

THE CORRADINO GROUP, INC.

CORRADINO

ENGINEERS • PLANNERS • PROGRAM MANAGERS • ENVIRONMENTAL SCIENTISTS

Sent via Email to wbergman@townofpalmbeach.com

January 20, 2023

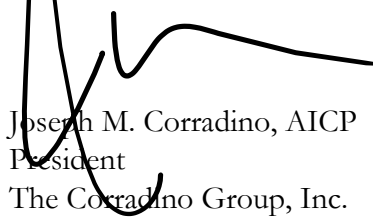
Wayne Bergman, MCP, LEED AP
Director
Town of Palm Beach
Planning, Zoning, Building
360 S. County Road
Palm Beach, FL 33480

Dear Mr. Bergman:

It is our understanding that the Town of Palm Beach has requested traffic engineering and transportation planning services related to a review of the traffic impact of the existing restaurants in the downtown area, evaluation of the existing parking supply in the downtown area and a review of the origin and destination of the traffic traveling into the downtown area daily. This task work order will be per the terms and conditions of our continuing services agreement with the Town.

The Corradino Group appreciates this opportunity to submit this proposal to the Town of Palm Beach. We look forward to assisting you in providing the Town with the best traffic engineering and transportation planning service possible.

Sincerely,



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

CONSULTING SERVICE AUTHORIZATION

Statement of Work (SOW)

TOWN P.O. NO. _____

TOWN EXPENSE CODE _____

TITLE: Palm Beach Commercial Areas Traffic Analysis

I. PROJECT DESCRIPTION:

The Consultant will provide traffic engineering review services related to a review of the traffic impact of the existing restaurants in the commercial area, evaluation of the existing parking supply in the commercial area and a review of the origin and destination of the traffic traveling into the commercial area daily.

II. SCOPE OF SERVICES:

1. Traffic Data Collection

a) **Manual Turning Movement Counts-** The Consultant will collect morning and afternoon peak hour turning movement counts on a typical weekday (during school) at the following intersections within the project radius of influence (Reference Exhibit One):

- State Road A1A/S. County Road and Golfview Road (signalized)
- State Road A1A/S. County Road and Worth Avenue (signalized)
- State Road A1A/S. County Road and Peruvian Avenue (signalized)
- State Road A1A/S. County Road and Chilean Avenue (unsignalized)
- State Road A1A/S. County Road and Australian Avenue (unsignalized)
- State Road A1A/S. County Road and Brazilian Avenue (unsignalized)
- State Road A1A/S. County Road and Royal Palm Way (signalized)
- State Road A1A/S. County Road and Seaview Avenue (unsignalized)
- State Road A1A/ S. County Road and Royal Poinciana Way
- State Road A1A/S. County Road and The Breakers Entrance (two intersections at the main entrances)
- State Road A1A/S. County Road and Sunset Avenue
- State Road A1A/S. County Road and Sunrise Avenue
- Bradley Place and Sunset Avenue
- Sunrise Avenue and Bradley Place (signalized)
- Sunset Avenue and Bradley Place (unsignalized)
- Royal Poinciana Way and Bradley Place (signalized)
- Royal Palm Way and Coconut Row (signalized)
- Southern Blvd and South Ocean Blvd (roundabout)
- South Lakeview and Royal Palm Way
- South Lakeview and Brazilian Avenue

- South Lakeview and Australian Avenue
- South Lakeview and Chilean Avenue
- South Lakeview and Peruvian Avenue
- Worth Avenue and Coconut Row

All traffic counts will be adjusted to account for seasonal variation using the appropriate Florida Department of Transportation (FDOT) seasonal adjustment factors to represent peak season traffic conditions.

