

**RESOLUTION NO. 2018-20**

**A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO VILLAGE-WIDE TRAFFIC CALMING STUDY MASTER PLAN REPORT; ACCEPTING THE FINAL REPORT DOCUMENT AND THE RECOMMENDATIONS; AND FURTHER AUTHORIZING THE VILLAGE MANAGER TO REQUEST A COMPREHENSIVE TRAFFIC STUDY BY MIAMI-DADE COUNTY; AND PROVIDING FOR AN EFFECTIVE DATE.** (Sponsored by Councilmember David Singer and Co-sponsored by Mayor Eugene Flinn, Councilmember Karyn Cunningham, and Councilmember Larissa Siegel Lara)

**WHEREAS**, through Resolution, the Village contracted with Marlin Engineering for development of a village wide comprehensive traffic calming plan for purposes of addressing various traffic issues; and

**WHEREAS**, Marlin Engineer has completed the Traffic Calming Study Master Plan and indicated the most important aspects to improve traffic flow in our community to create a safer environment for pedestrians and commuters alike; and

**WHEREAS**, the Village will use the Traffic Study Master Plan as a guide in making transportation investments and as a policy document that recommends projects to be developed on an as needed basis for efficient and safe movement of vehicles and pedestrians through the Village; and

**WHEREAS**, Administration is requesting the Village Council to accept the final Traffic Study Master Plan provided by Marlin Engineering and further authorize the Village Manager to take all action necessary to request that Miami Dade County Department of Transportation and Public Works (DTPW) complete a Comprehensive Traffic Study on behalf of the Village.

**NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:**

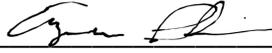
1           **Section 1.** Village Council accepts the final Traffic Calming Study  
2 Master Plan prepared by Marlin Engineering and further authorizes the  
3 Village Manager to take all action necessary to request that Miami Dade  
4 County Department of Transportation and Public Works (DTPW) work  
5 with the Village to develop a Comprehensive Traffic Study with approval  
6 from the Council for all items (including arterial roads) to complete a  
7 Comprehensive Traffic Study on behalf of the Village.

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9           **Section 2.** This Resolution shall take effect immediately upon its  
10 adoption.

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12 **PASSED** and **ADOPTED** this 5<sup>th</sup> day of February, 2018.

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15 **Attest:**

16  
17           DocuSigned by:  
18           *Missy Arocha*  
19           6EDC211E5E8C48C  
20 Missy Arocha  
21 Village Clerk

                  DocuSigned by:  
                    
                  3B8854AD569F404  
                  Eugene Flinn  
                  Mayor

22  
23  
24 **APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE**  
25 **AND RELIANCE OF THE VILLAGE OF PALMETTO BAY, FLORIDA**  
26 **ONLY:**

27  
28  
29           DocuSigned by:  
30           *Dexter W. Lehtinen*  
31           1B1D06E71321445...  
32 Dexter W. Lehtinen  
33 Village Attorney  
34

1 **FINAL VOTE AT ADOPTION:**

2

3 Council Member Karyn Cunningham YES

4

5 Council Member David Singer YES

6

7 Council Member Larissa Siegel Lara YES

8

9 Vice-Mayor John DuBois YES

10

11 Mayor Eugene Flinn YES

RESOLUTION NO. 2016-94

**A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO TRAFFIC VILLAGE-WIDE; AUTHORIZING THE VILLAGE MANAGER TO EXECUTE A PROJECT AGREEMENT WITH MARLIN ENGINEERING, INC. FOR DEVELOPMENT OF A COMPREHENSIVE VILLAGE-WIDE TRAFFIC CALMING AND REDIRECTION PLAN; FURTHER AUTHORIZING THE VILLAGE MANAGER TO EXPEND BUDGETED FUNDS IN AN AMOUNT UP TO \$100,000.00; AND PROVIDING FOR AN EFFECTIVE DATE. (Sponsored by Administration)**

**WHEREAS**, a goal of administration is to provide efficient and safe movement of vehicles and pedestrians through the Village by optimizing the smooth flow of traffic through the Village while minimizing traffic congestion and maximizing the capacity of our local roadway system; and

**WHEREAS**, the Village is interested in developing a Comprehensive Village-Wide Traffic Calming and Redirection Plan; and

**WHEREAS**, the Village desires to hire a consultant to complete a Comprehensive Village-Wide Traffic and Redirection Calming Plan and traffic redirection in the area between SW 82<sup>nd</sup> and SW 84<sup>th</sup> Avenue and 163<sup>rd</sup> and 168<sup>th</sup> Street that identifies various measures to enhance the safety and livability of Palmetto Bay's residential and collector streets and budget to implement the recommendations; and

**WHEREAS**, in accordance with and pursuant to Florida Statutes 287.055 for CCN, the Village Manager has negotiated an agreement with Marlin Engineering, Inc. who was one of five consultants previously selected pursuant to Resolution No. 2013-40, to perform professional engineering services for the Village; and

**WHEREAS**, Village staff and Marlin Engineering, Inc. have successfully negotiated a professional services fee and agreement for a Comprehensive Village-Wide Traffic Calming Plan in an amount not to exceed \$100,000.00 (attached as Exhibit "A" as amended to conform to this Resolution); and

**WHEREAS**, Village's Traffic Engineering Consultant (Marlin Engineering, Inc.) will host a series of Public Involvement meetings with the community to include input from stakeholders such as, homeowners, Village Police, Miami-Dade County Public Schools, Village Public Works and Miami Dade County Department of Transportation and Public Works; and

**WHEREAS**, the Village Council desires to authorize the Village Manager to issue a Purchase Order in an amount not to exceed \$100,000.00 for Marlin Engineering, Inc. to complete a Comprehensive Village-Wide Traffic Calming Plan to include recommendations for implementation of the plan; and

**WHEREAS**, the Village Council finds that this Resolution is in the best interest of the Village; and

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

Section 1. The above recitals are true and correct and are incorporated herein by this reference.

Section 2. The Village Manager in accordance with the terms and conditions of the agreement attached hereto as Exhibit "A" as amended to conform to this Resolution is hereby authorized to issue a purchase order in an amount not to exceed \$100,000.00 on behalf of the Village to Matlin Engineering, Inc. to develop a Comprehensive Village-Wide Traffic Calming and Redirection Plan to include recommendations for implementation of the plan.

Section 3. This Resolution shall become effective immediately.

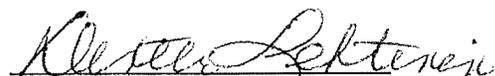
PASSED AND ADOPTED this 17<sup>th</sup> day of October, 2016.

Attest:

  
Missy Arocha  
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	<u>YES</u>
Council Member Tim Schaffer	<u>YES</u>
Council Member Larissa Siegel Lara	<u>YES</u>
Vice-Mayor John DuBois	<u>YES</u>
Mayor Eugene Flinn	<u>YES</u>

**MARLIN**

September 7, 2016

Edward Silva - Village Manager  
 Village of Palmetto Bay  
 9705 East Hibiscus Street  
 Palmetto Bay, FL 33157

RE: PROPOSAL FOR VILLAGE-WIDE TRAFFIC CALMING STUDY

Dear Mr. Silva:

Thank you for the award of this contract and Marlin Engineering, Inc. (MARLIN) is pleased to respond to your request for proposal.

**1. PROJECT**

The purpose and goal of the study is to perform a comprehensive study for traffic calming alternatives for the entire Village. The scope of the study will involve neighborhood meetings and attendance/participation at a transportation summit to be hosted by the Village. Traffic data collection that identifies devices needed to reduce speeding, traffic intrusion, and keeps traffic on the main roadway network. A variety of devices may be recommended including circles, chicanes, speed tables, signage, education, enforcement, and chokers that narrow the roadway.

For the purposes of this study, the Village will be divided into three separate study areas, bounded by:

(Zone 1) North of SW 184<sup>th</sup> Street and south of SW 168<sup>th</sup> Street, east of US-1 and west of the Atlantic Ocean.

(Zone 2) North of SW 168<sup>th</sup> Street and south of SW 152<sup>nd</sup> Street, east of US-1 and west of the Atlantic Ocean.

(Zone 3) North of SW 152<sup>nd</sup> Street and south of SW 136<sup>th</sup> Street, east of US-1 and west of the Atlantic Ocean.

When performing any traffic calming, MARLIN's study goals are to:

1. To increase the quality of life;
2. Incorporate the preferences and requirements of the residents;
3. Create safe and attractive streets; and
4. Help to reduce the negative effects of motor vehicles on the environment, and promote pedestrian, bicycle and transit use.

To maximize funding for the Village of Palmetto Bay, the study will be broken up into two (2) phases, including:

- A. Phase 1 - Traffic Calming Study to develop Village-wide Traffic Calming Alternatives Master Plan
- B. Phase 2 - Design of Final Construction Plans and Technical Specifications, including obtaining necessary permits from MDPWD, Post Design Services, including preparation of bid documents and construction inspection services will also be included.

**2. SCOPE OF WORK FOR TRAFFIC ENGINEERING SERVICES:**

The study shall reflect traffic calming measures in an effort to reduce or eliminate cut-thru traffic and speeding within the neighborhood. Suggested traffic calming devices for which the traffic intrusion analysis will examine are listed, but not limited to:

# MARLIN

- Speed humps and/or tables (Temporary or permanent)
- Neckdowns
- Traffic circles
- Half closures
- Full closures
- Channelization
- Chicanes
- Chokers
- Lane narrowing
- Traffic medians
- Diverters
- Raised intersections

Traffic-calming devices can be effective in a variety of ways. However, each device has its own specific applications, and not every one fits every single circumstance. Some devices are more effective if used in combination with each other, or with alternative transportation approaches like bicycles, buses or light rail. The right use hinges on existing conditions along a street and the desired outcomes. MARLIN will develop a complete balance of these devices.

## A. Kick-Off Meeting & Public Workshops

- a. Project Kickoff - MARLIN will have meeting with the Village and obtaining all pertinent background information.
- b. Neighborhood Meetings/Public Workshops - MARLIN will meet with neighborhood residents to provide the residents an opportunity to identify the existing traffic issues through a series of 5 separate meetings to provide direction for the study's focus. The 5 meetings may include a Transportation Summit/kick-off meeting, one focused meeting per study zone (3 total), and a follow-up meeting to present the master plan. Items for discussion at these meetings may include:
  - Objectives of the Traffic Study
  - Types of Data Collection
  - Locations of Data Collection
  - Analysis Procedures
  - Proposed schedule
  - Key issues/areas for residents

### Deliverables:

- a. Sign-in Sheets to document attendees
- b. Display boards
- c. Comment Cards
- d. Map(s) of the area to allow residents to post "stickys" to document concerns
- e. Meeting summaries

## B. Traffic Data Collection

MARLIN will document areas of initial concern from consultations with Village staff. The areas identified will serve as our initial concern locations and represent the core concentration areas of the study.

To identify supplemental concentration areas to build a comprehensive Village-Wide Traffic Calming Master Plan, MARLIN will use input gained through the kick-off meeting, study zone area meetings, perform field reviews in the study area, collect 24-hour roadway volume counts and speed data to measure the existing traffic conditions at key locations within the study area. In addition, MARLIN will utilize Bluetooth data collection devices to collect origin-destination counts to identify cut-through traffic, where appropriate.



# MARLIN

- Readily available pedestrian/bike data available from available master plans will be utilized, if available.
- Crash data shall be obtained from the Village of Palmetto Bay Police Department and/or the Miami-Dade County Sheriff's Office.

Note: A.M. and P.M. peak hour intersection turning movement counts will not be included within the scope of this data collection effort.

## Deliverables:

- a. Field Review Summary (existing conditions, traffic patterns, existing devices, etc.)
- b. 24-Hour Average Daily Traffic
- c. 85<sup>th</sup> Percentile Speed Data
- d. Origin-Destination Data
- e. Crash Data Summary
- f. Pedestrian/Bike Data

## C. Data Analysis

MARLIN will utilize the results from the data collection efforts to:

- a. Identify particular locations which present speeding/traffic volume problems.
  - ii. Existing traffic conditions, including the magnitude of speeding, volume and cut-through traffic.
- b. Determine whether and where traffic calming measures are needed.
  - i. Future traffic conditions considering the proposed traffic management strategies developed in this study.
- c. Develop suggestions as to what type of traffic calming measures are recommended for a particular location/street, to:
  - i. Reduce speeding and/or
  - ii. Traffic volumes and/or
  - iii. Cut-Through

## Deliverables:

- a. Map(s) of Areas of Concerns Identifying locations for:
  - i. Speeding Issues and/or
  - ii. Volume Issues and/or
  - iii. Cut-Through and/or
  - iv. Crash Patterns and/or
  - v. Pedestrian/Bike Issues

## D. Development of Traffic Calming Alternatives

Utilizing the map(s) of the areas of concerns throughout the Village, MARLIN will develop several suitable traffic calming alternatives that will address the concern, with an area-wide systematic traffic calming approach. Considerations will be made the recommendations in the available master plans within the Village and recommendations from the neighboring municipalities' master plans.

Speed control alternatives may include vertical deflection measures, horizontal deflection measures and constrictions. Typical volume control or cut-through control alternatives may include diverters and full or partial closures.

## Prioritization





# MARLIN

Using a prioritization and scoring system, MARLIN will prioritize and rank locations for alternatives. Factors that will be included in prioritization will include 85% speed, average daily traffic (ADT), crashes, pedestrian and bicycle activity and amenities.

**Deliverables:**

- a. Recommendations for traffic calming devices to install on residential streets, where concerns are identified
- b. Prioritized list of traffic calming locations

**E. Development of Village-wide Traffic Calming Master Plan**

MARLIN will develop a Village-wide Traffic Calming Alternatives Master Plan, incorporating results of the data analysis, alternatives prioritization, and supplementing and encompassing the recommendations of available master plans.

This plan will then be presented at a "Follow-Up" neighborhood meeting to obtain 67% resident approval in the affected areas (67%). Upon resident approval, the Master Plan will be brought forward for Village Council adoption, prior to submittal to MDPWD to obtain County approval.

In order for MDPWD to provide final approval, the following documentation must also be obtained:

- Letters from affected entities such as Police, Fire, and Solid Waste Departments stating that they concur with the aforementioned traffic flow modifications and that they will not adversely impact their services.
- Concurrence from the affected residents/property owners. In lieu of concurrence from the affected residents/property owners, the Village Council may adopt a resolution after a public hearing.
- An executed Intergovernmental Agreement that the Village will be responsible for the installation and maintenance of traffic calming devices, and assume liabilities associated with the installation of said devices.

Note: MARLIN will not be responsible for obtaining the 67% resident approval.

**Deliverables:**

- a. Traffic Calming Master Plan (24" x 36" color plot)

**F. Miami-Dade County Public Works Department (MDPWD) Coordination**

MARLIN will coordinate with Miami-Dade County Public Works Department (MDPWD) to obtain approval will be an ongoing and continuous process. This will assist in obtaining favorable and prompt approvals of the Master Plan.

**Deliverables:**

- a. Approval of the Traffic Calming Alternatives Master Plan
- b. Approval of the recommendation of the Final Report Study

**G. Report**

MARLIN will summarize the results of the study. Five (5) bound copies and one (1) electronic (PDF) of the final report will be provided to the Village of Palmetto Bay.

**Deliverables:**

- a. Final Report Study

**H. Meetings/Council Presentation**





# MARLIN

MARLIN will perform at least (2) presentations to the Village Council as part of this study, one to introduce the study and another to discuss the results, present the Master Plan and obtain Council adoption.

## I. Next Steps

Following the procedures outlined in the Miami-Dade County Street Closure and Traffic Flow Modification Manual, MARLIN will begin Phase II of the traffic calming study to develop final signed and sealed construction plans and technical specifications for the approved traffic calming measures within the Traffic Calming Alternatives Master Plan.

Note: NEXT STEPS ARE NOT PART OF THIS PROPOSAL. An additional proposal for Phase II will be developed by MARLIN based on the recommendations of the Traffic Calming Alternatives Master Plan. Permits for the final signed and sealed construction plans will be obtained in this phase.

## 3. CONTRACT SUM

For the services performed under paragraph 2, the Client will pay the Engineer the lump sum fee of (\$84,150.00) payable as follows. Any additional services will be negotiated as needed.

## 4. PAYMENTS

Subsequent progress payments of the above lump sum fees shall apply and invoice monthly in proportion to the services performed.

Should the client wish us to provide and/or negotiate with third parties, any of the aforementioned services or any other additional work not included in this proposal under the Scope of Work, we will provide it on a Time Charge plus Expenses basis, computed as the sum the following:

- Approved Employee Category and Certified Wage Rates
- Non-Salary expenses times a multiplier of 1.05

Non-Salary expenses include such typical expenses as cost of transportation and subsistence; toll telephone calls and telegraph; printing and reproduction; computer time and programming costs; identifiable supplies; subcontract services such as: surveys, subsurface investigation and testing by commercial laboratories.

## 5. CLIENT RESPONSIBILITIES

Provide access to and make all provisions for the Engineer to enter upon public and private lands as required for the Engineer to perform his work under this proposal.

Place at the disposal of the Engineer all available information pertinent to the project upon which the Engineer can rely, including previous reports and any other data related to the design and construction of the project.

Designate a person to act as the Client's representative with respect to the work to be performed, such person to have complete authority to transmit instructions, receive information, interpret and define the Client's policies and decisions with respect to the work covered by this proposal.

## 6. SCHEDULE & DELIVERIES







**EXHIBIT "B"**

**PROJECT AGREEMENT**

Between

**VILLAGE OF PALMETTO BAY, FLORIDA**

And

**Marlin Engineering Inc.**

for

**Work Authorization No.**

**Palmetto Bay Comprehensive Village-Wide Traffic Calming Plan**

**PROJECT AGREEMENT**

Between

THE VILLAGE OF PALMETTO BAY, FLORIDA

And

Marlin Engineering, Inc.

For

Work Authorization No.

Palmetto Bay Comprehensive Village-Wide Traffic Calming Plan

Pursuant to the provisions contained in the "continuing services agreement" between the VILLAGE OF PALMETTO BAY, FLORIDA, 9703 E Hibiscus Street, Palmetto Bay, Florida 33157 (the "VILLAGE") and Marlin Engineering, Inc. ("CONSULTANT") dated \_\_\_\_\_, this project agreement authorizes the CONSULTANT to provide the services as set forth below:

The VILLAGE and CONSULTANT agree as follows:

#### SECTION 1. SCOPE OF SERVICES

1.1 The CONSULTANT shall provide engineering services to the VILLAGE for the project as described in the "Project Description" attached as Exhibit "A."

1.2 The VILLAGE may request changes that would increase, decrease, or otherwise modify the Scope of Services. The changes must be contained in a written change order executed by the parties in accordance with the provisions of the continuing services agreement, prior to any deviation from the terms of the project agreement, including the initiation of any extra work.

#### SECTION 2. DELIVERABLES

As part of the Scope of Services and Project Schedule, the CONSULTANT shall provide to the VILLAGE the following Deliverables:

See Deliverables in Exhibit "A"

VPB \_\_\_\_\_  
MEI \_\_\_\_\_

### SECTION 3. TERM/TIME OF PERFORMANCE/DAMAGE

3.1 **Term.** This project agreement shall commence on the date this instrument is fully executed by all parties and shall continue in full force and effect until the project is complete, unless otherwise terminated pursuant to SECTION 6 or other applicable provisions of this project agreement. The VILLAGE MANAGER, in his sole discretion, may extend the term of this agreement through written notification to the CONSULTANT. The extension shall not exceed 30 days. No further extensions of this agreement shall be effective unless authorized by the VILLAGE council.

3.2 **Commencement.** The CONSULTANT's services under this project agreement and the time frames applicable to this project agreement shall commence upon the date provided in a written Notification of Commencement ("Commencement Date") provided to the CONSULTANT from the VILLAGE. The CONSULTANT shall not incur any expenses or obligations for payment to third parties prior to the issuance of the Notification of Commencement. CONSULTANT must receive written notice from the VILLAGE MANAGER or his designee prior to the beginning the performance of services.

3.3 **Contract Time.** Upon receipt of the Notification of Commencement, the CONSULTANT shall commence services to the VILLAGE on the Commencement Date, and shall continuously perform services to the VILLAGE, without interruption, in accordance with the time frames set forth in the "Project Schedule" in copy of which is attached and incorporated into this agreement as Exhibit "A". The number of calendar days from the Commencement Date, through the date set forth in the Project Schedule for completion of the project or the date of actual completion of the project, whichever shall last occur, shall constitute the Contract Time.

3.4 **Liquidated Damages.** Unless otherwise excused by the VILLAGE in writing, in the event that the CONSULTANT fails to meet the contract time for completion of services as determined by the Project Schedule, the CONSULTANT shall pay to the village the sum of dollars identified below per day for each and every calendar day unexcused delay beyond the completion date, plus approved time extensions, until completion of the project: \$0 per day. The consultant may claim extension if the factors involved are not under their direct control.

