The background of the slide is a grayscale photograph of a street scene. In the foreground, the rear of a silver car is visible, showing a license plate with the number '1954.967.5665' and the website 'HOLLYWOODRIA.COM'. Behind it, a white SUV and another white car are parked. A palm tree is visible in the distance against a clear sky. A solid green horizontal bar is positioned above the main title.

Village of Palmetto Bay Villagewide Traffic Calming Study

PUBLIC MEETING

July 5th, 2017

MARLIN

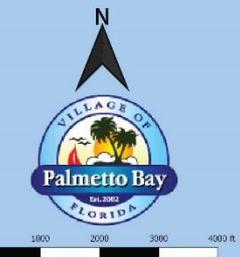
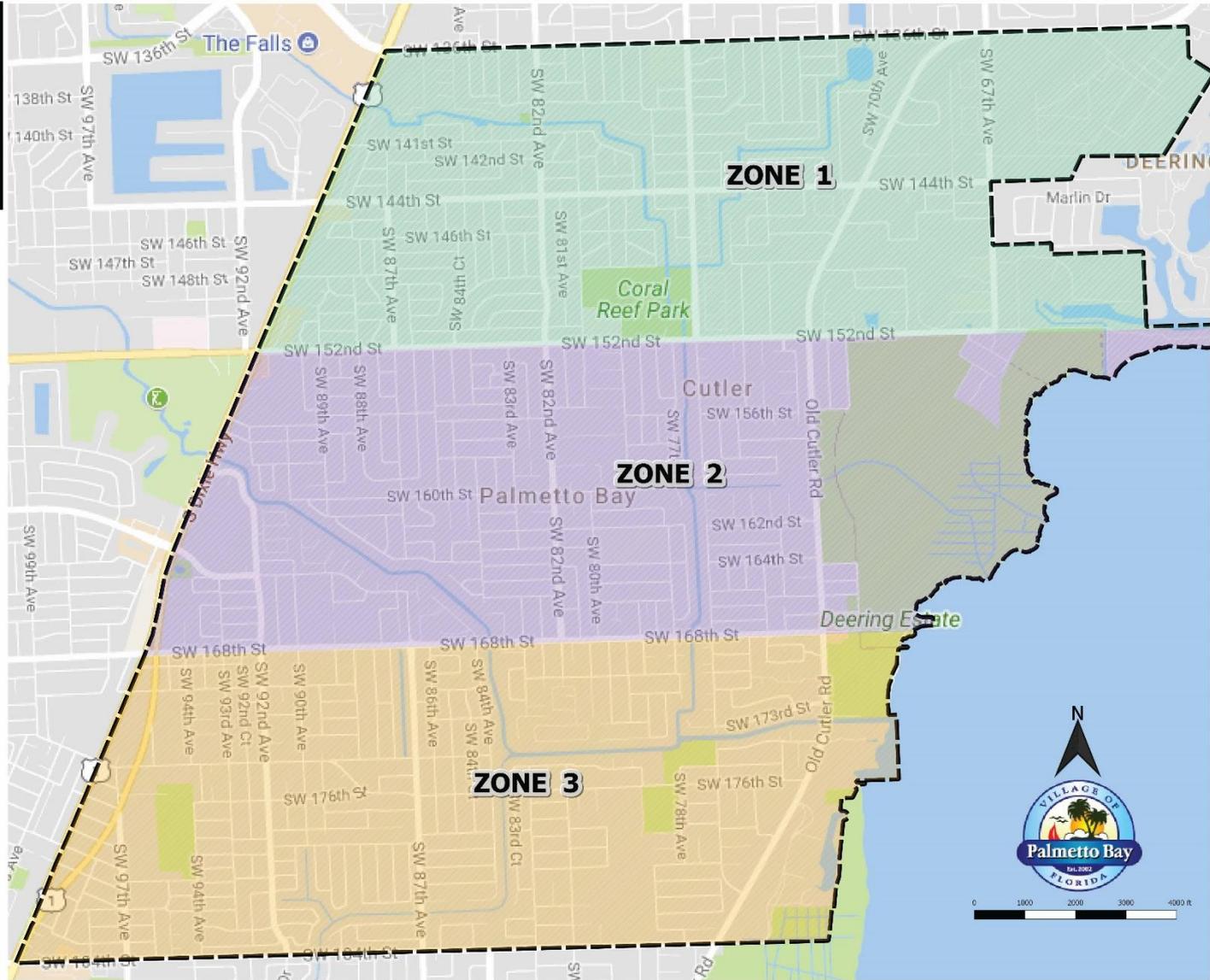
AGENDA