- b) Streetlight Data-** The Consultant will utilize Big Data to measure multimodal vehicle travel movements and patterns between zones. The Big Data will be in the form of the Streetlight InSight Data platform (Reference Exhibit Two).
- c) Restaurant Valet Parking Data-** The Consultant will collect valet queue data in one-minute intervals and maximum queues will be documented during the weekday peak period on a typical weekday (Tuesday, Wednesday, or Thursday) between ~~4:00~~ 5:00 to 8:00 P.M. and a weekend (Friday or Saturday) peak period between 5:00 to 9:00 P.M. for up to ~~three~~ five restaurant valet drop-off/pick-up areas within the Town of Palm Beach Downtown project area limits. The specific restaurants will be selected after an examination of existing conditions and consultation with stakeholders to assure appropriate locations are suggested.
- d) Parking Data Collection-** The Consultant will collect parking data in commercial districts and corridors in the Town, including:
- Royal Palm Way Corridor South Lake Drive to South Ocean Boulevard
 - North County Road (A1A) Corridor from Worth Avenue to Seaview Avenue
 - Peruvian Avenue Corridor from Coconut Row to North County Road (A1A)
 - Worth Avenue Corridor from Coconut Row to South Ocean Boulevard
 - Mixed-use district between Royal Poinciana Way to Sunrise Avenue which area is zoned Commercial Town Serving (C-TS)

The purpose of Task 1-d is to provide parking data that is ready for analysis of general mixed-use / commercial district parking supply and demand in the Town of Palm Beach.

The study areas for Task 1-d are public roadways along land designated as “Commercial” on the Town Zoning Map. It includes the zoning districts: Commercial Office, Professional, Institutional (C-OP), Commercial Planned Center (C-PC), Commercial Town Serving (C-TS), Commercial, Worth Avenue (C-WA), and Commercial Offices (C-B). Private lots, garages, and valet operations are included in Task 1c.

The Towns Parking Code and Shared Parking Ordinance will be reviewed and compared with at least three (3) similar communities to determine if parking standards need to be modernized to fit contemporary forms of development, as well as contemporary travel and vehicle usage patterns.

Land Use & Parking Supply: For each study area, parking inventory by block based on permit records, Town GIS information and field or aerial verification as required. Existing land use and occupancy data will be collected, including: land use, gross floor area, and permitted on-site parking spaces. To perform this analysis at a level of detail for retail cell occupancy, Corradino will require the Town to provide such from its current-year business tax/ permit data. Public on-street and off-street parking supply will also be identified by block based on aerial photography and Town records for structured parking.

Parking Occupancy Data: For each district three surveys will be taken:

- Midday - a weekday (Tuesday -Thursday) midday survey will be performed from 12:00 noon to 2:00 pm (or appropriate local peak times arrived at after consultation with staff) to capture the presumed peak for offices, retail, and restaurant patronage on a weekday. This will be collected on the same day and same time on three consecutive weeks.
- Evening - a Friday evening survey will be performed from 5:00 pm to 8:00 pm (or appropriate local peak times arrived at after consultation with staff) to capture the presumed peak for after-work retail and restaurant patronage on a weekday. This will be collected on the same day and same time on three consecutive weeks.
- Weekend - a Saturday midday survey will be performed from 2:00 pm to 3:00 pm (or appropriate local peak times arrived at after consultation with staff) capture the presumed peak for retail and restaurant patronage on a weekend. This will be collected on the same day and same time on three consecutive weeks.

Parking Turnover & Occupancy: Accumulation, turnover and occupancy studies will be performed from 11:00 am to 7:00 pm on a weekend day at sample locations within the general retail/restaurant area and town-serving commercial districts. This will be collected on the same day and same time on three consecutive weeks. The locations will be:

- Worth Avenue from Coconut Row to South Ocean Boulevard
- North County Road (A1A) from Australian Avenue to Royal Palm Way
- Sunrise Avenue from Bradley Place to North County Road

Private Lots and Valet: In addition, if the Town collects receipt data from private lot operators or valet operators, we will examine to determine if occupancy and duration information can be ascertained and if so, will be used to augment the on-street data.

2. Traffic Analysis- Consultant will complete the following traffic analysis related to the traffic data collection from task one.

- a) **Trip Generation Comparison-** The Consultant will prepare a trip generation comparison using the ITE Trip Generation Handbook. The trip generation comparison will include a comparison of restaurant land use versus other commercial land uses.

