

# Miami-Dade Safe Street Alliance Testimony

## January 6<sup>th</sup> Palmetto Bay Council Hearing

### Traffic Connectivity Study Resolution

#### SUMMARY

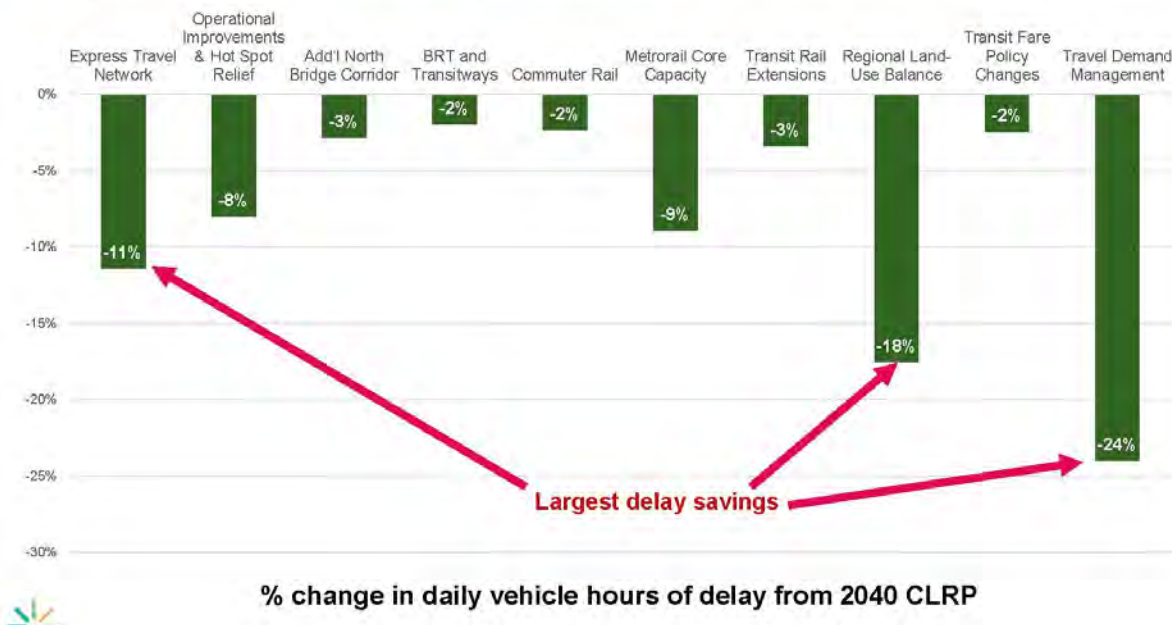
Good evening my name is Richard Klein. I'm president of [Community & Environmental Defense Services](#). I'm testifying on behalf of the [Miami-Dade Safe Streets Alliance](#).

Congestion prompts drivers to use neighborhood streets to bypass traffic backups. Neighborhood streets with substantial cut-thru traffic have some of the highest pedestrian-cyclist injury rates of all road types.

A 2017 report recommended 92 projects for reducing congestion and improving neighborhood street safety in Palmetto Bay and other South Miami-Dade areas. The 77<sup>th</sup> and 87<sup>th</sup> Avenue bridge projects were analyzed but were found not to have benefits sufficient to justify inclusion in the 2040 Long Range Transportation Plan.

Unfortunately, the 2017 study did not provide any detail about the relative benefits of each of the 92 projects. The following illustrates the graphic used in transportation plans for other places in the U.S. to compare these relative benefit details.

#### Daily Vehicle Hours of Delay Improves under All Initiatives



The example shows that ten project categories would reduce Washington, D.C. congestion-delay by 2% to 24%. Similar figures did not appear in the 2017 report. Therefore, no one can tell how the bridges compare with the other 91 projects.

The study called for in the resolution will not provide this comparison since it's limited to but one of the 92 solutions – bridges. The Village needs this comparison to make an informed decision about how best to reduce congestion and improve neighborhood street safety.

The bridges would at best provide temporary relief for Palmetto Bay residents suffering from excessive cut-thru traffic. More lasting will be the increased number of Palmetto Bay neighborhood streets opened to cut-thru traffic due to the bridges.

The Village is doing much to make streets safer with speed humps and other calming measures. These measures alone however cannot resolve the regional traffic congestion causing so much cut-thru traffic.

The Village pedestrian-cycling master plan used a Florida DOT formula to rate the suitability of streets for walking-cycling. Suitability declines with the increased traffic volume and speed caused by cut-thru traffic. We urge you to call for a study documenting how each of the 92 projects would affect walking-cycling suitability using the DOT formula.

In the Alliance document there's a summary of a survey taken by 174 Palmetto Bay residents. The survey shows widespread public support for postponing the bridge projects until you have the information needed to compare this one solution with the 91 others recommended in the 2017 study.

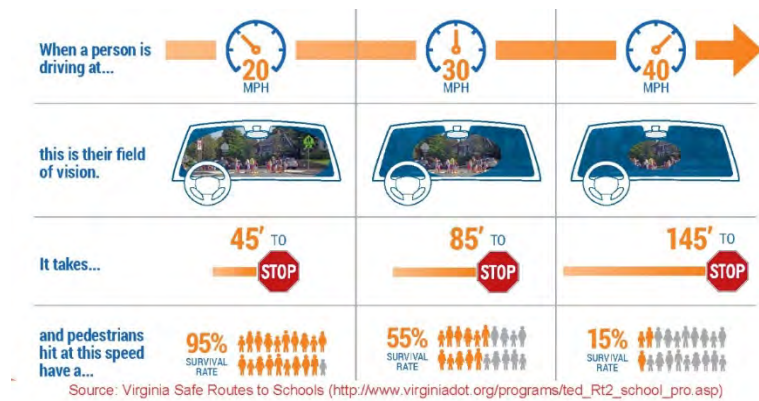
Thank you.

## WHY THE MIAMI-DADE SAFE STREETS ALLIANCE CAME TOGETHER

The Miami-Dade Safe Streets Alliance formed in 2017 when Palmetto Bay residents learned of the proposal to open portions of SW 77<sup>th</sup> and SW 87<sup>th</sup> Avenues to through traffic by bridging canals.

While the residents would welcome anything that reduces congestion on their main roads, they were deeply concerned by the prospect of increased cut-through traffic on the streets where their families live. Many purchased their homes in large part because they were situated on quiet, safe neighborhood streets. Each may have paid up to 20% more for these benefits.

The residents went online to determine if their neighborhood street safety concerns were valid. They came across the Community & Environmental Defense Services [Making Neighborhood Streets Safer](#) webpage. The residents found a number of scientific studies which documented that increasing cut-thru traffic reduces the safety of those walking, biking or playing along neighborhood streets. Some studies show that of all road types, neighborhood streets have the highest pedestrian-cyclist injury rates. The figure to the right shows how the higher speed of cut-thru traffic affect accident rates and injury severity.



