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Lincoln Road Vicinity Parking Restriction Analysis

The plans were designed pursuant to the Federal High Way Administration's Manual on Uniform Traffic Control Devices (MUTCD) and City of Miami Beach standards.

- MUTCD requires that parking not be any closer than 20' from crosswalks
- Per City of Miami Beach:
 - A minimum of 20 feet is typically required for stop-controlled or uncontrolled intersections
 - A minimum of 30 feet is required for an approach road to a signalized intersection
 - Driveways are treated similarly to uncontrolled intersections, so a minimum distance of 20 feet should be assumed.

Florida Statute 316.1945:

Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

1. In front of a public or private driveway.
2. Within 15 feet of a fire hydrant.
3. Within 20 feet of a crosswalk at an intersection.
4. Within 30 feet upon the approach to any flashing signal, stop sign, or traffic control signal located at the side of a roadway.
5. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of such entrance (when property signposted).
6. On an exclusive bicycle lane.
7. At any place where official traffic control devices prohibit standing.

Sight distance triangle is 15'x15' as measured from edge of pavement to edge of pavement. (CMB PW Detail 10-23)
No planting or structure within 55' of edge of pavement. (CMB PW Detail 10-26 and 10-27)

Per Miami-Dade County traffic operations manual, DI= 70', 35' min. and Dr= 40', 20' min. for 30 mph roads.

Any changes in traffic patterns will require a traffic study.

Based on the above information, and the requirement to conform to landscaping and canopy coverage, the proposed parking configuration cannot be altered. Only changes to either traffic pattern or landscaping will provide the possibility of adding parking to the surrounding areas.

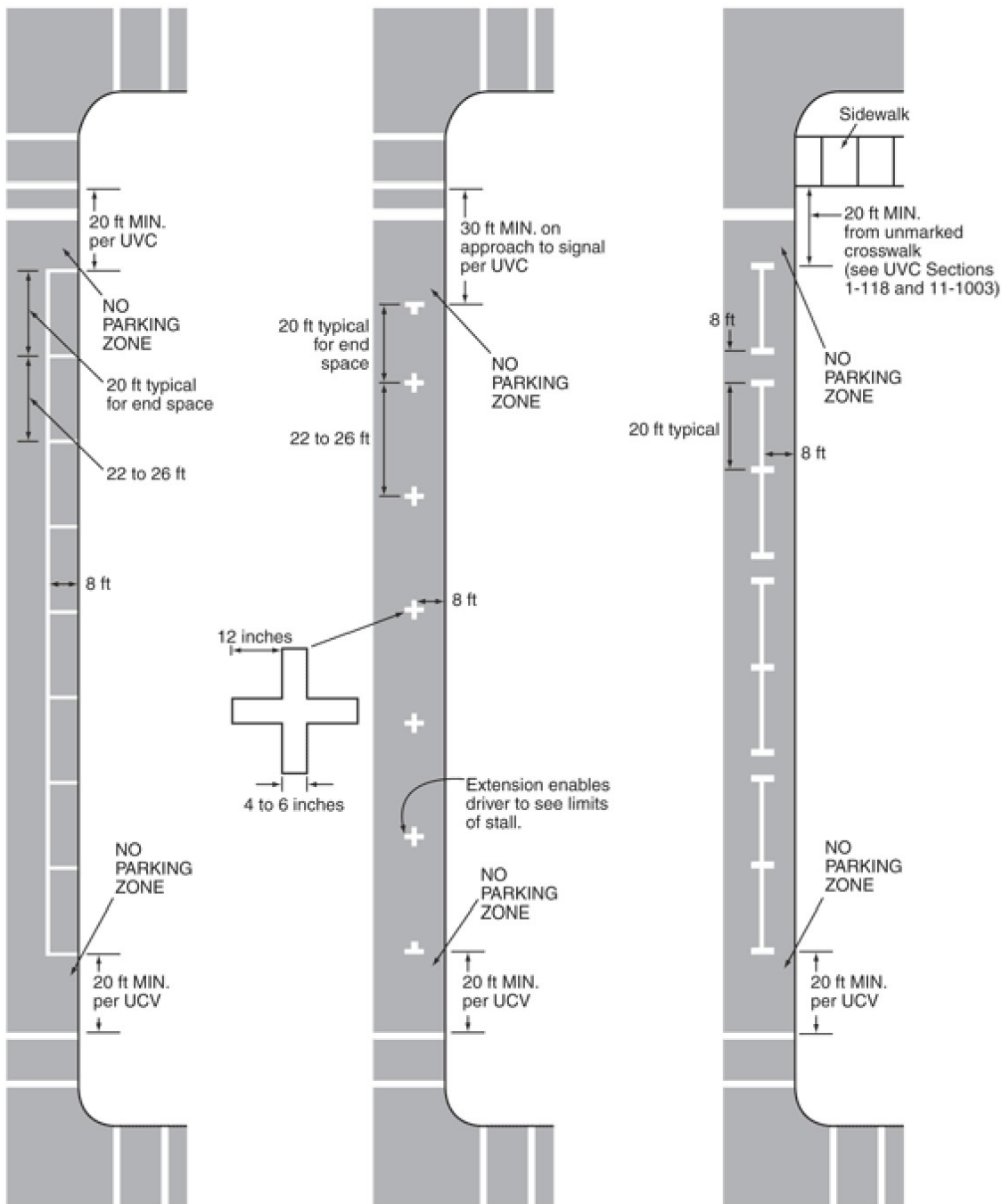
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From MUTCD:

Figure 3B-21. Examples of Parking Space Markings

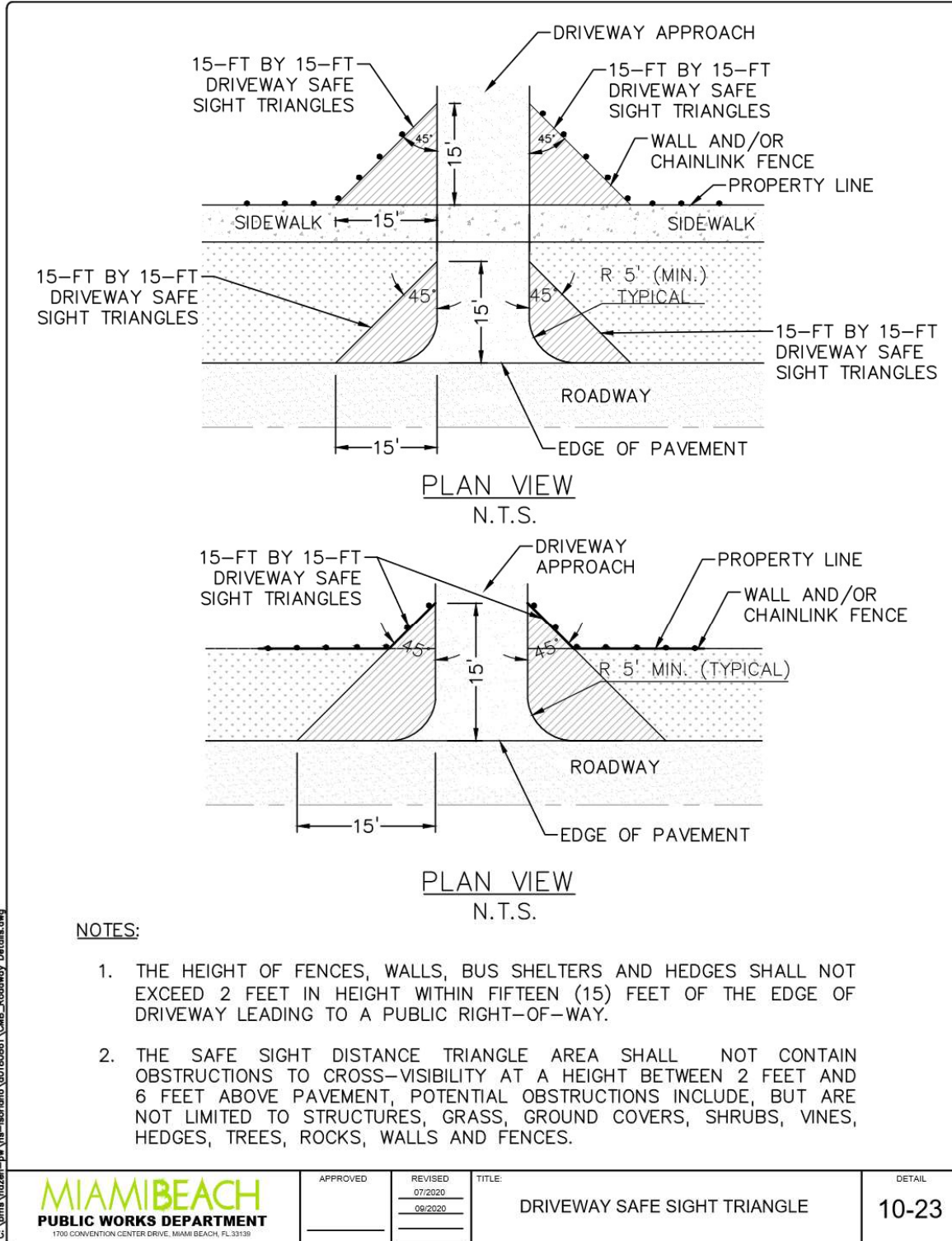


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From Miami-Dade County (enforced on county roads):

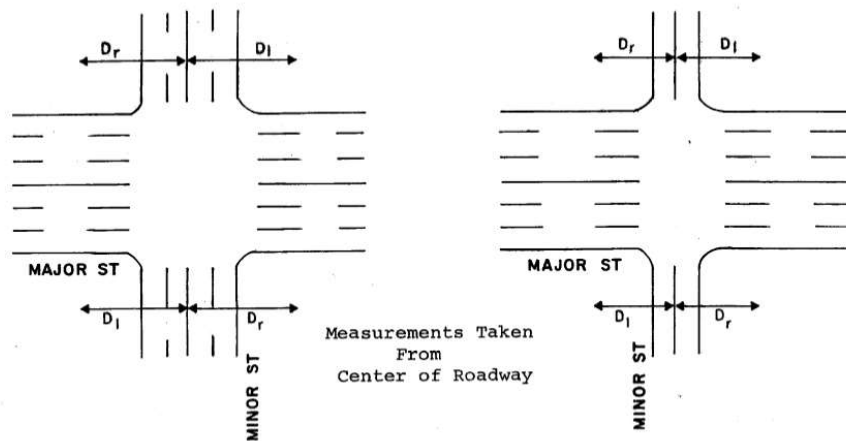
3.3. Parking Restrictions At Intersections

In order to aid in the removal of possible hazards due to sight restrictions at intersections, it becomes necessary at times to remove parking a distance from radii of that intersection.

The following table is the established criteria for parking removal at various speeds for sight distance improvement:

SPEED LIMIT (MPH)	D _i (FT)		D _r (FT)	
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
30	35	70	20	40