- b) **Intersection Capacity Analysis-** The Consultant will perform an Intersection capacity analysis for the subject intersections using software based on the Highway Capacity Manual (HCM) methodology. The analysis will be performed for morning and afternoon peak hour conditions using Synchro 11 software. The analysis scenarios will include the existing year (2022) and the future year (2027) with alternative commercial uses. The Consultant will evaluate the travel time and delay of the intersection network using Synchro 11 software. The Intersection capacity analysis will include a queueing evaluation of the bridge openings over the Lake Worth Lagoon at the Southern Blvd Bridge, Royal Palm Way Bridge and Royal Poinciana Way Bridge. The queueing evaluation will determine if there is an impact to the nearest signalized intersection to the east of each bridge crossing in the Town of Palm Beach. Coordination will be made with Palm Beach County and the Florida Department of Transportation, regarding signal timing, coordination at the Royal Palm Way Bridge and adjacent traffic signals both in the Town of Palm Beach and the City of West Palm Beach.
- c) **Valet Parking Operational Analysis-** The Consultant will perform field observations at the three selected restaurant valet drop-off pick up areas within the Town of Palm Beach Downtown project area limits. The field observations will be performed during the queue data collection time periods. The purpose of these observations is to identify operational issues related to existing valet operations and traffic circulation patterns of these three locations. Photographs of the traffic circulation will be taken as part of this task. The field observations will document if queues spill back into public right-of-way. The valet operations queueing analysis will be conducted consistent with procedures described in ITE's Transportation and Land Development, 1988. A traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area.
- d) **Origin Destination Analysis-** The Consultant will evaluate the Streetlight data to determine the historical traffic patterns to the Town each day. This will include the following:
- Determination if the traffic congestion is local traffic or traffic from outside the Town of Palm Beach.
 - Evaluate the peak hour road segment level of service for the primary ingress egress corridors in the Town of Palm Beach
- e) **S. Lake Drive One Way Analysis-**
An analysis of the conversion of S Lake Drive from a bidirectional street to a one way street will be undertaken, using the turning movement counts and origin destination data collected above.
3. **Parking Analysis: Commercial Areas-** The residents of the Town of Palm Beach have expressed concerns that land development and parking regulations in the commercial areas need revision for improved management. Where parking supply and demand become misaligned, economic and recreational opportunities become inhibited and residents' quality-

of-life becomes strained. The Town of Palm Beach as an island community is also a destination for visitors for its natural and architectural beauty within short, walkable distances. While providing for excellent walkable community fabric, the compact geography also exacerbates impacts from parking demands that are not managed to the best practicable standards. To improve the quality-of-life and economic viability of the commercial areas, the Town will consider revising its land development and parking regulations and will need parking audit information for a data-driven approach. Task 3 is to provide the Town with the necessary data to establish the existing and project conditions for different land use scenarios. The data and analysis will answer three questions.

1. How much parking is provided in the study area (Reference Exhibit Three).
2. How parking is being utilized and if demand exceeds capacity
3. Identification of changes in the land use and parking regulations that can affect parking demand, with particular attention to identifying the different impacts of restaurants and other eateries versus retail and other commercial uses.

a) Existing Data Sources-

- Results of Task 1-d
- Near-term, new development scenario provided by the Town
- Zoning regulations by block with relevance to parking requirements and potential build-out or change of tenants
- Parking utilization, management and pricing for public parking as available
- Traffic volume, seasonal patterns, and trip growth data from the Palm Beach County travel model
- Village roadway-related reconstruction plans to identify roadway changes and potential changes to on-street parking supply
- Review of the Town of Palm Beach Traffic & Parking Improvement Plan, December 2006, and meetings with Town staff to discuss the successes and challenges of prior parking strategies with the intention to assure that all necessary data and analysis is performed

b) Existing and Future Conditions, and Scenario Analysis- Parking and mobility deficiencies, opportunities and needs will be identified in this Task. Existing and future parking deficiencies will be identified by block based on existing development, and for future conditions based on a near-term projected development scenario provided by the Town. Scenario analysis to identify the different impacts of restaurants and other eateries versus retail and other commercial uses will also be developed.

4. **Technical Memorandum-** The Consultant will summarize the traffic analysis and findings in a report using tables and figures as necessary. The technical memorandum will be signed and sealed by a Florida registered professional engineer.
5. **General Coordination and Meeting Attendance-** The Consultant will provide general coordination and meeting attendance with the Town of Palm Beach.

