



# TOWN OF CUTLER BAY

## TOWNWIDE TRAFFIC CALMING MASTER PLAN



**Town of Cutler Bay**

**JANUARY 2018**

**PREPARED BY:**

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**MARLIN**

# EXECUTIVE SUMMARY

MARLIN was retained by the Town of Cutler Bay to evaluate the local speed, volume and overall traffic patterns to determine locations within the Town where traffic calming measures should be recommended.

MARLIN developed a Townwide Traffic Calming Master Plan which implemented alternative improvements for locations that were identified to have speed, volume and crash issues based on agreed upon thresholds. A comprehensive data collection effort was performed as part of the study and included: 24-Hour Average Daily and Peak Hour Traffic Counts and 85th Percentile Speed Data.

The traffic calming process initially started with requests from residents to the Town Public Works Department concerning traffic problems in their neighborhood. According to the Town, such requests were either made by personal contact, email, phone or letter.

The proposed recommendations of the ongoing and previous studies that were provided by the Town which include Town of Cutler Bay Transportation Master Plan, Pedestrian and Bicycle Master Plan, Strategic Master Plan and Cutler Bay Complete Streets Master Plan have been reviewed.

Field reviews were performed to evaluate the existing traffic characteristics of the neighborhoods and to determine the locations where some existing traffic calming devices are already installed throughout the Town. During the field visit, special emphasis was made

on locations pointed out by the residents in their comments. Also around particular locations like schools, parks and others high pedestrian generators.

Per the Miami-Dade Traffic Flow Modifications (MDTFM), in order for a road to qualify for traffic calming improvements, the following operational criteria must be met: The traffic volumes on residential local streets should be greater than 1,500 and less than 3,000 vehicles per day or more than 150 vehicles in the peak hour; for residential collector streets, traffic volumes should be greater than 3,000 and less than 8,000 vehicles per day or more than 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 analysis indicated that many locations throughout the Town meet the threshold values for traffic calming. Consistent with the analysis, a set of recommended traffic calming improvements was developed through an area-wide systematic approach.

The traffic calming recommendations developed as part of this study include:

- Speed Tables
- Raised Crosswalks
- Roundabouts

A five year plan for implementation was prepared based on annual budget constraints and complexity of designing and implementing improvements.



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## 1.0 INTRODUCTION

MARLIN Engineering Inc. (MARLIN) was retained by the Town of Cutler Bay to evaluate the local speed, volume, crash occurrence and overall traffic patterns to determine locations within the Town where traffic calming measures should be recommended. Based on the analysis of traffic conditions, MARLIN will develop a Townwide Traffic Calming Master Plan incorporating traffic calming measures for roadway segments that met the threshold values established for the Town of Cutler Bay in the Traffic Calming Interlocal Agreement with Miami-Dade County's Department of Transportation and Public Works (DTPW) and Miami-Dade County's Traffic Flow Modification(s)/Street Closure(s) Manual (MDTFM).



In addition, MARLIN will also review previous and ongoing initiatives such as the Town's Transportation Master Plan, Bicycle and Pedestrian

Master Plan, Strategic Master Plan, and the Complete Streets Master Plan.

### 1.1 Study Area

The Town of Cutler Bay is bounded by SW 184 Street (Eureka Drive) to the North, the east side of the South Miami-Dade Busway to the West, just north of 232 Street to the South and Biscayne Bay National Park to the East, and is approximately 10 square miles in size.

For the purposes of this study, the Town was divided into three zones:

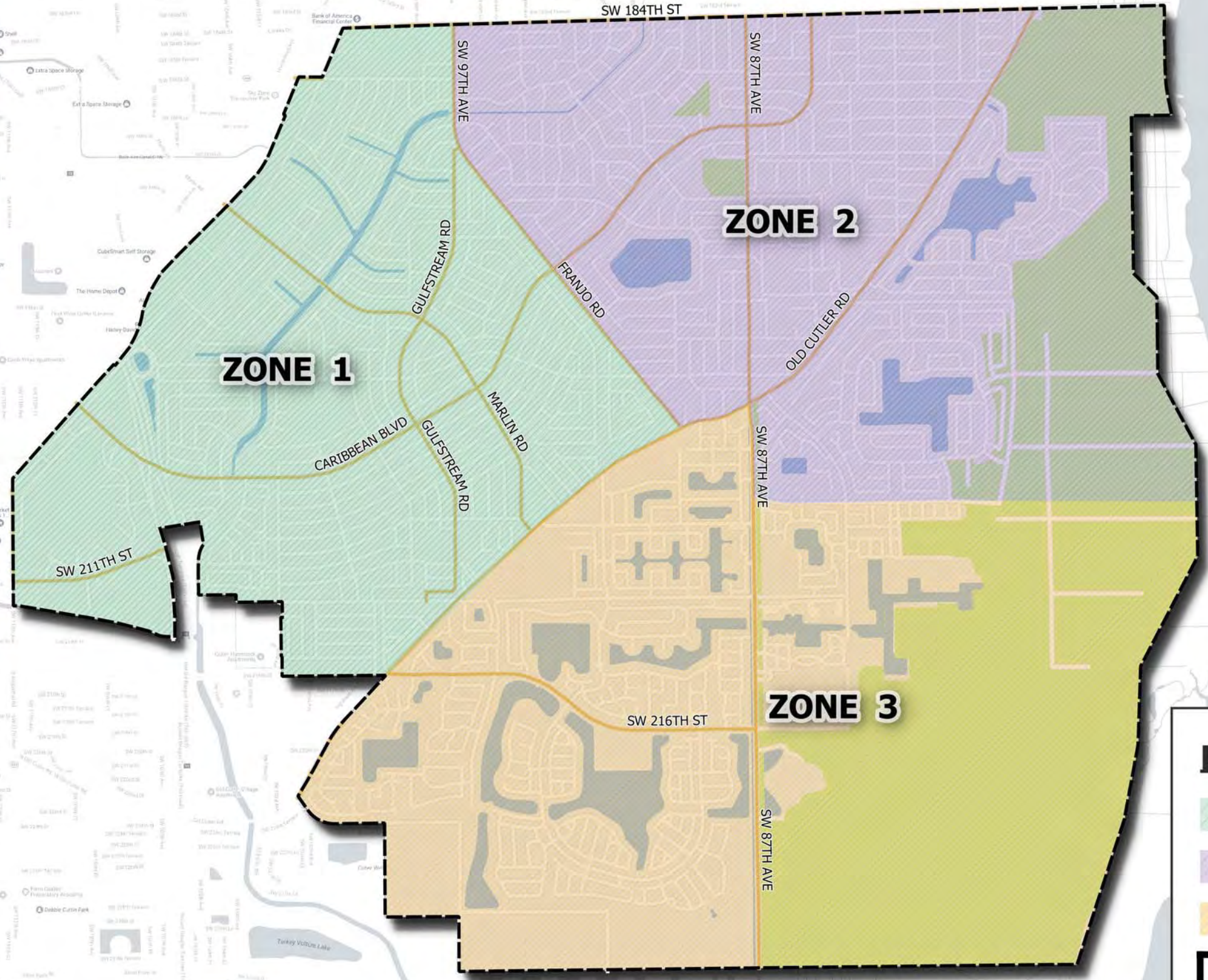
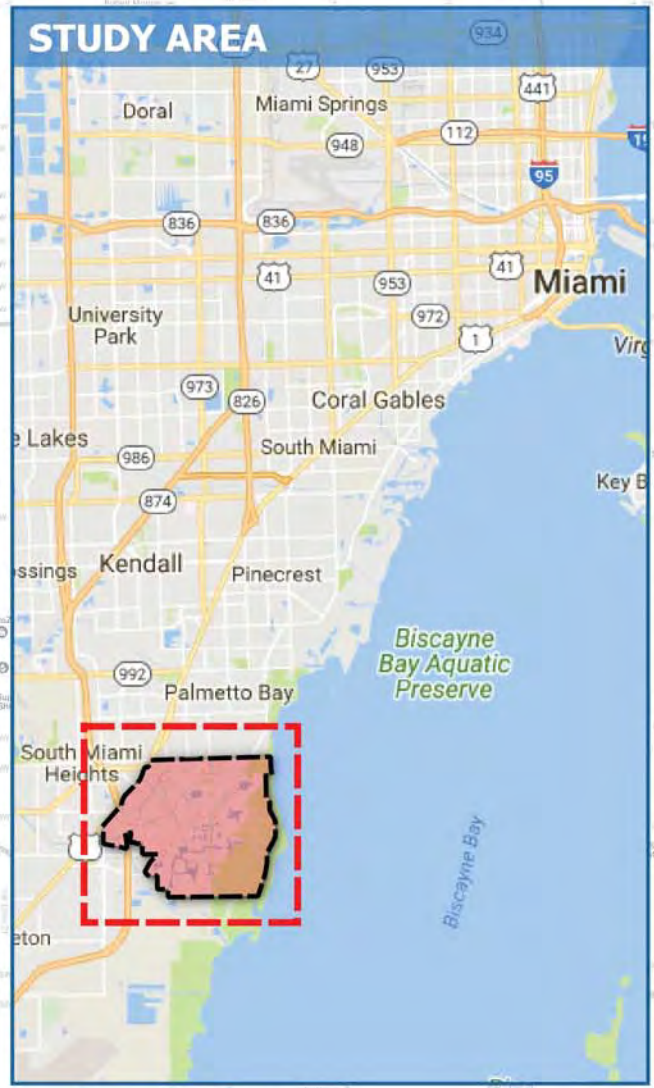
**Zone 1:** East side of the Busway, and north of Old Cutler Road, West of Franjo Road and east of SW 112 Avenue.