The CEDS website listed a long number of congestion management options and traffic calming measures that can reduce delay on main roads while making neighborhood streets safer. In fact, because cut-thru traffic is due in large part to drivers seeking to avoid backups, it's more challenging to make neighborhood streets safer without improving traffic flow as well. This wealth of information prompted the residents to engage CEDS to help them provide the Village and Miami-Dade County with the public support essential to achieving the goal of safer neighborhood streets and reduced congestion. It was at this point that they formed the Miami-Dade Safe Streets Alliance.

## VILLAGE & COUNTY TRANSPORTATION PLANS REVIEWED FOR SOLUTIONS

CEDS helped the Alliance understand the impressive number of Village and County plans and studies regarding options for reducing congestion and improving neighborhood street safety. These documents included the:

- 2004 Palmetto Bay Transportation Master Plan,
- The 2014 Arterial Grid Analysis in which the SW 77<sup>th</sup> and 87<sup>th</sup> Avenue bridges were proposed,
- The 2017 Palmetto Bay Traffic Calming Study,
- The 2017 Evaluation of Multimodal Mobility Options in the South Miami-Dade Area, and

- The 2040 Miami-Dade Long Range Transportation Plan.

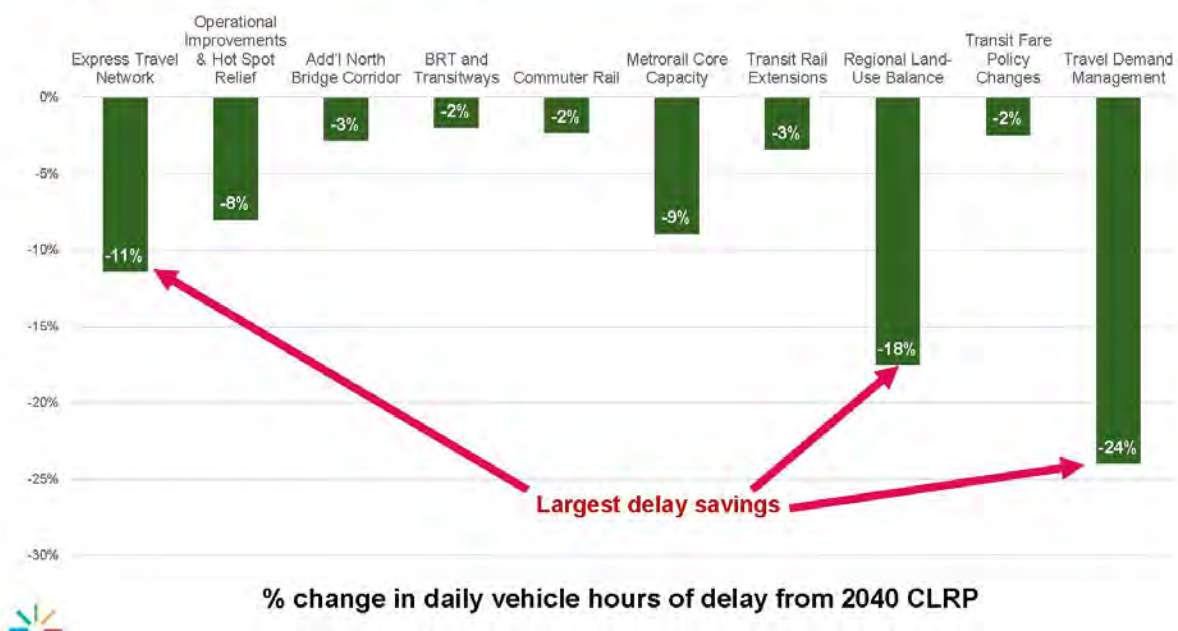
## 92 PROJECTS TO REDUCE CONGESTION & IMPROVE NEIGHBORHOOD STREET SAFETY

In 2017, the Miami-Dade Metropolitan Planning Organization (MPO) released a report entitled *Evaluation of Multimodal Mobility Options in the South Miami-Dade Area*. This report analyzed a long list of options for reducing congestion by expanding mobility options. A total of 92 projects were found to have sufficient benefits that they were recommended to the MPO for consideration. The following table summarizes the number of projects by category and cost.

| PROJECT CATEGORY | NUMBER OF PROJECTS | COST            |
|------------------|--------------------|-----------------|
| Roadway          | 16                 | \$273,250,000   |
| Transit          | 33                 | \$2,061,300,000 |
| Bicycle          | 29                 | \$91,270,000    |
| Pedestrian       | 14                 | \$505,000       |
| <b>TOTAL</b>     | 92                 | \$2,426,325,000 |

While the SW 77<sup>th</sup> and 87<sup>th</sup> Avenue bridges were among the many projects considered, the MPO found that neither provided benefits sufficient to justify inclusion in the 2040 Miami-Dade Long Range Transportation Plan. Unfortunately, the 2017 study did not provide any detail about the relative benefits of each of the 92 projects. The following graph provides an example of how other places in the U.S. present data comparing these relative benefit details.

### Daily Vehicle Hours of Delay Improves under All Initiatives



The example above shows that ten project categories would reduce Washington, D.C. regional congestion and delay by 2% to 24%. Similar figures did not appear in the 2017 report. Equally unfortunate is that the 2040 Miami-Dade Long Range Transportation Plan also lacked a comparison of the projects proposed for funding. As a result, no one can tell how the SW 77<sup>th</sup> and 87<sup>th</sup> Avenue bridges compare with the other 91 projects in the 2017 study or those in the Long Range Transportation Plan.

The study called for in the resolution before the Village Council will not provide this comparison since it's limited to but one of the 92 solutions – bridges. The Village needs this comparison to make an informed decision about how best to use limited funds reduce congestion and improve neighborhood street safety.

### **BRIDGE BENEFITS LIKELY TEMPORARY; BUT INCREASED NEIGHBORHOOD STREETS WITH CUT-THRU TRAFFIC LONGER LASTING**

With regard to opening SW 77th and 87th Avenue to through traffic via canal bridges, this step would certainly reduce congestion and provide relief for those suffering from excessive cut-thru traffic on their streets. However, discussions with a number of transportation professionals indicate that the benefit could be temporary; perhaps measured in just months or a few years. Here's why:

- According to the 2017 Miami-Dade MPO report, Evaluation of Multimodal Mobility Options in The South Miami-Dade Area, the congestion and delay on roads such as SW 168th, SW 82nd, and Old Cutler Road is due in large part to traffic passing through Palmetto Bay.
- Once 77th and 87th are opened to thru traffic, congestion and delay should decrease on SW 168th, SW 82nd, Old Cutler Road and other Palmetto Bay streets.
- As the bridges reduce delay, Waze and other driving apps will likely direct more traffic on to the less congested SW 168th, SW 82nd, and Old Cutler Road.
- If this occurs, then the congestion and cut-thru traffic could return to pre-bridge levels.
- While the benefits of the 77th-87th bridges may diminish over time, residential streets opened to through traffic will suffer increased traffic impacts indefinitely.
- It's likely those living on these newly impacted neighborhood streets will press for speed humps and other traffic calming measures to reduce cut-thru traffic impacts. These calming measures will then prompt commuters to again use SW 168th, SW 82nd, Old Cutler Road and other Palmetto Bay main and neighborhood streets.