Any sums due and payable hereunder by the CONSULTANT shall be payable, not as a penalty, but as liquidated damages representing an estimate at or before the time of executing this agreement. When the VILLAGE reasonably believes that completion will be inexcusably delayed, the village shall be entitled, but not required, to withhold from any amounts otherwise due the CONSULTANT an amount then believed by the village to be adequate to recover liquidated damages applicable to the delays. If and when the CONSULTANT overcomes the delay in achieving completion, or any part thereof, for which the VILLAGE has withheld payment, the VILLAGE shall promptly release to the CONSULTANT those funds withheld, but no longer applicable, as liquidated damages.

3.5 All limitations of time set forth in this agreement are of the essence.

VPB \_\_\_\_\_  
MBI \_\_\_\_\_

#### SECTION 4. AMOUNT, BASIS AND METHOD OF COMPENSATION

4.1 Lump Sum Compensation. VILLAGE agrees to pay consultant as compensation for performance of itemized services described in Exhibit "A" (OR, HOURLY, "VILLAGE AGREES TO PAY CONSULTANT COMPENSATION AT CONSULTANT'S HOURLY RATES, UP TO A MAXIMUM AMOUNT NOT TO EXCEED \$84,150.00.")

4.2 Reimbursable Expenses. The following expenses are reimbursable at their actual cost: travel and accommodations, long distance telephone calls, facsimile, courier services, mileage (at a rate approved by the VILLAGE), photo and reproduction services. All document reproductions are also reimbursable, at a rate approved by the VILLAGE.

#### SECTION 5. BILLING AND PAYMENTS TO THE CONSULTANT

##### 5.1 Invoices

5.1.1 Lump Sum Compensation and Reimbursable Expenses. CONSULTANT shall submit invoices which are identified by the specific project number on a monthly basis in a timely manner. These invoices shall identify the nature of the work performed, the phase of work, and the estimated percent of work accomplished. Invoices for each phase shall not exceed amounts allocated to each phase of the Project plus reimbursable expenses accrued during each phase. The statement shall show a summary of fees with accrual of the total and credits for portions previously paid by the VILLAGE. The VILLAGE shall pay CONSULTANT within 90 days of approval by the VILLAGE manager of any invoices submitted by CONSULTANT to the VILLAGE.

5.2 Disputed Invoices. In the event that all or a portion of an invoice submitted to the VILLAGE for payment to the CONSULTANT is disputed, or additional backup documentation is required, the VILLAGE shall notify the CONSULTANT within 15 working days of receipt of the invoice of the objection, modification or additional documentation request. The CONSULTANT shall provide the VILLAGE with additional backup documentation within five working days of the date of the VILLAGE's notice. The VILLAGE may request additional information, including but not limited to, all invoices, time records, expense records, accounting records, and payment records of the CONSULTANT. The VILLAGE, at its sole discretion, may pay to the CONSULTANT the undisputed portion of the invoice. The parties shall endeavor to resolve the dispute in a mutually agreeable fashion.

5.3 Suspension of Payment. In the event that the VILLAGE becomes credibly informed that any representations of the CONSULTANT, provided pursuant to subparagraph 5.1, are wholly or partially inaccurate, or in the event that the CONSULTANT is not in compliance with any term or condition of this project agreement, the VILLAGE may withhold payment of sums then or in the future otherwise due to the CONSULTANT until the inaccuracy, or other breach of project agreement, and the cause thereof, is corrected to the VILLAGE's reasonable satisfaction.

VPB \_\_\_\_\_  
MEI \_\_\_\_\_

5.4 **Retainage.** The VILLAGE reserves the right to withhold retainage in the amount of 10 percent of any payment due to the CONSULTANT until the project is completed. Said retainage may be withheld at the sole discretion of the VILLAGE manager and as security for the successful completion of the CONSULTANT's duties and responsibilities under the project agreement.

5.5 **Final Payment.** Submission of the CONSULTANT's invoice for final payment and reimbursement shall constitute the CONSULTANT's representation to the VILLAGE that, upon receipt from the VILLAGE of the amount invoiced, all obligations of the CONSULTANT to others, including its CONSULTANT's, incurred in connection with the project, shall be paid in full. The CONSULTANT shall deliver to the VILLAGE all documents requested by the VILLAGE evidencing payments to any and all subcontractors, and all final specifications, plans, or other documents as dictated in the Scope of Services and Deliverable. Acceptance of final payment shall constitute a waiver of any and all claims against the VILLAGE by the CONSULTANT.

#### **SECTION 6. TERMINATION/SUSPENSION**

6.1 **For Cause.** This project agreement may be terminated by either party upon five calendar days written notice to the other party should the other party fail substantially to perform in accordance with its material terms through no fault of the party initiating the termination. In the event that CONSULTANT abandons this project agreement or causes it to be terminated by the VILLAGE, the CONSULTANT shall indemnify the VILLAGE against any loss pertaining to this termination. In the event that the CONSULTANT is terminated by the VILLAGE for cause and it is subsequently determined by a court by a court of competent jurisdiction that the termination was without cause, the termination shall thereupon be deemed a termination for convenience under section 6.2 of this project agreement and the provision of section 6.2 shall apply.

6.2 **For Convenience.** This project agreement may be terminated by the VILLAGE for convenience upon 14 days written notice to the CONSULTANT. In the event of termination, the CONSULTANT shall incur no further obligations in connection with the project and shall, to the extent possible, terminate any outstanding sub-CONSULTANT obligations. The CONSULTANT shall be compensated for all services performed to the satisfaction of the VILLAGE and for reimbursable expenses incurred prior to the date of termination. The CONSULTANT shall promptly submit its invoice for final payment and reimbursement and the invoice shall comply with the provisions of paragraph 5.1 of this project agreement. Under no circumstances shall the VILLAGE make any payment to the CONSULTANT for services which have not been performed.

6.3 **Assignment upon Termination.** Upon termination of this project agreement, a copy of all of the CONSULTANT's work product shall become the property of the VILLAGE and the CONSULTANT shall, within 10 working days of receipt of written direction from the VILLAGE, transfer to either the VILLAGE or its authorized designee, a copy of all work

VPB \_\_\_\_\_  
MEI \_\_\_\_\_

product in its possession, including but not limited to designs, specifications, drawings, studies, reports and all other documents and data in the possession of the CONSULTANT pertaining to this project agreement. Further, upon the VILLAGE's request, the CONSULTANT shall assign its rights, title and interest under any subcontractor's agreements to the VILLAGE.

6.4 **Suspension for Convenience.** The VILLAGE shall have the right at any time to direct the CONSULTANT to suspend its performance, or any designated part thereof, for any reason whatsoever or without reason, for a cumulative period of up to 30 calendar days. If the suspension is directed by the VILLAGE, the CONSULTANT shall immediately comply with same. In the event the VILLAGE directs a suspension of performance as provided for herein through no fault of the CONSULTANT, the VILLAGE shall pay to the CONSULTANT its reasonable costs, actually incurred and paid, of demobilization and remobilization, as full compensation for the suspension.

**SECTION 7. INCORPORATION OF TERMS AND CONDITIONS OF CONTINUING SERVICE AGREEMENT**

7.1 This project agreement incorporates the terms and conditions set forth in the continuing services agreement dated \_\_\_\_\_ between the parties as though fully set forth herein. In the event that any terms or conditions of this project agreement conflict with the continuing services agreement, the provisions of this specific project agreement shall prevail and apply.

[THE REST OF THIS PAGE INTENTIONALLY LEFT BLANK.]

VPB \_\_\_\_\_  
MEI \_\_\_\_\_

**ATTEST:**

**VILLAGE OF PALMETTO BAY**

\_\_\_\_\_  
Interim Village Clerk

By: \_\_\_\_\_  
Edward Silva, Village Manager

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Village Attorney

**ATTEST:**

Marlin Engineering, Inc.

By: \_\_\_\_\_  
James E. Spinks, PE, PTOE  
Vice President, Traffic Engineering  
& Transportation Manager

Date: \_\_\_\_\_

**WITNESSES**

\_\_\_\_\_  
Print Name: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_

**DRAFT**

VPB \_\_\_\_\_  
MEI \_\_\_\_\_

COMPREHENSIVE TRAFFIC PLAN  
PROPOSED PROJECT LOCATIONS

■ SPEED HUMPS  
(AVENUES)

- 70 AV. SO. OF 136 ST
- 70 AV. SO. OF S CARTEE
- 72 AV. SO. OF 189 ST
- 74 CT. SO. OF 136 ST
- 76 AV. SO. OF 137 ST
- 77 AV. SO. OF 170 ST
- 77 AV. SO. OF 172 ST
- 77 AV. SO. OF 177 ST
- 78 CT. SO. OF 136 ST (2)
- 80 AV. NO. OF 147 ST
- 82 CT. NO. OF 168 ST
- 82 AV. SO. OF 182 ST
- 83 AV. NO. OF 155 TR
- 83 AV. NO. OF 158 ST
- 83 AV. NO. OF 168 ST
- 83 AV. SO. OF 178 TR
- 83 AV. SO. OF 181 ST
- 84 AV. SO. OF 180 ST
- 84 AV. NO. OF 164 TR
- 84 AV. SO. OF 168 ST

■ SPEED HUMPS  
(AVENUES- CONT.)

- 84 AV. SO. OF 170 TR
- 84 AV. SO. OF 172 ST
- 84 AV. SO. OF 174 ST
- 84 AV. SO. OF 176 ST
- 84 AV. SO. OF 179 ST
- 87 CT. SO. OF 148 ST
- 87 CT. SO. OF 171 ST
- 88 AVE. SO. OF 168 ST
- 88 AVE. SO. OF 171 ST
- 89 AVE. SO. OF 153 TR
- 89 AVE. NO. OF 158 ST
- 90 AVE. NO. OF 174 ST
- 93 AVE. SO. OF 181 ST
- 94 AVE. SO. OF 176 ST
- 94 AVE. SO. OF 178 ST
- 94 AVE. SO. OF 181 TR

■ SPEED HUMPS  
(STREETS)

- 139 ST. EAST OF 77 AV
- 146 ST. WEST OF 82 CT
- 146 ST. EAST OF 86 AV
- 148 DR. WEST OF 82 CT
- 148 DR. WEST OF 83 AV
- 148 ST. WEST OF 88 AV
- 148 ST. WEST OF US1
- 164 ST. MID ST. SECTION
- 164 TR. MID ST. SECTION
- 165 TR. EAST OF 84 AV
- 173 ST. WEST OF 74 AV
- 173 ST. EAST OF 77 AV
- 174 ST. WEST OF 73 CT
- 174 ST. EAST OF 77 AV
- 174 ST. EAST OF 85 AV
- 174 ST. EAST OF 86 AV

■ CHICANES

- 87 AV & 149 TR
- 74 CT. SO. OF 136
- 77 AV. SO. OF 145 ST
- 77 AV. NO. OF 182 ST
- 77 AV. NO. OF 180 ST
- 80 AV. SO. OF 148 DR
- 86 AV. SO. OF 169 TR
- 86 AV. SO. OF 172 ST
- 92 AV. NO. OF 143 TR
- 140 ST. EAST OF 77 AV
- 141 ST. EAST OF 85 AV
- 164 ST & 73 CT
- 160 ST. EAST OF 89 AV
- 145 TR & 83 AV
- 165 TR & 82 CT

○ TRAFFIC CIRCLES

- 136 ST & 87 AV
- 136 ST & 87 AV
- 144 ST & 87 AV
- 148 ST & 89 AVE
- 182 ST & OLD CUTLER
- 168 ST & 82 AVE
- 70 AV & S CARTEE RD
- 182 AV & 148 DR
- 82 AV & 176 ST
- 84 AV & 174 ST
- 87 AV & 174 ST
- 93 AV & 178 ST

■ STREET CLOSURES

- 136 ST @ OLD CUTLER
- 94 AV @ 180 ST

■ DIVERTERS  
(not on map)

- 130 ST & 82 AV
- 74 CT & 140 ST
- 180 ST & 96 AV

Note: these locations and/or type of calming device are subject to change based on resident input, engineering review, county approval, and Council direction.

Traffic Town Hall: 9/27/2016



# Village of Palmetto Bay | Villagewide Traffic Calming Study

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Prepared For:  
Village of Palmetto Bay

Prepared By:  
MARLIN Engineering, Inc.  
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# APPENDIX

Appendix A – Survey Form/Sample of Residents Comment Cards

Appendix B – Raw Data

Appendix C – Intergovernmental Agency Agreement



## 1.0 INTRODUCTION

MARLIN Engineering Inc. (MARLIN) was retained by the Village of Palmetto Bay to evaluate the local speed, volume, crash occurrence and overall traffic patterns to determine locations within the Village where traffic calming measures should be recommended. Based on the analysis of traffic conditions, MARLIN will develop a Village-wide Traffic Calming Master Plan incorporating traffic calming measures for roadway segments that met the threshold values established for the Village of Palmetto Bay in agreement with Miami-Dade County's Department of Transportation and Public Works (DTPW).

### 1.1 Study Area

The Village of Palmetto Bay is a municipality within the limits of Miami-Dade County. It is bounded by SR 5/US1/South Dixie Highway to the west, SW 184<sup>th</sup> Street to the south, SW 136<sup>th</sup> Street to the north extending to Biscayne Bay and the City of Coral Gables to the east.

For the purpose of this study in consideration of the geography of the Village and differences in land-use and traffic characteristics, the area was divided into three zones as follows:

Zone 1: North of SW 152<sup>nd</sup> Street and south of SW 136<sup>th</sup> Street, east of SR 5/US1/South Dixie Highway and west of City of Coral Gables.

Zone 2: North of SW 168<sup>th</sup> Street and south of SW 152<sup>nd</sup> Street, east of SR 5/US1/South Dixie Highway and west of Biscayne Bay.

Zone 3: North of SW 184<sup>th</sup> Street and south of SW 168<sup>th</sup> Street, east of SR 5/US1/South Dixie Highway Southbound and west of Biscayne Bay.

Detailed map with the Village limits and described zones is shown in **Figure 1**.

### 1.2 Objectives and Approach

Based on input from Village residents, the major traffic issues are excessive speeding, volume, and safety. The objective of this Traffic Calming Study is to address these concerns at critical locations to reduce the effects of motor vehicles on the residential neighborhoods, promote pedestrian and bicycle use and increase the quality of life throughout the Village.

The following steps were followed to meet these objectives:

- Meet with residents to obtain input on issues and areas of concern
- Review and consolidate concerns
- Determine critical locations within the study area

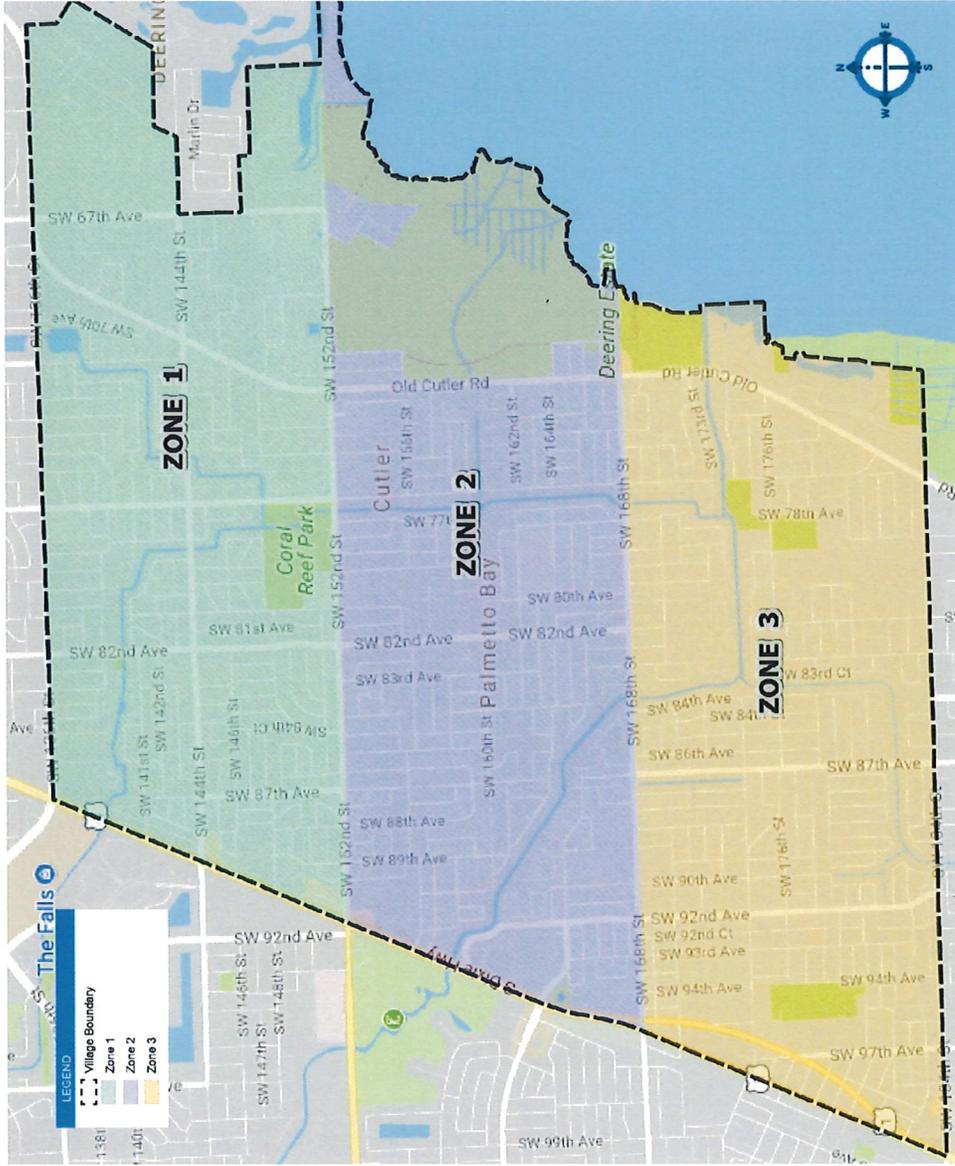


- Perform traffic data collection
- Perform traffic calming analysis
- Develop preliminary recommendations for City review
- Present study results to Miami-Dade County for approval

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Figure 1. Study Area Location and Boundaries





## 2.0 TRAFFIC CALMING ANALYSIS METHODOLOGY

The methodology and criteria defined in this study are described below as per agreement between the Village of Palmetto Bay and Miami-Dade County. The Village opted to use the City of Miami Beach Traffic Calming Manual which was previously approved by Miami-Dade County’s Department of Transportation and Public Works (DTPW). In addition, an Intergovernmental Agency Agreement, presented in **Appendix C**, was signed between Miami-Dade County and the Village of Palmetto Bay enabling the Village to perform traffic functions, install and maintain traffic calming devices.

### 2.1 General Requirements and Constraints

Speed and traffic volumes are the first criteria used to gauge whether a traffic calming study area warrants further research for possible development and implementation of a traffic calming plan. **Table 1** shows the thresholds established for Palmetto Bay regarding speed and volume and points assigned to each range.

**Table 1. Traffic Calming Thresholds for speed and Volume**

Points	Speed*(mph)	Points	Volume (vpd) **
0.5	< 4.6	0.5	500 - 750
1.0	4.6 to 7.5	1.0	751 - 1,100
1.5	7.6 to 10.5	1.5	1,101 - 1,700
2.0	10.6 to 13.5	2.0	1,701 - 2,300
2.5	13.6 to 16.5	2.5	> 2,300
3.0	> 16.5 mph		

\* 85th percentile speed is above the posted speed limit. The 85<sup>th</sup> percentile speed is defined as "the speed that is exceeded by 15% of the motorist surveyed".

\*\* Vehicles per Day

The second criterion, as shown in Table 2, establishes the number of accidents per year on the village streets as a warrant for traffic calming eligibility. Crash data for the last 3 years (2014 to 2016) of available data was analyzed and points assigned.



**Table 2. Traffic Calming Thresholds for Number of Accidents**

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

i. Any street that ranks 2.5 points or higher as a sum of both criteria is eligible for traffic calming. Finally, a neighborhood street would also require 2/3 voter approval from residents, and implementation is subject to final roadway design. The County requires 100% approval from property owners adjacent to the proposed site where speed humps as well as other calming devices will be installed. Due to the curvature of the roadway, and other unique design characteristics, some streets may not be suitable for any or all of the traffic calming tools available.

ii. Any street that ranks 2.0 points will be studied by the Village's Transportation Engineer to determine if other measures may be helpful in addressing concern.

The following items may be considered, but not limited, as part of the study:

1. Location of school, pedestrian oriented facility (e.g. elderly housing) or community facility (e.g. park) located on the subject street or within an established walking area.
2. Driveway density.
3. Presence / absence of sidewalks.

After review of the above study, the Village's Transportation Engineer would be able to recommend various alternate solutions if the street does not fully qualify for the installation of traffic calming devices.

iii. Any street that scores less than a 2.0 and is determined to not be an appropriate location based on the study completed will not be eligible for re-evaluation for twelve (12) months after the speed/volume study is conducted. After two (2) years of testing, if the street does not qualify for traffic calming, the project is ineligible for re-testing for twenty-four (24) months.

In addition to the listed operational criteria, the following restrictions are also imposed:

- Roadway shall be local residential streets and generic residential collectors.
- The posted speed limit may not be more than 30 mph (local residential streets) or 35 mph (residential collectors).



