

date: July 1, 2020

to: Peter M. Schwarz, AICP, Assistant Director Community and
Economic Development

from: Eric Czerniejewski, P.E., ENV SP

subject: RAM Development Traffic Review

MEMORANDUM

The Corradino Group, Inc (Corradino) has been requested to complete a traffic review for the RAM Development located in the southeast corner of the Oakland Park Boulevard (SR 816) and NE 6th Avenue intersection in the City of Oakland Park, Florida. The following are our traffic review comments of the June 18, 2020 resubmittal:

Traffic Impact Study

1. Please include the 2019 peak season correction factor report in Appendix B instead of the 2018 table. The PSCF is still 1.03 for the dates when traffic data collection therefore an update to the intersection volume worksheet and traffic analysis is not necessary.

McMahon Associates, Inc. 06/16/20 Response: The 2019 Peak Season Factor Category Report has been included in Appendix B.

TCG 07/01/20 Response: Addressed.

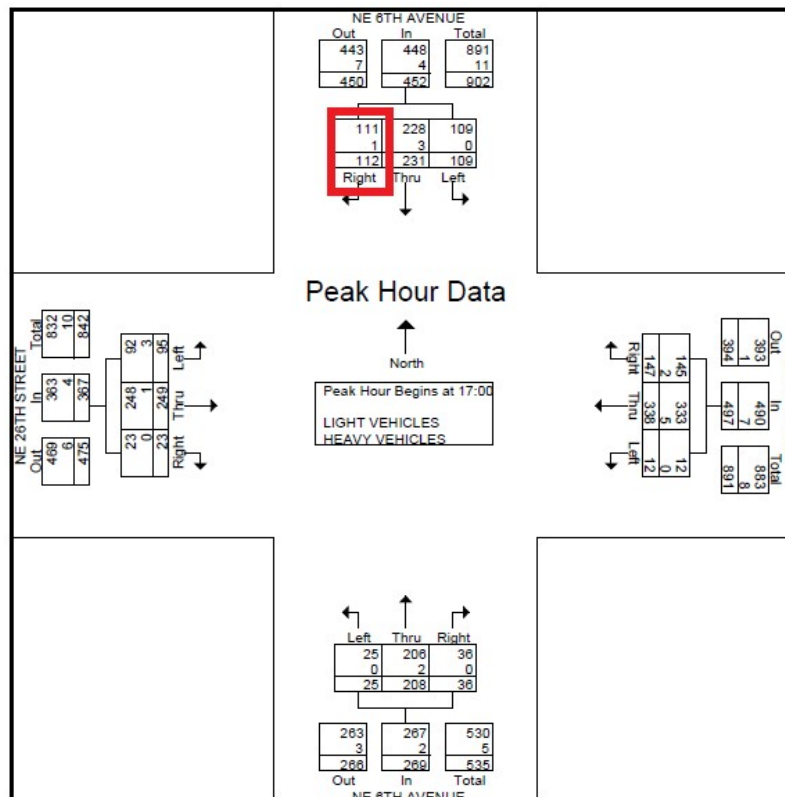
2. Please update the southbound left turn volume at the NE 6th Avenue and NE 26th Street (PM Conditions) in Intersection Volume Worksheet Table B-2. The table has 11 vehicles but the raw traffic counts sheet from Traffic Survey Specialists and Figure 3 indicates 112 vehicles. Please update the traffic analysis if necessary.

McMahon Associates, Inc. 06/16/20 Response: We were unable to find any discrepancy in the volumes. The existing southbound left turn volume at the intersection of NE 6th Avenue and NE 26th Street (PM peak hour), in Table B-2 is 112 vehicles, which matches Figure 3. The collected count (by Traffic Survey Specialists) for the southbound left turn lane was 109 vehicles, which was adjusted by a PSCF of 1.03 to calculate the existing peak-season volume of 112 vehicles.

TCG 07/01/20 Response: Addressed. The PM peak hour traffic volume in question is the southbound right turn volume at NE 6th Avenue and NE 26th Street (see below). Please update the traffic analysis for all scenarios as necessary.