### **PROJECTS MUST BE COMPARED FOR CONGESTION REDUCTION *AND* NEIGHBORHOOD STREET SAFETY BENEFITS**

The limited scope of the Resolution before you is of concern to us. It focuses on one issue - congestion - and one solution – increasing connectivity. Therefore, it will not provide the comprehensive analysis of transportation options Palmetto Bay truly needs.

In addition to examining many more transportation options that just connectivity, a comprehensive analysis would address the effect of each option on Palmetto Bay neighborhood

street safety. This could be done through the use of the pedestrian and bicycle level of service ratings developed by the Florida Department of Transportation (FDOT). This is the rating system used in the 2009 Palmetto Bay Bicycle and Pedestrian Master Plan. The ratings were used to assess the effect of various projects in making Village streets safer for walking and cycling. The FDOT rating system shows that as traffic volume and speed increases on a street, the rating or suitability for walking-cycling declines.

The FDOT system rates streets on a scale of “A” to “F” for walking-cycling suitability. A rating of “A” to “C” is considered acceptable, “D” to “F” indicates a street is increasingly less suited for walking-cycling. On the next page is a table which appeared in the Master Plan (p. 4-3).

The table provides the suitability rating for a number of Village streets under conditions that existed in 2009 and how the rating might change with various improvements. Note that four sections of 184<sup>th</sup> Street are rated. Between 82<sup>nd</sup> and 87<sup>th</sup>, 184<sup>th</sup> had a peak-hour traffic volume of 608 vehicles and a walking-cycling suitability rating of “C”. However, the traffic volume increased to 1,696 vehicles/hour at the other three sections of 184<sup>th</sup> and the suitability dropped from the acceptable “C” to the poorest rating of “F”. Note that only traffic volume appears to differ in the four sections of 184<sup>th</sup>. If this is correct then this illustrates how opening SW 77<sup>th</sup> and 87<sup>th</sup> Avenues to increased cut-thru traffic could lower the suitability of both and connecting neighborhood streets for walking and cycling. It is for the reasons cited above that we urge the Council to insist that any future study of the 92 projects include an analysis of not just how each affects congestion but also the impact on neighborhood streets using the FDOT walking-cycling suitability rating system.

## **WIDESPREAD SUPPORT AMONG PALMETTO BAY RESIDENTS FOR COMPREHENSIVE SOLUTIONS**

Based on an Alliance poll, we believe there’s widespread support for this more comprehensive approach to transportation management among Palmetto Bay residents. Thus far 174 Palmetto Bay homeowners have completed the poll. The results, which appear at the end of this document, show widespread concern about the possible effect of the bridges on the safety of neighborhood streets. We also asked Palmetto Bay residents about conditions on their neighborhood streets. Here’s a summary of the findings:

- A third of the survey participants consider their neighborhood street to be good with regard to safety, half moderate and the rest said the safety of their street was poor.
- Neighborhood street safety was rated significantly better by those residents living on streets that benefit from traffic calming measures installed by the Village.
- 60% considered their streets safe for their children to walk to school, 40% did not.
- 75% thought their street was safe for walking-biking, 25% did not.
- Only 40% said most drivers obey the speed limit posted on their neighborhood street.
- 85% said they experience congestion at signalized intersections near their homes.
- And sadly, a third noted that a pedestrian or cyclist has been injured by a motor vehicle on their neighborhood street.