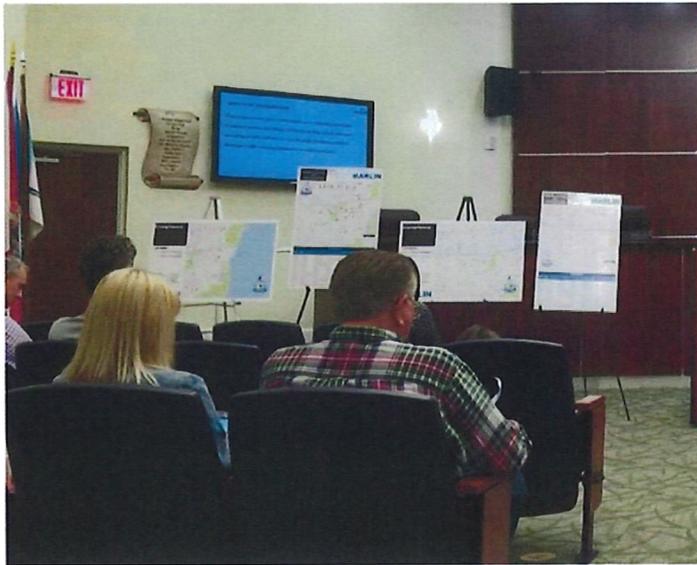
- Roadway shall be local residential streets with only two lanes of travel.
- Roadway shall not be used as a primary route for emergency or fire rescue vehicles.
- Roadway shall not have curves or obstacles that would create an unsafe condition for motorists driving at the desired speed limit under normal driving conditions.
- Roadway shall not be a through truck route, unless an acceptable alternative route is identified.
- Pedestrians and/or bicycles safety shall not be adversely affected.
- Roadway drainage shall not be adversely affected.

### 3.0 PUBLIC INVOLVEMENT

The objective of the public involvement task is to discuss and receive the input from the residents of the Village. Therefore, the Village's Administration with the support of MARLIN provided a set of platforms for residents to express their concerns about traffic issues within their neighborhoods. The following public feedback alternatives were available for the residents:

- Public Meetings
- Comment Cards
- Online Surveys
- E-mails

The most significant input was received through the "Kick-off" and "Follow up" public meetings organized for each one of the designated zones. During the Kick-off meetings, residents were able to interact with Marlin's staff of engineers and planners which presented the Traffic Calming Study Plan and collected information about traffic issues pointed out by the residents. The follow up meetings provided a second opportunity for direct communication and feedback on the status of the study, as well as showing preliminary results from the data collection process. Afterwards, a Final Workshop was held at the Village Hall, where the Traffic Calming Master Plan was presented to the residents with a Presentation and Open Discussion format.



Public Involvement Meeting Snapshots. Residents interacting with Village's Administration/Councils Members and Engineers.

The Public Involvement meetings were hold on the following dates:

Kick-off Meetings

Zone 1 – December 12<sup>th</sup>, 2016

Zone 2 – December 15<sup>th</sup>, 2016

Zone 3 – December 20<sup>th</sup>, 2016

Follow up Meetings

Zone 1 – April 4<sup>th</sup>, 2017

Zone 2 – April 18<sup>th</sup>, 2017

Zone 3 – April 11<sup>th</sup>, 2017

Final Workshop July 5<sup>th</sup>, 2017

More than 2000 resident concerns were collected through the public feedback options. A sample of the issues offered by the residents include:

- Speeding vehicles, honking horns, unable to back out of my driveway during rush hours. (SW 180th street and SW 94th Avenue).
- Speed humps needed on SW 94th Avenue next to Palmetto Bay Park.
- Children cannot safely walk to school or the Coral Reef Park. Any intervention on SW 80th Avenue or on the intersection of SW 80th Avenue and SW 152nd Street to make it safer would be welcomed.
- Very concerned about speed on SW 174th Street west of Old Cutler Road. It would be good to have speed humps.

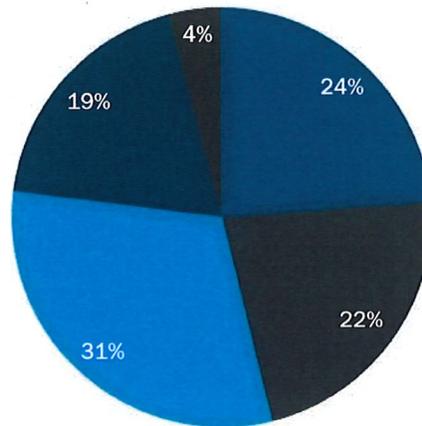


- Volume of traffic has increased as well as speeding. This is dangerous where we have kids. (SW 147th Court at SW 74th Avenue)
- Way too much volume for a residential street (Farmer Road). Most cars speed down the street and it has become a safety factor.
- SW 72nd Avenue between SW 152nd Street and SW 156th Street, make it a bike boulevard.
- General residents concerned about speeding and volume along:
  - SW 87<sup>th</sup> Avenue
  - SW 82<sup>nd</sup> Avenue
  - SW 77<sup>th</sup> Avenue
- Create more greenways throughout the Village.
- The road block on SW 94th Avenue has caused dramatic traffic increase on SW 93rd Avenue.

Figure 2, presents the distribution of the major concerns expressed by the residents by percent.

**Figure 2. Palmetto Bay - Resident's Concerns Summary**

■ Speeding ■ Cut-Through ■ Volume/Congestion ■ Bike/Pedestrian ■ Other



Examples of the residents comment cards are included in **Appendix A**. All comment cards can be found at the request of the village administration.

All input received from the residents, along with the previous information collected by the Village's Administration, was processed and summarized to identify patterns throughout the Village. This information was utilized during the analysis of the traffic data and the development of recommendations.



## 4.0 DATA COLLECTION

Based on the study objectives, a comprehensive range of traffic data collection was performed as part of the study. The following data was gathered:

- 85<sup>th</sup> Percentile Speed
- 24-Hour Average Daily Traffic
- Crashes within the village limits

Data collection was performed utilizing Automatic Traffic Recorder (ATRs) and locations were chosen considering the following premises:

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

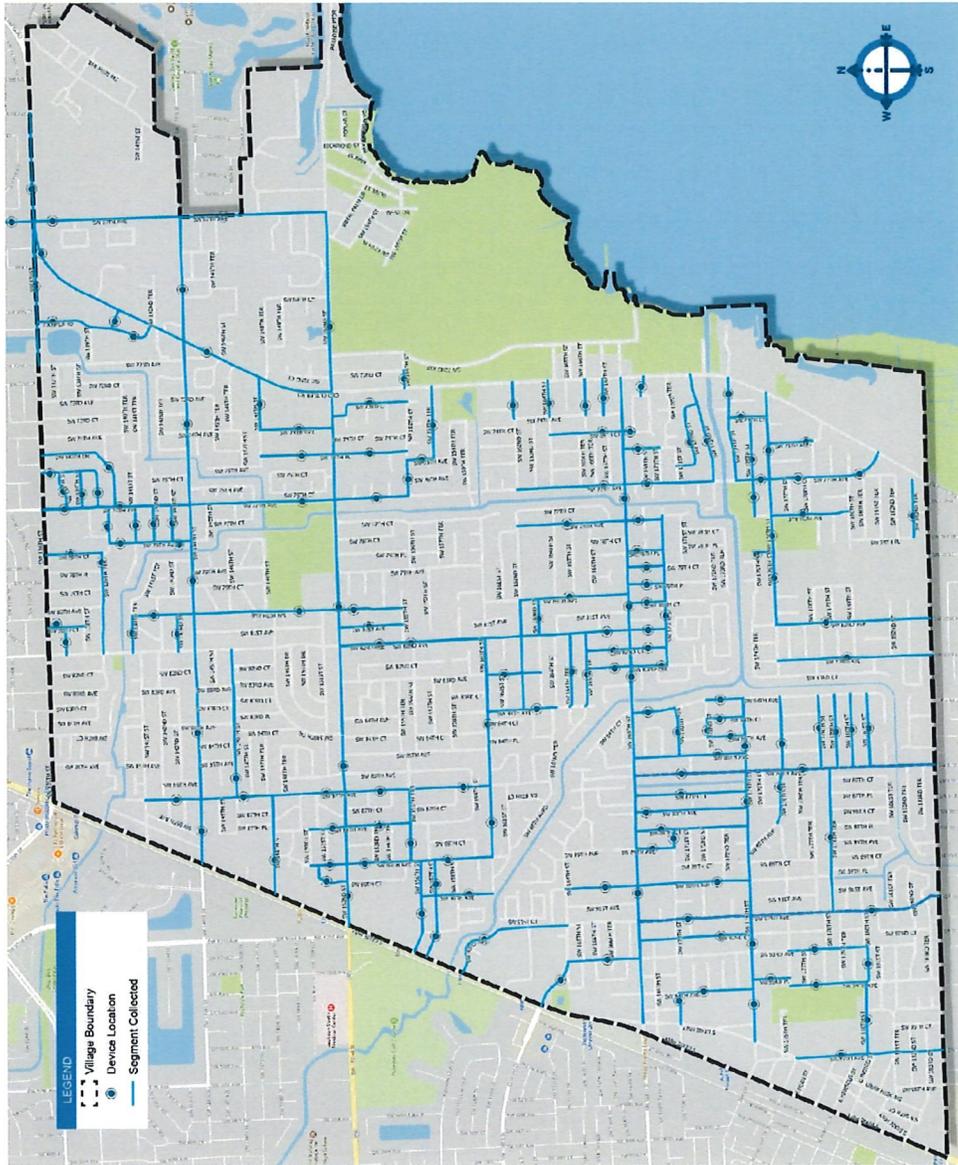
Speed and traffic volumes were collected at 167 locations throughout the Village on typical weekdays (Tuesday, Wednesday and Thursday). During the data collection process, off school and holiday periods were avoided to ensure the data reflects typical traffic operation and behavior.

The available crash data for the 3 most recent years (2014-2016) was obtained and processed to identify the crashes per segment within the Village neighborhoods. Only crashes reported on streets (excluding crashes located in parking lots) were considered for the analysis. The crash data was obtained from Signal Four Analytics, a web-based database specifically designed for crash data analysis developed by the University of Florida and funded by the state of Florida.

Figure 3 presents a detailed map showing the locations where traffic data was collected (speed and volume). The raw 24-hour traffic volume counts, raw speed data and the amount of crashes per segment are included in **Appendix B**.



Figure 3. Traffic Data Locations





## 5.0 FIELD OBSERVATIONS

Field reviews were performed to evaluate existing traffic characteristics of the neighborhoods and to determine the locations where existing traffic calming devices are already installed throughout the Village. Special emphasis was made to observe segments identified by the residents and near sensitive locations like schools, parks and other high pedestrian generators.

Specific notes from observations made in the field are presented as follow:

As part of the Village's Administration efforts to address traffic issues, existing traffic calming measures were found and documented throughout the village.



Speed humps were observed at several locations. These countermeasures, as well as speed tables, are proven to be very effective in slowing traffic down.

SW 162<sup>nd</sup> Street west of SW 74<sup>th</sup> Avenue



Speed table located on a residential street.

SW 92<sup>nd</sup> Avenue north of SW 176<sup>th</sup> Street



As part of the previous traffic calming initiatives, mid-block medians were installed at different locations.

SW 164<sup>th</sup> Street west of SW 88<sup>th</sup> Court

Bicyclists and pedestrians are a very important concern among the residents as they are one of the most vulnerable road users and there is an increasing utilization of the Village's local streets for these activities. Relatively high pedestrian and bicyclist activity was observed within the Village's limits. As sidewalks are often missing on the residential streets, roadways are frequently used by the residents to walk or bike.



Pedestrians using the residential streets for their routine walks.



Bicycles sharing streets with regular vehicle traffic.

SW 67<sup>th</sup> Avenue north of SW 152<sup>nd</sup> Street

Schools are traffic generators during specific hours of the day. Standard signing and pavement markings for school zones help to reduce the traffic impact. Other initiatives can make a real difference on managing the traffic flow and distributing the volume during drop off /pick up periods as shown in the pictures below.



Signage indicating no traffic permitted in southbound direction during school drop off /pick up hours.

SW 80th Avenue at SW 162nd Street.



Long and wide stretches of roadway were observed to encourage drivers to travel at higher speeds.

SW 146<sup>th</sup> Street east of SW 87<sup>th</sup> Avenue



Heavy congestion during PM peak hours at the westbound approach.

SW 152<sup>nd</sup> Street east of US1

An inventory of existing conditions showing currently installed traffic calming devices, as well as other roadways characteristics, is depicted in Figures 4 to 6.



Figure 4. Existing Conditions - Zone 1

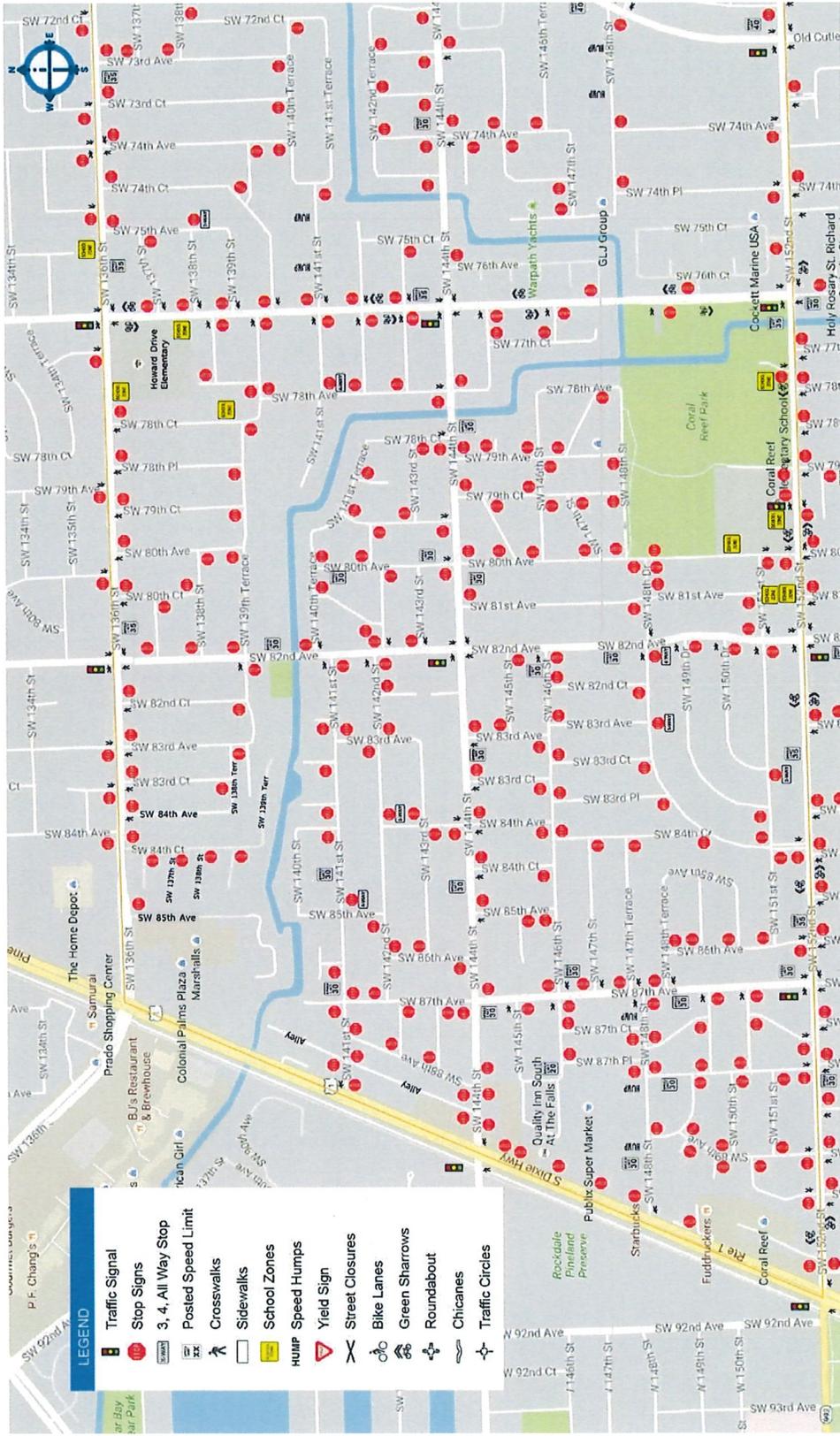




Figure 4. Existing Conditions - Zone 1 (continued)





Figure 5. Existing Conditions - Zone 2

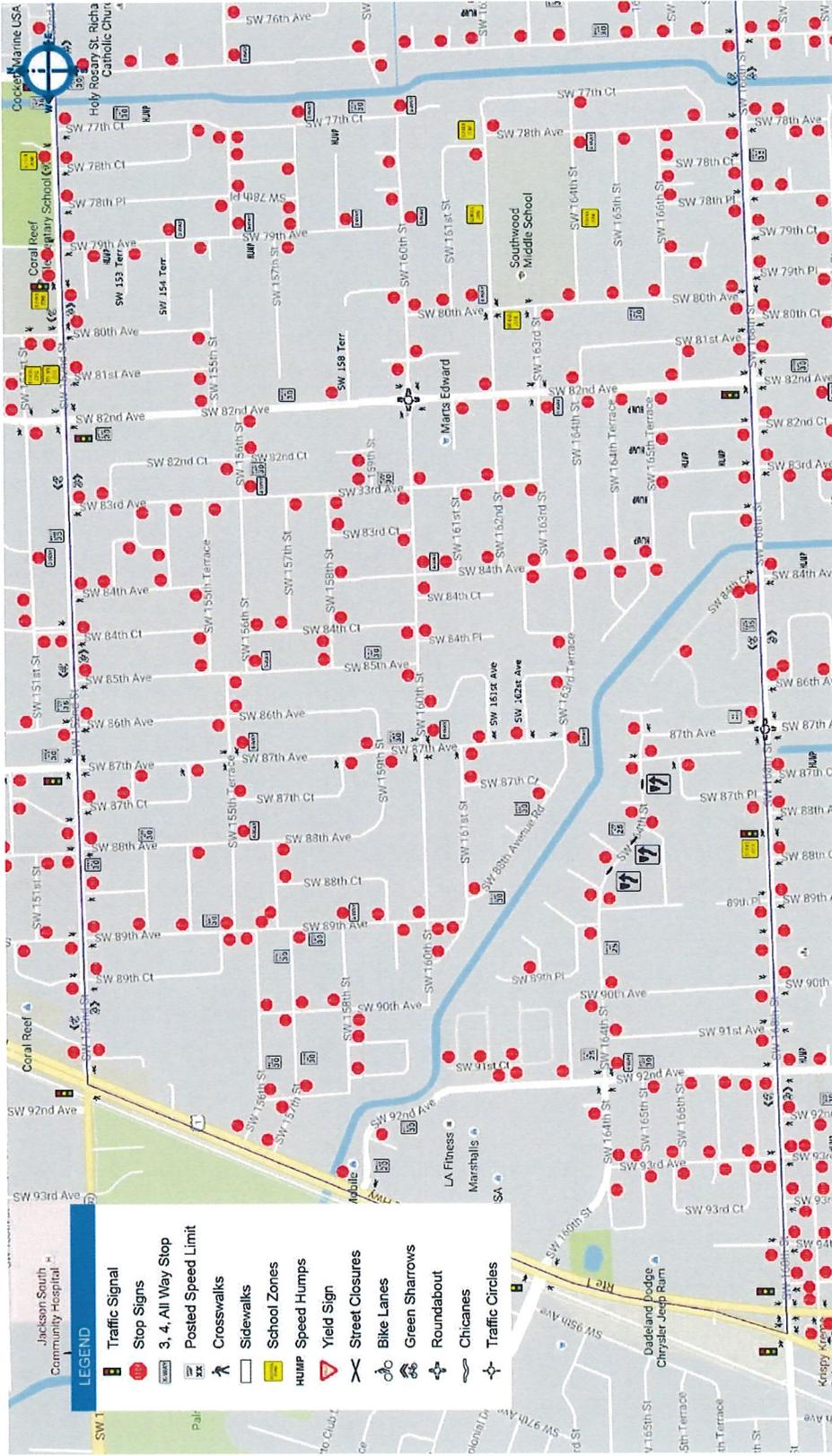








Figure 6. Existing Conditions - Zone 3 (continued)





## 6.0 DATA ANALYSIS

The purpose of the data analysis is to identify locations within the study area where existing traffic conditions could warrant traffic calming improvements based on the threshold values established for the Village of Palmetto Bay in agreement with Miami-Dade County DTPW. Speed, volume and crash issues were plotted on the study area based on the established criteria referenced in section 2.1 and are presented in Figures 7, 8 and 9.

The Village’s street network was analyzed and classified as “Eligible”, “To be considered” or “Non Eligible” for traffic calming improvements. Segments that were found “Eligible” or “To be Considered”, are depicted in Figure 10.

The results shown in Figure 10 indicate many streets in the Village are eligible for traffic calming applications. Section 7 presents recommendations to address predominant issues on these segments.

