



Miami Shores Village-Wide Traffic Calming Study



PREPARED FOR:
Miami Shores Village

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1.0 INTRODUCTION

MARLIN was retained by the Miami Shores Village to evaluate the local speed, volume and overall traffic patterns to determine locations within the Village where traffic calming measures should be recommended. As part of this study, MARLIN will also develop a Village-wide Traffic Calming Master Plan, incorporating policies to implement the particular type of traffic calming measures to be recommended for each of the identified concerns.

1.1. Study Area

The Village is located east of I-95 and bounded by NE/NW 91 Street (to the south), NE/NW 115 Street (to the north), NW 2 Avenue (to the east) and Biscayne Bay (to the west) with some pockets in the NW and SW corners of the Village, as far west as NW 6 Avenue. Based on the different traffic characteristics and land-uses, the study area was divided into four (4) different sub-areas. (See **Figure 1**).

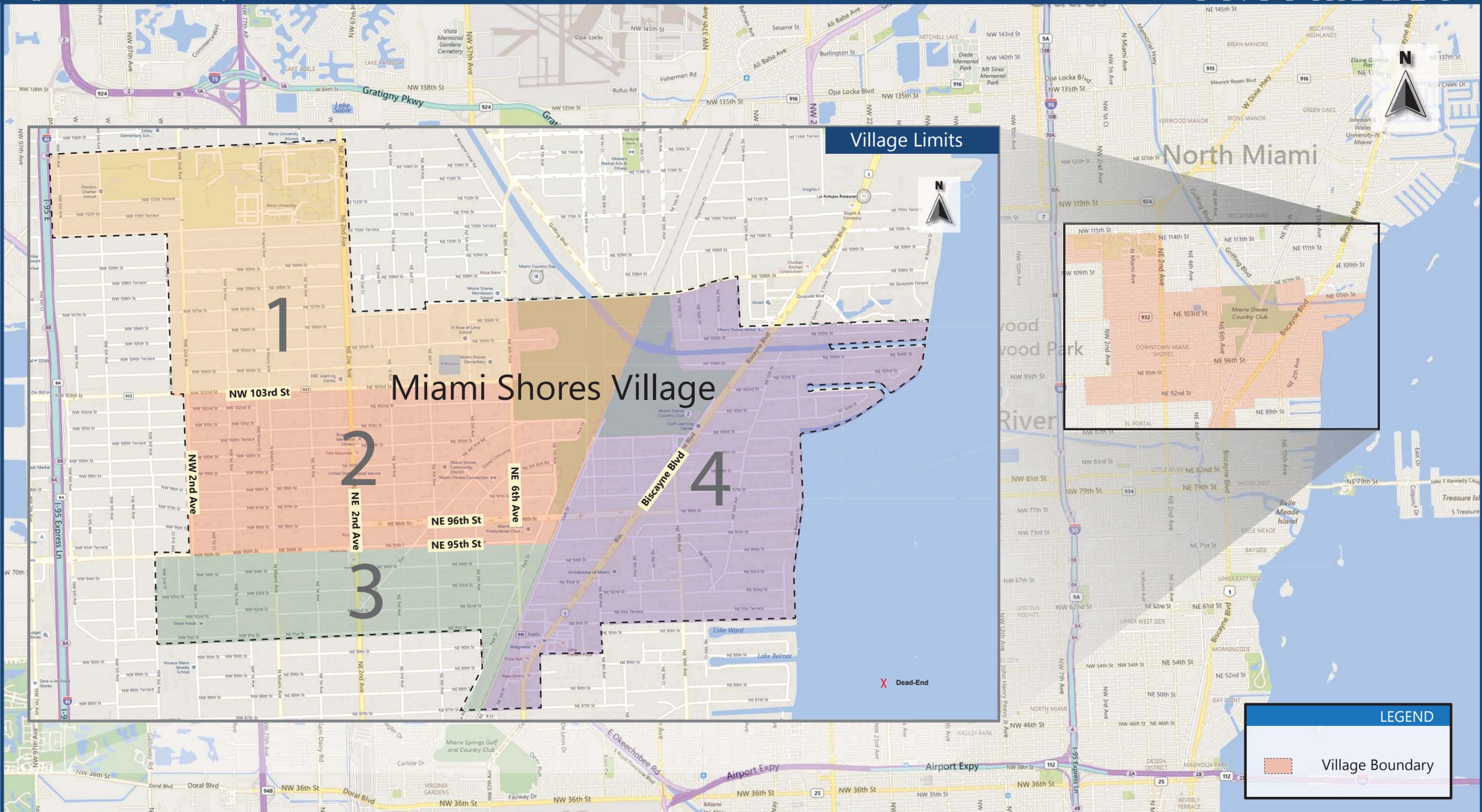
1.2. Objectives and Approach

Based on input from Village residents, the major traffic problems are excessive speeding, volume, cut-through traffic and safety; the objective of this Traffic Calming Study is to address these concerns at critical locations to reduce the effects of motor vehicles on the residential neighborhoods, promote pedestrian and bicycle use and increase the quality of life throughout the Village. The following steps will be performed to meet these objectives:

- Meet with residents to get input on issues and areas of concern
- Review and consolidate concerns
- Perform traffic data collection
- Determine critical locations within the study area
- Perform traffic calming analysis
- Develop preliminary recommendations for City review
- Present study results to Miami-Dade County for approval

Miami Shores Village - Traffic Calming Study

Figure 1 - Location Map





2.0 TRAFFIC CALMING ANALYSIS METHODOLOGY

The methodology and criteria defined in this study are consistent with the traffic calming procedures established by Miami-Dade County’s Traffic Flow Modifications/Street Closure Procedures.

2.1. General Requirements and Constraints

Based on Miami-Dade County Guidelines, the following operational criteria must be met in order for a roadway segment to be considered for traffic calming improvements:

Table 1 – Traffic Calming Thresholds

#	Traffic Criteria	Minimum Threshold	
		Residential Local Streets	Residential Collector Streets
1	85th Percentile Speed	Greater than 10 mile per hour (mph) over the posted speed limit	Greater than 10 mile per hour (mph) over the posted speed limit
2	Peak Hour	Exceeds 150 vehicles per hour (vph)	Exceeds 300 vehicles per hour (vph)
3	Average Daily Traffic	Exceeds 1,500 vehicles per day (vpd)	Exceeds 3,000 vehicles per day (vpd)
4	Crashes	Street averages more than 3 crashes per year on residential streets or more than 6 crashes per year on residential collectors	
5	Concurrence from affected resident/property owners*	2/3 of the residents/property owners of the block (s) concur with the installation of the devices.	

*Affected residents/property owners to be determined on a case by case basis.

In addition to the listed operational criteria, the following restrictions are also imposed:

- Roadway shall be local residential streets and generic residential collectors.
- The posted speed limit may not be more than 30 mph (local residential streets) or 35 mph (residential collectors).
- Roadway shall be streets with only two lanes of travel.
- Roadway shall not be used as a primary route for emergency or fire rescue vehicles.
- Roadway shall not have curves or obstacles that would create an unsafe condition for motorists driving at the desired speed limit under normal driving conditions.
- Roadway shall not be a through truck route, unless an acceptable alternative route is identified.



- Pedestrians and/or bicycles safety shall not be adversely affected.
- Roadway drainage shall not be adversely affected.

2.2. Traffic Calming Options

Traffic calming is a physical retrofit of traffic operations and management strategies on existing streets, designed to reduce adverse traffic impacts such as speeding and excessive volumes and to improve safety. There are two types of traffic calming measures: passive (the least restrictive) and active (the most restrictive); ideally the least restrictive measures would be employed first, before considering a more physically restrictive device.

It should be noted that due to the emphasis placed on aesthetics within the Miami Shores Village, every effort will be made ensure that any recommended traffic calming devices also blends into and accentuate the community landscaping.

1. *Speed Control Measures:*

- Speed Humps and Speed Tables
- Traffic Circles and Roundabouts
- Raised intersections
- Horizontal Alignment Changes
- Landscaping

2. *Volume Control Measures:*

- Street Closures
- Diagonal Diverters
- Semi-Diverters
- Turn Restrictions
- Right-in Right-out Diverter



2.3. Public Input

A kick-off meeting was organized by the Miami Shores Village staff to obtain input from the residents on the traffic related issues in the neighborhood. The meeting was performed on April 6, 2016; some of the concerns and traffic issues mentioned by the residents include:

- Install crosswalks along NE 6 Avenue at NE 97 Street and NE 98 Street.
- Crosswalks needed along NE 96 Street between NE 2 Avenue to NE 6 Avenue.
- Speed humps should be placed in on NW 100th Street as it is used as a drive through to go west and then north to 103 street. It is the only through street between 100th and 103rd street that goes straight through with no stop signs from Miami Avenue to NW 2nd Avenue.
- High traffic volume and speeding during rush hour along NE 10 Avenue. NE 10 Avenue is used as an alternative to US 1/Biscayne Boulevard (Traffic Calming needed).
- Speed humps should also be installed on NW Miami Court to slow the flow of those making the “shortcut”. There are no stop signs between 100th Street and 103rd Street. Perhaps signs indicating “Local Traffic Only” would be of benefit in this regard as well.
- Residents concerned about speeding along NW 111 Street.
- The streets would be much safer if speed limits were lowered to 30 MPH on North Miami Ave and posted 20 MPH on streets without sidewalks.
- Roundabout at NE 2 Avenue and NW 91 Street, install crosswalk at NW 93 Street across North Miami Avenue and NE 2 Avenue.
- Install speed humps on the following streets near the schools to slow the parents down: Two speed humps on NE 106 Street between NE 6 Avenue and NE 5 Avenue and NE 5 Avenue between 107 Street and 105 Street near the alley ways.
- Residents are very concerned about the speeding and volume along NE 96 Street between NE 10 Avenue to NE 12 Avenue.

A copy of the residents comment cards is included as **Appendix A**.



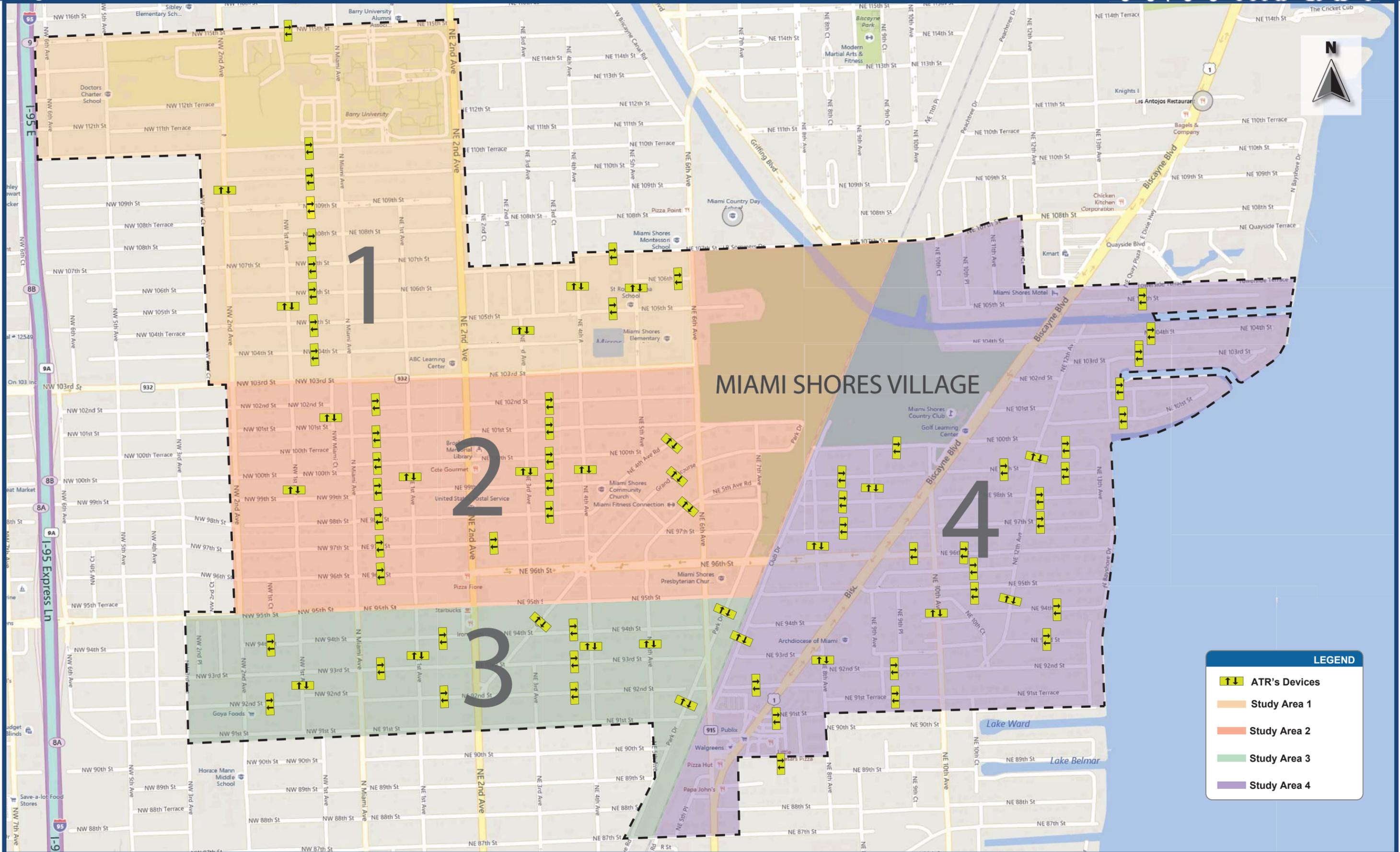
2.4. Data Collection

Based on the study objectives, a comprehensive range of traffic data was performed as part of the study and included the following data:

- 85th Percentile Speed Data
- 24-Hour Average Daily Traffic
- Crash Data Summary

Speed and traffic volumes were collected at 78 locations throughout the Village during the months of March and April 2016, on a typical weekday (Tuesday, Wednesday and Thursday). The locations of the 24-hour traffic data collection devices are shown in **Figure 2**. The raw 24-hour traffic volume counts data and the raw speed data are included in **Appendix B**.

Figure 2 - Traffic Data Collection Device Locations



LEGEND

- ATR's Devices
- Study Area 1
- Study Area 2
- Study Area 3
- Study Area 4



3.0 FIELD OBSERVATIONS

Field reviews were performed to evaluate the existing traffic characteristics of the neighborhoods and to determine the locations where existing traffic calming devices are already installed throughout the Village. An inventory of the existing traffic calming devices is summarized in **Table 2** and pictures taken during the field review are presented on the following pages.

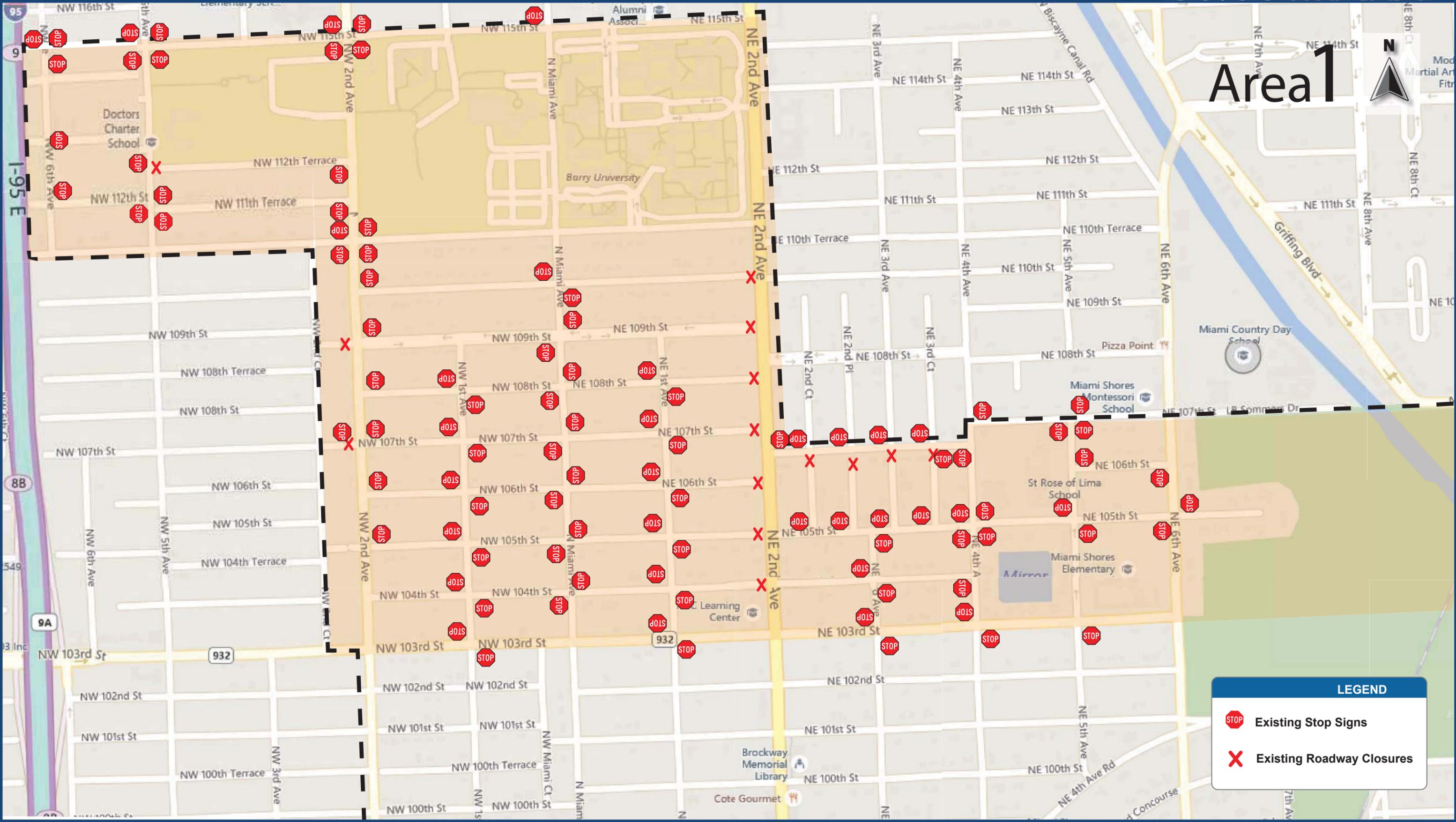
Table 2 – Existing Traffic Calming Devices

Street Name	Location	Existing Measure
NE 95 th Street	from NE 2 nd Avenue to Grand Concourse	Speed Hump
NE 4 th Avenue	from NE 96 th Street to NE 95 th Street	Speed Hump
Park Drive	from NE 90 th Street to NE 91 st Street	Speed Hump
Park Drive	from NE 94 th Street to NE 95 th Street	Speed Hump
Park Drive	from NE 95 th Street to NE 96 th Street	Speed Hump
Park Drive	from NE 96 th Street to NE 97 th Street	Speed Hump
Park Drive	from NE 97 th Street to NE 98 th Street	Speed Hump
Park Drive	from NE 98 th Street to NE 5 th Ave. Rd.	Speed Hump
Park Drive	from NE 5 th Ave. Rd. to Grand Concourse	Speed Hump
Grand Concourse	from NE 2 nd Avenue to NE 95 th Street	Chokers with parking lane
NE 96 th Street	from Biscayne Boulevard to NE 12 th Avenue	Chokers with parking lane
NE 101 st Street	from NW 2 nd Court to NE 7 th Avenue	Green Sharrow Lane
NW 1 st Avenue	from NW 91 st Street to NW 109 th Street	Green Sharrow Lane
NE 4 th Avenue	from NE 107 th Street to NE 101 st Street	Green Sharrow Lane
NE 5 th Avenue	from NE 5 th Avenue Road to Park Drive	Green Sharrow Lane

Figures 3, 4, 5 and 6 are showing the location of the existing road closures and of stop signs throughout the Village.

