

MEMORANDUM

TO: Yamilet A. Senespleda, P.E., PTOE

FROM: Juan S. Calderon, P.E., PTOE and Kendall Breeze Community Development District (CDD)

SUBJECT: Kendall Breeze Traffic Study for Petition of signs along SW 120th Street

1.0 STUDY SITE

The Kendall Breeze community is non-gated with 3 entry/exit driveways that connect with Msgr. Bryan O. Walsh St / SW 120th Street and 2 entry/exit driveways that connect with SW 122nd Avenue. SW 120th Street is a four-lane, two-way west/eastbound road. SW 122nd Avenue is a four-lane, two-way north/southbound road. The street location and intersection's approach lane configuration are shown in **Figure 1**.

The posted speed limit for SW 120th Street is 35 mph, and both sides of the road maintain 6-foot sidewalks with a curb for the entire length of the corridor. The posted speed limit for 122nd Avenue is 30 mph, and both sides of the road maintain 6-foot sidewalks with a curb for the entire length of the corridor. Existing conditions are shown in **Figure 2**.



Figure 1. Existing Lane Configuration for Kendall Breeze Residential Community

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Figure 2. Existing Conditions

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2.0 DATA COLLECTION

Traffic data was collected during September 4th, 2024, at the intersections and stations identified in **Figure 3**. Raw data can be found in **Appendix A**. 24 Hour and Peak Volume Data Collection are shown in **Table 1**.

- a. Turning Movement Counts (TMCs) were collected at six (6) intersections, during peak AM and PM peak periods (7-9 AM & 4-6 PM), respectively.
 - 1. SW 120th Street & SW 123rd Pass.
 - 2. SW 120th Street & SW 123rd Court.
 - 3. SW 120th Street & SW 122nd Path.
 - 4. SW 122nd Street & SW 122nd Avenue.
 - 5. SW 125th Street & SW 122nd Avenue.
 - 6. SW 121st Terrace & SW 123rd Pass.
- b. 24-hour Volume Counts were collected at four locations.
 - 1. SW 122nd Street West of SW 122nd Path.
 - 2. SW 122nd Court South of SW 122nd Street.
 - 3. SW 123rd Terrace West of SW 123rd Avenue.
 - 4. SW 122nd Path North of SW 124th Terrace.



Figure 3. Data Collection Locations



Location	ADT	AM Peak	PM Peak
SW 123rd Pass South of SW 120th Street	3430	209	262
SW 122 nd Street West of SW 122 nd Path	1373	178	107
SW 123 rd Terr West of SW 123 rd Ave	651	61	52
SW 122 nd Path South of SW 123 rd Terr	313	42	40
SW 122 nd Ct South of SW 122 nd Street	198	20	21

3.0 TRAFFIC ANALYSIS

Data collection indicates a significant number of vehicles as many as 227 vehicles in the morning peak are bypassing main roads and entering the Kendall Breeze community. Many of these vehicles (118 vehicles) are using SW 121st Terrace along the back of the South Kendall Square by performing eastbound right turn onto SW 123rd Pass to cut through the community.

Additionally, many drivers are avoiding the congested westbound left-turn congestion at the intersection of SW 120th Street and SW 122nd Avenue by instead entering the Kendall Breeze community at the intersection of SW 122nd Path and SW 123rd Pass. From there, they cut through residential streets to reach SW 122nd Avenue and head southbound aiming to reach the new ramps to SR 874 at SW 128 Street.

Furthermore, eastbound vehicles on SW 120th Street, rather than waiting to make a eastbound right turn at the intersection of SW 120th Street and SW 122nd Avenue, are entering the community by performing a right turn at the intersections of SW 120th Street with SW 123rd Pass and SW 120th Street with SW 122nd Path. These drivers then use residential streets to bypass congestion at the intersection and eventually exiting onto SW 122nd Avenue.



This influx of non-residential traffic is causing concerns among residents, as it leads to increased noise, safety risks, and potential congestion in the Kendall Breeze neighborhood. The growing trend of cut-through traffic in the area is exacerbating these issues, as observed during field studies, and contributing to concerns about congestion, noise, and safety for residents. Vehicle daily volumes, along with the highlighted entries and exits into and out of the community, are shown in **Figure 4**.





Figure 4. Vehicle Daily Volumes



3.0 RECOMMENDATIONS

To address the growing issue of cut-through traffic in the Kendall Breeze community, several measures can be implemented to improve traffic flow and ensure the safety and well-being of residents. The conditions outlined in this report aim to enhance mobility for both motorized and non-motorized traffic within the Kendall Breeze study area. A thorough evaluation has been conducted, assessing all potential configurations for improving the roadway network.

The objective of the alternative development process is to reduce the amount of cutthrough traffic in Kendall Breeze while redesigning typical roadway sections to fit within the existing right-of-way. This involves incorporating traffic calming measures, which consist of physical interventions aimed at minimizing the negative impacts of motor vehicle use, modifying driver behavior, and improving conditions for non-motorized street users. These measures will not only reduce cut-through traffic but also enhance safety for motorists, cyclists, and pedestrians.

The latest Miami-Dade County Traffic Flow Modifications policy on criterion for residential local streets calls for at least 150 vehicles per hour minimum volume for implementation of traffic calming and/or cut-through traffic of greater than 25%. As noted, as many as 227 vehicles during the AM peak period are entering the community which is as high as 32% of the overall morning traffic which is not natural for these type of residential communities for which most of the traffic are expected to exit at that specific period.

In addition, even though traffic along SW 121st Terrace is not under County jurisdiction internal modifications within the Community are expected to transfer this traffic to SW 120 Street deterring measures to avoid keeping cutting through this community are requiered.

As a result, the installation of "No Right Turns, Monday-Friday 7:00 AM to 9:00 AM" signs at the SW 120th Street entrances to Kendall Breeze to prevent eastbound vehicles from using the community as a cut-through are recommended.



Additionally, "No Left Turns, Monday-Friday 7:00 AM to 9:00 AM" signs to be placed at the same entrances to prevent westbound left turn vehicles from entering the community and using it as a shortcut to main roads.

Thus, resulting from this study, it is respectfully requested the installation of regulatory signs that restrict right and left turn movements to enter the community during AM peak hours included as part of the recommendations presented herein in **Figure 5**.







Figure 5. Proposed Conditions

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Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18. F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project:Kendall Breeze – MemorandumLocation:12300 SW 125th Street, Miami, FL 33186Client:Kendall Breeze CommunityReport Prepared
by:CALTRAN Engineering Group, Inc.
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Certificate of Authorization 29379

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

CALTRAN ENGINEERING GROUP 790 NW 107 AVENUE, Suite 200 MIAMI, FL 33172 CERTIFICATE OF AUTHORIZATION 29379 JUAN S. CALDERON, P.E. NO. 58569