

1. In order to minimize conflicts with traffic on the external roadway network and enhance traffic operations in and out of the school during drop-off and pick-up times, it is recommended that an eastbound left turn lane and a westbound right turn lane are built on SW 184 Street at the proposed main project driveway.
2. During the morning drop-off and afternoon pick-up periods, the school will provide one off-duty police officer (or equivalent) to monitor/control each driveway to ensure optimum traffic flow during the peak hours of school operations.

## 7.0 CONCLUSIONS

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 (see Exhibit 23).

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 (see Exhibit 24).

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.

# **Appendix A**

## **Methodology Documentation**

**Elisa Solorzano**

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**From:** Timothy J. Plummer  
**Sent:** Monday, March 29, 2010 4:17 PM  
**To:** Eve Boutsis (Palmetto Bay); Julian Perez (Palmetto Bay); Joe Corradino  
**Cc:** Sean Murphy; Stan Price; 'Eileen Ball Mehta'  
**Subject:** Palmer Trinity School Traffic Study Update - #04211

Eve/Julian/Joe:

The purpose of this email is to document the methodology that was agreed upon today for the update to the Palmer Trinity School (PTS) traffic study. The key points are below:

- PTS is proposing 1,150 students and expects to fill all of those student stations in the next 15 – 25 years.
- For purposes of the updated traffic study, buildout will remain 2015.
- Updated traffic counts will not be required. The 2007-08 data needs to be updated to 2010 conditions using a growth factor.
- For analysis purposes, existing volumes (2010) on SW 176 St will be the “baseline condition” for that roadway. The baseline volumes will be compared to the future (2015) buildout volumes on SW 176 St. No level of service analyses are required on SW 176 St, just the comparison of existing and future traffic volumes.
- PTS will begin the process of designing, permitting, and constructing an access point on SW 184 St immediately if the project is approved. PTS will require a portion of the existing students, parents, and/or teachers to use this access point as soon as it is open to traffic in order to lessen traffic volumes on SW 176 St as soon as possible.
- PTS will provide an off-duty police officer or other qualified professional to direct traffic at the SW 176 St and SW 184 St driveways to facilitate traffic flow into and out of the school.
- An identification system (i.e., colored decals) for vehicles will be implemented by PTS for all parents, students, and teachers entering the site in order to control which driveway drivers are allowed to use.
- PTS will consider moving any existing or proposed guard houses as far into the site as feasible.
- The proposed schedule is as follows:
  - DPA to submit updated traffic study to Village & Corradino on 4/12/10
  - Village & Corradino will provide review comments by 4/16/10
  - DPA to provide final submittal, addressing review comments, by 4/22/10

This is my understanding of what was agreed upon today at the meeting. Please verify via email by 3/30/10 that the above is correct (or provide modifications/additions) so that we can meet our deadline of 4/12/10.

Thanks for your help.

Tim

# DAVID PLUMMER & ASSOCIATES, INC.

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

## Meeting Minutes

**To:** Rafael de Arazoza, Francisco Gonzalez  
**Company:** The Corradino Group  
**cc:** Carter McDowell, File

**From:** Elisa Solorzano  
**Date:** February 26, 2008  
**DPA Project #:** 04211

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A meeting was held with The Corradino Group, the Village of Palmetto Bay traffic consultant, to discuss their comments regarding the February 2007 Palmer Trinity Traffic Impact Study. The following revisions were agreed upon:

1. The following roadway links will be analyzed for AM and PM Peak Period Conditions:
  - Old Cutler Road between SW 176 Street and SW 184 Street;
  - SW 176 Street between Old Cutler Road and the Palmer Trinity School (PTS) existing driveway;
  - SW 176 Street between the Palmer Trinity School (PTS) existing driveway and SW 83 Avenue;
  - SW 184 Street between Old Cutler Road and the Palmer Trinity School (PTS) proposed east driveway;
  - SW 184 Street between Palmer Trinity School (PTS) proposed east driveway and SW 83 Avenue; and,
  - SW 184 Street between SW 83 Avenue and SW 87 Avenue.
2. The following intersections will be analyzed for AM and PM Peak Period Conditions:
  - Old Cutler Road /SW 176 Street;
  - Old Cutler Road /SW 184 Street;
  - SW 176 Street /SW 82 Avenue;
  - SW 176 Street /SW 83 Avenue;
  - SW 184 Street /SW 82 Avenue;
  - SW 184 Street /SW 83 Avenue;
3. The latest site plan will be included in the study including project boundaries, driveway locations and lane geometry.
4. Driveway analysis will be performed for AM, Midday (discharge) and PM Peak.
5. The HCS+ Detailed report will be included in the appendix showing intersection capacity analysis worksheets.

