

# **TRAFFIC STUDY**

PALMER TRINITY PRIVATE SCHOOL, INC.

VPB-14-001



# Palmer Trinity School

## Traffic Study

April 22, 2010

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# **Palmer Trinity School**

# **Traffic Impact Study**

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**April 22, 2010  
DPA Project #04211**



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## EXECUTIVE SUMMARY

Palmer Trinity School (PTS), established in 1991, is an independent, college preparatory, co-educational Episcopal day school located on 54 acres on the south side of SW 176 Street west of Old Cutler Road (see Exhibit 1). The site is within the jurisdiction of the Village of Palmetto Bay. It currently enrolls 600 students in grades 6<sup>th</sup> through 12<sup>th</sup>. The school has recently acquired a mostly undeveloped parcel of land. This parcel abuts the existing school property on the south and extends to SW 184 Street. The school is master planning the entire property (see Exhibit 2) to accommodate a total of 1,150 students. For purposes of this study, buildout of the school is anticipated by the year 2015.

The existing school has access to the external roadway network through one driveway on SW 176 Street, which will remain in place but be limited for the use of 460 students at project buildout. An additional driveway is proposed accessing SW 184 Street (Eureka Drive) for the use of the remaining 690 students. The SW 184 Street driveway will serve as the main access to PTS. Full access will be available at both driveways.

Existing and future traffic conditions were analyzed for the proposed PTS expansion. The following improvements are recommended:

- Old Cutler Road/SW 184 Street – add a southbound right turn lane; signal phasing adjustments.
- SW 184 Street at the project driveway – construct an eastbound left turn lane.
- SW 184 Street at the project driveway – construct a westbound right turn lane.
- Provide one off-duty police officer (or equivalent) at each driveway during morning drop-off and afternoon pick-up periods to monitor/control traffic.

The first stage will construct and open the proposed main driveway on SW 184 Street without the addition of new students. All vehicles parking on campus (students, teachers, and staff) will be required to use the new SW 184 Street Driveway. Drop-off and pick-up will continue to be serviced through the SW 176 Street driveway. PTS traffic using SW 176 Street will decrease by approximately 35% during the peak hours with this improvement. Furthermore, overall traffic volumes on SW 176 Street will decrease by approximately 25% during the peak hours with this improvement.

At buildout, the total number of students will reach a maximum of 1,150. Access through the existing SW 176 Street driveway will be limited to 460 students, while the remaining students will be served by through the main driveway on SW 184 Street. During the school peak hours of operations, an approximately 23% reduction of school traffic using the SW 176 Street driveway is anticipated. Furthermore, overall traffic volumes on SW 176 Street will decrease by approximately 15% during the peak hours of operation.

The impacts of the proposed Palmer Trinity School expansion, with its main access at SW 184 Street and restricted access at SW 176 Street, will result in significantly less traffic during peak hours on SW 176 Street and the surrounding neighborhood streets.

## 1.0 INTRODUCTION

Palmer Trinity School (PTS), established in 1991, is an independent, college preparatory, co-educational Episcopal day school located on 54 acres on the south side of SW 176 Street west of Old Cutler Road (see Exhibit 1). The site is within the jurisdiction of the Village of Palmetto Bay. It currently enrolls 600 students in grades 6<sup>th</sup> through 12<sup>th</sup>. The school has recently acquired a mostly undeveloped parcel of land. This parcel abuts the existing school property on the south and extends to SW 184 Street. The school is master planning the entire property (see Exhibit 2) to accommodate a total of 1,150 students. For purposes of this study, buildout of the school is anticipated by the year 2015.

