



To: Honorable Mayor and Village Council

Date: February 23, 2015

From: Ron E. Williams, Village Manager

Re: Traffic Impact Analysis Final
Report for the Future DRTF

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO THE DOWNTOWN REDEVELOPMENT TASK FORCE (DRTF) INITIATIVE; ACCEPTING THE RECOMMENDATIONS OF THE TRAFFIC IMPACT ANALYSIS FINAL REPORT DOCUMENTS AND RECOMMENDATIONS PERTINENT TO THE FUTURE DOWNTOWN PALMETTO BAY STUDY AREA, AS PREPARED BY MARLIN ENGINEERING, INC.; FURTHER AUTHORIZING THE VILLAGE MANAGER TO ACQUIRE CONCURRENCY FROM BOTH MIAMI-DADE PUBLIC WORKS WASTE MANAGEMENT (PWWM) AND FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PRIOR TO PROCEEDING WITH IMPLEMENTATION OF REPORT FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE

BACKGROUND AND ANALYSIS:

Since incorporation in 2002, residents of Palmetto Bay have envisioned a thriving downtown district in the Village's southwest corner surrounding US-1. This area known as the Franjo Island or the FT&I District, has been long overdue for a transformation that benefits the Palmetto Bay community. The FT&I District is a high exposure area located along one of the most-traveled arteries in Miami-Dade County.

An aggressive effort to create a livable, walkable downtown Palmetto Bay in the Village's southwest corner along US-1 launched in May 2013 with the creation of the Manager's Downtown Redevelopment Task Force (DRTF) which consists of stakeholders to devise a comprehensive plan that will spur the redevelopment of the area. The DRTF group is focusing on transforming the existing business district into an attractive downtown district, and to expand services for the Palmetto Bay residents with an eye on enhancing the Village's overall financial viability now and well into the future. The DRTF received initial funding and vital support from the Village Council on September 18, 2013 at Palmetto Bay's Final Hearing for the FY 2013/14 Operating & Capital Budget to commence implementation of

task and projects critical to implementing the preliminary planned improvements in the downtown redevelopment area.

The initial phase of investigating redevelopment and revitalization in the Village's Downtown area is to proceed with analyzing the impact on traffic on proposed development or redevelopment projects. Marlin Engineering was commissioned by the Village of Palmetto Bay to provide a Traffic Impact Study for the "Palmetto Bay Downtown Redevelopment", located between SW 174th Street and SW 184th Street along US-1 and SW 97th Avenue in Palmetto Bay, Florida. This traffic impact study assessed the impacts of the "Palmetto Bay Downtown Redevelopment" project on the surrounding transportation network. The analysis was conducted in accordance with the Village of Palmetto Bay requirements, analyzing transportation corridor segments and intersections.

The traffic impact analysis as prepared by Marlin Engineering, Inc. provides traffic data for the proposed development project, level of service expectations, recommendations on the scenario that provides the best traffic flow options and on street parking configurations for the proposed DRTF preliminary project area. In addition, the study proposes a series of improvements encouraging people travel to and from the project to use public transportation as well as promoting bicycling, walking and transit initiatives.

It is recommended that the Village Council accept the recommendations of Traffic Impact Analysis final report and authorize the Village Manager to acquire concurrency from both Miami-Dade County Public Works Waste Management (PWWM) Traffic Engineering Division (TED) and Florida Department of Transportation (FDOT) prior to proceeding with implementation of report findings.

FISCAL/BUDGETARY IMPACT

None

RECOMMENDATION

Approval is recommended.

