

Responses by the Department of Transportation and Public Works to Questions Posed at the SW 87 Avenue Public Meeting on August 30, 2017

- Where is the study on 144 street/ 141 street? Detailed results on Improvements and Analysis including design
The study was performed by the Traffic Engineering Division, records are available upon request. Project impact are summarized on the attached PDF files (PALMETTO BAY BRIDGE OPENING IMPACT.pdf). The intersection of SW 87 Avenue and SW 144 Street is proposed to be controlled by multi-way stops. No changes in design were proposed for any studied road including SW 141 Street
- Can the busway be used as a tolling facility for vehicles as well?
Not as it exist today. Federal Transit Administration (FTA) requires that other uses does not degrade the existing transit service.
- How much will the bridge cost?
 - \$ 1.9 million
- Will property value decrease because of the new bridge?
No. Research has shown no impact to property value
- Why is there funding for this project, but not for the Metrorail? What sources?
The bridge project will be funded by Road Impact Fees (RIF), District 5 money. The metro rail project would be funded with a different sources ((People's Transportation Plan (PTP), federal and state dollars)
- Are the (4) Minutes in Savings of travel commute worth the cost of the project?
 - 2015 URBAN MOBILITY SCORECARD study by The Texas A&M Transportation Institute estimates the value of travel time delay at \$17.67 per hour of person travel and \$94.04 per hour of truck time. Historic data shows 6500 vehicles per day west of the intersection of SW 168 Street and SW 67 Avenue. 4 minutes will have a value of \$ 1.18 per vehicle, \$ 7,657 per day and \$ 2,794,805 a year. Also, there is a time saving as it relates to peak hour periods. When the County in partnership with FDOT retimed the signals on US 1 there was a 2 minute travel time savings between SW 104 Street and SW 152 Street. The double peak periods that began from 4:00 PM to 6:00 PM and from 6:00 PM to 8:00 PM were decreased to only one afternoon peak period with

only a 2 minute saving per vehicle, which yields a huge reduction in congestion times. The duration of the afternoon peak period was reduced by approximately 1 hour and 15 minutes. The cost for this project is considered to be cost effective.

- What will happen with Traffic at SW 82nd Ave and SW 152nd Street?

The northbound traffic is expected to decrease by 55 percentage while the eastbound traffic will increase by 12 percentage, these changes compensate each other and will not affect the overall performance of the intersection. No change to the existing Level of Service (LOS) C

- Are you going to remove the Traffic Signal at SW 152nd street and SW 82nd Ave and replace it with round about?

The alternative has not been analyzed and/or proposed

- Will this attract more traffic?

At this time, it will not attract new traffic. It will disperse existing traffic volume through more connections, which will diminish congestion on all streets

- This bridge will help school commute with arrival/dismissal period

The bridge increases road network connectivity. Traffic is expected to be more evenly distributed within the vicinity hence commuting is expected to improve

- What will happen with drainage at the end of the street?

The design for the bridge will include drainage. The design will accommodate all run off impact.

- What is the County doing about bringing jobs to the South?

Through strategic partnerships and global outreach initiatives, the County is expanding business opportunities and building a diverse economy. For more info visit www.beaconcouncil.com

- Eureka and SW 87th Ave – No left turn at the N/S legs. Is a left turn warranted at this location?

- Previous studies concluded that it is not warranted. The study area for this project did not include SW 184 Street

- SW 136th street and Old Cutler Road – 24 hours of Traffic counts were left out, why?

Not all Traffic operation studies require 24 hour counts. The period of time that was reviewed is the morning peak and the afternoon peak periods, which are the worst case scenarios for the intersection.

- Can we do a left turn lane at Old Cutler Road and SW 136th street? What would be the cost for this?

A separate study completed in June 2017 concluded that the removal of the northbound left turn movement at this intersection reduces the delays and improves the LOS along Old Cutler road and improves the capacity and the overall operational performance of the intersection. The impact on Farmer Road/SW 70 Avenue during the pilot project was minimal and traffic operations along this road were not impacted. Based on the analysis, the County is restricting the northbound left-turn permanently.

- SW 148th street and SW 87th Ave there is speeding at 90 MPH. Complaints on excessive speeding on 87th Ave

Please refer this request to the Village of Palmetto Bay as they have signed an interlocal agreement with the County for these types of reviews

- How wide will the bridge be? Typical Section?

Please see attached "Bridge Typical Section.pdf"

- 77th Ave Bridge will improve traffic for Cutler Bay. Can we also look into opening this bridge?

This alternative was considered. A further analysis will be completed to look into this opening in greater detail

- Can the Busway be widened to 4 lanes?

Yes, however, any other uses than transit would require FTA approval. The new service or use cannot degrade the existing transit service.

- There should be a Master Plan for the South that includes everything between all cities

These analysis are performed by the Transportation Planning Organization (TPO). The last report was Metropolitan Planning Organization Arterial Grid Analysis report, which was completed in March, 2007

- Estimate construction time frame

The project is funded for the year 2018. Design, permitting and construction will take approximately two years