35	50	95	30	50
40	70	130	40	70
45	95	160	50	85
50	125	400	70	215

MEASUREMENTS TAKEN FROM CENTER OF ROADWAY



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From FDOT Design Manual:

Topic #625-000-002
 FDOT Design Manual

January 1, 2018

212.7 Lane Shifts

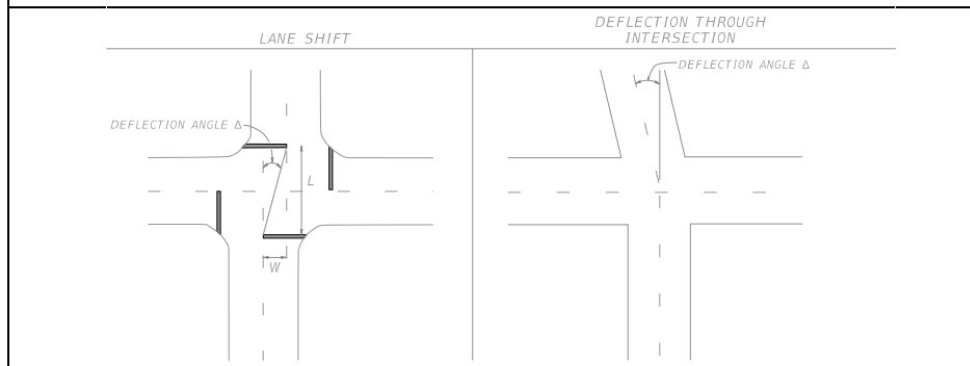
Lane shifts through intersections should meet the requirements for non-merging conditions. Pavement markings should be used through the intersection to provide positive guidance to the motorist. The shifting taper length is controlled by the size of the intersection and the deflection angle. Although deflections through intersections are discouraged, there may be conditions where they are necessary.