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO THE DOWNTOWN REDEVELOPMENT TASK FORCE (DRTF) INITIATIVE; ACCEPTING THE RECOMMENDATIONS OF THE TRAFFIC IMPACT ANALYSIS FINAL REPORT DOCUMENTS AND RECOMMENDATIONS PERTINENT TO THE FUTURE DOWNTOWN PALMETTO BAY STUDY AREA, AS PREPARED BY MARLIN ENGINEERING, INC.; FURTHER AUTHORIZING THE VILLAGE MANAGER TO ACQUIRE CONCURRENCY FROM BOTH MIAMI-DADE PUBLIC WORKS WASTE MANAGEMENT (PWWM) AND FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PRIOR TO PROCEEDING WITH IMPLEMENTATION OF REPORT FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in January 2014 as per Resolution No. 2014-09 the Village entered into an agreement with Marlin Engineering, Inc. for the preparation of a traffic impact analysis for the future Downtown Redevelopment Task Force (DRTF) preliminary project area; and,

WHEREAS, the traffic impact study or impact analysis is a critical component of most redevelopment projects as traffic typically has an impact on adjacent or external transportation systems; and,

WHEREAS, the purpose of the study was to assess the impacts of the "Palmetto Bay Downtown Redevelopment" project on the surrounding transportation network for the development patterns of the downtown area; and,

WHEREAS, the traffic impact analysis as prepared by Marlin Engineering, Inc. provides traffic data for the proposed development project, level of service expectations, recommendations on the scenario that provides the best traffic flow options and on street parking configurations for the proposed DRTF preliminary project area; and,

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. It is recommended that the Village Council accept the recommendations of Traffic Impact Analysis final report and authorize the Village Manager to acquire concurrency from both Miami-Dade County Public Works Waste Management (PWWM) Traffic Engineering Division (TED) and Florida Department of Transportation (FDOT) prior to proceeding with implementation of report findings.

Section 2. This Resolution shall become effective upon the date of its adoption herein.

PASSED AND ADOPTED this ____ day of March 2015.

Attest: _____
Meighan J. Alexander
Village Clerk

Eugene Flinn
Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE
AND RELIANCE OF THE VILLAGE OF PALMETTO BAY, FLORIDA ONLY:

Dexter W. Lehtinen
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Karyn Cunningham _____

Council Member Tim Schaffer _____

Council Member Larissa Siegel Lara _____

Vice-Mayor John DuBois _____

Mayor Eugene Flinn _____

RESOLUTION NO. 2014-09

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO TRAFFIC IMPACT ANALYSIS STUDY; AUTHORIZING THE VILLAGE MANAGER TO PROVIDE FUNDING FOR REQUIRED TRAFFIC IMPACT ANALYSIS STUDY PROVIDED BY MARLIN ENGINEERING, INC. AS IT RELATES TO THE DOWNTOWN REDEVELOPMENT TASK FORCE (DRTF) PRELIMINARY PROJECT AREA; AUTHORIZING THE VILLAGE MANAGER TO ISSUE A PURCHASE ORDER IN AN AMOUNT NOT TO EXCEED \$39,725.00; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, an aggressive effort to create a livable, walkable downtown Palmetto Bay in the Village's southwest corner along US-1 launched in May 2013 with the creation of the Manager's Downtown Redevelopment Task Force (DRTF); and,

WHEREAS, initial funding and vital support from the Village Council on September 18, 2013 at Palmetto Bay's Final Hearing for the FY 2013-14 Operating & Capital Budget to commence implementation of tasks and projects critical to implementing the preliminary planned improvements in the downtown redevelopment area; and,

WHEREAS, a traffic impact study or impact analysis is critical as most redevelopment projects typically have an impact on adjacent or external transportation systems; and,

WHEREAS, the Village requested and Marlin Engineering, Inc. provided a proposal to study the impact on the surrounding roadway network and intersections based on the new design being planned for the Downtown Redevelopment Task Force (DRTF) preliminary project area (Exhibit A, B, and C attached); and,

WHEREAS, Marlin Engineering, Inc. will identify significant traffic impacts, possible mitigation measures for those impacts, evaluate any changes to the circulation network proposed by a high density residential development along SW 97th Avenue between Hibiscus Street and SW 184th Street and evaluate how the DRTF preliminary project will affect traffic operations, turn movements permitted to and from the various sites to be developed, locations of nearby traffic signals, and proposed roadway closures; and,

