Palmetto Bay Transportation Master Plan

2004

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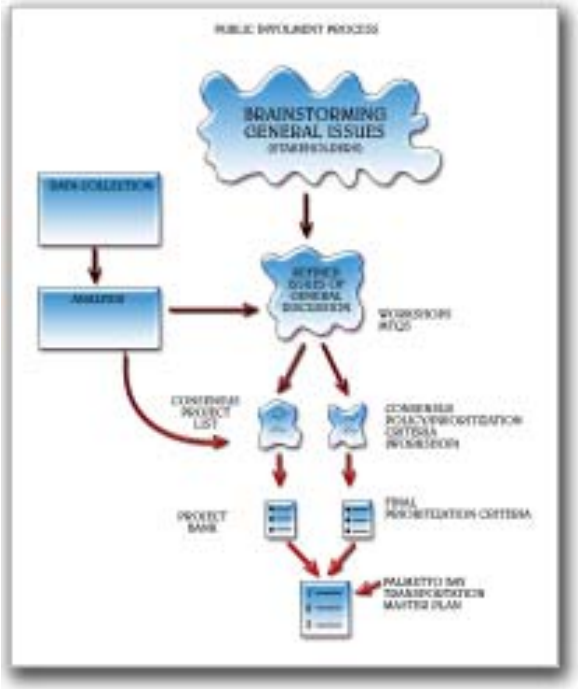
Public Involvement

Introduction

For the Transportation Master Plan an extensive multi-faceted public involvement process was undertaken to establish consensus and secure final approval. The goal of the process was to realize fully the areas of concern from the perspective of the community members. These areas were to be refined through debate, resulting in policies and projects.



Working with a steering committee developed by the Village, Corradino set a scope of services, developed an initial stakeholders list, and determined data collection parameters. One-on-one "stakeholder" meetings were held with over 20 individuals and groups to gain insight into neighborhood specific issues. Follow up site visits were conducted to further examine issues that were raised in these meetings. Corradino also participated in the charrette hosted by the Village and conducted by Miami-Dade County's Department of Planning and Zoning.

At the first workshop, data and analysis were presented and an open discussion was facilitated. General issues taken from the stakeholder meetings were distilled by the group into a set of discussion issues focusing on areas of greatest concern to the citizens. The discussion of these issues culminated in a consensus agreement on prioritization criteria, and potential projects. Where consensus could not be reached, further study was recommended.

The project team, in light of the analysis, further refined policies and projects. As a result of the process, a list of projects was set and prioritized. A final workshop was held to discuss the selected projects, the prioritization criteria and the ranking. This report and executive summary were brought to Village Council for approval, then to the Miami Dade County MPO committees for review. It is hoped that this effort will guide Palmetto Bay's Transportation policy making into the future, as well as serve as a foundation for a well thought out multi-modal approach to municipal transportation planning.

Stakeholders

Over 20 individuals and groups were interviewed to gain insight into the specific transportation issues in their neighborhoods. Each stakeholder displayed unique knowledge and understanding of his or her neighborhood and of transportation conditions. The list of stakeholders is provided in Appendix B. Comments made in these meetings were used to develop an initial list of issues, which would serve as the basis for further conversation at the community workshops, and eventually guide the development of projects and prioritization criteria. As would be expected in a dynamic community, there was often conflicting viewpoints on how to proceed. The discussion generated by these conflicting viewpoints was the catalyst for the consensus of priorities and projects.

Comments made in these meetings were used to develop an initial list of issues, which would serve as the basis for further conversation at the community workshops, and eventually turn into projects and prioritization criteria

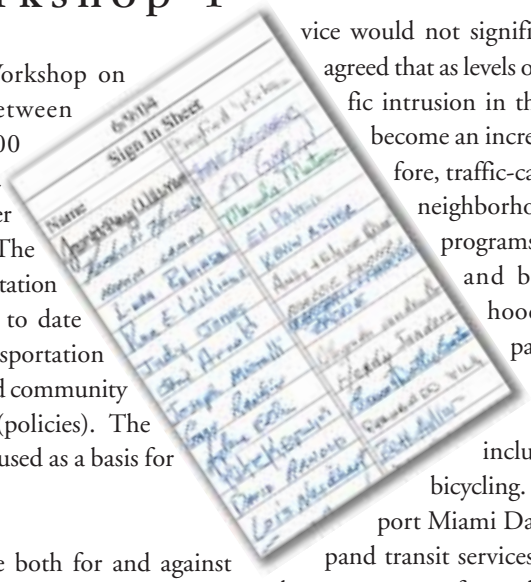
General Issues, Developed From Stakeholder Meetings

- 144th St/US-1
  a. Westbound RT lane
- 152nd St/US-1
  a. Keep the delivery trucks from blocking traffic at Farm Store - no delivery in am peak
  b. 152 St/US-1 Need WB LT stacking lane at least 1 block back and add a RT only lane
  c. Prohibit left turns off to coral reef plaza on to 152 St.
  d. Stop sign at 152 St on alley north of Texaco
  e. Intersection beautification and organization
- Right turn lanes at all section roads and US-
  a. 184 St
  b. 97 Ave
  c. 168 St
  d. 152 St
  e. 144 St
- Widen 184th St to 5 lanes
- Left turn lanes at all major intersections
- 82nd Ave./136th St. Signal Warrant Analysis
- 97th Ave.
  a. Widen south of US-1 (5 lanes)
  b. Move entrance to hospital south
- RT and LT lanes at Old Cutler Intersections.
- 148th St/US-1 Signal Warrant Analysis.
- Examine grade separation of US-1 intersections.
- Old Cutler/157th Terrace - place a "No Left Turn" sign in am peak.
- Left turn lead 152nd St and 136th St at 82nd Ave.
- Bridging of canals.
  a. Bridge canal @ 77
  b. Bridge canal @ 87
- Do not bridge canals
- Study widening of 87th Ave.
- 4 lanes 87th Ave from 216th St to 184th St, no further. Have removed from TIP
- Do not 4 lane 87th Ave.
- 4 lane 87th Ave from 216th St to 168th St.
- Do not widen 152nd St.
- Widen 152nd St.
- Develop enforcement program
- Traffic Calming Program, 164th St. area
- Traffic Calming Program, Mangowood
- Traffic Calming Program, Southwood
- Barrier at the end of 84th St north of canal
- Traffic calm park area south of Publix
- Initiate a Bike Lane Study to examine the best locations roads (section line roads) for bike lanes and bike paths, which connect major generators, such as schools, parks and grocery stores. In addition, educate the public on the most appropriate method of bike travel, on road or off road
- Install pedestrian and bike bridges at canals, where they connect as per bike lane study
- Examine need for a community Circulator, with primary focus on connecting with Metrorail or Busway stops. Examine need for on call bus service.
- Support MDT efforts to equip Buses with Bike Racks
- Study feasibility of park and rides (with ample parking) on US-1 for busway and eliminate cut though traffic
- Study location of a potential Metrorail Stop at 184th St.
- Support the Study of a Water Taxi at canal north of Deering Estate
- Make all sidewalks ADA compliant and connective to bus stops and corners

- Repaving Paving Plan - All Streets
- Better cross walks along US-1
- Implement new bus shelters at all MDT bus stop locations
- Support MDT with pro transit progressive policies
- 184th St - Continuous sidewalk
- Study locating the Village Hall and Police Station next to the Publix
- Study rear pedestrian and vehicular access to Publix
- Support LRTP intersection improvement US-1 @ Publix II
- Access to Perrine Park off 97th Ave.
- Irrigate and landscape US-1 through the Village where appropriate
- 97th Ave, Create local shopping area like 72nd St in South Miami
- Support More Density in the "island"
- Develop a program by which the Village coordinates with governmental neighbors local, county and state.
- Improve ingress and egress at Kings Bay Shopping Center.

Public Workshop 1

The first Public Workshop on June 9, 2004 between 7:00 pm and 9:00 pm, at the Perrine Cutle Chamber building, had over 35 people in attendance. The meeting began with a presentation explaining the work done to date and a discussion about transportation issues, potential projects, and community transportation preferences (policies). The topic of the discussion was used as a basis for prioritization criteria.



Arguments were made both for and against several of the key issues. Major discussion topics included whether to provide capacity enhancements on county roads, whether to bridge the canals at major routes and whether to provide sidewalks in the neighborhoods. On some issues, the only consensus was that more information was needed before a decision could be made. In those cases, the issue was listed as a project to be studied in the future.

The first public workshop had over 35 people in attendance

Consensus was reached on many policy issues. Specifically the Village should not encourage additional through traffic by actively seeking widening its section line roads The workshop participants believed, that such capacity improvements would result in increased volumes, and that levels of service would not significantly improve. It was agreed that as levels of service deteriorate, traffic intrusion in the neighborhoods might become an increased occurrence. Therefore, traffic-calming programs in these neighborhoods are a priority. These programs should serve to protect and beautify the neighborhoods. Workshop participants also expressed a desire to use alternative modes of transportation, including transit, walking or bicycling. Participants actively support Miami Dade County efforts to expand transit services. It was important that the money spent for such improvements, should first come from the funds gained from the Peoples Transportation Plan. Finally, each project undertaken should not only address transportation function but also serve to improve the image the Village and enhance the quality of life for its residents.

Consensus on many policy issues was reached

Most people would like to have the ability to utilize alternative modes of transportation, whether it be transit, walking or bicycling, and they actively support Miami Dade County in its efforts to expand transit services

Several issues of general discussion were refined from those more broad topics taken from the stakeholders meetings

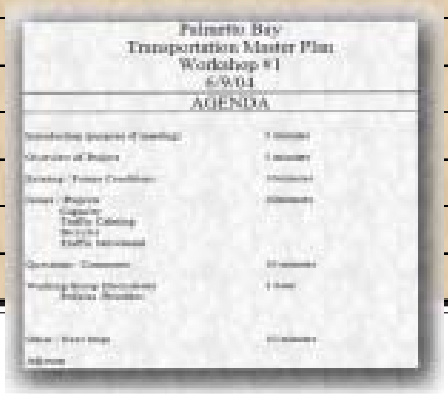
An initial list of projects was created and redefined

Issues of general discussion were refined from the general topics taken from the stakeholders meetings. These issues were the basis for the formulation of specific projects, and policies that would guide prioritization. They included:

Issues Of General Discussion From Workshop
The opportunity to widen Old Cutler Road
The Busway's impact on US-1 and mobility in Palmetto Bay
Traffic flows through the Village both east and west and north and south
Major growth occurring in South Dade, and its impact on the Village in the future
Traffic calming on the neighborhood streets
The possible extension of the Section Roads across canals
Safety of pedestrians and bicyclists
Speeding
City sponsored local transit

In light of the discussion regarding the issues above, an initial list of projects was created and cultured with the consensus of the group. Coupled with the analysis, this was the source of the project bank.

Consensus On General Project List
Westbound right turn lanes onto US-1
Widen 184th St to 5 lanes
Ask the County to study the impact of continuing section roads across canals
Develop a program which encourages walking and biking to school / Coordinate with MDCPS / Possible incentives
Strict speed limit enforcement program
Work to improve intersections on Old Cutler Road
Study grade separation of US-1 intersections
Provide ample parking at Metrorail stations
Connect all school with sidewalks in each direction, at least on the school block and the next block out
Study the need for a village sponsored transit system
Traffic calming studies
164th St
Mangowood
Southwood Area
Greenways along the canals
Improve ingress and egress at Kings Bay Shopping Center
Sidewalk the entire length of 184th St.
Old Cutler / 157th Terrace – place a "No Left Turn" sign in am peak
Examine 77th Ave and 152nd Street for safety


Palmetto Bay
Transportation Master Plan
Workshop #1
6/9/04
AGENDA

The discussions of issues resulted in consensus on several key points that were adopted as the basic policies to guide the prioritization criteria for projects. These are:

Consensus Prioritization Criterion
Do not encourage additional traffic through the Village
Protect neighborhood streets from traffic intrusion as levels of service deteriorate over time
Support County efforts to develop transit
Enhance the ability of people to walk or bike
Encourage projects that are acceptable as part of the Peoples Transportation Plan
Projects should have a positive impact on the Village image and quality of life
Solve an identified problem
Projects should be cost effective
Projects should be of the nature that they are under Village control

After some discussion, consensus was gained on the plan

Public Workshop 2

The second public workshop was held on August 17, 2004 at the Perrine Cutler Chamber Building. A presentation was made relating to the last meeting, the issues at hand and the consensus that was built. Projects were described, prioritization criteria were enumerated, and the prioritized list of projects was distributed. After some discussion, consensus was gained on the plan.

After an intensive review of existing materials to gain a historical perspective of the issues, numerous traffic counts were taken to show the existing areas of concern

Public Workshop 3

The final public meeting was held with the Village Council. Here approval was given to the project.

Introduction

A thorough review of the existing Transportation Plans was made to gain perspective on the planning work previously done in the area. The following documents were reviewed:

1. UPWP 2004- Unified Planning Work Program
2. Tentative 5-Year Transportation Plan for Miami-Dade County
3. Miami-Dade County Bicycle Facilities Plan
4. Intelligent Transportation Systems Plan Update For Miami-Dade County
5. Chamber South Transportation Plan 2010
6. Village of Palmetto Bay Initial Transportation Plan (Final Report)
7. Long Range Transportation Plan (LRTP 2025)
8. Comprehensive Development Master Plan
9. Transportation Improvement Program
10. South Dade Greenway Network

A summary of each follows. Few studies specifically address the Village of Palmetto Bay, making the development of a Transportation Master Plan a necessity.

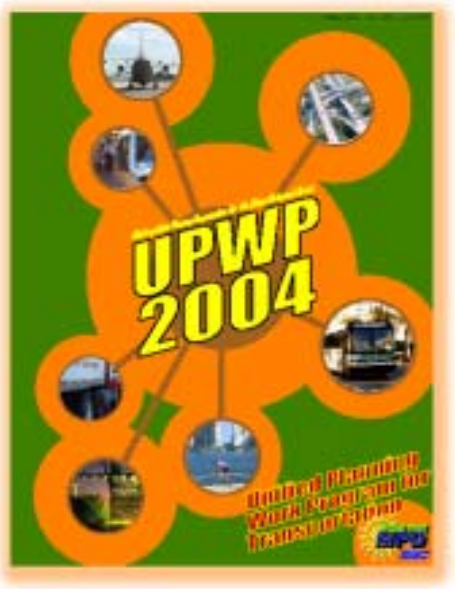
UPWP 2004- Unified Planning Work Program for Transportation

Prepared by- MPO
Date–Adopted May 22, 2003

The Unified Planning Work Program for Transportation (UPWP) outlines steps the planning services to be performed by the MPO, in the form of reports and research by addressing some of the issues listed below:

- Evaluate projects identified in the MPO Bicycle and Pedestrian Plans for cost and construction feasibility.
- Raise awareness of walking and biking opportunities in Miami-Dade County.
- Provide Professional Planning services, as needed to supplement the MPO Secretariat's efforts in conduction the transportation planning process for the Miami Urbanized Area.
- To Identify and propose corrective measures on existing student pedestrian safety hazards along designated Safe Routes to School in selected high student pedestrian crash areas in Miami-Dade County.

None of the projects directly impact Palmetto Bay.

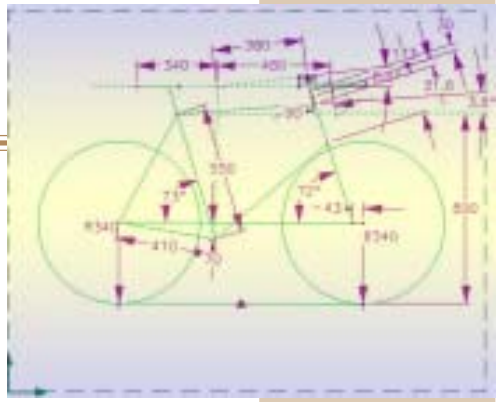


All proposed plans that are outlined in this report are scheduled to be completed during the fiscal period of July 1, 2003 to June 30, 2004. Projects are issued annually, and are generally county wide in nature. None of the projects directly affects Palmetto Bay.

Tentative 5-Year Transportation Plan for Miami-Dade County

Prepared by-FDOT District 6
Date – February 6, 2004 Report

The Tentative 5-year Transportation Plan for Miami-Dade County contains the major updates made because of action by the Miami-Dade MPO and the Monroe County Commission. While there are several projects listed for Miami-Dade County such as, guardrail installation (both north and south), graffiti removal and signing/pavement markings, there is only one project listed that affects the Village. This project is a minor intersection improvement at the entrance to Publix, at the 14600 block of US-1.



Bicycle Facilities Plan

Prepared by- MPO
Date –April 2002

The purpose of the 2025 Bicycle Facilities Plan is to:

1. Update the 1997 Bicycle Plan
2. Identify bicycle facility needs based on quantitative analysis
3. Identify candidate project to address the bicycle facility needs
4. Prioritize bicycle facility projects; and
5. Develop a Minimum Revenue Plan based on projected funding

Of the over 1,500 miles analyzed, less than 12 miles of on-road bike lanes meeting the FDOT criteria

The 1997 Bicycle Plan identified both long-range and short-range facilities but did not rank them in order of priority, available funds were not identified and a minimum revenue plan was not put into place. The 2025 Bicycle Plan Builds on the 1997 Bicycle Plan Utilizing a series of new quantitative tools to the transportation network.

The Bicycle Level of Service (BLOS) identifies the Level of Service on a scale of A to F. This method measures of the quality of the bicycle environment based on quantifiable physical attributes, including vehicle volume and speed on the adjacent roadway; the presence or absence of a striped bike lane; and the presence or absence of occupied on-street parking. Of the over 1,500 miles analyzed, less than 12 miles of on-road bike lanes meet the FDOT criteria for the bike lane.

The Latent Demand Score (LDS) is a new method, which has been created for estimating walking and cycling trips and has been applied in several metro areas through out the United States. The LDS Provides an indication of the potential demand for bicycle facilities along a particular roadway corridor assuming adequate and safe bicycle facilities were available. According to the LDS, the highest bike trip generators are parks and schools.

Parks & Canals

The parks within Palmetto Bay Include:
Bill Sadowski Preserve
Perrine Park
Perrine Wayside Park
Charles Deering Estate Park
The Schools within Palmetto Bay Include:
Howard Drive Elementary
Coral Reef Elementary
Southwood Middle
Perrine Elementary
Alexander school (two campuses)
Camelot School
Palmer Trinity School
Westminster Christian School
Perrine Baptist Academy
Perrine SDA school

Proposed County Bicycle projects in the Village of Palmetto Bay and have been mapped with GIS

Proposed projects in the Village of Palmetto Bay and have been mapped with GIS, and include the following.

On-Road Bike Facilities, 2025 Minimum Revenue Plan Priority IV Projects, Funded

Project – S.W. 87th Ave
From – South of S.W. 232nd St
To – S.W. 168th St

Priority IV - Unfunded On-Road Bicycle Project, Category II (Bicycle Network segment not ranked as candidate project.)