- Project History
- Data Collection Process
- Study Purpose and Methodology Review
- Data Collection Results
- Eligible Segments and Recommendations
- Public Input

Zoning

Legend

-  Town Boundary
-  Zone 1
-  Zone 2
-  Zone 3



KICK-OFF MEETINGS SUMMARY

- December 12, 2016 (Zone 1)
 - December 15, 2016 (Zone 2)
 - December 20, 2016 (Zone 3)
-



FOLLOW-UP MEETINGS SUMMARY

- April 4, 2017 (Zone 1)
- April 18, 2017 (Zone 2)
- April 11, 2017 (Zone 3)



Public Feedback

- Comment cards
- Online surveys
- E-mails
- Comments/stickers at public meetings



Data Collection Process

- 167 data collection sites were established throughout the Village.
- Off school and holiday periods were avoided during data collection.

Data collection sites where chosen by:

- Residents Input
- Town Administration Advice
- Traffic Flow Throughout the Town
- Historical Traffic Data

ATRs (Automatic Traffic Recorder) machines were utilized to perform:

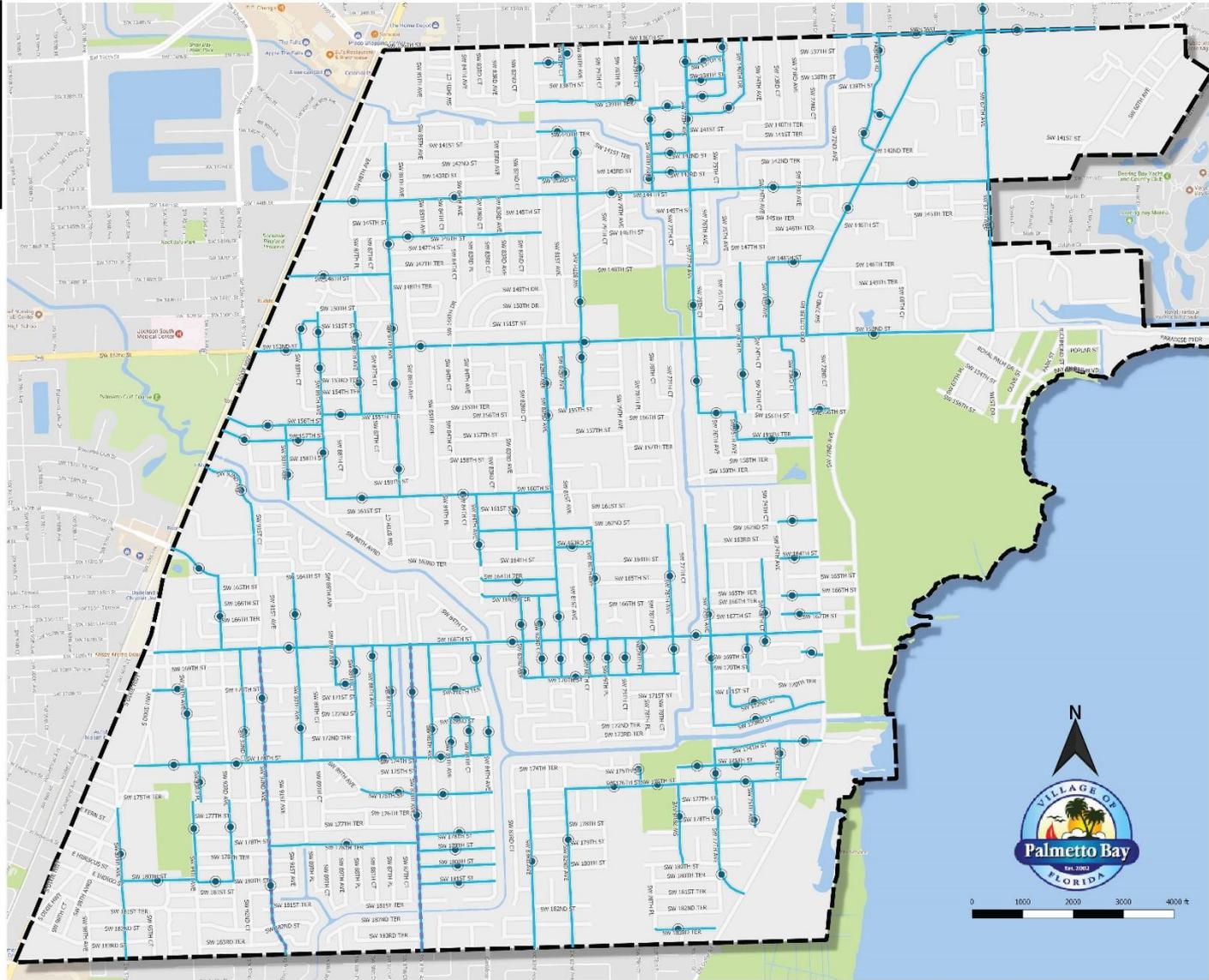
- Daily Traffic Volume Counts
- Peak Hour Volume Counts
- 85th Percentile Speed Counts