| Palmetto Bay Bicycle / Pedestrian Master Plan |            |            |           |                |             |               |                 |      |          |             |        |       |           |     |   |                     |        |                   |                  |      |     |            |
|---|------------|------------|-----------|----------------|-------------|---------------|-----------------|------|----------|-------------|--------|-------|-----------|-----|---|---------------------|--------|-------------------|------------------|------|-----|------------|
| Level of Service Evaluation                   |            |            |           |                |             |               |                 |      |          |             |        |       |           |     |   |                     |        |                   |                  |      |     |            |
| Road  | From       | To         | ROW Width | Pavement Width | Total Swale | Length (feet) | Two Way Peak Hr |      |          | Presence of |        |       |           |     |   |                     |        |                   |                  |      |     |            |
|   |            |            |           |                |             |               | Volume*         | LOS* | Sidewalk | Bike Lane   |        |       | Bike Path |     |   | Swale Incroachments |        | Pavemtn Condition | Level-of-Service |      |     |            |
|   |            |            |           |                |             |               |                 |      |          | E/N         | W/S    | Width | E/N       | W/S |   | E/N                 | W/S    |                   | Width            | E/N  | W/S | Pedestrian |
| 67 Ave  | 136 st     | 144 st     | 65'       | 24'            | 41          | 2678.87       | 2081            | F    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 67 Ave  | 144 st     | 152 st     | 65'       | 24'            | 41          | 2679.4        | 2081            | F    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| Old Cutler                                    | 136 st     | 144 st     | 65'       | 24'            | 41          | 3609.07       | 1622            | F    | Y        | N           | 10'/NA | N     | N         | NA  | Y | N                   | 10'/NA | N                 | N                | Poor | D   | C          |
| Old Cutler                                    | 144 st     | 152 st     | 80'       | 24'            | 56          | 2917.87       | 1622            | F    | Y        | N           | 10'/NA | N     | N         | NA  | Y | N                   | 10'/NA | N                 | N                | Poor | D   | C          |
| Old Cutler                                    | 152 st     | 168 st     | 65'       | 24'            | 41          | 5331.05       | 1916            | F    | Y        | N           | 10'/NA | N     | N         | NA  | Y | N                   | 10'/NA | N                 | N                | Poor | D   | C          |
| Old Cutler                                    | 168 st     | 184 st     | 65'       | 24'            | 41          | 6099.37       | 1713            | F    | Y        | N           | 10'/NA | N     | N         | NA  | Y | N                   | 10'/NA | N                 | N                | Poor | D   | C          |
| 72 Ave  | 136 st     | 144 st     | 55'       | 24'            | 31          | 2533.22       | -               | -    | N        | Y           | NA/6'  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | D   | E          |
| 77 Ave  | 136 st     | 144 st     | 72'       | 24'            | 48          | 2677.82       | 1030            | C    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 77 Ave  | 144 st     | 152 st     | 80'       | 24'            | 56          | 2679.47       | 1031            | C    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 77 Ave  | 152 st     | 168 st     | 80'       | 24'            | 56          | 5247.9        | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 77 Ave  | 168 st     | canal      | 72'       | 24'            | 48          | 1650.69       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 77 Ave  | canal      | Old Cutler | 82'       | 24'            | 58          | 2958.13       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 82 Ave  | 136 st     | 144 st     | 60'       | 24'            | 36          | 2691.16       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 82 Ave  | 144 st     | 152 st     | 70'       | 24'            | 46          | 2661.51       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 82 Ave  | 152 st     | 168 st     | 72'       | 24'            | 48          | 5359.46       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 87 Ave  | 136 st     | 144 st     | 75'       | 24'            | 51          | 2641.97       | -               | -    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 87 Ave  | 144 st     | 152 st     | 75'       | 24'            | 51          | 2637.41       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 87 Ave  | 152 st     | 168 st     | 72'       | 24'            | 48          | 5277.37       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 87 Ave  | 168 st     | 174 st     | 80'       | 24'            | 56          | 2032.2        | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 87 Ave  | 174 st     | 184 st     | 80'       | 24'            | 56          | 3471.51       | 846             | E    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 92 Ave  | canal      | 168 st     | 70'       | 24'            | 46          | 2665.71       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 92 Ave  | 168 st     | 174 st     | 72'       | 24'            | 48          | 2030.86       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 92 Ave  | 174 st     | 184 st     | 70'       | 24'            | 46          | 3516.9        | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 97 Ave  | 174 st     | 184 st     | 74'       | 24'            | 50          | 3446.94       | 1241            | F    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | E   | E          |
| 136 St  | US 1       | 82 Ave     | 70'       | 24'            | 46          | 2630.61       | 1510            | D    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 136 St  | 82 Ave     | 77 Ave     | 70'       | 24'            | 46          | 2692.11       | 1510            | D    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 136 St  | 77 Ave     | 72 Ave     | 70'       | 24'            | 46          | 2655.85       | 1510            | D    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 136 St  | 72 Ave     | Old Cutler | 70'       | 24'            | 46          | 2460.36       | 1510            | D    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 144 St  | US 1       | 82 Ave     | 70'       | 24'            | 46          | 3875.98       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 144 St  | 82 Ave     | 77 Ave     | 70'       | 24'            | 46          | 2687.92       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 144 St  | 77 Ave     | Old Cutler | 70'       | 24'            | 46          | 3011.56       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 144 St  | Old Cutler | 67 Ave     | 60'       | 24'            | 36          | 2301.62       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | F   | F          |
| 152 St  | US 1       | 87 Ave     | 70'       | 24'            | 46          | 2398.7        | 1779            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 152 St  | 87 Ave     | 82 Ave     | 70'       | 24'            | 46          | 2679.16       | 1779            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 152 St  | 82 Ave     | 77 Ave     | 70'       | 24'            | 46          | 2705.48       | 1779            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 152 St  | 77 Ave     | Old Cutler | 70'       | 24'            | 46          | 2007          | 1779            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 152 St  | Old Cutler | 67 Ave     | 70'       | 24'            | 46          | 3320.84       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 168 St  | US 1       | 92 Ave     | 80'       | 24'            | 56          | 1845.43       | 2104            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Good | C   | D          |
| 168 St  | 92 Ave     | 87 Ave     | 80'       | 24'            | 56          | 2683.67       | 2104            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 168 St  | 87 Ave     | 82 Ave     | 80'       | 24'            | 56          | 2680.24       | 771             | B    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 168 St  | 82 Ave     | 77 Ave     | 80'       | 24'            | 56          | 2682.72       | 771             | B    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 168 St  | 77 Ave     | Old Cutler | 80'       | 24'            | 56          | 1971.26       | 771             | B    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 174 St  | US 1       | 92 Ave     | 60'       | 24'            | 36          | 2276.67       | -               | -    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 174 St  | 92 Ave     | 87 Ave     | 60'       | 24'            | 36          | 2679.12       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 184 St  | US 1       | 97 Ave     | 75'       | 55'            | 51          | 1930.52       | 1656            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 184 St  | 97 Ave     | 92 Ave     | 75'       | 24'            | 51          | 2852.2        | 1656            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 184 St  | 92 Ave     | 87 Ave     | 75'       | 24'            | 51          | 2432.47       | 1656            | F    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 184 St  | 87 Ave     | 82 Ave     | 75'       | 24'            | 51          | 2694.26       | 608             | C    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 184 St  | 82 Ave     | Old Cutler | 75'       | 24'            | 51          | 2481.36       | 608             | C    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 139 Ter                                       | 82 Ave     | 77 Ct      | 50'       | 20'            | 30          | 2265.15       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 77 Ct   | 139 Ter    | 138 Ter    | 50'       | 20'            | 30          | 338.66        | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 141 St  | US 1       | 87 Ave     | 52'       | 24'            | 28          | 688.41        | -               | -    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 148 St  | US 1       | 87 Pl      | 52'       | 30'            | 22          | 1253.57       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 87 Pl   | 148 St     | 146 St     | 42'       | 24'            | 18          | 650           | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 146 St  | 87 Pl      | 87 Ave     | 52'       | 24'            | 28          | 530.22        | -               | -    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 86 Ave  | 152 St     | 151 St     | 52'       | 22'            | 30          | 290.78        | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | F   | F          |
| 151 St  | 86 Ave     | 82 Ave     | 40'       | 22'            | 18          | 2383.19       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | F   | F          |
| 79 Ave  | 152 St     | 160 St     | 50'       | 22'            | 28          | 2656.99       | -               | -    | N        | Y           | NA/6'  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | E   | E          |
| 160 St  | 87 Ave     | 79 Ave     | 70'       | 24'            | 46          | 4059.67       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 80 Ave  | 160 St     | 168 St     | 60'       | 24'            | 36          | 2399.02       | -               | -    | Y        | N           | 6'/NA  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 162 St  | 80 Ave     | 78 Ave     | 45'       | 24'            | 21          | 1329.95       | -               | -    | N        | Y           | NA/6'  | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | E   | E          |
| 78 Ave  | 162 St     | 164 St     | 40'       | 20'            | 20          | 656.59        | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 72 Ave  | 152 St     | 168 st     | 52'       | 24'            | 28          | 5417.41       | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 160 St  | US 1       | 164 St     | 36'       | 24'            | 12          | 897.77        | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | C   | D          |
| 164 St  | 160 St     | 89 Ave     | 45'       | 24'            | 21          | 2079.5        | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Poor | F   | F          |
| 89 Ave  | 164 St     | 168 St     | 40'       | 13'            | 27          | 1339          | -               | -    | N        | N           | NA     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | F   | F          |
| 176 St  | 94 Ave     | 87 Ave     | 70'       | 24'            | 46          | 4030.52       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 176 St  | 87 Ave     | Old Cutler | 70'       | 24'            | 46          | 6826.96       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |
| 94 Ave  | 176 St     | 184 St     | 50'       | 24'            | 26          | 2780.85       | -               | -    | Y        | Y           | 6'     | N     | N         | NA  | N | N                   | NA     | N                 | N                | Fair | C   | D          |

When traffic volume goes from 608 to 1,656 vehicles/hour Level Of Service drops from acceptable LOS of C to worst LOS of F.

Notes:  
\*Obtained from FDOT & Miami-Dade Public Works Traffic Count Sheets (3/26/2009)

The Alliance believes the poll shows that Council efforts to date have made a number of Village neighborhood streets safer and that there's widespread support for expanded efforts. It is for this reason that we urge you to support a far more comprehensive study than one looking at just one solution to one issue.