Miami Shores Village - Traffic Calming Study

Figure 3- Existing Roadway Closures and Stop Signs



Area 1



Miami Shores Village - Traffic Calming Study

Figure 4- Existing Roadway Closures and Stop Signs

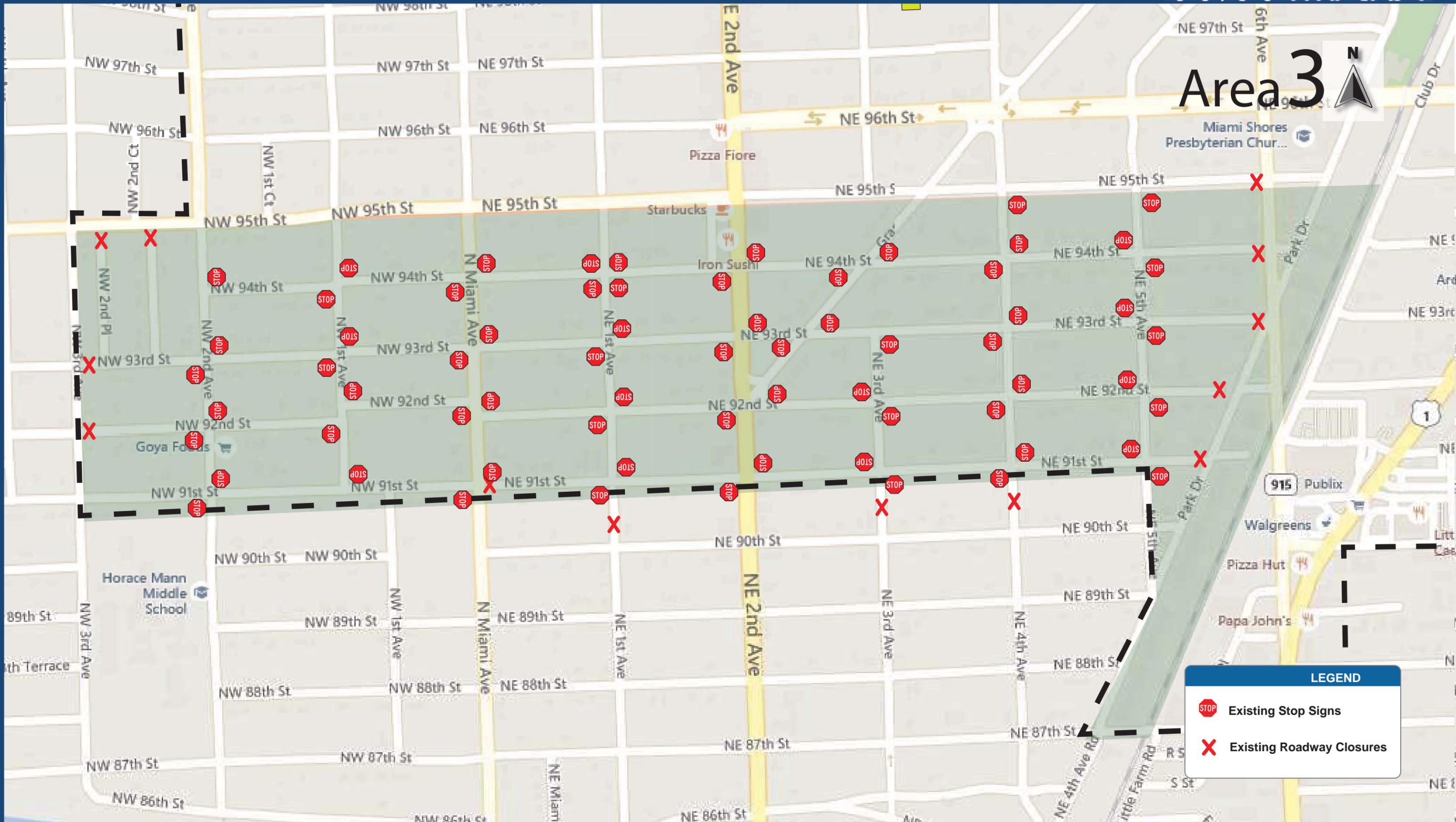


Area 2

LEGEND

-  Existing Stop Signs
-  Existing Roadway Closures

Miami Shores Village - Traffic Calming Study
Figure 5- Existing Roadway Closures and Stop Signs





Chokers/Curb extensions are provided along NE 96 Street/Shoreland Blvd from Biscayne Boulevard to NE 12 Avenue but not wide enough to slow traffic down. (See Below)



NE 105 Street from Biscayne Boulevard to Dead End looking west.



NE 105 Street Dead End looking east at (Shores Private Property).



Landscaped islands between NE 2 Avenue and Grand Concourse.



NE 10 Avenue looking north from NE 91 Terrace (road closures)





NW 111 Street looking west from North Miami Avenue.



Speed humps along NE 4 Avenue between NE 96 Street and NE 95 Street.



Speed humps along NE 95 Street between NE 2 Avenue and NE 3 Avenue.



Green sharrow markings at NE 4 Avenue and NE 101 Street.



Pedestrians observed walking along NE 3 Avenue.





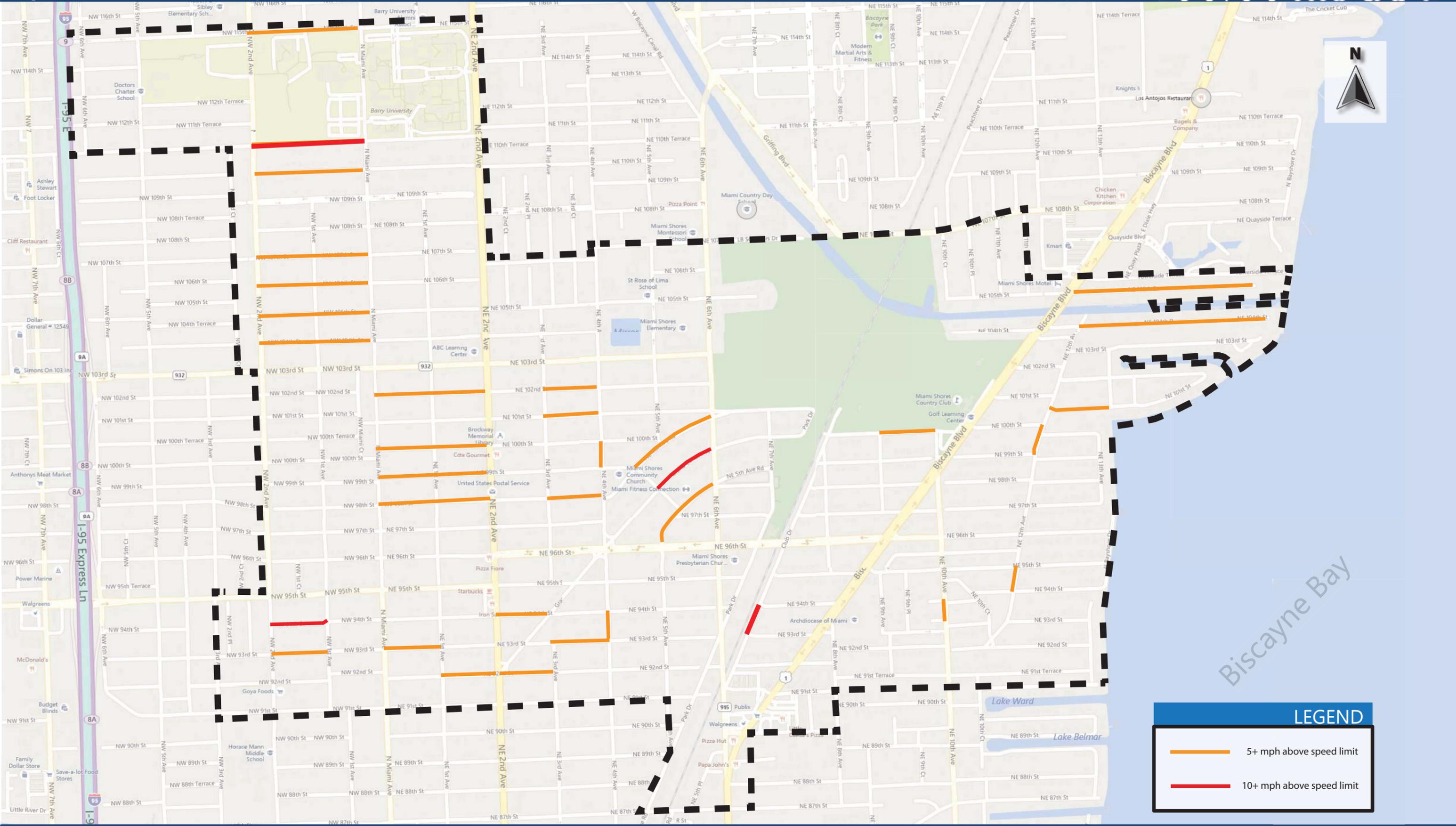
4.0 DATA ANALYSIS

The purpose of the data analysis is to identify locations within the study area where existing traffic conditions could warrant traffic calming improvements based on the threshold values from the Miami-Dade Traffic Flow Modification(s)/Street Closure(s) manual.

Per the Miami-Dade Traffic Flow Modification(s)/Street Closure(s), traffic volumes on residential local streets should not exceed 1,500 vehicles per day or 150 vehicles in the peak hour; for residential collector streets, traffic volumes should not exceed 3,000 vehicles per day or 300 vehicles in the peak hour. Furthermore, the 85th percentile speed should not exceed the posted speed limit by 10 mph (5 mph for low-volume streets). The locations identified as having daily volumes, peak hour volumes and 85th percentile speeds above the prescribed threshold values are depicted in **Figure 7** and **Figure 8** and a copy of the Miami-Dade Traffic Flow Modification(s)/Street Closure(s) Procedure is provided in **Appendix C**.

Miami Shores Village - Traffic Calming Study

Figure 7- 85th Percentile Speed

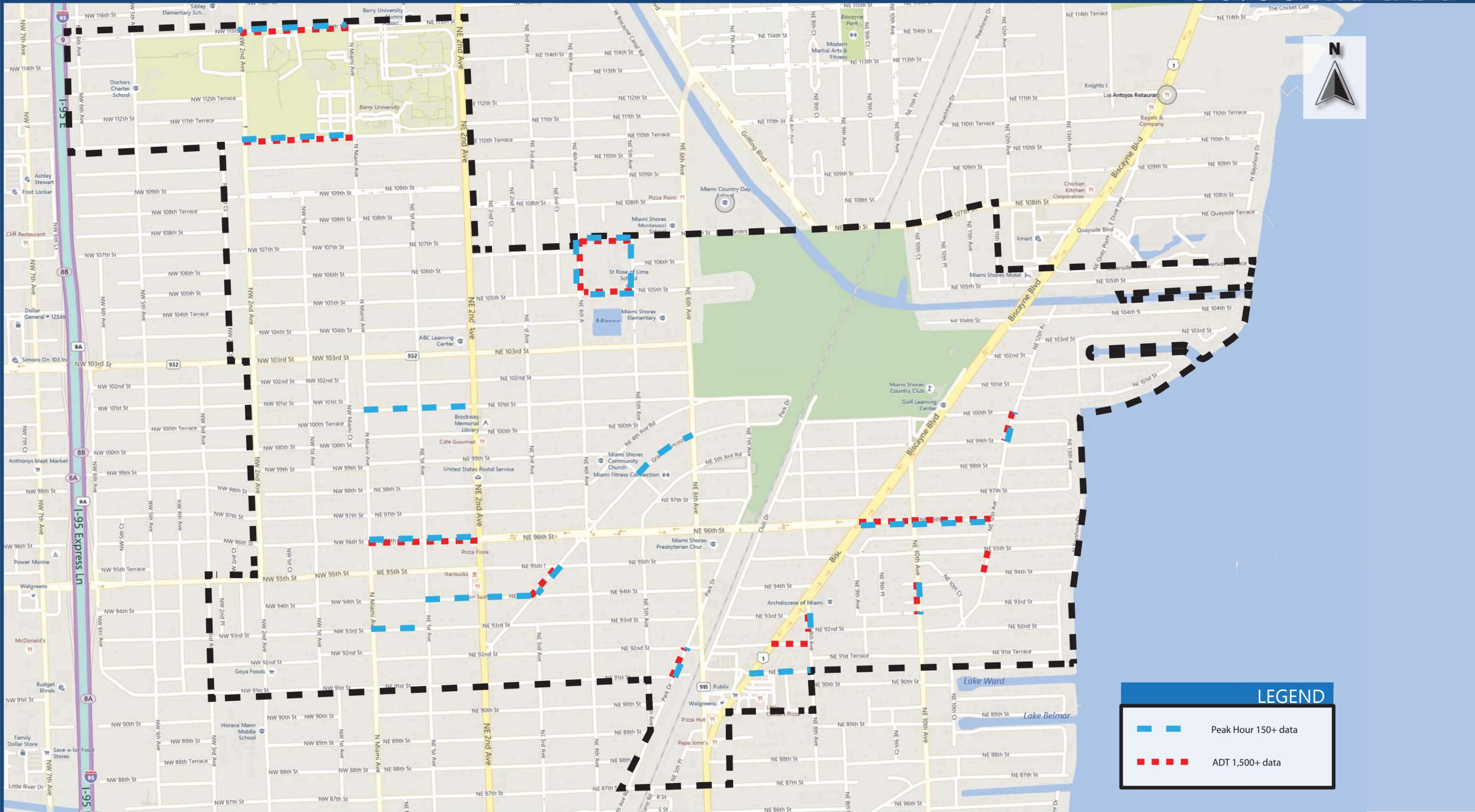


LEGEND

- Orange line: 5+ mph above speed limit
- Red line: 10+ mph above speed limit

Miami Shores Village - Traffic Calming Study

Figure 8- ADT > 1,500 Veh per Day and > 150 veh per HR



LEGEND

- — — — Peak Hour 150+ data
- — — — ADT 1,500+ data

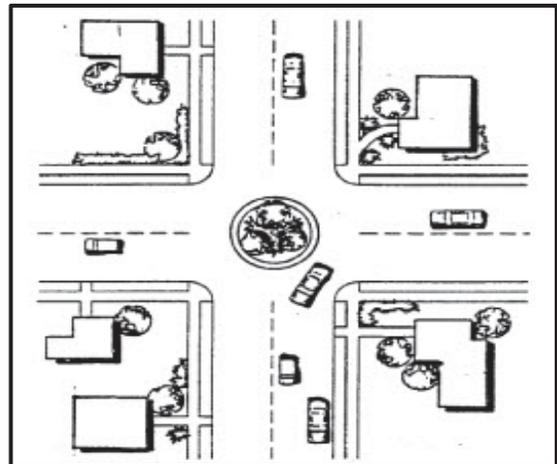
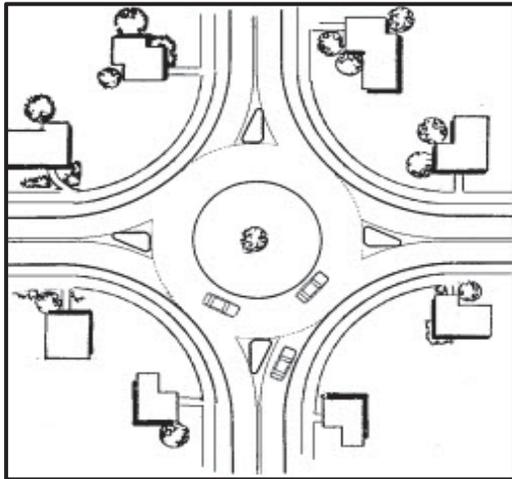


5.0 TRAFFIC CALMING PLAN

The data collection analysis performed within the study area indicated that several locations throughout the Village meet the thresholds values for traffic calming based on traffic volumes and 85th percentile speeds. A description of the potential traffic calming measures to be implemented is presented below including the advantages and disadvantages of each device.

Roundabout and Traffic circle

Circular raised island located at intersections which reduces speed at approaches and through the intersection. Traffic flows around in a counter-clockwise direction. Circulating vehicles have the right of way. Deflector islands are installed on approaches. Roundabout size range from 25’ to 70’ regularly and Traffic Circle is smaller in size than roundabouts, typically no more than 16’-24’. Deflector islands are not considered.



Advantages:

- Reduces traffic speed (typically designed to accommodate traffic speeds of 15 to 22 mph)
- Reduces intersection collisions and opportunity for landscaping
- Particularly effective at multi-leg/odd shaped intersections and helps reduce cut-through traffic

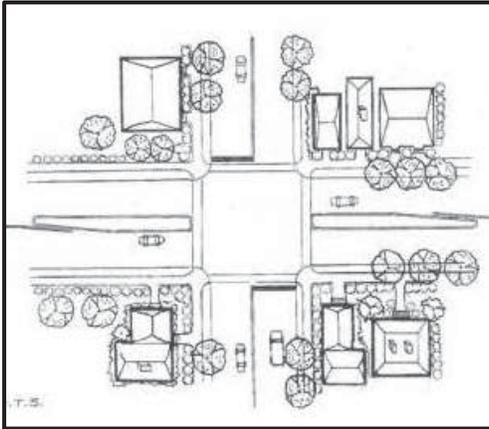
Disadvantages:

- Reduces response times for emergency vehicles
- Requires safety and directional signs.
- May cause the loss of some parking spaces near the intersection.
- Not very safe for bicyclists unless bicycle facilities are provided.



Short Median Adjacent to Intersection

A raised median located on the approaches of an intersection to reduce lane width and/or deter the path of travel while entering the intersection.



Advantages:

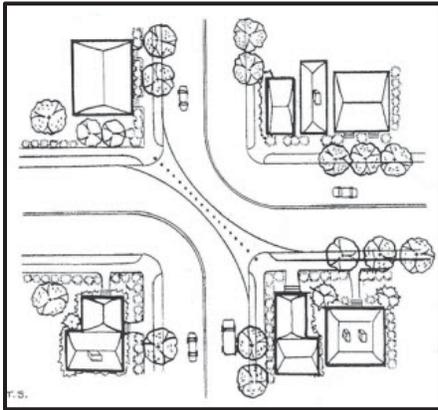
- Reduces speed within the vicinity of the measure
- Provides opportunity for landscaping
- Provides a refuge for pedestrians to shorten crossing distance
- Can accommodate bicycle through traffic

Disadvantages:

- May require right-of-way

Diagonal diverter

A physical barrier placed diagonally across a four way intersection to create two unconnected intersections. Diagonal diverter reduces cut-through traffic and slows traffic.



Advantages:

- Reduces cut-through traffic
- Can provide a refuge for pedestrians to shorten crossing distance
- Provides opportunity for landscaping
- Helps reduce speed within the vicinity of the measure

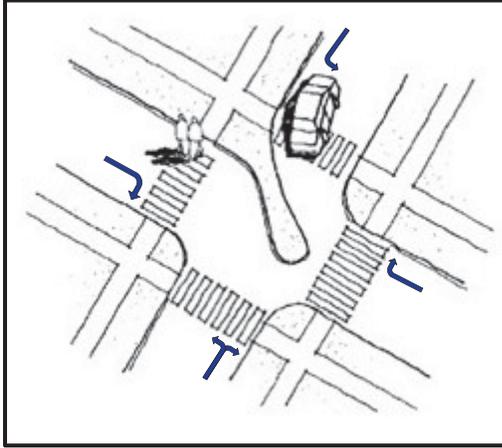
Disadvantages:

- Restricts residents access as well



Truncated diagonal diverter

A physical barrier placed diagonally across a four way with one end open to allow additional turning movements compared with the Diagonal Diverter.



Advantages:

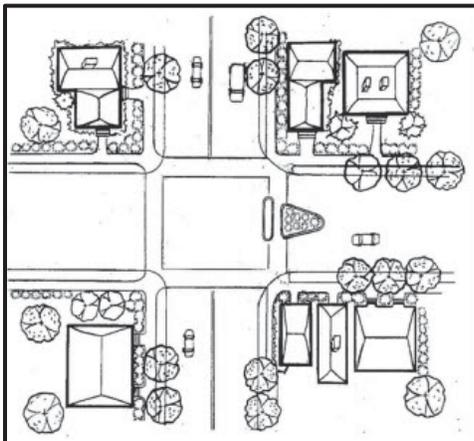
- Reduces cut-through traffic
- Can provide a refuge for pedestrians to shorten crossing distance
- Provides opportunity for landscaping
- Helps reduce speed within the vicinity of the measure

Disadvantages:

- Restricts residents access as well

Right-in / right-out diverter

An island located at intersections as a form of traffic channelization, which prevents left turns and through movements to and from the street where is installed.