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Figure 7. Travel Speed Evaluation

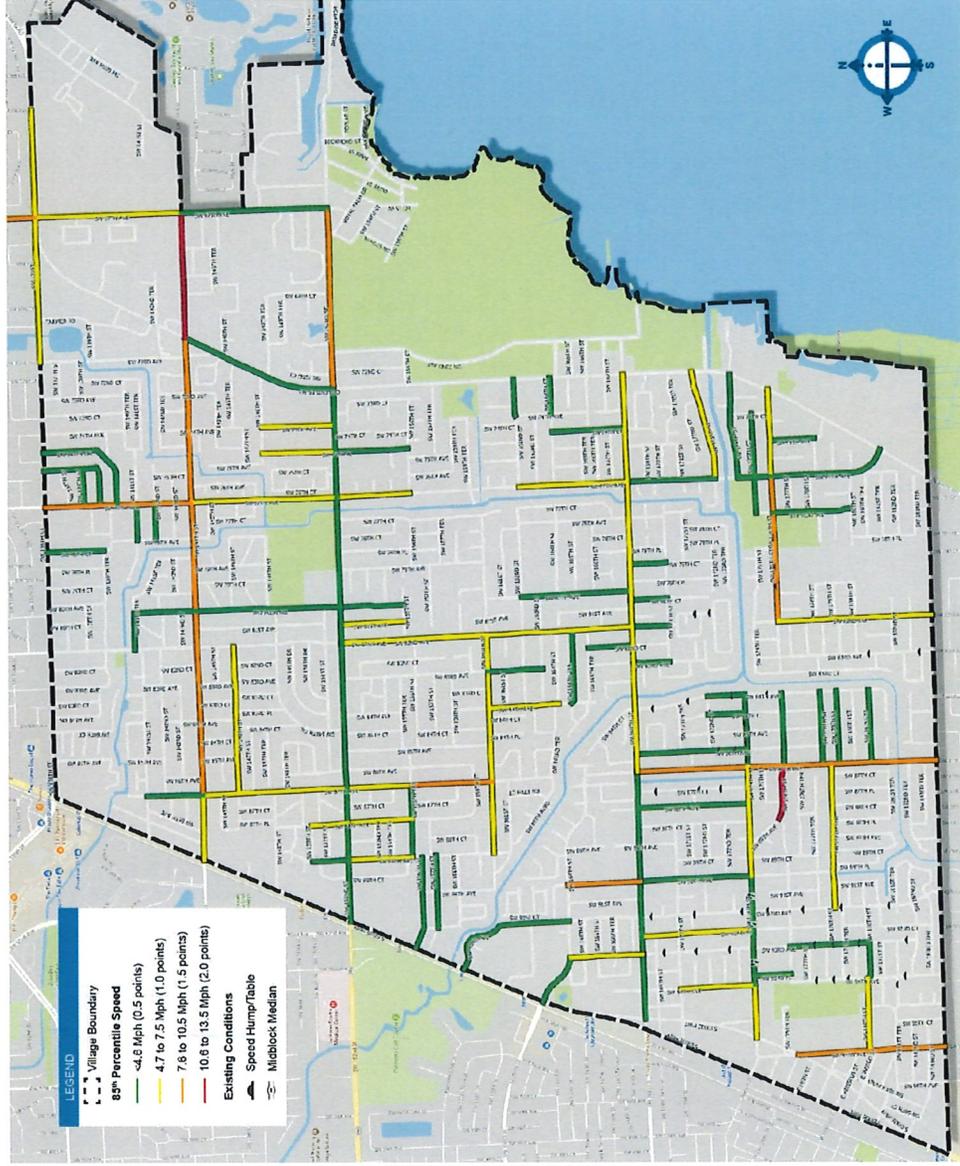




Figure 8. Traffic Volume Evaluation

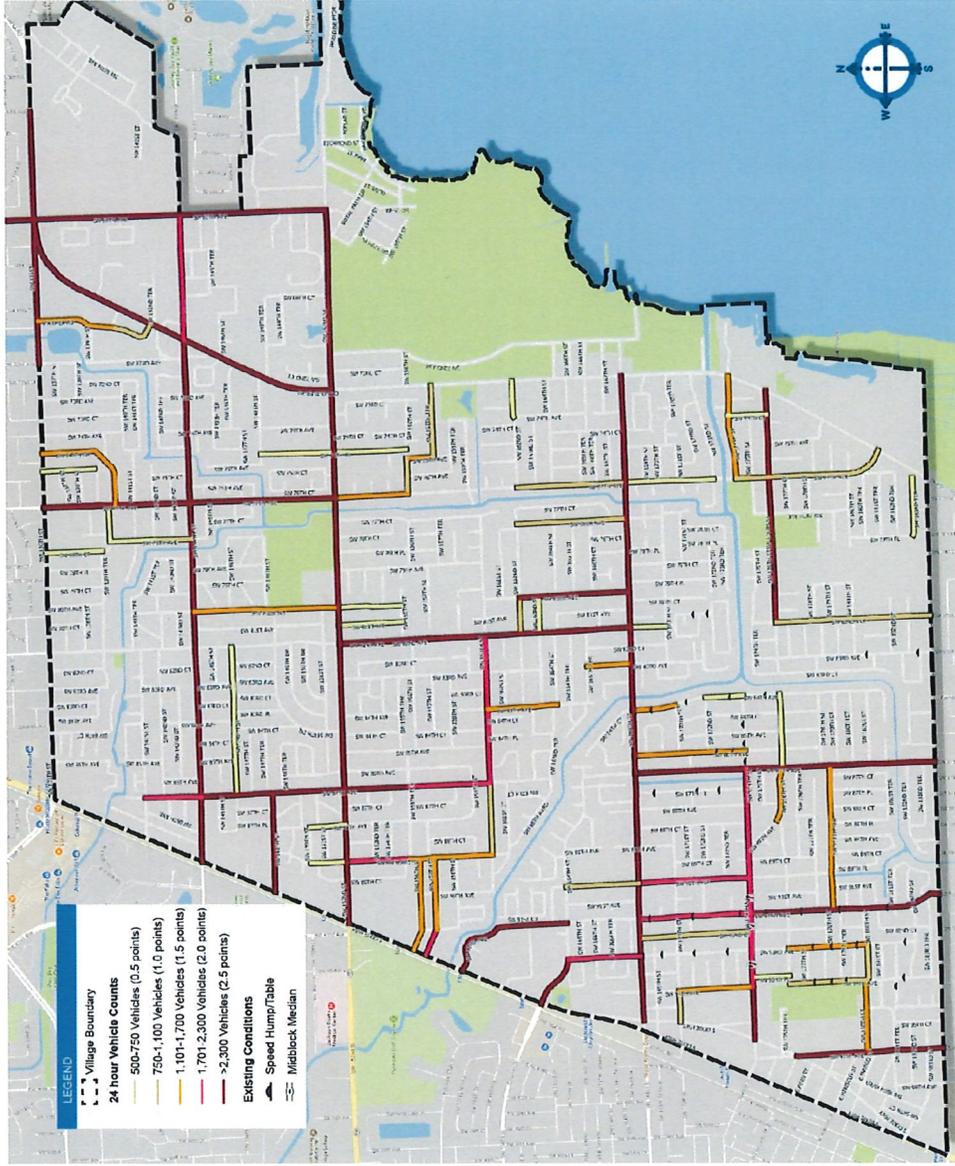




Figure 9. Crash Evaluation

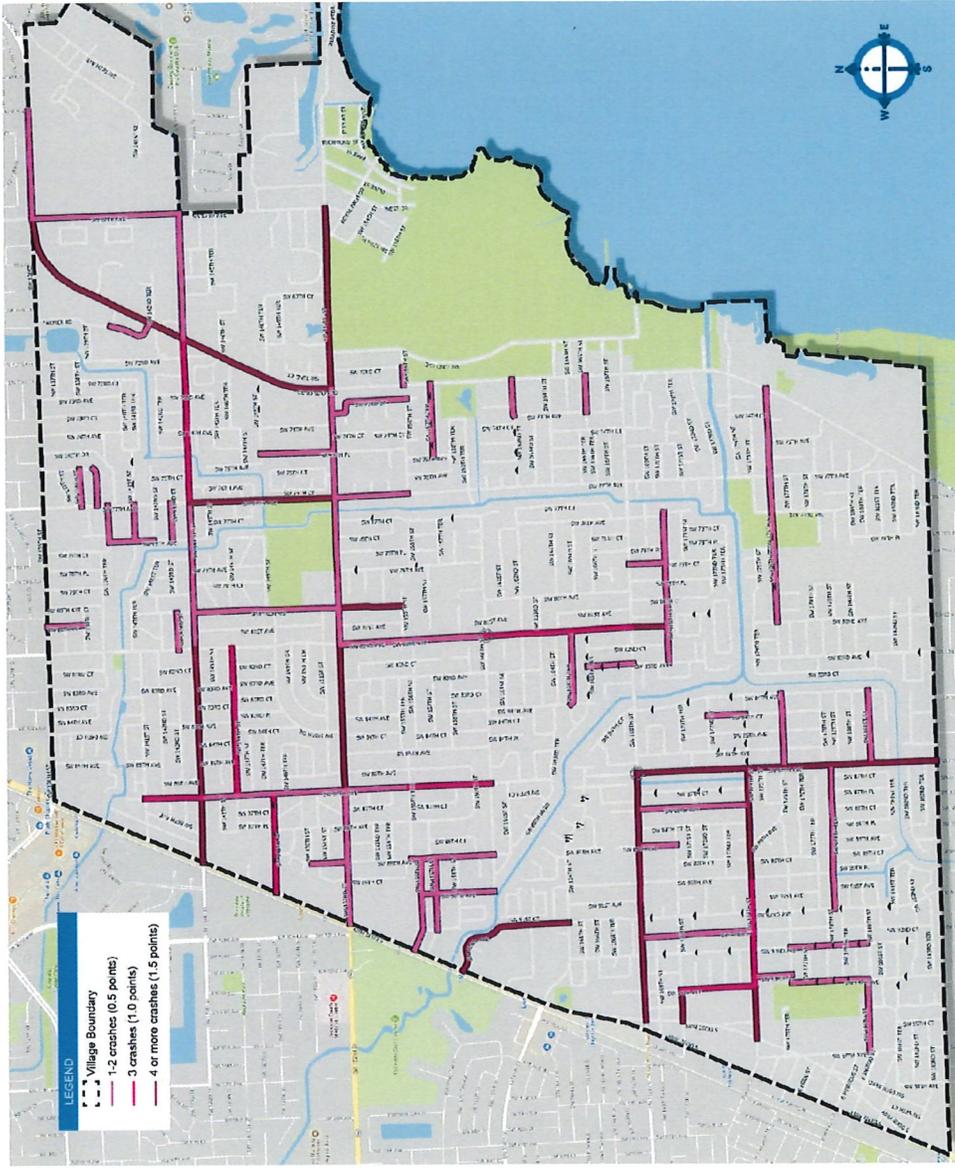
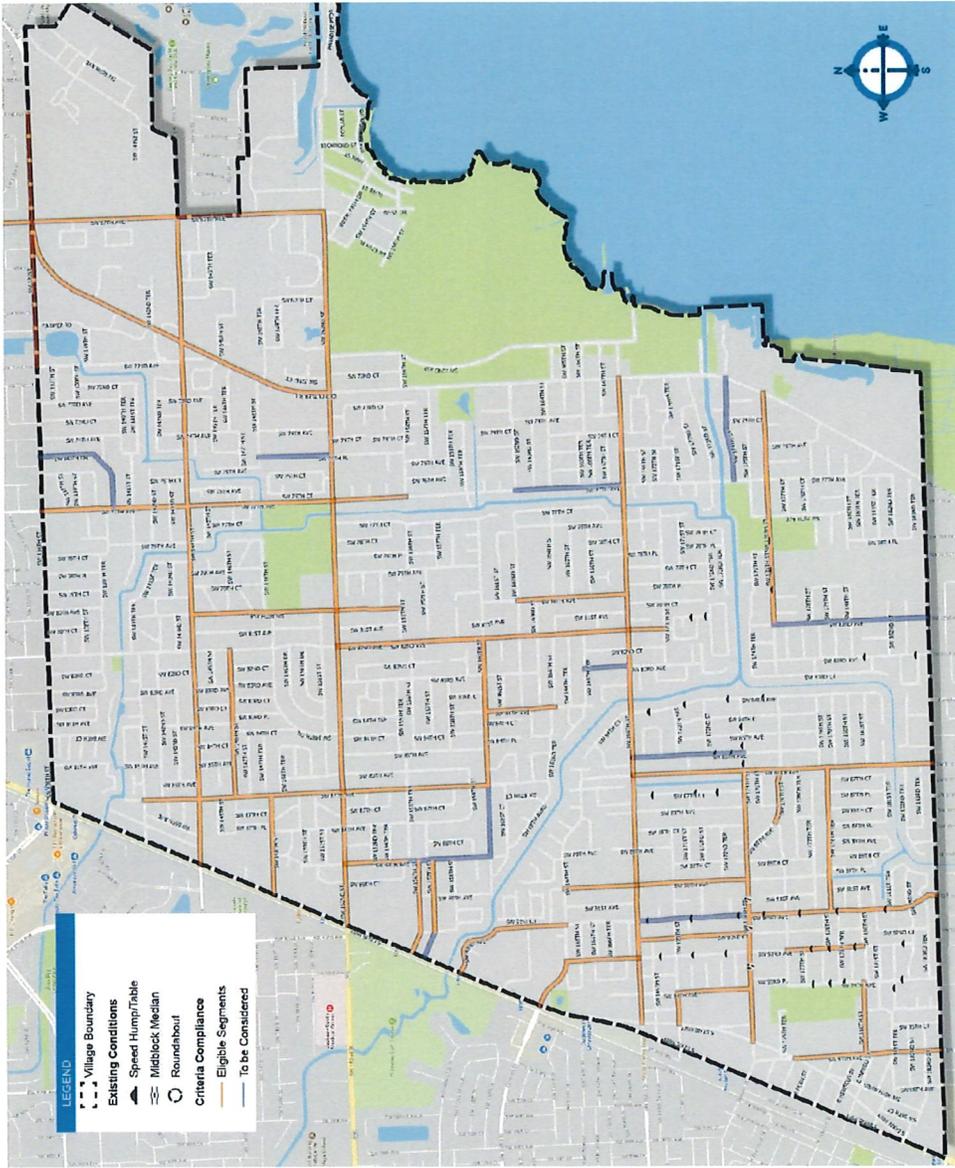




Figure 10. Segments Eligible for Traffic Calming Measures





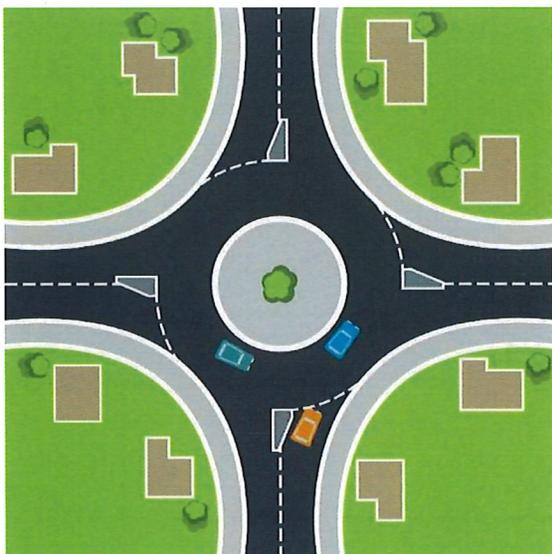
## 7.0 TRAFFIC CALMING PLAN

### 7.1 Review of the Traffic Calming Measures

The traffic analysis performed in section 6.0 indicates that many locations throughout the Village meet the threshold values for traffic calming applicants. A description of the potential traffic calming measures to be implemented is presented below including the advantages and disadvantages of each type of enhancement.

#### *Roundabout*

Circular raised island located at intersections which reduces speed at approaches and through the intersection. Traffic flows move around the island in a counter-clockwise direction. Circulating vehicles have the right of way. Deflector islands are installed on approaches. Roundabout size range from 25' to 70'.



#### Advantages:

- Reduces traffic speed (typically designed to accommodate traffic speeds of 15 to 25 mph)
- Significantly reduces severity of intersection collisions
- Increase opportunity for landscaping
- Particularly effective at multi-leg/odd shaped intersections and helps improve traffic operations
- Reduces noise impacts from stop signs and vehicle acceleration

#### Disadvantages:

- Requires safety and directional signs
- May cause the loss of some parking spaces near the intersection
- Reduces response times for emergency vehicles
- May have Right of way impacts

#### *Speed hump*

A raised surface on the roadway that is typically 3 to 4 inches in height, and 12 to 20 feet in length. These measures are mostly located at midblock locations.

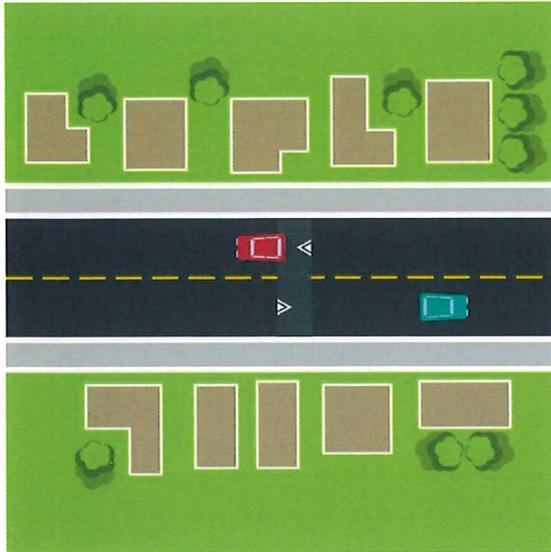


Advantages:

- Reduces vehicle speeds
- Deters cut-through traffic
- One of the least expensive traffic calming devices

Disadvantages:

- Reduces response times for emergency vehicles
- Interferes with pavement overlays
- Possible noise increase due to braking and acceleration of vehicles
- May cause discomfort for drivers with disabilities



**Speed table**

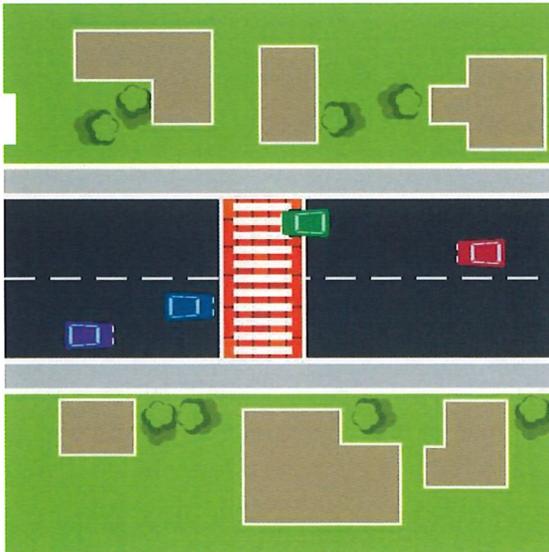
Longer speed hump with a flat section about ten feet wide in the middle, which may include a crosswalk on the flat section; sometimes constructed with brick or other textured materials.

Advantages:

- Reduces vehicle speeds
- Deters cut-through traffic
- Increases visibility for pedestrians by installing a crosswalk on the flat top
- Designs can be more visually pleasant than Speed Humps

Disadvantages:

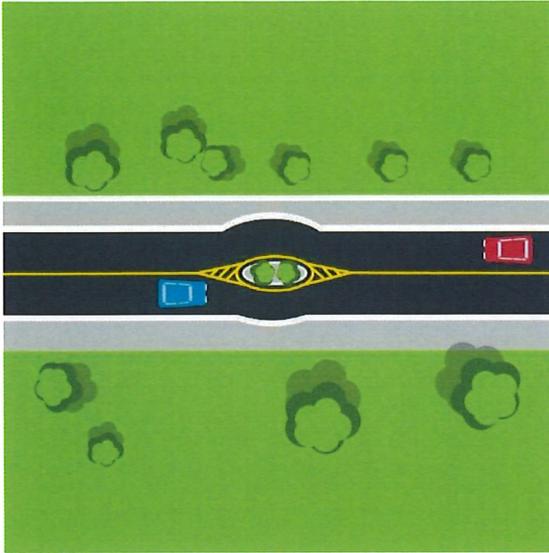
- Reduces response times for emergency vehicles
- Interferes with pavement overlays
- Possible noise increase due to braking and acceleration of vehicles
- May cause discomfort for drivers with disabilities





### Midblock median

A raised island or barrier in the center of a street that separate traffic at midblock which creates a curved path for traveling vehicles in an otherwise straight stretch of roadway.



#### Advantages:

- Slow traffic speed within the vicinity of the measure for two reasons:
  - Change of the horizontal alignment around the median
  - Decreases the perceived width of the street resulting in slower traffic
- Provides opportunity for landscaping

#### Disadvantages:

- May restrict access to driveways in one direction
- Interferes with pavement overlays
- Potential Right of way needs

### Intersection median

A set of raised medians placed on each approach of a T intersection which slows Traffic on the approaches.