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<https://ceds.org/>  
January 6, 2019



# Miami-Dade Safe Streets Alliance Public Opinion Poll Results from the First 120 of 220 Palmetto Bay Residents to Complete the Survey

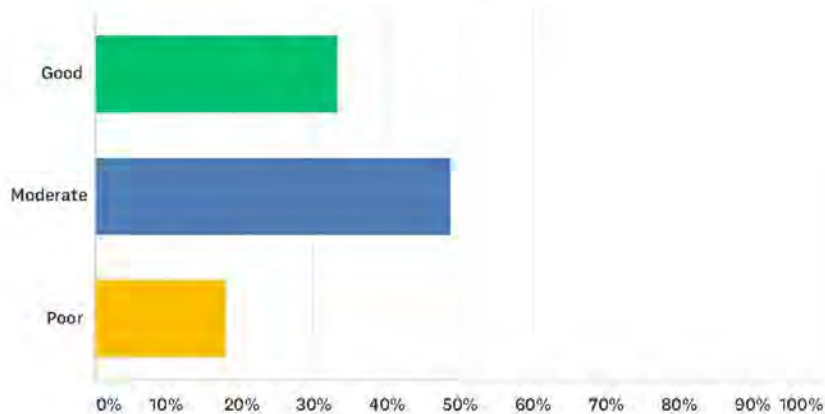
**Q1** To join with us in urging the Palmetto Bay Village Council to preserve the safety of your neighborhood street, provide your contact information below. To learn more visit: <https://ceds.org/mdssa/>. Please feel free to invite others to take this survey even if they don't live in Palmetto Bay.

Answered: 120 Skipped: 1

| ANSWER CHOICES        | RESPONSES |     |
|-----------------------|-----------|-----|
| Name                  | 100.00%   | 120 |
| Organization (if any) | 10.83%    | 13  |
| Address               | 100.00%   | 120 |
| Address 2             | 0.00%     | 0   |
| City/Town             | 100.00%   | 120 |
| State/Province        | 99.17%    | 119 |
| ZIP/Postal Code       | 100.00%   | 120 |
| Country               | 0.00%     | 0   |
| Email Address         | 93.33%    | 112 |
| Phone Number          | 84.17%    | 101 |

**Q2** How would you rate the overall safety of your neighborhood street with regard to traffic?

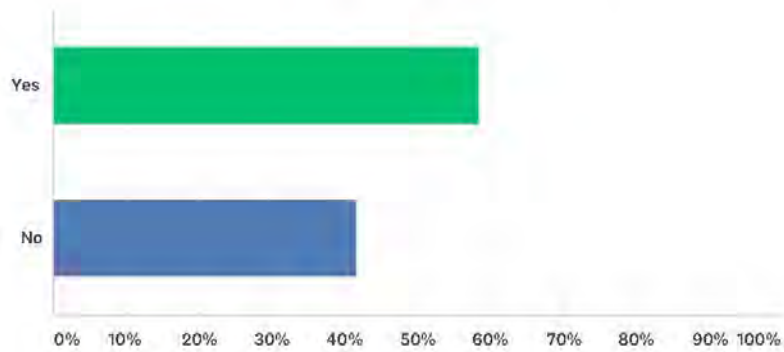
Answered: 117 Skipped: 4



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Good           | 33.33%    | 39  |
| Moderate       | 48.72%    | 57  |
| Poor           | 17.95%    | 21  |
| TOTAL          |           | 117 |

### Q3 Can children safely walk to school from your neighborhood?

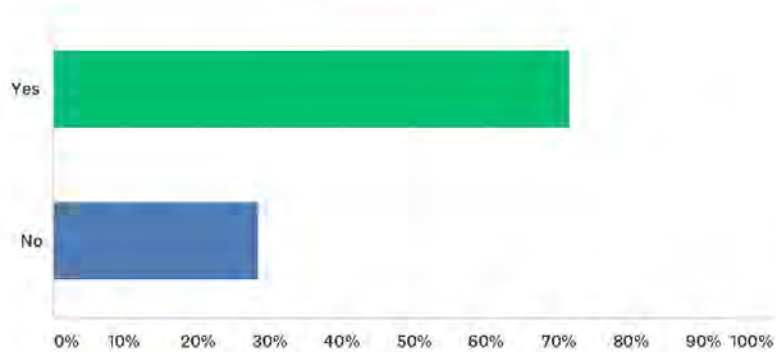
Answered: 113 Skipped: 8



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 58.41%    | 66  |
| No             | 41.59%    | 47  |
| TOTAL          |           | 113 |

### Q4 Can you safely walk and bicycle along your neighborhood street?

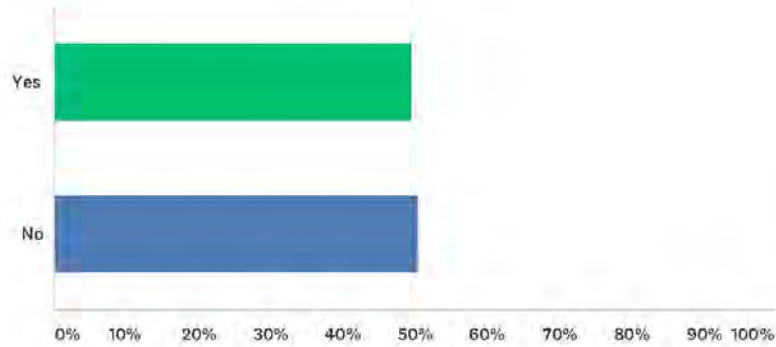
Answered: 116 Skipped: 5



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 71.55%    | 83  |
| No             | 28.45%    | 33  |
| TOTAL          |           | 116 |

Q5 Is the posted speed limit on your neighborhood street 25 mph or less? A child struck at 35 mph is far more likely to die than at 25 mph.

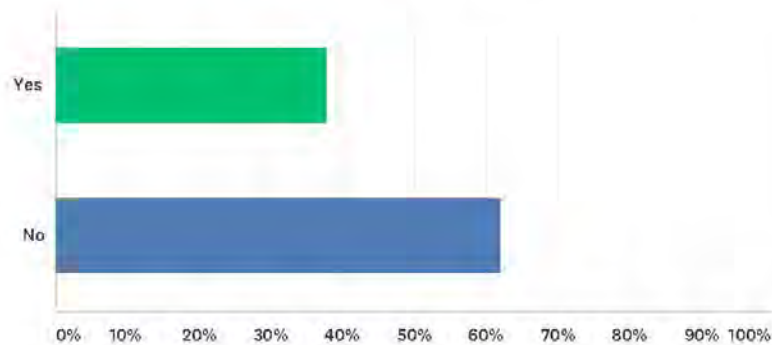
Answered: 115 Skipped: 6



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 49.57%    | 57  |
| No             | 50.43%    | 58  |
| TOTAL          |           | 115 |

Q6 Do most of those driving on your street obey the speed limit?