Traffic Data Collection

24 Hour Volume & Speed Counts

Legend

-  Town Boundary
-  Device Location
-  Segment Collected



STUDY PURPOSE & METHODOLOGY REVIEW

STUDY PURPOSE

The purpose and goal of the study is to identify specific locations within the Village of Palmetto Bay which present speeding, traffic volume, or safety issues and develop traffic calming measures to address them.

TRAFFIC CALMING OBJECTIVES

- Make Streets Safer
- Reduce Traffic Volume
- Reduce Travel Speed
- Improve Pedestrian Safety
- Preserve Quality of Life
- Add value to the neighborhood



“Roundabouts reduce crashes by 51%, and injury crashes by 73%”

- Synthesis of Highway Practice 264, NCHRP 1998

METHODOLOGY REVIEW

- Collect existing traffic data.
- Perform traffic calming analysis.
- Determine critical locations within the Village.
- Prepare recommendations to address issues.
- Present recommendations to Miami-Dade County for approval.

METHODOLOGY REVIEW / GUIDELINES



Points	85 th Percentile Speed (mph)
0.5	< 4.6
1.0	4.6 to 7.5
1.5	7.6 to 10.5
2.0	10.6 to 13.5
2.5	13.6 to 16.5
3.0	> 16.5 mph

Points	Volume per Day
0.5	500 – 750
1.0	751 – 1,100
1.5	1,101 – 1,700
2.0	1,701 – 2,300
2.5	> 2,300

Points	No. of Accidents
0.5	1 - 2
1.0	= 3
1.5	> 3

- I. Any street that ranks 2.5 points or higher is eligible for traffic calming.
- II. Any street that ranks 2.0 will be studied by the Village's Transportation Engineer to determine if other measures may be helpful in addressing concern.

Chicanes



Chokers/Curb Extensions



Roundabouts



Traffic Circles



Speed Humps



Speed Tables



Complete Streets



Raised Intersections



Data Collection Results

The Traffic Data was analyzed and Volume, Speed and Crashes issues were mapped.