The maximum deflection angles at intersections to be used in establishing the horizontal alignment are given in **Table 212.7.1**.

Table 212.7.1 Maximum Deflection Angle Through Intersection

Maximum Deflection Angle Through Intersection (DM)					
Design Speed (mph)					
≤ 20	25	30	35	40	45
16° 00'	11° 00'	8° 00'	6° 00'	5° 00'	3° 00'

(1) Deflection angle used is not to cause a lane shift (W) of more than 6 feet from stop bar to stop bar.

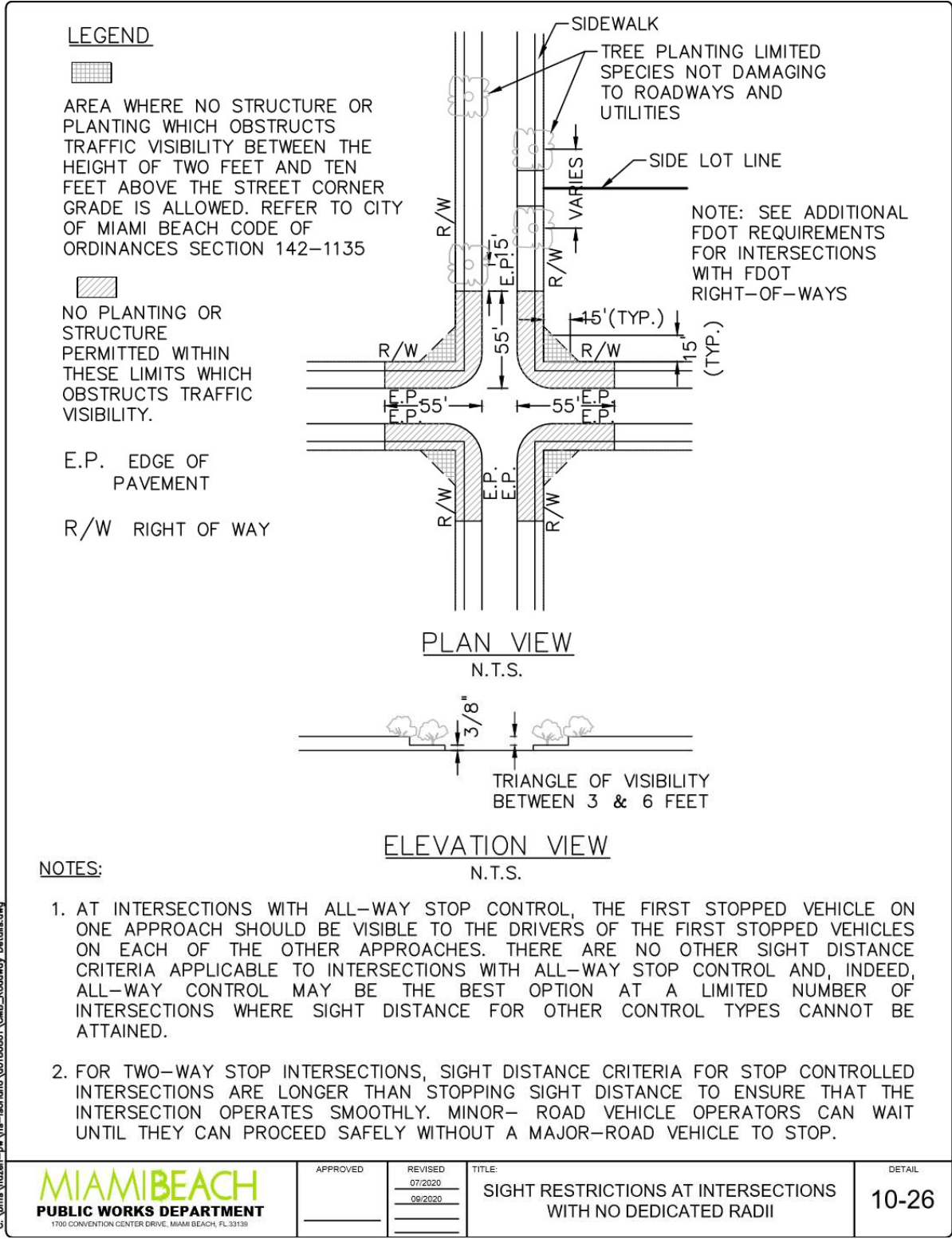


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