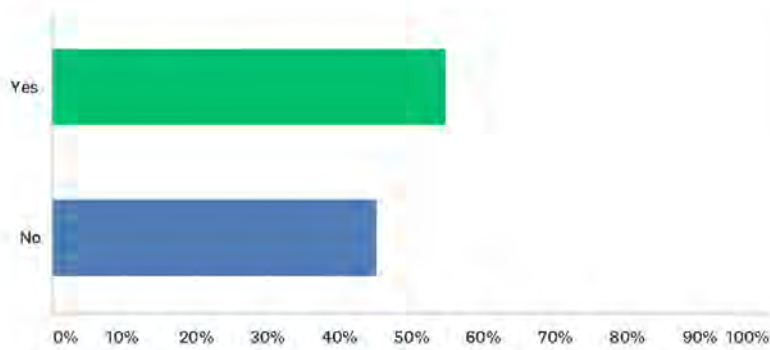
Answered: 116 Skipped: 5



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 37.93%    | 44  |
| No             | 62.07%    | 72  |
| TOTAL          |           | 116 |

Q7 Does your neighborhood street benefit from speed humps or other traffic calming measures? These measures will slow vehicle speed reducing injury severity and discourage cut-thru traffic.

Answered: 84 Skipped: 37



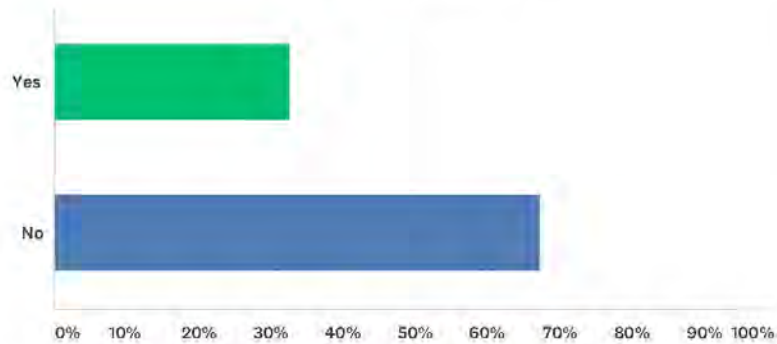
ANSWER CHOICES

RESPONSES

|       |        |    |
|-------|--------|----|
| Yes   | 54.76% | 46 |
| No    | 45.24% | 38 |
| TOTAL |        | 84 |

Q8 Has a pedestrian or cyclist ever been injured by an automobile on your neighborhood street?

Answered: 104 Skipped: 17



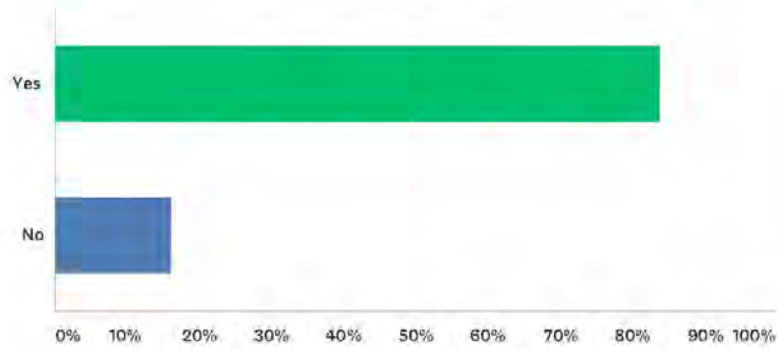
ANSWER CHOICES

RESPONSES

|       |        |     |
|-------|--------|-----|
| Yes   | 32.69% | 34  |
| No    | 67.31% | 70  |
| TOTAL |        | 104 |

**Q9 At rush-hour does it usually take more than one green cycle to get through nearby signalized intersections? If yes then the intersection is congested which increases the likelihood of cut-thru traffic on neighborhood streets.**

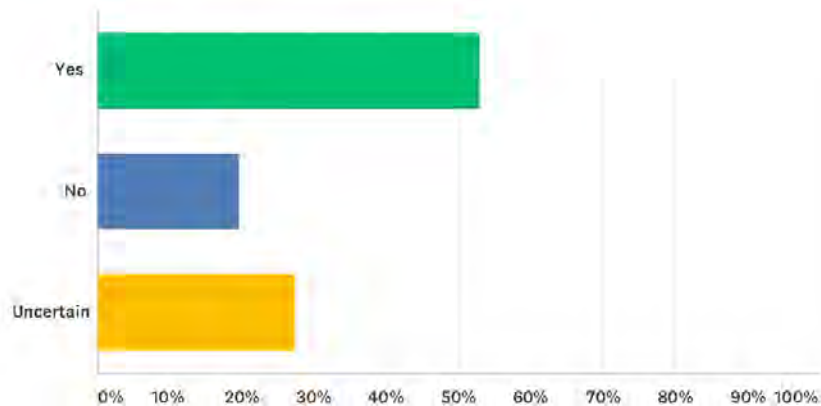
Answered: 118 Skipped: 3



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 83.90%    | 99  |
| No             | 16.10%    | 19  |
| TOTAL          |           | 118 |

**Q10 Is there a bus or other transit stop within a 10-minute walk of your home? The percentage of Miami-Dade residents commuting by mass transit is much lower than in other cities. Having stops within a 10-minute walk is essential for increasing ridership.**

Answered: 117 Skipped: 4



| ANSWER CHOICES | RESPONSES |     |
|----------------|-----------|-----|
| Yes            | 52.99%    | 62  |
| No             | 19.66%    | 23  |
| Uncertain      | 27.35%    | 32  |
| TOTAL          |           | 117 |



## COMMENTS FROM MIAMI-DADE SAFE STREETS ALLIANCE SURVEY PARTICIPANTS

In reference to bridging 87th avenue over the canal: We strongly disagree with this bridging taking place. On our block alone, there are several children under the age of 4 from our neighboring families (including our 2 boys), that presently can walk out safely into their front yards and walk along the sidewalk with us as parents not having any fear that they are in danger. We would like to keep our community safe and raise our children in an environment where we know they are safe walking outside or learning to ride their bikes. Bridging the canal would only create more traffic and not alleviate any current situation, as drivers from US1, would highly likely begin to avoid the traffic on US1 and begin driving through our residential streets. Thank you for letting our voices be heard.

Increasing traffic by building a bridge will decrease the quality of life of our neighborhood. What we need is better pedestrian biking ways that will safely allow kids to bike, walk to schools. It is very scary to see how cars cut thru streets without regards to speed limits. Most of the traffic congestion do not even come from people that live in neighborhood. I have seen cars cutting thru speeding and even cursing at pedestrians to get out of way.

Installing a bridge over the canals at SW 77th Avenue and/or SW 87th Avenue will only encourage more vehicles to cut-through those neighborhoods to avoid SW 82nd Avenue, Old Cutler Road and US1. More roads are not the solution. Jobs located where people live are. Job centers must be created further south, in Homestead, Cutler Bay, etc so that people do not need to drive so far to employment. Adequate parking near the busway to feed metrorail is needed; improved bus service on the busway; reliable and predictable metrorail service; effective transit and locations for getting to and from metrorail to the rider's workplace...the first and last mile are high barriers to using public transportation.

