

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004  
P: 609-714-0400 F: 609-714-9944 www.sallc.org

David R. Shropshire, PE, PP  
A Andrew Feranda, PE, PTOE, CME  
Randal C. Barranger, PE  
Nathan B. Mosley, PE, CME

September 7, 2016

Mr. Nicholas Talvacchia, Esquire  
Cooper Levenson, P.A.  
1125 Atlantic Avenue  
Atlantic City, NJ 08401

(via email: ntalvacchia@cooperlevenson.com)

Re: **Meeting Minutes and Traffic Response**  
Polo North Country Club, Inc.  
500 Boardwalk - Block 82, Lots 1 & 2  
Atlantic City, Atlantic County, NJ  
SA Project No. 16127

Dear Nick:

As requested, the following is a summary of the September 6, 2016 on-site meeting minutes and our response to the traffic related comments from Bill England's August 8, 2016 review letter for the project.

## **MEETING MINUTES**

Attendees: Glenn Straub (owner), Dave Magliato (Polo North), Bill England (ARH - CRDA), Rob Reid (CRDA), Russell Cipolla (City Engineer), Guy Petinga (City Traffic Bureau), Lt. Pierce (ACPD), Sgt. Hersh (ACPD), Nick Talvacchia & Dave Shropshire.

### **Discussion Items and Conditions for Approval:**

1. It was agreed that Oriental Avenue will remain in its current condition with one wide lane in each direction.
2. It was agreed that the Revel Boulevard approach to Oriental Avenue will have an exclusive left-turn lane (designated for valet parking), two through lanes (designated for self-parking) and an exclusive right-turn lane.
3. It was agreed that advance lane designation signs will be placed/modified along Revel Boulevard to conform to the new inbound traffic pattern at Oriental Avenue.
4. The turning radius at the eastbound Oriental Avenue approach to the new valet entrance lane opposite Massachusetts Avenue will be improved to accommodate the design vehicle (limo/shuttle bus). The improvement may require the modification to one signal pole. Turning templates will be provided to confirm the sufficiency of the radius improvement.



5. A “flex” lane was discussed to permit the inside exiting lane from the new valet area to be converted to an inbound lane when peak inbound conditions warrant additional valet queuing area. The “flex” lane will be controlled with roof LED directional lights/signs and the use of movable traffic delineator stanchions. In addition, curbing/bollards will be provided around the columns in the “flex” lane transition area.
6. Signage and/or striping for traffic calming will be provided along the exiting lanes from the new valet area.
7. The queuing distance along the valet entrance lane was discussed. There is over 600’ between the new valet area and Oriental Avenue which will provide for over 50 queued vehicles with the use of the “flex” lane. The valet area accommodates an additional 20 vehicles. If needed, the valet inbound lane can be managed and extended to the first floor of the parking garage which adds over 1,500’ of queue length for the valet and corresponds to an additional 60 queued vehicles. It was collectively agreed that there appears to be more than sufficient area for the valet queuing to avoid any impact to Oriental Avenue.
8. The taxi storage area was discussed and viewed. The plans will show an area for 50 taxis within the garage which was considered more than adequate for the needs of the site.
9. The striping at the self-parking entrance was discussed and it was agreed that the striping would be modified to direct the two through lanes from Revel Boulevard into the two receiving lanes of the self-parking garage entrance. The area outside the lane striping for the two entrance lanes will be cross-hatched to emphasize the lane path.
10. It was agreed that removable bollards would be installed at the former porte cache entrance to allow emergency vehicle access to the ropes course area.
11. Improved fencing around the ropes course area was discussed and agreed to as a condition of approval.
12. It was agreed that a designated emergency circulation aisle will be provided around the ropes course area including necessary curb modifications to maintain a minimum clear width of 16’.
13. Each of the items agreed to above will be indicated on a revised conceptual circulation/striping/signage plan for presentation at the September 8, 2016 CRDA hearing.

**RESPONSES TO THE SEPTEMBER 8, 2016 REVIEW LETTER TRAFFIC-RELATED ENGINEER’S COMMENTS**

Comments 1-2) Agreed. Signage and striping modifications have been provided to address this comment and will be formalized as a condition of approval.



Comment 3) Oriental Avenue will be left in the current condition as shown on the restriping concept. From the Schoor DePalma Traffic Impact Study (TIS) for Revel (revised June 8, 2007), the proposed 1,850 room casino hotel will generate 650 to 750 directional trips of which 18-20% are valet oriented consistent with the % of valet spaces in the garage. Therefore, about 140-150 inbound valet trips are anticipated during the peak hour. A turning template analysis will be provided as a condition of approval.

Comment 4) Agreed. This comment is addressed through the restriping concept and a turning template analysis will be provided as a condition of approval.

Comment 5) Agreed. A traffic analysis will be provided for the existing tower and event traffic to demonstrate that the modification to the valet stacking area is sufficient for the 55% reduction in casino hotel rooms. The TIS will be used as a basis for the traffic analysis.

Comment 6) Agreed. A turning template analysis will be provided as a condition of approval.

Comment 7) Agreed. The traffic signal timing protocols will be reviewed with ACPD and the City's traffic bureau to minimize delay at the critical Pacific Ave and Oriental Ave intersections. Retiming will be provided as needed.

Comment 8) Leaving Oriental Avenue in its current conditions addresses this comment.

Comment 9) Agreed. ACPD and the City's traffic bureau attended the September 6, 2016 on-site meeting and expressed agreement with the recommendations discussed during the meeting.

Comment 10) Agreed. Striping will be shown on the plans to address this comment.

Comment 11) Agreed. CMX prepared a Traffic & Parking Management Plan (TMP) for Revel dated December 7, 2007. An amended TMP will be provided as a condition of approval and will include event related options such as the "flex" lane discussed at the September 6, 2016 on-site meeting.

If you have any questions regarding the meeting minutes or review letter responses, please do not hesitate to call us.

**Sincerely,  
Shropshire Associates LLC**

A handwritten signature in black ink, appearing to read 'David R. Shropshire'.

David R. Shropshire, P.E., P.P.  
Principal  
DRS/jab

cc: Robert L. Reid, AICP, PP  
William M. England, PE, PP, CME, CPWM  
Russell Cipolla, PE  
Elizabeth Terenik, AICP, PP  
Jon Barnhart, PE, PP

(via email: rreid@njcrda.com)  
(via email: wengl@arh-us.com)  
(via email: RCipolla@cityofatlanticcity.org)  
(via email: Eterenik@cityofatlanticcity.org)  
(via email: jbarnhart@awponzio.com)