Project – S.W. 136th Street
From – S.W. 67th Court
To – S.W. 67th Ave

Project – S.W. 136th Street
From – S.W. 77th ave
To – S.W. 72nd Ave

Project – S.W. 136th Street
From – South Dixie Hwy
To – S.W. 82nd Ave

Project – S.W. 82nd Avenue
From – S.W. 144th St
To – S.W. 136th St

Project – S.W. 136th Street
From – S.W. 72nd Ave
To – S.W. 67th Court

Project – S.W. 136th Street
From – S.W. 82nd Ave
To – S.W. 77th Ave

Project – S.W. 77th Avenue
From – S.W. 144th St
To – S.W. 136th St

Project – S.W. 144th St
From – S.W. 87th Ave
To – S.W. 82nd Ave

Proposed projects in the Village of Palmetto Bay and have been mapped with GIS, and include the following. (Continued)

Project – S.W. 144th Street
From – South Dixie Hwy
To – S.W. 87th Ave

Project – S.W. 152nd Street
From – Old Cutler Rd
To – S.W. 67th Ave

Project – S.W. 152nd Street
From – S.W. 77th Ave
To – Old Cutler Rd

Project – S.W. 152nd Street
From – S.W. 79th Ave
To – S.W. 77th Ave

Project – South Dixie Hwy
From – S.W. 152nd St
To – S.W. 144th St

Project – S.W. 87th Ave
From – S.W. 152nd Ave
To – S.W. 144th St

Project – S.W. 144th Street
From – S.W. 92nd Ave
To – South Dixie Hwy

Project – Old Cutler Rd
From – S.W. 152nd St
To – S.W. 144th St

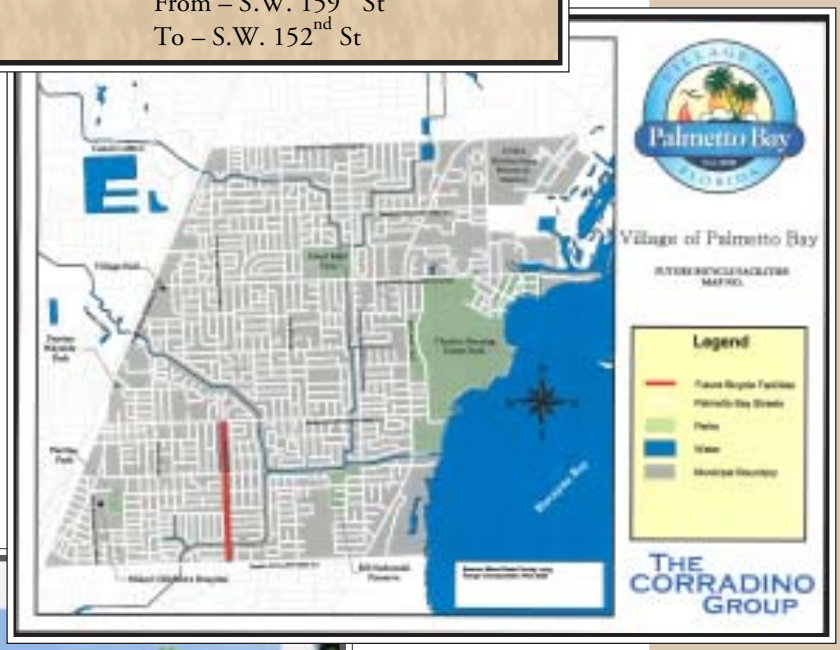
Project – S.W. 77th Ave
From – S.W. 152nd St
To – S.W. 144th St

Project – S.W. 82nd Ave
From – S.W. 152nd St
To – S.W. 144th St

Project – S.W. 152nd Street
From – S.W. 87th Ave
To – S.W. 82nd Ave

Project – S.W. 77th Ave
From – S.W. 159th St
To – S.W. 152nd St

The 1997 Bicycle Plan identified both long-range and short-range facilities but did not rank them in order of priority, available funds were not identified and a minimum revenue plan was not put into place



Proposed projects in the Village of Palmetto Bay and have been mapped with GIS, and include the following. (Continued)

Project – S.W. 87th Ave
From – S.W. 152nd Ave
To – S.W. 144th St

Project – South Dixie Hwy
From – S.W. 164th St
To – S.W. 152nd St

Project – S.W. 168th St
From – S.W. 82nd Ave
To – Old Cutler Rd

Project – S.W. 168th Street
From – South Dixie Hwy
To – S.W. 87th Ave

Project – S.W. 184th Street
From – South Dixie Hwy
To – S.W. 97th Av

Project – S.W. 77th Ave
From – S.W. 159th St
To – S.W. 152nd St

Project – South Dixie Hwy
From – North of S.W. 168th St
To – S.W. 160th St

Project – S.W. 82nd Ave
From – S.W. 168th St
To – S.W. 152nd St

Project – S.W. 97th Ave
From – S.W. 184th St
To – S.W. 175th Terr

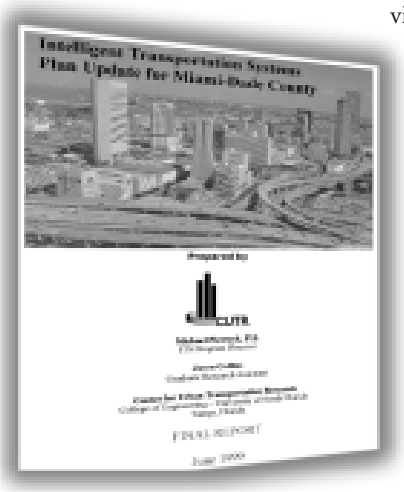
Project – Old Cutler Road
From – S.W. 87th Ave
To – S.W. 184th St

The Intelligent Transportation Systems (ITS) Plan Update provides an inventory of ITS-related projects and activities in Miami-Dade County

Intelligent Transportation Systems Plan Update For Miami-Dade County

Prepared by- Center for Urban Transportation Research (Cutr)
Date – June 1999

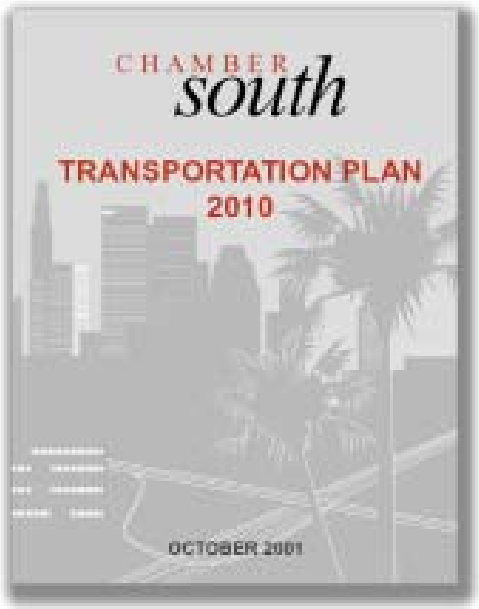
The Intelligent Transportation Systems (ITS) Plan Update provides an inventory of ITS-related projects and activities in Miami-Dade County. The Plan Update identifies ITS "enabling" Projects that are most critical in deployment of a regional ITS system, as well as other ITS "enhancements" to traditional transportation improvement projects and services that are location specific. ITS project priorities in Miami-Dade include the SunGuide, The Southeast Florida Regional Traveler Information Services and the Advanced Traffic Management System for Miami-Dade County. There are no projects in Palmetto Bay.



Chamber South Transportation Plan 2010

Prepared by- Chamber South Transportation Committee
Date – October 2001

This plan was developed for a study area in southern Miami-Dade County and to address the following types of improvements; roadway, mass transit, expressway, and turnpike. The plan states that considering the amount of congestion on the roads and the expected increase in population in Miami-Dade; implementing the appropriate improvements only increases the ultimate cost of such projects in the future.



Roadway and Metrorail improvements that affect The Village of Palmetto Bay include:

- 4-Laning (to improve east/west traffic flow) Priority one
  - Project -S.W. 136th Street - a section line road - to four lanes from S.W. 97th Ave to S.W. 117th Ave and from S.W. 122nd Street to S.W. 177th Ave. (Approximately 7.5 miles)
- Extend Metrorail - From Dadeland South Station to the Falls (S.W. 136th Street) Approximately 2.5 miles. With this station more people will be encourage to use the Metrorail helping congestion and environmental issues.

This plan can only be implemented if it is incorporated into the LRTP and TIP. According to the TIP to 2005 or the Long Range Transportation Plan to 2025 there are no plans scheduled to improve/extend the section line roadways.

According to the TIP to 2005 or the Long Range Transportation Plan to 2025 there are no plans scheduled to improve/extend the section line roadways

Village of Palmetto Bay Initial Transportation Plan (Final Report)

Prepared by- The Village Of Palmetto Bay
Date – May 2003

This Report reviewed the transportation facilities and existing conditions within the Village of Palmetto Bay. The following conclusions and recommendations were made to the Village:

- Roadways with capacity deficiency are
  1. US-1
  2. S.W. 77th ave
  3. Old Cutler Road

This plan should include school-related traffic issues.

- A neighborhood traffic management plan should be included as part of the Transportation Master Plan to develop the following:
  1. Streetscaping
  2. Traffic Calming

  This plan should include school-related traffic issues.

- Transit circulation within the Village was found to be lacking as Miami-Dade Metrobus routes within the Village generally serve regional transportation needs.

Transit circulation within the Village was found to be lacking as Miami-Dade Metrobus routes within the Village generally serve regional transportation needs

- Bicycle path improvement should be studied and could include bike lanes along east/west roads such as:
  1. S.W. 136th Street
  2. S.W. 152nd Street
  3. S.W. 184th Street

- These Bicycle plans should also include bicycle/pedestrian bridges over canals
- A priority ranking of the general transportation improvements are as follows.

1. Intersection improvements
2. School-related traffic management
3. Neighborhood traffic management including streetscaping and traffic calming
4. Non-Motorized transportation improvements
5. Transit improvements

The Long Range Transportation Plan (LRTP) was developed to guide transportation improvements in Miami-Dade County for the next 24 years

Long Range Transportation Plan (LRTP 2025)

Prepared by- MPO
Date – Adopted December 2001

The Long Range Transportation Plan (LRTP) was developed to guide transportation improvements in Miami-Dade County for the next 24 years. This plan intends to improve; transportation systems and travel; promote economic vitality enhance social benefits, encompass environmental and energy concerns, integrate land use, transportation, growth, and development, and optimize sound investment strategies. It is updated every three years. The following table displays all the projects that will affect The Village of Palmetto Bay.

Long Range Transportation Plan Improvements for the Village of Palmetto Bay Include:

Priority	Time	Project	From	To	Info
I	2006-2010	South Dade Greenway Corridor	Kendall Drive	West Palm Drive	Greenway
I	2006-2010	S.W. 97th Ave	S.W. 175th Terrace	S.W. 184th Street	Pedestrian
III	2016-2020	S.W. 87h Ave	S.W. 168th Street	S.W. 216th Street	Widen 2 to 4 lanes
IV	2021-2025	S.W. 87th Ave	S.W. 168th Street	S.W. 232nd Street	On-road Bike
IV-unfunded	2021-2025	U.S.-1	S.W. 104th Street	Cutler Ridge	Premium Transit

Miami-Dade County Comprehensive Development Master Plan

Prepared By-Metropolitan Dade County–Department of Planning.
Date – May 1, 1997 and Current Revisions

The Miami-Dade County Comprehensive Development Master Plan (CDMP) is the template that the county uses to insure that the municipalities within Miami-Dade County are able to deal with development in cohesive manner. The CDMP accomplishes this by using the following "Plan Elements" as mandated by the State of Florida:

1. Land Use Element
2. Transportation Element
3. Housing Element
4. Conservation, Aquifer Recharge and Drainage Element
5. Water, Sewer and Solid Waste Element
6. Recreation and Open Space Element
7. Coastal Management Element
8. Intergovernmental Coordination Element
9. Capital Improvement Elements
10. Educational Element

For the Purpose of this study, only the Transportation Element was examined. By addressing all modes of transportation this element provides a comprehensive plan for integrated multimodal transportation system that will address the circulation of motorized and non-motorized traffic. The Transportation Element is divided into the five sub-elements. The Traffic Circulation sub-element and the Mass Transit sub-element pertain to the Village of Palmetto Bay.

The Traffic Circulation sub-element addresses the needs of automobile, bicycle, and pedestrian traffic. The purpose of this sub-element is to provide an overview of the current and future transportation needs for the county, analyze current roadway conditions, provide recommendations for improving highway capacity and establish goals and policies aimed at meeting future needs. The objectives that are aimed at targeting these goals are:

1. It is desirable that all roadways in Miami-Dade County operate at Level of Service (LOS) D or better, with special exceptions.
2. Rights-of-way and corridors needed for existing and future transportation facilities will be designated and reserved.
3. The County's Transportation system will emphasize safe and efficient management of traffic flow.
4. The Traffic Circulation Subelement will continue to be coordinated with the goals, objectives and policies of the Land Use Element, in addition to the Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan Map, and with the Goals, Objectives and Policies of all other elements of the CDMP.
5. The Traffic Circulation system will protect community and neighborhood integrity.
6. The Transportation system should preserve environmentally sensitive areas, conserve energy and natural resources and promote community aesthetic values.
7. Miami-Dade County's Traffic Circulation Subelement, and the plans and programs of the State, region and local jurisdictions, will continue to be coordinated.

The 1997 update of the plan included the following improvements (that would affect the village).

The Miami-Dade County Comprehensive Development Master Plan (CDMP) is the template that the county uses to insure that the municipalities within Miami-Dade County are able to deal with development in cohesive manner

The Transportation Element is divided into the five sub-elements of those the Traffic Circulation subelement and the Mass Transit subelement pertain to the Village of Palmetto Bay

Status	Project	From	To	Info
Unfunded	S.W. 77th Ave	S.W. 104th Street	S.W. 152nd Street	Widen to 4 lanes
Unfunded	S.W. 87th Ave	S.W. 168th Street	S.W. 216th Street	Widen to 4 lanes

Palmetto Bay strongly opposes the widening of 87th Avenue

These projects are part of the Needs Plan but S.W. 77th Ave has been removed from the 2025 LRTP, and therefore will not be constructed by the state or county. Palmetto Bay strongly opposes the widening of 87th Avenue any further north than 184th Street.

The only project affecting The Village is a transit center is identified along the South Dade Busway south of S.W. 152nd Street and a potential metrobus service expansion along S.W. 184th Street between S.W. 142nd ave and Old Cutler Road

The Goal of the Mass Transit sub-element is to develop, maintain, and operate a mass transit system in Miami-Dade County that provides efficient, convenient, accessible, and affordable service to all residents and tourists. The objectives that are aimed at targeting these goals are:

1. By the year 2005, the mass transit system shall be provided with public transit service having 60 minutes of headways and an average route spacing of one mile.
2. Coordinate the provisions of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.
3. Provide a sound funding base utilizing public and private sources that will ensure maintenance of existing service operations and timely implementation of the needed transportation improvement projects and services.
4. Provide convenient, accessible and affordable mass transit services and facilities.
5. Provide equitable transportation services to all groups in the metropolitan population, including the special transportation needs of the elderly, persons with disabilities, low income, and other transit dependent persons.
6. Continue to coordinate the County's Mass Transit Subelement, and the plans and programs of the state, region, and local jurisdictions.
7. Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network.

Palmetto Bay strongly opposes the widening of 87th Avenue any further north than 184th Street.

The only project affecting The Village is a transit center is identified along the South Dade Busway south of S.W. 152nd Street and a potential Metrobus service expansion along S.W. 184th Street between S.W. 142nd ave and Old Cutler Road.

The County will continue to seek funding for these projects through either private financing or other techniques.

Transportation Improvement Program

Prepared by- MPO
Date– May 22, 2003

The TIP specifies proposed improvements for the County. The projects listed here are scheduled to be planned or constructed in the next five years. This progress list, is updated annually. The improvements suggested that affect the Village is as follows:

- Multimodal PTP Improvements - Park and Ride Lots
  1. South Miami-Dade Busway @ S.W. 152nd Street, S.W. 168th Street
- Intersection Improvements-
  1. S.W. 136th Street-U.S.-1 to SW 83rd Court
  2. U.S. -1 @ 146000 Block (Publix entrance)

The TIP specifies Proposed Improvements for the County

South Dade Greenway Network-Master Plan

Prepared by- The Redland Conservancy
Date –November 1994

This South Dade Greenway Network-Master Plan identifies the most appropriate corridors for a series of greenways. At the time of this report, Florida bicycle fatalities were three times higher than the national average. In 1993, alone, Dade County incurred 139 pedestrian and bicycle deaths. The Planned Greenway Network will be will be an organized system of 10 interconnecting trails that totals 194 miles in length, and will be within 2-3 miles of every resident living south of Coral Reef Drive (SW 152nd Street).

There is only one project listed that affects the Village of Palmetto Bay

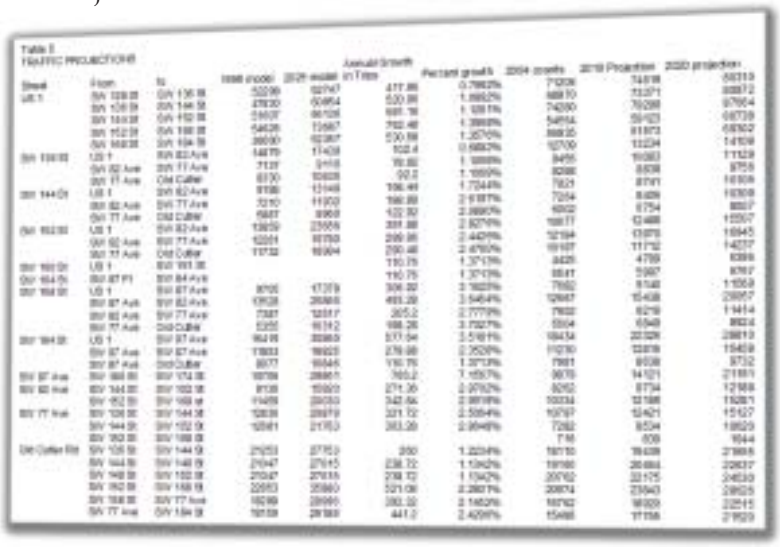
The only project affecting Palmetto Bay is:

- South Dade Trail-which is a proposed greenway network this Trail follows the Metrorail.

The South Dade Trail will affect Palmetto Bay

Introduction

Data collection and analysis are an integral part of this Transportation Master Plan. In this phase, anecdotal and subjective evidence was critically reviewed and methodically tested to determine an objective understanding of conditions. Numerous traffic counts were taken to identify existing conditions and problem areas. Traffic count data was used for future projections of Level of Service deficiencies. This analysis was the foundation of the formulation of projects proposed in this plan.



Traffic Counts

An understanding of the existing conditions is fundamental to the planning process. With direction from the Steering Committee and the Project Management Team, and with input from stakeholders, 40 traffic count locations were identified. These locations were targeted at transportation corridors, large intersections, and perceived trouble spots. Counts were used in the analysis and to provide a detailed picture of existing conditions, as well as the conditions that will exist in 7 to 15 years into the future. Thirty-six (36) of these counts were 48-hour machine counts that were averaged and adjusted for seasonal variation and axle correction by weekly values provided by the FDOT. Four (4) of the counts were Turning Movement Counts performed manually. From these counts, a level of service was assigned to each roadway using FDOT Service Volume Tables. The volumes were then projected to 2010 and 2020 using the County's Florida Standard Urban Transportation Modeling Structure (FSUTMS) model. Future LOS was assigned. Counts are provided in Appendix A. Count locations are as follows.

40 traffic count locations were developed

Count Locations		
No.	Name	Segment
1.	US 1	SW 128 - 136 St.
2.		SW 136 - 144 St
3.		SW 144 – 152 St
4.		SW 152 – 168 St
5.		SW 168 – 184 St
6.	SW 136 ST	US 1 – SW 82 AV
7.		SW 82 – 77 AV
8.		SW 77 – Old Cutler
9.	SW 144 ST	US 1 – SW 82 AV
10.		SW 82 – 77 AV
11.		SW 77 – Old Cutler
12.	SW 152 ST	US 1 – SW 82 AV
13.		SW 82 – 77 AV
14.		SW 77 – Old Cutler
15.	SW 160 ST	US 1 – SW 161 ST
16.	SW 164 ST	SW 87 CT -92 AV
17.	SW 168 ST	US 1 – SW 87 AV
18.		SW 87 – 82 AV
19.		SW 82 – 77 AV
20.		SW 77 – Old Cutler

* Turning Movement Count

Count Locations		
No.	Name	Segment
21.	SW 184 ST	US 1 – SW 97 AV
22.		SW 97 – 87 AV
23.		SW 87 – Old Cutler
24.	SW 87 AV	SW 184 – 168 ST
25.	SW 82 AV	SW 144 – 152 AV
26.		SW 152 – 168 AV
27.	SW 77 AV	SW 136 – 144 ST
28.		SW 144 – 152 ST
29.		SW 156 – 168 ST
30.	Old Cutler Rd.	SW 136 – 144 ST
31.		SW 144 – 148 ST
32.		SW 148 – 152 ST
33.		SW 152 – 168 ST
34.		SW 168 ST– 77 AV
35.		SW 77 AV- 184 ST
36.	SW 92 Ave	US-1 / SW 158 Ln
37.	US-1*	SW 160 St
38.	SW 148 St*	SW 82 Ave
39.	SW 152 St*	SW 82 Ave
40.	SW 176 St*	SW 77 Ave

* Turning Movement Count

The volumes were projected to 2010 and 2020 using the County's Florida Standard Urban Transportation Modeling Structure (FSUTMS) model

Analysis

The Palmetto Bay Transportation Master Plan is comprehensive in nature. This project used a blending of approaches to develop a comprehensive list of projects that would make both tangible and targeted improvements to the transportation system. This plan not only asked community members about their preferences for transportation projects, but also attempted to identify needs based on verifiable existing and future roadway deficiencies. Forty traffic counts were composed at various locations in the Village, to show the existing conditions. The counts were projected to 2010 and 2020 to identify roadways where level of service deficiencies will be in the future. It was noticed that volumes would increase steadily over time, and level of service, which is already unacceptable on US-1 and Old Cutler Road, will get worse. A north/south traffic pattern through the Village is apparent. This route, (87th Ave - 168th St - 82nd Ave) will deteriorate to an unacceptable LOS within the study horizon.

The uniqueness of the Palmetto Bay Transportation Master Plan lies in its comprehensive nature

From an engineering standpoint, every roadway has a design capacity that is the maximum number of cars per lane that can cross through a segment of roadway. This capacity varies based on several factors, including lane width, number of lanes, number and location of intersections, number and location of signals, etc. Each roadway segment is given a "functional classification" based on these factors.