WHEREAS, Marlin Engineering, Inc. will provide deliverables detailed in the attached proposal and obtain concurrency from both Miami-Dade County Public Works Waste Management Division of Traffic Engineering and Florida Department of Transportation before report is final; and,

WHEREAS, Marlin Engineering, Inc. is one of three pre-qualified firms selected to provide Transportation Engineering services on a rotating basis for the Village of Palmetto Bay; and,

WHEREAS, the Administration desires to contract with Marlin Engineering, Inc. to provide Transportation Engineering services for the preparation of a traffic impact analysis (TIA) for Downtown Redevelopment Task Force (DRTF) preliminary project area (Exhibit A and B attached); and,

WHEREAS, the Village of Palmetto Bay has funding available in special revenues funds – Street Sign Bond in an amount not to exceed \$39,725 during Fiscal Year 2013-14.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

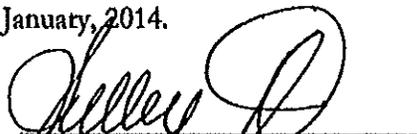
Section 1: The Village Manager is authorized to issue a purchase order for Traffic Engineering Services with Marlin Engineering, Inc., to perform a traffic impact analysis in preparation for the design and construction of the Downtown Redevelopment Task Force (DRTF) preliminary project in an amount not to exceed \$39,725.00.

Section 2: This resolution shall take effect immediately upon approval.

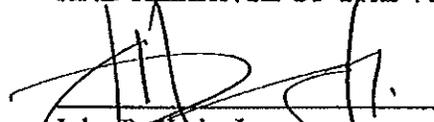
PASSED AND ADOPTED this 23rd day of January, 2014.

Attest:


Meighan J. Alexander
Village Clerk


Shelley Stanczyk
Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY, FLORIDA ONLY:


John R. Hexin, Jr.
Interim Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore	<u>NO</u>
Council Member Tim Schaffer	<u>Absent</u>
Council Member Joan Lindsay	<u>YES</u>
Vice-Mayor John DuBois	<u>Absent</u>
Mayor Shelley Stanczyk	<u>YES</u>

EXECUTIVE SUMMARY

The purpose of this report is to document the results of the Traffic Impact Analysis for the DOWNTOWN REDEVELOPMENT of the "Village of Palmetto Bay", located between SW 174th Street and SW 184th Street along US-1 and SW 97th Avenue in Palmetto Bay, Florida. The proposed project consists of residential and retail/office land uses, to be built in three development phases occurring in 2025, 2035 and 2045. This traffic impact study analyzed the transportation corridor segments and intersections in accordance with the Village of Palmetto Bay requirements and approved methodology, which specified an analysis of existing conditions, future conditions without the downtown project (background traffic) and future conditions with the downtown project (total traffic).

Results of the existing intersection and segment analysis demonstrate that the intersections and segments operate above the adopted levels of service during the peak hours, with exception to:

- SW 97th Avenue at US-1/Evergreen Street (A.M. peak hour)
- US-1 at Wayne (A.M. and P.M. peak hours)
- US-1 at E Indigo Street (A.M., midday and P.M. peak hours)

The Village of Palmetto Bay staff recognizes the projected capacity challenges represented along 97th Avenue and has proposed construction of a parallel facility along SW 95th Avenue to alleviate congestion. Therefore, future analyses were performed both with the proposed SW 95th Avenue segment.

