THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

September 25, 2020

Rafael Casals
Town Manager
Town of Cutler Bay
Cutler Bay Town Hall
10720 Caribbean Boulevard, Suite 105
Cutler Bay, FL 33189

Dear Mr. Casals:

The Corradino Group is pleased to provide the Town of Cutler Bay with the enclosed proposal to update the Transportation Master Plan. Since 2014 when the plan was last updated, the region has rebounded from the prior recession. As a key community in South Dade, Cutler Bay continues to face development pressure and the need to continue planning to ensure the continued high local quality of life. As we begin this next decade, the updated plan will ensure that new innovations and needs are incorporated as the Town continues to grow. This grant-funded plan, with a local match, can be completed at the cost of $125,000 in 10 months.

Cutler Bay has performed multiple transportation masterplans over the years, all funded in part by the Miami Dade TPO, with significant local matches. The first effort just after the Towns incorporation was the benchmark, and each subsequent effort measured the effectiveness of the previous one against that mark. This plan represents an evolution, which is tailored to the specific intricacies of the current conditions and trends in South Dade along with the innovative use of trending planning techniques. With this update, Cutler Bay will continue to lead with a model plan to address multimodal transportation.

We look forward to working with the Town on this significant project.

Sincerely,

Joseph M. Corradino, AICP
President
The Corradino Group

2020 Cutler Bay Transportation Master Plan Update
"Cutler Bay Strategic Transportation Plan"
Scope of Services

The following Scope of Services details the steps by which The Corradino Group (TCG) proposes to assist the Town of Cutler Bay in developing another state of the art Transportation Master Plan Update necessary to address the issues that impact the performance and resiliency of the local multimodal transportation system, now and in the future.

Cutler Bay has performed multiple transportation masterplans over the years, all funded in part by the Miami Dade TPO, with significant local matches. The first effort just after the Towns incorporation was the benchmark, and each subsequent effort measured the effectiveness of the previous one against that mark. This plan represents an evolution, which is tailored to the specific intricacies of the current conditions and trends in South Dade, including the use of innotive planning techniques; this will become a model plan.

In this plan, new analysis has been added for:

- A review of intelligent traffic technologies, first and last-mile techniques, and potential pilot programs.
- Safety audits sounding the Assisted Living Facilities and schools.
- Evaluation of transportation resiliency
- An analysis of land use in Cutler Bay and South Dade and how the transportation network will be impacted by the continuance of current development trends.
- Additional traffic counts
- An analysis of affordable housing and economic development strategies.
- A multi-level analysis and comparison of remaining capacity of various alternatives related to a primary focus on Roadway Improvements, Transit Improvement, Land Use Improvements, and an alternative that combines the three for reach Equilibrium in spending and effectiveness.

South Dade is in crisis. With nearly all of the remaining undeveloped land in Miami Dade County, this is the fastest growing part of the County, but there are few jobs, a disconnected roadway system, and a dysfunctional rapid transit system. All of which results in a highly directional traffic flow with its volume exceeding the capacity of the primary transportation corridors. This has prompted spillover to the local neighborhood roadway network, creating extraordinary delays, and an extreme deterioration of the quality of life, which is dramatically more notable than it was five years ago. Tensions have risen locally, with local municipalities in dispute with one another, prompting the consideration of multiple development moratoria in the area. Today more than ever, this level of analysis is much needed.

Cutler Bay recognizes that traffic congestion is negatively impacting the character of the Town and the quality of life for its citizens. To mitigate the impacts, the Town has initiated a moratorium on development, while attempting to create a stricter traffic methodology to address congestion within the Town. To this point, the Town has mitigated congestion fairly well by implementing dozens of projects associated with its previous planning efforts. It is understood that this congestion is a symptom of a larger problem. As time moves forward, the capacity of the existing system is rapidly being overwhelmed by the volume of travelers using it. New development in the Town both to the south and west is evolving with travel patterns based on population and employment. A lack of systemwide capacity to the north is creating extreme discomfort.

The purpose of this study will be to continue the benchmarks used by the Town in its two previous Transportation Master Planning efforts. It will provide a clear understanding of the traffic, its origins and destinations, and how it has impacted our roads, transit system, and bicycle and pedestrian network. Additionally, in this iteration of the plan, the system's ability to be resilient today and in the future will be evaluated. This will provide a common set of facts about the system, including how and why it is being impacted.

