Appendix E
Background Growth Rate Calculations

Projected Growth Rate
Village of Palmetto Bay

Roadway	Segment	2004 PK Hr Vol (1)	2010 PK Hr Vol (1)	2020 PK Hr Vol (1)	Annual Growth Rate 2004-2010	Annual Growth Rate 2004-2020
US 1	SW 128 - 136 St	6,745	6,935	7,505		
	SW 136 - 144 St	6,546	6,840	7,553		
	SW 144 - 152 St	7,078	7,410	8,170		
	SW 152 - 168 St	5,178	5,510	6,223		
	SW 168 - 184 St	5,415	5,748	6,460	*0.8%*	*0.9%*
SW 136 St	US 1 - SW 82 Av	1,188	1,235	1,330		
	SW 82 - 77 Av	903	941	1,045		
	SW 77 Av - Old Cutler Rd	789	827	903	*0.7%*	*1.1%*
SW 144 St	US 1 - SW 82 Av	751	817	950		
	SW 82 - 77 Av	694	779	950		
	SW 77 Av - Old Cutler Rd	570	627	741	*1.7%*	*1.3%*
SW 152 St	US 1 - SW 82 Av	998	1,140	1,425		
	SW 82 - 77 Av	1,140	1,283	1,568		
	SW 77 Av - Old Cutler Rd	950	1,093	1,330	*2.2%*	*2.0%*
SW 160 St	US 1 - SW 161 St	418	447	504	*1.1%*	*1.2%*
SW 164 St	SW 87 Ct - 92 Av	523	561	627	*1.2%*	*1.1%*
SW 168 St	US 1 - SW 87 Av	732	855	1,093		
	SW 87 - 82 Av	1,188	1,425	1,853		
	SW 82 - 77 Av	751	855	1,045		
	SW 77 Av - Old Cutler Rd	532	637	827	*2.8%*	*2.6%*
SW 184 St	US 1 - SW 97 Av	1,758	2,090	2,660		
	SW 97 - 87 Av	1,045	1,188	1,425		
	SW 87 Av - Old Cutler Rd	760	808	903	*2.3%*	*2.2%*
SW 87 Av	SW 184 - 168 St	941	1,330	1,995		
	SW 144 - 152 St	789	903	1,140		
	SW 152 - 168 St	998	1,140	1,425		
	SW 136 - 144 St	1,045	1,140	1,425		
	SW 144 - 152 St	694	798	998		
	SW 152 - 168 St	67	76	95	*2.9%*	*2.8%*
Old Cutler Rd	SW 136 - 144 St	1,710	1,805	1,995		
	SW 144 - 148 St	1,805	1,900	2,090		
	SW 148 - 152 St	1,995	2,090	2,280		
	SW 152 - 168 St	1,995	2,233	2,660		
	SW 168 - 77 Av	1,615	1,758	2,090		
	SW 77 Av - 184 St	1,473	1,663	1,995	*1.3%*	*1.3%*
TOTAL		**61,779**	**66,887**	**77,278**		
Annual Growth Rate (2004 base)					**1.3%**	**1.4%**

Notes:

"(1) Peak Hour Volumes were obtained from the 2004 Palmetto Bay Transportation Master Plan.

Appendix F

PTS Trip Generation

Palmer Trinity School Trip Generation

AM Peak Hour of the Adjacent Street (1)

	Existing Students	Existing Trip Generation			Proposed Students	Future Trip Generation			Trip Generation Difference		
		In	Out	Total		In	Out	Total	In	Out	Total
Students Using 176 St Dwy	600	399	196	595	460	306	150	456	-93	-46	-139
Students Using 184 St Dwy					690	459	225	684	459	225	684
Total	*600*	*399*	*196*	*595*	*1,150*	*765*	*375*	*1,140*	*366*	*179*	*545*

Reduction -23.4%

PM Peak Hour of the Generator (Midday Analysis) (1)

	Existing Students	Trip Generation			Proposed Students	Trip Generation			Trip Generation Difference		
		In	Out	Total		In	Out	Total	In	Out	Total
Students Using 176 St Dwy	600	151	240	391	460	116	184	300	-35	-56	-91
Students Using 184 St Dwy					690	174	276	450	174	276	450
Total	*600*	*151*	*240*	*391*	*1,150*	*290*	*460*	*750*	*139*	*220*	*359*