#### Advantages:

- Reduces traffic speed on the vicinity of the measure
- Provides opportunity for landscaping
- Can provide refuge for pedestrians to shorten crossing distance

#### Disadvantages:

- Reduces response times for emergency vehicles



### *Raised intersection*

Refers to a roadway intersection that is entirely elevated above the travel way. They are constructed with ramps on all vehicle approaches and often include textured materials on the flat, elevated section. Typically includes the crosswalks.



#### Advantages:

- Enhances the pedestrian environment and increases safety at the intersection
- Effective at slowing traffic speed on the approaches and through the intersection
- Eliminates need for curb ramps and have positive aesthetic value
- Can calm two streets at once

#### Disadvantages:

- Impacts to drainage has to be considered in design
- Can be expensive in maintenance

### *Complete Street*

Refers to a roadway design concept for all modes. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.



#### Advantages:

- Help create livable communities for all roadway users
- Improve safety
- Create long-lasting speed reduction
- Have positive aesthetic value
- Help increase the value of the neighborhood

#### Disadvantages:

- Right of way needs
- Can be expensive in maintenance



## 7.2 Develop of the Traffic Calming Plan

Consistent with the traffic analysis results, a set of recommended traffic calming improvements was developed following an area-wide systematic approach. Two combined strategies were used in this process: slow down traffic on residential streets and improve traffic flow on collectors and arterials so drivers choose to stay on major roadways.

Special emphasis was made on main avenues and streets across the Village, including Old Cutler Road, which is an essential north-south link for everyday commuters. Note that 2 projects are under development as part of a partnership of the Village of Palmetto Bay with Miami-Dade County. The joint effort will enhance traffic flow at the intersections of Old Cutler Road at SW 176th Street and at SW 144th Street using a Continuous Green T Intersection, and a reversible lane respectively. These improvements are anticipated to decrease the traffic volume on adjacent residential streets and significantly alleviate traffic congestion along Old Cutler Road.

Complete streets were also considered as part of Palmetto Bay Traffic Calming Plan. Several roadway segments were selected to be redesigned into this integrated solution that address traffic calming issues at the same time that provides safer connections for bicyclists and pedestrians within the municipality.

The list of recommended measures per segments is provided in **Table 3** and graphically presented in **Figure 11**.

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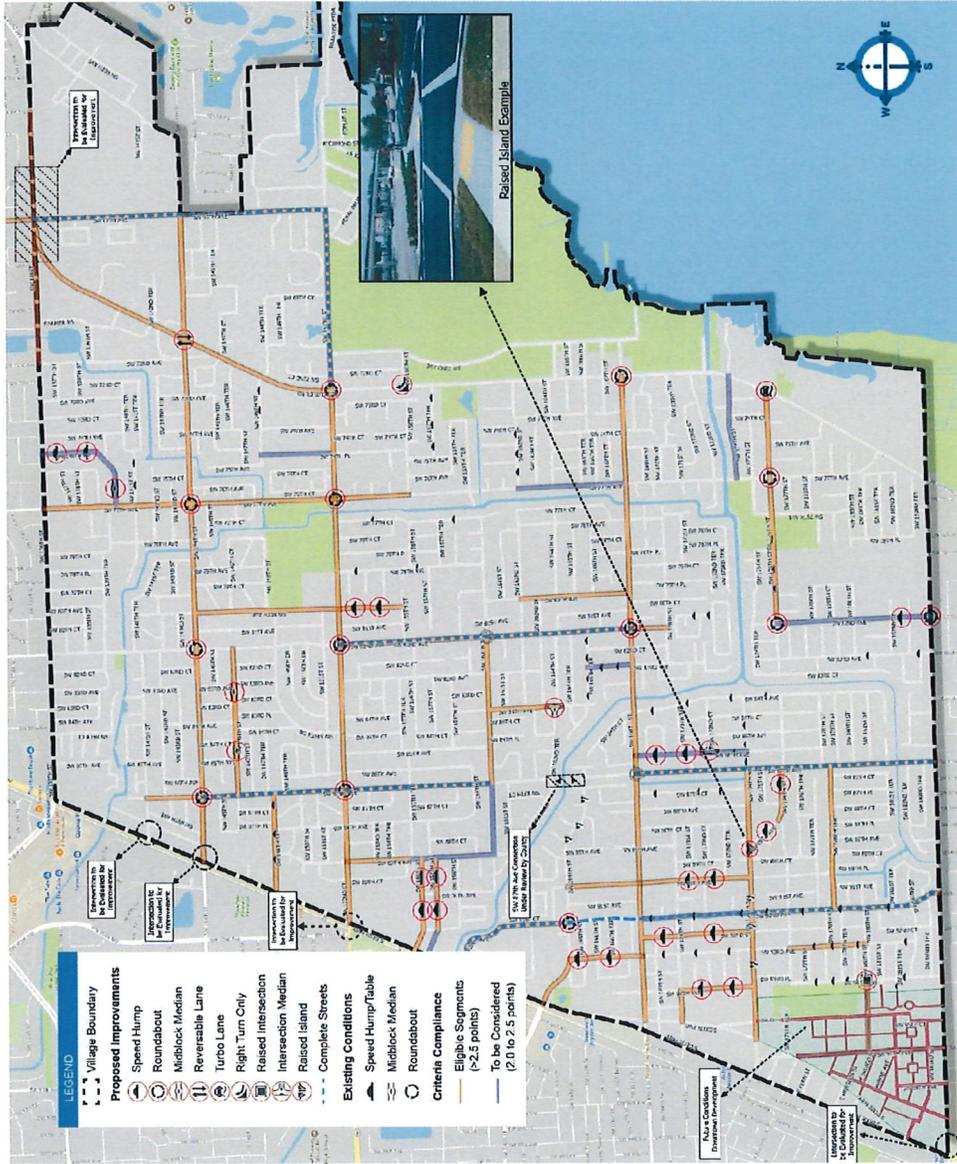


**Table 3. Recommended Traffic Calming Plan. List of Improvements**

Street		Recommendation
SW 140 Drive	Between SW 77 Avenue and SW 74 court	Midblock Median
SW 74 Court	Between SW 140 Drive and SW 136 Street	Speed Humps
SW 144 Street	At SW 87 Avenue	Roundabout
SW 144 Street	At SW 82 Avenue	Roundabout
SW 144 Street	At SW 77 Avenue	Roundabout
SW 144 Street	At Old Cutler Road	Reversible Lane
SW 146 Street	Between SW 87 Avenue and SW 82 Avenue	Midblock Medians
SW 152 Street	At SW 87 Avenue	Roundabout
SW 152 Street	At SW 82 Avenue	Roundabout
SW 152 Street	At SW 77 Avenue	Roundabout
SW 152 Street	At Old Cutler Road	Roundabout
SW 80 Avenue	Between SW 152 Street and SW 155 Street	Speed Humps
SW 156 Street	Between S DIXIE Hwy and SW 89 Avenue	Speed Humps
SW 157 Street	Between S DIXIE Hwy and SW 89 Avenue	Speed Humps
SW 156 Street	At Old Cutler Road	Right Turn Only
SW 84 Avenue	At SW 163 Terrace	Intersection Median
SW 92 Avenue	At SW 164 Street	Roundabout
SW 93 Avenue	Between SW 164 Street and SW 168 Street	Speed Humps
SW 168 Street	At SW 82 Avenue	Roundabout
SW 168 Street	At Old Cutler Road	Roundabout
SW 94 Avenue	Between SW 170 Street and SW 174 Street	Speed Humps
SW 92 Court	Between SW 168 Street and SW 174 Street	Speed Humps
SW 90 Avenue	Between SW 170 Street and SW 174 Street	Speed Humps
SW 86 Avenue	Between SW 168 Street and SW 174 Street	Speed Humps
SW 86 Avenue	Between SW 168 Street and SW 174 Street	Intersection Median
SW 174 Street	Between SW 90 Avenue and SW 87 Avenue	Raised Island
SW 89 Avenue	Between SW 174 Street and SW 176 Street	Speed Hump
SW 176 Street	Between SW 89 Avenue and SW 87 Avenue	Speed Hump
SW 94 Avenue	At SW 180 Street	Raised Intersection
SW 176 Street	At SW 82 Avenue	Roundabout
SW 82 Avenue	At SW 184 Street	Roundabout
SW 82 Avenue	Between SW 182 Street and SW 184 Street	Speed Hump
SW 176 Street	At SW 77 Avenue	Roundabout
SW 176 Street	At Old Cutler Road	Continuous Green T Intersection
SW 92 Avenue	From US1 to SW 184 Street	Complete Street
SW 87 Avenue	From SW 144 Street to SW 160 Street & From SW 168 Street to SW 184 Street	Complete Street
SW 82 Avenue	From SW 152 Street to SW 168 Street	Complete Street
SW 67 Avenue	From SW 136 street to SW 152 Street	Complete Street
SW 152 Street	From SW 67 Avenue to Old Cutler Road	Complete Street



Figure 11. Recommended Traffic Calming Plan Layout





### 7.3 Preliminary Cost Estimate

The preliminary cost estimates, for the recommended traffic calming measures are shown in Table 4. These preliminary cost estimates are based on recent unit construction cost from FDOT Historical Cost for the Miami-Dade County Area, and prices for similar traffic calming devices installed within many municipalities in South Florida.

The following items were not included in this preliminary cost estimate because of the complexity of construction and because they will be co-funded with County grants:

- Continuous Green T Intersection at SW 176th Street and Old Cutler Road
- Reversible lane at SW 144th Street and Old Cutler Road
- Complete streets

The estimated total construction cost for implementing the traffic calming devices is \$5,551,126.25.

**Table 4. Preliminary Cost Estimates**

Countermeasure Type	Unit Cost	Quantities	Total Cost
Speed Tables	\$ 9,103.00	21	\$ 191,163.00
Intersection Median	\$ 14,164.00	2	\$ 28,328.00
Right-turn Only	\$ 17,246.00	1	\$ 17,246.00
Midblock Median	\$ 17,515.00	3	\$ 52,545.00
Raised Intersection*	\$ 68,584.00	1	\$ 68,584.00
Round-about**	\$ 337,482.00	12	\$ 4,049,784.00
Raised Island	\$ 33,251.00	1	\$ 33,251.00
Sub-Total			\$ 4,440,901.00
Contingency		25%	\$ 1,110,225.25
<b>TOTAL COST</b>			<b>\$ 5,551,126.25</b>

\* Using Patterned Asphalt. No drainage impact considered.  
 \* \*\*Includes architectural pavers and landscape.  
 Note: Complete Street, Continuous Green T Intersection and Reversible lane projects are not included.

### 7.4 Project Prioritization

The different traffic calming measures proposed as part of this study were grouped and prioritized primarily considering budgetary constraints and the level of complexity for design and



implementation of a measure. A schedule consistent with a 5-year work program was developed and is presented in Table 5.

**Table 2. Prioritization of Recommended Improvements**

Phase	Proposed Improvements
1	21 Speed Humps, Right-turn Only, 1 Roundabout
2	3 Midblock Medians, 2 Intersection Medians, 1 Roundabout
3	4 Roundabouts
4	3 Roundabouts, 1 Raised Intersection
5	3 Roundabouts, 1 Raised Island

[Space left blank intentionally.]



## 8.0 CONCLUSIONS

MARLIN was retained by the Village of Palmetto Bay to evaluate the local speed, volume and overall traffic patterns to determine locations within the Village where traffic calming measures should be recommended. As part of this study, MARLIN developed a Village-wide Traffic Calming Master Plan which implemented alternative improvements for location that were identified to have speed, volume and crash issues based on agreed upon thresholds. A comprehensive data collection effort was performed as part of the study and included: 24-Hour Average Daily Traffic Counts, 85<sup>th</sup> Percentile Speed Data and a Crash Data analysis.

The analysis indicated that many locations throughout the Village meet the threshold values for traffic calming. Consistent with the analysis, a set of recommended traffic calming improvements was developed through an area-wide systematic approach.

The traffic calming recommendations developed as part of this study include:

- Roundabouts
- Speed Humps
- Midblock Medians
- Intersection Medians
- Continuous Green T Intersection
- Raised Intersection
- Raised Island
- Right-turn Only
- Complete Streets
- Reversible lane

A five year plan for implementation was prepared based on annual budget constraints and complexity of designing and implementing improvements.

It is anticipated that the traffic calming plan developed as a result of this entire effort will effectively lower travel speeds and volumes throughout the residential areas and consequently enhance the safety and quality of life for the residents of the Village of Palmetto Bay.

### Next Steps:

- Design and submit typical traffic calming devices to Miami-Dade County for approval.
- Prepare engineering specifications.



- Perform post design services.
- Monitor performance on annual basis.

# Village of Palmetto Bay | Villagewide Traffic Calming Study

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APPENDIX





## Appendix A

Survey Form

Sample of Residents

Comment Cards





Public Comment Sheet

Name: William Kleis Telephone: 305 439 8302

Address: 17623 SW 8th Ave City: P.B State: 33157

Email: wmkleis@aol.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: MOST EFFORTS TO DATE ARE INEFFECTIVE AND SELF CENTERED. WHY SHOULD TRAFFIC BE DEFLECTED OFF OF ONE STREET TO ANOTHER? TRAFFIC IS WHAT IT IS. NO ONE RESIDENT TRUMPS ANOTHER!



Public Comment Sheet

Name: FRANK MINTON Telephone: \_\_\_\_\_

Address: 7865 SW 179 TR City: Palmetto Bay State: FL

Email: \_\_\_\_\_

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 176 + OLD CUTLER intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: GETTING NECESS TO OLD CUTLER IN MARLIN

2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: THE TRAFFIC LIGHT AT 176 ST + OLD CUTLER IS NECESSARY. DO NOT TAKE IT AWAY



Public Comment Sheet

Name: Timothy B Groleau Telephone: (305) 281-7235

Address: 9305 SW 180th St City: Palmetto Bay State: FL

Email: tbg8661@aol.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 180th St intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Cut-throughs
- Bike/Pedestrian safety
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Cut-throughs
- Bike/Pedestrian safety
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Cut-throughs
- Bike/Pedestrian safety
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: instances of passing on a section of 180th w/ 7 houses  
On one occasion, I witnessed a line of 9 cars (ea side of street)  
at the stop sign at the intersection of 93rd Ave / 180th St



Village of Palmetto Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Michael Groleau Telephone: 305 951 2169

Address: 9305 SW 180th Street City: Miami State: FL

Email: Michael.Groleau@icloud.com

Representing:  Homeowner  Business  Other: Rent

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 93rd ave and 180th St intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: The road block on 94th ave has caused dramatic traffic increase on 93rd.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Public Comment Sheet

Name: JOSE PERLA Telephone: 305-988-5111  
Address: 17621 SW 93rd AVE City: PALMETTO BAY State: FL  
Email: JOSE PERLA @ YAHOO. COM  
Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 180TH ST & 94TH AVE intersection/street."  
(Intersection or Street name) (circle one)  
ROAD BLOCKADE CLOSURE
- \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)
- \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: STREET CLOSURE  
CREATING A MAJOR TRAFFIC PROBLEM IN OUR AREA
- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_
- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: THE BLOCKING OF SW 94TH AVE @ 180TH ST  
HAS CREATED A MAJOR TRAFFIC PROBLEM IN OUR AREA  
FROM SW 180TH ST TO SW 93rd AVE FROM SW 180TH  
ST ALL THE WAY TO US 1 SW 160TH ST.

FAIR SOLUTION. REMOVE THE ROAD CLOSURE @ SW 94TH AVE  
AND INSTALL SPEED BUMPS ALONG  
94TH AVE @ SW 173TH TER & SW 177TH ST



Public Comment Sheet

Name: DONNA ASKINS Telephone: 305-484-8121

Address: 9370 S.W. 186 ST. City: PALMETTO BAY State: FL

Email: ACTION888@ATTI.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 180 & 44 STREET intersection/street." (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street." (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: SPEEDING VEHICLES, HONKING HORNS  
UNABLE TO BACK OUT OF DRIVEWAY  
@ 15 AM - 9:00 - 4:00 PM - 6:00 PM  
UNABLE TO LOOK OUT FRONT YARD FROM  
DINING & LIVING ROOM W/O SEEING CARS LINED UP!!



Public Comment Sheet

Name: Denise Dubane Telephone: (726) 247-2768

Address: 17701 SW 93rd Ave City: Palmetto Bay State: FL

Email: ~~djdnd71~~ djdnd71@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

"I have a traffic concern with..."

1. 93rd Ave between 174th - south intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: Traffic on 93rd Ave has increased considerably since 94th Ave (by the park) has been closed off. In the morning (7:00 am -) there are 6-7 cars lined up from the stop sign at 176th + 93rd Ave (4 way). Opening up 94th Ave may not be ideal. There was speeding, cars going the wrong way. It was difficult/dangerous to get to the park (walk) from the neighborhood. Perhaps speed bumps on 94th Ave after it is reopened.



Public Comment Sheet

Name: Sandra Lozowicki Telephone: 786-295-7568  
Address: 7601 SW 175th Street City: Palmetto Bay State: FL  
Email: Lozowicki3@att.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 175th & 77th/78th Ave intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: Dog walking

2. 176th & 77th Ave intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: Dog walking

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: 6A-9A traffic on SW 176th Street to Palmer Trinity -> speeding cars and backed up cars

\* 152nd and old cutby - please have a Right Turn lane! I no longer take that Route because of the long wait of the light. I know I'm not the only one.



Public Comment Sheet

Name: William Kestel Telephone: 305-969-7694  
Address: 16720 SW 83 Ave City: P.B. State: FL  
Email: bill.kestel@yahoo.com  
Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with...  
1. SW 83 Ave + SW 165 TERR intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. SW 83 Ave + 168 ST intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: SW 83 Ave between SW 168 ST  
and SW 165 TERR has been  
determined to be the busiest  
residential street in the village  
and Traffic Redirection Needs to  
be completed per Palmetto Bay  
Resolution 2016 L94.



Village of Palmetto Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: SUZANNE BANNER Telephone: \_\_\_\_\_  
Address: 7900 SW 175 ST City: PB State: FL 33157  
Email: SUZANNE.DUNN@BANNER.COM  
Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 1. SW 176 ST intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 2. OLD CUTLER TR intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. 82 AVE intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: 1) TRAFFIC LIGHT AT OLD CUTLER  
SW 176 ST NEEDS TO BE STAGED DURING  
SCHOOL HOURS.  
2) NEED CALMING CIRCLES AT 176 ST. OR SPEED BUMPS  
3) NEED EXTRA POLICE AT PALMER TRINITY  
during school hours  
4) NO TURN SIGNS AT CUT THROUGH STREETS  
5) PUSH PTS TO OPEN 184 ST.

The Village of Palmetto Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk at (305) 259-1234.



Village of Palmetto Bay
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Eric Tullberg Telephone: 305-255-2594
Address: 7884 SW 179 Tr. City: Palmetto Bay State: FL 33157
Email: e341@bellsouth.net
Representing: Homeowner Business Other: Green Mobility Network MPO - BPAC

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

I have a traffic concern with...

- 1. SW 72 Av. SW 136 St. SW 168 St. intersection/street.
2. SW 176 St. & SW 77 Av. intersection/street.
3. intersection/street.

- Speeding Bike/Pedestrian safety
Cut-throughs Traffic Volume/Congestion
Other: Needs to be Neighborhood Greenway
Speeding Bike/Pedestrian safety
Cut-throughs Traffic Volume/Congestion
Other: Stop sign to be replaced by small traffic circle
Speeding Bike/Pedestrian safety
Cut-throughs Traffic Volume/Congestion
Other:

Other Comments: Think out of the box and reduce the number of trips - people driving to the park, children being driven to school, driving 2 miles to the store to get a gal. of milk. Bicycle Boulevards or Neighborhood Greenways slow traffic as well as provide safer streets for cyclists. Use small traffic circles like those on Salzedo in C.G. Slope them from the road to the center so drainage goes into the landscaping, not into the neighboring properties.



Public Comment Sheet

Name: JEAN MANUEL LANDEO Telephone: 305-904-2649

Address: 8285 SW 176 TERR City: PALMETTO BAY State: FL

Email: jalandeo@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 174 St. / OLD CUTTLER RD. intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. 176 St. / OLD CUTTLER RD. Intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. OLD CUTTLER RD. intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Village of Palmetto Bay

Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Steve Turner Telephone: 305 753 9246

Address: 16286 SW 88 Ave Rd City: Palmetto Bay State: FL

Email: Turner160@aol.com

Representing: [X] Homeowner [ ] Business [ ] Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

1. 88 Ave Rd intersection/street. [X] Speeding [ ] Bike/Pedestrian safety [X] Cut-throughs [ ] Traffic Volume/Congestion [ ] Other:

2. B7 Ave + 163 Ter intersection/street. [ ] Speeding [ ] Bike/Pedestrian safety [ ] Cut-throughs [ ] Traffic Volume/Congestion [ ] Other: running stop sign

3. intersection/street. [ ] Speeding [ ] Bike/Pedestrian safety [ ] Cut-throughs [ ] Traffic Volume/Congestion [ ] Other:

Other Comments: The primary problem with traffic in Palmetto Bay is north/south flow. The city's and the county's main priority should be getting metro-rail extended to Homestead/Florida City.



