



Office of the Mayor

Peggy R. Bell
Mayor

January 20, 2016

Oscar Camejo
Program Coordinator
Metropolitan Planning Organization (MPO)
111 NW First Street, Suite #910
Miami, FL 33128

**RE: 2016 Municipal Grant Program Request
Cutler Bay Complete Streets Corridor Analysis**

Dear Mr. Camejo:

This application for the MPO's 2016 Municipal Grant Program is being submitted by the Town of Cutler Bay (the "Town") in regards to a "Cutler Bay Complete Streets Corridor Analysis". Since its incorporation, Cutler Bay has worked diligently to utilize similar municipal grants to develop its initial multimodal plans for its roadway network, bicycle and pedestrian network and transit network. The Town has been striving to become more intermodal in nature since it developed its initial Comprehensive Plan, which was cognizant of the fact that high quality communities would benefit from diverse transportation systems that provide options for mobility.

Incorporated in 2005, the Town has worked diligently to become a model city for incorporating "Complete Streets" concepts into our transportation improvement projects. The Town has won multiple industry awards for the Old Cutler Roadway Improvement Project and Caribbean Boulevard Improvement Project. These roads have improved multimodal transit and the overall character of the community. The Town desires to further these concepts, by developing a "Cutler Bay Complete Streets Corridor Analysis" that will include conceptual plans for each of the main corridors that connect critical origins and destinations; providing improved mobility through the community and the South Dade region.

These corridors have already been planned as multimodal corridors. The context sensitive implementation of these corridors will increase mobility options for commuters, school children, and recreational users in the community, making the mobility system safer and more convenient. The proposed "Cutler Bay Complete Streets Corridor Analysis" will take





many factors into consideration such as land use characteristics, volume of pedestrian and bicycle users, existing and planned transit routes, and available right of way to determine the most context sensitive solution for each corridor in the proposed analysis. The residents of Cutler Bay and everyone in South Dade that moves through the Town on their daily commute to and from work will benefit from an improved quality and level of service of all modes of transportation utilizing these facilities.

The Town is working diligently to do its part to improve the transportation system at the local level in the South Dade area of the county. Yet, in a post-recession era, municipalities such as Cutler Bay need any available assistance to continue moving forward. An award of the MPO Municipal Grant will aid the Town in continuing to achieve its objectives to increase mobility and accessibility in a multimodal system.

I believe this is a project worthy of an MPO Municipal Grant, which will greatly benefit the Town and the South Dade community. The Town estimates that the total cost of this project is \$70,000. The Town is requesting \$50,000 (71%) in Municipal Grant Program funding. The Town will provide a \$20,000 (29%) local match. Thank you for your consideration, and I look forward to working with you on this important project.

Sincerely,

Peggy Bell
Mayor

cc: Rafael Casals –Town Manager

Enclosure:
Municipal Grant Program Proposal
Condition of Award Letter





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Condition of Award Form

FY 2017 Municipal Grant Program

Municipality Name:	Town of Cutler Bay
Name of Transportation Planning Study:	Cutler Bay Complete Streets Corridor Analysis

As a condition to the awarding of funds, the above recipient city will abide by the following schedule in addition to the Interlocal Agreement language:

1. Prepare and forward to assigned MPO project manager Exhibits A, B and C, Scope of Services, Tentative Project Schedule and Project Cost respectively, within one month after receipt of Award Notification letter.
2. Execute Interlocal Agreement within 3 months of Award Notification letter.

I Rafael G. Casals, Town Manager (City representative's name) will hereby abide by the above stated rules and timelines as stipulated. Failure to make any deadline, may result in the forfeiture of funds.

Signed: _____

A handwritten signature in blue ink, appearing to read 'Rafael Casals', is written over a horizontal line.

Date: 1/20/2016

Town of Cutler Bay

"Cutler Bay Complete Streets Corridor Analysis"

Municipal Grant Program Selection Criteria

Benefits of this study to the Town's Level of service:

The *"Cutler Bay Complete Streets Corridor Analysis"* will entail the evaluation of current level of service, conceptual designs utilizing complete streets concepts and prioritization of the Town's major corridors in the currently planned multimodal transportation network. By implementing the Complete Streets concepts, the level of service and quality of service in every category (roadway, bicycle, pedestrian and transit) can be improved.