**Zone 2:** South of SW 184 Street (Eureka Drive), and north of Old Cutler Road, west of the coast line and north of SW 207 Street.

**Zone 3:** South of SW 207 Street and north of SW 232 Street, south of Old Cutler Road, west of the coast line and east of SW 97 Avenue.

A detailed map showing the Town boundaries and the described zones is provided in **Figure 1**.





**Legend**

-  Zone 1
-  Zone 2
-  Zone 3
-  Town Boundary



TOWNWIDE TRAFFIC CALMING MASTER PLAN  
**FIGURE 1 - LOCATION MAP**

## 1.2 Objectives and Approach

The objective of the Traffic Calming and Guidelines is to work with residents to implement measures that affect drivers' behavior in such a way that reduces vehicle speeds and volumes. Based on the input from Town residents, the major traffic problems are excessive speeding, volume and safety. The main objectives of this Traffic Calming Master Plan 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 to increase the quality of life throughout the Town.

The following steps were followed 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 Town review
- Present study results to Miami-Dade County

With the objectives presented above, the Traffic Calming Policy is not designed to address high crash locations, mitigate noise from major arterials, redesign the overall transportation/street classification system or effect a modal shift.

## 2.0 TRAFFIC CALMING METHODOLOGY AND POLICY GUIDELINES

The methodology and criteria defined in this study are consistent with the Traffic Calming Interlocal Agreement between DTPW and the Town of Cutler Bay, and with the procedures described in MDTFM.

The Town of Cutler Bay receives a significant number of requests, complaints and suggestions from residents about traffic, speeding and safety along the residential streets. Even though police enforcement can be used to deter speeding, the use of police resources is usually temporary and typically not efficient for low volume residential streets. Therefore, there is a need for more permanent measures to reduce the speed of vehicles and discourage traffic on low volume residential streets.

The Traffic Calming Methodology and Policy Guidelines provide a process for identifying and addressing problems related to speeding, excessive volumes, and safety in neighborhood streets and provide a procedure to consider, evaluate, and implement requests for traffic calming measures along the residential streets within the Town of Cutler Bay.

### 2.1 Policy Guidelines

#### 2.1.1 Traffic Calming Request

The traffic calming process initially started with requests from residents to the Town Public Works Department concerning traffic problems in their neighborhood. According to the Town, such requests were either made by personal contact, email, phone or letter. Then, the requests



were documented in a Traffic Calming Request Form together with the details of the concerns such as specific problem locations, time of day that the problem occurs most frequently, and possible causes or contributing factors.

### 2.1.2 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	85 <sup>th</sup> 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	Greater than 1,500 and less than 3,000 vehicles per day (vpd)	Greater than 3,000 and less than 8,000 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 (one lane in each direction).
- 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 Public Involvement

The key to a successful residential traffic calming program is involvement of the community. Public input is critical to develop a consensus of the issues that adversely affect the neighborhood, evaluate the advantages and disadvantages of the various traffic calming measures and ensure that the issues are adequately addressed. In other to keep the community involved in their requests and foster a sense of ownership of the outcome, the Town of Cutler Bay staff with the support of MARLIN worked with residents in defining the problems, the locations for data collection and in the decision-making process. Notice of public meetings regarding location, time and the agenda were mailed to residents in advance of the meeting. In





the agenda were mailed to residents in advance of the meeting. In addition, the meeting notice placed on the Town website. The following public feedback alternatives were available for the residents:

- Public Meetings
- Comment Cards
- Online Surveys
- E-mails



The Town of Cutler bay with the support of MARLIN conducted five public meetings. However we have found, the most significant input was received through the “Kick-off” and “Public Workshops”. The Kick-off meeting was the first meeting, and included residents from all three zones. This meeting took place on September 8, 2016 after the kick-off meeting, the Town also organized individual meeting for each of the

designated zones. During those meetings, residents were able to interact with the staff of engineers from MARLIN and get direct feedback on the plan and status of the study. The Zone 1 meeting was held on September 28, 2016, Zone 2 met on October 26, 2016 and Zone 3 met on November 10, 2016. A final workshop was held on May 23, 2017 which included all the zones within the study area, to gather additional input. The Public Involvement Flyers are provided in **Appendix A.**



### 2.2.1 Kick-Off Meeting

During the Kick-off meeting, the Town and MARLIN staff discussed to the residents the traffic calming process, eligibility and minimum threshold requirements. MARLIN staff also explained the data collection and initial analysis process steps and provided projections as to which streets may be considered for traffic calming. It was also



explained that the results of the data collection and initial analysis will show if the streets meet the criteria for traffic calming. PowerPoint (Kick-off meeting) and meeting photos taken during the workshops are included in **Appendix B**.



### 2.2.2 Public Workshops

During the workshops, MARLIN was able to collect more than 200 resident concerns. Accompanying these concerns were alternative feedback comments provided by the residents on how to address these concerns. Some of the concerns and traffic issues mentioned by the residents included:

- A “No left-turn” sign is needed on Old Cutler Road at SW 185 Terrace and a stop for pedestrian on all approaches.

- On SW 103 Avenue and SW 104 Court at Caribbean Blvd, it is difficult to make a left to go east on Caribbean Blvd.
- A traffic light with left-turn arrow is needed for SW 87th Avenue and SW 185 Street.
- Vehicles are speeding in our residential neighborhood on SW 92 Avenue between SW 212 Street and SW 216 Street (Speed Hump needed).