TABLE B-2
PM TRAFFIC VOLUME CALCULATIONS
RAM OAKLAND PARK TRAFFIC ANALYSIS

INTERSECTION	SCENARIO	TRAFFIC VOLUMES															
		EBUT	EBLT	EBTH	EBRT	WBUT	WBLT	WBTH	WBRT	NBUT	NBLT	NBTH	NBRT	SBUT	SBLT	SBTH	SBR
NE 6th Ave. at NE 26th St.	Collected Count (11/7/19)	0	95	249	23	0	12	336	147	0	25	208	36	0	109	231	11
	Peak-Season Conversion Factor (PSCF) ⁽¹⁾	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	2019 Existing Peak-Season Traffic	0	96	256	24	0	12	346	151	0	26	214	37	0	112	235	11
	Compound Growth Rate (CGR) ⁽²⁾	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%	1.12%
	Existing plus CGR Increase	0	101	265	25	0	12	360	156	0	27	221	38	0	116	246	11
	Committed Development Trips - 3411 N Federal Hwy ⁽³⁾	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Committed Development Trips - Round Corner Oakland Park ⁽³⁾	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Committed Development Trips - West Dixie Redevelopment Project ⁽³⁾	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Committed Development Trips - The Village at Wilton Manors ⁽³⁾	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Committed Development Trips - Starbucks Wilton Manors ⁽³⁾	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
	2022 Background Peak-Season Traffic	0	101	270	25	0	12	365	156	0	27	221	38	0	116	246	11
	Project Net New Trips - Residential	0	1	0	0	0	0	0	3	0	0	2	0	0	1	1	1
	Project Net New Trips - Retail	0	4	0	0	0	0	0	4	0	0	2	0	0	4	2	4
	Project Pass-By Trips - Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vested Trips - Walmart ⁽⁴⁾	0	-4	0	0	0	0	0	-4	0	0	-2	0	0	-5	-2	-5
	2022 Total Peak-Season Traffic	0	102	270	25	0	12	365	159	0	27	223	38	0	116	247	11



McMahon Associates, Inc. 06/16/20 Response: Please see attached the revised report that corrected the SBLT volume at the NE 6th Avenue/NE 26th Street intersection.

TCG 07/02/20 Response: Addressed.

3. Please update the ingress and egress trips for ITE Code 933. The PM peak hour ingress trips should be 35 and the egress peak hour trips should be 36.

McMahon Associates, Inc. 06/16/20 Response: The ingress and egress percentages for ITE LU 933 during the PM peak hour is 50 percent and 50 percent, respectively. The total trips are 71 trips. Therefore, 36 inbound trips and 35 outbound trips are accurate.

TCG 07/01/20 Response: Addressed.

4. Please provide the FDOT pre-application letter that includes the updated site-specific information that reflects the current proposed development plan. The land uses in the 02/13/20 pre-application letter provided in Appendix A does not match the currently submitted site plan.

McMahon Associates, Inc. 06/16/20 Response: An updated FDOT pre-application letter is attached in Appendix A.

TCG 07/01/20 Response: Addressed.

5. The traffic operations at the signalized intersection of NE 6th Avenue and Oakland Park Boulevard includes vehicle queue stacking for the northbound through and left turn lanes that exceeds 473 LF and 181 LF in the PM peak Hour. Similarly, the vehicle queue stacking for the northbound through and left turn lanes exceed 308 LF and 263 LF in the AM Peak hour (traffic signal timings optimized). Please provide an exhibit that depicts these vehicle queues and the impact to the ingress and egress for the main entrance at the commercial parcel on NE 6th Avenue. Please label distances from the stop bar to each driveway opening on both sides of NE 6th Avenue including 7-Eleven.