What to do about all of this will come in the form of a project bank of potential multimodal transportation projects as well as land use, transportation, and economic development policy options designed to address both the symptoms and causes of traffic congestion.

Each recommendation will be tested by modeling them in various iterations, to isolate their impacts, costs, and benefits. This will enable decisionmakers and citizens to have a more comprehensive set of tools and a better understanding of their results in combination with one another, enabling more informed choices than ever before to both locally and regionally to address this issue.

Background

In 2014 Cutler Bay won $35,000 from the Transportation Planning Organization's (TPO) highly competitive 2014 Municipal Grant Program. Cutler Bay's application was ranked highest in the MPO and received 100% of the requested funding. This was primarily due to the Towns performance with the MPO, and the funds were used to update the Transportation Master Plan. With the 2014 Transportation Master Plan Update, the Town took care of working with citizens, staff, elected officials, and outside agencies to develop consensus on a vision to guide transportation projects and policy. Over 62 projects were identified, many of which the Town has already implemented. These improvements can be seen on the roads today.

Cutler Bay's first transportation master plan, completed in 2008, was funded by the same Municipal Grant Program. Since that time, the Town has taken great pride to assure that these funds haven't simply gone to produce studies but have been used to create capital programs that they have implemented. Primary recommendations of the original Transportation Master Plan were both a Transit Circulator and a Bicycle and Pedestrian Plan. At the same time, the Town has developed its Growth Management Plan and Land Development Regulations to assure that sustainable land use policies and ordinances are in place to support transportation decisions, not only locally, but regionally as well.

Introduction

The 2014 Transportation Master Plan acts as a guideline for project efforts over the past five years. It is now time to update this master plan and develop an additional list of multimodal transportation projects and policy initiatives that can be undertaken in the upcoming years. As the youngest and fastest-growing municipality in our region, the Town of Cutler Bay Transportation Master Plan Update, strives to be forward, progressive, and more technologically advanced than previous years. With the South Dade Corridor analysis and technological advancements in transportation since 2014, municipalities need to have capital projects in the pipeline so that there are projects to build when funding is available. Additionally, it is essential to re-engage the citizens into the process.

With the update of the Transportation Master Plan, the Town is seeking to take a more regional approach in solving its transportation woes. Currently, Cutler Bay, which is geographically located in the center of Southeastern Dade County, is subject to the ebbs and flows of local traffic movement, the volumes of which

are growing each year. Frustration has led the Town to implement moratorium on development with the hopes of further developing new and more stringent traffic methodology within the Town Land Development Regulations. These address traffic problems generated from outside of Town boundaries that have major impacts on the Town itself. With high a volume of development occurring to the south and west of the Town and a significant lack of capacity and options to the north and east of the Town, it is apparent that the current mechanism for approving development needs reconsideration.

The Town proposes to undertake a Transportation Master Plan update that is forward-thinking, progressive, modern, and strives to review the existing plan and incorporate citizen concerns reported over the past five years. Technological advancements such as an autonomous shuttle pilot programs, electric vehicle and curb management infrastructure planning will be evaluated. The Town recently completed the Mobility Hubs Study which will be an important component of the Transportation Master Plan Update. Of importance here will be the development of projects which will serve first-last mile needs to support regional and subregional transit mobility. In the process, the existing conditions will be documented by the collection of new data. The plan will result in the recommendation of an entirely new project bank. Evaluating then prioritizing all of the pending projects and removing the completed projects. This is the initial planning phase in the development of a multimodal transportation capital improvement plan. This updated Transportation Master Plan will be a critical component in evaluating the entire transportation system, projecting deficiencies, scheduling multimodal projects, developing transportation, land use, and economic development policies. It will make substantive improvements and coordinate with those scheduled by the County and State.

From a technical perspective, the Transportation Master Plan attempts to look at the Town in a holistic manner. This will be a well-rounded effort that focuses on public involvement, while analyzing comprehensive data to identify issues and develop solutions. It is believed that this project fulfills all of the selection criteria.

Cutler Bay is expected to have a population exceeding 60,000 in the next decade. Additionally, it has a significant transit dependent population along with two mixed-use areas of higher density. The Southland Mall area is a major traffic generator considered to be a large-scale regional center. The opportunity exists to utilize the results of the Town Mobility Hubs analysis as a connecter to the South Dade SMART Corridor, as well as proposed Routes B and E1 of the regional SMART Plan, with the implementation of significant park and ride facilities to improve commute times.