87th Ave is currently not bridged. If bridged, it would ruin our neighborhood.

A bridge over the canal on 77 avenue would do nothing to make traffic better. My neighborhood will be safer only because of no through streets. 77 ave. Is already heavily congested from 152 street to 104 th street. A bridge would triple the amount of traffic through a solely residential area. Waze would automatically direct cars to 77th exacerbating the problem!

A local dealership test drives vehicles down 87th Avenue and while restrictions have been placed on this activity, they continue to ignore speed limit. Trees are overgrown, covering many stop signs, creating unsafe situations. While there are sidewalks, there are no crosswalks to pass safely over 87 Avenue.

a speed limit sign needs to be posted to SW 78th Avenue. And Speed humps added to that avenue.

Adding a bridge on 87th Avenue will impact not only an increase in road traffic but will devalue property value exponentially! Stop building new homes and apartments! Consider widening old cutler road!

Against the 87th avenue bridge

Bridges on 77th Ave will destroy peace and safety of many neighborhoods and will provide only temporary relief of traffic congestion

Bridging 77th Avenue would not improve the livelihood of the residents of Palmetto Bay, nor that of drivers commuting North from neighborhoods south of Palmetto Bay. However, it would certainly be detrimental to the peaceful enjoyment that residents along 77th Avenue currently enjoy.

Bridging 77th would greatly increase the risk to children as this road is not designed for flow through traffic like Old Cutler and SW 82nd Av. Also, SW 77th Ave ends at Old Cutler Rd which would create worse traffic by adding an additional traffic light and bottleneck point.

Building a bridge at 77th Ave to divert 2 miles of traffic through safe and quiet neighborhoods does not alleviate the growing traffic problem. You want to penalize Palmetto Bay residents for the over building of Cutler Bay and Homestead. Our neighborhood roads are just that, made for the neighborhood.

## COMMENTS FROM MIAMI-DADE SAFE STREETS ALLIANCE SURVEY PARTICIPANTS

Building bridges won't solve anything. Been hearing about a bridge being built on 77th for a decade now. Instead of the traffic turning left or right at 152nd they'd have to turn left or right at 168th. Few more blocks away. So what will that solve?

Cars accelerating between the stop signs on 87th ave and 84th ave are a constant concern. Should a bridge be built over the canal to connect 168th and 152nd street for the commute I am very concerned that safety will be a concern on more streets. It seems we should exercise all other congestion relief options before disrupting our relatively quiet and safe neighborhood.

Cut thru traffic is only going to shift the traffic jams into different neighborhoods. Same problem in a place 7 blocks away still in Palmetto Bay.

Don't turn my neighborhood into a Bypass

I am dead against bridging 87 Avenue. Many people use the Waze App and it will greatly increase the amount of traffic in my neighborhood which was a major consideration when we bought here. Please do not change the character of our neighborhood..

I am not in favor of the bridge at 87th Avenue

I decisively oppose the building of the bridges in SW 77 Ave. Do not allow poor planning with only short-term gains put the lives of our children at risk. KEEP THE STREETS SAFE.

I do not want a bridge over 77th avenue canal. This will ruin the property value of the homes on this part of the street and ruin current home owners local homeowner traffic feel. Palmetto Bay cannot serve as a cut through for Cutler Bays reckless pop. growth.

I do not want the bridges built on 77th Ave. My house is on the corner of 77th Ave. and 178 Terrace.

I like it the way it is. Please do not change it.

I live on a street similar to a back road. The only reason it is used during rush hour is to cut-thru and speed while doing so. Police presence is minimal and I feel my children are in danger every time they play outside. A bridge would not only be a waste of taxpayer money, but also catastrophic for the neighborhood.

I oppose bridge on 87 Avenue. Would lead to many accidents. I believe that it is unnecessary and a bad plan.

I reject the propose bridge building resolution . I proposed to find other alternative solutions such as mass transit . This propose will endager the safety of our neighborhood even further .

I strongly oppose the bridge-building resolution on SW 87th Ave. It will not decrease US-1 traffic but increase the traffic volume and bring many problems for the neighborhood near planned bridge.

I thought the bridge proposal at SW 87th Avenue and SW 168 St was permanently defeated at the Miami-Dade County commission hearing. Why is this issue resurfacing?

I vehemently oppose creating a bridge over the C100 canal connecting SW 77th Ave at SW 173rd Street.

I want to reject the bridge proposal on 87ave. to 168st.

I would like to point out that SW 87th AVE ends at SW 141 St, which is only a few blocks away from the proposed bridge site. Thus, I do not think the bridge will provide a solution to the congestion in the nearby area roads.

If a bridge was built on 77th Ave, traffic directly next to my driveway would become heavy and unsafe for my kids.

It is a cut thru to avoid a light on old cutler. Dangerous at high traffic times

It is good because they have not build a bridge. This is a proposal the come up every year.

Morning traffic is a major problem going to Old Cutler and Palmer Trinity School.

My street is comparatively safe right now, but there is already too much cut-through traffic on many nearby streets. Building bridges on 77th Avenue will compound current traffic problems and reduce both the safety and desirability of the affected areas. (Note: My answers to certain questions in the survey, such as #8, are guesses. A better answer would have been "uncertain" or "not to my knowledge.")



## COMMENTS FROM MIAMI-DADE SAFE STREETS ALLIANCE SURVEY PARTICIPANTS

my streets are good as they are and I oppose the bridge on 87th. I am an engineer and understand the issues. The consultant who performed this large study has proven to be wrong in the past. DO NOT BUILD THE BRIDGE ACROSS THE CANAL AT 87TH AVE

No bridge along SW 87 Ave at 162 St. in Palmetto Bay FL 33157. It will kill our lovely, quiet neighborhood!

No bridge must ever be constructed on 87th Ave over the canal.

No Bridge Please

No bridge please

No bridges over canals. It will make neighborhood cut-through traffic worse. Most of the people who want bridges do not live in Palmetto Bay. They would rather cut-through residential neighborhoods in Palmetto Bay instead of using Old Cutler or Dixie Highway.

No bridges. People don't understand that it will only cause more traffic through area and encourage even more development south of us. We need to think outside the box! Ibus freebie all great starts!