McMahon Associates, Inc. 06/16/20 Response: Table 7 provides a summary of vehicular queues and storage lengths for the exclusive turn lanes at the study intersections, including the Oakland Park Boulevard/NE 6th Avenue intersection. At the north driveway to the proposed development along NE 6th Avenue, a “DO NOT BLOCK INTERSECTION” (R10-7) sign is proposed to prevent northbound vehicles that are queued at the Oakland Park Boulevard/NE 6th Avenue intersection from blocking access to the north driveway. A “TRUCKS RIGHT TURN ONLY” sign will also be placed for westbound vehicles exiting the proposed development at the north driveway along NE 6th Avenue.

TCG 07/01/20 Response: Please provide the vehicular queuing exhibit for the AM and PM peak hour future traffic conditions for the NE 6th Avenue approach to Oakland Park Boulevard. This should depict the two ingress egress driveway openings to NE 6th Avenue as well.

6. Please provide a feasibility concept narrative for the geometric improvements to the following existing turn lane storage bays at the following intersections:
 - Oakland Park Boulevard and Andrews Avenue- WBL and NBL turn lanes
 - Oakland Park Boulevard and NE 6th Avenue- NBL turn lane
 - Oakland Park Boulevard and Dixie Highway- NBL turn lane
 - NE 38th Street and Dixie Highway- SBL turn lane

McMahon Associates, Inc. 06/16/20 Response: The site is currently approved for a 121,345-square foot Walmart superstore with no required off-site improvements under that plan. Based on the trip generation analyses, the trips from the proposed Ram development are expected to be a decrease of 1,167 daily trips, a decrease of two (2) AM peak hour trips and a decrease of 83 PM Peak hour trips all as compared to the approved Walmart trips. Therefore, no off-site traffic improvements are deemed necessary.

TCG 07/01/20 Response: Addressed.

7. The trip distribution and assignment include the addition of 14 AM peak hour and 33 PM peak hour site generated westbound left U-turn movements at the NE 6th Avenue and Oakland Park Boulevard signalized intersection. Please ensure that a safe U-turn movement can be made at this location without impacting the existing ingress egress access point at the 7-Eleven parcel. Per the provided FDOT access management letter, FDOT has asked for the traffic impacts to this signalized intersection. Please provide a copy of the FDOT approval for the traffic analysis or any related traffic review comments.

McMahon Associates, Inc. 06/16/20 Response: There is no existing safety concern that involves westbound U-turn movements and access to the 7-Eleven parcel. Based on counts collected at the Oakland Park Boulevard/NE 6th Avenue intersection, vehicles currently perform a westbound U-turn maneuver. Further, no conflicts were observed during the field observations that involved a westbound U-turn maneuver. In addition, Signal Four Analytics crash data was reviewed for three-year, historical crashes from January 2017 through December 2019. There were no reported crashes involving westbound U-turn vehicles and vehicles entering or existing the 7-Eleven driveway. FDOT is currently reviewing the traffic analysis and has not yet provided any comments.

TCG 07/01/20 Response: Addressed. Please provide a copy of any FDOT comments or the related approval of the submitted traffic study.

8. Please add details of any Mobility Advancement Program (Broward Surtax) related projects in the vicinity of the RAM Development site in Section 7 of the traffic impact study.

McMahon Associates, Inc. 06/16/20 Response: Mobility Advancement Program information has been added to Section 7.

TCG 07/01/20 Response: Addressed.

Site Plan/Drawings

9. Please provide pavement, marking and signage plans for both the residential and commercial development sites. Please provide details for the proposed gated entrances to the residential development site in order to evaluate the visitor and resident entrances.

McMahon Associates, Inc. 06/16/20 Response: Please see the revised plans (Sheet C1 for both Commercial and Residential) provided under separate cover. Preliminary marking and signage information has been provided. Detailed pavement, marking and signage plans and details will be provided at the time of permit drawings. Vendor information for the proposed gates has been provided with the architectural plans. However, detailed drawings will be provided at the time of permit drawings.

TCG 07/01/20 Response: Please update plan sheet C-1 for the residential and commercial parcels to include callouts for all the proposed signage for both the residential and commercial parcels. Appropriate signage types should be called out per the MUTCD signage type, etc. Final plan approval will be provided once these plan related items have been addressed.