24 Hour Vehicle Counts

Bi-Directional Volume Counts

Legend

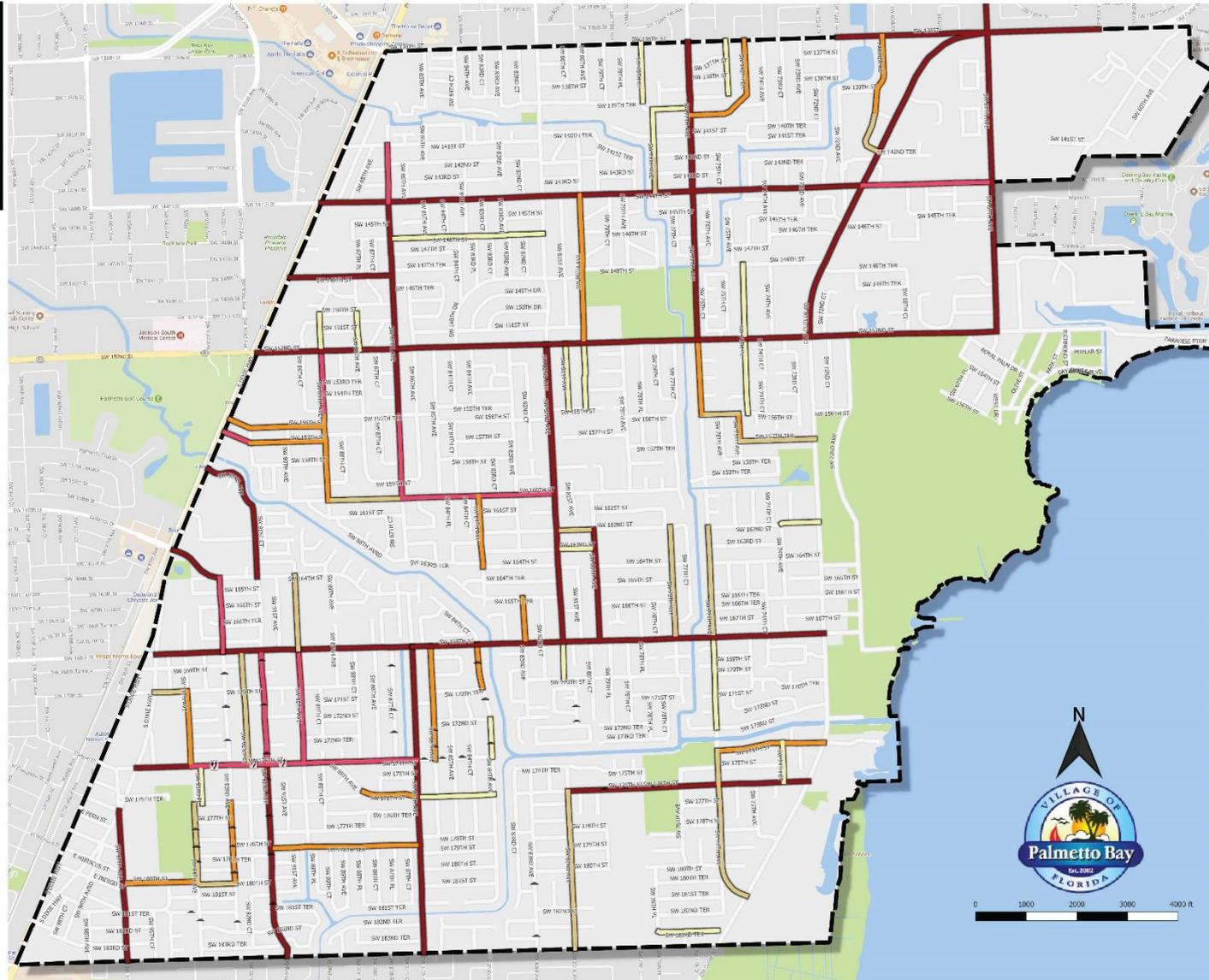
Town Boundary

24 Hour Vehicle Counts

- 500-750 Vehicles (0.5 Points)
- 750-1,100 Vehicles (1.0 Points)
- 1,101-1,700 Vehicles (1.5 Points)
- 1,701-2,300 Vehicles (2.0 Points)
- >2,300 Vehicles (2.5 Points)