Advantages:

- Reduces cut-through traffic
- Can provide a refuge for pedestrians to shorten crossing distance
- Provides opportunity for landscaping
- Helps reduce speed within the vicinity of the measure

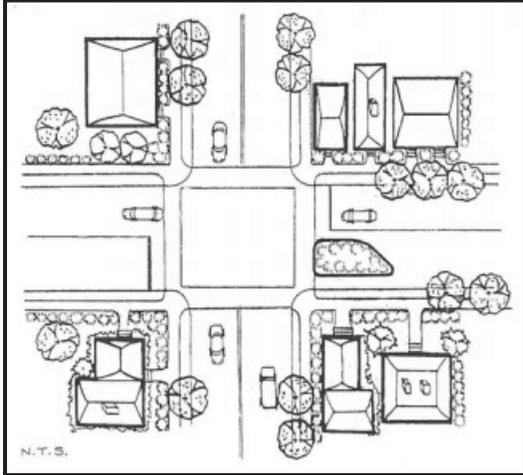
Disadvantages:

- Restricts residents access as well



Semi-Diverter

Physical barrier that prevent travel in one direction on a street by blocking half the street. Semi-diverters help reduce cut-through traffic and speed on approaches.



Advantages:

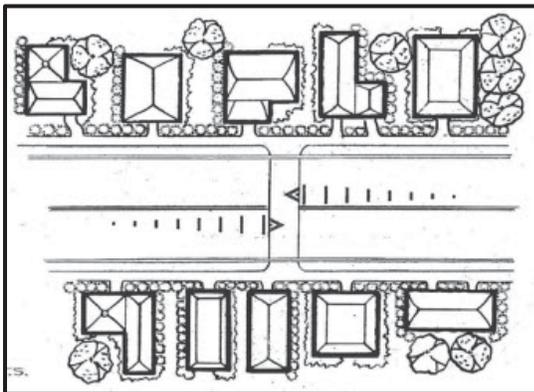
- Reduces cut-through traffic
- Can provide a refuge for pedestrians to shorten crossing distance
- Provides opportunity for landscaping
- Helps reduce speed within the vicinity of the measure

Disadvantages:

- Restricts residents access as well

Speed hump

A raised surface on the roadway that is typically 3 to 4 inches in height, and 12 to 20 feet in length. These measures are mostly located at midblock.



Advantages:

- Reduces vehicle speeds
- Deters cut-through traffic
- One of the least expensive traffic calming devices

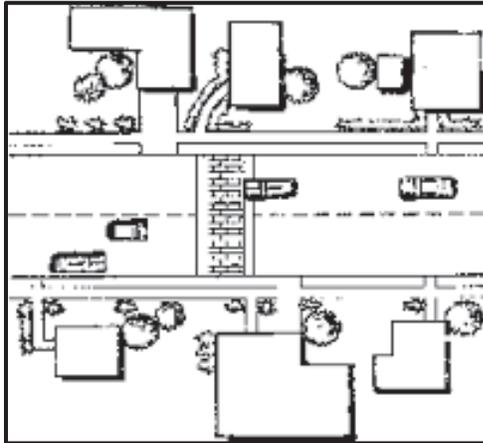
Disadvantages:

- Reduces response times for emergency vehicles
- Interferes with pavement overlays
- Possible noise increase due to braking and acceleration of vehicles
- May cause discomfort for drivers with disabilities



Speed table

Longer speed hump with a flat section about ten feet wide in the middle, which may include a crosswalk on the flat section; sometimes constructed with brick or other textured materials.



Advantages:

- Reduces vehicle speeds
- Deters cut-through traffic
- Increases visibility for pedestrians by installing a crosswalk on the flat top

Disadvantages:

- Reduces response times for emergency vehicles
- Interferes with pavement overlays
- Possible noise increase due to braking and acceleration of vehicles
- May cause discomfort for drivers with disabilities

6.0 TRAFFIC CALMING RECOMMENDATIONS

Consistent with the data collection efforts, a set of recommended traffic calming improvements was developed independently for each of the sub-areas and is provided in **Table 3** and graphically presented in **Figures 9, 10, 11** and **12**. It should be noted that we do not recommend any devices that may require the construction of additional pavement within swale areas which may impact parking, right of way and driveways. Therefore, we are making these recommendations such as speed humps, speed tables, diagonal and truncated diverter, semi-diverter, roundabouts and short median adjacent to intersection. We are not making recommendations for chicanes, chockers, midblock median, angle slow point and intersection median because the streets in Miami Shores Village are not wide enough to support these types of amenities.



Table 3 – Recommended Traffic Calming Plan

Table 3. Traffic Calming Plan				
Area 1				
Street Name	Location	Problem Addressed	Improvement/countermeasure	Ranking
sub-area 1.1				
NW 111 th Street	at NW 2 nd Avenue	Speeding 5+ mph & Volume	Roundabout	1
NW 111 th Street	from NE 2 nd Avenue to NW 2 nd Avenue	Speeding 5+ mph & Volume	Speed Tables (600 feet west from N Miami Avenue, 400 feet east from N Miami Avenue and 400 feet west from NE 2 Avenue)	1
NW 110 th Street	at NW 2 nd Avenue	Speeding 5+ mph	Semi-diverter on south side of NW 110 th St.	3
NW 109 th Street	from NW 2 nd Avenue to N. Miami Avenue		Speed Tables (390 feet west from N Miami Avenue, 340 feet east from NW 2 Avenue) on both sides of the median.	4
NW 108 th Street	at NW 2 nd Avenue		Semi-diverter on south side of NW 108 th St.	4
sub-area 1.2				
NW 107 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speeding 5+ mph	Speed Tables (300 feet from N. Miami Avenue and 350 feet east from NW 2 Avenue)	3
NW 106 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speeding 5+ mph	Speed Tables (310 feet from N. Miami Avenue and 340 feet east from NW 2 Avenue)	3
NW 105 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speeding 5+ mph	Speed Tables (315 feet west from N. Miami Avenue and 265 feet east from NW 2 Avenue)	2
NW 104 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speeding 5+ mph	Speed Tables (305 feet west from N. Miami Avenue and 300 feet east from NW 2 Avenue)	2



Table 3. Traffic Calming Plan (Cont.)

Area 2				
Street Name	Location	Problem Addressed	Improvement/countermeasure	Ranking
sub-area 2.1				
NE 102 nd Street	from Miami Avenue to NE 2 nd Avenue	Speeding 5+ mph	Speed Tables at midblock east and west from NE 1st Ave.	2
NE 101 st Street	at NE 1 st Avenue	Volume	Diagonal Diverter across SW & NE corners w/ bike and peds refuge.	1
NE 100 th Street	from Miami Avenue to NE 2 nd Avenue	Speeding 5+ mph	Speed Tables w/ curb 300' east & west from the intersection NE 100th St. & NE 1st Ave.	3
NE 99 th Street	from Miami Avenue to NE 2 nd Avenue	Speeding 5+ mph	Speed Tables w/ curb 300' east & west from the intersection NE 99th St. & NE 1st Ave.	3
NE 98 th Street	from Miami Avenue to NE 2 nd Avenue	Speeding 5+ mph	Speed Tables at midblock east and west from NE 1st Ave.	4
sub-area 2.2				
NE 101 st Street	from NE 2 nd Avenue to NE 4 th Avenue	Speeding 5+ mph	Speed Tables 300' east & west from the intersection NE 101st St. & NE 3rd Ave.	3
NE 102 nd Street	from NE 2 nd Avenue to NE 4 th Avenue	Speeding 5+ mph	Speed Tables 300' east & west from the intersection NE 102nd St. & NE 3rd Ave.	2
sub-area 2.3				
Grand Concourse	from NE 96 th Street to NE 6 th Avenue	Speeding 10+ mph	Lane reduction to: 1 traffic lane, 1bike lane & parking spaces with curb extensions in both sides of a landscaped Median	5
NE 4 th Avenue Road	from NE 99 th Street to NE 6 th Avenue	Speeding 5+ mph	Speed Tables on NE 4th Ave. Rd. at 115 feet south from NE 5th Ave. and 300 feet north from NE 5th Ave.	4
NE 5 th Avenue Road	from NE 5 th Avenue to NE 6 th Avenue	Speeding 5+ mph	Speed Tables at midblock between NE 6th Ave. and NE 5th Ave.	5



Table 3. Traffic Calming Plan (Cont.)

Area 3				
Street Name	Location	Problem Addressed	Improvement/countermeasure	Ranking
sub-area 3.1				
NW 93 rd Street	from NW 2 nd Avenue to Miami Avenue	Speeding 5+ mph	Speed Tables on both sides of NW 93rd St. at 300 feet from NW 1st Ave.	3
NW 94 th Street	from NW 2 nd Avenue to Miami Avenue	Speeding 10+ mph	Speed Tables on both sides of NW 94th St. at 300 feet from NW 1st Ave.	4
NW 94 th Street	at NE 1 st Avenue	Volume	Truncated Diagonal Diverter from SW corner	2
NW 93 rd Street	from Miami Avenue to NE 2nd Avenue	Speeding 5+ mph & Volume	Speed Table at midblock on 93th St. btwn Miami Ave. & NE 1st St.	1
NW 92 nd Street	at NE 1 st Avenue	Speeding 5+ mph	Semi-diverters on both side of 92nd St & NE 1st Ave. (NW & SE corners along 92 St.).	5
sub-area 3.2				
NW 92 nd Street	from NE 2 nd Avenue to NE 4 th Avenue	Speeding 5+ mph	Speed Tables w/ curb 200' east & 300' west from the intersection NE 3rd Ave. & NE 92nd St.	3



Table 3. Traffic Calming Plan (Cont.)

Area 4				
Street Name	Location	Problem Addressed	Improvement/countermeasure	Ranking
NE 105 th Street	from Biscayne Boulevard to Dead End	Speeding 5+ mph	3 Speed Tables at around 500 feet, 1000 feet and 1,500 feet from Biscayne Blvd.	6
NE 104 th Street	from NE 12 th Avenue to Dead End	Speeding 5+ mph	2 Speed Tables (350 feet from NE 12 Avenue and 1500 feet from 12 Avenue)	5
NE 103 rd Street	from NE 13 th Avenue to Dead End	Speeding 5+ mph	Speed Table at midblock	7
NE 12 th Avenue	from NE 100 st Street to NE 101 st Street	Speeding 5+ mph	Speed Table at midpoint between the two legs of NE 101th St.	1
NE 12 th Avenue	from NE 99 th Street to NE 98 th Street	Speeding 5+ mph	Speed Table at midblock	1
NE 12 th Avenue	at NE 96 th Street	Speeding 5+ mph	Roundabout	1
NE 12 th Avenue	from NE 95 th Street to NE 94 th Street	Speeding 5+ mph	Speed Table at midblock	2
NE 94 th Street	from Bayshore to NE 94 th Avenue	Speeding 5+ mph	Speed Table (600 feet west of NE 12 Avenue)	7
NE 10 th Avenue	at NE 93 rd Street	Speeding 5+ mph & Volume	Short Median Adjacent to Intersection on both approaches of NE 10th Ave.	3
sub-area 4.1				
NE 8 th Avenue	from NE 91 st Street to NE 92 nd Street	Volume	Refurbish Speed Hump Markings (60 feet from NE 91 Street)	4
NE 100 th Street	from Club Drive to NE 10 th Avenue	Speeding 5+ mph	Speed Tables (300 feet from Club Drive and 430 feet from NE 9 Avenue)	7
Club Drive	from NE 95 th Street to NE 92 nd Street	Speeding 10+ mph	Speed Tables (between NE 95 Street and NE 94 Street) - (between NE 94 Street and NE 93 Street)	6

Miami Shores Village - Traffic Calming Study
 Figure 9- Recommended Traffic Calming Devices

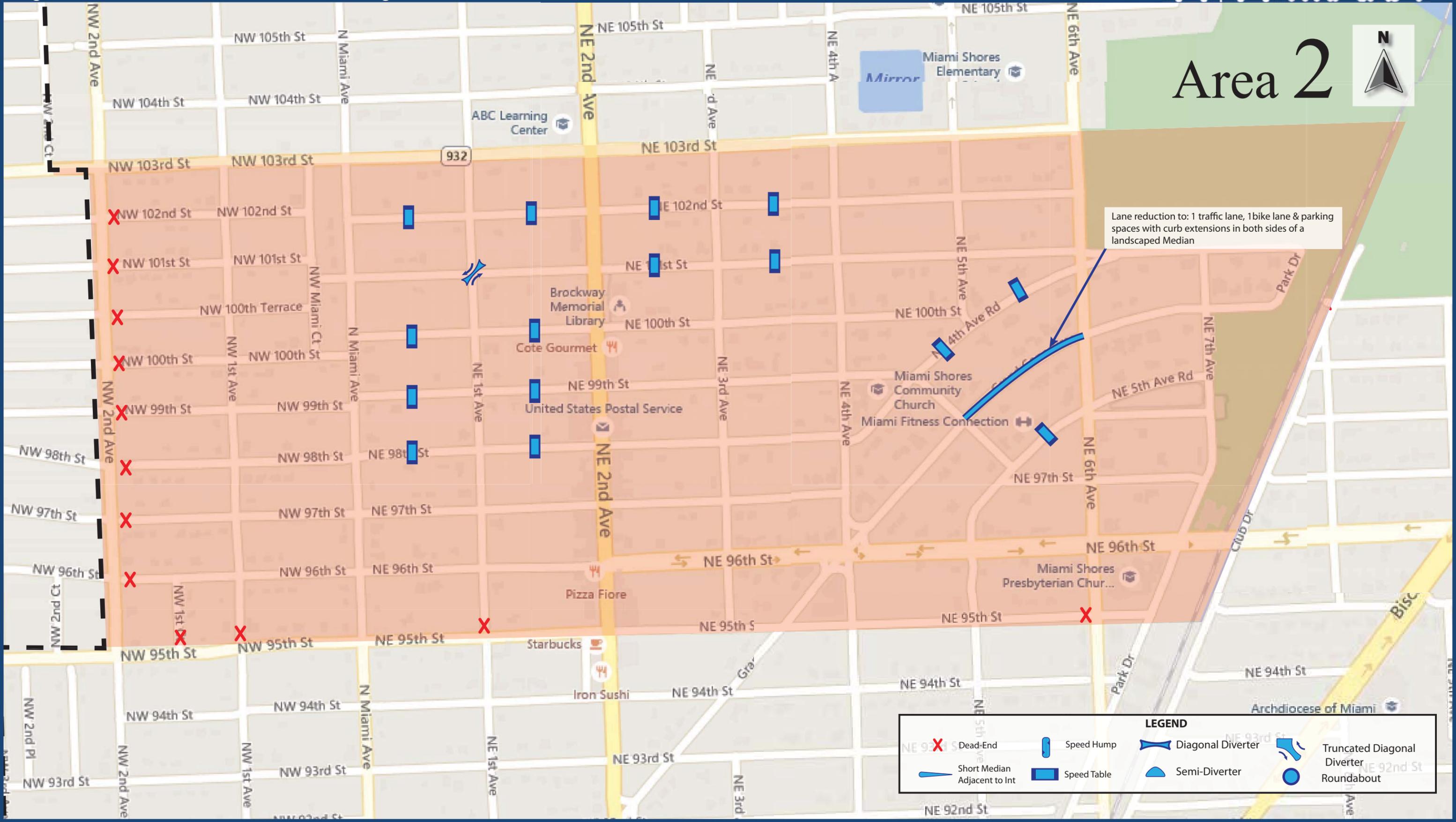


Area 1

LEGEND

Dead-End	Speed Hump	Diagonal Diverter	Truncated Diagonal Diverter
Short Median Adjacent to Int	Speed Table	Semi-Diverter	Roundabout

Miami Shores Village - Traffic Calming Study
 Figure 10- Recommended Traffic Calming Devices



Lane reduction to: 1 traffic lane, 1 bike lane & parking spaces with curb extensions in both sides of a landscaped Median

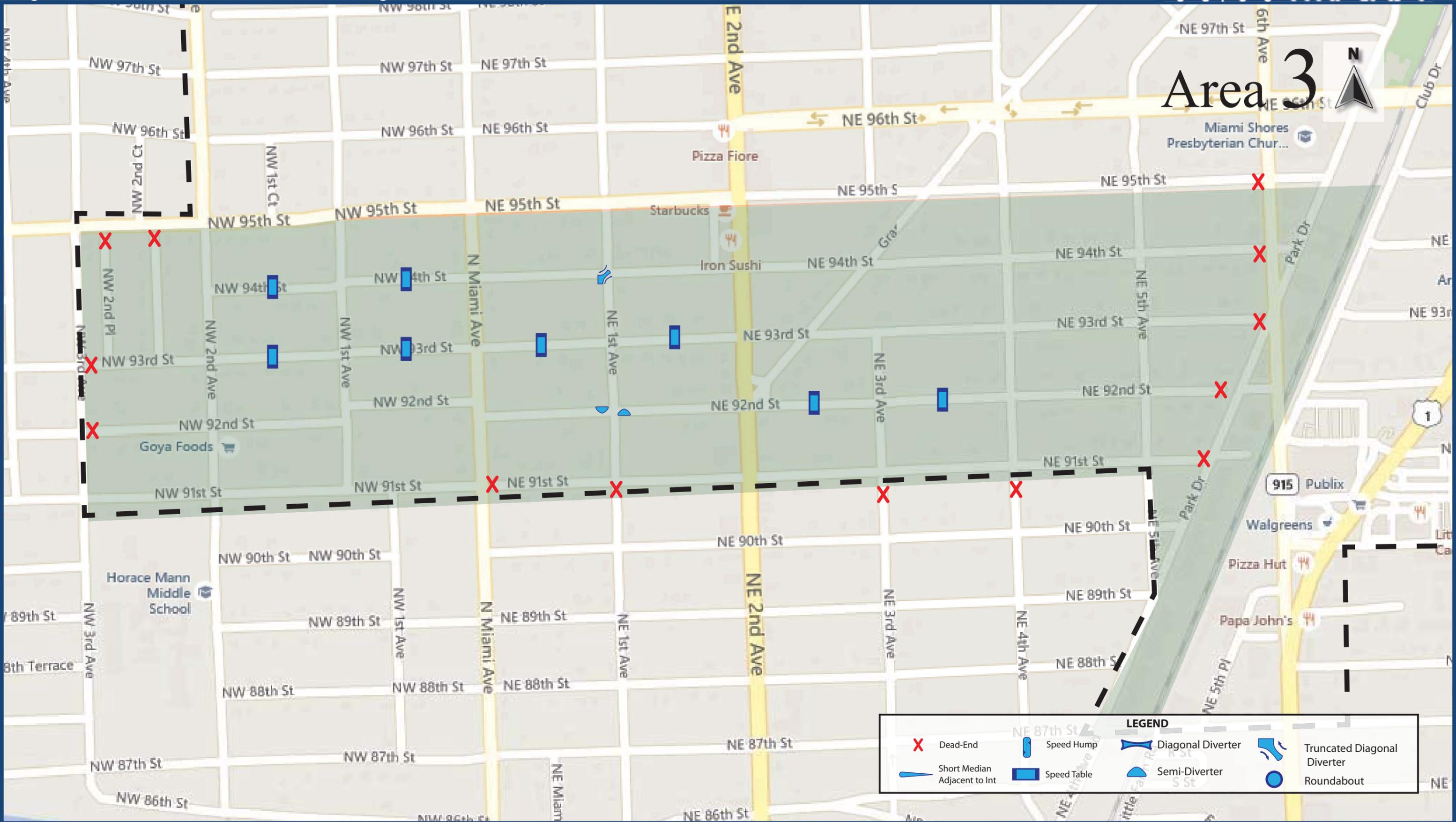
LEGEND

- Red X: Dead-End
- Blue rectangle: Speed Hump
- Blue arrow: Diagonal Diverter
- Blue wedge: Semi-Diverter
- Blue circle: Roundabout
- Blue rectangle with white center: Speed Table
- Blue arrow with white center: Truncated Diagonal Diverter
- Blue circle with white center: Roundabout
- Blue arrow pointing to a line: Short Median Adjacent to Int

Miami Shores Village - Traffic Calming Study
 Figure 11- Recommended Traffic Calming Devices