Essentially the capacity of a roadway is represented as 1.0. or 100%. The Level of Service of the roadway represents a given percentage of that capacity. Level of Service A is between 0 and .6, or 60% of capacity. The generally acceptable LOS for roadways in Miami-Dade County is LOS D, which is between .81 and .9 (81% - 90%) of capacity. Level of Service F is anything over 1.0 or 100% of capacity. Table 1 shows the volume capacity ratio for each LOS category. Level of service is provided for "links" (segments) of roadway, and "nodes" (intersections). This analysis primarily examined "link" level of service.

From an engineering standpoint, every roadway has a design capacity that is a maximum number of cars per lane

Level of Service

The analysis of street systems uses the concept of level of service (LOS). The presentation of LOS is indicated by the letters "A" through "F". LOS A represents the best operating conditions and LOS F represents the worst. The LOS generally represents the ratio of volume to capacity (V/C). Volume is the number of vehicles that actually pass a given point on the road in a given time. Capacity is the maximum number of vehicles that can pass a given point on the road in a given time.

Essentially the capacity of a roadway is represented as 1.0. or 100%

Table 1

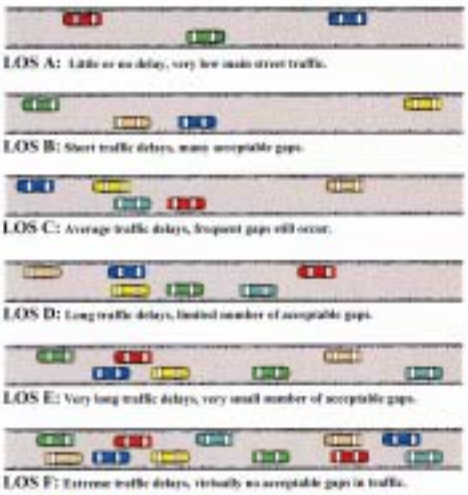
Level of Service

LOS	Volume/Capacity
A	<.60
B	.61 to 0.70
C	.71 to 0.80
D	.81 to 0.90
E	.91 to 1.00
F	>1.00

INTERSECTION LEVEL OF SERVICE

Level of Service	Seconds Delay/Vehicle	Description
LOS A	≤ 10	Most vehicles do not stop at all
LOS B	> 10 and ≤ 20	More vehicles stop than for LOS A
LOS C	> 20 and ≤ 35	The number of vehicles stopping is significant, although many pass through without stopping
LOS D	> 35 and ≤ 55	Many vehicles stop
LOS E	> 55 and ≤ 80	Considered being the limit of acceptable delay
LOS F	> 80	Unacceptable delay

ROADWAY LEVEL OF SERVICE



These LOS standards represent a range of operating conditions and the driver's perception of those conditions, as described below.

- LOS A describes free-flow operations at average travel speeds, usually at about 90% of the free flow speed. Vehicles are unimpeded in their ability to maneuver within the traffic stream. Distance between vehicles is +- 30 car lengths. On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of 25 mph or greater.

- LOS B describes reasonably unimpeded operation at an average travel speed, usually about 70% of the free flow speed. The ability to maneuver is only slightly restricted. Distance between vehicles is about 20 car lengths. On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of between 20mph and 25mph.

- LOS C describes stable operating conditions with some restrictions of driver ability to maneuver and change lanes in mid-block locations. Longer queues and signal coordination will contribute to a lower average speed of about 50% of free flow speed. The distance between vehicles is about 15 car lengths. On most of Palmetto Bay's roads (speed limit of 30 mph), this is represented by a speed of between 13mph and 20mph.

- LOS D borders on a range in which small increases in flow may cause substantial increases in delay and travel speed. LOS D may be caused by poor signal progression, inappropriate signal timing or high volumes. Average travel speed is about 40% of the free flow speed. The distance between vehicles is about 10 car lengths. On most of Palmetto Bay's roads (speed limit of 30 mph), this is represented by a speed of between 9mph and 13mph.

- LOS E is characterized by significant delays and average travel speed of 33% or less of the free flow speed. LOS E is caused by a combination of high traffic volumes, high signal density, adverse signal progression, and inappropriate signal timing, all of which result in extensive delays at critical intersections. The distance between vehicles is minimal. On most of Palmetto Bay's roads (speed limit of 30 mph), this is represented by a speed of between 7mph and 9mph.

- LOS F is characterized by urban street flow at extremely low speeds, typically 25% of the free flow speed. Intersection congestion exists at critical signalized intersections with high delay, high volumes and extensive queuing. There is generally less that one car length distance between vehicles. On most of Palmetto Bay's roads (speed limit of 30 mph), this is represented by a speed of less than 7mph.

On urban streets with traffic signals, LOS is directly related to the free flow speed found on each type of street.

The generally acceptable LOS for roadways in Miami-Dade County is LOS D

LOS A - On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of 25 mph or greater

LOS B - On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of between 20mph and 25mph

LOS C- On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of between 13mph and 20mph

LOS D- On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of between 9mph and 13mph

LOS E- On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of between 7mph and 9mph.

LOS F- On most of Palmetto Bay's roads (speed limit of 30 mph) this is represented by a speed of less than 7mph.

The Village of Palmetto Bay has only one Class I roadway

It should be noted that the LOS standard shown in Table 3 is the LOS that traffic engineers determine as the acceptable LOS for each type of roadway

Table 2				
Average Travel Speeds				
Urban Street Class	**I**	**II**	**III**	**IV**
Range of free-flow speeds (FFS)	55-45 MPH	45-35 MPH	35-30 MPH	35-25 MPH
Typical FFS	50 MPH	40 MPH	35 MPH	30 MPH
LOS	**Average Travel Speed (MPH)**			
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	<16	<13	<10	<7

The Village of Palmetto Bay has only one Class I roadway; US-1 (South Dixie Highway), which is a six lane divided major arterial, other streets within the Village of Palmetto Bay are Class III. Table 3 shows the classification of roadways in Palmetto Bay. It should be noted that the LOS standard shown in Table 3 is the LOS that traffic engineers determine as the acceptable LOS for each type of roadway. This standard is represented by a letter and a volume. Roadway improvements would normally be considered when the LOS deteriorates to worse than the standard.

Table 3			
Roadway Classification			
Roadway	**Functional Class**	**Configuration**	**LOS Standard**
US 1	I	6-lane divided	E
SW 136 St	III	2	D
SW 144 St	III	2	D
SW 152 St	III	2	D
SW 160 St	III	2	D
SW 168 St	III	2	D
SW 184	III	2	D
SW 87 Ave	III	2	D
SW 82 Ave.	III	2	D
SW 77 Ave	III	2	D
Old Cutler	III	2	D

Current Level of Service

Traffic Counts were taken throughout Palmetto Bay during the first week of March 2004. Table 4 presents the peak hour level of service on each link. The same information is shown graphically in the 2004 Peak Hour Level of Services Map. The LOS threshold is the LOS standard based on the roadway's functional classification. For example, the LOS threshold for US-1 is based upon the capacity of the roadway at LOS standard E, as a Type I facility. The threshold for this type of facility is 6,096 vehicles per hour. US-1 between 128th Street and 136th Street has a peak hour volume of 6,745 vehicles per hour. This is nearly 700 vehicles per hour above the acceptable LOS threshold. Therefore, the roadway is operating at LOS F. The LOS threshold for SW 136th Street is based upon the capacity of the roadway as a Type III facility, at LOS standard D. This threshold is 1,390 vehicles per hour. SW 136th Street between US-1 and 82nd Avenue the roadway carries 1,188 vehicles per hour in the pm peak hour, and therefore this equates to LOS D.

US-1 is nearly 700 vehicles per hour above the LOS threshold, therefore the roadway is operating at LOS F

Table 4				
2004 TRAFFIC				
Peak Hour Level of Service				
Name	Segment	Pk. Hr. Volume	LOS Threshold	LOS
US 1	SW 128 - 136 St.	6,745	6,096	F
	SW 136 - 144 St	6,546	6,096	F
	SW 144 – 152 St	7,078	6,096	F
	SW 152 – 168 St	5,178	6,096	E
	SW 168 – 184 St	5,415	6,096	E
SW 136 ST	US 1 – SW 82 AV	1,188	1,390	D
	SW 82 – 77 AV	903	1,390	D
	SW 77 – Old Cutler	789	1,390	C
SW 144 ST	US 1 – SW 82 AV	751	1,390	C
	SW 82 – 77 AV	694	1,390	B
	SW 77 – Old Cutler	570	1,390	B

Traffic Counts were taken throughout Palmetto Bay during the first week of March 2004

Table 4 (Continued)				
2004 TRAFFIC				
Peak Hour Level of Service				
Name	Segment	Pk. Hr. Volume	LOS Threshold	LOS
SW 152 ST	US 1 – SW 82 AV	998	1,390	D
	SW 82 – 77 AV	1,140	1,390	D
	SW 77 – Old Cutler	950	1,390	D
SW 160 ST	US 1 – SW 161 ST	418	1,390	A
SW 164 ST	SW 87 CT -92 AV	523	1,390	A
SW 168 ST	US 1 – SW 87 AV	732	1,390	C
	SW 87 – 82 AV	1,188	1,390	D
	SW 82 – 77 AV	751	1,390	C
	SW 77 – Old Cutler	532	1,390	B
SW 184 ST	US 1 – SW 97 AV	1,758	2,950	C
	SW 97 – 87 AV	1,045	1,390	D
	SW 87 – Old Cutler	760	1,390	C
SW 87 AV	SW 184 – 168 ST	941	1,390	D
SW 82 AV	SW 144 – 152 AV	789	1,390	C
	SW 152 – 168 AV	998	1,390	D
SW 77 AV	SW 136 – 144 ST	1,045	1,390	D
	SW 144 – 152 ST	694	1,390	B
	SW 156 – 168 ST	67	1,390	A
Old Cutler Rd.	SW 136 – 144 ST	1,710	1,390	F
	SW 144 – 148 ST	1,805	1,390	F
	SW 148 – 152 ST	1,995	1,390	F
	SW 152 – 168 ST	1,995	1,390	F
	SW 168 ST– 77 AV	1,615	1,390	F
	SW 77 AV- 184 ST	1,473	1,390	E

Projected Level of Service

The Miami-Dade County MPO and the State of Florida use the Florida Standard Urban Transportation Modeling Structure (FSUTMS) model to predict traffic on major roadways throughout the County. The model is calibrated to match existing total trips to within a very small margin of error. The results of the Existing model (1999) and the forecast year model (2025) were used to predict volumes on the local streets with the Village of Palmetto Bay.

Many roads approach unacceptable Levels of Service in the existing condition and by 2010

The scope of this traffic assessment required utilizing traffic forecasts for 2010 and 2020. Since both forecast years fell within the 2025 model it was matter of interpolating the traffic growth on each roadway segment between the 1999 model run, the 2004 traffic counts and the 2025 forecast. Annual growth factors for the 26 years between 1999 and 2025 were developed for every roadway segment within the limits of the Palmetto Bay. The annual growth rates were then applied to the actual 2004 traffic counts to estimate the 2010 and the 2025 traffic.

A comparison of the 2004 and 2010 maps show very little change in the LOS between those years. However, a comparison between the direct volumes for these years (shown in Tables 4 and 5) show a major increase in traffic on every roadway segment. Palmetto Bay is bounded by two major transportation routes, US-1 and Old Cutler Road. These approach unacceptable Levels of Service in their existing condition and by 2010. The analysis shows that traffic tries to move north and south through the Village using SW 87 Avenue, SW 168th Street and SW 82nd Avenue. This route shows deterioration of LOS accompanying the high growth rate in traffic. This route is not a direct because of the interrupted grid network. As such, traffic tries to make its way east or west on the cross streets, primarily SW 152nd Street. This condition worsens over time as the traffic volume increases.

The application of growth factors based on the FSUTMS model through 2020 shows both a considerable increase in traffic volumes and a decrease in LOS. Since Palmetto Bay is nearly built out, the growth in volumes and decline in LOS is mostly the result of additional through trips as commuters attempt to access points north on a daily basis. In 2020, US-1 and Old Cutler will be both entirely over capacity within the Village limits of Palmetto Bay. The majority of the roadway segments that make up the alternate north-south route, SW 87 Avenue, SW 168th Street and SW 82nd Avenue, will also be over capacity. By 2020,

Annual growth factors for the 26 years between 1999 and 2025 were developed for every roadway segment within the limits of the Palmetto Bay

Table 5

2010 TRAFFIC PROJECTION

Peak Hour Level of Service

Name	Segment	Pk. Hr. Volume	LOS Threshold	LOS
US 1	SW 128 - 136 St.	6,935	6,096	F
	SW 136 - 144 St	6,840	6,096	F
	SW 144 – 152 St	7,410	6,096	F
	SW 152 – 168 St	5,510	6,096	E
	SW 168 – 184 St	5,748	6,096	E
SW 136 ST	US 1 – SW 82 AV	1,235	1,390	D
	SW 82 – 77 AV	941	1,390	D
	SW 77 – Old Cutler	827	1,390	C
SW 144 ST	US 1 – SW 82 AV	817	1,390	C
	SW 82 – 77 AV	779	1,390	C
	SW 77 – Old Cutler	627	1,390	B
SW 152 ST	US 1 – SW 82 AV	1,140	1,390	D
	SW 82 – 77 AV	1,283	1,390	D
	SW 77 – Old Cutler	1,093	1,390	D
SW 160 ST	US 1 – SW 161 ST	447	1,390	A
SW 164 ST	SW 87 CT -92 AV	561	1,390	A

This condition worsens over time as the traffic volume increases

The Miami-Dade County MPO and the State of Florida use the Florida Standard Urban Transportation Modeling Structure (FSUTMS) model to predict traffic on major roadways throughout the County

the result is that all of the capacity in the rest of the network will disappear as drivers begin to cut through the neighborhoods in an attempt to find a route that is not backed up. The result will be traffic intrusion onto neighborhood streets. To further complicate the situation, most of the population growth in the County is occurring in South Dade, while most of the employment is occurring north of Kendall Drive.

Table 5 (Continued)				
2010 TRAFFIC PROJECTION				
Peak Hour Level of Service				
Name	**Segment**	**Pk. Hr. Volume**	**LOS Threshold**	**LOS**
SW 168 ST	US 1 – SW 87 AV	855	1,390	C
	SW 87 – 82 AV	1,425	1,390	E
	SW 82 – 77 AV	855	1,390	C
	SW 77 – Old Cutler	637	1,390	B
SW 184 ST	US 1 – SW 97 AV	2,090	2,950	C
	SW 97 – 87 AV	1,188	1,390	D
	SW 87 – Old Cutler	808	1,390	C
SW 87 AV	SW 184 – 168 ST	1,330	1,390	D
SW 82 AV	SW 144 – 152 AV	903	1,390	D
	SW 152 – 168 AV	1,140	1,390	D
SW 77 AV	SW 136 – 144 ST	1,140	1,390	D
	SW 144 – 152 ST	798	1,390	C
	SW 156 – 168 ST	76	1,390	A
Old Cutler Rd.	SW 136 – 144 ST	1,805	1,390	F
	SW 144 – 148 ST	1,900	1,390	F
	SW 148 – 152 ST	2,090	1,390	F
	SW 152 – 168 ST	2,233	1,390	F
	SW 168 ST– 77 AV	1,758	1,390	F
	SW 77 AV- 184 ST	1,663	1,390	F

As the 2020 Peak Hour Level of Service map demonstrates, several facilities in Palmetto Bay will be at or beyond an acceptable LOS by 2020. Miami-Dade County maintains jurisdiction over all "section line" roads. Palmetto Bay has jurisdiction over neighborhood streets. To make any improvements on County roads, the Village must coordinate and have the projects approved by Miami-Dade County.

Generally, when a facility reaches Level of Service D or greater it is a candidate for an improvement to maintain its LOS of D.

The following map represents the streets that will be candidates for LOS improvements by 2020. Each of these are roads under County jurisdiction.

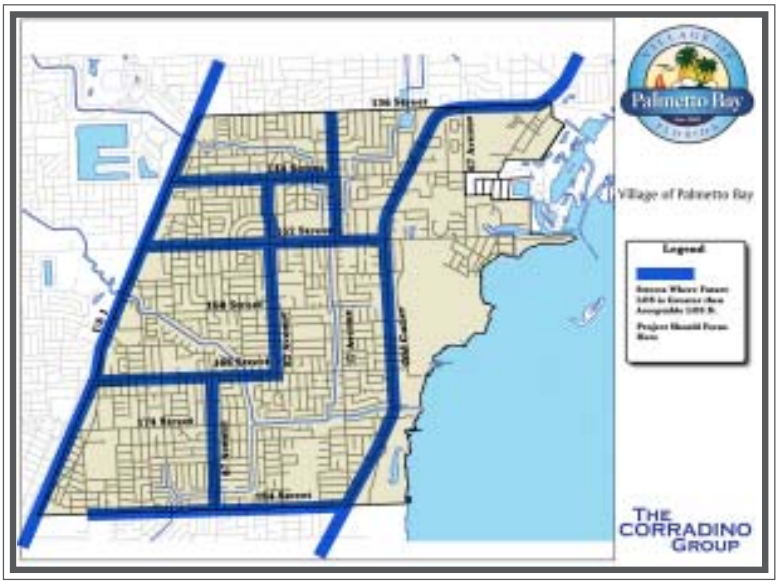
The following roadways are under County control:		
136th Street	144th Street	152nd Street
160th Street	168th Street	174th Street
184th Street	Old Cutler Road	77th Avenue
82nd Avenue	87th Avenue	97th Avenue

Table 6				
2020 TRAFFIC PROJECTION				
Peak Hour Level of Service				
Name	**Segment**	**Pk. Hr. Volume**	**LOS Threshold**	**LOS**
US 1	SW 128 - 136 St.	7,505	6,096	F
	SW 136 - 144 St	7,553	6,096	F
	SW 144 – 152 St	8,170	6,096	F
	SW 152 – 168 St	6,223	6,096	F
	SW 168 – 184 St	6,460	6,096	F
SW 136 ST	US 1 – SW 82 AV	1,330	1,390	D
	SW 82 – 77 AV	1,045	1,390	D
	SW 77 – Old Cutler	903	1,390	D
SW 144 ST	US 1 – SW 82 AV	950	1,390	D
	SW 82 – 77 AV	950	1,390	D
	SW 77 – Old Cutler	741	1,390	C
SW 152 ST	US 1 – SW 82 AV	1,425	1,390	E
	SW 82 – 77 AV	1,568	1,390	F
	SW 77 – Old Cutler	1,330	1,390	D
SW 160 ST	US 1 – SW 161 ST	504	1,390	A
SW 164 ST	SW 87 CT -92 AV	627	1,390	A
SW 168 ST	US 1 – SW 87 AV	1,093	1,390	D
	SW 87 – 82 AV	1,853	1,390	F
	SW 82 – 77 AV	1,045	1,390	D
	SW 77 – Old Cutler	827	1,390	C

The following roads will have reached D or greater by 2020.
136th Street (b/w US-1 and Old Cutler Rd)
144th Street (b/w US-1 and 77th Ave)
152nd Street (b/w US-1 and Old Cutler Rd)
168th Street (b/w US-1 and 77th Ave)
184th Street (b/w 97th Ave and Old Cuter Rd)
77th Avenue (b/w 152nd St and 136th St)
82nd Avenue (b/w 168th St and 144th St)
87th Avenue (b/w 184th St and 168th St)
Old Cutler Road (b/w 184th St and 136th St)
US-1 (b/w 184th St and 136th St)

Since Palmetto Bay is nearly built out, the growth in volumes and decline in LOS is mostly the result of additional through trips as drivers attempt to access points north on a daily basis

Palmetto Bay has jurisdiction over neighborhood streets



Generally, when a facility reaches Level of Service D or greater it is a candidate for an improvement to maintain its LOS of D

Table 6 (Continued)				
2020 TRAFFIC PROJECTION				
Peak Hour Level of Service				
Name	**Segment**	**Pk. Hr. Volume**	**LOS Threshold**	**LOS**
SW 184 ST	US 1 – SW 97 AV	2,660	2,950	C
	SW 97 – 87 AV	1,425	1,390	E
	SW 87 – Old Cutler	903	1,390	D
SW 87 AV	SW 184 – 168 ST	1,995	1,390	F
SW 82 AV	SW 144 – 152 AV	1,140	1,390	D
	SW 152 – 168 AV	1,425	1,390	E
SW 77 AV	SW 136 – 144 ST	1,425	1,390	E
	SW 144 – 152 ST	998	1,390	D
	SW 156 – 168 ST	95	1,390	A
Old Cutler Rd.	SW 136 – 144 ST	1,995	1,390	F
	SW 144 – 148 ST	2,090	1,390	F
	SW 148 – 152 ST	2,280	1,390	F
	SW 152 – 168 ST	2,660	1,390	F
	SW 168 ST– 77 AV	2,090	1,390	F
	SW 77 AV- 184 ST	1,995	1,390	F

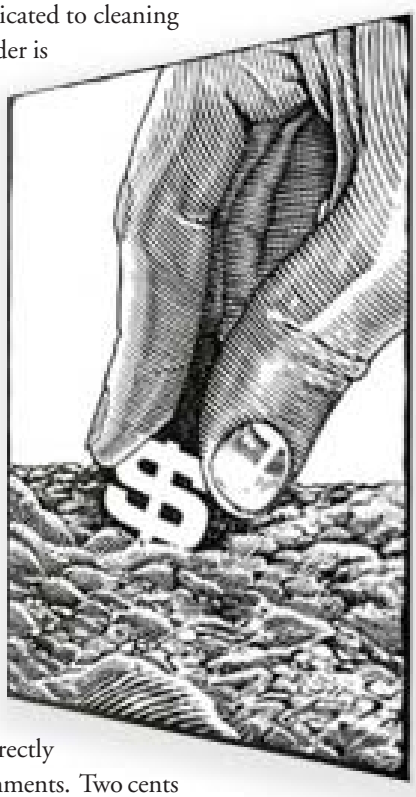
Introduction

Multiple funding sources exist for transportation projects at each level of government. Each will be discussed in this chapter as a resource, but of primary importance to Palmetto Bay, is the money received from the Peoples Transportation Plan, which must be spent on new transportation projects or returned to the county. Palmetto Bays share is $700,000 annually for the next thirty years or $21m total to spend on transportation.