Existing Conditions

- Speed Bump/Table
- Median



Measured Speed

85th Percentile Above Posted Speed Limit

Legend

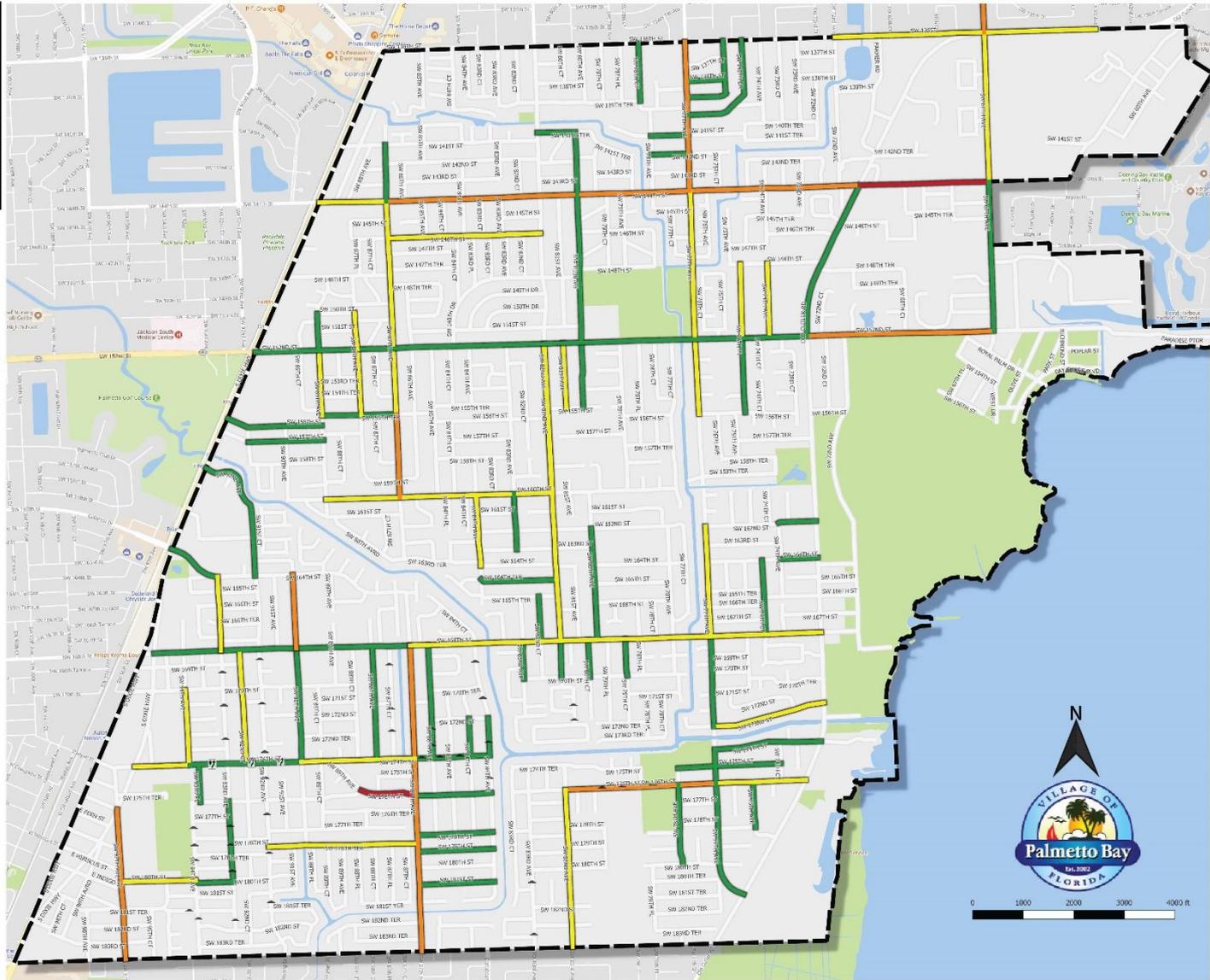
 Town Boundary

85th Percentile Speed

-  < 4.6 Mph* (0.5 Points)
-  4.7 to 7.5 Mph (1.0 Points)
-  7.6 to 10.5 Mph (1.5 Points)
-  10.6 to 13.5 Mph (2.0 Points)