The following scope of work and budget incorporates the use of proactive public involvement, extensive data collection and analysis, an assessment of needs, development of projects, and an implementation plan. Further, it addresses the critical elements necessary for effective multimodal transportation solutions.

Objective

The objective of this study will be to continue to benchmark the transportation system, as initiated by the Town in its two previous Transportation Master Planning efforts. All while adding to this analysis a review of potential state of the art technologies, additional traffic counts, safety audits, an examination of the transportation systems ability to respond to disasters, an analysis of how land-use impacts the transportation network, and multi-level analysis of four distinct approaches to technically mitigating the issues. In doing so, it will provide a clear understanding of the regional origins and destinations of people moving to, from, and through the Town on their daily journeys, and how these movements and volumes impact not only our local roads, transit system, and bicycle and pedestrian network, but those in the surrounding area. Additionally, this analysis will assess the system's ability to be resilient today and in the future.

The study will employ new traffic technologies to determine the best way to improve mobility, safety, and accessibility for Town residents.

In addressing the problems of the future, this master plan will examine the root causes of congestion to include: inadequate roadway capacity, lack of modal options, existing and future travel patterns, emerging development and growth patterns, and a lack of diverse land uses. Other issues will be thoroughly explored, as will be the ability of the system to rebound from major disaster events and withstand the gradual onslaught of rising seas. This will be done in two planning horizons, 2030 and 2040. It will engage the public in a meaningful way in the generation of transportation solutions. As a result, a project bank of multimodal transportation and a variety of policy solutions will be developed. The individual impacts of these recommendations and their probable costs will be developed, so that the projects can be prioritized and placed in an implementation plan. The results of this analysis will bring much more clarity on all of the tools needed both locally and regionally to address the issue of congestion.

Tasks

Task 1: Public involvement

Engaging the public and incorporating public input is a multi-level process that takes place consistently throughout the duration of the plan's development. This task will focus the project, pointing it in a direction that is most useful to citizens, staff, and elected officials. It is through this task that an understanding of what is wanted and what the perceived weaknesses in the system are. Many of these desires and weaknesses will be tested in the data collection and analysis task.

The public involvement process begins with the formation of a steering committee made up of members integrally knowledgeable and involved in the process. Next, stakeholders representing a diversity of interests are identified and consulted individually. Concurrent with the technical work of data collection and analysis, community workshops are held to offer all community members an opportunity to be involved in an informal setting, including walking audits. As the plan approaches completion, public hearings are held to give public officials and the general public the opportunity to hear, comment, and approve the plan. Finally, the plan is brought to the TPO and FDOT, offering a final opportunity for public comment.

Steering Committee

The steering committee should consist of the Town's Project Manager as a representative of staff, and members of the general public with established knowledge and experience with issues and processes involved. The committee will be consulted at the outset of the planning process and at the culmination of each task to review the previous efforts and to strategize for the next task. The committee will also assist in the identification of stakeholders.

Stakeholders

The Steering Committee, staff, and elected officials will assemble a list of 10 to 20 stakeholders to be individually consulted. Stakeholders should include leaders from political, business, civic, and religious communities, as well as representatives of special interest groups such as environmental groups, local schools, area assisted living facilities, and the disabled. Each stakeholder will be consulted on an individual basis to provide insight and advice regarding the issues, needs, and solutions to be addressed in the plan.

Community Workshops

Four separate Community Workshops, one of which will be a walking audit, one of which will include a bicycling audit, and one of which will be a transit audit on the local circulator, will be held throughout the

duration of the project. The first Community Workshop will be held after the analysis of existing conditions. It will explain the strengths and weaknesses in the system today and in the future. Ideas will be gathered for how to mitigate deficiencies. It will also be focused on the acceptance and prioritization of projects.

Public Hearings

At the culmination of plan development process first and second public hearings will be held with the Town Council, giving the public further opportunity to participate.

Agency Meetings

The results of the study will be presented to the TPO and FDOT, as a process for keeping these bodies informed.