Palmetto Bay has nearly $21m total to spend on transportation over the next Thirty years.

In general, almost all transportation money is paid funding is derived from fuel taxes. The federal government collects 24.4 cents per gallon on diesel and 18.4 cents per gallon on gasoline to fund the Federal transportation projects. 2.86 cents is provided to transit, 1 cent is dedicated to cleaning up leaking tanks and the remainder is reserved for roads and bridges.

The State of Florida collects 10.1 cents per gallon that the Florida Department of Transportation (FDOT) administers. 15% of that money is spent on transit and the remainder goes to any legitimate state transportation need. The State also collects 4.6 cents per gallon on gasoline and 5.6 cents on diesel under the SCETS tax (State Comprehensive Enhanced Transportation System), which must be spent in the district that it is collected



The State also collects fuel tax money that is distributed directly back to Counties and local governments. Two cents are collected as the Constitutional Fuel tax that can go only to the acquisition, construction, and maintenance of roads. The County fuel tax collects an additional 1 cent that can be spent on any legitimate county transportation purpose. The municipalities collect another 1 cent that can be spent on any legitimate municipal transportation purpose. Counties can elect to collect one more cent on what is referred to as the ninth-cent fuel tax, and between 5 cents and 11 cents under the Local Option Gas Tax. The ninth cent and the local option gas tax go right back to the local jurisdiction for local transportation needs. Miami-Dade County collects only 10 of the 12 cents that is available to the local governments.

An additional source of local transportation funds comes from the Charter County Transportation System Surtax, which allows transit counties to collect between .5% and 1% sales tax on gasoline to be spent on transit programs. These funds must provide a provision for distribution of some funds back to the municipalities. Miami-Dade County collects .5-cent sales tax on gasoline.

The only transportation money that is not collected from gasoline taxes was instituted when the residents of Miami-Dade County passed a .5-cent sales tax on merchandise to develop the People's Transportation Plan. The legislation requires that 20% of this sales tax money be distributed to the municipalities for their use on transportation related expenditures. This revenue is redistributed to the municipalities based upon an annual population estimate.

Peoples Transportation Plan

Palmetto Bay Transportation Master Plan will fulfill this requirement

66% of the voters in the county approved the Peoples Transportation Plan

While the South Florida region is the twelfth largest in the nation, it is ranked the fifth worst nationally for urban traffic congestion. Before November of 2002, Miami-Dade County was one of two metropolitan areas that did not have a dedicated source of funds for public transportation. This meant there was little or no chance of receiving federal funding for mobility enhancement projects. Subsequently, 66% of the voters in the county approved the Peoples Transportation Plan, (PTP). With the passage of the is half-penny sales tax, the county is beginning a $16 billion, 30 year transportation investment which will double the number of buses on the road, quadruple the size of Metro Rail to 90 miles and speed the construction of new roads.

Of the $150 million projected to be raised annually, 40% will be paid by tourists, as well as the 80,000 Broward County residents that work in Miami-Dade County. This will allow for municipal and county funds that are already in place for transit to remain in the budget. These current funds cannot be replaced by the new revenue. Twenty percent of the total annual revenue will be divided among the municipalities on a pro-rata basis, (determined by population) for transportation enhancement projects. Palmetto Bay is due to receive about $700,000 per year.

Peoples Transportation Plan Municipal Disbursements (estimated)

Jurisdiction	Percent	1 YR
Aventura	1.90%	$475,679
Bal Harbour Village	0.24%	$59,135
Bay Harbor Islands	0.45%	$112,405
Biscayne Park	0.40%	$99,232
Coral Gables	5.34%	$1,334,919
El Portal	0.29%	$73,462
Florida City	0.96%	$241,060
Golden Beach	0.08%	$19,519
Hialeah	20.71%	$5,177,944
Hialeah Gardens	1.70%	$424,524
Homestead	3.50%	$873,952
Indian Creek Village	0.02%	$5,962
Key Biscayne	0.94%	$234,714
Medley	0.30%	$74,039
Miami	31.81%	$7,953,265
Miami Beach	7.76%	$1,940,022
Miami Lakes	2.09%	$521,737
Miami Shores	1.12%	$280,580
Miami Springs	1.84%	$459,813
North Bay Village	0.53%	$133,271
North Miami	5.53%	$1,382,420
North Miami Beach	3.93%	$983,665
Opa-Locka	1.40%	$351,062
Palmetto Bay	**2.18%**	**$696,000**
Pinecrest	2.35%	$587,988
South Miami	1.22%	$305,388
Sunny Isles Beach	1.15%	$287,888
Surfside	0.46%	$115,674
Sweetwater	1.20%	$300,196
Virginia Gardens	0.23%	$56,924
West Miami	0.53%	$133,559

To ensure that this additional revenue is spent in a proper manner, a Citizens Independent Transportation Trust (CITT) has been developed to review, audit, and investigate the implementation of transportation and transit projects. The trust consists of 15 members; one from each of Miami-Dade County's thirteen commission districts, one member appointed by the Mayor, and one appointed by the Miami-Dade League of Cities. There two municipal liaisons, which are there to assist each municipality with their implementation of the efforts.

Palmetto Bay is due to receive about $700,000 per year

All municipalities are required to submit a plan of projects for CITT approval. At least 20% of the money received by the cities must be used for transit purposes. Examples of transit include circulator buses, bus shelters, bus pullout bays or other transit related infrastructure. If a city cannot apply at least 20% of its surtax proceeds to transit purposes, the city may contract with the county for the county to provide a project that enhances transit in the immediate vicinity. If the city does not authorize and appropriate nor contract with the county for such a project, that portion of the funds will revert to the county for redistribution. Similarly, the cities may spend up to 80% of the money they receive on non-transit, but transportation related projects. This would include the building, operating, and maintenance of roads or bridges. If this money is not appropriated and approved it will revert to the county. It is understood that both transit and transportation projects may take longer than a year to develop and construct. As such, it is understood that not all of the money received needs to be spent in any given year, but it must be authorized and appropriated. Approval of the Palmetto Bay Transportation Master Plan will fulfill this requirement.

Miami-Dade County will be spending its 80% share of the tax on the following types of projects:

- Bus Service Improvements 2003 - 2008
  - Increase fleet from 700 to 1335
  - Increase service miles from 27 million to 44 million
  - Increase operating hours from 1.9 million to 3.3 million
  - Provide 15-minute or better bus service
- Rapid Transit Improvements 2003 - 2008
  - Construct up to 90 miles of county wide rapid transit lines
  - The **North Corridor** is a 9.5-mile, heavy rail alternative running from the Dr. Martin Luther King Jr. Metrorail Station along NW 27th Avenue to NW 215th Street (Miami-Dade/Broward County line); with proposed stations at Northside Shopping Center, MDCC-North Campus, City of Opa-Locka, Palmetto Expressway, Carol City Shopping Center, Pro-Player Stadium, and Florida's Turnpike.
  - The **East-West Corridor** consists of two segments, one from the Florida Turnpike east to the Palmetto Expressway (SR 826) and the other from the Palmetto, through Miami International Airport, downtown Miami, and to the Port of Miami, 6-miles and 11.2-miles respectively. These sites have been identified as potential station locations: Florida's Turnpike, NW 107th Avenue, NW 97th Avenue, NW 87th Avenue, Milam Dairy Road, Blue Lagoon area, Miami Intermodal Center, NW 27th Avenue, Orange Bowl, Government Center (downtown Miami), and the Port of Miami.

Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, bus pull outs

Artwork from MLK Station

TEA-21 funds are distributed between transit, highway, and safety projects.

- **Earlington Heights/Airport Connector:** a 3.1-mile extension from the Earlington Heights Metrorail station to the Miami Intermodal Center, located on the east side of Miami International Airport.
- **Baylink**: A 5.1-mile corridor between downtown Miami and south Miami Beach.
- **Kendall Corridor**: a 15-mile corridor with both east-west and north-south segments.
- **Northeast Corridor**: a 13.6-mile corridor from downtown Miami, through Little Haiti, to NE 215 Street, generally along the Biscayne Blvd. /US 1 Corridor and Florida East Coast railroad right-of-way.
- **Rail Extension to Florida City**: a 21-mile rail extension along U.S. 1 consisting of two segments: one from Dadeland South Metrorail station to Cutler Ridge; a second segment from Cutler Ridge to Florida City.
- **Douglas Road Extension**: A 4.5-mile corridor from the Douglas Road Metrorail station to the Miami Intermodal Center

- Major Highway and Road Improvements 2003 - 2008
  - Upgrade the County's traffic signalization system
  - Accelerate program to provide ADA accessibility to bus stops
- Other
  - Expand the Golden Passport Program for the elderly
  - County cannot spend more than 5% on administration
  - County cannot delete or materially change any of the projects in the Plan without review by the CITT.
  - Twenty percent of the surtax proceed shall be distributed to those cities existing as of November 5, 2002
  - Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, bus pull outs
  - Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city's population to the total of all cities population - adjusted annually.
  - Newly incorporated cities have the right to negotiate with the County for a pro rata share of the surtax. This shall not affect the 20% going to existing cities.

Federal Transportation Programs

Federal transportation funds are currently authorized under the Transportation Equity Act of the 21st Century statute. The program actually expired in 2003, but is operating under a continuing resolution due to the inability of Congress to pass a new transportation authorization bill. Below is a very brief description of the Federal transportation programs that are available to state and local governments. Many of the Federal programs are available only to State DOT's, which are in turn passed on to County's and local governments. TEA-21 funds are distributed between transit, highway, and safety projects

TEA-21
Moving Americans into the 21st Century

Transit funds available to local governments

- Job Access and Reverse Commute Grants are available to provide a transit connection between areas with heavy concentrations of welfare recipients and suburban job markets.
- Transit Enhancements is a 1% set aside for projects that enhance transit facilities in urbanized areas over 200,000 population

Transit funds to operators of transit systems

In Miami-Dade County, the County is the only local government permitted to operate public transit services. The County has recently been entering interlocal agreements with municipalities, which enable the municipalities to operate local bus circulators, provided they do not duplicate more than 30% of existing MDT service.

- Clean Fuel Formula Grant funds are available to transit operators to convert equipment to cleaner fuels.
- Urbanized Area Formula Grant Program money is available to transit operators for capital and operating assistance. These funds only go to urbanized areas over 50,000 population.
- Transit Preventative Maintenance grants are monies that are available to transit operators that report National Transit Database information.
- Paratransit services are funded through transit operators to provide service to people with disabilities that cannot use a bus.
- Transit Capital Investment Grants and Loans provide capital for new fixed guideway systems and extensions, as well as new bus and bus facilities.

Transit funds passed through the State.

- Formula Grants for Non-urbanized Areas are for areas under 50,000 population to provide rural transportation.
- Rural Transportation Accessibility Program is federal funds passed through the state DOT to provide handicapped accessibility in areas under 50,000 population.

Highway Funds passed through the State.

- National Highway System (NHS) these funds go directly to FDOT for work on the Interstate system.
- Surface Transportation Program (STP) provides flexible funds through the State to local agencies for any project on any Federal-Aid highway.
- Congestion Management and Air Quality Program (CMAQ) provides flexible funds for projects in Air Quality non-attainment or maintenance areas. The project must show that it will reduce emissions. (Currently Miami-Dade is an attainment area and is not eligible for CMAQ funds)
- Bicycle Transportation and Pedestrian Walkway funds are eligible for funding through these programs: NHS, STP, CMAQ, Federal Land, Scenic Byways and Recreational Trails. NHS monies can be used for trails within an interstate corridor.
- Recreational Trail Program is for the maintenance of trails for motorized and non-motorized recreational uses. This is 95% money. Local apply directly to state for funds.
- National Scenic Byways program provides discretionary money for planning, design, and development of a scenic byway program. Roads must be designated by the state prior to a federal designation.

Flexible funding

- Up to 50% of NHS money may be transferred to maintenance, to STP, to CMAQ and to Bridge Replacement and Rehab programs
- Up to 100% of the NHS money may be transferred to STP if approved by FHWA in advance.

(NHS) funds go directly to FDOT for work on the Interstate system

National Scenic Byways program is discretionary money for planning, design, and development of a scenic byway program

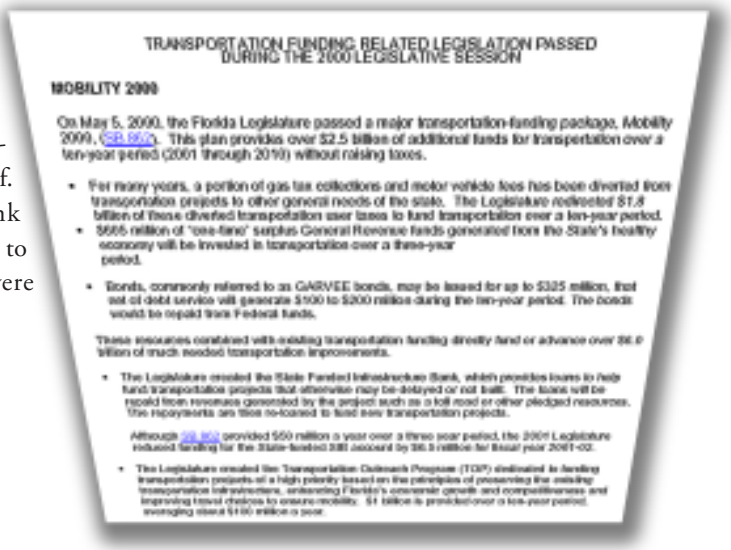
The current State legislative transportation program divides the state revenues under several broad programs

- Up to 50% of maintenance funds can be transferred to NHS, STP, CMAQ and Bridge Programs.
- Up to 50% of the Bridge program money can be transferred to maintenance, NHS, STP and CMAQ.
- Only STP programs and CMAQ programs can be used to fund transit projects.

State of Florida Transportation Programs

The current State legislative transportation program divides the state transportation revenues under several broad programs:

- Mobility 2000 provides funding for projects that could be considered as either important to trade and tourism or that would provide urban congestion relief.
- State Infrastructure Bank loans money to local areas to advance projects that were scheduled beyond the current 5-year programming cycle. Localities can borrow and repay the money for these projects.
- TOP program (Transportation Outreach Program) is a program that funds high priority projects that preserve existing transportation infrastructure and enhance economic growth.
- County Incentive Grant Program provides matching funds for various highway programs.



TRANSPORTATION FUNDING RELATED LEGISLATION PASSED DURING THE 2000 LEGISLATIVE SESSION

MOBILITY 2000

On May 5, 2000, the Florida Legislature passed a major transportation-funding package, Mobility 2000, (SB 80/2). This plan provides over $2.5 billion of additional funds for transportation over a ten-year period (2001 through 2010) without raising taxes.

- For many years, a portion of gas tax collections and motor vehicle fees has been diverted from transportation projects to other general needs of the state. The Legislature redirected $1.8 billion of these diverted transportation user taxes to fund transportation over a ten-year period.
- $665 million of "one-time" surplus General Revenue funds generated from the State's healthy economy will be invested in transportation over a three-year period.
- Bonds, commonly referred to as GARVEE bonds, may be issued for up to $325 million, that net of debt service will generate $100 to $200 million during the ten-year period. The bonds would be repaid from Federal funds.

These resources combined with existing transportation funding directly fund or advance over $6.0 billion of much needed transportation improvements.

- The Legislature created the State Funded Infrastructure Bank, which provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as a toll road or other pledged resources. The repayments are then re-loaned to fund new transportation projects.

Although SB 80/2 provided $50 million a year over a three year period, the 2001 Legislature reduced funding for the State-funded SIB account by $6.3 million for fiscal year 2001-02.

- The Legislature created the Transportation Outreach Program (TOP) dedicated to funding transportation projects of a high priority based on the principles of preserving the existing transportation infrastructure, enhancing Florida's economic growth and competitiveness and improving travel choices to ensure mobility. $1 billion is provided over a ten-year period, averaging about $100 million a year.

Introduction

The Palmetto Bay Transportation Master Plan has identified transportation and mobility issues through a series of stakeholder meetings, public workshops and data collection and analysis. This interactive and analytical process has been used to formulate the Project Bank, a palate of projects of all sizes that have been prioritized to be developed with the implementation plan.

Palmetto Bay Transportation Master Plan has identified transportation and mobility issues

Among the most important transportation issues city-wide were:
Old Cutler Road and US-1
The Busway
Through traffic on Village streets
Growth of South Dade
Traffic calming the neighborhood streets
The question of extending the roadway network across canals
Pedestrian safety, particularly at schools
Speeding
City sponsored local transit
Encourage County transit initiatives
Connect the generators

As a part of the interactive nature of this study, the issues that were initially identified were subsequently developed into projects after much public deliberation. Generally, there is frustration that US-1 and Old Cutler Road are both severely congested, and becoming worse each year. The conditions have begun to affect the Village in the form of cut through traffic. In fact, this flow is confirmed by the deteriorating levels of service on a central route from 87th Avenue to 168th Street to 82nd Avenue to 144th Street to 77th Avenue, as well as east and west along 184th Street, 152nd Street, and 136th Street. These streets will deteriorate to LOS D or worse by 2020. This situation is exacerbated by the tremendous growth of the region in particular the major growth and development in South Dade, which is fueling this traffic as commuters need to access business and commercial centers north of the Village.

STREETS AT LOS D OR GREATER BY 2020

While there is little that can be done to prevent traffic from entering the Village, aside from not encouraging it in the form of wide scale capacity improvements, while at the same time encouraging transit, there is much that can be done to protect the neighborhood streets from traffic intrusion. The fact that the Village is divided by canals was an important issue, but no consensus could be reached on the positive or negative impacts of this. Many people felt that traffic would flow more efficiently if the canals were bridged on the County roads, such as 87th Avenue and 77th Avenue, while others felt this would simply encourage more traffic, and create internal conflict between neighbors. This issue was of intense disagreement. Speeding was of primary concern in dealing with both traffic calming and child safety.

There is much that can be done protect the neighborhood streets from traffic intrusion

The Village is primarily residential with several schools, parks and natural areas in close proximity to every residence. The safety of children is of major importance. The ability to provide alternatives for people to access these facilities was desired. How to do this was a more disputed question. Many feel that additional sidewalks would disrupt the character of the neighborhood, yet it was generally the consensus that these facilities needed to be provided along major routes to schools and parks as a matter of practicality.

Speeding was of primary concern in dealing with both traffic calming and child safety, along the streets of Palmetto Bay

Example of Traffic Calming in Key Biscayne

Transit is an important issue, because the more people utilize that alternative a lesser percentage of automobile trips will be on the roadway network. While traffic may never get better, the goal is not to let it get any worse. Fortunately Palmetto Bay is in close proximity to the Busway which is an excellent alternative to US-1. However, the Busway can hamper the ability to move east and west across US-1 in an automobile, and pedestrian access to the facility could be improved.

Palmetto Bay is fortunate because the Busway is an excellent alternative to US-1

Finally, Palmetto Bay has a wealth of natural resources, including its parks and schools, the Deering Estate, the Sadowski Preserve and the canal system. These resources provide an opportunity to link transportation and recreation facilities, through integrated lanes, paths or sidewalks. This approach furthers the goal of the community to encourage multimodal alternative such as transit, bicycling and walking.