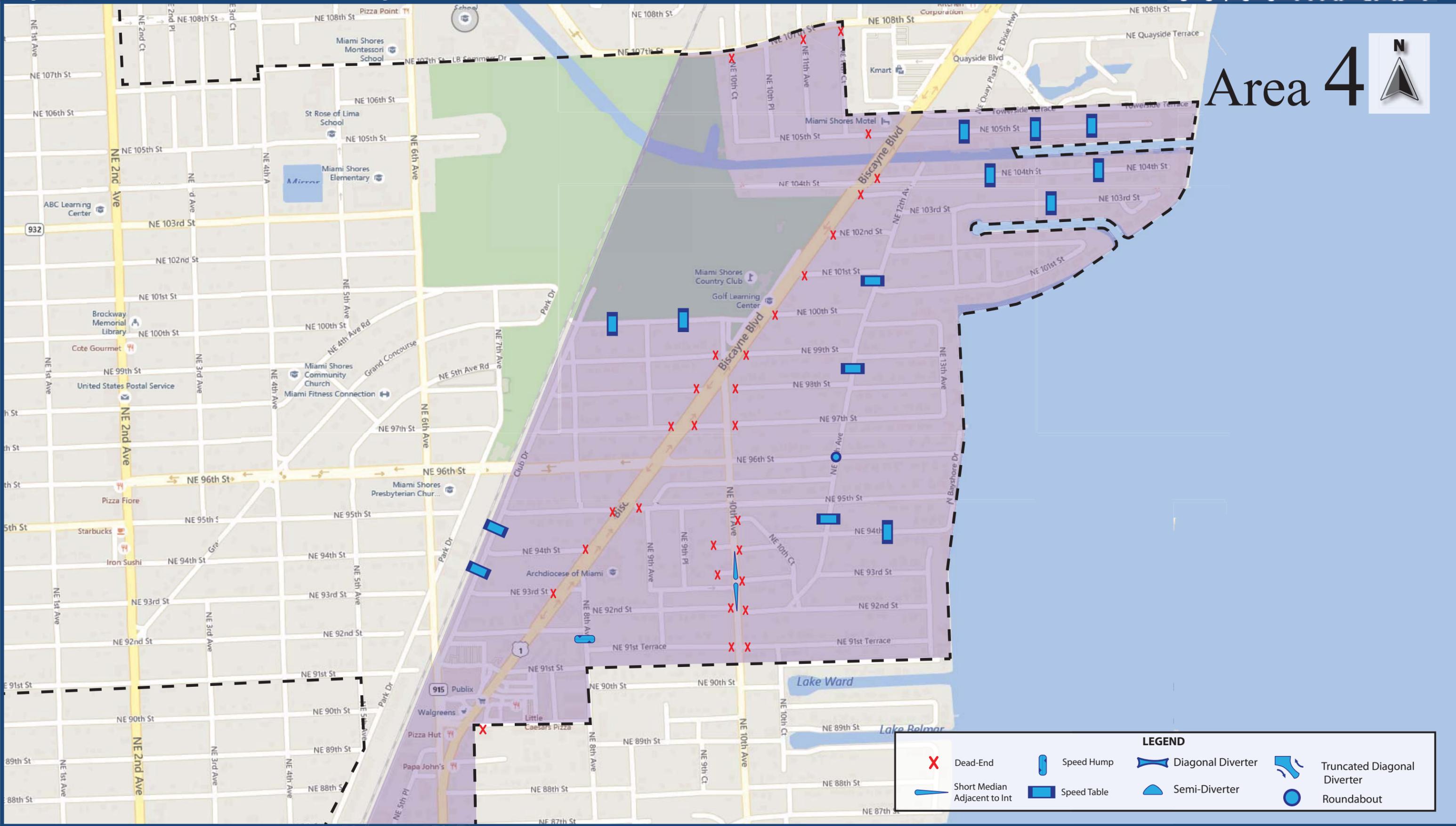
Area 3



LEGEND

Dead-End	Speed Hump	Diagonal Diverter	Truncated Diagonal Diverter
Short Median Adjacent to Int	Speed Table	Semi-Diverter	Roundabout

Miami Shores Village - Traffic Calming Study
 Figure 12- Recommended Traffic Calming Devices



Area 4

LEGEND			
	Dead-End		Speed Hump
	Diagonal Diverter		Truncated Diagonal Diverter
	Semi-Diverter		Roundabout
	Speed Table		
	Short Median Adjacent to Int		



6.1. Preliminary Cost Estimates

The preliminary cost estimates for all traffic calming measures identified for each roadway segment within the study area are shown in **Table 4**. These preliminary cost estimates are based on recent unit construction and prices for similar traffic calming devices installed within many municipalities in the South Florida. The estimated total construction cost for implementing the traffic calming devices is **1,595,655. 00**.

Table 4 – Preliminary Cost Estimates

Type	Unit Cost	Quantities	Total Cost
Speed Tables	\$ 9,103.00	48	\$ 436,944.00
Diagonal Diverter	\$ 11,519.00	1	\$ 11,519.00
Truncated Diagonal Diverter	\$ 8,640.00	1	\$ 8,640.00
Short Median Adjacent to Intersection	\$ 9,188.00	1	\$ 9,188.00
Semi-Diverter	\$ 677.00	2	\$ 1,354.00
Round-about*	\$ 337,482.00	2	\$ 674,964.00
Lane Reduction including median, bike lane and parking spaces	\$ 133,915.00	1	\$ 133,915.00
Sub-Total			\$ 1,276,524.00
Contingency		25%	\$ 319,131.00
TOTAL COST			\$ 1,595,655.00

* Includes Architectural Pavers and Landscape



6.2. Alternatives

Considering the budgetary constraints typically imposed on a municipality when developing capital improvements, a range of cost associated with each of the recommended devices is provided in **Table 5** to assist the Village in making provisions for future capital improvements. In addition, based on particular preferences and unforeseen right-of-way constraints, a second set of alternatives was also developed and is summarized in **Table 6**.



Table 5 – Alternatives Comparison Matrix

Addressing Volume & Cut-through problems	Cost Range	Addressing Speed problems	Cost Range
Diagonal Diverter	\$ 7,000.00 - \$ 20,000.00	Roundabout	\$ 300,000.00 - \$ 350,000.00
Truncated Diagonal Diverter	\$ 6,000.00 - \$ 10,000.00	Traffic Circles	\$ 50,000.00 - \$ 100,000.00
Semi-Diverter	\$ 400.00 - \$ 5,000.00	Short median adjacent to intersection	\$ 5,000.00 - \$ 20,000.00
Speed Tables	\$ 8,000.00 - \$ 15,000.00	Speed Tables	\$ 8,000.00 - \$ 15,000.00
Lane Reduction median, bike lane and parking spaces	\$ 70,000.00 - \$ 500,000.00	-	-



Table 6 – Recommended Traffic Calming Alternatives

Table 6. Traffic Calming Alternative			
Area 1			
Street Name	Location	Alternative A Improvement/countermeasure	Alternative B Improvement/countermeasure
sub-area 1.1			
NW 111 th Street	from NE 2 nd Avenue to NW 2 nd Avenue	Speed Table (400 feet east from NW 2 Avenue)	-
NW 111 th Street	from NE 2 nd Avenue to NW 2 nd Avenue	Speed Tables (400 feet west from N Miami Avenue, 400 feet east from N Miami Avenue and 400 feet west from NE 2 Avenue)	-
NW 110 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speed Tables (350 feet west from N Miami Avenue, 350 feet east from NW 2 Avenue).	-
NW 109 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-
NW 108 th Street	from N. Miami Avenue to NW 2 nd Avenue	Speed Tables (300 feet west from N Miami Avenue, 300 feet east from NW 2 Avenue).	-
sub-area 1.2			
NW 107 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-
NW 106 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-
NW 105 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-
NW 104 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-



Table 6. Recommended Traffic Calming Alternative

Area 2			
Street Name	Location	<u>Alternative A</u> Improvement/countermeasure	<u>Alternative B</u> Improvement/countermeasure
sub-area 2.1			
NE 102 nd Street	from Miami Avenue to NE 2 nd Avenue	-	-
NE 101 st Street	at NE 1 st Avenue	Semi-diverters on both side of 101st St & NE 1st Ave. (NW & SE corners along 101 St.).	-
NE 100 th Street	from Miami Avenue to NE 2 nd Avenue	-	-
NE 99 th Street	from Miami Avenue to NE 2 nd Avenue	-	-
NE 98 th Street	from N. Miami Avenue to NW 2 nd Avenue	-	-
sub-area 2.2			
NE 101 st Street	from NE 2 nd Avenue to NE 4 th Avenue	-	-
NE 102 nd Street	from NE 2 nd Avenue to NE 4 th Avenue	-	-
sub-area 2.3			
Grand Concourse	from NE 96 th Street to NE 6 th Avenue	Chicane: Set of three alternate curb extensions to deviate the two center travel lanes on each bound. The outside lanes on both side of the roadway are turned into parking spaces.	Speed tables every midblock w/ lane narrowing and warning sign
NE 4 th Avenue Road	from NE 99 th Street to NE 6 th Avenue	-	-
NE 5 th Avenue Road	from NE 5 th Avenue to NE 6 th Avenue	-	-



Table 6. Recommended Traffic Calming Alternative

Area 3			
Street Name	Location	Alternative A Improvement/countermeasure	Alternative B Improvement/countermeasure
sub-area 3.1			
NW 93 rd Street	from NW 2 nd Avenue to Miami Avenue	-	-
NW 94 th Street	from NW 2 nd Avenue to Miami Avenue	-	-
NW 94 th Street	at NE 1 st Avenue	Semi-diverters on both side of 94th St & NE 1st Ave. (NW & SE corners along 94 St.).	Speed hump at midblock on 94 St. btw NE 1st St. & NE 2nd St.
NW 93 rd Street	from Miami Avenue to NE 2nd Avenue	-	-
NW 92 nd Street	from N. Miami Avenue to NE 2 nd Avenue	Speed hump at midblock on 92 St. btw NE 1st St. & NE 2nd St.	-
sub-area 3.2			
NW 92 nd Street	from NE 2 nd Avenue to NE 4 th Avenue	-	-



Table 6. Recommended Traffic Calming Alternative

Area 4

Street Name	Location	Alternative A Improvement/countermeasure	Alternative B Improvement/countermeasure
NE 105 th Street	from Biscayne Boulevard to Dead End	-	-
NE 104 th Street	from NE 12 th Avenue to Dead End	-	-
NE 104 th Street	from NE 13 th Avenue to Dead End	-	-
NE 12 th Avenue	from NE 100 st Street to NE 101 st Street	-	-
NE 12 th Avenue	from NE 99 th Street to NE 98 th Street	-	-
NE 12 th Avenue	at NE 96 th Street	-	-
NE 12 th Avenue	from NE 95 th Street to NE 94 th Street	-	-
NE 94 th Street	from Bayshore to NE 94 th Avenue	-	-
NE 10 th Avenue	at NE 93 rd Street	-	-
sub-area 4.1			
NE 8 th Avenue	from NE 91 st Street to NE 92 nd Street	Reconstruct Speed Hump 60 feet from NE 91 Street	-
NE 100 th Street	from Club Drive to NE 10 th Avenue	-	-
Club Drive	from NE 95 th Street to NE 92 nd Street	-	-



6.3. Scoring and Prioritization System

A scoring system was developed to help the Village prioritize funding. It should be noted that the prioritization was completed for each of the subareas independently and that resident concerns were also included as part of the scoring. It should be noted that only the complaints corresponding to an identified concern were included in the scoring. The scoring methodology is presented in **Table 7** and the prioritized list of segments (per subarea) that meet the traffic calming criteria is presented in **Table 8**.

Table 7 - Scoring System for Prioritizing Warranted Traffic Calming Locations

VOLUME (65 Points)		
Vehicles	Points	
Vehicles per hour	150 to 200	35
	> 200 to 250	40
	> 250 to 300	45
	> 300 to 350	50
	> 350 to 400	55
	> 400	65
AND/OR		
Vehicles per day	> 1500 to 2000	35
	> 2000 to 2500	45
	> 2500	65
RESIDENT CONCERNS (10 Points)		
Complaints	Points	
1-5	5	
6-more	10	
85th PERCENTILE SPEED (25 Points)		
MPH over Speed Limit	Points	
5+	25	
10+	25	

*A total of 60 points have been deducted from the urban collector streets.

Table 8 - Prioritized Segment List



Street Name	Location	Street Classification	Points per category			Total points	Ranking	Recommended devices
			Speed	Volume	Complaints			
Area 1								
NW 111 th ST	from NE 2 nd Avenue to NW 2 nd Avenue	Urban Collector	25	65	5	35	1	Speed Tables/Roundabout
NW 105 th ST	from N. Miami Avenue to NW 2 nd Avenue	Local Residential	25	0	5	30	2	Speed Tables
NW 104 th ST	from N. Miami Avenue to NW 2 nd Avenue	Local Residential	25	0	5	30	2	Speed Tables
NW 110 th ST	at NW 2 nd Avenue	Local Residential	25	0	0	25	3	Semi-diverter
NW 107 th ST	from N. Miami Avenue to NW 2 nd Avenue	Local Residential	25	0	0	25	3	Speed Tables
NW 106 th ST	from N. Miami Avenue to NW 2 nd Avenue	Local Residential	25	0	0	25	3	Speed Tables
NW 108 th ST	at NW 2 nd Avenue	Local Residential	0	0	0	0	4	Semi-diverter
NW 109 th ST	from N. Miami Avenue to NW 2 nd Avenue	Local Residential	0	0	0	0	4	Speed Tables
Area 2								
Street Name	Location	Street Classification	Points per category			Total points	Ranking	Recommended devices
			Speed	Volume	Complaints			
NE 101 st ST	at NE 1 st Avenue	Local Residential	0	45	5	50	1	Diagonal Diverter
NE 102 nd ST	from Miami Avenue to NE 2 nd Avenue	Local Residential	25	0	10	35	2	Speed Tables
NE 102 nd ST	from NE 2 nd Avenue to NE 4 th Avenue	Local Residential	25	0	10	35	2	Speed Tables
NE 101 st ST	from NE 2 nd Avenue to NE 4 th Avenue	Local Residential	25	0	5	30	3	Speed Tables
NE 100 th ST	from Miami Avenue to NE 2 nd Avenue	Local Residential	25	0	5	30	3	Speed Tables
NE 99 th ST	from Miami Avenue to NE 2 nd Avenue	Local Residential	25	0	5	30	3	Speed Tables
NE 98 th ST	from Miami Avenue to NE 2 nd Avenue	Local Residential	25	0	0	25	4	Speed Tables
NE 4 th AVE RD	from NE 99 th Street to NE 6 th Avenue	Local Residential	25	0	0	25	4	Speed Tables
GRAN CONCOURSE	from NE 96 th Street to NE 6 th Avenue	Urban Collector	25	40	0	5	5	Lane reduction
NE 5 th AVE RD	from NE 5 th Avenue to NE 6 th Avenue	Local Residential	0	0	5	5	5	Speed Tables
Area 3								
Street Name	Location	Street Classification	Points per category			Total points	Ranking	Recommended devices
			Speed	Volume	Complaints			
NE 93 rd ST	from Miami Avenue to NE 2 nd Avenue	Local Residential	25	40	5	70	1	Speed Tables
NE 94 th ST	at NE 1 st Avenue	Local Residential	0	65	0	65	2	Truncated Diagonal Diverter
NE 93 rd ST	from NW 2 nd Avenue to N. Miami Avenue	Local Residential	25	0	5	30	3	Speed Table
NE 92 nd ST	from NE 2 nd Avenue to NE 4 th Avenue	Local Residential	25	0	5	30	3	Speed Tables
NW 94 th ST	from NW 2 nd Avenue to Miami Avenue	Local Residential	25	0	0	25	4	Speed Tables
NE 92 nd ST	at NE 1 st Avenue	Local Residential	0	0	5	5	5	Semi-diverter
Area 4								
Street Name	Location	Street Classification	Points per category			Total points	Ranking	Recommended devices
			Speed	Volume	Complaints			
NE 12 th AVE	from NE 98 th Street to NE 101 st Street	Local Residential	25	45	0	70	1	Speed Tables
NE 12 th AVE	from NE 96 th Street to NE 94 th Street	Local Residential	25	35	0	60	2	Speed Tables/Roundabout
NE 10 th AVE	at NE 93 rd Street	Urban Collector	25	65	5	55	3	Short Median Adjacent to Intersection
NE 8 th Avenue	from NE 91 st Street to NE 92 nd Street	Local Residential	0	45	0	45	4	Speed Tables
NE 104 th ST	from NE 12 th Avenue to Dead End	Local Residential	25	0	5	30	5	Speed Tables
Club DR	from NE 95 th Street to NE 92 nd Street	Local Residential	25	0	0	25	6	Speed Tables
NE 105 th ST	from Biscayne Boulevard to Dead End	Local Residential	25	0	0	25	6	Speed Tables
NE 94 th Street	from Bayshore to NE 94 th Avenue	Local Residential	0	0	0	0	7	Speed Tables
NE 100 th ST	from Club Drive to NE 10 th Avenue from	Local Residential	0	0	0	0	7	Speed Tables
NE 103 rd ST	NE 13 th Avenue to Dead End	Local Residential	0	0	0	0	7	Speed Tables



7.0 CONCLUSIONS

MARLIN was retained by the Miami Shores Village to evaluate the local speed, volume and overall traffic patterns to determine locations within the Village where traffic calming measures should be recommended. As part of this study, MARLIN also developed a Village-wide Traffic Calming Master Plan which implemented different alternative improvements for each of the identified concerns. Based on the study objectives, a comprehensive range of traffic data was performed as part of the study and included: 24-Hour Average Daily Traffic, 85th Percentile Speed Data, Crash Data Summary and Pedestrian/Bike Crash Data.

The data collection analysis indicated that several locations throughout the Village meet the threshold values for traffic calming based on traffic volumes and 85th percentile speeds. Consistent with the data collection efforts, a set of recommended traffic calming improvements were developed independently for each sub-area.

It should be noted that we do not recommend any devices that may require the construction of additional pavement within swale areas which may impact parking, right of way and driveways. Therefore, we are making these recommendations such as speed humps, speed tables, diagonal and truncated diverter, semi-diverter, roundabouts and short median adjacent to intersection. We are not making recommendations for chicanes, chockers, midblock median, angle slow point and intersection median because the streets in Miami Shores Village are not wide enough to support these types of amenities.

Considering the budgetary constraints typically imposed on a municipality when developing capital improvements, a range of cost associated with each of the recommended devices was also provided to assist the Village in making provisions for future capital improvements and based on particular preferences and unforeseen right-of-way constraints, a second set of alternatives was also developed.

It is anticipated that the traffic calming plan developed as a result of this analysis will effectively lower travel speeds and volumes throughout the residential areas and consequently enhance the safety and quality of life for the residents.



Next Step:

- MARLIN will coordinate with Miami Dade County on 25 mile per hour (mph) speed reduction throughout the Village.
- Design and submit typical traffic calming devices to Miami Dade County for approval.
- Prepare engineering specifications.
- Assist Village staff with the capital improvement plan (CIP).
- Perform post design services.



Miami Shores Village-Wide Traffic Calming Study



PREPARED FOR:
Miami Shores Village

PREPARED BY:
Marlin Engineering Inc.
1700 NW 66th Ave, Suite 106
Plantation, FL 33313
www.marlinengineering.com

October, 2016
(Appendices)



Appendix A – Residents Comment Card



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Adam Old

Address: 140 NE 86th St.

City: El Portal State: FL

Telephone: 305-815-5100 Email: adamold@gmail.com

Representing:

Homeowner Association

Business

Other

NE 2nd, north of 103rd is 2 lanes
in each direction w/ no turn lane.
Traffic is fast there and there are
students and turning vehicles. on the
southern side road narrows into
1-1 with center turn lane. Should
be 1-1 w/ turn up to 115th St.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Lucy McGuire

Address: 565 NE 101 Street

City: Miami Shores State: FL

Telephone: _____ Email: caplondono@yahoo.com

Representing:

Homeowner Association

Business

Other

One of the greatest concerns I see involving traffic issues is the hazardous conditions associated with pedestrians around the residential areas. As residents become more mobile by means of walking and bicycle riding, particularly with children, it is essential that crosswalks be placed in critical locations in which they feel safe crossing a street. One

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851

particular place is between 100st to 98 st. and NE 10th Avenue. There is no safe →

Crosswalks on NE 6th Ave. The closest one is on ~~the~~ 9th Street, which is far for residents who would like to cross NE 6th Ave. ~~to~~ in order to get to the community park and Rec. Center.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Linda Ortigoza
Address: 1065 NE 90 St (Formally 90 NE 98 St)
City: M Shores State: _____
Telephone: _____ Email: Ortigoza@miamidade.gov
Representing: _____

Homeowner Association Business Other

Resident.

I have resided in Miami Shores since 1986
I have noticed a lack of concern by
our public safety (Police) in the past
10 years. Childrens and residents
safety has taken a back seat and
Police are reluctant. if negligent to
write tickets For Red light runners

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and Speeders. If you sit at any
time of the day you can count
no less than 4 ~~cars~~ vehicles
running a full red light turning
left east/north bound from
96th Street onto Biscayne Blvd.