- The speed limit along SW 92 Avenue and SW 206 Street needs to be reduced from 30 mph to 20 or 25 mph.
- I live at Jamaica Drive and Anchor Road. I have observed vehicles on occasion, travelling between SW 212 Street and Caribbean Blvd on Anchor Road at a high rate of speed



double the posted speed limit, especially when they disregarded the stop sign on Martinique Drive.

- The Town needs to modify the traffic signal timing at Old Cutler Road and Franjo Road because of the excessive traffic that occurs on Old Cutler Road which queues back all the way.



- Many people use SW 99 Court to access Gulfstream Elementary and often at a high speed rate. A speed hump or any measure(s) would help improve the area and keep traffic moving at acceptable speeds.
- Residents are very concerned about the speeding and volume along SW 185 Street.
- The curve on SW 193 Drive between SW 192 Drive and Whispering Pines Boulevard is incredibly misleading. A speed

hump or any other devices need to be installed to force drivers to slow down.

- Resident is requesting a “Children Playing” sign on SW 87th Court to slow down traffic.
- Speed Humps are needed along Easter Road to slow down vehicles that are speeding.

The Request Form and comments are provided in **Appendix C**.



### 2.2.3 Final Workshop

After receiving input from the residents, MARLIN collected and analyzed data from the three zones. Then, a final workshop was held to present the recommendations for traffic calming based on the results of the data. The workshop included an open house session, a presentation and a question and answer session. Conceptual sketches



of the type and location of traffic calming devices recommended were displayed on boards for review.



## 2.3 Town Council Approval

Any suggestions, comments or recommendations received from the residents at the Final Workshop were taken into consideration together with all the engineering analysis. A final decision will then be made on the appropriate Traffic Calming Master Plan solution for the street of concern. The recommendation will be brought to the Town Council for final approval and funding allocation for the next phases.

## 2.4 Final Design Plans

When the funding for the traffic calming measure has been approved by the Town Council, final construction documents will be prepared,

reviewed and approved for future construction by the Fire Rescue Department and the Public Works Department.

## 3.0 DATA COLLECTION

Comprehensive traffic data collection was performed as part of this study. Based on the preliminary field observations, the traffic count data was obtained at the key locations and critical time periods.

The data for the study was collected using the traffic count system called Automatic Traffic Recorded (ATR). The Traffic counters use rubber road tubes to sense and record the number of axles at a count location. The road tube is extended across the desired lanes or directions that need to be counted, and depending on the type of count needed, one of several different road tube configurations may be placed in the roadway. When a vehicle's axle crosses the road tube, the pulse of air that is created is recorded and processed by the traffic counter.



There were 189 locations throughout the Town where ATR were installed. The hoses were connected to the portable counters and used to collect short term vehicle volume and speed counts for the study purpose.

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

- 85th Percentile Speed Data
- 24-Hour Average Daily and Peak Hour Traffic



**85th Percentile Speed Data** - 24-hour speed studies of the project area were performed to determine if the 85th percentile speed exceeds the desired travel speed for the roadway, thus indicating a speeding problem. The 85th percentile speed is the speed at which 85% of the vehicles measured are below that speed and is typically used by the industry to set posted speed limits.

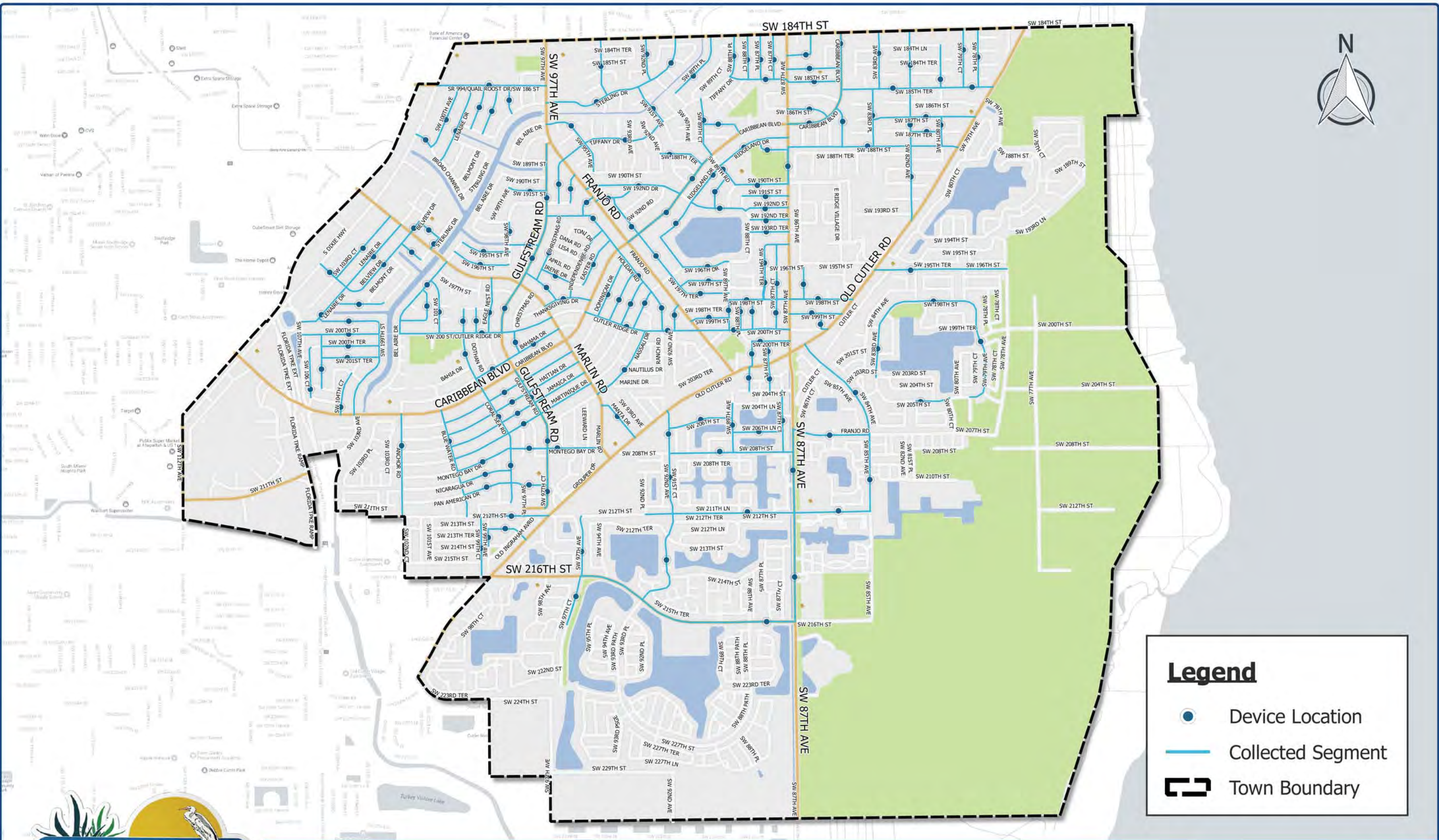
**24-Hour Average Daily and Peak Hour Traffic** - Traffic counts for the roadway are required to determine if high traffic volume is the critical traffic issue for a residential neighborhood. The total daily traffic volumes and the peak hour were analyzed to determine the magnitude of the problem.



Speed and traffic volumes were collected at 189 locations throughout the Town during the months of May, June, September, November, December 2016 and the months of January 2017 to June 2017, on a typical weekday (Tuesday, Wednesday and Thursday).