10. Please ensure that the appropriate sight visibility triangles are shown consistently on the site plan, pavement marking and signage plan and the landscape plans. The sight triangles along the Oakland Park Boulevard driveway should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).

McMahon Associates, Inc. 06/16/20 Response: Acknowledged.

TCG 07/01/20 Response: The sight triangles shown at the driveway connection to Oakland Park Boulevard do not meet the FDOT criteria as outlined in the FDOT Design Manual (Section 212.11). Final plan approval will be provided once these plan related items have been addressed.

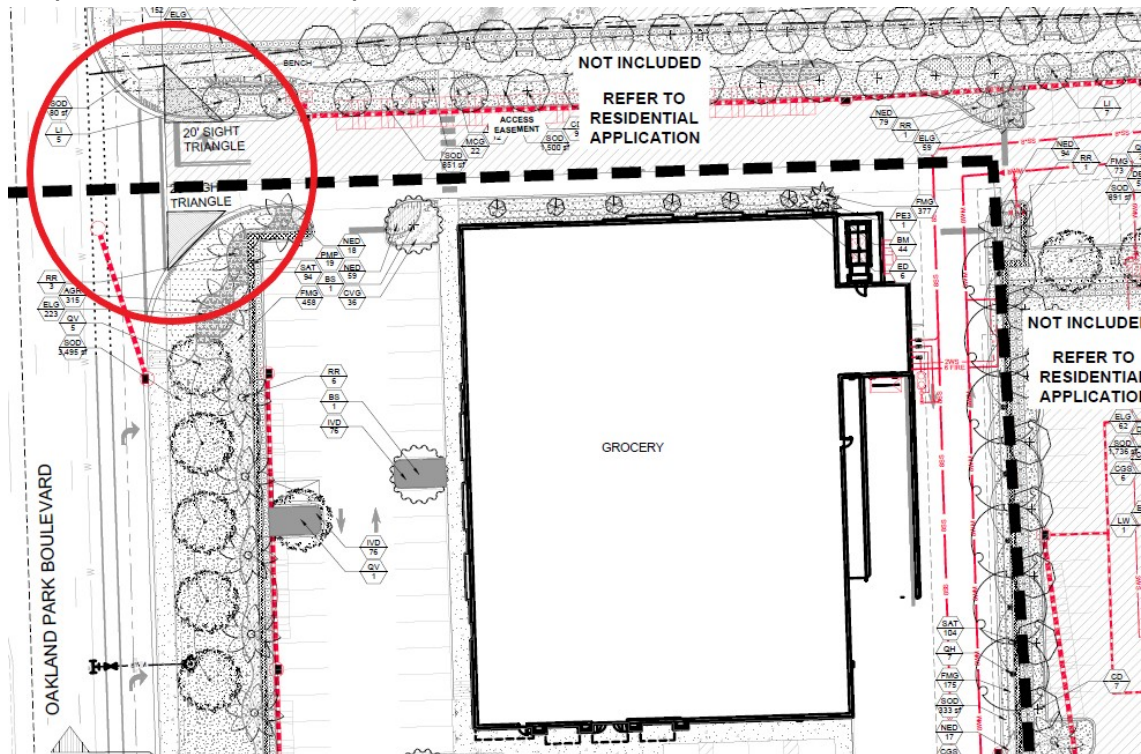
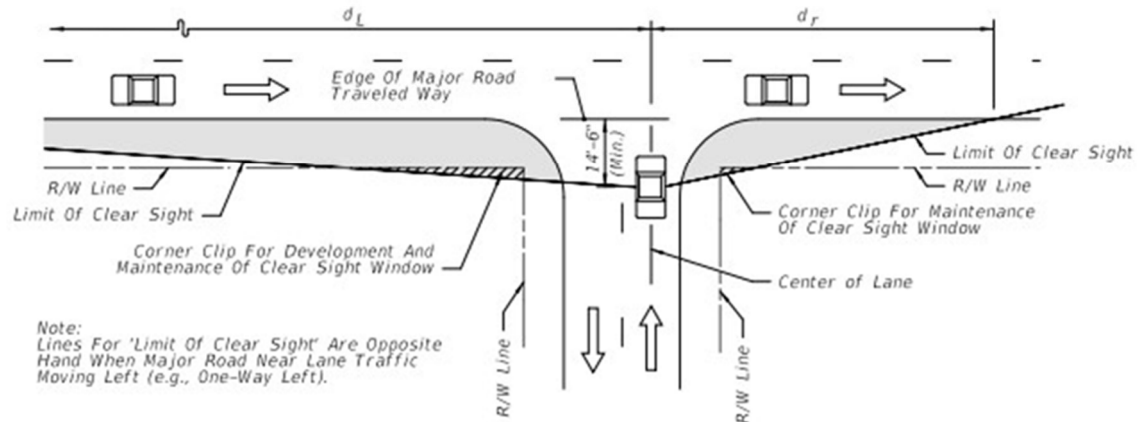
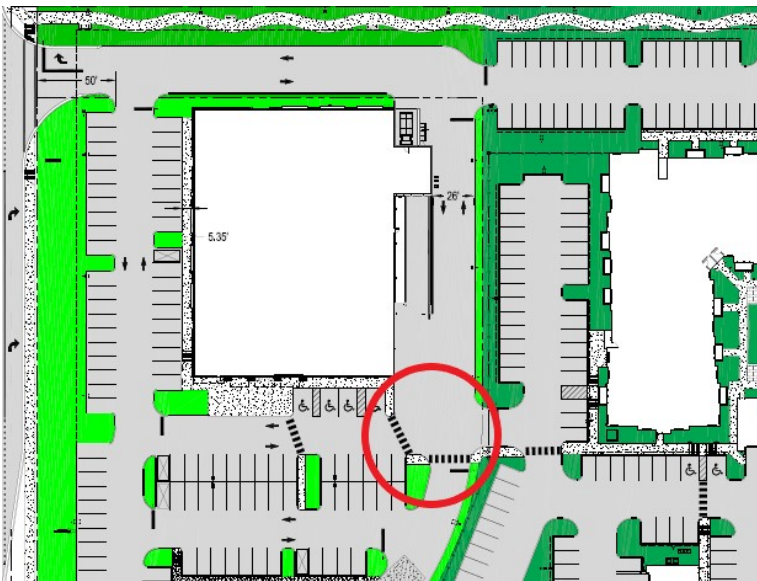