Existing Conditions

-  Speed Bump/Table
-  Median

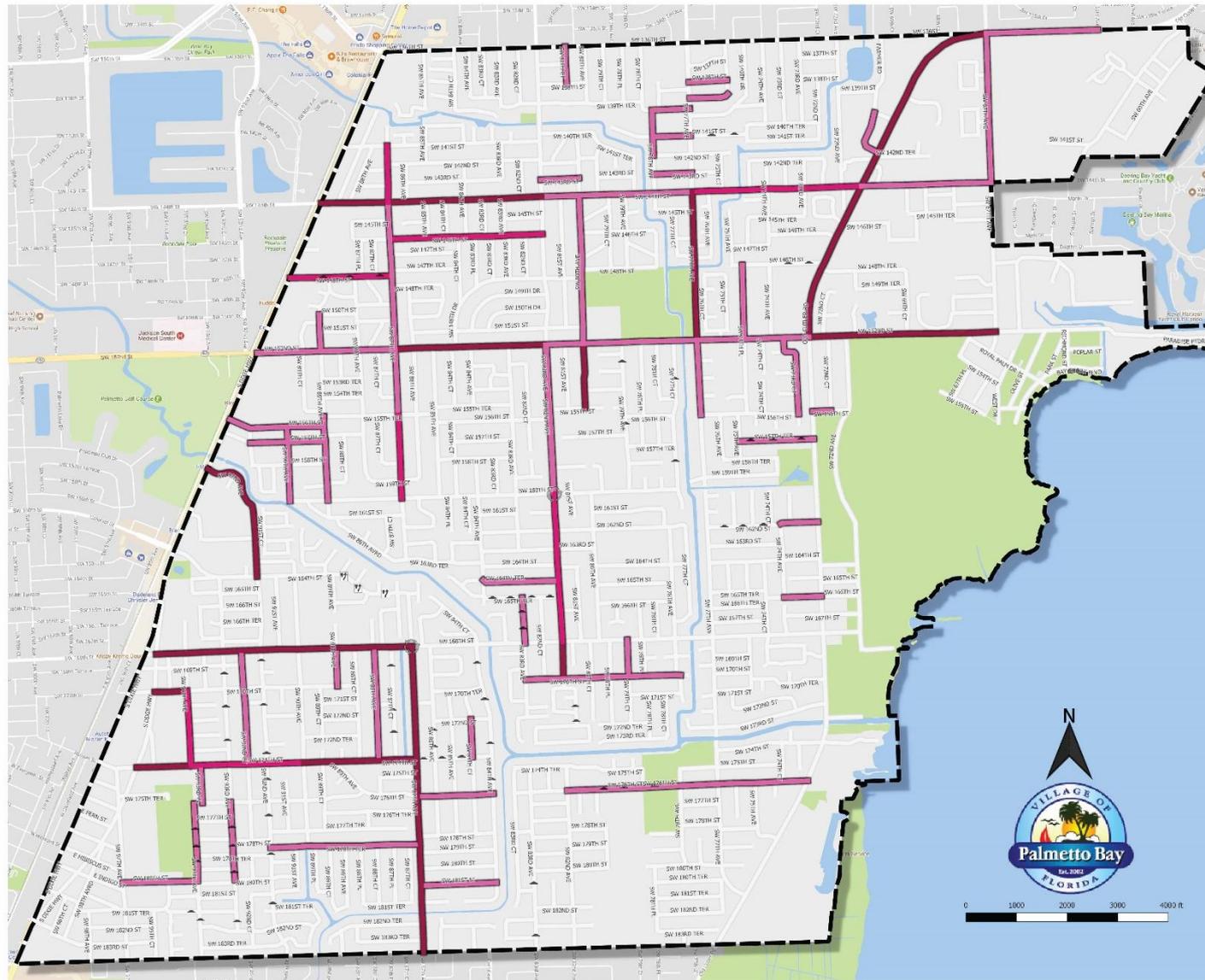


Crash Data

Crashes per segment

Legend

- 1-2 crashes (0.5 points)
- 3 crashes (1.0 points)
- 4 or more crashes (1.5 points)



Eligible Segments & Recommendations

Primary Approach

- Improve mobility and operational ratios on arterials and collectors, to redirect most of the traffic away from the residential streets.