A detailed map showing traffic data collection locations is presented in **Figure 2**. The traffic volume counts are included in **Appendix D**.





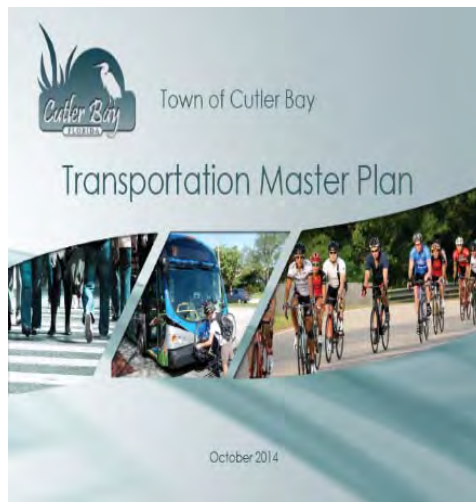
TOWNWIDE TRAFFIC CALMING MASTER PLAN  
**FIGURE 2 - TRAFFIC DATA COLLECTION**

## 4.0 ONGOING AND PREVIOUS STUDIES

The proposed recommendations of the ongoing and previous studies that were provided by the Town which include Town of Cutler Bay Transportation Master Plan, Pedestrian and Bicycle Master Plan, Strategic Master Plan and Cutler Bay Complete Streets Master Plan have been reviewed. Traffic Calming recommendations will be coordinated with previous and current planning initiatives to implement cost effective projects for each specified project categories for the Town that fall within the same segments.

### 4.1 Cutler Bay Transportation Master Plan

In 2014 the Town completed its second Transportation Master Plan; the first was completed in 2008. Since that first plan, the Town has placed great efforts into assuring that TPO grant funds have not simply gone to produce studies, but have been used to create capital projects to be implemented. Primary recommendations of the original



Transportation Master Plan include both a Transit Circulator and a Bicycle and Pedestrian Plan. The initial study took care in working with citizens, elected officials and local agencies to develop consensus on a vision to guide transportation projects and policy. As the South Dade economy has begun to rebound from the recent recession, the Town

found it was important to have updated capital projects in the pipeline so that there are projects to build when funding is available. The 2014 plan resulted in the recommendation of an entirely new project bank which prioritizes all of the pending projects and removed completed projects. The result was 63 multimodal projects at a potential value of approximately \$21 million for the entire Town.

### 4.2 Cutler Bay Bicycle and Pedestrian Master Plan

As Cutler Bay rises to regional prominence, it is expected that the number of short trips will continue to increase, as destinations like work, restaurants, shopping and schools all come closer to people's homes. Short trips are defined as being less than a half mile. Today we live in an automobile



dominated society, one of the main reasons for which is because options to utilize any other mode but the car do not exist. In the future, it is anticipated that a large portion of these short trips will often times be made by walking or bicycling rather than by driving. As traffic congestion increases, the construction of bicycle and pedestrian facilities as an alternative to automobile travel becomes more and more important and will help maintain mobility within the community. As a



result of the existing conditions analysis and public meetings, about seventy projects were developed in three project classifications:

- Basic Pedestrian Network
- Regional Access
- Policy/Non-Capital Efforts

### 4.3 Cutler Bay Strategic Master Plan

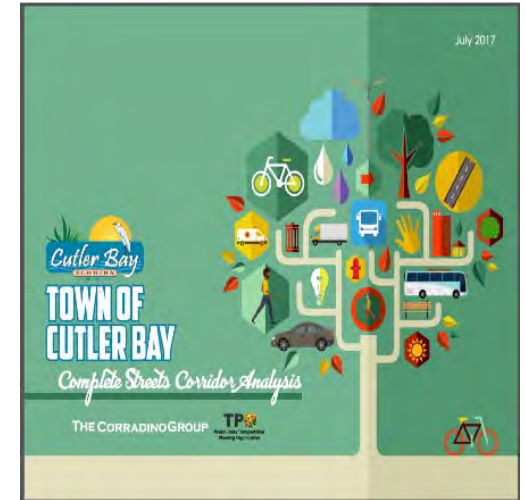
A strategic plan is a written document that is used to communicate an organization's mission, vision and goals. When known, it may also include the actions needed to achieve those goals and other critical elements developed during the planning exercise. It is a living document that after sufficient time should be refreshed or revised as circumstances dictate. As such it is a "living work in progress" and a guideline for the organization's actions. The following Goals, Objectives and Activities pertain to the Traffic Calming Master Plan:

- Growth Management and Infrastructure Needs
- Public Safety
- Public Works



### 4.4 Cutler Bay Complete Streets Master Plan

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



intervals or blocks, twists and converges in the center of Cutler Bay, creating almost a hub and spoke configuration. SW 87 Avenue, Marlin Road, Franjo Road and Gulfstream Road corridors connect major generators, and travel through the community. Previous master plans have identified that these corridors are to contain integrated bicycle, pedestrian and transit facilities. While these are planned, they must also be similarly incorporated in implementation through design concepts. To develop a successful plan that has consensus from the community, it was crucial to clearly identify what specifically citizens are looking for in the future to service their non-motorized transportation needs.

The Town of Cutler Bay commissioned this study to advance its already well planned vision to provide a balanced multimodal transportation network within the Town; to further implement the vision through the





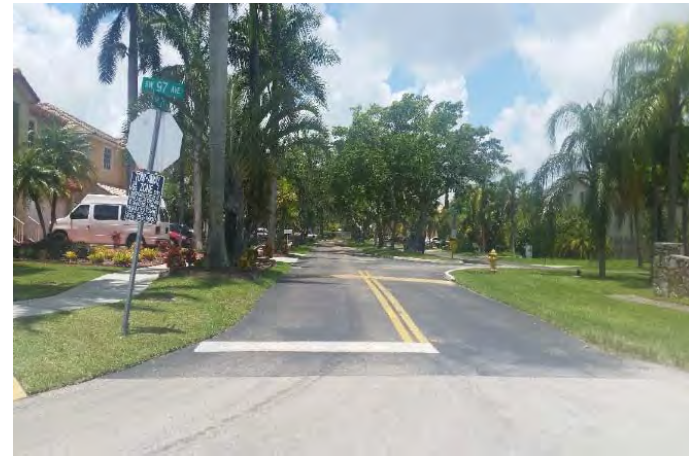
consolidation of existing project policies on specific corridors; and to develop conceptual designs that will be used as a precursor to attaining funding and near-future construction. The corridors are prioritized and financially feasible and will become a component of the Town's 5-Year Capital Improvement Element of the Comprehensive Plan. The study corridors are included below:

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

## 5.0 FIELD REVIEWS

Field reviews were performed to evaluate the existing traffic characteristics of the neighborhoods and to determine the locations where some existing traffic calming devices are already installed throughout the Town. During the field visit, special emphasis was made on locations pointed out by the residents in their comments. Also around particular locations like schools, parks and others high pedestrian generators.

In addition, an inventory of existing conditions showing traffic calming devices, as well as other roadways amenities, are depicted in **Figures 3, 4 and 5** and specific notes from observations made in the field are shown below.