Palmetto Bay is a dynamic and vibrant community that understands that while it can control its own destiny in many ways and has several exciting opportunities in regards to transportation, it is still part of the larger region and is affected by issues that it cannot directly control. Actively participating in the long range planning for land use and transportation in the County and region will provide some measure of influence over these issues.

Subsequently, 50 projects were developed in response to the issues raised above. Each project includes preliminary cost estimates for its planning, design, and construction that indicate an order-of-magnitude cost. Such estimates are general approximations and are to be utilized for planning purposes only.

The planning component of each project primarily consists of feasibility studies, environmental studies, operational studies and public involvement. The design component of the project cost includes preparing design, plans specifications, details, construction contract documents, and permit-

ting. The construction component estimates the cost to build the project including acquisition of right-of-way, utility relocation and construction engineering and inspections.

After the planning component determines more precisely what actually needs to be constructed, a more detailed engineering cost estimate should be prepared. This detailed cost estimate will identify the required funds that should be programmed for the project. Additionally, the costs reflect current values and should be adjusted in the future to reflect current economic conditions in the year they are bid.

Costs for the projects in the project bank were developed based on comparisons with similar projects and unit cost comparisons for industry standard, and market specific items.

Project			
Corridor	**Planning Costs**	**Design Costs**	**Construction Costs**
1. US-1 Crosswalks	$1,000	$4,000	$14,000
2. Old Cutler Road: Intersection Capacity Improvements	$20,000	$25,000	$250,000
3. US-1 Median Beautification	$1,000	$50,000	$500,000
4. 168th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000
5. 144th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000
6. 97th Avenue - US-1 NB Right Turn Lane	$20,000	$75,000	$250,000
7. 152nd St / US/1 Operational Analysis	$20,000	$60,000	$600,000
8. 157th Terr / Old Cutler Road: No Left Turn Sign	$9,000	NA	$400
9. 136th Street /Old Cutler Road: Operational Analysis	$20,000	$60,000	$600,000
10. 184th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000
$3,614,400	**$151,000**	**$499,000**	**$2,964,400**
Capacity	**Planning Costs**	**Design Costs**	**Construction Costs**
11. US-1 Grade Separation Study	No funds required		
12. 184th Street Widening Analysis	$10,000	$600,000	$6,000,000
13. 152nd St / 87th Ave: Signal Warrant Analysis	$26,000	NA	NA
14. 148thSt / US-1: Signal Warrant Analysis	$26,000	NA	NA
15. 82nd Avenue / 136th Street: Left Turn Signal	$5,000	NA	NA
16. Coordinate with Farm Stores About Deliveries	No funds required		
17. 97th Avenue - Move Hospital Entrance Nearer to 85th St	$20,000	$25,000	$250,000
$6,962,000	**$87,000**	**$625,000**	**$6,250,000**

Project (Continued)			
Alternative Mode	**Planning Costs**	**Design Costs**	**Construction Costs**
18. Upgrade Pedestrian & Bicycle Facilities along Old Cutler Rd.	$3,000	NA	NA
19. Circulator Study	$35,000	NA	NA
20. 164th Street Sidewalk	NA	$10,000	$66,000
21. New Bus Shelters	$5,000	No Costs Required	
22. Connect All Transit Stops With Sidewalks	$8,000	TBD	TBD
23. Pedestrian Bridges at Canals	NA	$240,000	$300,000
24. 184th Street Continuous Sidewalk	$2,000	TBD	TBD
25. 152nd Street Bicycle Lane	NA	$15,000	$150,000
26. 168th Street Bicycle Lane	NA	$20,000	$190,000
27. 87th Avenue Bicycle Lane	NA	$10,000	$85,000
28. 82nd Avenue Bicycle Lane	NA	$20,000	$170,000
29. Bus Pullout Bays	$5,000	$15,000	$100,000
30. 184th Street Bicycle Lane	NA	$20,000	$190,000
$1,659,000	**$58,000**	**$350,000**	**$1,251,000**

Project (Continued)			
Sustainable Community	**Planning Costs**	**Design Costs**	**Construction Costs**
31. Support County Efforts to Develop Transit	TBD	TBD	TBD
32. 164th Street: Traffic Calming Program	$30,000	$15,000	$150,000
33. Mangowood: Traffic Calming Program	$30,000	$15,000	$150,000
34. Southwood: Traffic Calming Program	$30,000	$15,000	$150,000
35. 84th Avenue Street end Traffic Calming	$1,000	$3,000	$25,000
36. 148th Street Traffic Calming	$25,000	$10,000	$100,000
37. Participate in MOP LRTP Process	$1,500	NA	NA
38. Sidewalks, ADA Compliant	$8,000	NA	NA
39. Change Functional Classification of 87th Ave	$10,000	NA	NA
40. Oppose Widening of 87th Avenue North of 164St	NA	NA	NA

Project (Continued)			
Sustainable Community	**Planning Costs**	**Design Costs**	**Construction Costs**
41. City Wide Speed Limit Enforcement Program	No funds required		
42. Safe Routes To School	$15,000		
43. Transportation Liaison	$25,000	NA	NA
44. Street Repaving Program	$8,000	NA	NA
45. Walk Our Children To School Day	$20,000	NA	NA
46. Greenway Network	$30,000	TBD	TBD
47. 152nd Street / 87th Avenue: Safety Analysis	$10,000	NA	NA
$876,500	**$243,500**	**$58,000**	**$575,000**
$13,111,900	**$539,500**	**$1,532,000**	**$11,040,400**

These estimates are general approximations and are to be utilized for planning purposes only

US-1 Crosswalks

Master Plan ID No.: 1
Project Category: Corridor
Jurisdiction: Palmetto Bay / FDOT

Project Description:

Freshly painted crosswalks and pedestrian signals at US-1 signalized intersections.

Project Need and Benefits:

US-1 is difficult to cross for pedestrians. The Busway as well as other generators on both sides of the street entice pedestrians to cross. This can be made easier and more comfortable by enhancing the crosswalks and providing more adequate pedestrian signals.

Enhancing the crosswalks and providing more adequate pedestrian signals

Project Requirements:

Identify signalize intersections. Identify appropriate striping or paving materials, as well as optional pedestrian crossing signal technology. Work the State to identify equipment that meets their code, and work with them to implement improvements. This is potential a FDOT "Pushbutton" contract and may have no cost to the Village.

Project Cost:

Planning	$ 1,000 per intersection
Design	$ 4,000 per intersection
Construction	$ 14,000 per intersection

Old Cutler Road
Intersection Capacity Improvements

Master Plan ID No.: 2
Project Category: Corridor
Jurisdiction: Palmetto Bay/ Miami Dade County

Project Description:

This project will improve capacity along Old Cutler Road, which is designated "historic". It will, where possible, provide right turn lanes as well as restriping of the crosswalks. The focus will be at the signalized intersections of 144th Street, 152 Street, 168th Street and 184th Street.

Project Need and Benefits:

Currently Old Cutler Road functions at LOS F from 77th Ave north, and LOS E from 77th Ave south. By 2020 the entire facility will operate at LOS F. Improvements of this nature may help to improve capacity and LOS. Currently the ROW is between 70' and 80'. Existing intersections consist of a 12' northbound through lane, a 10' center turning lane, and a 12' southbound lane. This leaves at least 18' on either side of the road for the addition of turning lanes, if needed.

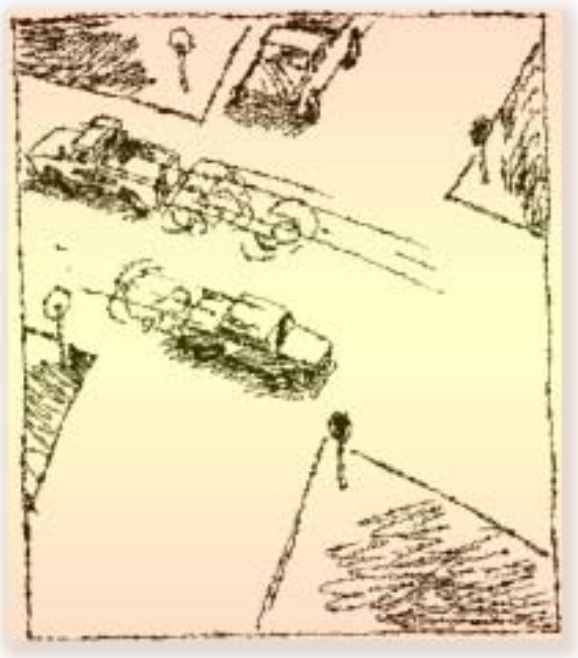
This project will improve capacity along Old Cutler Road

Project Requirements:

Coordinate with Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with MDCPW. This can be part of the TIP, or LRTP.

Project Cost per Intersection:

Planning	$ 10,000 - $20,000
Design	$ 25,000
Construction	$150,000 - 250,000



US-1 Median Beautification

Master Plan ID No.: 3
Project Category: Corridor
Jurisdiction: Palmetto Bay / FDOT

Project Description:

Work with FDOT to develop a landscape plan for US-1, particularly in the medians throughout the length of the Village

The front door to Palmetto Bay is US-1

Project Need and Benefits:

The front door to Palmetto Bay is US-1, whether one is going to the Village or through it. The driver's first impression is US-1. In places the median is lack luster in its landscape. Enhanced landscaping and beautification of the median would add character to the Village.

Project Requirements:

Work with FDOT to develop a US-1 beautification plan along the 3.25 mile stretch of US-1. It will be important to identify appropriate areas for landscaping, where the median is wide enough. A qualified landscape architect can help develop a planting plan. This will include landscaping and may include irrigation and maintenance.

Project Cost:

Planning	$1,000
Design	$10,000 - 50,000
Construction	$100,000 - 500,000

168th Street/US-1
Westbound Right Turn Lane

Master Plan ID No.: 4
Project Category: Corridor
Jurisdiction: Palmetto Bay/FDOT/Miami Dade County

Project Description:

Study the intersection to determine the costs and benefits of implementation of an additional right turn lane. Determine if property would need to be taken, and if the transportation improvements would be worth the cost. Design and construct the approved alternative.

This can be part of the TIP, LRTP or through a "Pushbutton"

Project Need and Benefits:

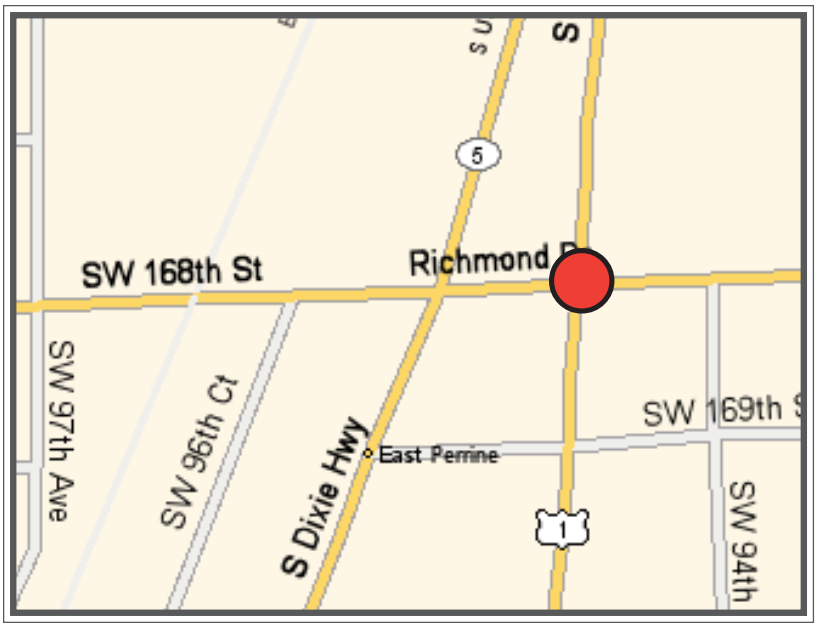
Access to northbound US-1 is difficult. While the existing level of service along 168th Street in this area is C the LOS on US-1 is E. This project will increase the ease by which people can access US-1, potentially encouraging the use of US-1 instead of local roads.

Project Requirements:

Coordinate with FDOT and Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with FDOT. This can be part of the TIP, LRTP or through a "Pushbutton" contract.

Project Cost:

Planning	$ 10,000 - $20,000
Design	$ 30,000 - 75,000
Construction	$ 150,000 - 250,000



Projects

144th Street/US-1
Westbound Right Turn Lane

Master Plan ID No.: 5
Project Category: Corridor
Jurisdiction: Palmetto Bay / Miami Dade County / FDOT

Project Description:

Study the intersection to determine the costs and benefits of the implementation of an additional right turn lane. Determine if property would need to be taken, and if the transportation improvements would be worth the cost. Design and construct the approved alternative.

Project Need and Benefits:

Access to northbound US-1 is difficult. While the existing level of service along 144th Street in this area is C, the LOS on US-1 is F. This project may increase the ease by which people can access US-1, potentially encouraging the use of US-1 instead of local roads. Currently this street has a 70' Row consisting of a 13' right turn lane, a 13' westbound lane, a 16' eastbound lane and an 8' parking lane in between about 11' of swale and sidewalk on each side. There may be room for an additional right turn lane of 10' if the existing lanes were narrowed to at least 11' each.

This project may increase the ease by which people can access US-1

Project Requirements:

Coordinate with FDOT and Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with FDOT. This can be part of the TIP, LRTP or through a "Pushbutton" contract.

Project Cost:

Planning	$ 10,000 - $20,000
Design	$ 30,000 - 75,000
Construction	$ 150,000 - 250,000

97th Avenue/US-1
Northbound Right Turn Lane

Master Plan ID No.: 6
Project Category: Corridor
Jurisdiction: Palmetto Bay/FDOT/Miami Dade County

Project Description:

Study the intersection to determine the costs and benefits of the implementation of an additional right turn lane. Determine if property would need to be taken, and if the transportation improvements would be worth the cost. Design and construct the approved alternative.

Rear end collisions are prevalent

Project Need and Benefits:

Access to northbound US-1 is difficult. This intersection addresses US-1 at an odd angle and there is complication for drivers trying to go north. Rear end collisions are prevalent. This project will increase the ease by which people can access US-1.

Project Requirements:

Coordinate with FDOT and Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with FDOT. This can be part of the TIP, LRTP or through a "Pushbutton" contract.

Project Cost:

Planning	$ 10,000 - $20,000
Design	$ 30,000 - 75,000
Construction	$ 150,000 - 250,000

152 Street /US-1 Operational Analysis

Master Plan ID No.: 7
Project Category: Corridor
Jurisdiction: Palmetto Bay / Miami Dade County / FDOT

Project Description:

Examine this intersection in total and recommend improvements to ease traffic flow, improve safety for pedestrians, reduce vehicle queuing east along 152nd Street, and eliminate unnecessary curb cuts that interfere with safety. It may entail coordinating with the Farm Store to better schedule and locate deliveries, the construction of an additional west bound right turn lane, additional signage or traffic control devices preventing particular movements particularly out of the alley by the Texaco on the north and the Coral Reef Plaza shopping center and 7-11 on the south. Restriping across US-1 and upgraded pedestrian signals and facilities may also be needed. In addition it may be beneficial to widen 152nd Street to four lanes to the east for approximately 1/16th of a mile.

An additional east bound right turn lane can be placed if each lane was narrowed to 10'

Project Need and Benefits:

This intersection is the most heavily used in the Village. Over 10,500 vehicles per day use 152nd street in this area. There are multiple traffic movements, many curb cuts attempting to facilitate access to the land uses that front the intersection. The ROW is over 80' and consists of a 4' sidewalk, a 17' westbound right turn lane, a 10' left turn/through lane and a 13' left turn lane, in addition to a 13' eastbound lane, a 10' east bound lane, a 10' swale and a 5' sidewalk. An additional east bound right turn lane can be placed if each lane was narrowed to 10'. There is a 10' swale strip on the south side of the road which could be used to widen the facility east past Village Hall.

Project Requirements:

Coordinate with FDOT and Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with FDOT. This can be part of the TIP, LRTP or through a "Pushbutton" contract.

Project Cost:

Planning	$ 10,000 - 20,000
Design	$ 20,000 - 60,000
Construction	$ 150,000 - 600,000

157th Terrace / Old Cutler Road "No Left Turn" Sign

Master Plan ID No.: 8
Project Category: Corridor
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Place a no left turn sign at this intersection to reduce vehicular conflicts, particularly in the AM peak hour.

Project Need and Benefits:

Traffic backs up at this location trying to make northbound left turns on to Old Cutler Road. If no left turns were permitted in the am peak, traffic would find an alternative route and leave more capacity for vehicles going south.

Place a no left turn sign at this intersection to reduce vehicular conflicts

Project Requirements:

Coordinate with Miami Dade County Public Works about the need and ability to implement this signage. This may entail a detailed traffic analysis.

Project Cost:

Planning	$ 9,000
Design	$ na
Construction	$ 400

Operational Assessment and Improvements 136th Street / Old Cutler Boulevard

Master Plan ID No.: 9
Project Category: Corridor
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Evaluate the options to better manage traffic at this intersection.

Project Need and Benefits:

In this location, Old Cutler Road turns in an easterly direction and merges with 136th Street at an angle. Immediately east of this intersection is the intersection of 67th Avenue. The proximity of the signals creates congestion. Relief of this congestion by implementing traffic devices such as a roundabout, similar to the one at Cocoaplum Circle, would not only enhance the aesthetics of the road but facilitate movement and add character to the neighborhood as well as a gateway for both Palmetto Bay and Pinecrest.

Explore solutions such as the opportunities for a traffic circle

Project Requirements:

Work in coordination with MDCPW and the Village of Pinecrest to undertake an initial operational analysis to examine problems. Explore solutions such as the opportunities for a traffic circle. Hold public involvement, design a device, and construct a measure that will relive traffic congestion.

Project Cost:

Planning	$10,000 - $20,000
Design	$30,000 - $60,000
Construction	$100,000 - $600,000

184 Street/US-1
Westbound Right Turn Lane

Master Plan ID No.: 10
Project Category: Corridor
Jurisdiction: Palmetto Bay/FDOT/Miami Dade County

Project Description:

Study the intersection to determine the costs and benefits of implementation of an additional right turn lane. Determine if property would need to be taken, and if the transportation improvements would be worth the cost. Design and construct the approved alternative.

Encouraging the use of US-1 instead of local roads

Project Need and Benefits:

Access to northbound US-1 is difficult. While the existing level of service along 184th Street in this area is C the LOS on US-1 is E. This project will increase the ease by which people can access US-1, potentially encouraging the use of US-1 instead of local roads, particularly as people use the intersection to move west to the Turnpike. This 80' ROW consist of 13' of swale and sidewalk, two 11' lanes and a 10' center turning lane. Two additional turning lanes can be added in the ROW if the about 9' of 13' swale and sidewalk are utilized on both sides of the road.

Project Requirements:

Coordinate with FDOT and Miami-Dade County, in the planning, design and construction of this project. Initiate through discussions with FDOT. This can be part of the TIP, LRTP or through a "Pushbutton" contract.

Project Cost:

Planning	$ 10,000 - $20,000
Design	$ 30,000 - 75,000
Construction	$ 150,000 - 250,000

US-1
Grade Separation Study

Master Plan ID No.: 11
Project Category: Capacity
Jurisdiction: Palmetto Bay/ Miami Dade County

Project Description:

Coordinate with MPO to understand the effects of a Grade Separation for east/west traffic at US-1 intersections. The MPO is currently undertaking a study to evaluate the opportunities that exist around the county. The Village should understand the concept so it may evaluate if it would be desirable.

The MPO is currently undertaking a study to evaluate opportunities

Project Need and Benefits:

Congestion along US-1 will be at LOS F by 2020. Signals at major intersections in conjunction with signals at the Busway have created congestion in east/west movement. Possible grade separation, which would enable through traffic to move "free flow" through the intersection would help relive the congestion.

Project Requirements:

Actively participate in the MPO study by submitting an intersection for examination. Also the Village may participate by reviewing the study educate decision makers about the technology.

Project Cost:

Planning	$0
Design	$0
Construction	$0

184th Street Widening Analysis

Master Plan ID No.: 12
Project Category: Capacity
Jurisdiction: Palmetto Bay/ Miami Dade County

Project Description:

Widen 184th Street to five Lanes, two eastbound, two westbound and a center turning lane. Install a 4' bicycle lane and a 5' sidewalk, and landscaping all within the existing ROW.

Project Need and Benefits:

This facility currently operates at LOS C between Old Cutler Road and 87th Avenue, LOS D between 87th Avenue and 97th Avenue and LOS C between 97th Avenue and US-1. In 2020 it is projected to operate at LOS D, E and C respectively at those locations. The Village feels that since this is a direct access point to the Turnpike, it will serve as a viable path for today's drivers as well as those that will result from the thousands of housing units being developed south of 184th Street. This would take some of the future "pressure" off of Old Cutler Road and may minimize through traffic in the Village. The width of the road and the existing Royal Palm Landscaping would make it a "gateway" feature, announcing Palmetto Bay.