Schedule: Day 0 through Day 300
Cost: $13,500
Deliverables:

1- List of Steering Committee Members and Stakeholders
2- Workshop agendas
3- Workshop Presentations
4- Minutes of Workshops
5- Steering Committee Agenda and Records

- Steering Committee
- Stakeholders
- Community Workshops
- Public Hearings
- Agency Meetings

Task 2: Data Collection and Analysis

Previous and Ongoing Work

All previous reports since the last master plan update will be reviewed and incorporated into the data collection and analysis process. If necessary new data will be collected for traffic, transit, bicycle and pedestrian areas. This data will be analyzed to show the existing conditions and those in the future. Much has changed in South Dade since the original plan in 2008; Cutler Bay Palmetto Bay, and Pinecrest have implemented municipal circulators.

Technologies

Traffic technologies will be reviewed and evaluated, such as adaptive signal technologies, pulse routing for first/last mile, electric vehicles parking, curb management SMART technologies, and autonomous vehicle pilot programs. Additionally, technology such as GoPro cameras at intersections may be used to gather data to be presented at the public workshop.

Traffic Data

Traffic volumes will be evaluated to develop a picture of existing conditions. This will provide the basis from which the analysis and development of needs will begin. To do this the most recent MPO Long Range Transportation Model will be examined for roads on the network where counts exist, which is along section line roads, as well as Old Cutler Road and US-1. Road may need to be re-counted to assure the model is

calibrated correctly. Existing count data will be collected from FDOT or Miami Dade County for every location where it exists in the last two years. For other roads, where model data does not exist, and the Town would like it to be counted, individual 48 hour link counts or 24 hour roadway counts will be taken. Other count locations will be reserved for new counts as needs warrant. It is anticipated that new counts may need to be taken and will be reexamined by a traffic engineer. Additionally, a review of complaints will be undertaken showing hot spots within the community, which may need to be examined.

Transit Data

All Miami Dade Transit routes will be examined to determine their alignment, headways, and ridership. The implementation of the circulator bus, the results of the Mobility Hub Analysis, and SMART Plan South Corridor study, with other bus routes, will be examined. Park and ride locations, capacities, and their interaction of transit with other systems will be detailed.

Bicycle Pedestrian Data

Bicycle / Pedestrian data from the completed Bicycle Pedestrian Master Plan will be incorporated into this report to provide a true multimodal picture of the adequacy of transportation in the Town. The Bicycle Pedestrian Master Plan may need to be updated. Data collection emphasizing connectivity will be used to identify gaps in the network. First/Last mile needs will be assessed for connectivity to SMART Corridor facilities. Safety audits will be performed surrounding two existing ALF's and schools.

From these data collection areas, various levels of analysis will be provided. Each is focused on the Level of Service throughout the Town and the ability to quantify and display traffic movement patterns and trends occurring today and in the future. The resulting spreadsheets will detail the utilization and capacity of each roadway link. Data will be analyzed to show existing conditions 2030 and 2040.

Travel Patterns

Using the TPO LRTP Model, population and employment at various locations in South Dade will be examined. Daily origins and destinations from these areas will be examined to show the travel patterns and volumes of the people as they move about the region impacting Cutler Bay on a daily basis.

Resiliency

As far as transportation is concerned, the Federal Highway Administration defines resiliency as: The ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. In this light, the transportation network will be evaluated as to its elevation, and vulnerability to its potentially greatest threat, flooding, either via periodic disaster events like storm surge from hurricanes or the long term impacts of sea-level rise, utilizing Urban Footprint. This information will be useful for both Miami Dade County and FDOT as they are likely to be assessing their systems in the near future.

Development Trends

The existing Future Land Use Maps for Cutler Bay and South Dade will be evaluated to understand and assess the relative quality or sustainability of the resulting traffic impact of future development patterns.

Data Analysis

Various levels of analysis will be provided. Each is focused on the Level of Service throughout the Town and the ability to quantify and display traffic movement patterns and trends occurring today and in the future. The resulting spread sheets could be used as a basis for a concurrency management system, since they will detail the utilization and capacity of each roadway link. Traffic counts will be displayed in tabular

form by facility. This will serve as a handbook to detail the condition of each facility in the Town. Detail will be given to:

- Road
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals
- Segment Length
- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at Adopted Standard
- Average Annual Daily Traffic
- Peak Hour Volume
- Existing Level of Service
- Remaining Capacity
- Projected MPO Growth Rate (from latest MPO LRTP Model)
- Sidewalks
- Bicycle Lanes
- Transit Facilities