Public Comment Sheet

Name: Downa Latshaw Telephone: 305-253-0494  
Address: 8825 SW 154 Terr City: P.B. State: FL  
Email: CHUCKARITA@AOL.COM 33159

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."  
1. 87 AVE 164-168 ST intersection/street."  
*164-168 North in AM*  
(Intersection or Street name) South (circle one) *in PM*

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. 168 ST - 87 TO 82 AVE intersection/street."  
*East in AM, West in PM*  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. 82 AVE - 168 NORTH intersection/street."  
*in AM*  
(Intersection or Street name) South (circle one) *in PM*

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DISTRICT 2



Village of Palmetto Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: CHARLES LASHAW Telephone: 305-766-2835

Address: 8825 SW 154 TER R City: PALMETTO BAY State: FL

Email: CLASHAW1@YAHOO.COM

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 152 US 1 (EAST SIDE) intersection/street."  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

2. 144 US 1 (SOUTH BOUND) intersection/street."  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: PERMITTED TURNS

3. intersection/street."  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

Other Comments:

① WEST BOUND 152ST CONGESTED FOR VA TO 6 BLOCKS AT EVENING RUSH HOUR.  
② SOUTH BOUND US 1 SHOULD BE ABLE TO TURN LEFT ONTO SW 144 - BUT MUST WAIT FOR ARROW.  
(S. B. US 1) at 152 CAN MAKE THE LEFT EVEN THOUGH THIS IS A LARGER INTERSECTION.

The Village of Palmetto Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk at (305) 259-1234.



Village of Palmetto Bay
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Aaron Mattfeld Telephone: 646-765-4923
Address: 15300 SW 80th Ave City: Palmetto Bay State: FL
Email: huewindow333@gmail.com
Representing: [X] Homeowner [ ] Business [ ] Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

I have a traffic concern with...

1. 80th Avenue intersection/street.
(Intersection or Street name) (circle one)

- [X] Speeding [X] Bike/Pedestrian safety
[X] Cut-throughs [X] Traffic Volume/Congestion
[ ] Other:

2. 80th & 152nd intersection/street.
(Intersection or Street name) (circle one)

- [ ] Speeding [X] Bike/Pedestrian safety
[X] Cut-throughs [ ] Traffic Volume/Congestion
[X] Other: Traffic accidents

3. intersection/street.
(Intersection or Street name) (circle one)

- [ ] Speeding [ ] Bike/Pedestrian safety
[ ] Cut-throughs [ ] Traffic Volume/Congestion
[ ] Other:

Other Comments: My children cannot safely walk to school or the Coral Reef park. Any intervention that will make this avenue and intersection safer would be welcomed.



Public Comment Sheet

Name: John & Donna Underwood Telephone: 305. 238. 6287

Address: 7480 SW 157 Ter City: State:

Email: junder@aol.com & dsumiami@aol.com

Representing: [x] Homeowner [ ] Business [ ] Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 1. 157 Terrace intersection/street. [x] Speeding [ ] Bike/Pedestrian safety [x] Cut-throughs [x] Traffic Volume/Congestion [ ] Other:
2. intersection/street. [ ] Speeding [ ] Bike/Pedestrian safety [ ] Cut-throughs [ ] Traffic Volume/Congestion [ ] Other:
3. intersection/street. [ ] Speeding [ ] Bike/Pedestrian safety [ ] Cut-throughs [ ] Traffic Volume/Congestion [ ] Other:

Other Comments:

- Make a designated left turn signal at 77th Ave & 152 St. Time the light in a.m. & p.m. for N & S traffic
• Dedicate a R turn lane (like at 184 St) at 152nd St. & OCR
• Block off the end of 157 Terrace to bond north (like at 156 St)

Thank you for the table pumps on 157 Terrace. We are grateful for your prompt attention.



Village of Palmetto Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Julia Cespedes Telephone: 305 378 0993

Address: 15230 SW 77th Ave City: VPB State: FL

Email: thejcespedes@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

"I have a traffic concern with... *going South*

1. 77th Ave & 152nd intersection/street." *going South*  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: 77th Ave is a NO-thru Street

2. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Village of Palmetto Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk at (305) 259-1234.



Public Comment Sheet

Name: Doug Rice Telephone: 305 505 1284  
Address: 14020 SW 67 Rd City: Palmetto Bay State: FL  
Email: stucco.com@aol.com  
Representing:  Homeowner  Business  Other: HOA

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

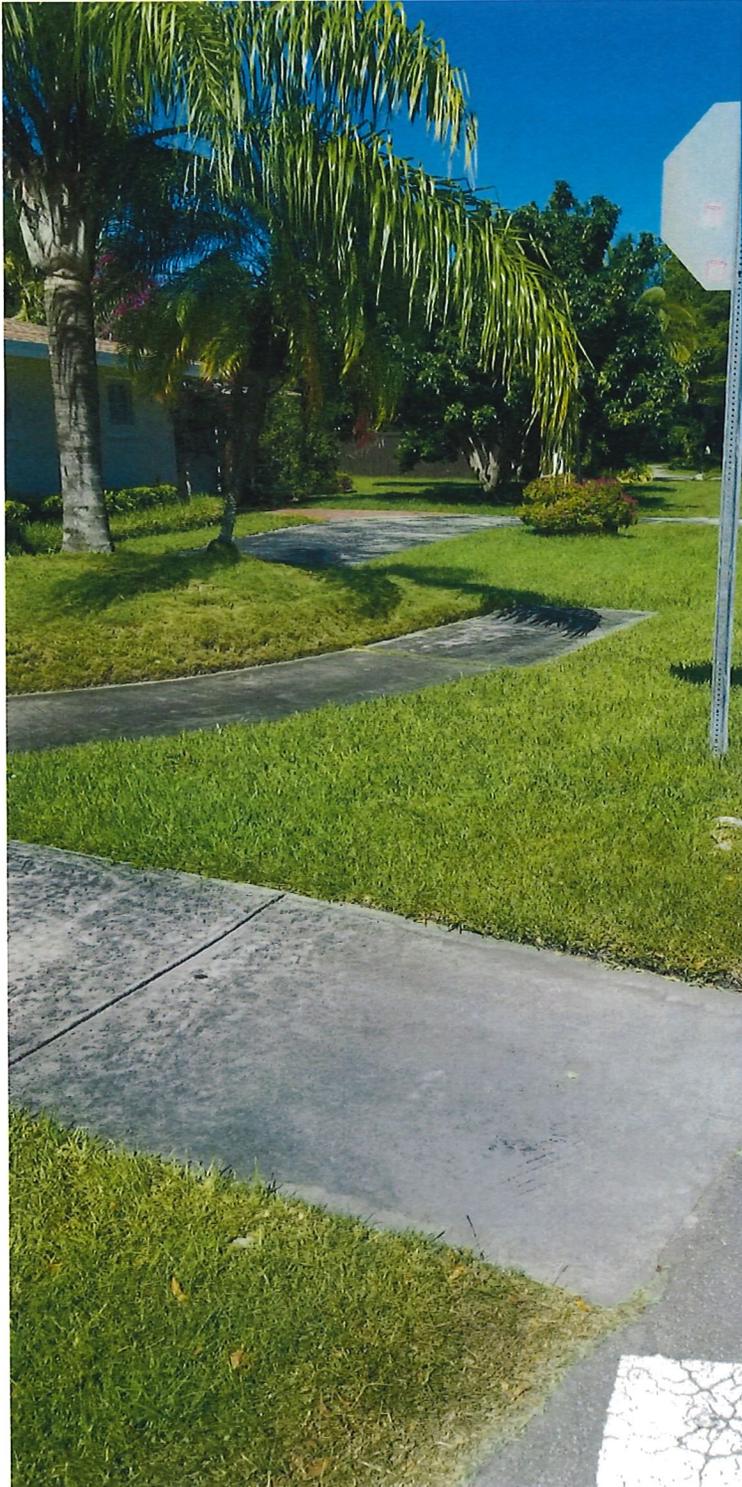
"I have a traffic concern with..."

- 1. 136 St & 107 Ave intersection/street."  
(Intersection or Street name) (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 2. 144 St & Old Cutler intersection/street."  
(Intersection or Street name) (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. 77 Ave & 144 St intersection/street."  
(Intersection or Street name) (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: RTT Row

Other Comments: Obviously over development has taxed our roadways beyond their capacity. This is particularly true @ 67 Ave & 136 St. Moreover this intersection is poorly marked causing lane violations south bound on 67th Ave @ 136 St. Due to short left turn lane and lack of L-turn signal - drivers use R-turn only lane as a

The Village of Palmetto Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk at (305) 259-1234.

through lane. This is only one of many traffic issues throughout.



## Appendix B

Raw Data

Date	Zone	Street Name	BETWEEN	AND	Original Location	Street Classification	No. of through Lanes	Posted Speed Limit (MPH)	A.D.T.	AM Peak Hour Flow	AM PEAK NB/EB	AM PEAK SB/MB	PM Peak Hour Flow	PM PEAK NB/EB	PM PEAK SB/MB	85th Percentile Speed (MPH)	Crashes per Segment	
12/13/2016	1	OLD CUTLER RD	SW 136 ST/HOWARD DR	SW 144 ST/MITCHELL DR	Old Cutler Rd Bwn SW 136th St and N Carree Rd	Arterial	2LU	40	16793	1223	1062	342	1136	443	799	40	29	
12/16/2016	1	OLD CUTLER RD	SW 144 ST/HOWARD DR	SW 152 ST/CORAL REEF DR	Old Cutler Rd Bwn SW 144th St and SW 146th Terr	Arterial	2LU	40	16115	1179	1091	372	1167	452	724	42	33	
12/16/2016	1	S CARTEE RD	OLD CUTLER RD	SW 70 AVE/FARMER RD	S Carree Rd Bwn Old Cutler Rd and SW 70th Ave	Local Residential	2LU	30	261	54	37	18	29	17	15	28	0	
12/16/2016	1	SW 136 ST/HOWARD DR	SW 63 AVE	SW 63 AVE	SW 136th St Bwn SW 67th Ave and SW 63rd Ave	Arterial	2LU	35	16233	1141	1042	358	1122	377	219	200	42	0
12/16/2016	1	SW 136 ST/HOWARD DR	SW 67 AVE/LUDLAM RD	SW 72 AVE	SW 136th St Bwn SW 70th Ave and SW 67th Ave	Urban Collector	2LU	30	534	524	194	37	377	219	200	42	0	
2/14/2017	1	SW 137 ST	SW 75 AVE	SW 77 AVE/PALMETTO RD	SW 137th St Bwn SW 75th Ave and SW 77th Ave	Local Residential	2LU	30	154	29	19	11	25	8	18	27	0	
2/16/2017	1	SW 138 ST	SW 82 AVE	SW 80 AVE	SW 137th St Bwn SW 82nd Ave and SW 80th Ave	Local Residential	2LU	30	72	12	6	2	7	7	6	27	0	
11/29/2016	1	SW 139 TR	SW 75 AVE	SW 77 AVE/PALMETTO RD	SW 138th St Bwn SW 75th Ave and SW 77th Ave	Local Residential	2LU	30	292	39	33	9	39	15	35	33	1	
11/30/2016	1	SW 139 TR	SW 82 AVE	SW 78 AVE	SW 139th St Bwn SW 78th Ct and SW 78th Ave	Local Residential	2LU	30	431	87	48	40	62	40	24	29	0	
11/29/2016	1	SW 140 TR	SW 74 CT	SW 77 AVE/PALMETTO RD	SW 140th Dr Bwn SW 74th Ct and SW 77th Ave	Local Residential	2LU	30	509	313	299	14	109	25	98	34	0	
4/27/2017	1	SW 140 TR	SW 78 AVE	SW 78 AVE	SW 140th Dr Bwn SW 78th Ave and SW 80th Ave	Local Residential	2LU	30	446	45	34	34	51	32	20	32	0	
4/27/2017	1	SW 141 ST	SW 77 AVE/PALMETTO RD	SW 78 AVE	SW 141st St Bwn SW 77th Ave and SW 78th Ave	Local Residential	2LU	30	351	78	13	13	49	9	42	32	1	
4/27/2017	1	SW 142 ST	SW 77 AVE/PALMETTO RD	SW 78 AVE	SW 142nd St Bwn SW 77th Ave and SW 78th Ave	Local Residential	2LU	30	191	40	36	4	25	8	18	34	0	
4/27/2017	1	SW 143 ST	SW 77 AVE/PALMETTO RD	SW 78 AVE	SW 143rd St Bwn SW 77th Ave and SW 78th Ave	Local Residential	2LU	30	300	17	11	6	11	8	29	29	1	
4/27/2017	1	SW 143 ST	SW 80 AVE	SW 82 AVE	SW 143rd St Bwn SW 80th Ave and SW 82nd Ave	Local Residential	2LU	30	107	11	6	10	11	8	29	29	1	
12/16/2016	1	SW 144 ST/MITCHELL DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 144th St Bwn SW 87th Ave and SW 87th Ave	Urban Collector	2LU	30	7144	492	280	280	609	328	304	36	26	
12/16/2016	1	SW 144 ST/MITCHELL DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 144th St Bwn SW 87th Ave and SW 87th Ave	Urban Collector	2LU	30	6861	776	587	239	659	274	438	39	1	
12/16/2016	1	SW 144 ST/MITCHELL DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 144th St Bwn SW 79th Ave and SW 84th Ct	Urban Collector	2LU	30	7054	630	458	245	588	252	369	39	4	
12/16/2016	1	SW 144 ST/MITCHELL DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 144th St Bwn SW 84th Ave and SW 74th Ave	Urban Collector	2LU	30	5384	587	417	189	480	224	364	40	3	
12/16/2016	1	SW 144 ST/MITCHELL DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 144th St Bwn SW 73rd Ct and SW 84th Ct	Urban Collector	2LU	30	2045	306	187	140	221	115	107	41	1	
2/14/2017	1	SW 144 ST/MITCHELL DR	OLD CUTLER RD	SW 67 AVE/LUDLAM RD	SW 146th St Bwn Old Cutler Rd and SW 68th Ave	Urban Collector	2LU	30	521	60	45	22	50	18	38	38	3	
12/16/2016	1	SW 146 ST	SW 82 AVE	SW 82 AVE	SW 146th St Bwn SW 85th Ave and SW 87th Ave	Local Residential	2LU	30	1188	263	110	166	284	159	141	25	3	
1/12/2017	1	SW 146 ST	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 146th St Bwn SW 85th Ave and SW 87th Ave	Local Residential	2LU	30	492	125	121	16	41	15	36	28	0	
4/18/2017	1	SW 148 ST	OLD CUTLER RD	SW 78 AVE	SW 148th St Bwn Old Cutler Rd and SW 74th Ave	Local Residential	2LU	30	10212	774	494	346	822	365	505	39	23	
1/10/2017	1	SW 152 ST/CORAL REEF DR	SW 87 AVE/GALLOWAY RD	SW 78 AVE	SW 152nd St Bwn SW 85th Ave and SW 86th Ave	Urban Collector	2LU	35	4156	610	434	229	480	196	314	43	5	
12/13/2016	1	SW 152 ST/CORAL REEF DR	SW 67 AVE/LUDLAM RD	OLD CUTLER RD	SW 152nd St Bwn Old Cutler Rd and SW 67th Ave	Urban Collector	2LU	35	10850	929	818	388	899	265	684	36	1	
2/14/2017	1	SW 152 ST/CORAL REEF DR	SW 82 AVE	SW 77 AVE/PALMETTO RD	SW 152nd St Bwn SW 80th Ave and SW 79th Ave	Urban Collector	2LU	30	11158	774	412	395	858	400	537	33	1	
1/10/2017	1	SW 152 ST/CORAL REEF DR	SR 5/US1/S DIXIE HWY	SW 87 AVE/GALLOWAY RD	SW 152nd St Bwn SW 81st Ave and SW 89th Ave	Local Residential	2LU	30	5383	676	362	314	577	292	354	42	1	
12/13/2016	1	SW 152 ST/CORAL REEF DR	SW 136 ST/HOWARD DR	SW 144 ST/MITCHELL DR	SW 152nd St Bwn SW 136th St and SW 138th Ter	Urban Collector	2LU	35	4739	560	297	312	720	334	416	38	0	
12/13/2016	1	SW 152 ST/CORAL REEF DR	SW 144 ST/MITCHELL DR	SW 133 TR	SW 152nd St Bwn SW 144th St and SW 133rd Terr	Urban Collector	2LU	30	8846	854	565	294	765	319	446	40	0	
2/14/2017	1	SW 152 ST/CORAL REEF DR	SW 136 ST/HOWARD DR	SW 133 TR	SW 152nd St Bwn SW 136th St and SW 133rd Terr	Urban Collector	2LU	30	1555	187	59	68	204	57	172	29	0	
12/16/2016	1	SW 152 ST/CORAL REEF DR	SW 148 ST	OLD CUTLER RD	SW 152nd St Bwn SW 148th St and SW 142nd Terr	Local Residential	2LU	30	880	121	59	113	38	12	21	35	0	
12/16/2016	1	SW 152 ST/CORAL REEF DR	SW 148 ST	OLD CUTLER RD	SW 152nd St Bwn SW 148th St and SW 142nd Terr	Local Residential	2LU	30	391	79	71	11	38	19	21	35	0	
12/13/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	30	589	80	74	17	127	12	121	35	0	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	30	602	111	97	29	74	24	66	33	0	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	30	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST	SW 148 ST	SW 154th St Bwn SW 148th St and SW 152nd St	Local Residential	2LU	35	11690	988	914	235	1105	260	936	40	26	
11/29/2016	1	SW 154 ST	SW 148 ST															

