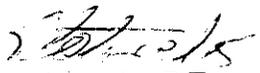


Memorandum



Date: June 23, 2014

To: Eric Silva
Development Coordinator
Regulatory and Economic Resource Department

From: 
Antonio Cotarelo, P.E.
County Engineer
Public Works and Waste Management Department

Subject: DIC 14-059
Name: DT Miami, LLC
Section 36 Township 53 South Range 41 East

I. PROJECT LOCATION:

Property is located between NW 1 Avenue and the Metrorail Right-of-Way from NW 1 Street to NW 8 Street

II. APPLICATION REQUEST:

This application requests a rail station on the 9-acres of land.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North and the South by I-95, NW 1 Avenue and Biscayne Boulevard and from the East and the West by the Dolphin Expressway, SW 8 Street, NW 36 Street, I-195 and Flagler Street.

IV. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. Pursuant to Chapter 33G-5(1)(a)1 of the Miami-Dade County Code, this application will be granted concurrency approval since the project is located within the Urban Infill Area. No vehicle trips have been reserved by this application. This project is subject to the payment of Road Impact Fees. Additional improvements may be required at time of permitting/platting. It is recommended that the applicant further coordinate with Florida Department of Transportation pursuant to the attached emails. **Public Works and Waste Management Department (PWWM) recommends approval of this application.**

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers 8th Edition)

1480 PM Peak Hour trips are generated by this development.

B. Cardinal Distribution

North	30%	East	17%
South	20%	West	33%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station 9336 located on NW 7 Avenue south of NW 20 Street, has a maximum LOS “E+50” of **4290** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1229** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9330** with its PHP and assigned vehicles is at LOS “A”. The **100** vehicle trips generated by this development when combined with the **1229** and those previously approved through Development Orders, **0**, equal **1329** and will cause this segment to remain at LOS “A” whose range is 1 to 1990.

Station F-5005 located on NW 7 Avenue north of 20 Street, has a maximum LOS “E+50” of **4380** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1822** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5005** with its PHP and assigned vehicles is at LOS “D”. The **137** vehicle trips generated by this development when combined with the **1822** and those previously approved through Development Orders, **0**, equal **1959** and will cause this segment to remain at LOS “D” whose range is 1311 to 2920.

Station F-5065 located on Biscayne Blvd north of NE 71 Street, has a maximum LOS “E+50” of **4380** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **3123** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5065** with its PHP and assigned vehicles is at LOS “E+50”. The **399** vehicle trips generated by this development when combined with the **3123** and those previously approved through Development Orders, **0**, equal **3522** and will cause this segment to remain at LOS “E+50” whose range is 2921 to 4380.

Station F-522 located on Biscayne Blvd south of NE 6 Avenue, has a maximum LOS “E+50” of **4380** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1381** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-522** with its PHP and assigned vehicles is at LOS “E+50”. The **192** vehicle trips generated by this development when combined with the **1381** and those previously approved through Development Orders, **0**, equal **1573** and will cause this segment to remain at LOS “E+50” whose range is 2921 to 4380.

Station F-86 located on SE 13 Street west of Brickell Avenue, has a maximum LOS “E+20” of **4296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1236** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-86** with its PHP and

assigned vehicles is at LOS “C”. The **415** vehicle trips generated by this development when combined with the **1236** and those previously approved through Development Orders, **0**, equal **1651** and will cause this segment to remain at LOS “C” whose range is 1 to 3420.

Station F-2240 located on Dolphin Expressway west of Bridge NW 10 Avenue, has a maximum LOS “D” of **10060** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **8277** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2240** with its PHP and assigned vehicles is at LOS “C”. The **237** vehicle trips generated by this development when combined with the **8277** and those previously approved through Development Orders, **0**, equal **8514** and will cause this segment to operate at LOS “D” whose range is 8371 to 10060.

VII. SITE PLAN CRITIQUE:

- This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished thru the recording of a plat.