Results of the future background intersection and segment analysis "without" the proposed SW 95th Avenue demonstrate that the intersections and segments operate above the adopted levels of service during the peak hours, with exception to:

- SW 97th Avenue (2025, 2035 and 2045 - A.M. peak period)
- US-1 (2045 - A.M. peak period)
- SW 97th Avenue at US-1/Evergreen Street (2025, 2035 and 2045 - A.M. peak period)
- US-1 at Wayne Avenue (2025, 2035 and 2045 - A.M. and P.M. peak periods)
- US-1 at E Indigo Street (2025, 2035 and 2045 - A.M., midday and P.M. peak periods)

Results of the future background intersection and segment analysis "with" the proposed SW 95th Avenue demonstrates that the intersections and segments operate above the adopted levels of service during the peak hours, with exception to:

- US-1 (2025, 2035 and 2045 - A.M. period)
- SW 97th Avenue at US-1/Evergreen Street (2045 - A.M. peak period)
- US-1 at Wayne Avenue (2025 - A.M. and P.M. peak periods) (2035, 2045 - A.M., midday and P.M. peak periods)
- US-1 at E Indigo Street (2025, 2035 and 2045 - A.M., midday and P.M. peak periods)
- SW 184th Street at SW 95th (2025, 2035 and 2045 - A.M. and P.M. peak periods)

As expected, in general delay times are reduced and level of service is improved along SW 97th Avenue and at each of the study intersections with the proposed SW 95th Avenue segment in the network.

Results of the future total traffic intersection and segment analysis with the proposed SW 95th Avenue demonstrates that the intersections and segments operate above the adopted levels of service during the peak hours, with exception to:

- US-1 (2045 - A.M peak period)
- SW 97th Avenue at US-1/ Evergreen Street (2025 and 2035 - A.M. peak period) (2045 - A.M. and P.M. peak periods).
- US-1 at Wayne (2025 - A.M. and P.M. peak periods) (2035 and 2045 – A.M., midday and P.M. peak periods)
- US-1 at E Indigo Street (2025, 2035 and 2045 - A.M., midday and P.M. peak periods)
- US-1 at SW 184 (2035 - A.M. and P.M. peak periods) (2045 - A.M., midday and P.M. peak periods)
- SW 184th Street at SW 95th Avenue (2025 -A.M. and P.M. peak periods) (2035 and 2045 - A.M., midday and P.M. peak periods)
- SW 184th Street at SW 97th Avenue (2045 - P.M. peak period)

To mitigate the impacts created by the additional project traffic, both network and intersection cycle lengths were optimized for future total traffic conditions along with geometric improvements, as follows:

1. US-1 at SW 184th Street
 - a. Add EB thru, left-turn and right-turn lane
 - b. Add WB thru and right-turn lane
 - c. Add NB right-turn lane
 - d. Add SB dual right-turn lane
2. US-1 at Evergreen/97th Avenue
 - a. Add EB dual right-turn lanes
 - b. Add NB left-turn, thru lane and free-flow right-turn lane
 - c. Add SB thru lane
3. US-1 at Indigo Street
 - a. Install signal
4. US-1 at Wayne Street
 - a. Install signal
5. SW 184th Street at SW 95th Avenue
 - a. Install signal
6. SW 184th Street at SW 97th Avenue
 - a. Add EB and WB thru lane

After implementation of the improvements, the intersection level of service analysis for future total traffic conditions with intersection improvements showed that each of the intersections performed above the

adopted level of service standards, as compared to the future conditions without project traffic during the AM, midday and PM peak hour, with exception to:

- US-1 2045 – A.M. peak period)
- US-1 at SW 184th Street (2045 – A.M. peak period)

In conclusion, the results of this study demonstrate that in general the traffic generated by the proposed development project can be accommodated on the existing roadway network and levels of service expected without the project can be maintained upon the addition of project-generated traffic with negligible intersection improvements. However, it is recommended that the Village of Palmetto Bay coordinate with FDOT District Six and Miami Dade Public Works Division to further evaluate a long term improvement concepts at the US-1 at SW 184th intersection.

In addition, this study also suggest a series of improvements encouraging people travel to and from the project to use public transportation as well as promoting bicycling and walking, including:

- Installation of on-site bicycle racks or parking stations
- Provide transit information stations within the site including route schedules and maps
- Provide other transit-oriented amenities
- Design/construct the site in a bicycle/pedestrian - and transit-friendly fashion