6. The actual Peak Hour Factor for the existing driveway approach obtained from the counts of the existing driveway will be used in the analysis of future traffic conditions. The existing approach Peak Hour Factors will be used in the analysis of other intersections.
7. Existing maximum accumulation (drop-off and pick-up) will be documented to establish usage based on existing conditions. Accumulation study will be expanded to reflect future conditions. Queues will be compared to available stacking to ensure site can accommodate projected demand.
8. Internal circulation will be further described including drop-off and pick-up locations, bus usage, if applicable, and pedestrian circulation on site.
9. Other comments in Corradino's Feb/14/08 review will be addressed in the revised Traffic Impact Study.

# DAVID PLUMMER & ASSOCIATES

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1750 PONCE DE LEON BOULEVARD  
CORAL GABLES, FLORIDA 33134  
305 447-0900 FAX, 305 444-4986  
E-mail dpa@dplummer.com

April 15, 2005

Mr. Ron Williams  
Village of Palmetto Bay  
8950 SW 152 Street  
Palmetto Bay, Florida 33157  
(305) 259-1234 FAX (305) 259-1290

Re: Palmer Trinity School - #04211

Dear Mr. Williams:

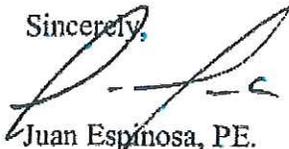
Palmer Trinity School is located on SW 176 Street near SW 80 Avenue in the Village of Palmetto Bay, Florida. The school has recently acquired an adjacent parcel of land to the south and plans to expand the campus to increase its present student capacity. The new Master Plan for the school is proposing two additional entrances on Eureka Drive (SW 184 Street), including the main entrance to the school. The existing entrance on SW 176 Street will remain.

We have been retained by the school to perform a traffic study associated with the expansion of the school. In our conference call with you on March 23, 2005, the village direction for the traffic study was as follows:

1. The impact of the project in residential area must be established even if more driveways are built and the traffic on SW 176 Street is reduced.
2. The project must discuss the new entrances with Miami-Dade relative to their planned widening of Eureka Drive.
3. We should review the Village's Transportation Master Plan for consistency.
4. Traffic concurrency should be considered.

We tried to schedule a second conference call with your staff and the village's traffic consultant (The Corradino Group) to develop a comprehensive methodology for the study. However, it has not taken place due to schedule conflicts. We will proceed with the study based on the general directions received by the village. If this information is not correct or you feel that a more detailed study is required, please have your staff and/or traffic consultant contact us at (305) 447-0900.

Sincerely,



Juan Espinosa, PE.  
Vice-President - Transportation

cc: Joe Corradino, Jerry Proctor, Ann Jackaway, file

r\_williamsi-let.doc



# **Appendix B**

## **Traffic Counts & Signal Data**

# Turning Movement Counts

## TURNING MOVEMENT COUNTS

Project Name: Palmer Trinity School  
 Location: Old Cutler Road / SW 184 Street  
 Observer: Traffic Survey Specialists, Inc.

Project Number: 04211  
 Count Date: 1/17/2007  
 Day of Week: \_\_\_\_\_

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL				
	L	T	R	L	T	R	L	T	R	L	T	R					
07:00 AM	22	163	0	185	4	34	6	44	25	9	5	39	0	3	1	4	272
07:15 AM	25	163	3	191	3	44	9	56	27	8	13	48	1	4	0	5	300
07:30 AM	31	136	3	170	7	56	32	95	31	13	17	61	0	3	0	3	329
07:45 AM	32	147	10	189	15	58	31	104	29	30	11	70	0	1	1	2	365
08:00 AM	41	179	11	231	10	55	27	92	27	28	10	65	1	0	0	1	389
08:15 AM	26	176	6	208	17	41	23	81	30	14	13	57	4	3	2	2	355
08:30 AM	17	172	3	192	15	64	20	99	44	16	16	76	1	3	2	2	373
08:45 AM	21	169	6	196	17	75	20	112	48	26	18	92	0	3	2	5	405
<b>Old Cutler Road</b>													<b>SW 184 Street</b>				
TOTAL				TOTAL				TOTAL				TOTAL					
0.90				0.86				0.79				0.58				1.537	
													0.94				

### 2007 AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL				
	L	T	R	L	T	R	L	T	R	L	T	R					
08:00 AM	106	703	26	835	60	237	91	388	150	85	58	293	6	9	6	21	1,537
PEAK HOUR FACTOR				0.90			0.86			0.79			0.58			0.94	

Note: 2005 FDOT Seasonal Weekly Volume Factor = 1.01

### 2010 AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

TIME INTERVAL	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			GRAND TOTAL				
	L	T	R	L	T	R	L	T	R	L	T	R					
12:00 AM	111	733	27	871	62	247	95	404	157	88	60	305	6	9	6	22	1,603

Note: Background Growth Rate: 1.4%