The Town consistently works each year to make incremental strides forward through the addition of sidewalks, bus stops, bike lanes, and bike trails. On the major corridors (SW 97 Avenue, Franjo Road, Gulfstream Road, Marlin Road, and SW 87 Avenue), the Town has identified that ample right-of-way exists to provide capacity for each of these facility types (sidewalks, bus stops/pullouts, bike facilities). Development of these facilities will increase connectivity between all major generators, such as schools, parks, burgeoning mixed use districts, major transportation facilities, shopping areas and residential areas. Once complete, people will be able to leave their house and walk, bike, catch a bus or drive on one of these corridors to Cutler Bay's Urban Center District at the Southland Mall, the Busway, The Town's Old Cutler Road urban district, Palmetto Bay's burgeoning downtown in the Franjo Triangle, and the County's Greenway trails, such as the Old Cutler Trail, the South Dade Trail, the M-Path and the Black Creek Trail.

Cutler Bay believes in utilizing the roadway to its fullest potential, where traffic of all types can move more freely and safely in its own space, enhancing level of service benefits to all modes. At this time, the section line and half section line roads are blocked, forcing cars on few through roadways and creating congestion. The Town is committed to incorporating complete streets concepts that will reduce congestion and provide safe alternatives to automobiles on our roadways.

Impact of mobility/traffic circulation gains

Mobility can be enhanced community-wide by providing alternative mode linkages on these major corridors (SW 97 Avenue, Franjo Road, Gulfstream Road, Marlin Road, and SW 87 Avenue) between the Town's many parks, schools, commercial areas and residential neighborhoods. Examining the best locations for sidewalks, bike paths and bike lanes will not only provide non-motorized alternatives for people to travel but will enhance the ability of people to circulate. By classifying streets and designating them for different primary and secondary uses, all modes can be accommodated.

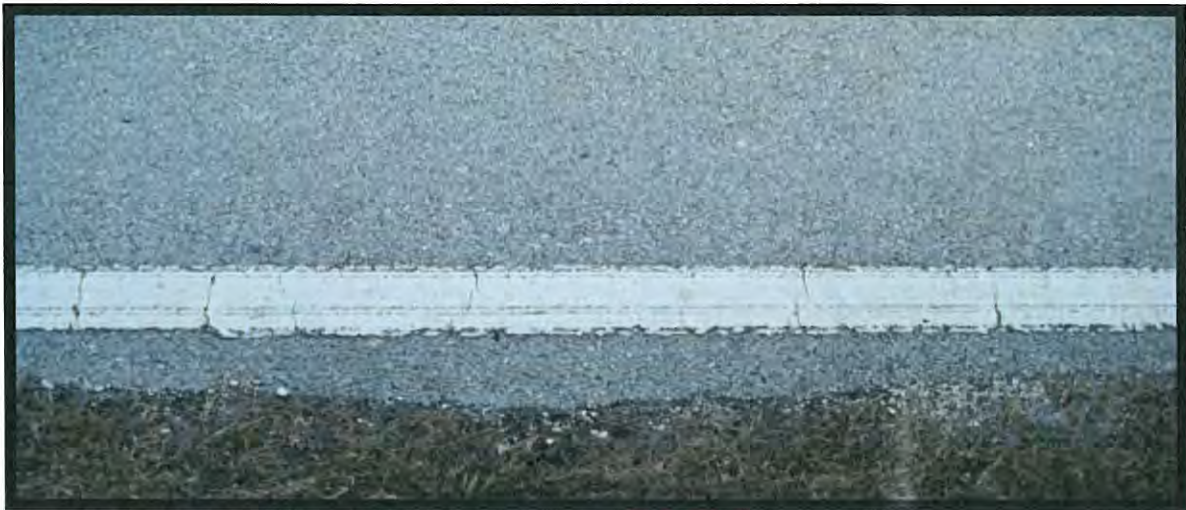
Now is the time to evaluate how to place these facilities together on individual rights-of-ways, so that minimum standards are exceeded, and the highest quality infrastructure is

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"Cutler Bay Complete Streets Corridor Analysis"

developed. These corridors should predominantly carry traffic through the community, while more pedestrian and bicycle friendly local streets carry local traffic to the schools and parks where appropriate. The Town is carefully constructing a multimodal system that will have a positive impact on mobility and these types of efforts are the finishing touches on a well-conceived system.