This will serve as a viable path for today's drivers

Project Requirements:

Planning, survey, design, construction of a five lane roadway, with bicycle lanes, landscaping and sidewalks for a distance of 2.25 miles between US-1 and Old Cutler Road. This includes roadway reconstruction, new drainage, lighting and signing as well as pavement markings.

Project Cost:

Planning	$ 10,000
Design	$ 600,000
Construction	$ 6,000,000

152nd Street / 87th Avenue Signal Warrant Analysis

Master Plan ID No.: 13
Project Category: Capacity
Jurisdiction: Palmetto Bay/ Miami Dade County

Project Description:

Request that MDCPW conduct a Signal Warrant Analysis. If they cannot, the Village can undertake the analysis. If warranted, design and implement a traffic signal at this location.

Project Need and Benefits:

It is believed that this intersection warrants a signal. If it does, this will improve mobility.

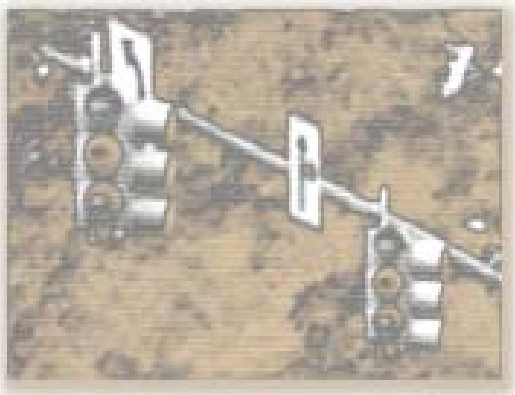
If warranted, design and implement a traffic signal at this location

Project Requirements:

Meet to discuss the most likely warrant to be successful. Perform the data collection and analysis for such a warrant using FDOT methodologies as stated in the Manual for Uniform Traffic Studies or other accepted methodologies. MDCPW May be able to perform this project on an immediate basis.

Project Cost:

Planning	$16,000-26,000
Design	$na
Construction	$na



148th Street / US-1
Signal Warrant Analysis

Master Plan ID No.: 14
Project Category: Capacity
Jurisdiction: Palmetto Bay/ Miami Dade County / FDOT

Project Description:

Request that FDOT conduct a Signal Warrant Analysis. If FDOT cannot, the Village can undertake the analysis. If warranted, design and implement a traffic signal at this location.

This intersection warrants a signal

Project Need and Benefits:

It is believed that this intersection warrants a signal. If it does, this will improve it mobility.

Project Requirements:

Meet to discuss the most likely warrant to be successful. Perform the data collection and analysis for such a warrant using FDOT methodologies as stated in the Manual for Uniform Traffic Studies or other accepted methodologies. FDOT May be able to perform this as a "pushbutton" project.

Project Cost:

Planning	$16,000-26,000
Design	$na
Construction	$na

Projects

82nd Avenue / 136th Street Left Turn Signal

Master Plan ID No.: 15
Project Category: Capacity
Jurisdiction: Palmetto Bay/Miami Dade County

Project Description:

Add a north bound and south bound left turn signal phase at this intersection.

Project Need and Benefits:

Currently there is reported difficulty for drivers using 82nd Avenue as they wait to move westbound on 136th Street. This may increase ease of traffic flow.

Potentially the study can be accomplished on an immediate basis

Project Requirements:

Coordinate with Miami Dade County Public Works Department and the Village of Pinecrest to have this project completed. This would entail an assessment by the Palmetto Bay or MDCPW to determine need. Potentially the study can be accomplished on an immediate basis through a letter to Miami Dade County Public Works Traffic Signal Division.

Project Cost:

Planning	$ 5,000
Design	$ na
Construction	$ na

97th Avenue
Move Entrance to Hospital Closer to 184th Street

Master Plan ID No.: 16
Project Category: Capacity
Jurisdiction: Palmetto Bay/ Miami Dade County

Project Description:

Relocate the hospital entrance from its current location to one closer to 184th Street. This would reduce vehicular conflicts near US-1.

Project Need and Benefits:

This will provide better access to US-1 from Palmetto Bay, and help to service hospital traffic.

Project Requirements:

Coordinate with the hospital in planning, design, and construction.

Project Cost:

Planning	$ 10,000 - 20,000
Design	$ 25,000
Construction	$150,000 - 250,000

This will help to service hospital traffic

Coordinate with Farm Store to keep the delivery trucks from blocking traffic at- no delivery in am peak

Master Plan ID No.: 17
Project Category: Capacity
Jurisdiction: Palmetto Bay / Miami Dade County / FDOT

Project Description:

Enter into a dialog with the owners and management of the Farm Store to attempt to develop an agreement to schedule deliveries outside of the peak hours.

This intersection is the most heavily used in the Vil-

Project Need and Benefits:

This intersection is the most heavily used in the Village. Over 10,500 vehicles per day use 152nd street in this area. Over 15,000 vpd will use the road in 2020. In addition there are multiple traffic movements and many curb cuts that attempt to facilitate access to the land uses that front the intersection. Improvements here will make the intersection safer and more convenient for drivers and pedestrians. This will reduce congestion.

Project Requirements:

Coordination with management of Farm Store.

Project Cost:

Planning $0 - Staff Calls and Meetings

Upgraded Pedestrian & Bicycle Facilities along Old Cutler Road

Master Plan ID No.: 18
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Upgrade bicycle and pedestrian facilities along Old Cutler Road. This would include enhancement of bike way, re-striping the pedestrian crossings and landscaping.

Project Need and Benefits:

This facility is in a state of disrepair, this unkept appearance discourages use.

The sidewalk would make the street much safer for residents

Project Requirements:

Develop a "Master Plan" for needs, prepare design and implement the Master Plan.

Project Cost:

Planning	$3,000
Design	$ na
Construction	$ na

Projects

Circulator Study

Master Plan ID No.: 19
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Study the need and desire for a circulator bus in the Village.

Project Need and Benefits:

Twenty percent of Peoples Transportation Plan money is to go to transit uses. It is appropriate to examine the feasibility and opportunities for the Village to provide such services.

Twenty percent of Peoples Transportation Plan money is to go to transit uses

Project Requirements:

Examine existing conditions, the need for transit, and the cost of transit. Recommend three options and costs for the provision of services that meet the needs of the community, and provide an implementation strategy for the favored option.

Project Cost:

Planning	$ 35,000
Design	$ NA
Construction	$ NA

164th Street Sidewalk

Master Plan ID No.: 20
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay

Project Description:

Develop a sidewalk along the northern ROW of 164th Street between 87th Avenue and 92nd Avenue.

Project Need and Benefits:

Over 5,000 vehicles per day travel on 164th Street, which is a two lane curving residential road, with hills, no sidewalks and no curb or gutter. Neighbors report speeding, accidents and other safety problems. They feel it is unsafe for children to use the street at certain times of the day. The sidewalk would make the street much safer for residents.

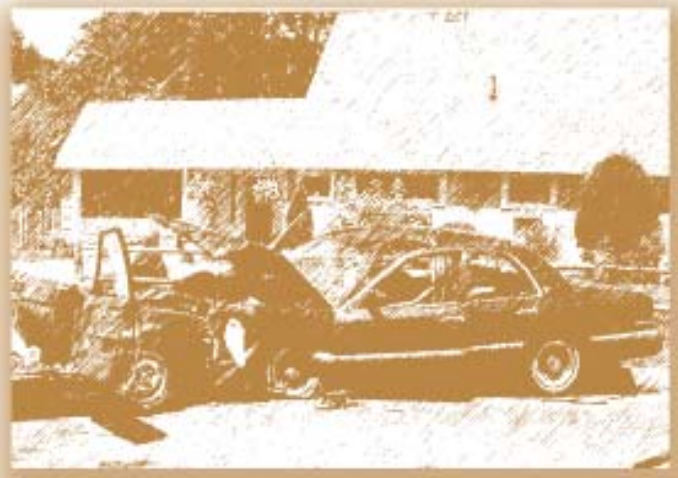
The sidewalk would make the street much safer for residents

Project Requirements:

Plan, design and construct a 5' sidewalk along the northern ROW of 164th Street for the ½ mile between 87th Avenue and 92nd Avenue.

Project Cost:

Planning	NA
Design	$10,000
Construction	$66,000



New Bus Shelters

Master Plan ID No.: 21
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Locate new bus shelters at all MDT transit stop locations.

Project Need and Benefits:

This project fulfills the needs of the Peoples Transportation Plan. It will serve to beautify Palmetto Bay, as well as attract people to use transit.

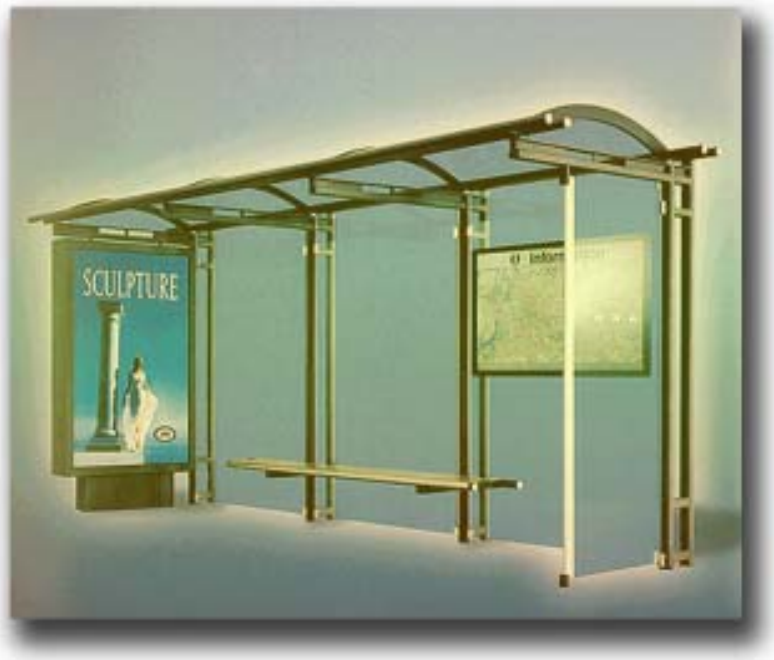
This project fulfills the needs of the Peoples Transportation Plan

Project Requirements:

Identify all transit stop locations (+-50). Develop costs for implementing shelters. Design area for ADA compliance, and construct. The current MDT program will provide the shelters free in exchange for advertising rights by the owner.

Project Cost:

Planning	$ 5,000
Design	$ NA
Construction	$ NA



Connect All Transit Stops With Sidewalks

Master Plan ID No.: 22
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay

Project Description:

Place a sidewalk on each block where there is a bus stop.

Project Need and Benefits:

Many of the bus stops in the Village are not connected by sidewalks. Bus riders must either walk to or from the stop. Sidewalks would make access much safer and more convenient. This is approved by the Peoples Transportation Plan.

Plan, design, and construct a 5' sidewalk along any ROW that connects a transit stop

Project Requirements:

Plan, design, and construct a 5' sidewalk along any ROW that connects a transit stop.

Project Cost:

Planning	$ 8,000
Design	$ TBD
Construction	$ TBD

Pedestrian Bridges at Canals (2)

Master Plan ID No.: 23
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Locate, design and construct pedestrian and bicycle bridges over canals in appropriate locations.

Project Need and Benefits:

Canals fragment Palmetto Bay into five distinct segments. Vehicular mobility is hampered by the interruption of the grid network that these canals cause. Pedestrianism and Bicycling would be enhanced by their connection, particularly if they do so in conjunction with a coordinated plan that addresses the service of schools, parks and a greenway network.

Canals fragment Palmetto Bay into five distinct segments

Project Requirements:

Design and construction of 50' pedestrian / bicycle bridges in three locations, conforming to SFWMD standards. Locations may include 87th Avenue and 168th Street and 77th Avenue north of 160th Street.

Project Cost:

Planning	$ NA
Design	$ 240,000
Construction	$ 300,000

Implement a Continuous Sidewalk along 184th Street

Master Plan ID No.: 24
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Plan, design and construct a 5' sidewalk along both sides of 184th Street. There is ample room for this with the potential widening of the road to five lanes and the addition of two bicycle lanes.

Work with Miami Dade County to design and construction improvements

Project Need and Benefits:

184th Street has a wide ROW is ample for sidewalks. The sidewalk exists in some locations but would be more effective if it was located the entire length of the road, between US-1 and Old Cutler Road.

Project Requirements:

Identify all locations where the sidewalk does not exist. Work with Miami Dade County to design and construction improvements.

Project Cost:

Planning	$ 2,000
Design	$ TBD
Construction	$ TBD

Bicycle Lane
152 Street

Master Plan ID No.: 25
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Implement a 4' on road bicycle lane along 152nd Street between US-1 and Old Cutler Road. Currently this facility has a 70' ROW, with only two 11' travel lanes occupying it, leaving 24' on each side of the street for a bicycle lane.

Palmetto Bay would like to encourage alternative modes of transportation

Project Need and Benefits:

Palmetto Bay would like to encourage alternative modes of transportation. Bicycle lanes would accomplish this goal, in addition to providing those cyclists who currently ride on the road a place to ride which is safer than the existing traffic lane. This would be part of a city-wide program that placed bike lanes on thoroughfares, and implements potential trails along other right of ways including the canals. The lanes would serve to connect major generators like parks and schools.

Project Requirements:

Identify existing ROW widths. Conduct a survey, meet with appropriate agencies (MDCPW). Design lane. Construct lane over the 1.75 mile length of road between US-1 and Old Cutler Road.

Project Cost:

Planning	$ NA
Design	$ 15,000
Construction	$ 150,000

Bicycle Lane
168th Street

Master Plan ID No.: 26
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Implement a 4' on road bicycle lane along 168th Street between 87th Avenue and 82nd Avenue. Currently this facility has a 80' ROW, with only two 12' travel lanes occupying it, leaving 28' on each side of the street for bicycle lane.

Project Need and Benefits:

Palmetto Bay would like to encourage alternative modes of transportation. Bicycle lanes would accomplish this goal, in addition to providing those cyclists who currently ride on the road a place to ride which is safer than the existing traffic lane. This would be part of a city-wide program that placed bike lanes on thoroughfares, and implemented potential trails along other right of ways including the canals. The lanes would serve to connect major generators like parks and schools.

Each would serve to connect major generators like parks and schools

Project Requirements:

Identify existing ROW widths. Conduct a survey, meet with appropriate agencies (MDCPW). Design lane. Construct lane over the 2.25 mile section of road between US-1 and Old Cutler Road.

Project Cost:

Planning	$ NA
Design	$ 20,000
Construction	$ 190,000

Projects

Bicycle Lane
87th Ave

Master Plan ID No.: 27
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Implement a 4' on road bicycle lane along 87th Avenue between 184th Street and 168th Street. Currently this facility has a 80' ROW, with only two 12' travel lanes occupying it, leaving 28' on each side of the street for bicycle lane.

Implement a 4' on road bicycle lane along 87th Avenue between 184th Street and 168th Street

Project Need and Benefits:

Palmetto Bay would like to encourage alternative modes of transportation. Bicycle lanes would accomplish this goal, in addition to providing those cyclists who currently ride on the road a place to ride which is safer than the existing traffic lane. This would be part of a city-wide program that placed bike lanes on thoroughfares, and implemented potential trails along other right of ways including the canals. The lanes would serve to connect major generators like parks and schools.

Project Requirements:

Identify existing ROW widths. Conduct a survey, meet with appropriate agencies (MDCPW). Design lane. Construct lane over the 1 mile stretch of road between 184th Street and 168th Street.

Project Cost:

Planning	$ NA
Design	$ 10,000
Construction	$ 85,000

Bicycle Lane
82nd Ave

Master Plan ID No.: 28
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Implement a 4' on road bicycle lane along 82nd Ave between 168th Street and 136th Street. Currently this facility has a 65' ROW, with only two 12' travel lanes occupying it, leaving 22' on each side of the street for bicycle lane.

Identify existing ROW widths

Project Need and Benefits:

Palmetto Bay would like to encourage alternative modes of transportation. Bicycle lanes would accomplish this goal, in addition to providing those cyclists who currently ride on the road a place to ride which is safer than the existing traffic lane. This would be part of a city-wide program that placed bike lanes on thoroughfares, and implemented potential trails along other right of ways including the canals. The lanes would serve to connect major generators like parks and schools.

Project Requirements:

Identify existing ROW widths. Conduct a survey, meet with appropriate agencies (MDCPW). Design lane. Construct lane along the 2 mile stretch of road from 168th Street to 136th Street.

Project Cost:

Planning	$ NA
Design	$ 20,000
Construction	$ 170,000

Bus Bays In Front of All Transit Stops

Master Plan ID No.: 29
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / MDT

Project Description:

Insert bus pullout bays in front of each bus stop in the Village.

Insert bus pullout bays in front of each bus stop in the Village

Project Need and Benefits:

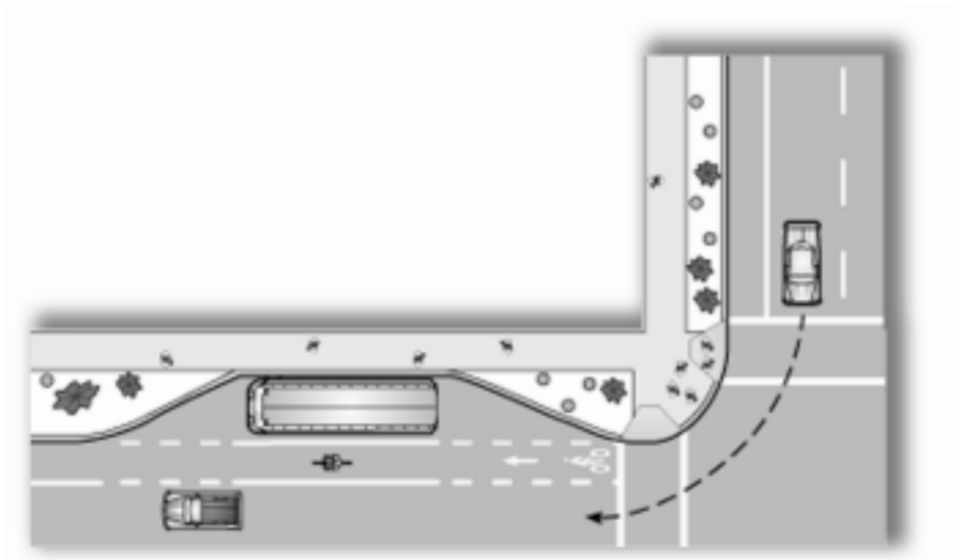
The Peoples Transportation Plan allows bus pullout bays to be installed, where appropriate in front of bus stops. These pullouts allow the transit vehicle out of the travel lane while it picks up and drops off passengers, allowing traffic to flow.

Project Requirements:

Identify applicable bus stops in the Village.

Project Cost:

Planning	$ 5,000
Design	$ 2,500 - 15,000
Construction	$ 25,000 - 100,000



Bicycle Lane
184th Street

Master Plan ID No.: 30
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Implement a 4' on road bicycle lane along 184th Street between US-1 and Old Cutler Road. Currently this facility has a 80' ROW, with only two 12' travel lanes occupying it, leaving 28' on each side of the street for bicycle lane. There is ample room for these lanes when the road is widened to five lanes.

This would be part of a city-wide program

Project Need and Benefits:

Palmetto Bay would like to encourage alternative modes of transportation. Bicycle lanes would accomplish this goal, in addition to providing those cyclists who currently ride on the road a place to ride which is safer than the existing traffic lane. This would be part of a city-wide program that placed bike lanes on thoroughfares, and implemented potential trails along other right of ways including the canals. The lanes would serve to connect major generators like parks and schools.

Project Requirements:

Identify existing ROW widths. Conduct a survey, meet with appropriate agencies (MDCPW). Design lane. Construct lane over the 2.25 mile stretch of road between US-1 and Old Cutler Road.

Project Cost:

Planning	$ NA
Design	$ 20,000
Construction	$ 190,000

Support County Efforts to Develop Transit

Master Plan ID No.: 31
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

This project is to be used in later years as the transit component of the Master Plan and will coordinate with County efforts to develop major transit infrastructure. It may include the implementation of transit oriented developments to be used as potential Busyway or Metrorail stops. It may entail the development of codes, regulations, infrastructure or enclosures to further the acceptance and usage of transit.

This also may boost economic development

Project Need and Benefits:

Effective transit must coordinate with land use patterns. There is a lack of transit supportive land use in Palmetto Bay. Providing this would increase the likelihood of transit stops along the Village and increase the potential ridership at those locations. This also may boost economic development at these locations.