Sample Project Description Table

CURRENT CONDITIONS													ADOPTED STANDARD				2008 EXISTING				
#	ROAD	FROM	TO	No. OF LANES	MEDIAN TYPE	ROAD	TYPE	No. of SIGNALS	LENGTH (MILE)	SIGNAL S/MILE	SPEED LIMIT (MPH)	CLASS	LOS	C VOLUME	D VOLUME	E VOLUME	GROWTH RATE	AADT	VOLUME	LOS	Available Capacity
1	SW 184 ST	SW 107 AVE	US-1	4	TWLTL	COUNTY	URBAN MINOR ARTERIAL	7	3.0	2.0	35	III	E	1120	1620	1720	1.04	19542	942	C	778
2		US-1	Franjo Rd.	4	TWLTL						35	III	E	1120	1620	1720	1.04	20857	1010	C	710
3		Franjo Rd.	SW 92 Ave	2	UNDIVIDED						40	II	E	480	760	810	1.04	14146	682	D	128
4		SW 92 Ave	SW 87 Ave	2	UNDIVIDED						40	II	E	480	760	810	1.04	16459	704	D	106
5		SW 87 Ave	Old Cutler Rd.	2	UNDIVIDED						40	II	E	480	760	810	1.04	9199	493	D	317

Schedule: Day 1 through Day 120
Cost: $61,000 (mapping, data gathering: $36,000) (Traffic Counts approx. 25: $12,750)
Deliverables:

1- Existing Conditions Assessment
2- Traffic Count Data
3- Multimodal LOS Analysis
4- GIS Data
    - Previous and Ongoing Work
    - Technologies
    - Traffic Data
    - Transit Data
    - Bicycle Pedestrian Data
    - Travel Patterns
    - Resiliency
    - Development Trends
    - Data Analysis

Task 3: Needs Assessment

The analyses provided above will point to various levels of need, for various modes. In this analysis it is important to understand the number of people that are moving through the Town now and will be in the future, then understand the relative capacity of each component of the transportation system. It is known that the roadway network is at or near saturation in certain areas. A main topic of conversation and decision making will be about which part of the system to add capacity to and how much is tolerable. The roadway network in this area of the County is an irregularly shaped, interrupted grid system. In theory, a connected grid efficiently and effectively distributes traffic, providing multiple areawide routes for travelers. As part of this assessment the Complete Streets Corridor Analysis will be reviewed as well and options as to increasing alternative mode capacity will be evaluated to determine how to provide for a Complete Network. These options provide relieve when periodic congestion arises. A decision needs to be made for how much additional capacity is needed, and whether that should go on the roadway network or the transit network and what the impacts, costs and benefits of each would look like from the technical and social perspectives. As such the level of service of each mode will be evaluated. For each mode an assessment of the total capacity needed to so that adopted levels of service were met, will be undertaken. From this assessment a list of potential projects will be developed. Roadways that meet or exceed the existing level of service standard will need improvements to assure that they meet the Town's adopted level of service standards. The roadway level of service is not the only consideration of need. The transit network will be examined to determine the adequacy of the system, as well as other modes. Public perception of need will be considered. The four project categories will be developed including:

· **Roadway Capacity and Corridor Enhancement**

Projects will be developed to address streets that have roadway capacity issues. These projects generally will focus on improving intersections and links that are at LOS D or worse, in the existing or future year. These will be mapped. This will also take into consideration arterial roads that function as major conduits of traffic through the Town. Implementing a license plate audit on Old Cutler Road and US-1 will document the cars passing through from other areas creating traffic in the Town.

· **Alternative Mode**

This will focus on transit, pedestrian, and bicycle facilities and their levels of service, particularly as they interface with major intersections, trip generators and transit stations. The needs assessment will include the SMART Plan and leveraging connectivity to the Transit Corridor and Regional Trails.

· **Corridor Enhancement**

This work will take into consideration arterial roads that function as major conduits of traffic through the Town. An in-flow/out-flow analysis will be conducted in order to assess the effect of development outside of the Town.

· **Policy**

Policy will mean many things in this analysis. A rethinking of policy in a wide variety of areas is needed, and options for each will be provided in the areas of Transportation, Land Use, Housing and Economic Development.

- Transportation: This will initially focus on policy initiatives which mitigate a lack of mobility like travel demand management and transportation systems management. We have laws that implement roadway level of service, but those levels of service are becoming impossible to achieve, without significant and disruptive interventions. Capacity additions may want to be consider in the form of

rapid transit, and that would entail consideration of a rapid transit level of service standard, to provide enough capacity to absorb the overflow of users, pushed off the roadway system due to the prohibitive financial, social and political costs of its expansion. The implementation of any transportation capacity in any form including roadway, transit, bicycle and pedestrian, involves the utilization of more space to move more people. The cost of that space and its disruption to the neighborhoods and people as opposed to the overall benefit that movement provides must be considered.