The Town has focused on integrating its transportation and land use into a seamless and functional system. A prime example of this is Urban Center District. Developed from a charrette of the area where the Southland Mall exists along US-1 and the Busway, Cutler Bay enacted their vision of a vibrant neighborhood with greater employment and higher residential uses through the implementation of new land development codes, allowing for higher density mixed uses to develop in the future. Connecting the area to the Busway and residential areas in the community will provide people a way to get to work without the necessity of an automobile. These initiatives, coupled with the existence of the Cutler Bay circulator with a current ridership of 3,000 daily users, have begun to create a synergy of mobility options, enhancing the usage of each mode. A neighborhood like Cutler Bay, which is characterized by suburban low density residential housing and low traffic streets interior to the neighborhoods, is an ideal setting for walking and biking.



Typical Cutler Bay Bicycle Lane (non-existent)

Intermodal nature of proposal: Walking and biking are modes that do not require the use of an automobile. Providing the ability to provide these modes comfortably on major rights-of-way supports multimodal and intermodal initiatives. An overall Complete Streets corridor conceptual design plan linking the existing Town generators with the overall county Greenway system, which borders Cutler Bay on both the east and west boundaries, coupled with the Town's current and future municipal circulator routes will make Cutler Bay very intermodal.

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*"Cutler Bay Complete Streets Corridor Analysis"***Consistency with Municipal Plans**

The *"Cutler Bay Complete Streets Corridor Analysis"* is consistent with many of the Town's master plans/assessments including the Bicycle Pedestrian Master Plan, Transportation Master Plan, Sidewalk Analysis, Safe Routes to School Analysis and overall Cutler Bay Comprehensive Plan. The main goal of the Town's Comprehensive Plan is to provide for a safe, convenient, and energy efficient multimodal transportation system. This *"Cutler Bay Complete Streets Corridor Analysis"* will fulfill each of those requirements by evaluating the existing system, determining the level/quality of service for each mode, and making prioritized recommendations for connections to and from the adjacent pedestrian and bicycle facilities, parks, schools commercial areas and residential neighborhoods. This will promote walking, bicycling and transit ridership to supplement the need for an automobile.

The Cutler Bay Comprehensive Plan further recommends coordinating the transportation system with future and existing land uses, assuring that the transportation system, modes and services were responsive to development patterns. By providing assessing, planning, prioritizing and costing Complete Streets initiatives on these critical corridors, the most important needs will be accommodated by focusing existing resources in areas where they are most appropriate.

The Cutler Bay Comprehensive Plan also requires coordination with the plans and programs of the Miami Dade County MPO and other transportation partners. This will be accommodated by linking the existing county greenway network to a network internal to the city. Much like the Miami Dade Transit approach of providing service to and through communities, while local municipalities will circulate within them, this plan will attach the internal Cutler Bay bicycle, pedestrian, and transit network to the larger South Dade Greenway network along the Busway, Old Cutler Road while connecting internal generators like the Urban Center Districts, and external generators like Palmetto Bay's Franjo Triangle.

The Cutler Bay Comprehensive Plan suggests a safe and convenient transit, pedestrian and bicycle transportation network. Many residents in the community feel that this does not exist at this time, yet there is a strong desire for it. As a suburban community, there are thousands of children who can walk or ride their bicycles in the neighborhoods to parks and schools; however, adequate facilities do not currently exist for this to happen. There are hundreds of recreational bicycle riders who ride the streets on Saturdays and Sundays in groups of various sizes. These groups will benefit from the ability to ride in a bike lane and out of a vehicular travel lane. The provision of the *"Cutler Bay Complete Streets Corridor Analysis"* will focus the limited infrastructure dollars for this network on the areas where it is needed most.

Finally, one of the primary recommendations of the Town's Transportation Master Plan was to develop a bicycle and pedestrian network, a transit system and become more multimodal.

Town of Cutler Bay

"Cutler Bay Complete Streets Corridor Analysis"

This helps realize the goals for each of these initiatives that the Town has been diligently planning for a decade.



Existing Bicycle Facility (above),

Potential Bike Lane (below)



Town of Cutler Bay

"Cutler Bay Complete Streets Corridor Analysis"

Support of the countywide activities of the UPWP.

In addition to the *"Cutler Bay Complete Streets Corridor Analysis"* consistency with the Town's various municipal master plans, there are several main objectives of the MPO's Unified Planning Work Program (UPWP) that are met by this proposed project.

