



MEMORANDUM

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DATE: June 7, 2019
TO: Firat Akcay, Transportation Analyst, City of Miami Beach
FROM: Claudia Lamus, P.E.
CC: Josiel Ferrer-Diaz, EI, Transportation Manager, City of Miami Beach
Oliver Rodrigues P.E., PTOE
SUBJECT: **72 & Park**
Traffic Impact Study - Peer Review No. 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 parcels located on the south side of 72nd Street between Carlyle Avenue and Byron Avenue in Miami Beach, FL. These services were performed as part of the City's Traffic Engineering Consulting Services Contract.

The applicant proposes to construct 282 apartment units, 12, 603 square feet of retail space, a post office (to remain). A Traffic Impact Study (TIS) prepared by TrafTech dated June 2019 was presented to the City. This memorandum provides comments to the study as part of a preliminary review.

Comment 1 - Please clarify what's going to happen with the post office and its proposed operations. The Figure on page 2 doesn't include the post office space, Page 1, list it as to remain, the site plan show the driveway on Carlyle Avenue to be closed. In addition, the plan shown at the methodology meeting indicated that the post office was going to be relocated. **The updated traffic report will elaborate on the existing post office to remain in it's current location.**

Comment 2 - Please double check the Land use Code 536 or 534. **It should be LUC 534. The report will be updated to reflect the correct code.**

Comment 3 - Please review the TAZ zone, based on the latest available TAZ maps. **The TAZ will be reviewed and adjusted if necessary including the trip distribution.**

Comment 4 - Provide a figure of the intersection volumes and a figure of the distribution. The distribution figure should show the complete study area, SW 71st Street, and SW 72nd Street from Indian Creek to Abbott Avenue. **As suggested, the additional**

figures will be included in the updated report and the study area will be expanded for distribution purposes.

Comment 5 - Existing trips for the AM peak hour should have been calculated using the best fit formula; however, the calculated trips are lower which in this case results in a more conservative study. Therefore, no change is required. **Comment acknowledged.**

Comment 6 - Trips for the AM Peak proposed conditions (LU 820), should have been calculated using the best fit formula. **In our judgement, the AM peak hour fitted-curve equation for retail is intended for large commercial centers. In reviewing the average rates, the AM peak hour rate (0.94) is significantly lower than the average PM peak hour rate (3.81). This indicates that retail uses generate significantly less trips during the AM peak hour when compared against the PM peak hour. If the fitted-curve equation was used, an unrealistic number of AM peak hour trips would have been estimated. The issue is the +151 factor which is added regardless of retail size. For this reason, we believe that the use of the rate for the size of the retail space is adequate for this project.**

Comment 7 - The internal trip capture rates presented in Tables 6.1 and 6.2 of the ITE handbook are only valid for trip generation studies during AM street peak hour (typically between 7:00 and 9:00 a.m.) and a PM street peak hour (typically between 4:00 and 6:00 p.m.). Data for other periods, such as weekday daily, weekday mid-day, or weekends are not available. This also applies for the pass by rate for the weekday. **The internal deduction and passer-by was deleted from the daily trips.**

Comment 8 - Warrant Analysis - please provide the crash data analysis for the last three years, and the speed data. In addition, the projected volumes should have been included in the analysis. Please note that FTE will recommend a condition of approval to come back to the Planning Board with a full warrant analysis after the project is occupied due to the potential of new pedestrian traffic due to the nature of the proposed development, the addition of parallel parking spaces on Byron Avenue and the potential interaction with the North Shore Park. **Crash data has been requested from the Miami Beach police department to include in the warrant study.**

Comment 9 - Please provide the jaywalking counts as requested in the methodology for this traffic study. **The subject pedestrian count will be included in the updated traffic report.**

Comment 10 - Please provide the analysis for a midblock crosswalk on 72nd street as requested in the methodology for this traffic study. **The midblock crosswalk analysis will be included in the updated traffic report.**

Comment 11 – The report indicates that there is no traffic growth in the area. The report needs to include the supportive data. **Supporting information regarding the assumed growth rate will be included in the updated traffic study.**

Comment 12 - Please indicate on the site plan where the gate is to be located. The report indicates that the gate will be activated with a transponder; therefore, please confirm that the garage/gate will be only for the residents use. In which case, please verify that the provided parking on the ground will be sufficient for the retail use. If the gate will be used by the retail, please provide a proper queue analysis. **A blow-up of the proposed gate location will**

be provided and queuing will be addressed if retail users will be processed by the gate system.

Comment 13 - Please indicate whether the project will offer any valet services.

Valet service is not anticipated at this time.

Comment 14 - Table 5, please review the title of the table. The label on Table

5 has been fixed.

Comment 15 - Please show where the bicycle parking for both short term and long term are located. The updated plans will show the bicycle parking area(s).

Comment 16 – the site plan shows 16 new parking spaces, and a new driveway south of the loading dock, please expand on the use and operations of this parking lot (the use of the retail, the post office, will it have any gates, etc.). The updated traffic study will elaborate on the operation of the referenced area.

Comment 17 - Please provide a TDM plan. A TDM plan will be provided.

Comment 18 – Synchro models, please code the peds and bikes volumes, input peak hour factors, and mark the adjacent parking where appropriate. The updated SYNCHRO model will incorporate these variables.

Comment 19 - Please include the 7140 Collins Avenue Project as part of the background scenario analysis. The 7140 Collins Avenue project will be included in the background scenario.

Should you have any questions concerning our comments, please feel free to contact me at (305) 463-8411, ext. 102. I look forward to assisting you further on this project.