

## THE GREATER MIAMI EXPRESSWAY AUTHORITY

### Question 21. Transportation

1. **Kendall Parkway was deliberately excluded from trip assignment or impact testing because the capacity of the SR 836 extension is not available for the use of any new development. This approach is consistent with the CDMP Amendment restrictions for Kendall Parkway.**

Response: Comment noted. The Kendall Parkway continues to be excluded from the analysis.

2. **The ADA identifies SR 874 as a regional facility expected to attract trips generated by the proposed development. However, based on the data presented, the number of trips assigned to SR 874 appears low, leading the analysis to conclude that SR 874 is not an ‘impacted roadway’ under the 5.0% significance threshold, which defines an impact as project traffic equal to or exceeding 5% of the adopted PM peak-hour maximum service volume.**

**The estimated PM peak-hour increase of only 125–150 southbound trips on SR 874/Don Shula Expressway (Table 21.E.1) seems unrealistically low for a 990-acre development containing 7,800 dwelling units and more than 2 million square feet of retail, industrial, warehouse, and office uses. This may indicate a broader underestimation of traffic impacts within the analysis.**

Response: The traffic was distributed and assigned based on the SERPM distribution and the trip generation methodologies outlined in Section Q21.G of the approved agreement to delete document. The model assigned only 5% / 6% of the project traffic along the roadway. The SERPM model files will be submitted for review.

3. **The applicant must provide all the SERPM model files for the project trip assignments review that were used to determine compliance with this 5.0% rule provided in Table 21.A.2.**

Response: The SERPM files are provided in appendix 21-5.

4. **The applicant did not conduct an AM peak-hour analysis, which is essential for evaluating potential traffic impacts on local roads and adjacent neighborhoods, particularly given the presence of a middle school and an elementary school located three blocks apart along SW 144th Street. Without this analysis, the study cannot adequately assess congestion or operational issues on the existing roadway network that would serve the proposed development. Additionally, little to no information is provided on the traffic impacts to key access roadways, including SW 162nd Avenue, SW 157th Avenue, SW 144th Street, and SW 152nd Street. The final transportation analysis must include a comprehensive AM peak-hour assessment and complete impact evaluation of these roadways.**

**The methodology should also require the AM peak hour assessment.**

Response: Only a PM peak hour assessment is required as agreed upon within the agreement to delete document reviewed and approved by the reviewing agencies. See Section Q21.B.2 and Q21.B.14.

- 5. The proposed development includes three access points across the CSX rail tracks (Map J-G1). However, the analysis does not include a scenario without these crossings to assess potential impacts on the remaining access points and the existing connecting roadway network.**

Response: . The project will secure the crossings with CSX. The study is performed under this condition.

- 6. The PM peak period of 4 PM to 6 PM used in the traffic impact analysis does not reflect actual peak conditions in the southwest area of the county, where congestion typically extends beyond 7 PM.**

Response: Section Q21.B.14 of the approved agreement to delete document outlines the PM peak hours as 4:00 pm - 6:00 pm.

- 7. The projected increases in traffic on existing local roadways providing direct access to the proposed development, such as SW 162nd Avenue south of SW 136th Street (12–25 additional PM peak trips), SW 157th Avenue south of SW 136th Street (250 additional trips), and SW 136th Street (175 additional trips) appear unreasonably low. Given the scale of the proposed development, these estimates likely underestimate the true traffic impacts on the local roadway network.**

Response: The traffic was distributed and assigned based on the SERPM distribution and the trip generation methodologies outlined in Section Q21.G of the approved agreement to delete document. See Appendix 21-5 for SERPM documentation.

- 8. SW 144th Street, with [sic] which is the only existing access to the proposed development from the east, was not included in the analysis. SW 144th Street and SW 157th Avenue would serve as the only eastern access points to the development. Both roadways provide primary access to established residential communities and experience significant congestion during the AM peak period, which was not evaluated in the study.**

Response: Only a PM peak hour assessment is required as agreed upon within the agreement to delete document reviewed and approved by the reviewing agencies. See Section Q21.B.2 and Q21.B.14.

Segment counts have been collected at SW 144<sup>th</sup> Street between SW 162<sup>nd</sup> Avenue and SW 157<sup>th</sup> Avenue. This segment has been added to the analysis to determine the effect of the project on the roadway. Furthermore, the project traffic may also access the site via the eastern access points on SW 152<sup>nd</sup> Street and SW 136<sup>th</sup> Street.

- 9. The submittal does not meet the definition of “sufficient” per Rule 73C-**

**40.022(3)(a), F.A.C., as it does not provide information adequate for reviewing agencies to fully assess transportation impacts.**

Response: Comment noted. Please refer to the revised report.

- 10. Although no trips were assigned to the future Kendall Parkway/SR 836 Southwest Extension, GMX requests continued coordination for information and planning consistency as the site development process advances.**

Response: Comment noted.