The first is to provide for long range transportation planning for system preservation, development and enhancement. It is important to plan for the preservation and development of a multimodal transportation system that is responsive to the mobility needs of the people and changes in land use. This effort being sought by Cutler Bay seeks to develop a more multimodal system in response to the requests of the citizenry made and codified in both the Comprehensive Plan and the ongoing Transportation Master Plan. Work provided here can be used in the non-motorized component of the ongoing Long Range Transportation Plan.

The second is to provide short range planning for the transportation system focusing on achieving maximum economic and performance efficiencies in transportation services and facilities. Cutler Bay feels that system-wide efficiency will increase through the provision of high quality and level of service for alternative modes, like bicycle, pedestrian, transit and roadway facilities, in a focused manner on its primary corridors.

The UPWP is also centered on Intermodal Transportation Planning. It desires to plan for a fully intermodal transportation system to allow for ease of travel between modes, alleviate congestion, improve the natural environment and enhance safety across all modes. By fully developing all modes, as Cutler Bay is continuing to do via this request, this objective can be accomplished, probably for one of the first times in South Dade. This system is destined to be an example for surrounding communities.

Lastly, the UPWP concentrates on Transportation Planning Decision-Making and Funding. It asks to combine professional expertise with proactive citizen and private sector involvement to carry out a transportation decision-making process that wisely allocates financial resources taking into account the true long and short-term costs of available options. By integrating all modes conscientiously on the major corridors, the Town can focus its investments to the areas where they are wanted and needed most. The Town will hire a professional consultant to undertake this study, and as usual, place a high emphasis on public input so that consensus can be attained for the investments.

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Proposed Scope of Services

"Cutler Bay Complete Streets Corridor Analysis"

This scope of services has been developed as a tentative scope for the study being requested by the Town.

APPROACH

The Town of Cutler Bay desires that this study advances its already well planned vision to provide a balanced multimodal transportation network within the Town; to further implement the vision through the consolidation of existing project policies on specific corridors; and to develop conceptual designs that will be used as a precursor to attaining funding and near-future construction. Additionally, the report developed as a result of this effort will advance and supplement the Non-Motorized component of the Town's Transportation Element to the Growth Management Plan (Comprehensive Plan). The corridors addressed here will be prioritized and financially feasible and will become a component of the Town's 5-Year Capital Improvement Element of the Comprehensive Plan, a State requirement.

To achieve these objectives, a detailed scope of services has been developed. Cutler Bay's methodology is one that is based on solid planning and engineering analysis of each corridor, the impacts to all the levels of service for all modes, discussion of state of the art methods of providing mobility, and above all, frequent and consistent public involvement at various levels in the community and various times in the project to assure consensus. Through the Town's implementation of similar projects such as the redesign of Old Cutler Road and Caribbean Drive, the Town has won awards for its attention to detail. More important than awards is the overwhelming satisfaction of the community on the entire process from planning to construction.

From an administrative standpoint, the internal Cutler Bay Project Management Team will meet regularly to review the status of previous assignments, make new assignments for the next working period and discuss technical and administrative issues. From a technical perspective, each task will be interrelated, progressing from a public involvement plan, which will be carried through the entire project, to the collection of data, development of needs, examination of financing, and coordination with other projects of other agencies.

Cutler Bay is made up of a diverse array of parks, schools, and residential and commercial areas that are well connected for cars, but not connected to one another from a bicycle and pedestrian standpoint. Yet, the section line and half section line grid that exists in the remainder of the county, spaced on ½ mile intervals, twists and converges in the center of Cutler Bay, creating

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“Cutler Bay Complete Streets Corridor Analysis”

almost a hub and spoke configuration. These corridors connect major generators, and travel through the community.

Study Corridors include:

- SW 87 Avenue
- SW 97 Avenue
- Franjo Road
- Gulfstream Road
- Marlin Road

Previous master plans have identified that these corridors are to contain integrated bicycle, pedestrian and transit facilities. While these are planned, they must also be similarly incorporated in implementation through design concepts. To develop a successful plan that has consensus from the community, it will be crucial to clearly identify what specifically citizens are looking for in the future to service their non-motorized transportation needs on these corridors, and to integrate them into the rights-of-way in a manner that exceeds minimum standards. The Town of Cutler Bay plans to take its knowledge of the individual aspects of our community to develop a needs plan from which to evaluate and refine through the process.