Project Cost:

Planning	$ TBD
Design	$ TBD
Construction	$ TBD

Traffic Calming Program
164th Street Area

Master Plan ID No.: 32
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Provide a neighborhood traffic calming study for the 164th Street study area. This is defined with the following boundaries: The canal to the north and east, US-1 to the west, 170th Street to the south.

Project Need and Benefits:

Over 5,000 vehicles per day travel on 164th Street, which is a two lane curving residential road, with hills, no sidewalks and no curb or gutter. Neighbors report speeding, accidents and other safety problems. They feel it is unsafe for children to use the street at certain times of the day. Neighborhood wide traffic calming will create a safer environment while distributing traffic to more appropriate routes, not merely moving the problem to another neighborhood.

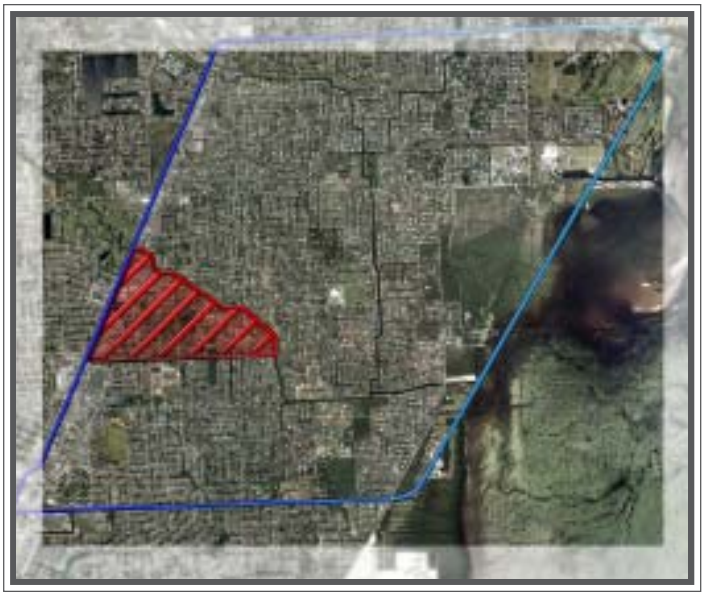
Over 5,000 vehicles per day travel on 164th Street

Project Requirements:

Set study area, and identify the problem through neighborhood wide speed and volume studies at 158th Lane, 164th Street Road, 168th Street, 92nd Avenue, 91st Avenue, 90th Avenue, 87th Avenue, 164th Street. Create a public involvement component to explain the issues and potential solutions, follow Miami Dade County Street Closure and Traffic Flow Modification procedures.

Project Cost:

Planning	$ 30,000
Design	$ 10,000 - 15,000
Construction	$ 100,000 - 150,000



Traffic Calming Program
Mangowood Area

Master Plan ID No.: 33
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Provide a neighborhood traffic calming study for the Mangowood study area. This is defined with the following boundaries: 144th Street to the north, 87th Avenue to the west, 152nd Street to the south, and 82nd Avenue to the east.

A comprehensive study of alternatives would mitigate this

Project Need and Benefits:

The nature of the curved street pattern encourages cut through traffic between 152nd Street and 87th Avenue. A comprehensive study of alternatives would mitigate this by either keeping the traffic on the county section line roads, or slowing it on the neighborhood streets.

Project Requirements:

Set study area, identify problem through neighborhood wide speed and volume studies at 152nd Street, 87th Avenue, 82nd Avenue 148th Drive, 149th Drive 150th Drive, 151st Street, 146th Street. Hold public involvement meetings to explain the issues and potential solutions, and follow Miami Dade County Street Closure and Traffic Flow Modification procedures.

Project Cost:

Planning	$ 30,000
Design	$ 10,000 - 15,000
Construction	$ 100,000 - 150,000

Traffic Calming Program
Southwood Area

Master Plan ID No.: 34
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Provide a neighborhood traffic calming study for the Southwood study area. This is defined with the following boundaries: 152nd Street to the north, 82nd Avenue to the west, 168th Street to the south, and the canal to the east.

This neighborhood receives traffic from people trying to access the school

Project Need and Benefits:

This neighborhood receives traffic from people trying to access the school. Often speeding and congestion results.

Project Requirements:

Set study area, identify problem through neighborhood wide speed and volume studies at 152nd Street, 168th Street, 77th Court, 78th Avenue 62nd Street, 80th Avenue, 82nd Avenue, 160th Street, 162nd Street, 162nd Street, 163rd Street, 164th Street. Hold public involvement meetings to explain the issues and potential solutions, and follow Miami Dade County Street Closure and Traffic Flow Modification procedures.

Project Cost:

Planning	$ 30,000
Design	$ 10,000 - 15,000
Construction	$ 100,000 - 150,000

Projects

Traffic Calming
84th Avenue Streetend

Master Plan ID No.: 35
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Provide organization to the street end at 84th Avenue, south of 165th Terrace.

Project Need and Benefits:

This street end is confusing to drivers who regularly must turn around to exit, after mistakenly going down the street.

This street end is confusing to drivers

Project Requirements:

Examine the street and implement the improvements which may include landscaping, signage, sidewalks or minor resurfacing.

Project Cost:

Planning	$ 1,000
Design	$ 3,000
Construction	$ 25,000

Traffic Calming
148th Street

Master Plan ID No.: 36
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

148th Street as it accesses US-1 has been seen as a problem, primarily due to the traffic moving west as it attempts to access the Publix shopping plaza. Traffic calming may be needed there.

Project Need and Benefits:

Due to the traffic attempting to move west on 148th Street and utilize US-1 to access Publix, traffic calming on this street would slow traffic.

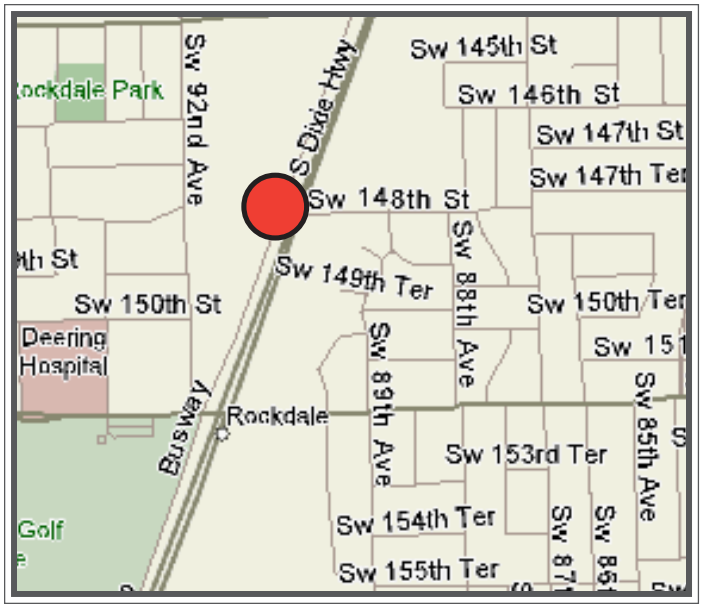
Follow Miami Dade County Street Closure and Traffic Flow Modification procedures

Project Requirements:

Set study area, identify problem through neighborhood wide speed and volume studies at 148th Street, US-1, 88th Avenue, 87th Avenue, 89th Avenue, and 146th Street. Hold public involvement meetings to explain the issues and potential solutions, and follow Miami Dade County Street Closure and Traffic Flow Modification procedures.

Project Cost:

Planning	$ 25,000
Design	$ 7,000 - 10,000
Construction	$ 70,000 - 100,000



Projects

Participate In MPO's Long Range Transportation Planning Process

Master Plan ID No.: 37
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Be actively involved in MPO's LRTP, Public Involvement process. Work with MPO to assess needs of the community and have projects put on the Long Range Transportation Plan that will benefit the community.

Project Need and Benefits:

The LRTP is the county's transportation planning effort. It has programed projects out to 25 years. These projects eventually move to the Transportation Improvement Program and to construction. Only one project in the current LRTP affects Palmetto Bay. Greater participation in the planning effort would increase the opportunity for the implementation of projects in Palmetto Bay that have regional significance.

The LRTP is the county's transportation planning effort

Project Requirements:

Attend MPO's LRTP Pubic Involvement Meetings, submit the Palmetto Bay Transportation Master Plan as written record of desires. Actively advocate bike racks on buses, Metrorail along busway, park and rides at busway stops or Metrorail stops, and a busway or Metrorail stop at 184th Street.

Project Cost:

Planning	$ 1,500
Design	$ NA
Construction	$ NA

ADA Compliant Sidewalks

Master Plan ID No.: 38
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Evaluate all sidewalks for their compliance with Americans with Disabilities Act (ADA) standards. Bring non compliant facilities into compliance.

Bring non compliant facilities into compliance

Project Need and Benefits:

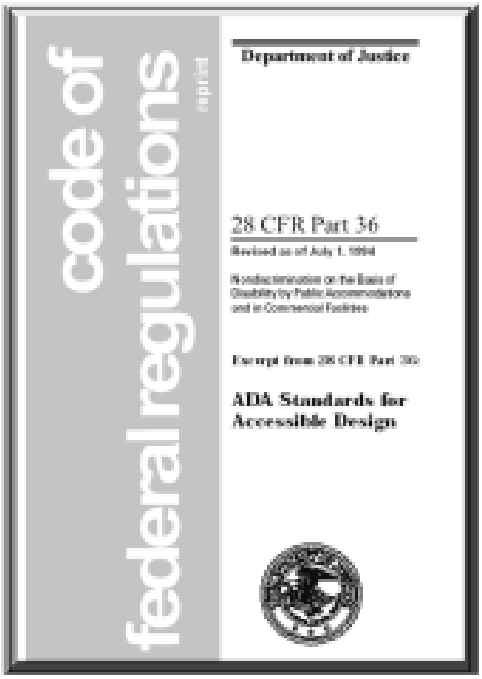
The essence of transportation is pedestrianism. Having sidewalks makes it easier to walk from one place to another. Handicapped people cannot utilize these facilities without ramps. This is accepted by the Peoples Transportation Plan as a way to spend transit dollars.

Project Requirements:

Evaluate all of the existing sidewalks in the Village for ADA compliance. Design and construct compliant facilities at all non-compliant or non existent locations, particularly those on the same blocks as transit stops.

Project Cost:

Planning	$8,000
Design	$NA
Construction	$NA



Projects

Change Functional Classification of 87th Avenue North of 168th Street

Master Plan ID No.: 39
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay /MDC

Project Description:

87th Avenue north of 168th Street is currently a county road. Palmetto Bay wishes to have this road revert to the Village. The road is blocked in its northward movement at the canal just north of 168th and serves no overt through traffic needs, unless the canal is bridged. Palmetto Bay wishes to make this road look more like the neighborhood street that it actually is, and discourage external ``traffic flow, which alternately is disruptive to 164th Street.

Palmetto Bay wishes to have this road revert to the Village

Project Need and Benefits:

The 5,500 vehicles per day that access 164th Street as a cut through to US-1, are encouraged to do so because 87th Avenue north of 168th Street looks as if it is a major artery. However, the road dead-ends at the canal. If the Village were to gain control of this road, it would have the opportunity to discourage traffic flows and keep them on the County roads where they belong.

Project Requirements:

Negotiate with Miami Dade County to have this facility reverted to Palmetto Bay.

Project Cost:

Planning	$10,000
Design	$NA
Construction	$NA

Oppose The Widening of 87th Ave North of 184th Street

Master Plan ID No.: 40
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Until such time that it can be shown that widening 87th Avenue north of 184th Street will not have a negative affect on the Village, Palmetto Bay opposes this project which is currently in the LRTP.

Palmetto Bay opposes this project which is currently in the LRTP

Project Need and Benefits:

Traffic volumes are expected to increase and levels of service deteriorate through the planning horizon. The LRTP wants to widen 87th Ave to four lanes from 184th Street. In the center of Palmetto Bay, traffic moves north and south on the 87th Ave, 168th St., 82nd Ave route. It is believed that four laneing 87th Ave to 168th Street will encourage more traffic to that point, with no outlet, hence exacerbating cut through traffic problems along 164th Street.

Project Requirements:

As part of the Long Range Transportation Planning process, the Village should officially oppose this project until it is satisfied that there will be no adverse impacts. A copy of a resolution of opposition should be submitted with this Transportation Master Plan and as part of the LRTP public involvement.

Project Cost:

Planning	$NA
Design	$NA
Construction	$NA

Citywide Speed Limit Enforcement Program

Master Plan ID No.: 41
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Traffic calming is most effective in a multi-faceted program. While temporary, a primary level of defense is enforcement. This can often set the tone or image of the community. It is suggested to coordinate with the Palmetto Bay Police Department to identify areas of speeding or cut through traffic, and assign officers to those locations on a regular basis to strictly enforce the speed limit. A Village like Palmetto Bay has vastly different needs than Miami-Dade County as a whole. The operations of the police department in regards to traffic speed enforcement should be determined by Palmetto Bay policy, not that of Miami-Dade County. This may dictate that speed is strictly enforced, and tickets given for speeders within five miles per hour above the speed limit.

Coordinate with the Palmetto Bay Police Department to identify areas of speeding or cut through traffic

Project Need and Benefits:

There are many locations in the Village that are subject to traffic intrusion and or speeding. By consistent and strict enforcement of the speed limits, in conjunction with more permanent traffic calming tactics, these issues can be addressed in a comprehensive manner, making the Village safer and developing a higher quality of life. Enforcement is something that can be done on an immediate basis.

Project Requirements:

Coordinate with the Police Department. Identify locations of speeding. Schedule personnel to those locations to enforce the speed limit. This should be a continuous effort, particularly in the am and pm peak hours and during school arrival and dismissal.

Project Cost:

Planning	$ Police Staffing
Design	$ NA
Construction	$ NA

Participate in MDCPS "Safe Routes To School"

Master Plan ID No.: 42
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

MDCPW has a Safe Routes to School program that focuses on sidewalk connections to elementary and middle schools. The MPO has a pilot program for Safe Routes to Schools, which is currently in progress. The intent is to identify safety hazards for student pedestrians and target high crash areas with enforcement, education and engineering.

This project would increase safety for student pedestrians

Project Need and Benefits:

Traffic around schools is intense. School related traffic intrusion is an annoyance to neighbors. This project would increase safety for student pedestrians.

Project Requirements:

The Village should coordinate with the MDCPS to encourage participation, and to initiate the Safe Routes to School program at the target sights. Needed is a safety survey of issues within a two mile radius of each school. Identify and prioritize improvements to help correct these hazards. Implement a educational safety program at each school.

Project Cost:

Planning	$ 10,000 - $15,000 / per school
Design	$ NA
Construction	$ NA

Transportation Liaison

Master Plan ID No.: 43
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

The Village can assign a staff person or a consultant with the responsibility of coordinating with Miami Dade County Public Works, the MPO, the Citizens Independent Transportation Trust of the Peoples Transportation Plan, and FDOT regarding transportation issues.

Project Need and Benefits:

Being actively involved and engaged in local and state transportation efforts will enhance the ability of Palmetto Bay to develop meaningful transportation projects, and stay on the cutting edge of future improvements. This is necessary due to the need to administer to the Peoples Transportation Plan funds and report to the Citizens Independent Transportation Trust.

This is envisioned as a part time responsibility of a staff member or a consultant

Project Requirements:

This is envisioned as a part time responsibility of a staff member or a consultant. To keep the Village staff and government informed about transportation issues, so that they may take advantage of programs or projects that will fulfill the goals of the Village. Job responsibilities will be to administer to the PTP and CITT, submit the annual transportation plan to the CITT, and work to have projects in that plan developed.

Project Cost:

Planning	$25,000/year
Design	$NA
Construction	$NA

Street Repaving Program

Master Plan ID No.: 44
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Evaluate each street in the Village and begin repaving all streets over a period 5 years, with those that are ranked highest.

Evaluate each street in the Village

Project Need and Benefits:

Fresh pavement and striping on roadways would provide a neat and clean appearance as well as a smooth comfortable ride for motorists.

Project Requirements:

Undertake a street by street evaluation of pavement conditions. Determine the total cost of paving the entire Village and decide on the amount to be spent annually. Split the repaving costs over the required number of years.

Project Cost:

Planning	$8,000
Design	$NA
Construction	$NA

Participate In MDCSD "Walk Our Children To School" Day

Master Plan ID No.: 45
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay

Project Description:

Work with Miami-Dade County Public Schools, and the MPO to encourage children and parents to walk to school on a regular basis. This program is an international event that focuses on student pedestrian safety, and encourages children to walk to school. By having parents and children walk together to school, areas of concern are easily identified. Cities can more quickly assist in the improvements.

Project Need and Benefits:

Traffic around schools is intense. School related traffic intrusion is an annoyance to neighbors. Walking to school would lessen the impact of traffic on neighborhoods. This program also promotes a healthy life-style. This is not a PTP project.

Encourage children and parents to walk to school on a regular basis

Project Requirements:

All MDCPS schools have the opportunity to participate in this program. Success is dictated by the level of municipal participation. The Village should designate a liaison, which would contact the school principals and encourage participation. Contact should be made with the School Board to gain information on the program. The Village can sponsor the event.

Project Cost:

Planning	$ 10,000 - $20,000
Design	$ NA
Construction	$ NA

Greenway Network

Master Plan ID No.: 46
Project Category: Sustainable Community
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Study the feasibility of implementing a greenway network and linear park system with recreational amenities along the canal system.

Project Need and Benefits:

Palmetto Bay is blessed with several canals and natural areas that run through the Village. Many of these have ample right of ways and link parks, schools and commercial areas. A greenway system, with a potential bike trail or walking path and other recreational amenities would add value to the community, increase the quality of life and provide alternative modes of transportation.

Palmetto Bay is blessed with several canals and natural areas that run through the Village

Project Requirements:

Work with MDCPW and SFWMD to determine the feasibility of the idea. Identify appropriate right of way widths, which avoid infringing on personal property. Hold public meetings to discuss this with the neighbors. Design the facility with particular respect for safety. It must be proven how this fits into the Peoples Transportation Plan. Move the project to construction.

Project Cost:

Planning	$ 30,000
Design	$ TBD
Construction	$ TBD

Intersection of 77th Avenue and 152nd Street Safety Analysis

Master Plan ID No.: 47
Project Category: Alternative Mode
Jurisdiction: Palmetto Bay / Miami Dade County

Project Description:

Perform a safety study at this intersection. This will entail an operational assessment examining accidents, vehicular flow, and geometric conditions.

Neighbors have noted potentially unsafe conditions

Project Need and Benefits:

Neighbors have noted potentially unsafe conditions. An evaluation and appraisal of conditions with proper mitigation would make the Village safer and more attractive for motorists and pedestrians.

Project Requirements:

Evaluate the intersection. If the problem is confirmed, appropriate measures of mitigation should be designed and implemented in coordination with the County. This project may be performed by the County on an immediate basis through a request to MDCPW.

Project Cost:

Planning	$ 10,000
Design	$ NA
Construction	$ NA

Introduction

Projects in the Project Bank are prioritized based on criteria developed as part of the interactive stakeholder/workshop process. Stakeholders were asked to establish their priorities as projects were developed. This led to a larger discussion about priorities in the first public workshop held in June 2004. After a presentation of the data and analysis, a conversation was held regarding transportation issues, potential projects, and community transportation preferences (policies) to be used as a basis for prioritization criteria.

Consensus on policy issues was reached. This consensus focused on ensuring that the Village would not encourage additional through traffic, by actively seeking to widen its section line roads (in cooperation with the County). It is believed that these capacity improvements would result in increased volumes, and levels of service that remained the similar to those that are projected without the improvements. In addition, while the need may be shown in the future, those roads that are under State and County jurisdiction will be upgraded by those bodies. There are many roads in Palmetto Bay, which the Village must maintain. The primary focus should be on projects that are under the jurisdiction of Palmetto Bay.

This consensus focused on the Village not encouraging additional through traffic

It is understood that as levels of service on County roads deteriorate, traffic intrusion in the neighborhoods may become an increased occurrence. As such, traffic-calming programs in these neighborhoods are a priority. These programs should serve to protect and beautify the neighborhoods.

Most community members would like to have the ability to utilize alternative modes of transportation, whether they are transit, walking or bicycling, and they actively support Miami-Dade County in its efforts to expand transit services.

It was important that the money spent on improvements first come from the funds gained from the Peoples Transportation Plan. Projects that are cost effective should be developed first.

Policies from Consensus
Do not encourage additional traffic through the Village.
Protect neighborhood streets from traffic intrusion as levels of service deteriorate over time.
Support County efforts to develop transit.
Enhance the ability of people to walk or bike.
Encourage projects that are acceptable as part of the Peoples Transportation Plan.
Projects should have a positive impact on the Village image and quality of life.
Projects should solve an identified problem.
Projects should be cost effective.
Do projects that the Village can control.

Finally, it is important to the citizens that each project undertaken not only serves a transportation function but strives to improve the image the Village and the quality of life for its residents. Projects should also focus on mitigating existing or future problems.