Figure 212.11.1 Clear Sight Triangles

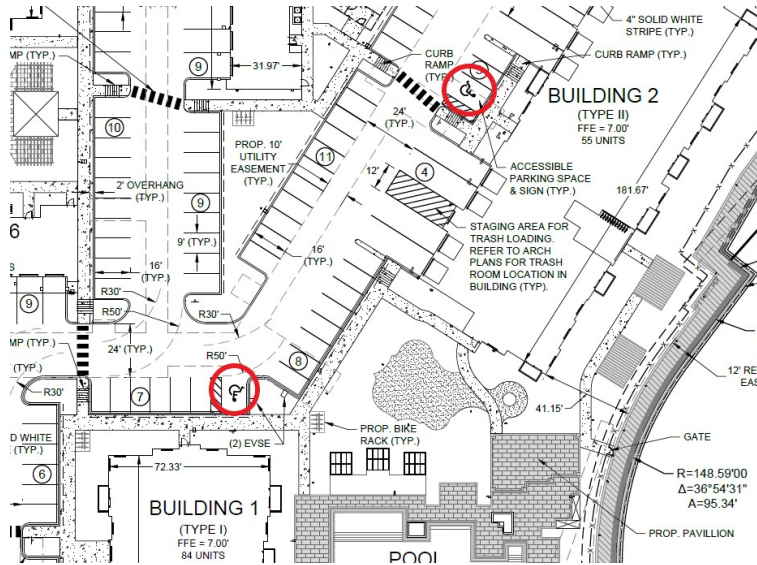


11. Please provide pedestrian crossing signs at the zebra crosswalk markings per MUTCD at the intersections within the RAM development site.