To do this, a detailed and creative Public Involvement Plan will be developed, which will use traditional and non-traditional methods to solicit public input. Aside from public workshops, it will specify very local meetings and opportunities to meet with individual elected officials so that they may be briefed and updated. Additionally, highly graphic, easily read project material will be developed to explain the project and the process with clarity that all citizens can easily understand.

A detailed understanding of what is wanted, and a review of state of the art examples of how to provide such facilities in balance with county and state standards, will assist in the development concepts on each corridor.

Task 1 Background Information / Existing Conditions / Currently Planned Projects

The Town of Cutler Bay will review existing plans, for all roadways, bicycle, pedestrian, transit facilities, and land use developments on these corridors and with roads connecting to these corridors, in an effort to advance regional connectivity by prioritizing projects that provide the greatest linkages overall. This local area is in close proximity to the Old Cutler Road commercial area, containing a large site known as “The Potato Field” which is envisioned as a mid-sized commercial center in the future. It also connects Cutler Bay’s Urban Center District, where the Southland Mall is located. This area has been re-zoned by the Town to a higher intensity of land use similar to the Dadeland mixed use district. The US-1 Busway is

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immediately adjacent to this District. Cutler Bay aims to link to Palmetto Bay's soon to be rezoned Franjo Triangle, their future urban center, containing Village Hall and a potential park and ride location on the Busway. Each of these areas are the implementation of the long held land use vision of intensifying nodes along the US-1 Corridor to accommodate population and commercial growth, instead of spreading it westward in South Dade. Cutler Bay has always focused on implementing these "Charrette" areas.

Task 2: Public Involvement Plan

Cutler Bay will develop a Public Involvement Plan that will be used to solicit input on the vision, goals, objectives and needs for the *"Cutler Bay Complete Streets Corridor Analysis"*.

The Town of Cutler Bay firmly believes that it is important to understand what the community wants and what it needs. The Town will work hand in hand with the community to figure out what is wanted and how that can be incorporated into the design. Consensus is built when "wants" and "needs" coincide, and truly effective solutions are developed. Many solid technical projects have completely collapsed due to lack of consensus, but not in Cutler Bay, which has employed a diligent approach to public involvement since its inception. The results are the myriad of capital projects that have been completed to date, all stemming from similar master planning efforts.

The public participation plan for this effort will be extensive and will include a detailed menu of activities and meetings. It will involve several levels of involvement including meetings with industry professionals in a steering committee, individual meetings in the community, and meetings in large groups.

Other concerned agencies will be notified of the project and updated as necessary in its development several times during the process. These agencies include:

- Miami-Dade County Department of Public Works and Waste Management (PWWM)
- Florida Department of Transportation (FDOT)
- Miami-Dade County Transit Agency (MDT)
- Miami-Dade Metropolitan Planning Organization (MPO)

Task 3: Conceptual Design

Using the data collected in the first task, including ROW and any existing survey data, as well as examples of the specification of significant pedestrian, bicycle and transit amenities, a conceptual design will be developed. This will consist of typical sections to show how each mode will be accommodated. Additionally, graphic examples and renderings of the concepts,

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and potential landscape and hardscape will be provided. Conceptual quantities and costs will be developed as an evaluation tool. Any permitting requirements will also be identified for each corridor so that the eventual designer is aware of the permitting requirements for the implementation of each project.

Task 4: Recommendations

Once the individual corridors have reached the conceptual design phase, each will be evaluated and prioritized. A review of available funds will be undertaken; this will include a look at local, state and federal sources, as well as funds from private sources or impact fees. An ultimate funding level will be identified based on traditional funding levels and percentages, which will then be allocated over the corridors. The highest ranked projects that fit within the available funding limit will represent the financially feasible list of projects. This will be portrayed in textual, tabular and GIS map form. These will be able to be easily included in the Town's Capital Improvement Element which requires financial feasibility. All other projects will be listed in the master plan for future development.

Proposed Project Budget

Task	MPO Contribution	Town Contribution	Total Project Cost
Task 1 – Background Information	\$7,455	\$3,045	\$10,500
Task 2 – Public Involvement	\$7,455	\$3,045	\$10,500
Task 3 – Conceptual Design	\$21,600	\$8,400	\$30,000
Task 4 – Recommendations	\$13,490	\$5,510	\$19,000
TOTAL	\$50,000	\$20,000	\$70,000