Projects were scored, ranked and assembled into four categories:
Capacity
Alternative Mode
Corridor
Sustainable Community

Palmetto Bay, as with every other city in Miami Dade County incorporated as of November 5, 2002, is required to spend at least 20% of their funds on transit projects, and at most 80% of their funds on general transportation projects

From these lists a final improvement plan was developed. Palmetto Bay, as with every other city in Miami Dade County incorporated as of November 5, 2002, is required to spend at least 20% of their funds on transit projects, and at most 80% of their funds on general transportation projects. All projects must be approved by the Citizens Independent Transportation Trust, which is the oversight board, set up by the County Commission to track funding and spending. Palmetto Bay receives roughly $700,000 in funds annually. About $140,000 must go to transit projects.

In total this Transportation Master Plan represents about $13.5 Million in improvements

These funds cannot be used to replace budget items existing in 2001. While it is understood that both transit and transportation projects may take longer than a year to plan, design and construct, Palmetto Bay must authorize and appropriate these funds annually. Not all the money must be expended in that year, but the money will need to be put to a specific project and that project is placed in the annual transportation plan, which must be approved by the Council. This master plan accomplishes that goal.

In total, this Transportation Master Plan represents about $13.5 Million in improvements. This includes $600,000 in planning, $1.5million in design and $11.2 million in construction. As some of these projects include coordination with the county and state, there are many opportunities to have some of the costs shared by those entities.

Each project was prioritized based on these criteria. The total scores were based upon a composite of four levels of ratings, portrayed symbolically and by color:	
+	Compares favorably with the criterion (green)
+/-	Compares neutrally with the criterion (yellow)
-	Compares negatively with the criterion (red)
na	Not applicable (grey)

In total, this Transportation Master Plan represents about $13.5 Million in improvements

Prioritization Matrix

Criteria/Project	144St / US-1 WB Right Turn Lane	Coordinate With Farm Store	152 St / US-1 Operational Analysis	184 St / US-1 WB Right Turn Lane	97 Ave / US-1 NB Right Turn
Do not Encourage Additional Through Traffic	+/-	+/-	+/-	-	-
Protect Neighborhood Streets from Traffic Intrusion	+/-	+/-	+/-	+/-	+/-
Support County Efforts to Develop Transit	-	-	-	+/-	+/-
Promote Alternative Modes	-	-	-	-	-
Acceptable to PTP	+	-	+	+	+
Enhance Image and Quality of Life	+	+/-	+	-	+
Solves an Identified Problem	+	+	+	-	+
Cost	+/-	+	-	+/-	+/-
Village Control	-	+	-	-	-

Criteria/Project	168 St / US-1 WB Right Turn Lane	82 Ave –136 St Left Turn Lane	97 Ave Hospital Entrance Closer to 184 St	Old Cutler Road Intersection Improvements	148 St / US-1 Signal Warrant Analysis
Do not Encourage Additional Through Traffic	-	-	-	+	+/-
Protect Neighborhood Streets from Traffic Intrusion	+/-	+/-	+/-	+	+/-
Support County Efforts to Develop Transit	+/-	+/-	+/-	-	+/-
Promote Alternative Modes	-	+/-	+/-	-	+/-
Acceptable to PTP	+	+	+/-	+	+
Enhance Image and Quality of Life	+	+	+/-	+	+
Solves an Identified Problem	+	+/-	+/-	+	+/-
Cost	+/-	+	+/-	+/-	+
Village Control	-	+/-	-	-	+/-

Criteria/Project	US-1 Grade Separation Study	157 Terr / Old Cutler Road No Left Turn Sign
Do not Encourage Additional Through Traffic	+	+/-
Protect Neighborhood Streets from Traffic Intrusion	+	+/-
Support County Efforts to Develop Transit	+/-	+/-
Promote Alternative Modes	-	+/-
Acceptable to PTP	+	+/-
Enhance Image and Quality of Life	+	+/-
Solves an Identified Problem	+	+/-
Cost	+	+/-
Village Control	+	+/-

Prioritization Matrix (Continued)

Criteria/Project	Citywide Traffic Speed Enforcement Program	164 Street Traffic Calming	Mangowood Traffic Calming	Southwood Traffic Calming	84 Avenue Street End Traffic Calming
Do not Encourage Additional Through Traffic	+	+	+	+	+
Protect Neighborhood Streets from Traffic Intrusion	+	+	+	+	+
Support County Efforts to Develop Transit	+/-	+	+	+	+
Promote Alternative Modes	+/-	+	+	+	+
Acceptable to PTP	+/-	+	+	+	+
Enhance Image and Quality of Life	+	+	+	+	+
Solves an Identified Problem	+	+	+	+	+
Cost	+	+	+	+	+
Village Control	+	+	+	+	+

Criteria/Project	148 St Traffic Calming	Bicycle Lane 152 St	Bicycle Lane 168 St	Bicycle Lane 87 Ave	Bicycle Lane 82 Ave
Do not Encourage Additional Through Traffic	+	+	+	+	+
Protect Neighborhood Streets from Traffic Intrusion	+	+/-	+/-	+/-	+/-
Support County Efforts to Develop Transit	+	+/-	+/-	+/-	+/-
Promote Alternative Modes	+	+	+	+	+
Acceptable to PTP	+	+/-	+/-	+/-	+/-
Enhance Image and Quality of Life	+	+	+	+	+
Solves an Identified Problem	+	+/-	+/-	+/-	+/-
Cost	+	+	+	+	+
Village Control	+	+/-	+/-	+/-	+/-

Criteria/Project	Pedestrian Bridges at Canals	Circulator Study	Participate In MP0 LRTP	Sidewalks ADA Compliant Study	New Bus Shelter Program
Do not Encourage Additional Through Traffic	+	+	+	+	na
Protect Neighborhood Streets from Traffic Intrusion	+	+	+	+/-	na
Support County Efforts to Develop Transit	+/-	+	+	+/-	+
Promote Alternative Modes	+	+	+	+	+
Acceptable to PTP	+/-	+	+	+	+
Enhance Image and Quality of Life	+	+	+	+	+
Solves an Identified Problem	+/-	+/-	+	+	+/-
Cost	+	+	+	+	+
Village Control	+/-	+	+	+	+

Prioritization Matrix (Continued)

Criteria/Project	Street Repaving Program	US-1 Pedestrian Crossings	Walk Our Children To School Prog.	Safe Routes to School	184 St. Widening Analysis
Do not Encourage Additional Through Traffic	na	+/-	na	na	+
Protect Neighborhood Streets from Traffic Intrusion	na	+	+/-	+/-	+
Support County Efforts to Develop Transit	na	+	+/-	+/-	-
Promote Alternative Modes	na	+	+	+	-
Acceptable to PTP	+	+	-	+/-	+
Enhance Image and Quality of Life	+	+	+	+	+
Solves an Identified Problem	+	+	+	+	+
Cost	+/-	+	+/-	+	+
Village Control	+/-	-	+/-	+	-

Criteria/Project	Greenway Network	184 St Continuous Sidewalk	US-1 Median Beautification	Transportation Liaison
Do not Encourage Additional Through Traffic	na	+/-	na	na
Protect Neighborhood Streets from Traffic Intrusion	-	+/-	na	na
Support County Efforts to Develop Transit	-	+/-	na	na
Promote Alternative Modes	+	+	na	na
Acceptable to PTP	+/-	+	+/-	+
Enhance Image and Quality of Life	+	+	+	+
Solves an Identified Problem	+/-	+	+	+
Cost	+/-	+	-	+
Village Control	+/-	+/-	-	+

Criteria/Project	157 St / 87 Ave Safety Analysis	136 St / Old Cutler Road Operational Analysis	164 St Sidewalk	Connect All Transit Stops with Sidewalks
Do not Encourage Additional Through Traffic	-	+/-	+	+/-
Protect Neighborhood Streets from Traffic Intrusion	-	+/-	+	+/-
Support County Efforts to Develop Transit	-	-	-	+
Promote Alternative Modes	-	-	+	+
Acceptable to PTP	+	+	+/-	+
Enhance Image and Quality of Life	-	+	+	+
Solves an Identified Problem	+/-	+	+	+
Cost	+/-	-	+	+/-
Village Control	-	-	+	+

Criteria/Project	Change Functional Classification of 87 Ave	Oppose Widening of 87 Ave N of 164 St
Do not Encourage Additional Through Traffic	+	+
Protect Neighborhood Streets from Traffic Intrusion	+	+
Support County Efforts to Develop Transit	+/-	+/-
Promote Alternative Modes	+/-	+/-
Acceptable to PTP	-	-
Enhance Image and Quality of Life	+	+
Solves an Identified Problem	+	+
Cost	+	+
Village Control	+	+

As prioritized, several projects can be undertaken immediately

As prioritized, several projects can be undertaken immediately. These include participating in the MPO's Long Range Transportation Plan public involvement process, by way of letting them know what was important to Palmetto Bay. At this time, that task has been completed. Certain items with low cost can also be undertaken immediately.

These include:

- Working with the FDOT change the functional classification of 87th Ave.
- Opposing the widening of 87th Ave north of 168th Street.
- Participating in the MPO's Grade separation Study by submitting a Palmetto Bay intersection for examination.
- Appointing a Transportation Liaison to work with the CITT.
- Contacting FDOT to see if they will examine the signal at 148th Street and US-1.

The $13million estimated cost of the Master Plan represents about 18 years of spending regarding the Peoples Transportation Plan at $700,000 per year

This effort has developed a 5-year project schedule. Noting that not all projects can begin and end in one year, costs are allowed to be carried forward. The $13million estimated cost of the Master Plan represents about 18 years of spending regarding the Peoples Transportation Plan at $700,000 per year. There are many studies that when the planning component is completed will lead to design and construction projects. Often since programming resulting from these types of projects is difficult to quantify until after the planning phase, costs have not been provided. These will surely increase the amount of money to be spent. For instance, the study of the need for a community circulator will cost $35,000. The cost to operate the service has not been programmed, but could be between $150,000 and $500,000 depending on, the type of service selected, if any.

Each year proposed projects should be examined prior to submittal to the CITT

Year one represents about $1million in spending. With $221,000 in planning, which can be completed in the first year, $87,000 in design, which may take up part of the second year and nearly $755,000 in construction costs that can be done in years two and three. Projects programmed for this year generally ranked highest in the prioritization, or were so easily implemented that they were included. Based on community objectives, projects that dealt with traffic calming, transit and alternative modes were of the highest priorities. These are listed below in the Year 1 table.

As it stands these projects will satisfy the needs of the CITT, but the Village should not hesitate to change priority if a more pressing or urgent need arises

Transit in year one represents about $195,000 in spending. This includes $62,000 in studies, 19,000 in design and $114,000 in construction.

Year 2 of the plan is still focused on neighborhood mobility, and heavily laden with alternative mode projects that will fulfill the transit requirement. This accounts for over $8million in total costs, $73,000 in planning, $950,000 in design and $7.3 million in construction.

Year 3 costs begin to address facilities that are mainly the jurisdiction of the State or County. As such, coordination will need to be taken to address these issues. This represents about $715,000 in total projects. Years 4 and 5 projects are similar in nature and represent approximately $2million and $600,000 in projects respectively.

It is anticipated that as new needs arise that they will be added into this master plan. As it stands these projects will satisfy the needs of the CITT, but the Village should not hesitate to change priority of a more pressing or urgent need arises. Each year proposed projects should be examined prior to submittal to the CITT.

Prioritized Project Bank / 5-Year Work Program

IMMEDIATE PROJECTS					
	Project	Planning Costs	Design Costs	Construction Costs	Status / Action
1.	Participate in MPO LRTP Process	$1,500	na	na	Completed
2.	Change Functional Classification of 87th Ave	$10,000	na	na	Work With FDOT
3.	Oppose Widening of 87th Avenue North of 164St	na	na	na	Work With MPO
4.	US-1 Grade Separation Study	No funds required			Completed
5.	Transportation Liaison	$25,000	na	na	Appoint Staff / Cons
6.	148thSt / US-1: Signal Warrant Analysis	$26,000	na	na	Letter To FDOT
	$62,500	**$62,500**	**$0**	**$0**	

YEAR 1					
	Project	Planning Costs	Design Costs	Construction Costs	Project Type
1.	164th Street: Traffic Calming Program	$30,000	$15,000	$150,000	Transportation
2.	Mango wood: Traffic Calming Program	$30,000	$15,000	$150,000	Transportation
3.	South wood: Traffic Calming Program	$30,000	$15,000	$150,000	Transportation
4.	84th Avenue Street end Traffic Calming	$1,000	$3,000	$25,000	Transportation
5.	Bus Pullout Bays	$5,000	$15,000	$100,000	Transit
6.	148th Street Traffic Calming	$25,000	$10,000	$100,000	Transportation
7.	Sidewalks, ADA Compliant	$8,000	na	na	Transit
8.	Circulator Study	$35,000	na	na	Transit
9.	US-1 Crosswalks *	$1,000	$4,000	$14,000	Transportation
10.	City Wide Speed Limit Enforcement Program	No funds required			Transportation
11.	Safe Routes To School **	$15,000			Transportation
12.	Walk Our Children To School Day	$20,000	na	na	Transportation
13.	Street Repaving Program	$8,000	TBD	TBD	Transportation
14.	New Bus Shelters	$5,000	No Costs Required		Transit
15.	Connect All Transit Stops With Sidewalks	$8,000	TBD	TBD	Transportation
16.	Coordinate with Farm Stores About Deliveries	No funds required			Transportation
17.	164th Street Sidewalk	na	$10,000	$66,000	Transportation
18.	Upgraded Pedestrian & Bicycle Facilities along Old Cutler Rd.	$3,000	na	na	Transportation
	$1,066,000	**$224,000**	**$87,000**	**$755,000**	

YEAR 1 TRANSIT				
	Project	Planning Costs	Design Costs	Construction Costs
1.	Sidewalks, ADA Compliant	$8,000	TBD	TBD
2.	Circulator Study	$35,000	na	
3.	US-1 Crosswalks *	$1,000	$4,000	$14,000
4.	New Bus Shelters	$5,000	No Costs Required	
5.	Bus Pullout Bays	$5,000	$15,000	$100,000
6.	Connect All Transit Stops With Sidewalks	$8,000	TBD	TBD
	$195,000	**$62,000**	**$19,000**	**$114,000**

Prioritized Project Bank / 5-Year Work Program (Continued)

YEAR 2

	Project	Planning Costs	Design Costs	Construction Costs	Project Type
1.	Old Cutler Road: Intersection Capacity Improvements*	$20,000	$25,000	$250,000	Transportation
2.	184th Street Widening Analysis	$10,000	$600,000	$6,000,000	Transportation
3.	Pedestrian Bridges at Canals	na	$240,000	$300,000	Transit
4.	184th Street Continuous Sidewalk	$2,000	TBD	TBD	Transit
5.	152nd Street Bicycle Lane	na	$15,000	$150,000	Transit
6.	168th Street Bicycle Lane	na	$20,000	$190,000	Transit
7.	87th Avenue Bicycle Lane	na	$10,000	$85,000	Transit
8.	82nd Avenue Bicycle Lane	na	$20,000	$170,000	Transit
9.	184th Street Bicycle Lane	na	$20,000	$190,000	Transit
10.	152nd St / 87th Ave: Signal Warrant Analysis	$26,000	TBD	TBD	Transportation

YEAR 3

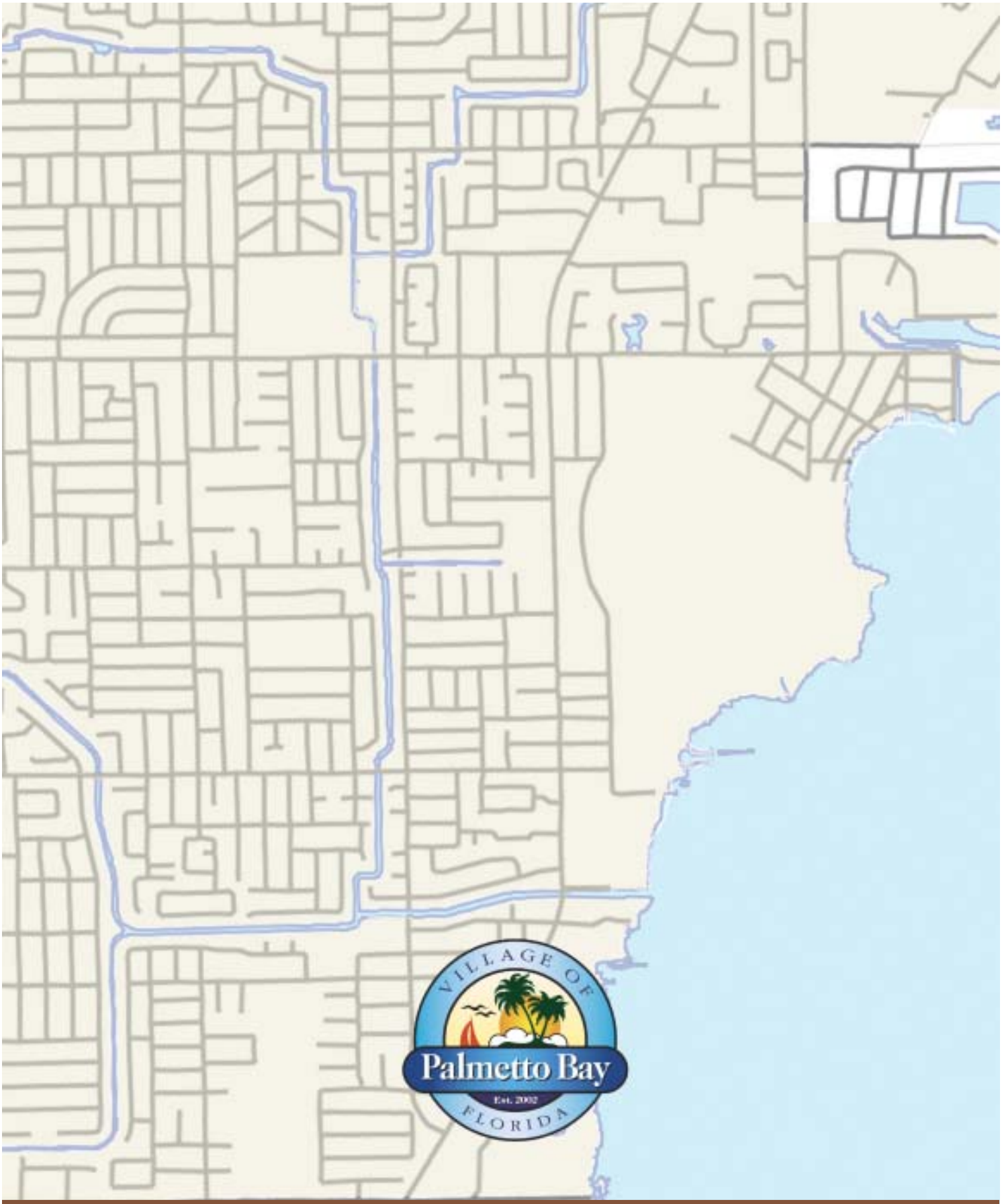
	Project	Planning Costs	Design Costs	Construction Costs	Project Type
1.	US-1 Median Beautification	$1,000	$50,000	$500,000	Transportation
2.	82nd Avenue / 136th Street: Left Turn Signal	$5,000	TBD	TBD	Transportation
	$556,000	**$6,000**	**$50,000**	**$500,000**	

YEAR 4

	Project	Planning Costs	Design Costs	Construction Costs	Project Type
1.	168th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000	Transportation
2.	144th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000	Transportation
3.	97th Avenue - US-1 NB Right Turn Lane	$20,000	$75,000	$250,000	Transportation
4.	152nd St / US/1 Operational Analysis	$20,000	$60,000	$600,000	Transportation
5.	157th Terri / Old Cutler Road: No Left Turn Sign	$9,000		$400	Transportation
6.	136th Street /Old Cutler Road: Operational Analysis	$20,000	$60,000	$600,000	Transportation
	$2,404,400	**$109,000**	**$345,000**	**$1,950,400**	

YEAR 5

	Project	Planning Costs	Design Costs	Construction Costs	Project Type
1.	184th St / US-1 WB Right Turn Lane	$20,000	$75,000	$250,000	Transportation
2.	97th Avenue - Move Hospital Entrance Nearer to 85th St	$20,000	$25,000	$250,000	Transportation
3.	Greenway Network	$30,000	TBD	TBD	Transportation
4.	Rear Access To Publix Study	$4,000	$15,000	$80,000	
5.	152nd Street / 87th Avenue: Safety Analysis	$10,000	TBD	TBD	Transportation
6.	Support County Efforts to Develop Transit	TBD	TBD	TBD	Transportation
	$779,000	**$84,000**	**$115,000**	**$580,000**	



THE
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GROUP