When you follow (I do
I am not a hypocrite) the speed limit
cars pass us against traffic
on 96th street. Ever since
the streets were closed off
it bottle necks cars onto one
street East of Biscayne, other
areas IE: NE 4th Ave Road
(friends of mine) say the
same. Please open some
or all closures and give
tickets. Thank You



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Jamie Patterson-Brady

Address: 9333 NE 9 Place

City: Miami Shores State: FL

Telephone: 954-243-3177 Email: jamie@guardianbbs.com

Representing:

Homeowner Association

Business

Other

- NE 96th Ave. ; Biscayne EB at evening rush hr. backs up - people turning left (north) try to turn from middle lane, people going straight or right are blocked cause not enough queue length
- turning from NE 95th St. to 10th Ave - traffic turning right (south) from NE 96th St. do not stop at red light so not enough breaks in traffic and too high of speeds going south on 10th. Also shrubs in easement on W side of 10th near corner of 96th impede visibility
- cut thru traffic during morning rush from NE 96th St. to NE 7th Ave. (in spite of signs prohibiting NB turns between 7:30-9 AM) Also cut thru's @ Miami Shores Presbyterian Church on N side

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over
→

• Left turns from NB NE 6th Ave to NE 107th St. difficult due to Miami Country Day School traffic; no lead light. Police are there for pedestrians; direct traffic, but I feel unsafe making a left there due to lack of visibility; no lead light.

• Speeding; wrong-way driving in alleys • between NE 103 St. & NE 104 St. (between NE 3rd & 4th Aves.)
• on NE 93 Street (alley) from 10th Ave - this alley is one way (east) but people go west if there are delays on 10th; they need to get to US 1.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Patrice Gillespie Smith

Address: 358 NE 101st St.

City: Miami Shores State: _____

Telephone: _____ Email: urbanentfart@gmail.com

Representing:

Homeowner Association

Business

Other

→ Crosswalks needed at non marked
intersections on 96th b/w NE 2 + NE 6th

→ crosswalks needed downtown NE 2nd Ave



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Nick Marian

Address: 1065 NE 96 St

City: Miami Shores State: Florida

Telephone: 786 586 3535 Email: marian@miamidade.gov

Representing: Self (Resident)

Homeowner Association

Business

Other

I LIVE (14 yrs.) ON NE 96 ST (a.k.a. I-96)
96 street is the ONLY street feeding over
550+ homes on the eastern shores.

Unfortunately MAMSPD will not give residents
speeding tickets (Politics) and seem upset when
they are called.

• Residents speed consistently E and W on 96 between
10 & 12 AVE (NE). We do not have the same
Quality of life, safety, peace & quiet on our
street that ALL other residents east on cut-
sacs have. More access roads need to be opened.
Construction on 10 Ave on Biscayne (recent bridge)
lay down all access to 96 st & east shores.

HELP US PLEASE!!!

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MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: El Newman

Address: 140 NE 95 ST

City: Mia. Shes State: FL

Telephone: 305-754-9345 Email: elnewman140@yahoo.com

Representing:

Homeowner Association

Business

Other

NE 95th AVE ↔ MIAMI AV.

need bike lanes marked in
the street. Free up the sidewalk
for pedestrians - many pedestrians!
headed to bus stops, Starbucks, strip
mall.

Lanks



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Edith Donaldson

Address: 1569 NE 104 St

City: Miami Shores State: FL

Telephone: 305-757-0522 Email: edith.donaldson@comcast.net

Representing:

Homeowner Association

Business

Other

- 1) I do not want ^{illegal} activities to continue on my street.
- 2) Nor cars speeding on the dead end to the end.
- 3) Nor the volume of traffic (3 cars in 2 minutes sometimes)
- 4) Nor endanger persons on sidewalks who are forced to use the street - not the sidewalks

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MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Birgit Olkuch

Address: 9120 NE 10th Ave

City: Miami Shores State: FL

Telephone: _____ Email: olkuchb@gmail.com

Representing:

Homeowner Association

Business

Other
self

- 10th Ave is used as an alternative to US-1 ⇒ huge traffic volume during rush hour
- 10th Ave is also a speedway during non-rush hour
⇒ traffic calming is needed
- We have seen several crashes in the 2.5 yrs we have lived here. Also many dead pets (dogs & cats) on the side of the road.
- Not safe to cross (high speeds and no sidewalk)

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MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Sanique Olkuch

Address: 9120 NE 10th Ave

City: Miami Shores State: FL

Telephone: 786 546-2709 Email: SANIQUEB@

Representing: gmail.com

Homeowner Association

Business

Other

SELF

NE 10th Ave

- Issues with speeding at all times of the day.
- Often used as a cut-through to Biscayne Blvd.
- High volume of traffic during Rush Hours
- Not safe to cross due to car volume & speeds

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MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Jason Schleich

Address: 4 NE 111 St.

City: Miami Shores State: FL

Telephone: 786-554-5426 Email: jason@

Representing: jsourcehospitality.com

Homeowner Association

Business

Other

We're very concerned about speeding on 111 Street. One Barry security guard was recently hit and killed and another cyclist was also hit. Also, cars do not stop at red light and make it difficult to exit the driveway.

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: CARLOS DIAZ

Address: 9230 NE 2ND AVE

City: MS State: _____

Telephone: 305 741 5655 Email: CDIAZ@VALVESTORREIT.COM

Representing:

Homeowner Association

Business

Other

RESIDENT

— ROUNDABOUTS : NE 2ND / 91ST ST.
AVE ~~2ND~~ / N

CROSS WALK 93RD ACROSS
N. MIAMI & NE 2ND

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: LARRY HOBBS

Address: 184 NW 97th St.

City: HERE State: _____

Telephone: 786-525-3028 Email: larryhobbs2@gmail.com

Representing: SELF, NEIGHBORS

Homeowner Association

Business

Other

I live in the NW area between
95th St. & 103rd St., M. AVENUE TO NW 2nd AVE

THE MAIN TRAFFIC CONCERN IN
THIS 2-BLOCK EAST-WEST STRETCH IS
THE SPEED PEOPLE REACH TO GET
HOME OR TO M. AVENUE.

HUMPS WOULD CURE THE PROBLEM.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Alexandre Libonatti

Address: 10343 NE 6TH AVE

City: Miami Shores State: FL

Telephone: 305-713-0595 Email: alexlibonatti@yahoo.com

Representing:

Homeowner Association

Business

Other

homeowner

I would like to address the
traffic on 6th Avenue / Speed
safety, volume.

thank you



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Andy Acosta

Address: 54 NE 97 Street

City: Miami Shores State: FL

Telephone: 3/576-6927 Email: awaesg@south.net

Representing:

Homeowner Association

Business

Other

Resident

- 1) Cut through traffic on NE 97 Street between Miami Avenue & NE 2 Avenue
- 2) Timing of ~~light~~ traffic light on NE 2 Avenue & NE 96 Street. Not allowing through traffic.
- 3) Potential for No Turn on Red Sign on intersection on #2 above.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: James Fields

Address: 501 N.E. 106 Street

City: Miami Shores State: Florida

Telephone: _____ Email: _____

Representing:

Homeowner Association

Business

Other

Resident

My Neighborhood is surrounded by three schools frequented by speeders, U-Turners and double parkers in the mornings and afternoons when schools are admitting students and dismissing students (Parents dropping kids off and picking kids up). I would like to see soft humps installed on the following roadways to slow these parents down: Two soft humps on N.E. 106 St. between 6th + 5th Avenues. Two soft humps on N.E. 5th Avenue between 107 Street and 105 Street near the two alley ways.

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Beatriz Sandoval

Address: 610 NE 105 ST

City: Miami Shores State: FL

Telephone: 786-543-2020 Email: bsh202065@uphoo.com

Representing:

Homeowner Association

Business

Other

NE 6 AVE traffic is much too fast
houses facing NE 6 AVE between
103 st and 107 st are having
problems making left turns out
of their properties. Cars Block
intersection on ~~west~~ east side of
6 AVE and 105 st during Mia. Country
Day School drop off and pick up times
(10 + NE AVE east side)



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Eddy Valdes

Address: 1070 NE 96 St.

City: Miami Shores State: FL

Telephone: 305 301 5064 Email: valdesmiami@

Representing: 96th Street.
yahoo.com

Homeowner Association

Business

Other

Very concerned about
96th Street blw 10th Ave &
12th Ave. Speeding is
out of control.

It is a danger to me, my
2 year old and my family.

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Pablo Minces

Address: 308 NE 86TH ST

City: MIAMI SHORES State: FL

Telephone: - Email: PABLO@SAMTO.NET

Representing: Myself.

Homeowner Association

Business

Other

I have trouble with speeding cars. With the volume of the transit. The noise. And because the houses are so close to the road, the vibration. Also, safety concern. It's a busy area with kids riding bikes.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Mike Schmidt

Address: 10300 N Miami Ave

City: Miami Shores State: FL 33150

Telephone: _____ Email: dev_mupf@yahoo.com

Representing: Self

Homeowner Association

Business

Other

Over the last 5 years I had 3 cars ending up in my front yard.

Drivers try to run the red/yellow light on 103rd st → Miami Ave.

On the other street, when the light just turned green they floor it. The result is that both cars connect at a very high speed in the middle of the intersection and then end up in resident's front yards.

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851

If you would extend the red light by 3 seconds most of those situations could be avoided.



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: RICHARD JIRENDO

Address: 9127 NW 1ST AVE

City: MS State: FL

Telephone: _____ Email: _____

Representing:

Homeowner Association

Business

Other

NEED SPEED LIMIT
SIGNS

TOO FEW EXIST

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851



MIAMI SHORES VILLAGE
VILLAGE WIDE TRAFFIC STUDY

PUBLIC COMMENT CARD

Name: Jose L. Ferris

Address: 9824 NE 5th Ave Rd

City: Miami Shores State: Fl.

Telephone: 786-365-0635 Email: joef@f1otechllc.com

Representing:

Homeowner Association

Business

Other

Principal concern has to do with high congestion in afternoons and weekends related to sport events & community center activity. We are most concerned with the planned development of community center. As a resident living within close proximity to community center I believe the traffic impact will change residential neighborhood

Miami Shores Village, in compliance with the Americans with Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Village Clerk, Barbara Estep at (305) 762-4851

James Spinks

From: Herta Holly
Sent: Friday, April 08, 2016 9:45 AM
To: jspinks@marlinengineering.com
Subject: Fwd: Traffic Calming West Miami Shores

Another concerned resident With best wishes, Herta

Sent from my iPhone

Begin forwarded message:

From: Tom Benton <BentonT@miamishoresvillage.com>
Date: April 5, 2016 at 9:36:54 AM EDT
To: "sb1706@aol.com" <sb1706@aol.com>, Alice Burch <AliceBurch@miamishoresvillage.com>, Steven Zerkowitz <StevenZerkowitz@miamishoresvillage.com>, Herta Holly <hertaholly@miamishoresvillage.com>, Ivonne Ledesma <ivonneledesma@miamishoresvillage.com>, Mac Glinn <MacGlinn@miamishoresvillage.com>, Barbara Estep <estepb@miamishoresvillage.com>
Subject: RE: Traffic Calming West Miami Shores

Good Morning,

Thank you for your comments on traffic calming. I will ensure that your concerns get to our traffic calming consultants.

Tom Benton

Village Manager
Miami Shores Village
10050 N.E. Second Avenue
Miami Shores, FL 33138
(305)795-2207 Phone Ext. 2
(305)754-6522 Fax
BentonT@miamishoresvillage.com

From: sb1706@aol.com [<mailto:sb1706@aol.com>]
Sent: Monday, April 04, 2016 7:32 PM
To: Alice Burch; Steven Zerkowitz; Herta Holly; Ivonne Ledesma; Mac Glinn; Tom Benton; Barbara Estep
Subject: Traffic Calming West Miami Shores

April 4, 2016

To Whom It May Concern,

I am unable to attend the meeting on April 6th, 2016.

As long time Miami Shores residents, there are some concerns that we would like to have addressed. In West Miami Shores there are very few sidewalks so bikers, walkers, runners, and families with baby strollers must use the streets. There are many vehicles that speed down our streets, some of them are using the back streets as an alternative or shortcut from Miami Avenue to 103rd Street or vice versa. The streets would be much safer if speed limits were lowered to 30 MPH on North Miami Ave and posted 20 MPH on streets without sidewalks.

Speed humps should be put in on NW 100th Street as it is used as a drive through to go west and then north to 103rd street. It is the only through street between 100th and 103rd street that goes straight through with no stop signs from Miami Avenue to NW 2nd Avenue so there is a large amount of traffic to this area. Speed humps should also be installed on NW Miami Court to slow the flow of those making the "shortcut". There are no stop signs between 100th Street and 103rd Street. Perhaps signs indicating "Local Traffic Only" would be of benefit in this regard as well. Thank you for your anticipated consideration.

Sincerely,
Robert and Susan Boundy
18 NW 100th Street
Miami Shores, FL
33150

James Spinks

From: Tom Benton
Sent: Tuesday, April 05, 2016 9:38 AM
To: jspinks@marlinengineering.com
Cc: Scott Davis
Subject: FW: Traffic Calming West Miami Shores

Follow Up Flag: Follow up
Flag Status: Flagged

James,

I recently received the following concerns regarding traffic calming and speeding in the Village. Please include these comments in your analysis of this area. Thanks!

Tom Benton

Village Manager
Miami Shores Village
10050 N.E. Second Avenue
Miami Shores, FL 33138
(305)795-2207 Phone Ext. 2
(305)754-6522 Fax
BentonT@miamishoresvillage.com

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Thank you for your anticipated consideration.

Sincerely,
Robert and Susan Boundy
18 NW 100th Street
Miami Shores, FL



Appendix B – Traffic Volume and Speed Data

Date	Area	Street Name	Location	Street Classification	No. of through Lanes	Posted Speed Limit MPH	A.D.T.	AM Peak Hour Flow	AM PEAK		PM Peak Hour Flow	PM PEAK		85th Percentile Speed (MPH)
									NB/EB	SB/WB		NB/EB	SB/WB	
3/17/2016	1-01	NW 115th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	2603	245	138	109	202	105	119	34
3/17/2016	1-02	NW 111th ST	BTWN N Miami AVE and NW 2nd AVE	Urban Collector	2LU	25	5027	414	266	160	443	190	277	37
3/17/2016	1-03	NW 110th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	227	22	10	14	23	14	20	32
3/17/2016	1-04	NW 109th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LD	25	287	22	14	12	52	21	31	30
3/17/2016	1-05	NW 108th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	181	16	8	10	25	11	19	29
3/17/2016	1-06	NW 107th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	176	12	6	8	28	12	17	31
3/17/2016	1-07	NW 106th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	205	14	11	5	33	13	29	31
3/17/2016	1-08	NW 105th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	203	17	11	7	23	11	12	33
3/17/2016	1-09	NW 104th ST	BTWN N Miami AVE and NW 2nd AVE	Local Residential	2LU	25	355	36	24	13	43	13	36	33
3/17/2016	1-10	NW 1st AVE	BTWN NW105th ST and NW 106th ST	Local Residential	2LU	25	124	15	7	8	15	9	8	25
3/17/2016	1-11	NE 106th ST	BTWN NE 5th AVE and NE 6th AVE	Local Residential	2LU	25	327	77	55	22	73	38	35	29
3/17/2016	1-12	NE 4th AVE	BTWN NE 105th ST and NE 107th ST	Local Residential	2LU	25	1769	403	127	281	223	79	147	29
3/17/2016	1-13	NE 107th ST	BTWN NE 4th AVE and NE 5th AVE	Local Residential	2LU	25	2321	790	556	244	280	156	143	30
3/17/2016	1-14	NE 105th ST	BTWN NE 4th AVE and NE 5th AVE	Local Residential	2LU	25	1579	784	88	292	212	55	161	25
3/17/2016	1-15	NE 5th AVE	BTWN NE 105th ST and NE 107th ST	Local Residential	2LU	25	864	268	139	146	148	58	97	25
5/18/2016	1-16	NW 2nd AVE	BTWN NW 109th ST and NW 110th ST	Urban Collector	2LU	30	3216	415	113	302	350	261	148	34
3/15/2016	2-01	NE 102nd ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	438	82	21	64	36	26	20	32
3/17/2016	2-02	NE 101st ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	864	268	139	146	148	56	97	25
3/15/2016	2-03	NE 100th ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	308	38	14	29	29	19	15	32
3/15/2016	2-04	NE 99th ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	328	40	21	19	34	13	24	31
3/15/2016	2-05	NE 98th ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	968	84	38	50	105	42	68	33
3/15/2016	2-06	NE 97th ST	BTWN N Miami AVE and NE 2nd AVE	Local Residential	2LU	25	706	57	27	30	68	28	40	30
3/15/2016	2-07	NE 96th ST	BTWN N Miami AVE and NE 2nd AVE	Urban Collector	2LD	25	1599	157	63	96	177	60	117	32
3/15/2016	2-08	NE 1st AVE	BTWN NW 99th ST and NW 100rd ST	Local Residential	2LU	25	190	23	9	16	20	13	9	24
3/29/2016	2-09	NE 102nd ST	BTWN NE 3rd AVE and NE 4th AVE	Local Residential	2LU	25	702	104	68	39	93	47	50	33
3/29/2016	2-10	NE 101st ST	BTWN NE 3rd AVE and NE 4th AVE	Local Residential	2LU	25	528	70	37	33	60	24	36	33
3/29/2016	2-11	NE 100th ST	BTWN NE 3rd AVE and NE 4th AVE	Local Residential	2LU	25	243	30	19	15	27	15	17	30
3/29/2016	2-12	NE 99th ST	BTWN NE 3rd AVE and NE 4th AVE	Local Residential	2LU	25	483	43	21	28	53	28	30	30
3/29/2016	2-13	NE 98th ST	BTWN NE 3rd AVE and NE 4th AVE	Local Residential	2LU	25	494	49	27	26	47	32	25	32
3/29/2016	2-14	NE 97th ST	BTWN NE 2nd AVE and NE 3rd AVE	Local Residential	2LU	25	681	65	37	32	75	43	36	29
3/29/2016	2-15	NE 3rd AVE	BTWN NE 99th ST and NE 100 ST	Local Residential	2LU	25	265	29	11	21	32	17	18	24
3/29/2016	2-16	NE 4th AVE	BTWN NE 99th ST and NE 100 ST	Local Residential	2LU	25	1320	144	62	89	129	61	70	32
3/29/2016	2-17	NE 4th AVE RD	BTWN NE 5th AVE and NE 6th AVE	Local Residential	2LU	25	537	71	39	32	67	42	27	31
3/29/2016	2-18	GRAN CONCOURSE	BTWN NE 5th AVE and NE 6th AVE	Urban Collector	2LU	30	1351	95	69	38	201	44	157	41
3/29/2016	2-19	NE 5th AVE RD	BTWN NE 5th AVE and NE 6th AVE	Local Residential	2LU	25	149	12	8	8	17	13	10	30
3/31/2016	3-01	NW 94th ST	BTWN NW 1st AVE and NW 2nd AVE	Local Residential	2LU	25	386	52	39	17	68	17	54	37
3/31/2016	3-02	NW 1st AVE	BTWN NE 93rd ST and 94th ST	Local Residential	2LU	25	248	33	13	20	40	26	15	26
4/5/2016	3-03	NW 92nd ST	BTWN NW 2nd AVE and NW 1st AVE	Local Residential	2LU	25	110	14	12	6	20	11	9	26
3/31/2016	3-04	NE 93rd ST	BTWN NORTH MIAMI AVE and NE 1st AVE	Local Residential	2LU	25	672	49	22	33	219	55	170	33
3/31/2016	3-05	NE 1st AVE	BTWN NE 93rd ST and NE 94th ST	Local Residential	2LU	25	223	12	9	7	88	26	63	26
3/31/2016	3-06	NE 94th ST	BTWN NE 1st AVE and NE 2nd AVE	Local Residential	2LU	25	1353	73	27	52	457	136	326	29
3/31/2016	3-07	NE 92nd ST	BTWN NE 2nd AVE and NE 1st AVE	Local Residential	2LU	25	877	73	36	37	140	82	59	35
3/31/2016	3-08	NE 94ST ST	BTWN NE 2nd AVE and GRAN CONCOURSE	Local Residential	2LU	25	761	50	22	31	252	220	32	32
3/31/2016	3-09	NE 92nd ST	BTWN NE 3rd AVE and NE 2nd AVE	Local Residential	2LU	25	299	33	20	13	41	24	20	31
3/31/2016	3-10	GRAN CONCOURSE	BTWN NE 94th ST and NE 95th ST	Urban Collector	2LD	30	2875	220	61	160	565	447	124	35
3/31/2016	3-11	NE 93rd ST	BTWN NE 4th AVE and NE 3rd AVE	Local Residential	2LU	25	214	19	10	15	23	19	11	33
3/31/2016	3-12	NE 4th AVE	BTWN NE 93rd ST and NE 94th ST	Local Residential	2LU	25	403	36	20	17	50	31	23	33
3/31/2016	3-13	NE 5th AVE	BTWN NE 94th ST and NE 93rd ST	Local Residential	2LU	25	399	32	17	18	51	28	24	26
4/5/2016	3-14	PARK DR	BTWN NE 95th ST and NE 94th ST	Local Residential	2LU	25	320	104	40	67	58	36	28	30
3/31/2016	3-15	PARK DR	BTWN NE 91st ST and NE 92nd ST	Local Residential	2LU	25	1720	180	51	133	146	73	81	31
4/18/2016	4-01	NE 105th ST	BTWN Biscayne BLVD and Dead End	Local Residential	2LU	30	1068	71	33	54	85	52	39	38
4/14/2016	4-02	NE 104th ST	BTWN NE 12th AVE and Dead End	Local Residential	2LU	25	405	40	16	27	30	20	15	31
4/14/2016	4-03	NE 103rd ST	BTWN NE 13rd AVE and Dead - End	Local Residential	2LU	25	893	84	36	48	90	53	42	30
4/14/2016	4-04	NE 102nd ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	259	29	13	16	28	16	15	30
4/14/2016	4-05	NE 101st ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	369	38	17	22	39	19	20	31
4/14/2016	4-06	NE 100th ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	126	15	6	10	12	7	8	28
4/7/2016	4-07	NE 100th ST	BTWN NE 9th AVE and NE 10th AVE	Local Residential	2LU	25	844	133	23	110	112	40	76	35
4/14/2016	4-08	NE 12th AVE	BTWN NE 100th ST and NE 99th ST	Local Residential	2LU	25	2216	179	70	120	177	98	93	35
4/7/2016	4-09	NE 99th ST	BTWN NE 8th AVE and NE 9th AVE	Local Residential	2LU	25	186	20	10	14	24	13	13	29
4/14/2016	4-10	NE 99th ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	92	14	9	8	11	5	8	28
4/14/2016	4-11	NE 98th ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	121	12	7	8	15	8	8	28
4/7/2016	4-12	NE 98th ST	BTWN NE 8th AVE and NE 9th AVE	Local Residential	2LU	25	267	26	13	14	31	18	19	28
4/14/2016	4-13	NE 97th ST	BTWN NE 12th AVE and NE 13th AVE	Local Residential	2LU	25	185	15	6	12	16	11	8	25
4/7/2016	4-14	NE 97th ST	BTWN NE 8th AVE and NE 9th AVE	Local Residential	2LU	25	173	17	6	12	20	13	12	27
4/14/2016	4-15	NE 96th ST	BTWN NE 10th AVE and NE 12th AVE	Urban Collector	2LU	30	5261	423	156	286	437	232	225	34
4/4/2016	4-16	NE 96th ST	BTWN BISCAYNE BLVD and NE 10th AVE	Urban Collector	2LD	25	10162	842	523	320	763	497	300	30
4/7/2016	4-17	NE 8th AVE	BTWN NE 96th ST and NE 97th ST	Local Residential	2LU	25	299	30	10	20	30	15	20	25
4/14/2016	4-18	NE 95th ST	BTWN NE 12th AVE and N Bayshore DR	Local Residential	2LU	25	232	19	8	13	22	8	16	28
4/7/2016	4-19	NE 12th AVE	BTWN NE 95th ST and NE 94 ST	Local Residential	2LU	25	1532	121	79	54	123	60	76	33
4/7/2016	4-20	NE 94th ST	BTWN NE 12th AVE and N BAYSHORE DR	Local Residential	2LU	25	284	25	13	13	24	13	17	22
4/7/2016	4-21	NE 93rd ST	BTWN NE 12th AVE and N BAYSHORE DR	Local Residential	2LU	25	493	36	14	30	50	32	21	29
4/7/2016	4-22	NE 10th AVE	BTWN NE 94th ST and NE 93rd ST	Local Residential	2LU	30	10908	905	386	521	843	541	340	36
4/5/2016	4-23	Club DR	BTWN NE 94th ST and NE 93rd ST	Local Residential	2LU	25	1276	89	48	64	117	73	54	37
4/7/2016	4-24	NE 92nd ST	BTWN NE 12th AVE and N BAYSHORE DR	Local Residential	2LU	25	194	16	10	7	24	12	13	28
4/5/2016	4-25	NE 92nd ST	BTWN NE 8th AVE and NE 9th AVE	Local Residential	2LU	25	222	18	10	12	22	17	10	30
4/5/2016	4-26	NE 8th AVE	BTWN NE 92nd ST and NE 93rd ST	Local Residential	2LU	25	2150	260	73	187	191	80	142	30
4/5/2016	4-27	NE 92nd ST	BTWN BISCAYNE BLVD and CLUB DR	Local Residential	2LU	25	975	88	46	42	95	49	49	27
4/5/2016	4-28	NE 91st ST	BTWN BISCAYNE BLVD and NE 8th AVE	Local Residential	2LU	25	1920	149	69	82	170	98	78	26
5/4/2016	4-29	NE 90ST ST	BTWN NE 8th AVE and BISCAYNE BLVD	Local Residential	2LU	25	910	77	35	42	79	56	35	30