Date	Zone	Street Name	BETWEEN	AND	Original Location	Street Classification	No. of through Lanes	Posted Speed Limit (MPH)	A.D.T.	AM Peak Hour Flow	AM PEAK SB/MB	PM Peak Hour Flow	PM PEAK NB/EB	PM PEAK SB/MB	85th Percentile Speed (MPH)	Crashes per Segment
2/7/2017	2	SW 162 ST	SW 84 AVE	SW 82 AVE	SW 162nd St Btwn SW 84th Ave and SW 82nd Ave	Local Residential	2LU	30	86	7	3	26	6	23	29	0
3/1/2017	2	SW 162 ST	SW 84 AVE	SW 80 AVE	SW 162ND ST BTWN SW 82ND AVE AND SW 80TH AVE	Local Residential	2LU	30	866	272	136	180	82	106	27	0
3/1/2017	2	SW 163 ST	SW 82 AVE	SW 80 AVE	SW 163RD ST BTWN SW 82ND AVE AND SW 80TH AVE	Local Residential	2LU	30	602	190	82	116	33	86	29	0
1/19/2017	2	SW 164 ST	SW 74 AVE	OLD CUTLER RD	SW 164TH ST BTWN SW 74TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	428	95	88	23	12	15	33	0
2/28/2017	2	SW 164 TR	SW 84 AVE	SW 84 AVE	SW 164TH TR BTWN SW 82ND AVE AND SW 84TH AVE	Local Residential	2LU	30	138	9	5	20	13	9	31	1
2/28/2017	2	SW 165 TR	SW 84 AVE	SW 84 AVE	SW 165TH TR BTWN SW 82ND AVE AND SW 84TH AVE	Local Residential	2LU	30	317	33	28	8	52	31	24	0
1/19/2017	2	SW 166 ST	SW 74 AVE	OLD CUTLER RD	SW 166TH ST BTWN SW 74TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	149	14	7	8	9	10	30	1
1/19/2017	2	SW 167 ST	SW 74 AVE	OLD CUTLER RD	SW 167TH ST BTWN SW 74TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	140	14	7	8	9	10	30	1
1/19/2017	2	SW 168 ST	SW 77 AVE/PALMETTO RD	SW 83 CT	SW 168TH ST BTWN SW 77TH AVE AND SW 83TH AVE	Urban Collector	2LU	35	6724	621	350	606	373	265	42	0
1/19/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 156 ST	SW 168 ST BTWN SW 152ND TERR AND SW 156TH ST	Local Residential	2LU	30	365	22	14	26	15	17	28	1
1/19/2017	2	SW 168 ST	SW 164 ST	SW 164 ST	SW 168TH ST BTWN SW 164TH AVE AND SW 166TH ST	Local Residential	2LU	30	393	104	76	32	19	34	34	0
2/14/2017	2	SW 168 ST	SW 74 FL	SW 156 ST	SW 168TH ST BTWN SW 152ND ST AND SW 156TH ST	Local Residential	2LU	30	665	59	35	19	13	132	33	0
2/28/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 157 TR	SW 168TH ST BTWN SW 152ND ST AND SW 157TH TR	Local Residential	2LU	30	1154	52	55	44	258	19	249	0
1/19/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 156 ST	SW 168TH ST BTWN SW 152ND ST AND SW 156TH ST	Local Residential	2LU	30	1614	148	69	69	47	194	36	2
1/19/2017	2	SW 168 ST	SW 168 ST/RICHMOND DR	SW 162 ST	SW 168TH ST BTWN SW 162ND ST AND SW 168TH ST	Local Residential	2LU	30	758	49	59	72	37	41	36	0
3/8/2017	2	SW 168 ST	SW 162 ST	SW 162 ST	SW 168TH ST BTWN SW 162ND ST AND SW 168TH ST	Local Residential	2LU	30	877	255	141	266	111	169	30	2
1/10/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 155 ST	SW 168TH ST BTWN SW 152ND ST AND SW 155TH ST	Local Residential	2LU	30	700	182	174	48	25	36	33	2
3/7/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 162 ST	SW 168TH ST BTWN SW 152ND ST AND SW 162ND ST	Local Residential	2LU	30	2352	346	290	56	417	121	350	0
1/10/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 155 ST	SW 168TH ST BTWN SW 152ND ST AND SW 155TH ST	Local Residential	2LU	30	195	11	32	9	27	35	30	0
1/10/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 155 ST	SW 168TH ST BTWN SW 152ND ST AND SW 155TH ST	Local Residential	2LU	30	1089	1039	309	1105	309	945	37	1
1/11/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 160 ST	SW 168TH ST BTWN SW 152ND ST AND SW 160TH ST	Urban Collector	2LU	30	11471	891	718	304	286	930	37	2
2/28/2017	2	SW 168 ST	SW 152 ST/CORAL REEF DR	SW 160 ST	SW 168TH ST BTWN SW 152ND ST AND SW 160TH ST	Local Residential	2LU	30	12009	1266	1174	1098	251	36	36	3
2/28/2017	2	SW 168 ST	SW 160 ST	SW 160 ST	SW 168TH ST BTWN SW 160TH ST AND SW 162ND ST	Local Residential	2LU	30	143	14	8	29	6	24	31	0
2/28/2017	2	SW 168 ST	SW 165 TR	SW 165 TR	SW 168TH ST BTWN SW 165TH TR AND SW 162ND ST	Local Residential	2LU	30	1222	110	75	43	35	154	26	1
2/28/2017	2	SW 168 ST	SW 83 AVE	SW 165 TR	SW 168TH ST BTWN SW 165TH TR AND SW 168TH ST	Local Residential	2LU	30	263	28	17	13	10	23	33	0
2/28/2017	2	SW 168 ST	SW 83 AVE	SW 163 ST	SW 168TH ST BTWN SW 163TH ST AND SW 162ND ST	Local Residential	2LU	30	1412	120	85	35	161	37	129	0
2/28/2017	2	SW 168 ST	SW 162 ST	SW 164 ST	SW 168TH ST BTWN SW 162ND ST AND SW 164TH ST	Local Residential	2LU	30	662	61	54	22	42	42	35	0
5/24/2016	2	SW 84 AVE	SW 84 AVE	SW 174 ST	SW 84TH AVE BTWN SW 172ND ST AND SW 174 ST	Local Residential	2LU	30	2142	202	130	74	246	59	197	38
1/19/2017	2	SW 88 AVE	SW 172 ST	SW 155 TR	SW 88TH AVE BTWN SW 152ND ST AND SW 155TH TR	Local Residential	2LU	30	475	47	38	19	23	37	36	0
1/10/2017	2	SW 88 AVE	SW 155 TR	SW 155 TR	SW 88TH AVE BTWN SW 152ND ST AND SW 155TH TR	Local Residential	2LU	30	2273	336	302	66	162	126	35	0
1/10/2017	2	SW 88 AVE	SW 155 TR	SW 155 TR	SW 88TH AVE BTWN SW 152ND ST AND SW 155TH TR	Local Residential	2LU	30	1129	119	53	66	113	52	30	1
1/10/2017	2	SW 88 AVE	SW 155 TR	SW 155 TR	SW 88TH AVE BTWN SW 152ND ST AND SW 155TH TR	Local Residential	2LU	30	284	23	14	11	34	17	30	1
1/12/2017	2	SW 90 AVE	SW 155 TR	SW 160 ST	SW 90TH AVE BTWN SW 157TH ST AND SW 160TH ST	Local Residential	2LU	30	906	168	134	41	35	38	30	0
5/26/2016	2	SW 90 AVE	SW 164 ST	SW 164 ST	SW 90TH AVE BTWN SW 164TH ST AND SW 164TH ST	Local Residential	2LU	30	5444	418	141	306	444	187	33	6
1/12/2017	2	SW 90 AVE	SR 5/US15/DINE HWY	SW 164 ST	SW 90TH AVE BTWN US1 AND SW 164TH ST	Local Residential	2LU	30	1811	377	356	43	39	90	35	0
1/12/2017	2	SW 90 AVE	SR 5/US15/DINE HWY	SW 164 ST	SW 90TH AVE BTWN US1 AND SW 164TH ST	Local Residential	2LU	30	5868	681	363	353	225	375	29	29
6/1/2016	3	SW 168 ST/RICHMOND DR	SW 168 ST/RICHMOND DR	SW 73 CT	SW 83RD AVE BTWN SW 164TH AVE AND SW 168TH ST	Urban Collector	2LU	35	106	13	8	14	11	5	19	0
5/24/2017	3	SW 170 ST	SR 5/US15/DINE HWY	SW 94 AVE	SW 170TH ST BTWN SW 164TH AVE AND SW 94TH AVE	Local Residential	2LU	30	916	98	56	48	67	43	30	9
1/24/2017	3	SW 170 ST	SR 5/US15/DINE HWY	SW 88 AVE	SW 170TH ST BTWN SW 82ND AVE AND SW 80TH CT	Local Residential	2LU	30	138	15	13	15	9	9	29	1
5/24/2017	3	SW 170 ST	SR 5/US15/DINE HWY	SW 88 CT	SW 170TH ST BTWN SW 88TH CT AND SW 88TH AVE	Local Residential	2LU	30	186	17	14	32	15	18	26	0
5/17/2017	3	SW 170 TR	SW 85 AVE	SW 84 CT	SW 170TH TERRACE BTWN SW 85TH AVE AND SW 84TH CT	Local Residential	2LU	30	425	128	125	23	7	17	29	0
5/17/2017	3	SW 172 ST	SW 74 AVE	SW 76 AVE	SW 172ND ST BTWN SW 74TH AVE AND SW 76TH AVE	Local Residential	2LU	30	103	11	7	11	8	6	28	0
5/17/2017	3	SW 172 ST	SW 85 AVE	SW 84 CT	SW 172ND ST BTWN SW 85TH AVE AND SW 84TH CT	Local Residential	2LU	30	68	22	9	13	5	7	25	0
5/24/2017	3	SW 173 ST	OLD CUTLER RD	SW 84 CT	SW 173RD ST BTWN OLD CUTLER RD AND PALMETTO RD	Local Residential	2LU	30	363	31	19	16	68	36	0	
1/24/2017	3	SW 174 ST	OLD CUTLER RD	SW 77 AVE/PALMETTO RD	SW 174TH ST BTWN OLD CUTLER RD AND SW 73RD CT	Local Residential	2LU	30	1524	383	371	98	30	86	31	0
1/25/2017	3	SW 174 ST	SR 5/US15/DINE HWY	SW 84 AVE	SW 174TH ST BTWN SW 85TH AVE AND SW 84TH AVE	Local Residential	2LU	30	2942	366	226	154	222	114	124	37
5/24/2016	3	SW 174 ST	SR 5/US15/DINE HWY	SW 85 ST	SW 174TH ST BETWEEN SW 93RD AVE AND SW 92ND CT	Local Residential	2LU	30	1767	135	81	148	75	80	32	3
5/24/2016	3	SW 174 ST	SR 5/US15/DINE HWY	SW 86 ST	SW 174TH ST BETWEEN SW 93RD AVE AND SW 92ND CT	Local Residential	2LU	30	367	40	34	34	21	17	31	0
2/28/2017	3	SW 174 ST	SR 5/US15/DINE HWY	SW 86 ST	SW 174TH ST BTWN SW 88TH AVE AND SW 87TH AVE	Local Residential	2LU	30	2256	483	348	141	208	107	37	8
1/24/2017	3	SW 175 ST	SW 78 AVE	SW 77 AVE/PALMETTO RD	SW 175TH ST BTWN SW 77TH AVE AND SW 77TH AVE	Local Residential	2LU	30	176	48	32	17	6	13	34	0
1/24/2017	3	SW 175 ST	SW 78 AVE	SW 74 CT	SW 175TH ST BTWN SW 74TH CT AND PALMETTO RD	Local Residential	2LU	30	215	96	80	11	11	33	0	
1/24/2017	3	SW 175 ST	SW 77 AVE/PALMETTO RD	OLD CUTLER RD	SW 175TH ST BTWN SW 77TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	2412	371	224	211	170	114	36	1
5/25/2016	3	SW 176 ST	SW 82 AVE	SW 82 AVE	SW 176TH ST BTWN SW 78TH AVE AND SW 79TH AVE	Local Residential	2LU	30	3217	548	296	202	131	38	2	
5/25/2016	3	SW 176 ST	SW 82 AVE	SW 82 AVE	SW 176TH ST BTWN SW 78TH AVE AND SW 80TH CT	Local Residential	2LU	30	2455	369	322	89	204	105	139	2
2/28/2017	3	SW 176 ST	SW 84 AVE	SW 87 AVE/GALLOWAY RD	SW 176TH ST BTWN SW 84TH AVE AND SW 87TH AVE	Local Residential	2LU	30	522	162	152	14	14	12	33	1
2/28/2017	3	SW 176 ST	SW 84 AVE	SW 87 AVE/GALLOWAY RD	SW 176TH ST BTWN SW 84TH AVE AND SW 87TH AVE	Local Residential	2LU	30	1116	371	175	199	73	56	26	41
4/25/2017	3	SW 178 TR	SW 87 AVE/GALLOWAY RD	SW 89 AVE	SW 178TH TR BTWN SW 87TH AVE AND SW 89TH AVE	Local Residential	2LU	30	264	35	12	23	30	20	33	0
4/25/2017	3	SW 178 TR	SW 87 AVE/GALLOWAY RD	SW 84 AVE	SW 178TH TR BTWN SW 87TH AVE AND SW 84TH AVE	Local Residential	2LU	30	1162	117	51	73	119	47	94	1
4/25/2017	3	SW 179 ST	SW 87 AVE/GALLOWAY RD	SW 84 AVE	SW 179TH ST BTWN SW 87TH AVE AND SW 84TH AVE	Local Residential	2LU	30	214	63	59	11	32	31	0	
1/28/2017	3	SW 180 ST	SW 84 AVE	SW 84 AVE	SW 180TH ST BTWN SW 87TH AVE AND SW 84TH AVE	Local Residential	2LU	30	1535	182	147	136	83	64	35	2
4/25/2017	3	SW 180 ST	SW 87 AVE/GALLOWAY RD	SW 84 AVE	SW 180TH ST BTWN SW 87TH AVE AND SW 84TH AVE	Local Residential	2LU	30	172	19	16	17	17	29	0	
4/27/2017	3	SW 180 ST	SW 93 AVE	SW 84 AVE	SW 180TH ST BTWN SW 93RD AVE AND SW 84TH AVE	Local Residential	2LU	30	872	56	45	51	24	73	32	0
4/25/2017	3	SW 181 ST	SW 87 AVE/GALLOWAY RD	SW 84 AVE	SW 181ST ST BTWN SW 87TH AVE AND SW 84TH AVE	Local Residential	2LU	30	138	45	39	42	10	32	34	1

Date	Zone	Street Name	BETWEEN	AND	Original Location	Street Classification	No. of through Lanes	Posted Speed Limit (MPH)	A.D.T.	AM PEAK		PM PEAK		85th Percentile Speed (MPH)	Crashes per Segment
										NB/EB	SB/WB	NB/EB	SB/WB		
4/12/2017	3	SW 1853 TR	SW 78 CT	SW 78 PL	SW 1830D TER BTWN SW 78TH CT AND SW 78TH PL	Local Residential	2LU	30	605	25	39	23	30	24	0
1/12/2017	3	SW 1853 TR	SW 92 AVE	SW 90 AVE	SW 1857H ST BTWN SW 92ND AVE AND SW 90TH AVE	Local Residential	2LU	30	450	22	16	27	27	28	0
1/24/2017	3	SW 174 ST	SW 174 CT	SW 176 ST	SW 74th Ct btwn SW 174th St and SW 176th St	Local Residential	2LU	30	565	141	51	19	16	30	0
5/24/2017	3	SW 74 CT	SW 168 ST/RICHMOND DR	SW 168 TR	SW 74th Ct btwn SW 168th St and SW 168th Terrace	Local Residential	2LU	30	196	7	15	23	11	21	0
5/24/2017	3	SW 75 AVE	SW 78 TR	SW 176 ST	SW 75th Ave btwn SW 176th St and SW 176th St	Local Residential	2LU	30	120	21	13	120	58	62	0
1/24/2017	3	SW 76 AVE	SW 168 ST	SW 170 ST	SW 76th Ave btwn SW 168th St and SW 170th St	Local Residential	2LU	30	156	19	6	15	9	30	0
1/24/2017	3	SW 77 AVE/PALMETTO RD	SW 174 ST	SW 180 ST	SW 77th Ave btwn SW 174th St and SW 176th St	Local Residential	2LU	30	1088	318	258	18	72	31	0
1/24/2017	3	SW 77 AVE/PALMETTO RD	SW 176 ST	SW 180 ST	SW 77th Ave btwn SW 176th St and SW 176th St	Local Residential	2LU	30	816	243	229	14	18	25	0
1/24/2017	3	SW 77 AVE/PALMETTO RD	SW 180 ST	OLD CUTLER RD	SW 77th Ave btwn SW 180th St and Old Cutler Rd	Local Residential	2LU	30	755	204	175	36	62	33	0
5/24/2017	3	SW 78 AVE	SW 168 ST/RICHMOND DR	SW 173 ST	SW 77th Ave btwn SW 168th St and SW 168th Terrace	Local Residential	2LU	30	657	54	40	22	69	34	0
5/25/2017	3	SW 78 AVE	SW 177 ST	SW 178 ST	SW 78th Ave btwn SW 177th St and SW 178th St	Local Residential	2LU	30	212	27	15	11	14	34	0
5/24/2017	3	SW 78 AVE	SW 170 ST	SW 170 ST	SW 78th Ave btwn SW 170th St and SW 170th St	Local Residential	2LU	30	319	28	10	15	26	29	0
5/24/2017	3	SW 78 PL	SW 168 ST/RICHMOND DR	SW 175 ST	SW 78th Pl btwn SW 168th St and SW 170th St	Local Residential	2LU	30	85	8	5	6	9	27	0
5/24/2017	3	SW 79 AVE	SW 176 ST	SW 175 ST	SW 79th Ave btwn SW 176th St and SW 175th St	Local Residential	2LU	30	195	20	15	10	11	24	0
5/24/2017	3	SW 79 CT	SW 168 ST/RICHMOND DR	SW 170 ST	SW 79th Ct btwn SW 168th St and SW 170th St	Local Residential	2LU	30	457	31	23	11	23	31	1
5/24/2017	3	SW 79 PL	SW 168 ST/RICHMOND DR	SW 170 ST	SW 79th Pl btwn SW 168th St and SW 170th St	Local Residential	2LU	30	303	24	18	12	13	19	0
5/24/2017	3	SW 80 CT	SW 168 ST/RICHMOND DR	SW 170 ST	SW 80th Ct btwn SW 168th St and SW 170th St	Local Residential	2LU	30	255	25	21	6	29	32	0
5/17/2017	3	SW 82 AVE	SW 168 ST/RICHMOND DR	SW 170 ST	SW 82nd Ave btwn SW 168th St and SW 170th St	Local Residential	2LU	30	653	56	41	6	40	34	4
7/22/2017	3	SW 82 CT	SW 184 ST/EUREKA DR	SW 176 ST	SW 82nd Ave btwn SW 183th St and SW 182nd St	Local Residential	2LU	30	1064	220	204	28	37	31	0
5/17/2017	3	SW 83 AVE	SW 176 ST	SW 170 ST	SW 82nd Ave btwn SW 176th St and SW 170th St	Local Residential	2LU	30	83	6	3	11	5	10	0
5/17/2017	3	SW 83 AVE	SW 176 ST	SW 170 ST	SW 83rd Ave btwn SW 176th St and SW 170th St	Local Residential	2LU	30	376	33	21	14	38	22	0
2/22/2017	3	SW 84 AVE	SW 168 ST/RICHMOND DR	SW 170 TR	SW 83rd Ave btwn SW 176th St and SW 176th Terrace	Local Residential	2LU	30	258	25	18	9	24	22	0
5/24/2016	3	SW 84 CT	SW 172 ST	SW 174 ST	SW 84th Ct btwn SW 172nd St and SW 174th St	Local Residential	2LU	30	1320	197	187	20	37	82	0
5/24/2016	3	SW 85 AVE	SW 172 ST	SW 174 ST	SW 84th Ct btwn SW 172nd St and SW 174th St	Local Residential	2LU	30	82	8	7	6	6	33	1
5/17/2017	3	SW 86 AVE	SW 168 ST/RICHMOND DR	SW 170 TR	SW 85th Ave btwn SW 172nd St and SW 174th St	Local Residential	2LU	30	83	6	7	6	7	32	0
2/28/2017	3	SW 87 AVE/GALLOWAY RD	SW 178 ST	SW 176 ST	SW 86 AVE BTWN SW 178th St and SW 176th St	Local Residential	2LU	30	1216	379	332	16	16	34	0
5/17/2017	3	SW 87 AVE/GALLOWAY RD	SW 174 ST	SW 174 ST	SW 87th Ave btwn SW 178th St and SW 174th St	Urban Collector	2LU	30	12040	1074	1003	311	1037	800	14
5/17/2017	3	SW 87 CT	SW 168 ST/RICHMOND DR	SW 174 ST	SW 87th Ct btwn SW 168th St and SW 174th St	Urban Collector	2LU	30	11016	818	606	991	1057	848	30
5/17/2017	3	SW 88 AVE	SW 168 ST/RICHMOND DR	SW 174 ST	SW 87th Ct btwn SW 168th St and SW 174th St	Urban Collector	2LU	30	396	99	77	22	12	17	0
5/26/2016	3	SW 88 CT	SW 170 ST	SW 170 ST	SW 88th Ct btwn SW 168th St and SW 170th St	Local Residential	2LU	30	458	173	173	21	21	34	1
5/26/2016	3	SW 89 AVE	SW 168 ST/RICHMOND DR	SW 170 ST	SW 88th Ct btwn SW 168th St and SW 170th St	Local Residential	2LU	30	168	22	4	19	26	27	0
5/26/2016	3	SW 89 AVE	SW 170 ST	SW 170 ST	SW 89th Ave btwn SW 168th St and SW 170th St	Local Residential	2LU	30	415	157	114	44	20	28	2
4/18/2017	3	SW 90 AVE	SW 170 ST	SW 174 ST	SW 89th Ave btwn SW 170th St and SW 174th St	Local Residential	2LU	30	1880	432	311	132	68	106	0
4/18/2017	3	SW 92 AVE	SW 170 ST	SW 174 ST	SW 90th Ave btwn SW 170th St and SW 174th St	Local Residential	2LU	30	2054	359	348	39	172	46	0
5/17/2017	3	SW 92 AVE	SW 168 ST	SW 183 ST	SW 92nd Ave btwn SW 170th St and SW 183rd St	Local Residential	2LU	30	2886	531	491	63	66	204	0
5/17/2017	3	SW 92 CT	SW 168 ST/RICHMOND DR	SW 174 ST	SW 92nd Ct btwn SW 170th St and SW 174th St	Local Residential	2LU	30	806	224	202	30	55	19	1
4/27/2017	3	SW 93 CT	SW 176 ST	SW 180 ST	SW 92nd Ct btwn SW 170th St and SW 174th St	Local Residential	2LU	30	1355	168	109	70	161	23	2
1/24/2017	3	SW 93 PL	SW 176 ST	SW 174 ST	SW 93rd Pl btwn SW 176th St and SW 174th St	Local Residential	2LU	30	632	198	187	10	38	31	1
4/27/2017	3	SW 94 AVE	SW 170 ST	SW 174 ST	SW 94th Ave btwn SW 170th St and SW 174th St	Local Residential	2LU	30	1160	185	137	52	24	67	3
4/27/2017	3	SW 94 AVE	SW 176 ST	SW 180 ST	SW 94th Ave btwn SW 176th St and SW 180th St	Local Residential	2LU	30	905	280	278	3	41	2	0
1/19/2017	3	SW 97 AVE/FRANCO RD	SR 5/US1/S DIXIE HWY	SW 180 ST	SW 97th Ave btwn US1 and SW 180th St	Urban Collector	2LU	30	6274	408	106	372	507	259	0



## Appendix C

Intergovernmental Agency  
Agreement

**THIS INTERGOVERNMENTAL AGENCY AGREEMENT  
TO PERFORM TRAFFIC ENGINEERING FUNCTIONS**

THIS INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS (**the Agreement**), made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2017, by and between the **VILLAGE OF PALMETTO BAY, FLORIDA**, a municipal corporation of the STATE OF FLORIDA ("the Village"), and **MIAMI-DADE COUNTY (COUNTY)**, a political subdivision of the STATE OF FLORIDA, MIAMI-DADE County (the "County")

**WITNESSETH**

**WHEREAS**, pursuant to Section 2-96.1 of the Miami-Dade County Code, all traffic control and traffic engineering services in Miami-Dade County are under the exclusive jurisdiction of the COUNTY; and

**WHEREAS**, the VILLAGE desires to assume the installation and maintenance responsibilities of certain traffic engineering functions pertaining to its local municipal streets only and has requested the County to allow it to perform the function of conducting engineering studies for the feasibility of traffic calming devices and installing traffic calming; and

**WHEREAS**, the Village has continuing services Transportation Engineers available to plan, design and perform construction inspection of Transportation Projects within its Capital Improvements Programs, and has represented to the County that it is capable, equipped, and qualified to perform the duties and functions requested herein; and

**WHEREAS**, the VILLAGE Council has adopted Resolution 2016-69, attached hereto as exhibit "A" and by reference made a part hereof, authorized its office(s) to enter into this **AGREEMENT**.