Development Improvements Required for This Project:

The following improvements are required based on the revised traffic impact study, dated June 2014, to alleviate the project impacts:

- It should be noted that additional traffic analysis will be required for different components of the development during later phases of the application.
- The right-of-way dedication may be required upon review of the future phases of the project.
- The future level of service analysis for NW 1 Avenue and NW 8 Street intersection shown in Appendix K, revealed failing operational conditions for northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.
- The pedestrian infrastructure deficiencies (sidewalks, ramps, pedestrian countdown signal heads) as discussed in Table 22 on page 48, should be mitigated by the developer for safe and efficient pedestrian circulation around the project site.
- Optimization of following signals should be provided and signal timing coordination should be carried out with the Traffic Signals and Signs Division, Miami-Dade County Public Works and Waste Management Department:
 - a. NW 2 Avenue and NW 3 Street
 - b. NW 2 Avenue and NW 6 Street
- Bicycle routing on street and on site need to be included in addressing non-motorized access to the proposed site and between transit modes.

- The proposed Baylink light rail system should be integrated into the development frontage. If the Baylink routing adopts a westbound to northbound right turn from NW 2 Street to NW 1 Avenue, it would be preferred if both directions of track can be placed on the west side of NW 1 Avenue. This will achieve a bi-directional stop to be placed on the same side of the avenue as the AAF station entrance. A sliver of right of way and/or easement may be needed on the west side of NW 1 Avenue between NW 2 Street and NW 3 Street if the Avenue's right of way is insufficient.

VIII. ACCESS IMPROVEMENTS REQUIRED FOR THIS PROJECT:

Review of the traffic impact study and roadway network revealed the following additional required improvements:

- Future level of service analysis for NW 1 Avenue and NW 8 street intersection shown in Appendix K is failing operational conditions for the northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.

IX. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

- c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM

Garcia, Marlene (RER)

From: Lyn, Neil <Neil.Lyn@dot.state.fl.us>
Sent: Friday, June 20, 2014 8:58 AM
To: Chow, LeeFang
Cc: Meitin, Omar; Sierra, Ramon; Legcevic, Evelin; Llamas, Hugo; Vilches, Mary T.
Subject: RE: ISD Review Comments: Methodology Letter for AAF Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning LeeFang,

We have reviewed the All Aboard Florida – Miami Station Traffic Impacts Analysis Study and provide the comments here below.

1. Page 6, Second paragraph, second sentence: Explain LOS E+50, add details to what +50 entails.
2. Page 7, Table 2 LOS column: Are those LOS optimized? And
3. Page 8, Second paragraph bullets: Explain why did you used count stations 877044 and 877062 instead of using counts stations within the study area (878156 and 878254)
4. Page 9, Committed Developments: Have the team coordinated with the Miami-Dade County Public Work . Department, The Metropolitan Planning Organization or the Miami Downtown Development Authority on proposed projects in the area. For example, the MPO recently completed an study for the Downtown Miami Intermodal Terminal which proposes potential closure of a segment of NW 1 Street.
5. Page 9, Third paragraph: consider revising first sentence to “The Port of Miami Tunnel has been completed and will be open to traffic Summer 2014.
6. Page 12, Trip Generation Section, second paragraph: Explain why a 23% reduction and a 10% reduction average multimodal and pedestrian reduction factors were chosen for the study.
7. Page 15, Table 5: How the percentage of trips was developed? They are too evenly distributed. Explain and revised as needed.
8. Page 18, Future Total Traffic Section: Why the study does not include a 20 year projection. How the development will impact the area for horizon years 2024 and 2034.
9. For Appendix K, SYNCHRO Future Conditions Analysis – Please check the Outputs & make sure the HCM 2010 version is being used, noticed 1 or 2 cases that showed HCM 2000 was being used. Revise as needed.

Please include our ISD comments within Traffic Operation’s response comments. Let us know if you have any questions.

Thanks,

Neil Lyn

District Statistics Administrator

Intermodal Systems Development (ISD) Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111-A
Miami, FL 33172
Phone: 305-470-5373
Email: Neil.Lyn@dot.state.fl.us

* [18 KIP ESAL Request Form](#)

* [General Data Request Form](#)

* [District 6 Statistics Sharepoint for Maps and Publications](#)



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From: Chow, LeeFang
Sent: Thursday, June 05, 2014 9:42 AM
To: Lyn, Neil
Cc: Meitin, Omar; Sierra, Ramon; Llamas, Hugo; Legcevic, Evelin
Subject: RE: ISD Review Comments: Methodology Letter for AAF Traffic Study

Neil,

We had submitted our comments to County last week for the proposed methodology. However, this week, County forwarded us the whole report (attached). We will review the report and resubmitted our comments. Could your office review the report and we will include your comments together later.