- Note: The Town of Palm Beach will select the existing restaurants where valet parking counts will be collected. Once selected, the Town of Palm Beach will assist in confirmation of the peak times for the valet queuing and parking utilization data collection.
- Note: This scope of services includes thirteen intersections where manual turning movement counts will be collected. Any additional count locations will be provided as an additional service as requested by the Town of Palm Beach.
- Note: This scope of services assumes that the Town of Palm Beach will provide bridge crossing opening/dwell times for each of the three bridge crossing locations (Southern Blvd Bridge, Royal Palm Way Bridge and Royal Poinciana Way Bridge).
- Note: This scope of services does not include preparation of design plans or permitting of intersection or road segment improvements based on the intersection analysis. All design related services such as roadway design, civil engineering design, structural engineering, surveying, geotechnical, utility coordination, landscape architecture and other related services are not included. These services can be provided as an additional services agreement as necessary at the request of the Town of Palm Beach.
- Note: This scope of services does not include preparation of additional traffic analysis not included within this scope of services as requested by Palm Beach County Traffic Engineering Division or FDOT. These services can be provided as an additional service as requested by the Town of Palm Beach.
- Note: This scope of services does not include collecting pedestrian and bicycle traffic counts beyond what was collected as part of the manual turning movement counts.

III. BUDGET:

The Corradino Group staff will provide the Town of Palm Beach with the basic services described in this scope of services for an hourly not to exceed fee amount of **\$256,796** in accordance with our continuing services contract (Reference Hourly Rates in Exhibit Four). The traffic data collection will be provided for a lump sum fee amount of **\$36,619**.

Contingency: A contingency of 13% (\$37,375) will be available for any changes to the scope of services. This will not be accessed without written approval of the appropriate Town Staff. If necessary, it would speed implementation of scope modifications.

Total Cost for the project would be \$330,790.

IV. ACCEPTANCE OF PROPOSAL

Downtown Palm Beach Traffic Analysis

Approved by:

TOWN OF PALM BEACH

Date: _____

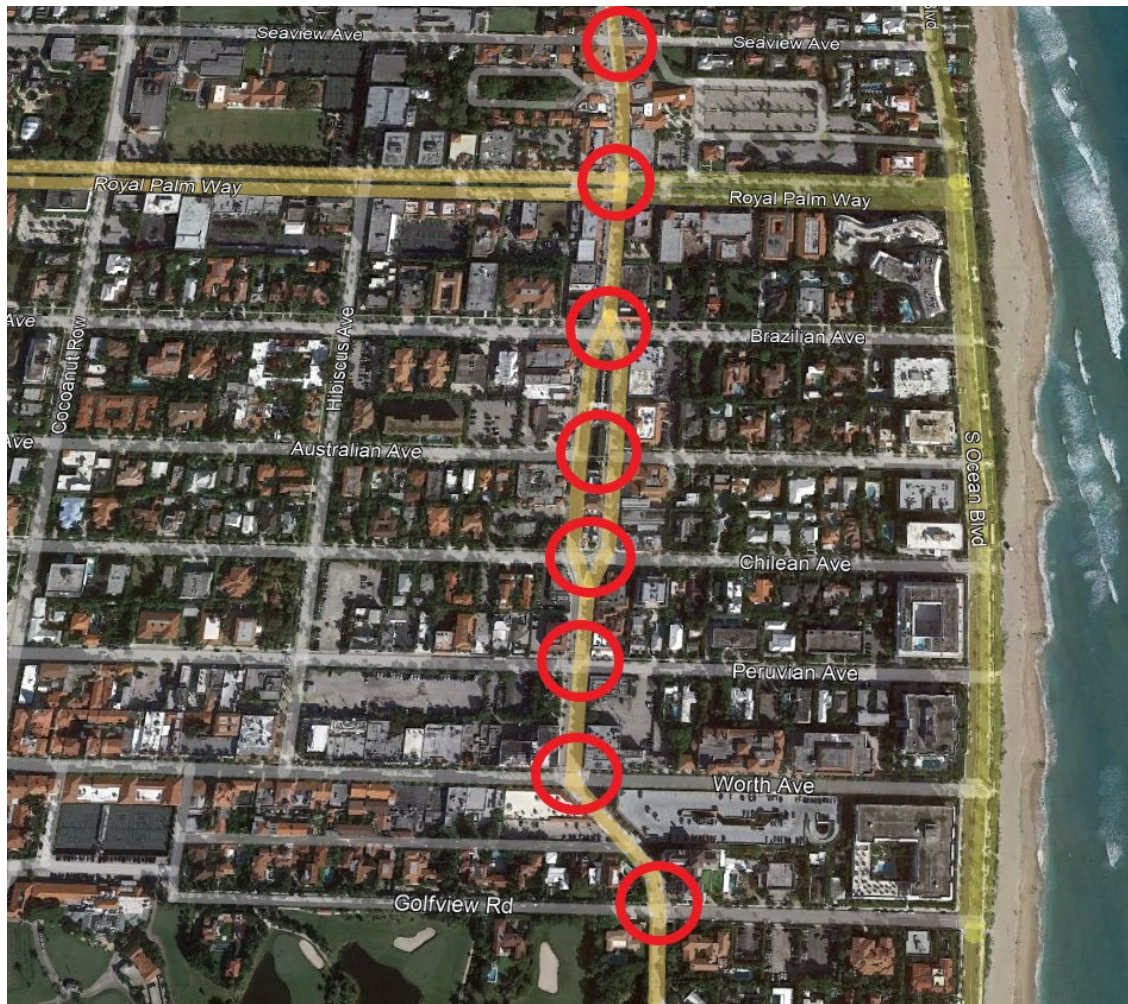
By: _____
Kirk W. Blouin, Town Manager

THE CORRADINO GROUP, INC.