Appendix C – Miami Dade Traffic Flow Modification(s) Street Closure(s) Procedure

TRAFFIC FLOW MODIFICATION(S)/ STREET CLOSURE(S) PROCEDURE



**PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION**
Revised January 2009

TRAFFIC FLOW MODIFICATION(S)/ STREET CLOSURE(S) PROCEDURE

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INTRODUCTION

The Public Works Department and Metropolitan Planning Organization obtained the professional engineering services of Frederic R. Harris, Inc. to conduct a Street Closure/Traffic Flow Modification Study that was completed in July 1996.

The primary objectives of the study were to:

- Evaluate and recommend traffic control alternatives to street closures;
- Develop a uniform set of guidelines or warrants to be followed by local municipalities, the County and the State for implementing neighborhood and localized area traffic control; and
- Develop a standardized set of procedures to be followed by local applicants desiring enhanced neighborhood traffic control.

A Steering Committee was assembled and periodically convened to meet with the Consultant to provide input throughout the study process. The Steering Committee consisted of representatives from the Florida Department of Transportation, Miami-Dade County and local municipalities; some of whom had previous experience with citizen requests for street closures. The draft report was developed as a series of Technical Memorandums that were reviewed by the steering committee and later compiled to form the final report.

The Steering Committee developed standardized procedures and guidelines for use by the public, local officials, or other private sector interests requesting traffic flow modifications that may affect local neighborhoods as well as other roadway traffic patterns. The intent of these procedures was to provide Miami-Dade County and municipalities with a uniform approach to facilitate government action in response to requests to restrict local traffic access via street closures, other physical modifications or traffic calming alternatives. These proposed procedures were also intended to ensure that such issues are given appropriate study and timely response, and that the full range of traffic and community impacts is considered.

The procedures addressed traffic issues in an incremental fashion with the least restrictive measures applicable to a particular situation tested first, then monitored and supplemented, modified or replaced with more stringent measures, if necessary. When non-traffic issues enter into the decision process, the procedures weigh both the traffic and non-traffic implications of a street closure or traffic flow modification. Although each citizen request is unique, the process applies equally to any residential traffic control situation and provides government officials with an objective tool to address neighborhood traffic control issues.

On May 20, 1997, the Miami-Dade County Board of County Commissioners approved Resolution No. R-545-97 authorizing an eighteen-month pilot program to implement and evaluate traffic flow modification/street closure study recommendations. A subsequent extension was granted under Resolution No. R-66-00 on January 25, 2000. Since then, County staff has been using this procedure. It has been enhanced over the span of the last twelve years and updated and revised to appropriately address the needs of residents of Miami-Dade County in order to improve their safety as well as their livability standards.

SUMMARY OF PROCEDURE

Phase 1: INITIAL TRAFFIC STUDY BY MIAMI-DADE COUNTY PUBLIC WORKS

- 1.1 All applicants, whether residing within unincorporated Miami-Dade County or a municipality, may submit a request for a traffic flow modification(s)/street closure(s) to the Miami-Dade County Public Works Department (PWD) in the form of a letter or complete the application in Appendix V.
- 1.2 PWD will conduct the initial traffic study to confirm the applicant's concerns and to identify and recommend traffic calming measures. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.
- 1.3 PWD will make the determination of whether the location(s) falls within unincorporated Miami-Dade County or a municipality, and coordinate the review with the respective municipality.
- 1.4 PWD will make the determination of whether the review from various affected entities, such as Police, Fire, etc., is required. If review is not required, proceed to Step 1.6.
- 1.5 Should review be required, PWD will request the affected entities, including but not limited to, Police, Fire, respective municipality, etc., to review the request and provide comments. If review by any of the entities results in a denial as a result of concerns which cannot be resolved, or if the proposed traffic flow modification(s)/street closure(s) does not meet all criteria outlined under this process or applicable County and State laws, then the application will be denied.
- 1.6 PWD will make the determination if concurrence from the required affected residents and/or property owners is required. If concurrence is not required, proceed to Step 1.8.

Required Concurrence:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 1.7 PWD will mail out ballots to obtain concurrence from the affected residents and/or property owners. Should the required concurrence be secured, PWD will proceed to the next step. Should the affected residents and/or property owners fail to reach a consensus to implement the proposed improvement, then the process ceases.

Reinitiating the balloting process: Should residents and/or property owners desire to reinitiate the balloting process, it can be initiated after ninety (90) calendar days from the date that ballots were opened, provided that the applicant is willing to pay the processing and mailing cost for the ballots.

- 1.8 PWD will schedule the construction of temporary or permanent traffic calming device as funds and contracts are identified.
- 1.9 PWD will assess the traffic impact and determine if the improvements are acceptable to the affected area residents and/or property owners.
 - 1.9.1 Should the determination be made by PWD staff that temporary devices have caused adverse impact, such devices will be removed by PWD.
 - 1.9.2 If improvements are not acceptable to affected area residents and/or property owners:
 - 1.9.2.1 Residents and/or property owners may request removal of temporary traffic calming devices as per a requirement of Step 1.6. Such request must be initiated in the form of a petition signed by 10% of the affected residents and/or property owners. 100% of the adjacent affected residents and/or property owners is required for the traffic circles petition. **Or**
 - 1.9.2.2 Residents and/or property owners may proceed to Phase 2 procedure, Step 2.1.
 - 1.9.3 Improvements did not cause adverse impact and are acceptable to residents: proceed to Step 1.10.
- 1.10 PWD will initiate the design.
- 1.11 PWD will install permanent traffic calming devices as funds and contracts are identified.

PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

- 2.1 In the event that the action taken by PWD in accordance with Phase 1 procedure is unacceptable to the municipal jurisdiction, or the affected area residents and/or property owners, they have the option of engaging a traffic consultant, at their cost, in order to perform an independent traffic study. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.
- 2.2 The consultant conducts a pre-implementation traffic study to identify and confirm traffic concerns (i.e., traffic intrusion, excessive traffic volume, speeding, traffic accidents, etc.) and to determine if the collected traffic data meets the PWD criteria for traffic calming devices.
- 2.3 The consultant identifies traffic calming alternatives and generates staged alternative plans.

- 2.4 The consultant performs pre-implementation study to determine potential impacts of proposed traffic calming devices on roadways within and outside of the study areas, and documents findings in the form of a report.
- 2.5 PWD makes the determination whether the location is within a municipality or unincorporated Miami-Dade County and coordinates the review with the respective municipality.
- 2.6 PWD makes determination if the review from various affected entities, such as Police, Fire, etc., is required.
- 2.7 PWD requests various affected entities, to include Police, Fire, etc., to review the request and provide their comments.
- 2.8 PWD reviews comments from various entities and makes determination whether to approve or deny the request.
- 2.9 PWD makes determination if concurrence from the affected residents and/or property owners is required. If concurrence is not required, proceed to Step 2.11.

Required Concurrence from affected Residents and/or Property Owners:

Traffic Circles: Requires 100% concurrence of affected residents and/ or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications excluding Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 2.10 Applicant obtains concurrence from the affected residents and/or property owners, if required. In the event that the affected residents and/or property owners do not approve the proposed improvements, return to Step 2.3.
- 2.11 Applicant's contractor installs temporary traffic calming devices upon securing approvals and permits from appropriate entities.
- 2.12 Applicant's consultant conducts post-implementation study to determine if traffic calming measures are operating at an acceptable level to the residents and/or property owners.
- 2.13 If the post-implementation study results, as well as the traffic calming devices are acceptable to residents and/or property owners, the process is completed unless residents and/or property owners desire further aesthetic enhancements. Should further aesthetic enhancements be required, proceed to the next step. If the post-implementation study results are unacceptable, return to Step 2.3.

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- 2.14 Applicant's consultant designs permanent traffic calming devices if the temporary devices are installed.

 - 2.15 Applicant's contractor installs permanent traffic calming devices upon securing approvals and permits from appropriate entities.

PROCEDURE DETAILS

PHASE 1: INITIAL STUDY BY MIAMI-DADE COUNTY PUBLIC WORKS (PWD)

1.1 Submittal of Application for Traffic Flow Modification(s)/Street Closure(s)

In order for an applicant to submit an application for a traffic flow modification(s)/street closure(s), including the **re-opening of a previously closed street(s)**, the applicant, whether residing in unincorporated Miami-Dade County or within a municipality, shall follow the procedures outlined herein:

1.1.a Submit the request in the form of a letter or complete the application form in Appendix V , and

1.1.a.1 Identify any traffic concerns, such as:

- Traffic intrusion
- Excessive traffic volume
- Speeding
- Traffic accidents
- Other

1.1.a.2 Explain how long these problems have existed and the conditions that have caused these problems.

1.1.a.3 Identify the type of traffic control measure that is being requested and include a map illustrating the location(s) of proposed traffic flow modification(s)/street closure(s).

1.1.a.4 Identify on whose behalf the application is being made.

- Homeowners' Association
- Individual
- Other

1.1.a.5 All applicants, **whether residing in unincorporated Miami-Dade County or within a municipality**, must submit their letter or a completed application to PWD at the following address:

Chief, Traffic Engineering Division
Miami-Dade County Public Works Department
111 N.W. First Street, Suite 1510
Miami, Florida 33128-1970

- 1.1.b. If the request for traffic flow modification(s)/street closure(s) is due to reasons other than traffic, such as crime, etc., the following procedures shall be utilized:
- 1.1.b.1 **Creation of a Special Taxing District:** Contact PWD, Special Taxing District Division to obtain procedure details.
- 1.1.b.2 **Reverting of the Public Right-of-way to Adjacent Property Owners:**
- 1.1.b.2.1 If the location falls within unincorporated Miami-Dade County, please contact PWD, Right-of-Way Division to obtain additional information.
- 1.1.b.2.2 If the location falls within a municipality, contact the respective municipality and follow their established procedures.
- 1.1.b.3 **Converting of a public roadway to a private street to be maintained by the Homeowners' Association (HOA):**
- See 1.1.b.2.1 and 1.1.b.2.2

Miami-Dade County has exclusive jurisdiction over traffic control within a municipality. As such, the municipal jurisdictions are required to submit a traffic study to PWD for their review and approval. The study must support the proposed traffic flow modification(s)/street closure(s) and show that County and State roadways would not be adversely impacted as a result of such traffic flow modification(s)/street closure(s); creating a Special Taxing District or due to reverting of the right-of-way or converting a public street to a private street.

1.2 Initial Traffic Study by PWD

PWD will conduct an initial study to confirm traffic concerns and to identify and recommend the traffic calming measures. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.

The scope of the initial study, depending on the nature of the complaint, may include twenty-four (24), forty-eight (48), or seventy-two (72) hour counts, turning movement counts, license plate survey, spot speed studies, etc.

Requests for traffic flow modification(s)/street closure(s) and reopening of previously closed streets, will be considered by PWD on a case-by-case basis, for streets meeting the following criterion.

- 1.2.a **The streets for which modification(s) are proposed must be local or collector residential street(s) and not arterial roadways or part of the State Highway System.**

- 1.2.b The proposed closure(s) **shall not create street(s) longer than 600 feet**, as per Miami-Dade County Code, Section 28-14.6.
- 1.2.c The street(s) proposed for closure **shall have sufficient right-of-way** to adequately construct T-turn around or cul-de-sacs as per PWD Standards Details.
- 1.2.d **Pre-implementation data confirms that a problem exists.**
- 1.2.e The traffic study reveals that the proposed traffic flow modification(s)/street closure(s) meets the criteria for the installation of traffic calming devices on Appendices I, II and III, and the proposed measures will not adversely affect the traffic on nearby streets, by the diverted traffic.
- 1.2.f The projected vehicular volumes on any other adjoining street do not exceed the threshold limits stated in Phase 2, Step 2.4.a.
- 1.2.g The changes in traffic flow will not create any liability to the County.

1.3 **Requests within a Municipality**

- 1.3.a If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, PWD coordinates the review as per Step 1.5.a.
- 1.3.b If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request affected entity to coordinate the review, as per Step 1.5.b.

1.4 **Review Required from Various Entities**

PWD will make the determination if the proposed traffic calming measures will impact other entities and if review is required from affected entities, to include Police, Fire, etc.

If review is required, then proceed to next step. If review is not required, proceed to Step 1.6.

1.5 **Preliminary Review by Various Entities**

- 1.5.a **If the request for traffic flow modification(s) or street closure(s) falls within unincorporated Miami-Dade County**, then PWD, Traffic Engineering Division, shall coordinate a review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities:

- Miami-Dade County Fire Rescue (MDFR).
- Affected Municipal Fire Department.
- Miami-Dade Police Department (MDPD).
- Affected Municipal Police Department.
- Miami-Dade County Planning and Zoning Department (MDP&Z).
- Miami-Dade County Public Schools (MDCPS).
- Miami-Dade Transit (MDT).

- Florida Department of Transportation (FDOT).
- 1.5.a.1 PWD, Traffic Engineering Division, shall review all comments brought forth by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application. However, under the following conditions the application for traffic flow modification(s)/street closure(s) will be denied.
- 1.5.a.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 1.5.a.1.2 The proposed traffic flow modification(s)/street closure(s) or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws. These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.
- 1.5.b **If the request affects local streets within a municipality**, then PWD will request the municipality to coordinate the review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities:
- Municipal Fire Department.
 - Miami-Dade County Fire & Rescue (MDFR).
 - Municipal Police Department.
 - Miami-Dade County Police Department (MDPD).
 - Miami-Dade County Planning and Zoning Department (MDP&Z).
 - Miami-Dade County Public Schools (MDCPS).
 - Miami-Dade Transit (MDT).
 - Florida Department of Transportation (FDOT).
 - PWD, Traffic Engineering Division.
- These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.
- 1.5.b.1 The municipal representative shall review all comments brought forth by the aforementioned entities. The municipality, under the following conditions, shall deny the application for traffic flow modification(s)/street closure(s):
- 1.5.b.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 1.5.b.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.
- 1.5.c If the preliminary review performed by the various affected entities results in denial of the request, then the process ceases.

1.5.d If the preliminary review performed by the various affected entities results in concurrence with the request, then the municipality endorses the request and forwards it to PWD, Traffic Engineering Division, for their review and approval. If the request is approved by PWD, proceed to the next step.

1.6. Is Concurrence from the Affected Residents and/or Property Owners Required?

PWD, depending on the proposed traffic calming devices, will determine if concurrence from the affected residents and/or property owners is required.

Required Concurrence:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

The affected area within unincorporated Miami-Dade County will be established by the County's staff. If the location falls within a municipality, the affected area will be established by both the City's and the County's staff.

The affected area may include, but is not limited to, those properties where normal travel routes to and from the affected area are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic.

1.6.a If concurrence from the required affected residents and/or property owners is required, proceed to next step.

1.6.b If concurrence from the required affected residents and/or property owners is not required, proceed to Step 1.8.

1.7. Approval of the Plan by Homeowners

1.7.a PWD, under certain circumstances, may elect to obtain concurrence from the affected residents and/or property owners.

1.7.b PWD will mail out ballots to obtain concurrence of the affected residents and/or property owners.