- Land Use: Land use policies to direct potential growth, and by extension, transportation growth, to very specific sectors of the Town. Development patterns should be examined as they impact traffic flow and resulting congestion. Development moratoria have costs. According to law, and the Future Land Use Map in our local Comprehensive Plans, people have purchased land with the expectation it will be developed at the level prescribed by these plans. The financial cost of unilaterally eliminating development rights via a government taking will be compared with the financial and social costs of reorganizing the land use system to be more efficient and less disruptive. All development does not create the same impacts to the transportation network. It is widely known that more single occupancy vehicle traffic is created by low-density single-family home development. Less of this roadway traffic is created through higher density multifamily development in transportation corridors. To that end the existing development patterns will be evaluated and an analysis of the location, density and intensity that encourage various types of vehicular and rapid transit movement will be evaluated. This then can be matched with the type of capacity the Town wants to implement in the future.
- Housing: South Dade has an affordable or attainable housing crisis. Working family are making very difficult choices about where to live. This housing is often far from employment centers. Traveling on the out of capacity roadway network is creating the congestion that is the subject of this analysis. A discussion of the need for and how to locate this housing in more sustainable methods will be explored.
- Economic Development. As housing is far from jobs, and South Dade has few major employment centers, the policy strategy of how to attract jobs and the impacts of such will be evaluated. This will tie into Transportation and Land Use policies.

Schedule: Day 90 through Day 190
Cost $12,500

Deliverables:

1- Needs Assessment Report
    - Roadway Capacity and Corridor Enhancement
    - Alternative Mode
    - Corridor Enhancement
    - Policy

Task 4: Development of Potential Projects

Potential projects that arise from the needs assessment resulting from the analysis will be placed in a "Project Bank", which will essentially be the Town's Transportation Master Plan Capital Improvements schedule. Projects suggested in previous plans will be incorporated into the master plan.

Each project will be conceptually developed. This will entail the development of a project sheet that provides:

- Description of the project
- Location
- Cost
  - -Planning
  - -Innovation
  - -Design
  - -Construction

All projects will be cataloged by type in the project bank report.

Sample Project Description Table

PROJECTS						
			COST			
#	PROJECT NAME	PURPOSE AND NEED	PLANNING	DESIGN	CONSTRUCTION	TOTAL
1	152 St @ Old Cutler Road. Roundabout	to improve flow along old Cutler road without widening. This intersection is out of capacity by 400 trips in existing condition. Greater ability to flow is needed	$ 126,000	$ 210,000	$ 1,764,000	$ 2,100,000
2	Bike Paths Improvement	Provide alternative transportation. Will enable children to walk or bike to school	$ 100,000	$ 200,000	$ -	$ 300,000
3	Wall at 136St	Keeps crime down	$ 15,000	$ 25,000	$ 210,000	$ 250,000
4	Traffic Circle Statue of Mayor	need for public art. Definitely will slow traffic, or cause route avoidance	$ 21,000	$ 35,000	$ 294,000	$ 350,000

Schedule: Day 190 through Day 220
Cost $10,000
Deliverables:

1- Project Bank

Task 5: Analysis

Each of the projects developed as a result of the needs assessment will be tested to ascertain their impacts to the system in the future time horizons. The goal here is to move the traveling people while meeting the existing levels of service in a sustainable and resilient manner. The system will be looked at in multiple iterations of roadway, transit, land use and the equilibrium. The difficulty with making the decisions that will cure the traffic problems of the future is that they are costly in many ways. The financial cost is critical,

but so is the social cost. The level of capacity needed is significant. It is important to figure out how to implement this capacity in the least socially disruptive manner.

- Roadway: This would model what the capacity of the roadway network would look like if the future volumes needed to be accommodated completely on the roadway network
- Transit: This would model what the capacity of the transit and roadway networks would look like of the future volumes needed to be accommodated completely on the mass transit network
- Land Use: This would model with the capacity of the transit and roadway networks would look like if the Land Use, Housing and Economic Development policy changes and no capital roadway or transit expansions were undertaken
- Equilibrium: This would model what the capacity of the transit and roadway networks would look like if a reasonable blend of roadway, transit and land use recommendations were made.