NO BRIDGING OF 87 ave

Our neighborhood currently does not have traffic calming devices but would benefit from it. Additionally, it is safe during non-rush hour times for kids and pedestrians but I would say it is not safe during rush hour. People cut through our neighborhood only to race down side streets to get back onto Old Cutler Rd. It is already a potentially dangerous situation now with only the estimated 1000 cars going through 77 Ave; we cannot imagine how much more dangerous it would be if a bridge was built on 77 Avenue to allow even more cars to race through the street. During rush hour, we have a difficult time just backing out of our driveway due to the incredible number of cars cutting through our street. One morning we were receiving a delivery and the delivery vehicle was on 178 Terrace trying to get back on to 77 Avenue. Cars sped through our neighbor's driveway instead of allowing the delivery vehicle to turn around to go back to 77 Avenue. People are speeding and driving reckless through residential streets. Another morning, a neighbor was backing out of her driveway and a car almost hit into her. Instead of stopping, the reckless driver decided to speed up and honk at our neighbor although the other vehicle was in the wrong. We are strongly opposed to bridge building to allow mainly non-Palmetto Bay residents cut through our beautiful streets. The majority of the traffic is coming from Cutler Bay and Homestead. Why should we allow a bridge to be built in our residential neighborhood only to allow more traffic flow through our once quiet streets? How is that helping Palmetto Bay residents in South Palmetto Bay? In fact, Palmetto Bay should place "No left turn" signs off Old Cutler to discourage drivers from cutting through side streets. Traffic would flow better if everyone stayed on Old Cutler and there wasn't a constant influx of cars trying to throw themselves back onto Old Cutler from a side street they cut through. I did not answer question 9 because I do not know if someone has been injured.

our neighborhood is a overall safe street. I'm against the bridge.

Palmetto Bay and similar communities are sought after because the quality of life. Traffic through residential streets is a major quality of life issue. Any kind of bridging is only a temporary fix and will encourage more traffic through our residential streets.

Palmetto Bay has an obligation to protect the quality of its neighborhoods. Building bridges on 77th Ave will ruin the neighborhoods for thousands of residents and make them more dangerous

Please do not build the bridge.

Please DO NOT build the proposed 87 AVE bridge.

Please help our neighborhood to stay safe.

## COMMENTS FROM MIAMI-DADE SAFE STREETS ALLIANCE SURVEY PARTICIPANTS

Right now my street is very safe. Building a bridge will make it extremely dangerous to walk or ride bike in my neighborhood dramatically affecting our way of life and our property values. We have many families in this area with young children that are able to walk and ride bike to school and this will make it very dangerous for them should a bridge be constructed at 77 Ave. Building a bridge will not solve the traffic problem it will only create a safety problem for the residents in the area.

Right now they are very safe, I learned how to ride a bike here, and had there been a cut-thru I would have never had these opportunities.

Rush hour traffic unalleviated by adequate modern public transportation. Pinecrest, Coral Gables ("east" or "south" of US 1) Palmetto Bay, and Cutler Bay must work together to get green public transportation to commercial areas (to the north and west).

The 87th bridge must NEVER be built.

The bridge proposal is absolutely non-sense as clearly shows it will NOT alleviate traffic and in return will make our neighborhood dangerous for our kids and pets. It will also decrease property value. ABSOLUTELY NO FOR THE BRIDGE PROPOSAL.

The current situation 12/2019 for SW 77th Avenue is already very busy in morning and evening as cars and trucks cut through to avoid huge 23,000 cars/day traffic on Old Cutler Road. We completely oppose the disastrous proposal by Palmetto Bay and County to build bridges to connect SW 77th Avenue. Huge loss in safety, health hazards from pollution and loss in property values. This is not a sustainable solution!! Proposal t

The noise caused by car traffic starting at six in the morning has increased dramatically in the past year and a half to two years. Our neighborhood was quiet and safe, not anymore. people use it to cut through traffic at high speed. radio blasting, engines roaring- it's not safe to go for walks in the morning anymore ...Traffic is so bad I cannot get out of my driveway because the street behind my garage is a parking lot with cars (77 av).

The real problem is enforcement of existing laws. The stop sign in front of my house is run by over 50% of the cars. That is a very conservative estimate. I rarely see enforcement anywhere in Palmetto Bay with the exception of the usual radar enforcement on SW 144 St near the canal at about 75 Ave. If people understood that laws would be enforced, perhaps people would obey the speed limits and signs.

The traffic is already bad a bridge on 77th ave will only accerbate the problem stop the building south of 152 st on old cutler don't destroy the residential area where we all live

There are not enough side walks in the neighborhood, so everyone has to walk in the street by speeding cars.

There doesn't seem to be any traffic law enforcement on SW 85 ave between SW 152 street and SW 160 street. Speed humps were recently installed but they are so far apart and so few that they really have no effect on speeding motorists.

this particular street 87 Ave and 152 St is very busy with traffic and cut through cars...cars rarely go the speed limit or even stop at the stop signs. It is hard to even back out of the driveway.

Too much traffic in the neighborhood already. Adding bridges on 77th av will make this a less desirable and less safe neighborhood. We need better mass transit, not more cars

Very congested and all cutting through 77 avenue do not adhere to the speed zone. I would suggest if 77 avenue would open over the canal many homes would put a for sale sign in the yard. Residents purchased these homes due to a quiet street and quality of life. Opening up the street will not help the problem. We need better mass transportation. I use the IBus to connect to metro rail which is always crowded.

We are able to have our kids play on the streets. They are safe and we would like to keep them safe.

We are against the 87th avenue bridge at SW 163 Terrace. Additional traffic through this street would destroy our block and neighborhood.

We are against the bridging of 77th and 87th avenue

## COMMENTS FROM MIAMI-DADE SAFE STREETS ALLIANCE SURVEY PARTICIPANTS

We chose to move to this specific street on Oct 2019 because there was no cut-through traffic. It is currently a safe street for my toddler to play outside with adult supervision. With bridging 77 Ave, this would increase traffic and the safety of our child and future child that is on the way.

We have no side walks on our street.

We live off of 152nd near Coral Reef Elementary School. My daily commute involves leaving between 6:50 and 7:00 driving North on 77th to 104th. That takes approximately 1/2 an hour due to Palmetto Sr. High School traffic. Although there is a great deal of traffic in the neighborhood, going to work and coming home, half the benefit of being located north of 173rd Street is that there is less traffic. The homes south of 173rd canal are larger and cheaper, but come with increased traffic. If they add bridges that will create congestion in the heart of a residential area, which will cause home values in the area to go down in price. This is not a good plan for the City of Palmetto Bay or Pinecrest. The beauty of North Palmetto Bay and Pinecrest is that it is a quiet suburb of Miami, centered around parks and family. What needs to happen is more bike paths and encouragement to leave your car parked on the weekend and to bike to local restaurants. Having cut through traffic will be a disaster. On the other hand there is a way to decrease traffic for instance consider making old cutler a two lane road with street widening improvements, or have the Cities and County create commuting hours in the same way that schools have hours staggered to limit congestion of bus traffic. Also create ways for the neighborhoods South of 174th to commute, by providing discount bus fair or neighborhood movers that take the residents to the bus way, or providing an inner-city ferry, to commute from down south to downtown. Ultimately, the traffic is going to continue since most jobs are North of this area. Providing an incentive for large corporations to open their corporate headquarters in area like Perrine would allow more residents to get work close to home, which is ultimately the goal of all neighborhoods. There are many solutions to traffic in Miami, the right ones just need to be addressed.

We've lived here 48 yrs without a bridge and your position on this issue makes sense to me. I vote no on the proposed Bridge.