Reduction -23.3%

184

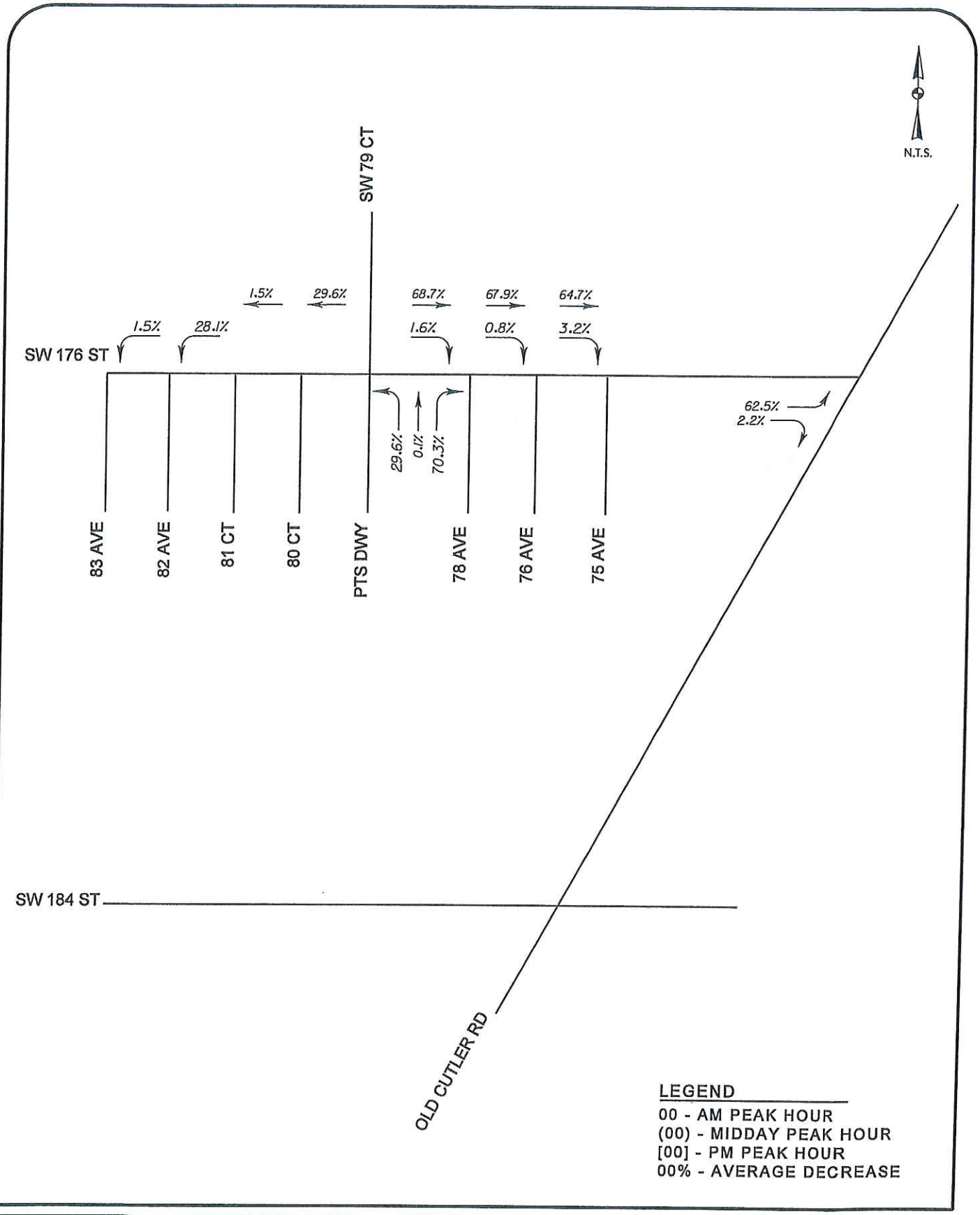
PM Peak Hour of the Adjacent Street (1)

	Existing Students	Trip Generation			Proposed Students	Trip Generation			Trip Generation Difference		
		In	Out	Total		In	Out	Total	In	Out	Total
Students Using 176 St Dwy	600	91	176	267	460	69	135	204	-22	-41	-63
Students Using 184 St Dwy					690	104	202	306	104	202	306
Total	*600*	*91*	*176*	*267*	*1,150*	*173*	*337*	*510*	*83*	*161*	*244*

Reduction -23.5%

Notes:

(1) Based on Data collected at the PTS driveway.



1:08:53 PM 3/31/2008
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dpa	PROJECT: PALMER TRINITY TRAFFIC IMPACT STUDY	TITLE: EXISTING OUTBOUND PTS TRAFFIC DISTRIBUTION	EXHIBIT No.