*SW 97 Avenue and SW 213 Terrace: Speed Bump was observed at this location, this type of device is placed to slow down motor vehicle traffic in order to improve safety conditions within the residential community.*



*Caribbean Boulevard and Gulfstream Road: Roundabout was constructed as a part of the Town's previous studies to encourage vehicles to slow down and reduce crashes.*



*SW 186 Street east of Belmont Drive: A temporary mobile trailer-mounted radar was placed to inform drivers of their speeds and encouraging them to slow down.*



*Old Cutler Road and Franjo Road: Brick Pavers and Stamped Asphalt Crosswalk were constructed as a part of a previous study which allow better access and safety for pedestrians.*














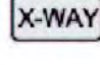

*SW 87 Place and SW 214 Lane: Speed Bump was observed at this location. This type of device is placed to slow down motor vehicle traffic in order to improve safety conditions within the residential community.*

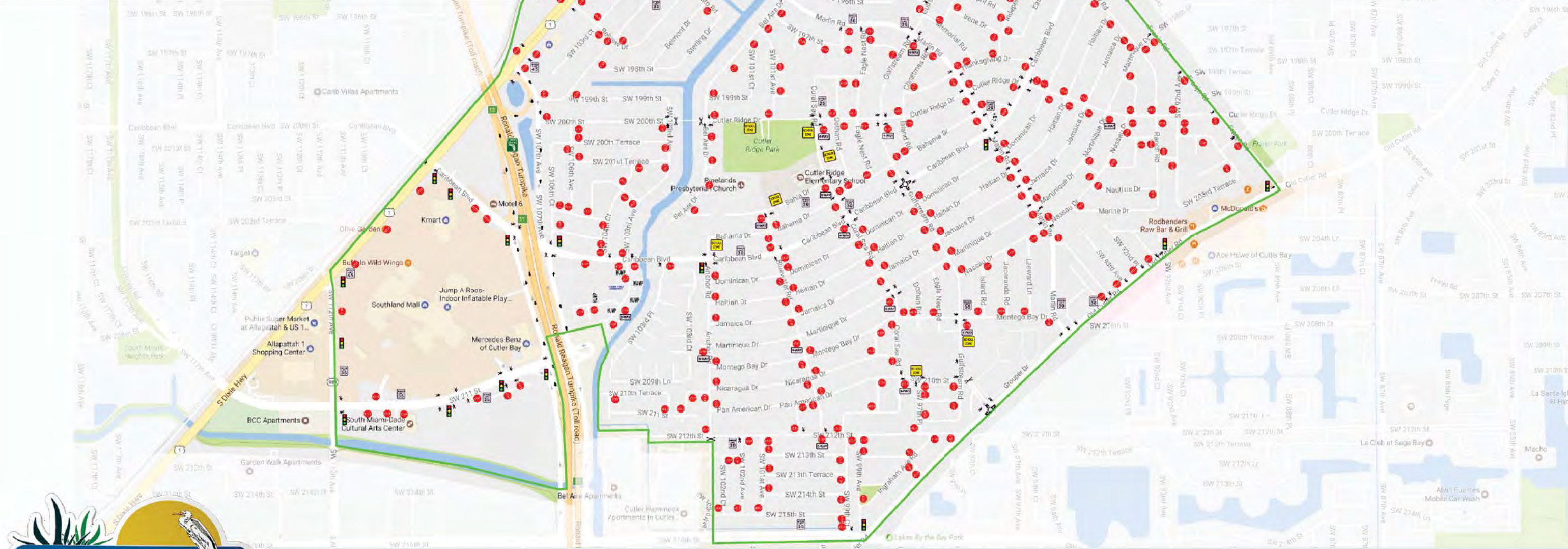


*Lenaire Drive and Belgrade Road: At this intersection, bicyclists were observed biking from Lenaire Drive to Belgrade Road during the field review, however, there are currently no bicycle amenities on the streets.*

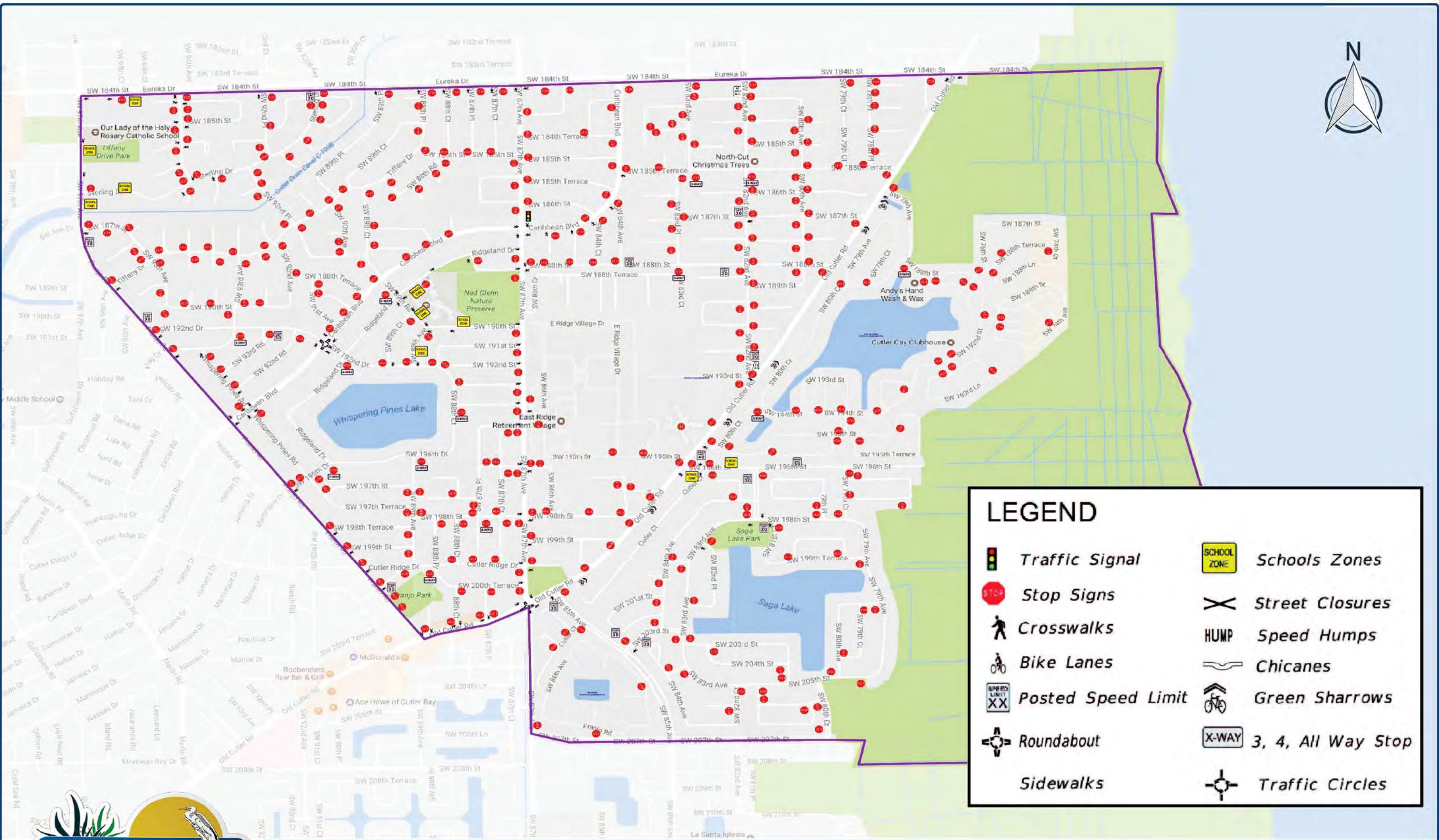


# LEGEND

-  **Traffic Signal**
-  **Stop Signs**
-  **Crosswalks**
-  **Bike Lanes**
-  **Posted Speed Limit**
-  **Roundabout**
-  **Sidewalks**
-  **Schools Zones**
-  **Street Closures**
-  **Speed Humps**
-  **Chicanes**
-  **Green Sharrows**
-  **3, 4, All Way Stop**
-  **Traffic Circles**