Thanks,
Leefang Chow, P.E.
FDOT D6 Traffic Operations Office
305-470-5212
leefang.chow@dot.state.fl.us

From: Lyn, Neil
Sent: Wednesday, June 04, 2014 4:15 PM
To: Chow, LeeFang
Cc: Meitin, Omar; Sierra, Ramon; Llamas, Hugo
Subject: ISD Review Comments: Methodology Letter for AAF Traffic Study

Hey LeeFang:

We came by to discuss but you were not in your office. As discussed with Ramon, attached is our comments on the All Aboard traffic study methodology. Please incorporate our ISD comments within your office's review comments.

If you have any questions, please let me know.

Thanks,

Neil Lyn
District Statistics Administrator
Intermodal Systems Development (ISD) Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111-A
Miami, FL 33172
Phone: 305-470-5373

Email: Neil.Lyn@dot.state.fl.us

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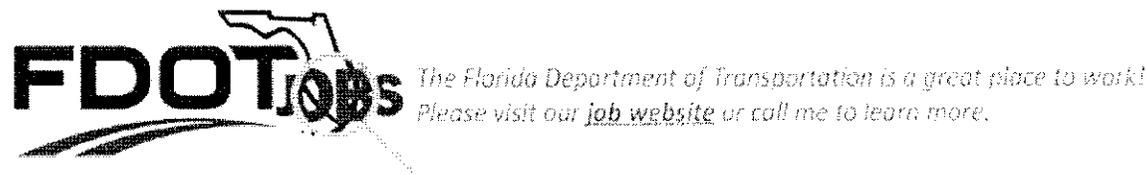


From: Meitin, Omar
Sent: Monday, May 12, 2014 3:59 PM
To: Shen, Joan (PWWM)
Cc: Khan, Muhammad (PWWM); Eymil, Yelenys (PWWM); Chow, LeeFang; Khalilahmadi, Ali; Boucle, Aileen; Steinmiller, Phil; Sierra, Ramon
Subject: RE: Methodology Letter for AAF Traffic Study

Hello Joan,

My office will look at this and provide input where needed. Leefang will be reviewing this document for the Traffic Ops office. I also copied Ali K. from our permits office and our Intermodal Systems Planning office staff so that they can also provide input if needed.

Omar M. Meitin, P.E.
Florida Dept. of Transportation
District Traffic Operations Engineer
1000 NW 111th Avenue
Miami, Florida 33172
(305) 470-5335
Fax: (305) 470-5815



From: Shen, Joan (PWWM) [<mailto:joans@miamidade.gov>]
Sent: Monday, May 12, 2014 1:58 PM
To: Meitin, Omar
Cc: Khan, Muhammad (PWWM); Eymil, Yelenys (PWWM)
Subject: FW: Methodology Letter for AAF Traffic Study

Hi Omar,

This is a very large project and will impact FDOT roadways such as I-95 off ramps, I-395, Biscayne Blvd. and SW 8 Street. Can you please ask your staff to review the attached methodology so that we can include your comments and send to the consultant and City of Miami.

Thank you,

Joan

From: Cruz-Casas, Carlos [<mailto:Ccruz-casas@miamigov.com>]
Sent: Monday, May 12, 2014 12:24 PM
To: Shen, Joan (PWWM); Khan, Muhammad (PWWM)
Cc: Rodrigues, Thomas
Subject: Methodology Letter for AAF Traffic Study

Joan,

Please see attached the Methodology Letter for the traffic study that the consultants will be submitting to the City.

Please feel free to call or email me with any questions.

Regards,

carlos cruz-casas, p.e. | chief transportation manager
capital improvements and transportation program
miami riverside center
444 sw 2nd avenue, 8th floor
miami, fl 33130
p: 305.416.1092 | f: 305.416.1019
e: ccruz-casas@miamigov.com

Garcia, Marlene (RER)

From: Castillo, Nelson <ncastillo@gfnet.com>
Sent: Tuesday, June 17, 2014 6:26 AM
To: Chow, LeeFang
Subject: Contract C9299 - TWO No. 24, Assignment No. 29: Review TIA for All Aboard Florida; Miami Station

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Leefang,

I reviewed the TIA prepared by Kimley-Horn and Associates, Inc, and offer the following comments for the Department's consideration:

1) Operational analyses:

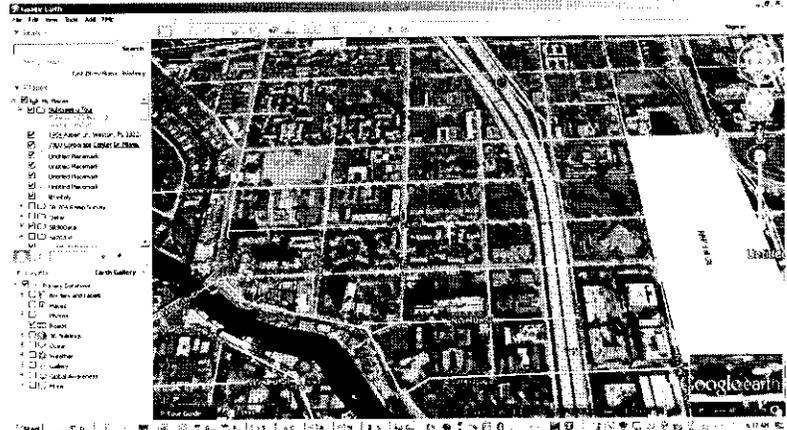
- a) A review of the operational analyses for all the intersections used a Heavy Vehicle (HV) percentage of 5%. However, the report does not indicate how the HV of 5 % was obtained. A brief review of the HV values provided in pages 309 through 332 show that some movements have a HV greater than 5%. The operational analyses should utilize the HV obtained from the TMCs.
- b) Also, it was observed that some of the operational analyses do not include the HV percentage for certain approaches where the through movement is shared with left and/or right-turn movements. For example, on page 220 it can be observed that a HV of 5% was used for WBT but not for WBRT and WBLT movements.
- c) The study should include the calculations of the PHF utilized in the operational analysis since the PHF utilized in the analyses cannot be verified based on the TMCs included in Appendix C.
- d) Since the trips are reduced by approximately 33% (because of multimodal and pedestrian reduction factors), consider evaluating or discussing the impact of the pedestrians in the operational analyses. Please note that the accessibility of pedestrians/bicyclists should be documented since the TIA considers a considerable reduction in the number of trips because of the pedestrian trips.

2) On page 13, under "Programmed Roadway Improvements":

- a) The report states that "...the majority of through truck traffic on ...will utilize the [Port Miami] tunnel instead of the local street network" However, it appears that 100% of the truck volume was removed from the through traffic (e.g., see page 348 where 10 vehicles were deleted from WBT). Please note that a study conducted by FDOT has indicated that approximately 12% of the trucks that go to the Port will not be able to enter into the tunnels because of their cargo. The traffic study should not remove 100% of the truck traffic at the selected intersections.

3) On page 20: The trip distribution shows that 14% of the entering traffic would utilize NW 5th Street. This assumption appears to be too high for NW 5th Street considering the layout of the arterials in downtown

Miami. For example, to take NW 5th Street to access downtown then a motorist would have to take SR 7 or the



eastbound SR 836 off ramp to NW 3rd Court.

4) A review of the Trip Generation Calculations revealed that a 10% of the total daily boarding/alighting data was assumed to be the trip generation of the train station (see pages 334 and 335 of the PDF). The report should indicate the reasons for assuming 10% only. If this area is supposed to encourage more transit use and trips performed by walking or riding a bike, then, the trip generation of the train station may be higher during the peak hours.

5) Queuing analyses: It is understood that at this time there are some issues that could be changing in the future during the design of the project. For example, at this time the study assumes a ticket dispenser. It is recommended to mention that the queuing analyses will have to be submitted again when the final design is completed to verify that queues would not impact traffic operations on the roadway network.

- a) The queuing analyses assumed a ticket dispenser (push button) system. Consider indicating if the service rate of the ticket dispenser is similar to that of a proximity card reader.
- b) Consider verifying if valet parking operations are planned for the residential, hotel and shopping land uses.
- c) Please verify the calculation shown on page 539 since it does not appear to match the trip generation values presented on page 334. For example, the volume for "station" shown on page 539 is 79 in the morning but page 334 shows 95 vph after applying the multimodal and pedestrian reductions. It is likely that the overall result may not change, but it is better to verify.

6) The study should include the intersections of NW 3rd Street with NW 8th St and NW 6th St.

I will call you later to discuss,

Nelson

Nelson Castillo, PE, PTOE | Senior ITS/Traffic Engineer

Gannett Fleming, Inc. | 7300 Corporate Center Drive, Suite 701, Miami, FL 33126-1233

t 786.845.9540 | c 305.407.5737 | <mailto:ncastillo@gfnet.com>

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