Appendix G
Accumulation Assessment Study

ACCUMULATION ASSESSMENT

for a New Private School (Countywide)

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**Palmer Trinity School**	
Surrogate School Name[1]	**Palmer Trinity School**	
Date / Day / Time of Data Collection	**28-Feb-08** **7:30 AM - 8:15 AM**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**600**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**1150**	student stations, C
Multiplier[2]	**1.92**	[C / E]
Surrogate Accumulations[3]	**84**	passenger vehicles (including commercial vans)
	1	large school buses
	156	student vehicles (for high schools only)
Projected Accumulations	**161**	passenger vehicles
	2	large school buses
	299	student vehicles
Provided Spaces[4]	**530**	passenger vehicles (legal staging areas on and contiguous to site)
	4	large school buses
	409	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**329%**	passenger vehicles
	209%	large school buses
	137%	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is **required**. Onstreet bus loading bays are required to have a minimum 14 foot width, onstreet passenger vehicle loading bays are required to have a minimum 10 foot width, and onstreet passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects I00 % of the passenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title,
mailing address, and telephone number:

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Signature of Data Collector

ACCUMULATION ASSESSMENT

for a New Private School (Countywide)

(This form is used to assess the impact of the accumulation of loading vehicles staged at dismissal time)

New School Name	**Palmer Trinity School**	
Surrogate School Name[1]	**Palmer Trinity School**	
Date / Day / Time of Data Collection	**28-Feb-08** **2:45 PM - 3:30 AM**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment	**600**	students, E (verified by school staff on same date as data collection)
Capacity of New School	**1150**	student stations, C
Multiplier[2]	**1.92**	[C / E]
Surrogate Accumulations[3]	**142**	passenger vehicles (including commercial vans)
	1	large school buses
	160	student vehicles (for high schools only)
Projected Accumulations	**272**	passenger vehicles
	2	large school buses
	307	student vehicles
Provided Spaces[4]	**530**	passenger vehicles (legal staging areas on and contiguous to site)
	4	large school buses
	409	student vehicles (legal parking on and contiguous to site)
Percent Accommodated[5]	**195%**	passenger vehicles
	209%	large school buses
	133%	student vehicles

[1] The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form a basis for the projected accumulations.

[2] This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the

[3] These are all school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school site.

[4] Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be

[5] This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects l00 % of th

Please print data collector name, title,
mailing address, and telephone number:

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Signature of Data Collector

Palmer Trinity Accumulation Assessment

AM Arrival (7:30 am - 8:15 am)

Date: February 28, 2007

Area	Time									Description
	7:30 - 7:35	7:35 - 7:40	7:40 - 7:45	7:45 - 7:50	7:50 - 7:55	7:55 - 8:00	8:00 - 8:05	8:05 - 8:10	8:10 - 8:15	
1	20	22	22	25	28	30	30	30	30	Back Employee / Visitor Parking
2	17	23	24	34	38	39	43	41	41	Front Employee / Visitor Parking
3	1	0	2	3	4	0	1	1	0	Back Pick-up / Drop-off Queue
4	1	6	9	7	6	3	0	0	0	Front Pick-up / Drop-off Queue
5	0	2	4	3	1	5	0	0	0	Exit Queue toward SW 176 Street
6	4	5	6	6	6	7	7	7	8	Back Employee / Visitor Parking against building
Total Passenger	**43**	**58**	**67**	**78**	**83**	**84**	**81**	**79**	**79**	
7	25	31	37	76	93	112	117	122	122	Student Parking
8	0	2	3	4	19	29	32	34	34	Student Parking Next to Tennis Courts
Total Student	**25**	**33**	**40**	**80**	**112**	**141**	**149**	**156**	**156**	
9	0	0	0	1	0	0	0	0	0	Bus
Total Bus	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	

Palmer Trinity Accumulation Assessment

PM Dismissal (2:45 pm - 3:30 pm)

Date: February 28, 2007

Area	Time									
	2:45 - 2:50	2:50 - 2:55	2:55 - 3:00	3:00 - 3:05	3:05 - 3:10	3:10 - 3:15	3:15 - 3:20	3:20 - 3:25	3:25 - 3:30	Description
1	27	27	27	26	25	25	25	22	20	Back Employee / Visitor Parking
2	45	49	54	57	62	60	52	47	46	Front Employee / Visitor Parking
3	0	3	8	10	10	3	1	2	2	Back Pick-up / Drop-off Queue
4	0	1	3	17	29	28	12	7	4	Front Pick-up / Drop-off Queue
5	0	0	0	0	11	5	4	11	4	Exit Queue toward SW 176 Street
6	8	10	11	10	5	5	9	6	7	Back Employee / Visitor Parking against building
Total Passenger	**80**	**90**	**103**	**120**	**142**	**126**	**103**	**95**	**83**	
7	127	125	125	107	99	87	77	62	61	Student Parking
8	33	33	33	33	22	13	13	12	8	Student Parking Next to Tennis Courts
Total Student	**160**	**158**	**158**	**140**	**121**	**100**	**90**	**74**	**69**	
9	0	0	0	0	1	1	1	1	1	Bus
Total Bus	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**1**	