TOWNWIDE TRAFFIC CALMING MASTER PLAN  
**FIGURE 3 - EXISTING CONDITIONS - ZONE 1**

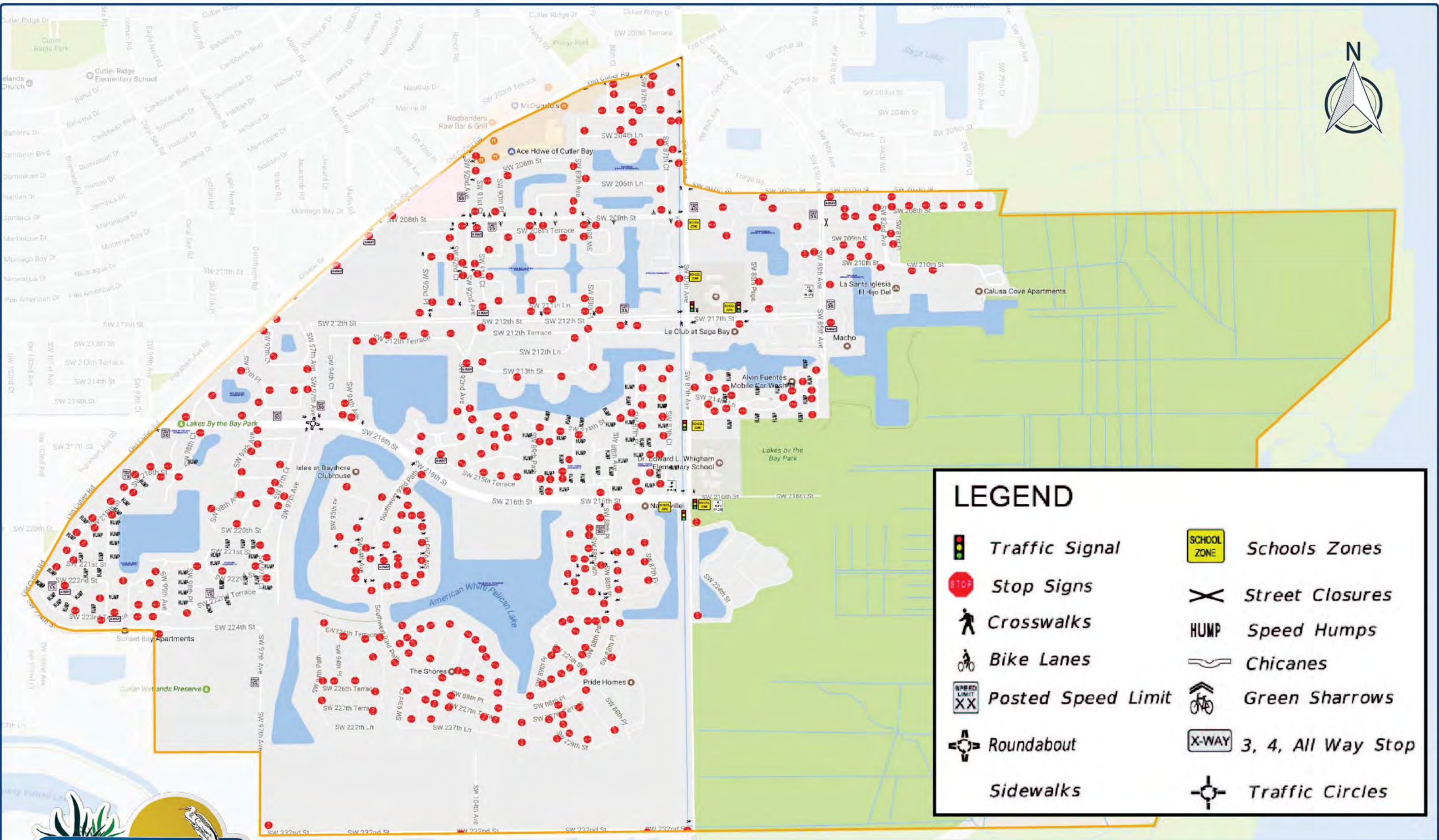


### LEGEND

	Traffic Signal		Schools Zones
	Stop Signs		Street Closures
	Crosswalks		Speed Humps
	Bike Lanes		Chicanes
	Posted Speed Limit		Green Sharrows
	Roundabout		3, 4, All Way Stop
	Sidewalks		Traffic Circles



TOWNWIDE TRAFFIC CALMING MASTER PLAN  
**FIGURE 4 - EXISTING CONDITIONS - ZONE 2**



### LEGEND

	Traffic Signal		Schools Zones
	Stop Signs		Street Closures
	Crosswalks		Speed Humps
	Bike Lanes		Chicanes
	Posted Speed Limit		Green Sharrows
	Roundabout		3, 4, All Way Stop
	Sidewalks		Traffic Circles



TOWNWIDE TRAFFIC CALMING MASTER PLAN  
**FIGURE 5 - EXISTING CONDITIONS - ZONE 3**

## 6.0 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 MDTFM which is included in **Appendix E**.

Per the Miami-Dade Traffic Flow Modifications (MDTFM), in order for a road to qualify for traffic calming improvements, the following operation criteria must be met: The traffic volumes on residential local streets should be greater than 1,500 and less than 3,000 vehicles per day or more than 150 vehicles in the peak hour; for residential collector streets, traffic volumes should be greater than 3,000 and less than 8,000 vehicles per day or more than 300 vehicles in the peak hour.