1.7.c If the location is within a municipality, that jurisdiction, in lieu of the concurrence from the affected residents/property owners may elect to have their elected body vote on the proposed traffic flow modification(s)/street closure(s) after a public hearing and may submit the resolution to PWD requesting consideration of the proposed traffic

flow modification(s)/street closure(s).

- 1.7.d If the required number of affected residents and/or property owners as per Step 1.6 do not approve the proposed improvements by PWD, then the process ceases.
- 1.7.e If the residents and/or property owners desire to reinitiate the process, such process can be reinitiated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.

1.8 Implementation of Temporary Traffic Calming Measures

- 1.8.a **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, PWD will implement the improvements as funding and contracts are identified.
- 1.8.b **If the request falls within a municipality**, PWD will coordinate with the municipality for the installation of the traffic calming devices.

1.9 Evaluation of Temporary Traffic Calming Measures:

If the evaluation of the temporary devices by PWD reveals that:

- 1.9.a The improvements implemented by PWD did not cause an adverse impact to traffic and are acceptable to the residents and/or property owners, proceed to Step 1.10.
- 1.9.b The improvements implemented by PWD are unacceptable to the residents and/or property owners, or create unexpected operational and/or safety concerns, then:

Either the removal of temporary devices are requested through the process as per step 1.6, or a more restrictive traffic flow modification(s)/street closure(s) may be considered as per Phase 2, Step 2.1.

1.10 Design of Permanent Traffic Calming Devices

- 1.10.a **If the location falls within unincorporated Miami-Dade County**, PWD will develop construction plans for permanent traffic calming devices as funding and contracts are identified.
- 1.10.b **If the location falls within a municipality**, PWD will coordinate the design of permanent traffic calming devices with the municipality.

1.11 Installation of Permanent Traffic Calming Devices

- 1.11.a If the location falls within unincorporated Miami-Dade County, PWD will install permanent traffic calming devices, as funding and contracts are identified.
- 1.11.b If the location falls within a municipality, PWD will coordinate the installation with the municipality.

PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

2.1. Applicant Engages a Traffic Consultant to Perform a Traffic Study

In the event that the action taken by PWD in accordance with Phase 1 procedures is unacceptable to the municipal jurisdiction, or the residents and/or property owners, they have the option of engaging a traffic consultant, at their cost, to conduct an independent traffic study. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant.

2.1.a If the location falls within unincorporated Miami-Dade County, this study is coordinated by PWD.

2.1.b If the location falls within a municipality, the study is coordinated by the municipality and reviewed by the PWD.

2.2. Conduct Pre-implementation Traffic Study

The traffic consultant hired by the applicants shall perform a **pre-implementation traffic study**. This study shall identify and confirm the applicant's concerns (i.e., traffic intrusion, excessive traffic volume, speeding, traffic accidents, etc.) and determine if the collected traffic data meets PWD traffic calming criteria.

On a case-by-case basis, PWD, Traffic Engineering Division, may require the following **data** depending on the type and complexity of the concerns:

2.2.a **License Plate Survey:** If the reason for the request is due to traffic intrusions, this survey will be required for confirmation of cut-through traffic. Sampling during the morning and afternoon peak hour periods will be considered adequate.

2.2.b **Average Daily Traffic:** If the reason for the request is due to an excessive amount of traffic in the area, a sampling of twenty-four (24) will be acceptable, and forty eight (48), or seventy-two (72) hour counts will be preferred.

2.2.c **Speed Studies:** If the reason for the request is due to speeding, then speed studies are required to confirm vehicular speed. A speeding problem can be verified when the 85th percentile speed of all vehicles is at least 10 mph greater than the posted speed limit. A non-peak hour daytime minimum sampling of 100 vehicles will be considered acceptable. A twenty-four (24) hour speed study utilizing traditional dual hoses will be preferred.

2.2.d **Traffic Accident History:** If the reason for the request is due to traffic accidents, then traffic accident reports for the last three (3) years are reviewed to confirm accident history. The proposed traffic calming measure shall mitigate significant crashes.

2.2.e **Other data and/or studies** as needed.

PWD, on a case-by-case basis, may require additional traffic data or studies if needed.

- 2.2.f. If the pre-implementation study reveals that the traffic data does not support PWD Policy for Traffic Calming Measures (Appendices I, II and III) then a final decision of denial is rendered and the process ceases. PWD will notify the applicant of the denial.
- 2.2.g. If the pre-implementation study confirms that a problem exists and the traffic data meets PWD Policy for Traffic Calming Measures (Appendices I, II and III), the applicant may proceed to the next step.

2.3. Identify Traffic Calming Alternatives

The consultant shall adopt an area-wide systematic approach to the development of traffic calming alternatives. This approach must work within the overall framework of the existing roadway classification system and encourage community participation.

There are three (3) levels of traffic calming ranging from I to III to distinguish those least restrictive (passive) traffic control measures from those that are most restrictive (active). Among the categories, there could be many design variations unique to each device. Ideally, the least restrictive measures to address traffic concerns should be employed first, followed by more active and physical traffic calming devices. This incremental approach allows a cost-effective opportunity to identify the real traffic problem, if any, and better evaluate the impact of more restrictive measures.

Keeping the above-staged approach in mind and a handful of traffic calming alternatives available for use on local roads, a typical request for a traffic flow modification(s)/street closure(s) might proceed accordingly:

- 2.3.a The traffic consultant will assess the community's needs.
- 2.3.b The consultant will generate staged alternative traffic calming plans, including design plans for temporary and permanent traffic calming measures, for approval by PWD, as well as cost estimates.
 - 2.3.b.1 PWD will implement the lowest level of (Level I through Level III) traffic control measures on a temporary basis that, in the consultant's opinion, will satisfy the applicant's concerns.
 - 2.3.b.2 Allow traffic to stabilize and reevaluate traffic patterns after six (6) months.
 - 2.3.b.3 If Level I measures is selected and its impacts are unacceptable, then proceed to Level II and reevaluate more restrictive traffic calming alternatives. If Level II impacts are unacceptable, then proceed to Level III and reevaluate.
 - 2.3.b.4 If the impacts of Level I, II or III measure, so selected are acceptable, PWD will implement permanent traffic control measures, as funding and contracts are identified.

The following categories of traffic calming alternatives are most effective when used in combination with each other:

LEVELS OF TRAFFIC CALMING		
LEVEL I	LEVEL II	LEVEL III
Education Neighborhood Speed Watch Program Law Enforcement Movement Restrictions One-Way Streets Multi-Way Stop Control Textured Pavement Gateway Treatments Border Landscaping Treatment	Chokers Roundabouts Traffic Circle Speed Humps Raised Median through Intersections (Right Turn Only) Mid-block Raised Islands/Medians	Semi Diverter Diagonal Diverter Street Closure Speed Humps

The consultant shall also prepare a cost-estimate for the traffic calming alternatives identified above and proceed to the next step for a pre-implementation study.

2.4. Perform Pre-implementation Study to Determine the Potential Impact of Traffic Calming Measures on Roadways within and outside of the Study Area

The consultant shall conduct a pre-implementation study to determine the potential impact of the proposed traffic calming devices/street closure(s), within and outside of the study area.

Depending on the type, complexity and requirements of the area in question, PWD may, on a case-by-case basis, require analysis per Step 2.4.d and 2.4.e, which must conform to the following criterion:

2.4.a Volume Criteria:

2.4.a.1 Future traffic volumes due to traffic diversion on any of the **Residential Local Streets** may not exceed 1,500 vehicles per day (150 vehicles per hour (VPH) during the peak hours) if a traffic flow modification(s)/street closure is implemented. The threshold values define those limits when a local residential street begins to lose its livability and are used for analysis purposes only. They do not guarantee that the traffic flow modification(s) or closure(s) will be approved.

2.4.a.2 Future traffic volumes due to traffic diversion on any of the **Residential Collector Streets** may not exceed 3,000 vehicles per day (300 VPH during the peak hours) if a traffic flow modification(s)/street closure(s) is implemented. These threshold values define those limits when a residential collector street begins to lose its livability and are used for analysis purposes only. They do not guarantee that the traffic flow modification(s) or closure(s) will be approved.

2.4.b Level of Service (LOS) Criteria:

- 2.4.b.1 Future overall intersection Level of Service (LOS) must not exceed LOS "D" or if operating at LOS "E" must not degrade to LOS "F".
- 2.4.b.2 The same criterion applies for an individual intersection approach within the critical intersection approach.
- 2.4.b.3 If intersection or approach is already at LOS "F", then diverted traffic volumes must not be more than 10% of the existing traffic volumes without diversion.

2.4.c Determine Affected Area:

The affected area may include, but is not limited to, those properties where normal travel routes, to and from the affected area, are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic.

- 2.4.c.1 **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, PWD will establish affected area boundaries on a case-by-case basis and obtain concurrence from FDOT if their facilities are impacted.
- 2.4.c.2 **If the request for traffic flow modification(s)/street closure(s) falls within a municipality**, both the City's, and County's staff will determine the boundaries of the affected area on a case-by-case basis, and obtain concurrence from the Florida Department of Transportation (FDOT), if their facilities are impacted.

2.4.d Conduct Traffic Analysis within the Study Area:

For critical locations, if any, provide projection of the expected diverted traffic within the study area. This will require the following steps:

- 2.4.d.1 Peak-hour turning movement counts (TMC).
- 2.4.d.2 Twenty-four (24), forty eight (48), or seventy-two (72), hour counts on those streets that are proposed to be closed or modified.
- 2.4.d.3 Twenty-four (24), forty eight (48), or seventy-two (72) hour counts on those streets that may be impacted by proposed traffic flow modification(s)/street closure(s).
- 2.4.d.4 LOS analysis at critical locations that will be affected by redistributed traffic.
- 2.4.d.5 A schematic diagram for both morning and afternoon peak hours showing existing and redistributed traffic and Average Daily Traffic (ADT).

2.4.e Conduct Traffic Analysis outside the Study Area

Projection of the expected diverted traffic at critical intersections, if any, adjacent to and surrounding the affected area. Particular attention shall be paid to the impacts on the State Highway System and County roadways, including:

2.4.e.1 Peak-hour TMC.

2.4.e.2 Queuing analysis and storage requirements at signalized intersections.

2.4.e.3 LOS analysis at critical signalized and un-signalized existing intersections.

2.4.e.4 A schematic diagram showing the results of the TMC and ADT analyses for critical locations.

2.4.e.5 Phasing modification requirements at existing signalized intersection.

2.4.e.6 A detailed evaluation of the impacts caused by the traffic flow modification(s)/street closure(s) on emergency vehicle response times and fire hydrant accessibility, as well as other services such as mail delivery, school bus routing, transit service, trash pick-up, etc.

Each individual case will dictate which of the above items are required, depending on the complexity and requirements of the study area.

2.4.f The Report:

The consultant will document the study in the form of a report. PWD will require the following items as part of this report:

- A drawing that shows the exact location of existing and proposed traffic flow modification(s)/street closure(s).
- Boundary of the affected area.
- Critical intersection geometries.
- Analysis of the critical intersections and roadway links per Section 2.4.d and 2.4.e.
- Comparison of before and after LOS.

The consultant will indicate the optimum traffic calming measure from each of Levels I, II and III, which adequately satisfies the applicant's concern. The Level I measure generally should be implemented first. However, depending on the severity of the case at hand and/or unusual circumstances a higher level of measures can be implemented. If the results are not satisfactory, then the next level measure will be implemented until Level III is reached.

Any traffic study performed for traffic flow modification(s)/street closure(s) should be compiled by the traffic consultant in the form of a formal report, **signed and sealed** by a Florida Registered Professional Engineer.

If the location falls within unincorporated Miami-Dade County, the applicant shall submit three (3) copies of the report to PWD, Traffic Engineering Division, which, in turn, forwards a report to the FDOT if State facilities are impacted.

If the location falls within a municipality, applicant shall submit three (3) copies of the report to the municipality, which in turn, forwards a report to PWD and the FDOT if State facilities are impacted.

2.5 Is the Request within a Municipality?

2.5.a If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, PWD coordinates the review as per Step 2.7.a.

2.5.b If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request the affected entity to coordinate the review as per Step 2.7.b.

2.6 Is Review from Various Entities Required?

PWD will make the determination if the proposed traffic calming measures will impact other user entities and if review is required from affected user entities, such as police, fire, etc.

If review is required, proceed to next step. If review is not required, proceed to Step 2.8.

2.7 Preliminary Review by Various Entities

2.7.a **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, then PWD, Traffic Engineering Division, shall coordinate a review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, affected Municipal Police and Fire Departments, MDFR, MDPD, MDP&Z, MDCPS, MDT, FDOT.

2.7.a.1 PWD, Traffic Engineering Division, shall review all comments brought forth by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application.

However, under the following conditions, the application for traffic flow modification(s)/street closure(s) will be denied.

2.7.a.1.1 Comments made by any entity revealed concerns, which cannot be resolved.

2.7.a.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.

- 2.7.b **If the request affects local streets within a municipality**, then the municipality coordinates review with other agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, affected Municipal Fire and Police Departments, MDFR, MDPD, MDP&Z, MDCPS, MDT, FDOT, PWD, Traffic Engineering Division.
- 2.7.b.1 The municipal representative shall review all comments brought forth by the aforementioned entities. The municipality, under the following conditions, shall deny the application for traffic flow modification(s)/street closure(s):
- 2.7.b.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- 2.7.b.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.
- 2.7.c If the preliminary review performed by the various affected entities results in denial of the request, the process ceases.
- 2.7.d If the preliminary review performed by the various affected entities results in concurrence of the request, then the municipality endorses the request and forwards it to PWD, Traffic Engineering Division.

These reviews shall be relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review shall be determined on a case-by-case basis by PWD.

2.8 **Approval or Denial of the Request**

- 2.8.a **If the location falls within an unincorporated area**, PWD makes the determination on the traffic flow modification(s)/street closure(s).
- 2.8.a.1 If the traffic flow modification(s)/street closure(s) is denied by PWD, the process ceases.
- 2.8.a.2 If the traffic flow modification(s)/street closure(s) is approved by PWD, then proceed to the next step.
- 2.8.b **If the location falls within a municipality**, that entity makes recommendations on traffic flow modification(s)/street closure(s).
- 2.8.b.1 If the municipality denies the traffic flow modification(s)/street closure(s), the process ceases.
- 2.8.b.2 If the traffic flow modification(s)/street closure(s) is **endorsed by the municipality**, the request is forwarded to PWD for review and approval.

2.9 **Is Concurrence from the Affected Property Owners Required?**

Depending on the traffic calming devices, PWD will determine if concurrence from the affected residents and/or property owners is required.

Required Affected Residents and/or Property Owners:

Traffic Circles: Requires 100% concurrence of affected residents and/or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner.

Traffic Flow Modifications other than Traffic Circles: Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s).

- 2.9.a If concurrence of the affected residents and/or property owners is required, proceed to the next step.
- 2.9.b If concurrence of the affected residents and/or property owners is not required, proceed to Step 2.11.

2.10 **Approval of Traffic Plan**

As a result of the above-referenced steps, the affected residents and/or property owners must support the traffic calming flow modifications derived. Residents (one per household) must be either property or business owners, or tenant, within the affected area by the proposed traffic flow modification(s)/street closure(s).

A public workshop, organized by the applicant's traffic consultant, will be held and affected residents and/or property owners and business owners will be invited to participate. The purpose of the workshop will be to determine the proposed alternative(s) having the greatest community support. The public workshop should include participation by the municipality, PWD and FDOT officials.

- 2.10.a If the location is within unincorporated Miami-Dade County, PWD will mail out ballots to obtain concurrence from the affected residents and/or property owners.
- 2.10.b If the location is within a municipality, and PWD is funding the installation of the devices then the County shall mail out ballots to obtain concurrence from the required affected residents and/or property owners.
- 2.10.c If the location is within a municipality, and that municipality is funding the installation of the devices then such municipality shall mail out ballots to obtain concurrence from the required affected residents and/or property owners. (see Appendices VII, VIII and IX for sample ballots).

- 2.10.d A municipality, in lieu of the concurrence from affected residents and/or property owners, may elect to have their elected body vote on the proposed traffic flow modification(s)/street closure(s) after a public hearing and may submit the resolution to PWD for review of the proposed traffic flow modification(s)/street closure(s).
- 2.10.e If the required number of affected residents and/or property owners do not approve the proposed improvements, then the process ceases.
- 2.10.f If the residents and/or property owners desire to reinstate the process, such process can be reinstated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
- 2.10.g **If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County**, then the applicant agrees to pay for all costs directly associated with the traffic flow modification(s)/street closure(s) **beyond the installation of signs and markings.**
- 2.10.h **If the request affects local streets within a municipality**, then determination will be made by the local entity and either the applicant or the municipality will share the costs directly associated with the traffic flow modification(s)/street closure(s) **beyond the installation of signs and markings.**
- 2.10.i Depending on the complexity of the traffic flow modification(s)/street closure(s), PWD may direct the Citizens Transportation Advisory Committee (CTAC), Transportation Planning Technical Advisory Committee (TPTAC), or MPO, to provide input prior to the final recommendations by PWD.
- 2.10.j If CTAC, TPTAC or MPO technical reviews recommend against the proposed traffic calming alternative(s), then that decision will be final.
- 2.10.k **If the location falls within unincorporated Miami-Dade County**, then PWD will notify the applicant of the approval or denial of the traffic flow modification(s)/street closure(s) request.
- 2.10.l **If the location falls within a municipality**, then PWD will notify the applicant and the municipality, of the approval or denial of the traffic flow modification(s)/street closure(s) request.
- 2.10.m If the required number of the affected residents and/or property owners does not approve the proposed improvements, then the process ceases.
- 2.10.k If the residents and/or property owners desire to reinstate the process, such process can be reinstated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
- 2.10.l If the required number of the affected residents and/or property owners concur with the traffic flow modification(s)/street closure(s) plan approved by PWD, proceed to Step 2.11.

2.11 Installation of Temporary Traffic Calming Devices

- 2.11.a The applicant's consultant develops a plan for the temporary and permanent traffic flow modification(s)/street closure(s).
- 2.11.b **If the jurisdiction falls within unincorporated Miami-Dade County**, then the applicant submits construction plans to PWD, Traffic Engineering Division, for approval of the temporary traffic flow modification(s)/street closure(s), including all signs and markings.
- 2.11.c **If the jurisdiction falls within a municipality**, then the applicant submits construction plans to the municipality for approval of the temporary traffic flow modification(s)/street closure(s) including all signs and markings.
- 2.11.d Municipality forwards plans to PWD, Traffic Engineering Division, for traffic engineering review and approval.
- 2.11.e Applicant engages a contractor to install temporary traffic control devices, which will be allowed only for a 90-day trial period.
- 2.11.f At the expiration of the 90-day trial period, the applicant shall remove the temporary traffic calming devices, unless the Director of the Public Works Department grants an extension, or constructs permanent devices.

2.12 Conduct Post-implementation Study to Assess if the Impact of Implemented Devices are Acceptable

Once the temporary traffic calming devices are implemented, they need to be evaluated prior to the installation of the permanent traffic calming devices.

- 2.12.a Applicant requests traffic consultant to collect traffic data after the traffic pattern has been established over a period of thirty (30) days and shall be completed **within the remaining sixty (60) days**.
- 2.12.b Traffic consultant analyzes the data and submits reports either to PWD or the municipality, whichever has jurisdiction.

2.13 Post-impact Analysis Results

If the study reveals that the impact of the temporary traffic control devices are unacceptable, then the consultant shall **go back to Step 2.3 to identify more restrictive traffic calming alternatives**.

If it is determined that the temporary traffic control devices are ineffective, then the request for permanent installation shall be denied and the **applicant shall direct the contractor to remove the temporary traffic control devices at the expiration of the 90-day trial**

period.

2.13.a **If the location falls within unincorporated Miami-Dade County**, then PWD will notify the applicant of the approval or denial of the permanent traffic flow modification(s)/street closure(s).

2.13.b **If the location falls within a municipality**, and if the request is initiated by the municipality, then PWD will notify the municipality. The municipality, in turn, will notify the applicant of the approval or denial of the permanent traffic flow modification(s)/street closure(s).

If the study reveals no adverse impacts and temporary devices are acceptable, then proceed to Step 2.14.

2.14 Design of Permanent Traffic Control Devices

2.14.a **If the location falls within unincorporated Miami-Dade County**, then construction plans are prepared by the applicant's consultant and are submitted to PWD for approval of the permanent traffic flow modifications or street closures, including all signs and markings.