McMahon Associates, Inc. 06/16/20 Response: Please see revised Preliminary Site Plan (Sheet C1 for Commercial) provided under separate cover. Pedestrian crossing signs have been provided.

TCG 07/01/20 Response: Please update plan sheet C-1 for the residential and commercial parcels to include callouts for all the proposed signage for both the residential and commercial parcels. Appropriate signage types should be called out per the MUTCD signage type, etc. Final plan approval will be provided once these plan related items have been addressed.



Parking Study

15. In the proposed parking section on page 1, please provide details regarding the provided parking for both the residential and the commercial sites.

McMahon Associates, Inc. 06/16/20 Response: The parking analysis is intended to be for the residential component only, as stated in the introduction section, since a reduction in the required parking is not being requested for the commercial site. Adding information regarding the commercial site could cause confusion.

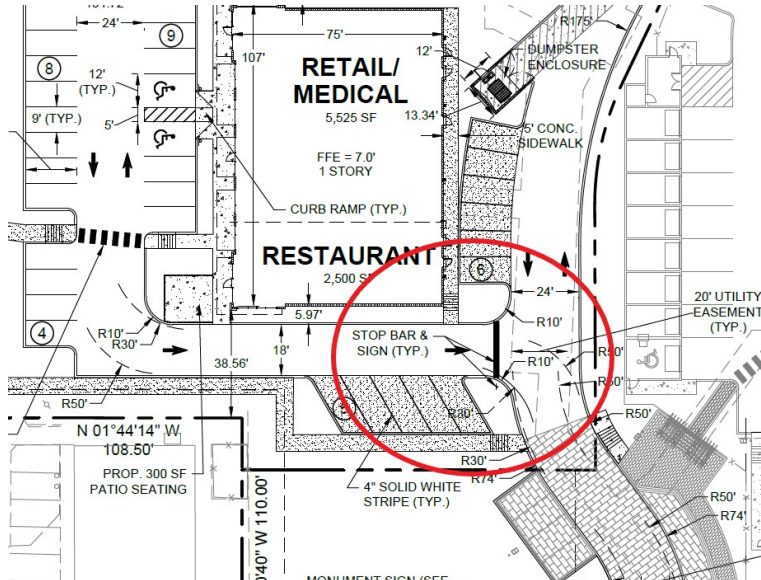
TCG 07/01/20 Response: Addressed.

16. Please provide additional detail regarding tandem parking spaces and if parking spaces were assigned on the sites where parking accumulation was completed. Please expand on how the garage spaces are allocated.

McMahon Associates, Inc. 06/16/20 Response: Per the parking analysis report, tandem spaces were only recorded at the Gables Wilton Park site. Resident parking spaces were not assigned at any of the sites where the parking accumulation data was collected. This information has been included in the revised Parking Analysis report. In addition, garage spaces were available at the Wilton Metropolitan and Gables Wilton Park sites. As previously indicated for those sites, it was assumed that all garage spaces were occupied for purposes of the data collection.

TCG 07/01/20 Response: Addressed.

20. Please add Do Not Enter and One-Way Signs per MUTCD criteria at the newly defined one-way internal roadway near the Restaurant and Retail/Medical Building on the commercial parcel. Final plan approval will be provided once these plan related items have been addressed.



21. Please provide appropriate signage per MUTCD to restrict truck traffic along NE 6th Avenue. This should include similar restrictions/conditions as approved for the prior Walmart use. The previously approved Development Order dated 09/09/15 had the below language regarding Truck Traffic:

- g) Truck Traffic: The Applicant agreed that it shall prohibit southbound truck traffic on N.E. 6th Avenue. The Southwest corner of the site will have a right turn only sign posted. The Applicant agreed to modify the site plan to provide a truck spin to allow for the exclusive use of Oakland Park Blvd., for truck traffic. The applicant shall not allow any of its delivery trucks or service trucks to use N.E. 6th Avenue.