trader Joes driveway and the proposed project driveway as they are existing and access to these driveway connections on West Avenue will not change.

15. **Please update the Miami Beach Trolley South Beach loop route as depicted on Exhibit 15. There appears to be two shades of green (dark and light) on the exhibit while the legend shows just a dark green.**

DPA Response (December 2022): Exhibit 15 has been revised.

16. **Please provide additional narrative to Section 6.0 Queuing Analysis related to the valet trip generation. Please clarify that the existing commercial retail square footage (Trader Joes, etc.) and the 17 West hotel has existing parking and will not utilize the new site access/vale stand. Please also confirm how the enforcement of the valet will be handled for vehicles who choose to self-park and there are no self-parking spaces available.**

DPA Response (December 2022): Additional narrative has been provided related to the valet trip generation. The existing to remain 55,214 SF of retail space and 24-room hotel has existing parking and will not utilize the proposed project's driveway or valet services. A gate will be placed at the entrance to the mechanical parking spaces on the third level. If no self-parking spaces are available on the second level, the vehicle must go to the valet station on the ground level in order to park their vehicle.

17. **Please provide an exhibit that depicts the valet vehicle routes including distance for the driving time and walking times for each valet parking operational analysis scenario. Please label where the valet parking stand/attendants will be stationed.**

DPA Response (December 2022): A valet routing figure has been added to Appendix H of the report.

18. **Please be specific regarding the Transportation Demand Management strategies. Section 7.0 of the traffic impact study mentions that the owner will "Promote mass transit use by encouraging employers to purchase transit passes and make them available to employees at discounted prices or no charge, or in lieu of subsidized parking." The Transportation Demand Management strategies need to include more specific commitments. Please also confirm if there will be Citibike membership or passes offered to employees as part of the TDM strategies in addition to the Miami Dade County Transit passes mentioned in the traffic impact study.**

DPA Response (December 2022): The Transportation Demand Management plan has been revised to include more specific commitments.

19. **Please provide a copy of the vehicle maneuverability analysis for the loading zone and all ingress and egress driveway connections as requested in the traffic impact study methodology.**

DPA Response (December 2022): The maneuverability analysis of the loading zone and project driveways has been added to Appendix I of the report.

20. Please provide a copy of the pavement marking and signage plans for the proposed development as requested in the traffic impact study methodology.

DPA Response (December 2022): A copy of the pavement marking and signage plan has been added to Appendix A of the report.