**NOW THEREFORE**, the VILLAGE and the COUNTY agree as follows:

1. The recitals set forth above are incorporated herein by reference.
2. The VILLAGE may install and maintain the following designated types of traffic calming devices, and/or signs (collectively the "Traffic Calming Devices") and only on those local municipal streets operated and maintained by the Village within its boundaries, and not less than 250 feet from existing traffic signals, County roadways, State roadways and the boundaries of the Village limits; or within school zones, or adjacent to bicycle facilities or hospitals:
  - a) Traffic Circles
  - b) Speed Humps
  - c) Historic Street Name Signs
  - d) In-Street Pedestrian Crossing Signs
  - e) Raised Intersections

3. Any such Traffic Calming Devices may be installed on local municipal streets only after an appropriate traffic engineering study has been performed and signed and sealed by a Florida licensed professional engineer, and has received written approval by the Village Manager or his/her designee. A copy of such traffic study must be submitted to the Department of Transportation and Public Works ("DTPW").
4. Any such Traffic Calming Devices may be installed on local municipal streets only after sealed and signed design plans have been reviewed and received written approval by the Village, through its Village Manager or his/her designee. Provided that such design plans utilize the standard County design attached as Exhibit "B", or the standard Village design attached as Exhibit "C," as may be applicable, no additional review or approval by the County shall be required before installation. To the extent that design plans deviate from the standard design attached as Exhibit "B", such plans shall be submitted to the County for its review and written approval. A copy of such design plans must be submitted to the applicable Department of the County.
5. The VILLAGE shall attach a decal to the back of the sign panels indicating the Village's ownership and date of installation.
6. The VILLAGE assumes sole and complete responsibility for the maintenance of all such Traffic Calming Devices.
7. The VILLAGE assumes sole and complete liability for any and all accidents, damages, claims, and/or injuries which may or are alleged to occur or arise out of the installation, operation or maintenance of said Traffic Control Devices, and hereby indemnifies and saves harmless the County from any and all claims and damages arising from such installation, operation or maintenance of said Traffic Calming Devices. All Traffic Calming Devices installed by the VILLAGE in accordance with this AGREEMENT shall conform to the applicable requirements established by the following publications including latest **revisions**:

Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation Federal Highway Administration

Standard Highway Signs, U.S. Department of Transportation, Federal Highway Administration.

A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)

Roundabouts: An Informational Guide, Federal Highway Administration, U.S. Department of Transportation

Florida Roundabout Guide, Florida Department of Transportation

Florida Department of Transportation's Standard Specifications for Road and Bridge Construction.

Florida Bicycle Facilities Planning and Design Handbook, Florida Department of Transportation

Miami-Dade County Public Works Standard Details Manual

Miami-Dade County Traffic Flow Modification(s)/Street Closure Procedure,

Revised January, 2009, Attachment "A," or any other comparative criteria available to municipalities as may be in existence or approved in time by the County, with the decision to elect one option or the other to be determined at the Village's discretion.

8. Notwithstanding any other term in this Agreement, nothing shall be deemed to be a waiver of either the VILLAGE or the COUNTY'S immunity or limitation of liability as provided pursuant to Section 768.28, Florida Statutes, as may be amended from time to time.
9. For installation of Traffic Control Devices, the VILLAGE shall hire a COUNTY licensed contractor or perform the work in-house by the Village's Public Works crew.
10. Should the VILLAGE install street name signs at the same site where a stop-top street name sign exists, then the VILLAGE shall first install their sign on a separate post, not to interfere with any other traffic sign, other corners of the intersection may be used for the Village sign. Subsequently, the Village shall remove the County's stop-top street name signs by an approved sign contractor. All signs and hardware removed shall be dismantled and returned to the Traffic Signals and Signs Division of the County's Department of Transportation and Public Works. Street name signs installed at the intersection of two (2) local roads should be placed at the northeast or northwest corner. Village historic street name signs shall be of a design approved by DTPW. In-street pedestrian crossing signs placed on pavement shall not be metal type.
11. The VILLAGE shall be responsible for keeping records of any and all installation and repairs, and furnishing pertinent documents as and when said records may be requested by the County.
12. Either the Village or the County may, in their respective sole and complete discretion, terminate this Agreement, with or without cause and/or convenience of the terminating party, upon twenty (20) business days written notice; provided, however, the Village shall continue to maintain, repair, and be responsible for any traffic calming devices and signs installed by the Village while this Agreement was in effect. Prior to the termination of this Agreement, however, the Village may elect to remove any one or all Traffic Calming Devices installed by the Village; provided the Village shall restore the roadway and area in which the Traffic Calming Devices was located to the condition that existed before the Village's installation.
13. Upon written notification by the County, the Village shall immediately remove any Traffic Calming Device, at the Village's sole cost and expense that is not in compliance with the terms of this Agreement.
14. Any notice or communication required hereunder shall be addressed to the following:

TO COUNTY: Miami-Dade County

TO VILLAGE: Village of Palmetto Bay

**IN WITNESS WHEREOF**, the VILLAGE and the COUNTY have set their hands the day and year first above written.

Attest:

HARVEY RUVIN, CLERK

By: \_\_\_\_\_  
County Deputy Clerk

MIAMI-DADE COUNTY

By: \_\_\_\_\_  
County Mayor

Approved as to form and legal sufficiency

By: \_\_\_\_\_  
Assistant County Attorney

Attest:

VILLAGE OF PALMETTO  
BAY, a municipal corporation  
OF the STATE OF FLORIDA

By: \_\_\_\_\_  
Missy Arocha, Village Clerk

By: \_\_\_\_\_  
Edward Silva, Village Manager

(AFFIX VILLAGE SEAL)

Approved as to form and legal sufficiency:

By: \_\_\_\_\_  
Dexter W. Lehtinen, Village Attorney

# EXHIBIT "A"

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**RESOLUTION NO. 2016-69**

**A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO AGREEMENTS; AUTHORIZING THE VILLAGE MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGENCY AGREEMENT WITH MIAMI-DADE COUNTY, IN SUBSTANTIALLY THE ATTACHED FORM, TO PERFORM CERTAIN TRAFFIC ENGINEERING FUNCTIONS AND TO ALLOW THE VILLAGE OF PALMETTO BAY TO INSTALL AND MAINTAIN CERTAIN TRAFFIC CONTROL DEVICES AND SIGNS WITHIN LOCAL MUNICIPAL STREETS OPERATED AND MAINTAINED BY THE VILLAGE; AND PROVIDING FOR AN EFFECTIVE DATE. (Sponsored by Administration)**

**WHEREAS**, Village of Palmetto Bay ("Village") residents are concerned about vehicles speeding and cut-through traffic traversing through their neighborhoods; therefore, desire to enter into an Intergovernmental Agreement with Miami-Dade County for the installation and maintenance of traffic calming devices; and

**WHEREAS**, the basis for the installation of traffic calming devices at a particular street will be based on the findings of a traffic study analysis, or by the decision of the Village Manager by a written finding that the installation of a traffic calming device is important for the preservation of the health and safety of affected residents; and

**WHEREAS**, Miami-Dade County, Florida, ("County") has exclusive jurisdiction over all traffic control devices in both, the incorporated and unincorporated areas of the County; and

**WHEREAS**, the Village is prohibited from installing and maintaining traffic calming devices, unless an Intergovernmental Agency Agreement with the County ("Intergovernmental Agreement"), is approved and executed in accordance with Section 2-96.1 County Code of Ordinances; and

**WHEREAS**, Village administration is respectfully requesting the Mayor and the Village Council of the Village of Palmetto Bay to authorize the Village Manager to enter into and execute an Intergovernmental Agency Agreement to perform engineering functions in order to proceed with installation and maintenance of traffic calming devices on local municipal streets operated and maintained by the Village; and,

**WHEREAS**, the Village Council finds that this Resolution authorizing execution of the Intergovernmental Agency Agreement is a crucial step in improving the flow of traffic and protecting the health, safety and welfare of residents affected by vehicles speeding and cut-through traffic traversing through the neighborhoods of the Village.

1 NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE  
2 COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:  
3

4 **Section 1. Recitals.** The above recitals are true and correct and are incorporated  
5 herein by this reference.  
6

7 **Section 2. Approval of Agreement.** The Mayor and Village Council of the Village  
8 of Palmetto Bay hereby authorize the Village Manager to execute an Intergovernmental Agency  
9 Agreement with Miami Dade County, in substantially the form attached hereto as Exhibit "A",  
10 which will allow the Village to install and maintain traffic calming devices and signs within the  
11 local municipal streets operated and maintained by the Village.  
12

13 **Section 3. Authorization of the Village Manager.** The Village Manager is  
14 authorized to take all action necessary to enter into an Intergovernmental Agency Agreement  
15 with Miami Dade County, in substantially the form attached hereto as Exhibit "A", to allow the  
16 Village to perform engineering functions that will allow the Village to install and maintain traffic  
17 calming devices and signs within the local municipal streets, in accordance with Section 2-96.1,  
18 Miami-Dade County Code of Ordinances.  
19

20 **Section 4.** This Resolution shall become effective upon the date of its adoption  
21 herein.  
22

23 **PASSED and ADOPTED** this 12<sup>th</sup> day of September, 2016.  
24

25  
26  
27 Attest:

  
Missy Arocha  
Village Clerk

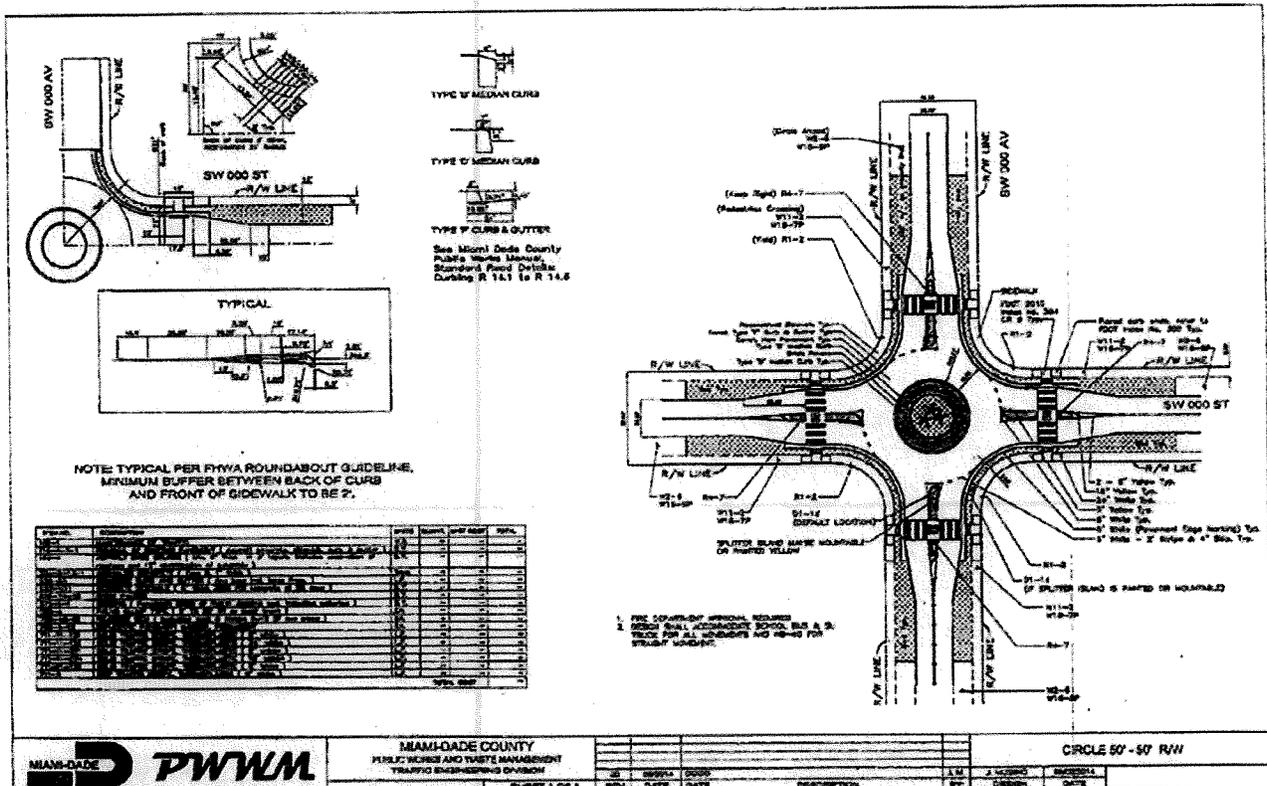
  
Eugene Flinn  
Mayor

31  
32 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
33 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:  
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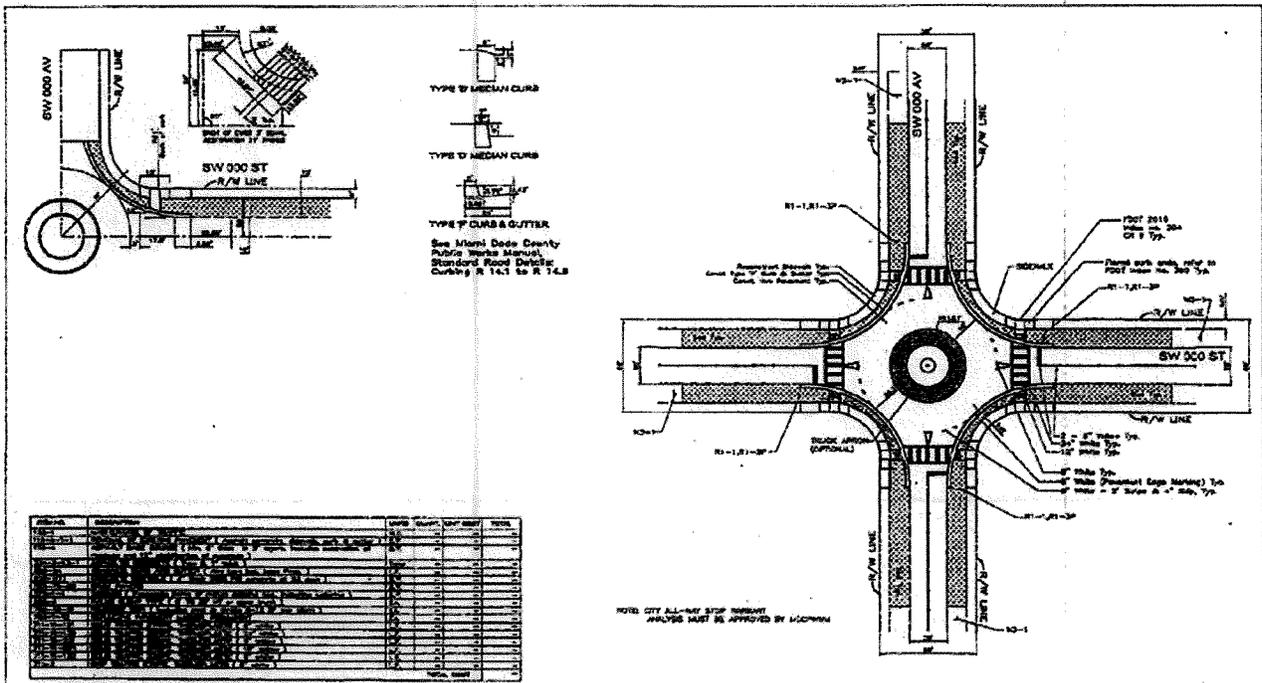
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39 Dexter W. Lehtinen  
40 Village Attorney  
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**EXHIBIT "B"**

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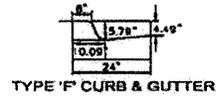
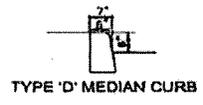
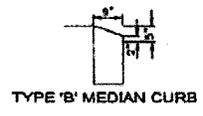
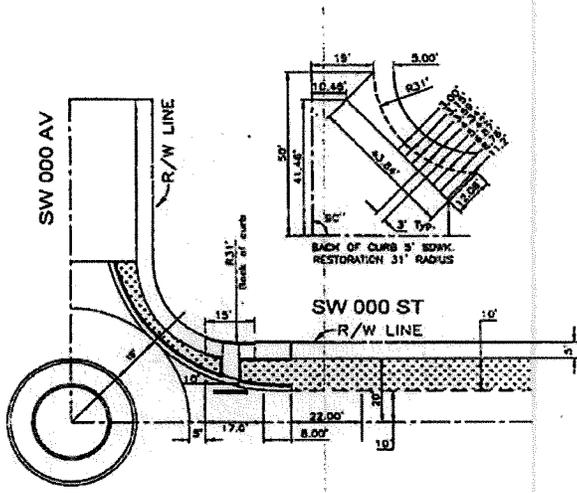


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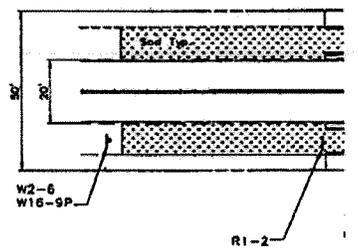
	<b>MIAMI-DADE COUNTY</b> PUBLIC WORKS AND WASTE MANAGEMENT TRAFFIC ENGINEERING DIVISION		<b>ALL-WAY STOP WITH</b> (NOT A TRAFFIC CIRCLE)		<b>SW-SW RW ROUNDABOUT</b>					
	SHEET 1 OF 1	REV.	DATE	DATE	DESCRIPTION	1. NO.	2. POLE	3. DATE	4. DATE	5. DATE

**EXHIBIT "C"**



See Miami Dade County  
Public Works Manual,  
Standard Road Details:  
Curbing R 14.1 to R 14.6

Reconstruct Sidewalk  
Const Type 'F' Curb & Gutter  
Const. New Pavement



ITEM NO.	DESCRIPTION	UNITS	QUANT.	UNIT COST	TOTAL
102-1	MAINTENANCE OF TRAFFIC	W.O.			
110-4-1-1	REMOVAL OF EXISTING PAVEMENT (Asphalt concrete, sidewalk, curb & gutter)	S.Y.			
180-4	ASPHALT BASE COURSE (Min. 6" thick in 3" layers, includes excavation of existing and 12" depth below asphalt)	S.Y.			
330-2-13-1	ASPHALTIC CONCRETE (Type S-11, 6" thick)	Tons			
330-2A	CONCRETE CURB AND GUTTER (4" high incl. base prep.)	L.F.			
332-1(1)	CONCRETE SIDEWALK (4" thick 3000 PSI concrete at 28 days)	S.Y.			
342-70-28	SOCK PAVING	S.Y.			
372-1-1	EDGING (Formwork 8" or more, including watering)	S.Y.			
542-4	PALMS CLUMP TYPE (8" TO 20" HT or clear trunk)	E.A.			
700-40-0	ROADSIDE SIGN (including post & stress 0-12 5' see plans)	E.A.			
702-1-12	REFLECTIVE PAVEMENT MARKER PERMANENT	E.A.			
711-11-121	SOLID TRAFFIC STRIPS THERMOPLASTIC (6" white)	L.F.			
711-11-122	SOLID TRAFFIC STRIPS THERMOPLASTIC (6" white)	L.F.			
711-11-221	SOLID TRAFFIC STRIPS THERMOPLASTIC (6" yellow)	L.F.			

ITEM 4D (VI)



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To: Honorable Mayor and Village Council

Date: January 8, 2018

From: Councilmember David Singer

Re: Adoption of Village-wide Traffic Calming Study Master Plan prepared by Marlin Engineering

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**PURPOSE OF THE PROPOSED ACTION:**

The purpose of this memorandum is to request Village Council approval to place a Resolution on the Agenda for the Regular Council Meeting scheduled for March 5, 2018 that will adopt the Village's final Village-wide Traffic Calming Study.

**MAJOR POINTS/REASONS FOR THE PROPOSED ACTION:**

The Village-wide Traffic Calming Study Master Plan prepared by Marlin Engineering has indicated the most important aspects to improve the traffic flow in our community; therefore, the approval of this item will incorporate the priority items indicated in the study after the public has had the opportunity to be heard. The Village Manager will host a Town Hall Meeting that will allow public input on the study prior to the March 5<sup>th</sup>, 2018 Regular Council Meeting.

**PRELIMINARY ESTIMATE OF THE COST OF IMPLEMENTATION:**

There are no costs to the Village for this proposal.

**SOURCE OF FUNDS TO PAY SUCH COSTS:**

Not applicable.