2.14.b **If the location falls within a municipality**, then construction plans are prepared by the applicant's consultant and are submitted to a municipality for approval of the permanent traffic flow modifications or street closures, including all signs and markings. The municipality shall then forward plans to PWD, Traffic Engineering Division, for traffic engineering review and approval.

2.15 Installation of Permanent Traffic Calming Devices

Applicant directs private contractor(s) to install permanent closure, **at their expense**, upon obtaining necessary approvals and permits from the appropriate agencies.

In situations where a traffic flow modification(s)/street closure(s) in one municipality affects an adjacent municipality, then both municipalities shall mutually agree to such modification(s).

Miami-Dade County has the sole discretion, subject to all applicable laws, to approve, modify, remove, continue or deny any traffic flow modification(s)/street closure(s) request regardless of any support or lack thereof via the petition process. The approval or denial issued by the Director of PWD for a traffic flow modification(s)/street closure(s) is final.

APPENDICES

APPENDIX 1

**Public Works Department – Traffic Engineering Division
Policy on Traffic Calming Measures**

Must meet the first criteria and at least one of the remaining criteria in order for the Public Works Department to consider traffic calming measures:

Criterion	Residential Local Streets	Residential Collector Streets
Minimum Traffic Volume	>1,500 VPD <3000***	>3,000 VPD <8,000***
	>150 VPH <300***	>300 VPH <800
85th Percentile Speed+	10 MPH> Speed Limit	10 MPH> Speed Limit
Correctable Accidents per year	>3 per year	>6 per year
Cut Through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners.*	2/3 of returned ballots**	2/3 of returned ballots **

VPD = Vehicles per day;
VPH = Vehicles per hour

+ It is the speed at which 85% of motorists travel.

* Affected residents/property owners to be determined on a case by case basis.

** For traffic circle 100% concurrence from adjacent affected residents and or property owners is required.

Municipal Jurisdictions: In lieu of concurrence a resolution is acceptable from municipalities.

*** The traffic volume within a municipal boundary could be reduced by a total of 30%, and speed by 50% at the request of and for those municipalities, which provide funding for their traffic calming program.

APPENDIX II**POLICY ON TRAFFIC CALMING DEVICES FOR LOW VOLUME NARROW STREET****General Requirements:**

- The street must be a local residential street.
- The street width must be less than 20 feet.
- The posted speed limit must be 30 mph or greater.
- The street is not on an emergency vehicle route.
- The street is not on a school bus route.
- The street must not be on a curve.
- The proposed TCD will have no adverse effect on pedestrians, bicycle safety or drainage.
- The street does not have any sidewalks.

Criteria: The Street must meet the first criteria and any one of the other criteria:

- 85th percentile speed must be 5 mph over the posted speed limit,
- Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per day.
- Cut-through traffic must be over 25%.
- Pedestrian volume must be over 15 pedestrians per hour.
- Two or more correctable-type accidents per year.

OR

- 85th percentile speed must be greater than or equal to posted speed limit.
- Cut-through traffic must be greater than or equal to 40%.
- Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per day.
- Pedestrian volume must be over 15 pedestrians per hour.
- Two or more correctable-type accidents per year.

APPENDIX III**POLICY ON SPEED HUMPS**

PURPOSE: The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County.

POLICY: Speed humps will be considered, on a case-by-case basis, and only on local residential streets, which meet the following criterion:

CRITERION:

- The street must be a local residential street. **Speed hump shall not be constructed on collector and arterial roadways.**
- The street shall not have more than one traffic lane in each direction.
- The street must be at least 750 feet long, with no intersecting roadways in between.
- Traffic volumes on the street must equal or exceed 750 vehicles per day.
- The street is posted at or has a speed limit of 30 MPH or less.
- The traffic engineering study has determined that the 85th percentile speed on the street is at least 10 MPH over the speed limit.
- The speed humps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, in front of a driveway, within an intersection or adjacent to fire hydrants.
- The speed humps will not be considered in, or on the approaches to, a horizontal or a vertical curve where visibility of the hump is restricted.
- The street should not be located along an emergency response route, regional transit or school bus route and must be approved by the respective agencies for the installation of speed humps.
- Installation of these devices shall not cause the traffic to divert to other neighborhood streets.
- 2/3 of the residents/property owners of the block(s) concur with the installation of the speed hump.
- The District Commissioner approves the use of PTP funding for the installation.

APPENDIX IV

REPORT ON SPEED HUMPS

Memorandum



Date: December 14, 2006

To: Honorable Chairman Carlos A. Gimenez
and Members, Regional Transportation Committee

From: George M. Burgess
County Manager 

Subject: Speed Tables/Humps Report

RTC
Agenda Item No. 7(J)

This memorandum is in response to a request by Commissioner Gimenez for a report on the pros and cons of speed humps. A speed hump is a traffic calming tool designed to slow traffic or control the volume of through traffic. It is a raised area in the pavement surface extending transversely across the roadway. Speed humps normally have a minimum height of 3 to 4 inches and a travel length between 12 feet to 22 feet. In some cases, the speed hump may raise the roadway surface to the height of the adjacent curb for a short distance.

Advantages of Speed Humps

The main advantage of speed humps is speed reduction. Reductions in cut-through traffic are also a major benefit of these devices. Based on a report done by the Center for Transportation Research and Education, Iowa State University, a number of studies have evaluated differences in speeds at a location before and after a speed hump was installed. Review of the various studies indicate that the magnitude of speed reduction depends on a number of factors, including the design and spacing where the speed difference was collected in relationship to the traffic calming device, the surrounding environment, and vehicle mix. Speeds between humps have been observed to be reduced between 20 and 25 percent on average.

Studies also indicate that traffic volumes are reduced on average by 18 percent depending on alternative routes available. Additionally, collisions have been reduced on average by 13 percent on streets where installations have occurred.

Disadvantages of Speed Bumps

Among disadvantages attributed to speed humps are the potential lawsuits brought against several jurisdictions as a result of speed hump installations. Also, although speed humps are effective in reducing traffic speed, they also reduce the speed of emergency vehicles and delay response times substantially. The amount of delay that is incurred depends on the type of emergency vehicle and the desired operating speed. This can be as much as 10 seconds per device. In a study done in the USA, it was calculated that more deaths would arise from delayed arrival of ambulances than lives could be saved by any possible accident reduction. Several studies have evaluated the impact of speed humps on emergency response times. In general, there is an approximate delay of between 3 and 5 seconds per speed hump for fire trucks and up to 10 seconds for an ambulance with a patient. In addition, traversing speed humps provides major discomfort to ambulance passengers and emergency personnel.

Speed humps have also been documented to cause accidents and injuries. Experimental devices placed on a street to protect children at local schools in Portland, Maine, resulted in an increase in crashes of 35 percent. Bicyclists and motorcyclists are more prone to be physically impacted. If bicyclists hit a speed hump too quickly while still within the speed limit, they may be

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Honorable Chairman Carlos A. Gimenez
And Members, Regional Transportation Committee
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launched into the air losing total control of their bicycle. Drivers have also been observed to be distracted by the humps, therefore, ignoring other hazards such as children. Therefore, speed humps may be a potential safety hazard.

Other disadvantages are:

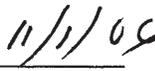
- Increase in air pollution and fuel usage as traffic travels in a lower gear using significantly more fuel per mile.
- Increases in vehicle wear and tear because speed humps frequently cause damage to vehicles even at normal speed levels.
- An increase in roadway maintenance costs because the road surface before and after a hump tends to develop potholes after a few years.
- Accidental automobile air bag deployment

Recommendation

A reduction in vehicle speed and volume may be accomplished either by horizontal controls, such as traffic circles or vertical controls such as the speed humps or tables.

Our current policy favors horizontal control over vertical control since they are safer and can provide comfortable maneuvering for people with disabilities and those transported on emergency vehicles. As such, our current policy on the vertical controls, as described in Attachment A, is limited to those low volume local residential streets where there is no intersecting street within a distance of 750 feet, and where the speed is determined to be at least 10 MPH over the posted speed limit.


Assistant County Manager


Date

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ATTACHMENT A**POLICY ON SPEED HUMPS****PURPOSE:**

The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County.

POLICY:

Miami-Dade County has the sole discretion, subject to all applicable laws, to approve, modify, remove, continue or deny speed hump(s) request regardless of any support or lack thereof via the petition process. The approval or denial issued by the Director of PWD for a speed hump(s) is final. Speed humps will be considered on a case-by-case basis, only on local residential streets which meet the following criteria.

CRITERION:

- The street must strictly be a local residential road, specifically excluding arterial or collector roadways.
- The street shall not have more than one traffic lane in each direction.
- The street must be at least 750 feet long with no intersecting roadways in between.
- Traffic volumes on the street must range between 750 and 1500 vehicles per day.
- The street is posted at or has a speed limit of 30 MPH or less.
- The traffic engineering study has determined that the 85th percentile speed on the street is at least 10 MPH over the speed limit.
- The speed humps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, within 50 feet of a driveway, within an intersection or adjacent to fire hydrants.
- The speed humps will not be considered in or on the approach to a horizontal or a vertical curve where visibility of the hump is restricted.
- The street should not be located along an emergency response route, transit route, school bus route or truck route, and must be approved by the respective agencies for the installation of speed humps.
- Installation of these devices shall not cause the traffic to divert to other neighborhood streets.
- 100% of the residents/property owners immediately adjacent to the proposed speed humps (one vote per residence) and two-thirds of the residents/property owners of the block(s) shall concur with the installation of the speed humps.

APPLICATION PROCEDURE:

- Individual residents, neighborhood associations or the entity having municipal jurisdiction over the area may initiate the request for a speed hump installation. The applicant must submit a request, in writing, to the Chief of the Traffic Engineering Division, Miami-Dade Public Works Department, 111 NW 1 Street, Suite 1510, Miami, Florida, 33128-1970.

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- After a request for speed humps is received, the Traffic Engineering Division will conduct an initial study to determine if the street meets the aforementioned criteria for the installation of said devices, or if other alternative measures may be taken to resolve the residents' traffic concerns.
- If the above criteria are not met, the street will not be considered for speed hump installation and the applicant(s) will be notified of the denial.
- If after the initial study it is determined that the street qualifies for speed hump installation, a petition packet consisting of the speed hump petition will be mailed to the applicant(s). The project applicant(s) will be responsible for circulating the petition in the applicable area.
- Once the approved petition is received, the applicant will be notified of the PWD's recommendations.
- If approval is granted, the Traffic Engineering Division will seek approval for allocation of PTP funding from the District Commissioner.
- Upon approval, PWD will initiate the design and subsequently proceed with the installation of the permanent traffic calming devices.
- The initial installation will be allowed for a six-month trial period. The final determination on the retention/removal of the hump(s) will be made at the expiration of the trial period.

SPEED HUMP REMOVAL:

The process for speed hump removal is as follows:

- Individual residents, neighborhood associations or the entity having municipal jurisdiction over the area if not satisfied with the devices may initiate the request for speed hump removal.
- The applicant must submit a request in writing to the Chief of the Traffic Engineering Division, Miami-Dade Public Works Department, 111 NW 1st Street, Suite 1510, Miami, Florida, 33128-1970.
- The application must accompany a petition signed by 100% of the residents/property owners immediately adjacent to the existing speed hump(s) (one vote per residence) and two-thirds of the property owners of the block(s) in favor of the removal of the speed hump.
- In case the PWD determines that an unforeseen problem exists as a result of the humps, the devices may be redesigned or removed by the County. In such a case, the County will bear the full cost of the speed hump removal.
- If the device is installed by a municipal jurisdiction, then such entity will be responsible for the removal of such device(s) upon approval from PWD at no cost to the County.

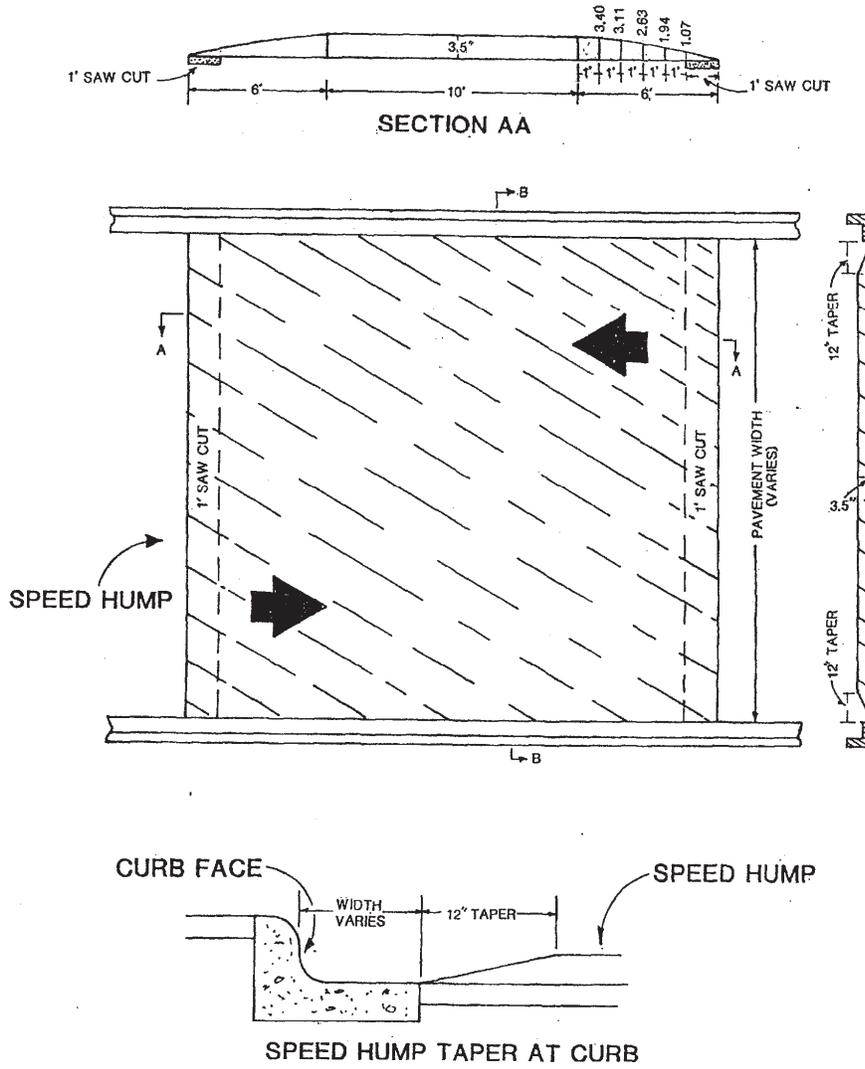
DESIGN:

The following design is adopted by PWD as the County's Standard for Speed Hump(s).

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FLAT-TOPPED SPEED HUMP DESIGN



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APPENDIX V

**Traffic Flow Modification/Street Closure
Applicant Form**

Applicant: _____ Date: _____

Contact Name: _____ Phone: _____

Local Address:

Location:

1.a.1 Rank your neighborhood's traffic problems and provide a brief description of each (for instance, time when the problem is most serious, or specific issue, such as a pothole).

- () Traffic intrusion _____
- () Excessive traffic volume _____
- () Speeding _____
- () Accidents _____
- () Other (please explain) _____

1.a.2 How long have these problems existed? What conditions have caused these problems?

1.a.3 Please check the type of action requested.

- () Traffic Circle
- () Median Treatment
- () Street Closure
- () Special Taxing District
- () Reverting the right-of-way
- () Other (please specify) _____

List locations where traffic flow modification(s)/street closure(s) is requested and provide an area map identifying these devices _____

1.a.4 This request is made on behalf of homeowners by:

- Homeowners Association
 - Individual
 - Other (please specify)
-

1.a.5 Please return the completed application form to:

Chief, Traffic Engineering Division
Miami-Dade County Public Works Department
111 N.W. First Street, Suite 1510
Miami, Florida 33128-1970

For Office Use Only

Project Number _____ Date Application Received: _____
Date Preliminary Analysis Completed _____ Identified Problems: Exist Perceived
Date of First Neighborhood Workshop _____ Traffic Team: Yes No
Director Action: Favorable Unfavorable Consensus Reached: Yes No
Date of Project Implementation _____
Project Review Date: _____ Project Successful: Yes No

APPENDIX VI

**Traffic Flow Modification/Street Closure
Interdepartmental Review**

To: Director, Public Works Department
111 N.W. 1st Street, Suite 1610
Miami, Florida 33128-1970

We have reviewed this request and based on the reasoning stated above, we recommend the following action:

Request Approved

Request Denied

Signature: _____ Date: _____

Print Name: _____

Reviewing Agency: _____

Address: _____

Please attach additional sheets as necessary.



APPENDIX VII

Sample Ballot 1: Traffic Circles, PWD Use

February 1, 2008

Mr. & Mrs.
0000 SW 00 Street
Miami, Florida 33143-5952

Dear Mr. & Mrs.

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENT AND/OR PROPERTY OWNER BALLOT**

The Miami-Dade County Public Works Department (PWD) has completed a traffic study at NW 10 Avenue and NW 50 Street. As a result of this study, a **traffic circle** is being proposed for the intersection of **NW 10 Avenue and NW 50 Street**. (See attached sketch)

Should 100% of the residents and/or property owners adjacent to the proposed **traffic circle** concur with the proposed improvement, the PWD will proceed with the installation of this device, **at no cost to the residents and/or property owners.**

In the event that 100% of these residents and/or property owners fail to reach a consensus, PWD will not pursue this matter any further.

Please read through the ballot, check the appropriate box, complete the pertinent information and return this original ballot to PWD no later than **Friday, February 29, 2008**. A self-addressed return envelope with pre-paid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original, completed in ink.

Ballot:

I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box, **FOR** or **AGAINST** the installation of the proposed **traffic circle** at the intersection of **NW 10 Avenue and NW 50 Street**.

FOR

AGAINST

Signature _____

Property Address _____

Print Name _____

Phone Number _____

Date _____

Your presence is welcome at the opening and tabulation of the received ballot envelopes on **Friday, March 7, 2008**, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1st Street, 15th floor, rear conference room. **Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.**



APPENDIX VIII

Sample Ballot 2: Traffic Calming Devices, PWD Use

November 18, 2007

Mr. & Mrs.
0000 SW 00 Street
Miami, Florida 33143-5952

Dear Mr. & Mrs.

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENT AND/OR PROPERTY OWNER BALLOT**

The Miami-Dade County Public Works Department (PWD) in response to the request from the residents is proposing to construct a **median diverter** along SW 74 Street west of SW 52 Avenue in order to enforce the existing right turn restriction (See attached sketch).

Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed **median diverter**, PWD will proceed with the installation of this device **at no cost to the residents and/or property owners**, upon securing funding from the District Commissioner.

In the event that two-thirds (2/3) of these residents and/or property owners fail to reach consensus, PWD will not pursue this matter any further.

Please read through the ballot, check the appropriate box, complete the pertinent information, and return this original ballot to PWD no later than **Friday, December 7, 2007**. A self-addressed return envelope with pre-paid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original and completed in ink.

Ballot:

I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box **FOR** or **AGAINST** the installation of the proposed **median diverter** along SW 74 Street west of SW 52 Avenue.

FOR

AGAINST

Signature _____

Property Address _____

Print Name _____

Phone Number _____

Date _____

Your presence is welcomed at the opening and tabulation of the received ballot envelopes on **Friday, December 14, 2007**, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1st Street, 15th floor, rear conference room. **Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.**

APPENDIX IX

Sample Ballot 3: Residents/Property Owners and HOA Use

**OFFICIAL NEIGHBORHOOD TRAFFIC CALMING
RESIDENTS' AND/OR PROPERTY OWNERS' BALLOT**

The Miami-Dade County Public Works Department (PWD), in response to the request for street closures, is proposing **half closures at NE 88 St and NE 90 Street east of NE 10 Avenue** that will prevent vehicles from entering NE 88 Street and NE 90 Street from NE 10 Avenue (See attached sketch). Please note that initially the half closures will be constructed using signs, plastic batons and pavement markings in order to receive input from the residents and make any needed adjustments to the design. It will be reevaluated after ninety (90) days. Subsequently, should this device be acceptable to all parties involved, it will be made permanent utilizing concrete curb and gutter.

Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed **half closures**, PWD will proceed with the installation of these devices.

All submitted ballots (one ballot per lot) must be original and completed in ink.

Ballot:

We, the undersigned resident and/or property owner do hereby indicate our preference by checking the appropriate box **FOR** or **AGAINST** the installation of the proposed **half closure** along NE 88 St and NE 90 Street east of NE 10 Avenue.

Name:

Address:

Signature: _____

FOR AGAINST