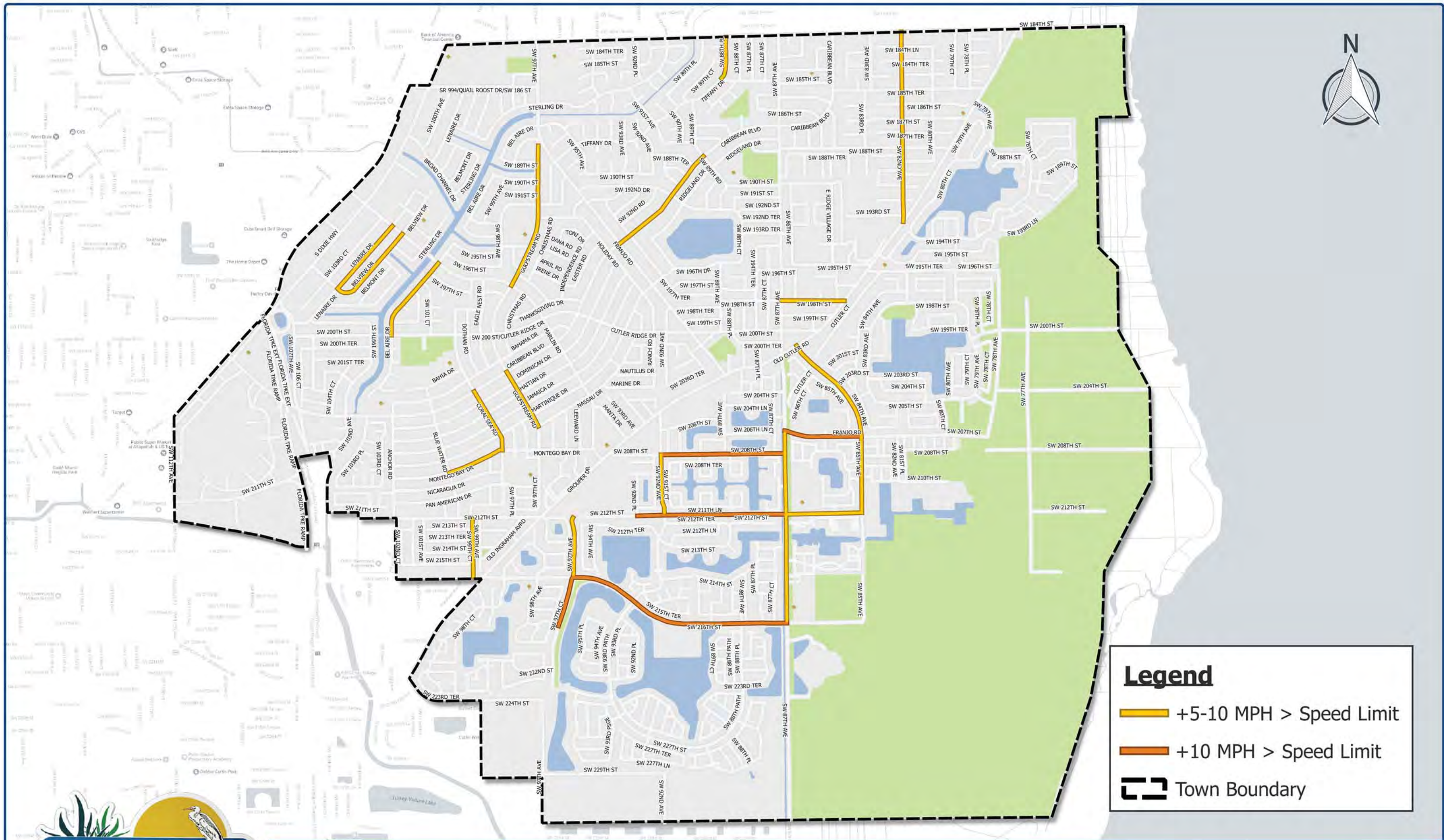
Furthermore, the 85th percentile speed should not exceed the posted speed limit by 10 mph (5 mph for low-volume streets).

Crash data downloaded from Signal Four over the past three years (2014, 2015, 2016) and the most recent crash data available for 2017 revealed that, a total of 180 crashes occurred within the study area (local residential streets). All 180 crashes were spread out throughout the study area; and because the crash totals for each segment are below the Miami-Dade County Traffic Calming Criteria, no further analysis was performed





The locations identified as having 85th percentile speeds, average daily traffic and peak hour volumes above the prescribed threshold values are depicted in **Figure 6** and **Figure 7**.



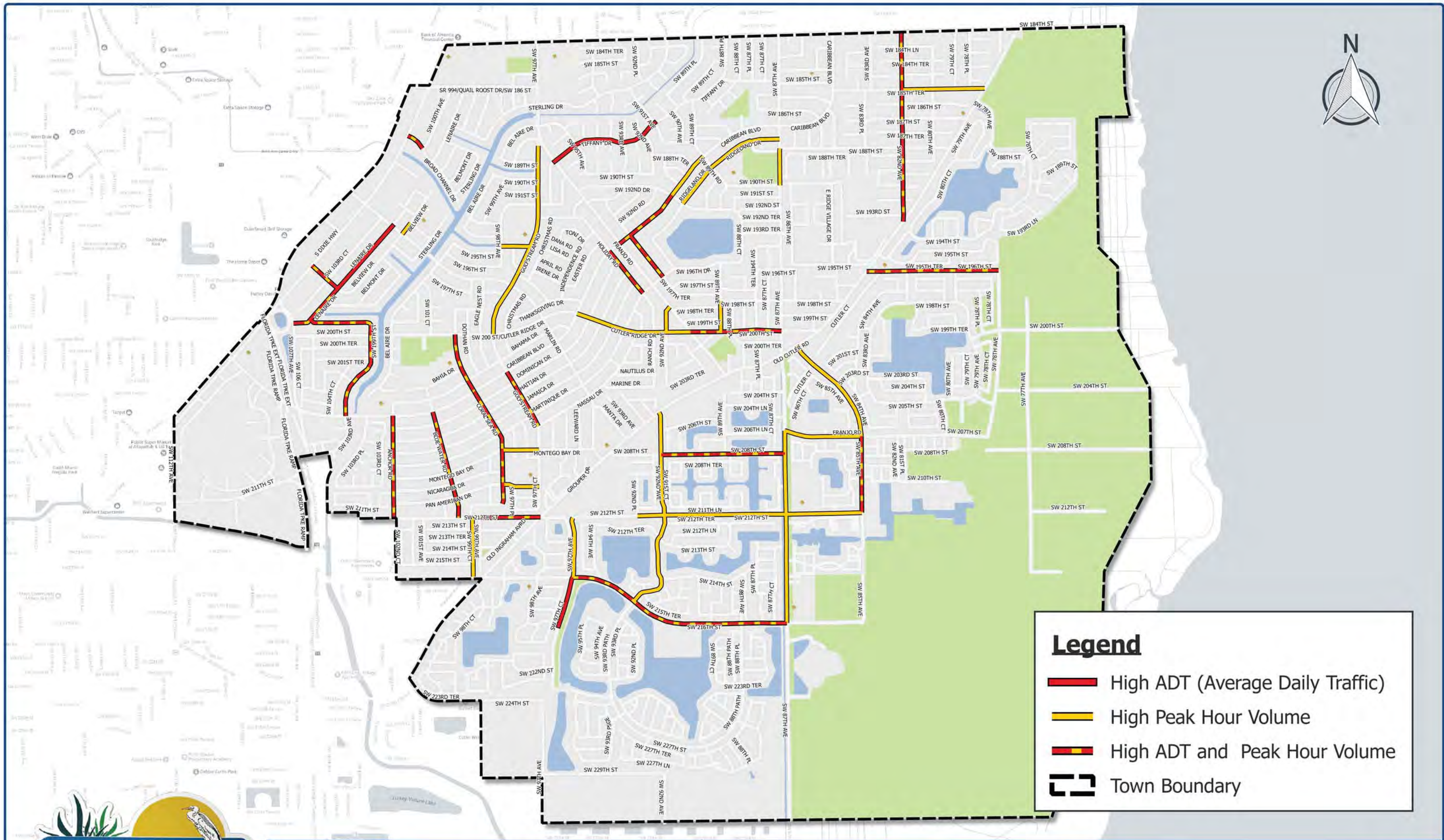


**Legend**

-  +5-10 MPH > Speed Limit
-  +10 MPH > Speed Limit
-  Town Boundary

TOWN-WIDE TRAFFIC CALMING MASTER PLAN  
FIGURE 6: 85TH PERCENTILE SPEEDS





**Legend**

- High ADT (Average Daily Traffic)
- High Peak Hour Volume
- High ADT and Peak Hour Volume
- Town Boundary

TOWNWIDE TRAFFIC CALMING MASTER PLAN  
FIGURE 7 : SEGMENTS WITH HIGH AVERAGE DAILY TRAFFIC OR PEAK HOUR VOLUMES





## 7.0 TRAFFIC CALMING PLAN

The data collection analysis performed within the study area indicated that several locations throughout the Town 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

Circular raised island located at intersections which reduces speed at approaches and through the intersection. Traffic flows move around the island in a counter-clockwise direction. Circulating vehicles have the right of way. Deflector islands are installed on the approaches.