Date: _____

By: _____
Joseph M. Corradino, President

EXHIBIT ONE
MANUAL TURNING MOVEMENT COUNT LOCATIONS



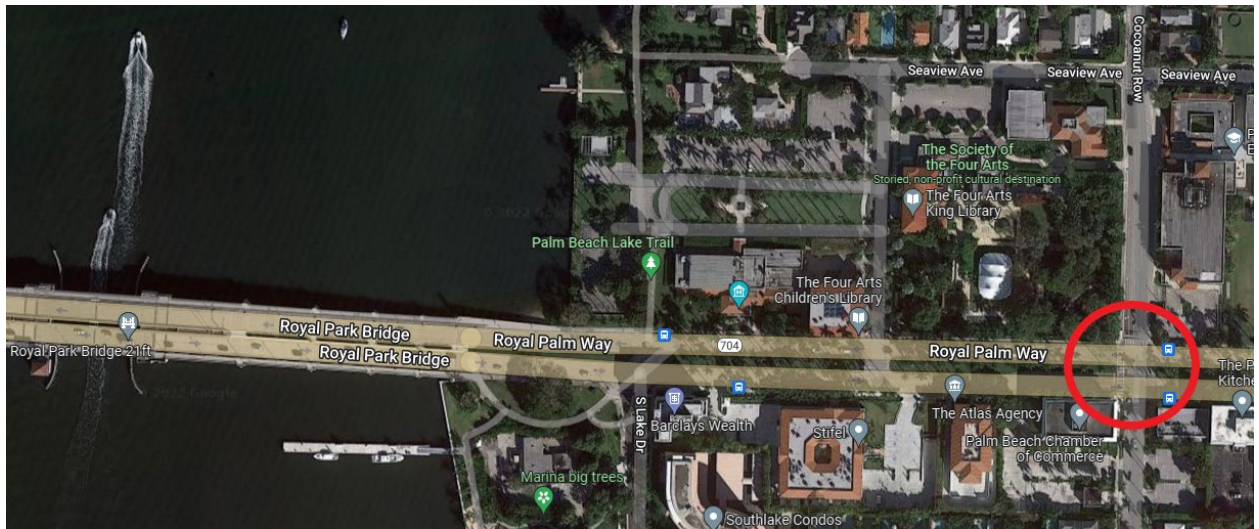


EXHIBIT TWO
STREETLIGHT DATA PLATFORM BACKGROUND INFORMATION

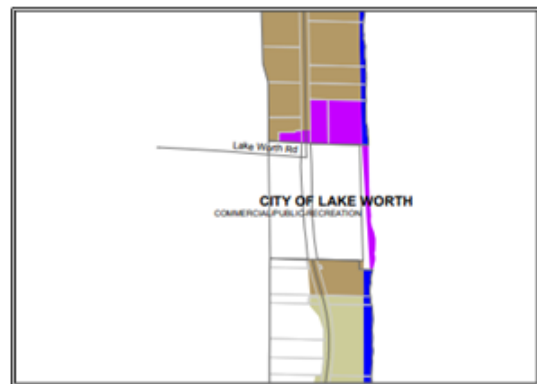
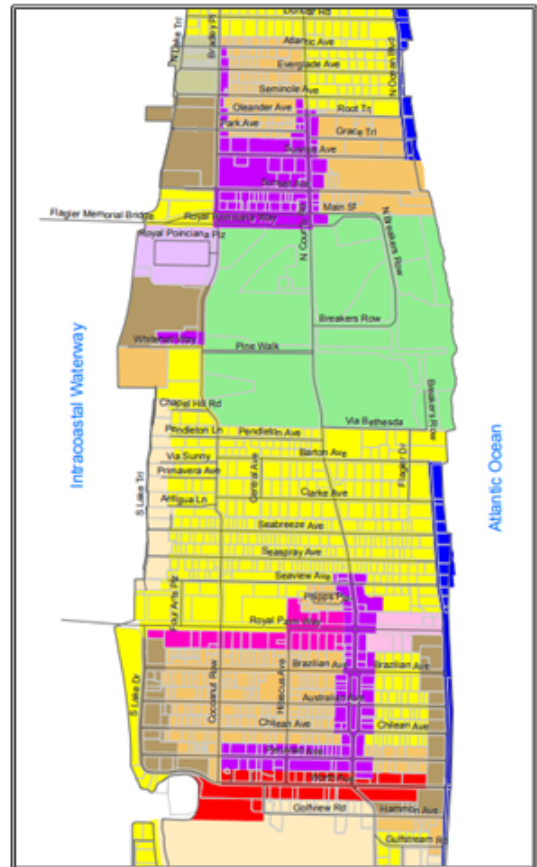
EXHIBIT THREE **PARKING ANALYSIS STUDY AREA**

The study area for the parking analysis will be the commercial and mixed-use districts in Palm Beach and include the areas in the Town that are designated Commercial on the Town Zoning Map:

- Commercial Office, Professional, Institutional (C-OPI)
- Commercial Planned Center (C-PC)
- Commercial Town Serving (C-TS)
- Commercial, Worth Avenue (C-WA)
- Commercial Offices (C-B)

The most southern commercial district at the northeast corner of Lake Avenue and South Ocean Boulevard will not be included in this analysis because this area has no on-street parking and is comprised of a single retail / services / office center with private parking.

Based on our understanding of the scope, this area is not an areas of parking concern. The public parking to the east of the center is for R. G. Kreusler Park and beach access. Parking for this park may be skewed by the much larger public metered parking inventory for Lake Worth Beach immediately to the south.



ZONING MAP EXCERPT LEGEND	
	Commercial Office, Professional, Institutional (C-OPI)
	Commercial Planned Center (C-PC)
	Commercial Town Serving (C-TS)
	Commercial, Worth Avenue (C-WA)
	Commercial Offices (C-B)

EXHIBIT FOUR
APPROVED HOURLY RATE SCHEDULE

The Corradino Group, Inc. Schedule of Hourly Billing Rates

	Hourly Rate
Principal-in-Charge	\$ 225.00
Principal Planner	\$ 210.00
Senior Planner	\$ 200.00
Planner/Architect	\$ 150.00
Associate Planner	\$ 100.00
Assistant Planner	\$ 90.00
Senior Engineer (PE)	\$ 238.00
Engineer (PE)	\$ 165.00
Attorney	\$ 250.00
Clerical	\$ 65.00