Schedule: Day 220 through Day 250
Cost $8,000
Deliverables:

1- Project Testing

Task 6: Implementation Plan

The existing implementation plan will be evaluated. Completed projects will be removed, and new projects will be inserted and prioritized. The formal Implementation Plan will refine the Project Bank by prioritizing the individual projects, identifying funding sources and strategies, or recommending initiatives for strengthening transportation and mobility opportunities.

Essentially this task will prioritize the Project Bank, develop a consensus of the community, have it approved by the Town Council, and then by the Miami-Dade TPO with the list of projects including their purpose, need, and cost and asking them to rank as immediate needs, short term (1-3 years), mid-term (4-6 years), or long-term (+7 years). An interactive software program will be used to gauge public sentiment about the projects and their ranking in the second community workshop. Further tasks will be to have individual projects begin implementation. Acceptance on the LRTP or TIP will be simplified with these approvals.

Schedule: Day 230 through Day 260
Cost $10,000
Deliverables:

1- Draft Prioritized Implementation Plan
2- Final Prioritized Implementation Plan

Task 7: Final Report

The final report will be a combination and summation of all tasks. A final report and highly graphic executive summary will be produced as well as a PowerPoint presentation of that report. Drafts will be delivered to the Town for review. After the final presentation, bound and electronic copies will be made available.

Schedule: Day 260 through Day 300
Cost $10,000
Deliverables:

1- Draft Master Plan
2- Final Master Plan
3- Transportation Master Plan Executive Summary
4- Presentation to Town Council

This grant-funded plan, with a local match, can be completed at the cost of $125,000 in 10 months.

The Corradino Group appreciates the opportunity to submit this proposal to the Town of Cutler Bay.

Agreement Submitted by:

_____
Joseph M. Corradino, AICP, President
The Corradino Group

Date: _____

Agreed to by: _____
Town of Cutler Bay Representative

Date: _____

Note: Signature by the Town of Cutler Bay signifies a notice of intent to proceed under the terms noted above. A facsimile signature shall have the same legally binding effect as an original signature.

Cutler Bay Strategic Transporatio Plan Costs
Costs

Task		Staff	Principal in Charge		Lead Planner		Transporation Planner		Associate Planner		Planning Tech		Sr Designer		Designer		Administration		Traffic Counts		TOTAL	
		Rate	$ 200.00		$ 150		$ 125		$ 100		$ 80		$ 150		$ 100		$ 75		$ 510			
			Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
1	Public Involvment		9	$ 1,800	20	$ 3,000	20	$ 2,500	10	$ 1,000	4	$ 320	8	$ 1,200	3	$ 300	5	$ 375		$ -	79	$ 10,495
2	Data Collection		9	$ 1,800	24	$ 3,600	24	$ 3,000	8	$ 800	3	$ 240	8	$ 1,200	3	$ 300	3	$ 225	25	$ 12,750	107	$ 23,915
3	Needs Assesment		9	$ 1,800	24	$ 3,600	24	$ 3,000	8	$ 800	7	$ 560	8	$ 1,200	4	$ 400	3	$ 225		$ -	87	$ 11,585
4	Potential Projects		9	$ 1,800	24	$ 3,600	24	$ 3,000	20	$ 2,000	15	$ 1,200	48	$ 7,200	24	$ 2,400	3	**$ 225**		$ -	167	$ 21,425
5	Analysis		9	$ 1,800	24	$ 3,600	60	$ 7,500	20	$ 2,000	20	$ 1,600	32	$ 4,800	16	$ 1,600	2	$ 150		$ -	183	$ 23,050
7	Implmentation Plan		9	$ 1,800	24	$ 3,600	24	$ 3,000	15	$ 1,500	4	$ 320	16	$ 2,400	8	$ 800	2	$ 150		$ -	102	$ 13,570
7	Final Report		9	$ 1,800	40	$ 6,000	40	$ 5,000	40	$ 4,000	2	$ 160	4	$ 600	4	$ 400	40	$ 3,000	0	$ -	179	$ 20,960
			63	$ 12,600	180	$ 27,000	216	$ 27,000	121	$ 12,100	55	$ 4,400	124	$ 18,600	62	$ 6,200	58	$ 4,350	25	$ 12,750	**904**	**$ 125,000**