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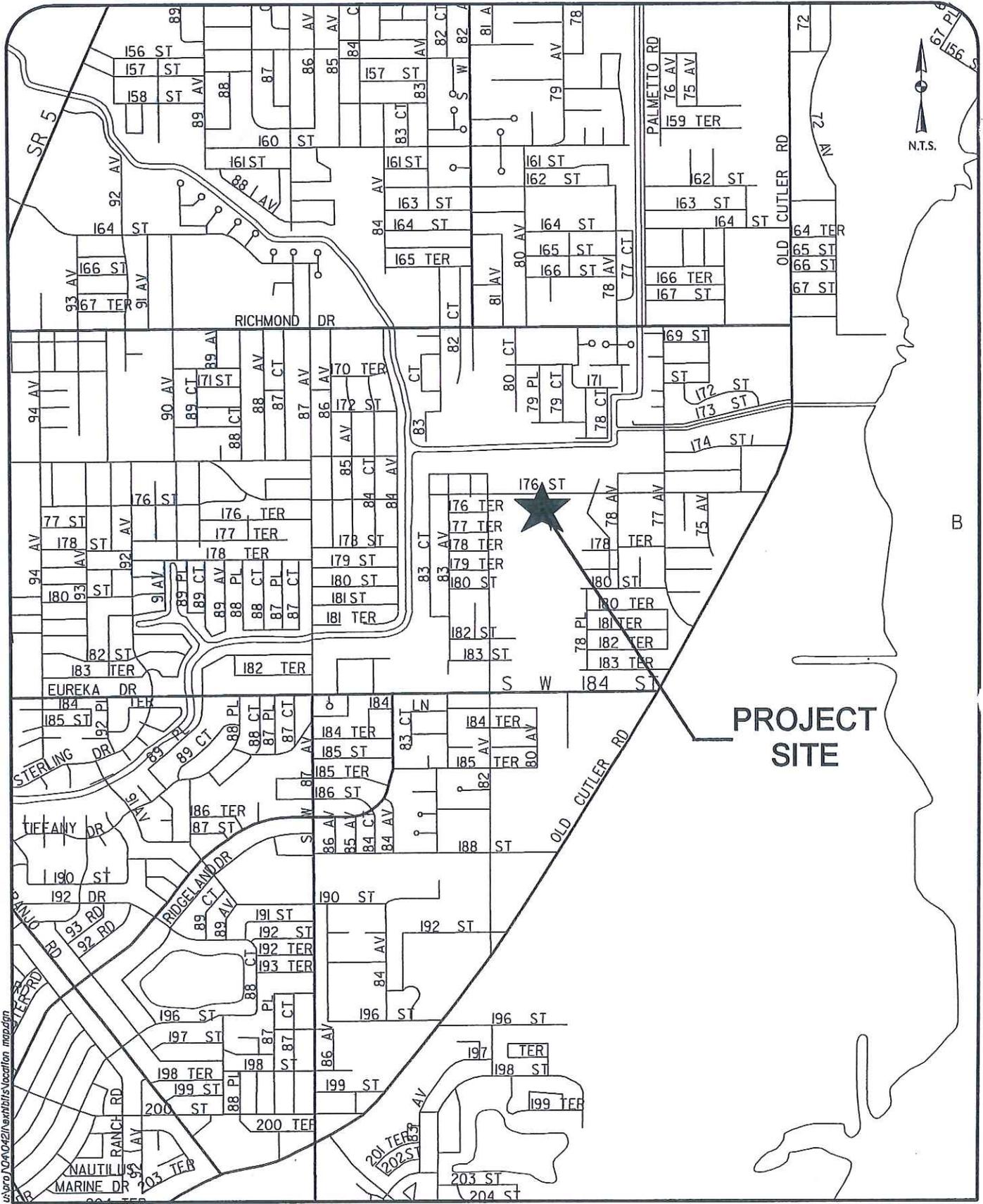
### 1.1 Study Objective

The objective of this traffic study is to assess the project's traffic impacts on the study area.

### 1.2 Study Methodology and Study Area

On March 22, 2005 a teleconference was held between representatives from David Plummer & Associates (traffic engineers), and Bilzin, Sumberg (project attorney), and the Village of Palmetto Bay to establish a methodology for the traffic impact study. A follow-up letter was sent to the Village on April 25, 2005 confirming the methodology for the study. Documentation is provided in Appendix A.

At the request of Palmetto Bay, the study was submitted for review to Miami-Dade County (MDC) in March 2007. A letter from the Miami-Dade Public Works Department, with their review comments attached, was sent to the Palmer Trinity School consultant team dated July 3,



**PROJECT SITE**

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PROJECT:  
**PALMER TRINITY  
 TRAFFIC IMPACT STUDY**

TITLE:  
**LOCATION MAP**

EXHIBIT No.  
**1**