Secondary Approach

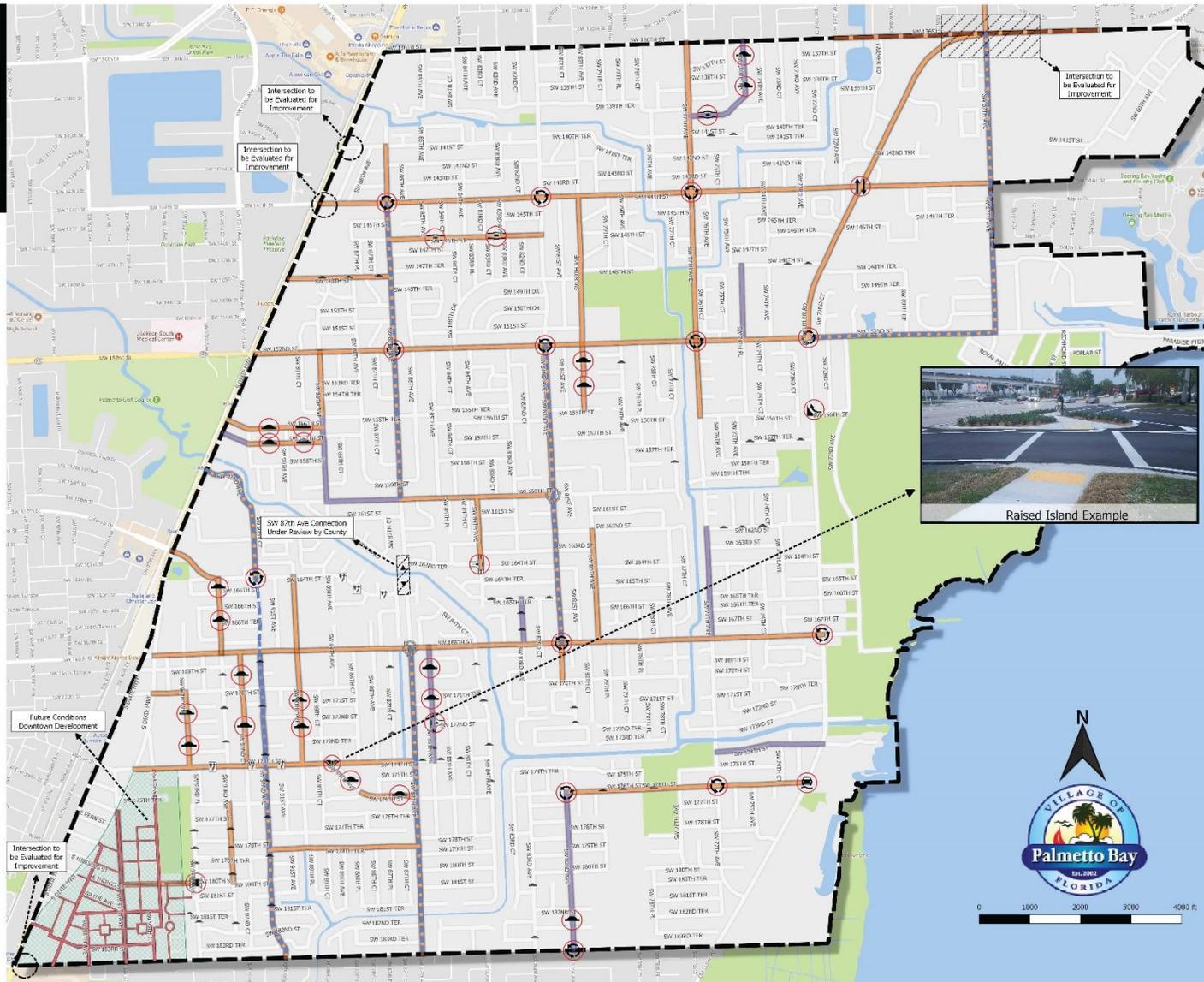
- Slow down traffic on the residential streets to improve safety and preserve quality of life.

Recommendations

Recommended Traffic Calming Devices

Legend

- Town Boundary
- Proposed Improvements**
- Speed Bump/Table
- Traffic Circle
- Midblock Median
- Reversible Lane
- Turbo Lane
- Right Turn Only
- Raised Intersection
- Intersection Median
- Raised Island
- Complete Streets
- Existing Conditions**
- Speed Bump/Table
- Median
- Traffic Circle
- Criteria Compliance**
- Eligible Segments (>2.5 Points)
- To Be Considered (2.0 to 2.5 Points)



Next Steps:

- ✓ Recommendations approval by Miami-Dade County's Department of Transportation and Public Works (DTPW)
- ✓ Projects Prioritization
 - Considering the data collected (Volume, Speed and Safety), a scoring system will be applied
- ✓ Projects Funding
 - 3 to 5 years Work Program



THANK YOU

Q&A

Find a staff representative for assistance