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MEMORANDUM

DATE: May 5, 2016
TO: Xavier R. Falconi, P.E., City of Miami Beach
FROM: Claudia Lamus, P.E., Project Engineer
CC: Oliver Rodrigues P.E., PTOE,
SUBJECT: **1747 Bay Road**
Traffic Impact Study - Peer Review 1

Florida Transportation Engineering, Inc. was retained by the City of Miami Beach to perform a peer review of the traffic impact study for the proposed redevelopment of the site located at 1747 Bay Road. These services were performed as part of the City's Traffic Engineering Consulting Services Contract.

Currently, the site consists of a one-story commercial building (1,952 S.F.) and a towing facility with 42 parking spaces. The proposed project consists of a four level structure that will house the current towing facility with 34 parking spaces, a commercial space of 1,630 S.F. and 11,108 S.F. of office space. The building will provide an additional 150 tandem parking spaces. A Traffic Impact Study (TIS) prepared by TrafTech dated March, 2016 was presented to the City. This memorandum presents findings and recommendations as part of a preliminary review.

Comment 1. Trip Generation – Please revised the calculations shown in Table 1 for Land Use 710. The best fit formula must be used. **Due to the small nature of the office use, the formula would produce unrealistic high volumes due to the addition of 78 vehicles by the use of the formula. For this reason, we used the AM logarithmic equation and the inbound/outbound split of the PM peak period in order to generate more realistic numbers for the PM peak period. The revised trip generation was used in the updated traffic study.**

Comment 2. Trip Distribution – The trip distribution showing in Table 2 does not match the percentages published in the 2040 LRTP. **The trip distribution was updated to reflect the 2040 LRTP and the percentages were adjusted accordingly.**

Comment 3. Committed Trips – Page 13 of the report list the committed trips considered on this project. The following two projects need to be accounted as well:

- ☐ 1824 Alton Road
- ☐ 1787 Purdy Avenue

The 1824 Alton is the same project as 1800 Alton (the label was changed to avoid confusion). The 1787 Purdy trips were added to the background trips.

Comment 4. Intersection Capacity Analysis – Please provide a comparison of the expected queues and the existing storage for all turning movements. **Table 3 was added to the updated traffic study to address length of queues.**

Please note that since the volumes will change due to comments 1 and 3, the

level of service analysis was not review.

Comment 5. Service Rate – Please indicate how the five minute service rate was developed. The 5-minute service rate is explained in the updated traffic study. The maximum distance traveled by a driver/walker is approximately 1,000 feet. It takes approximately 2.25 minutes to drive 1,000 feet at 5 mph and 2.25 minutes to walk the same distance for a total time of approximately 4.5 minutes, say 5 minutes.

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Comment 6. Valet Service – Please indicate in the site plan, the proposed location for the valet stand and the proposed location to queue the vehicles. If the proposed location impacts the existing on-street parking, please coordinate with the City’s parking department. *As shown in the site plan, the location of the valet station will be north of the project driveway. The space in front of the site has approximately 69 feet which is sufficient to incorporate valet service within this dimension. We will coordinate with the parking department relative to the elimination of the existing on-street parking located on the east side of Bay Road.*

Comment 7. TDM - the TDM section needs to describe the following:

- ☐ The number of employees expected to work at the site. *It is estimated that between 20 and 50 employees will work at this 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 coordinator/administrator will be Ms. Manny Diaz, Jr., 2200 Biscayne Boulevard, Miami, Florida 33129.*
- ☐ The proposed incentives should consider the expected number of employees and the size of the proposed development. *The owner will provide a subsidy to employees for the use of mass transit. The proportion of this incentive will be evaluated based on its demand. Additionally, the owner will commit to provide a financial subsidy to employees to defray the cost of bicycles for those employees who will commit to biking to work.*
- ☐ Include specific goals for each of the incentives. *Shift up to 10% of the employees that drive to work to use non-automobile modes of transportation.*

Comment 8 Site Plan - The site plan indicates that the proposed ramp to be used for the valet service to go to the upper floors will be 12” wide, but it will serve both directions

of traffic. How will this be coordinated not to have vehicles facing each other on the ramp? The ramp system will only be used by staff members. They will use two-way radio in order to ensure that only inbound or outbound vehicles are using the one-lane ramp system.

Should you have any questions concerning our comments, please feel free to contact me at (305) 463-8411, ext. 107. I look forward to assisting you further on this project.