### Advantages:

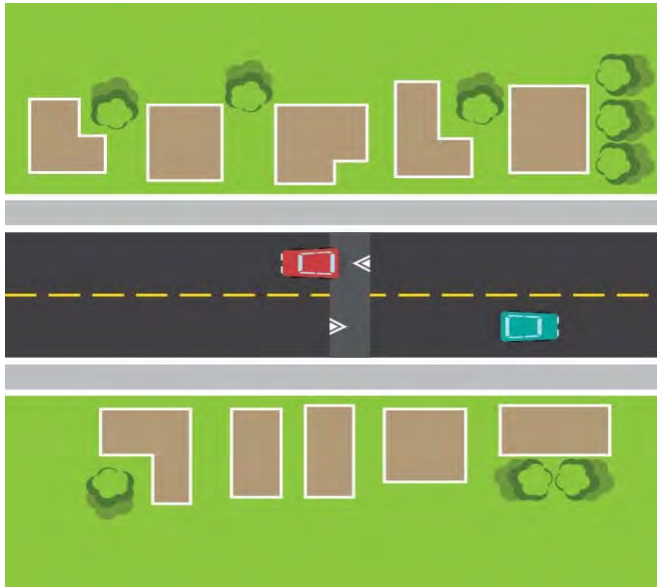
- Reduces traffic speed (typically designed to accommodate traffic speeds of 15 to 25 mph)
- Significantly reduces severity of intersection collisions
- Increased opportunity for landscaping
- Particularly effective at multi-leg/odd shaped intersections and helps improve traffic operations
- Reduces noise impacts from stop signs and vehicle acceleration

### Disadvantages:

- Requires safety and directional signs
- May cause the loss of some parking spaces near the intersection
- Reduces response times for emergency vehicles
- May have right of way impacts

### 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:**

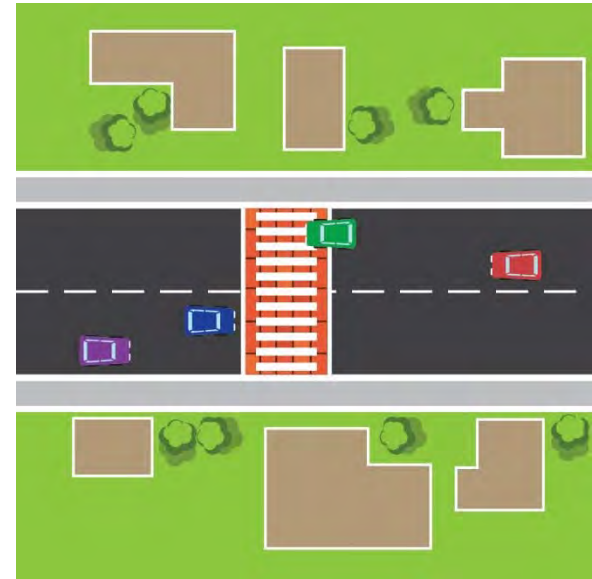
- Reduces vehicle speeds
- Deters cut-through traffic
- One of the least expensive traffic calming devices

**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
- Designs can be more visually pleasant than Speed Humps

**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

### Raised Crosswalk

A raised pedestrian crosswalk is a speed table with crosswalk markings and signage to channelize pedestrians crossing a road. This type of calming measure raises the crosswalk to the level of the sidewalk to improve the visibility of pedestrians to motor vehicle drivers.



### Advantages:

- Improved safety for pedestrians and vehicles
- Effective at slowing travel speed and possible traffic volume decreases at locations where cut-through traffic is a problem

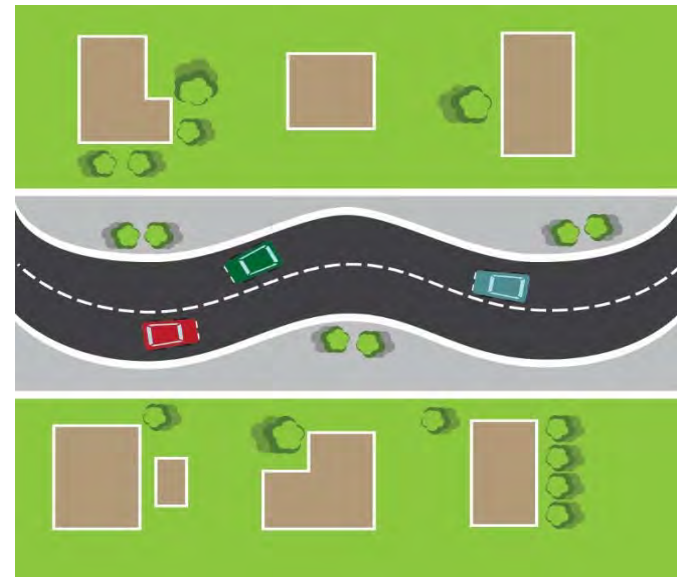
- Typically preferred by EMS compared with speed humps

### Disadvantages:

- Drainage impacts need to be considered in the design
- May increase noise and air pollution
- Textured materials are expensive, if used

### Chicanes

Chicanes are curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves. Chicanes insert curvature in an otherwise straight stretch of roadway. Single lane chicanes consist of staggered build outs narrowing the road so that traffic in one direction has to give way to opposing traffic. Two-way chicanes use build outs to provide curvature, but the lanes are separated by road markings or a central island.



### Advantages:

- Reduce travel speed
- Negotiable by emergency vehicles
- Can reduce pedestrian crossing distance
- Offer visual traffic calming effect by reducing line sight

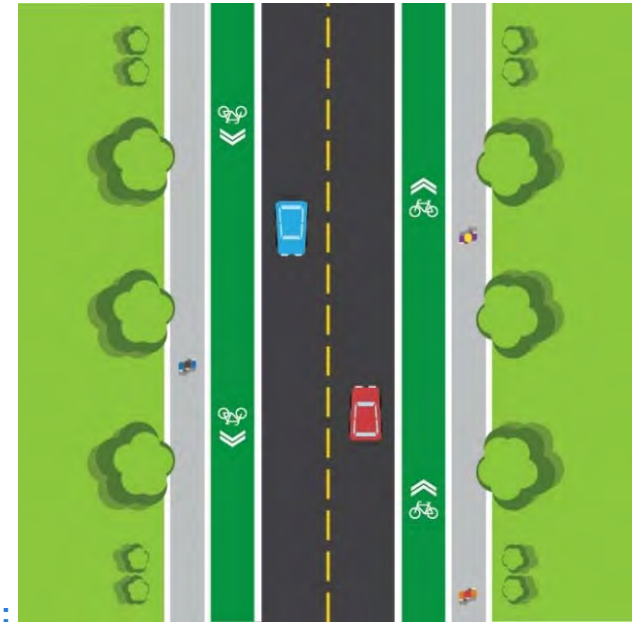
### Disadvantages:

- May divert traffic to adjacent roadways
- The effect on vehicle speeds is limited
- May require removal of some of on-street parking
- May require bicyclists to merge with vehicular traffic for a short distance

### Complete Street

Refers to a roadway design concept for all modes. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists making your town a better place to live.



### Advantages:

- Help create livable communities for all roadway users
- Improve safety
- Create long-lasting speed reduction
- Have positive aesthetic value
- Help increase the value of the neighborhood

### Disadvantages:

- Right of way needs
- Can be expensive in maintenance



## 7.1 Traffic Calming Plan Development

Consistent with the traffic analysis results, a set of recommended traffic calming improvements was developed following an area-wide, systematic approach. Two combined strategies were used in this process: slow down traffic on residential streets; and improve traffic flow on collectors and arterials so drivers choose to stay on major roadways.



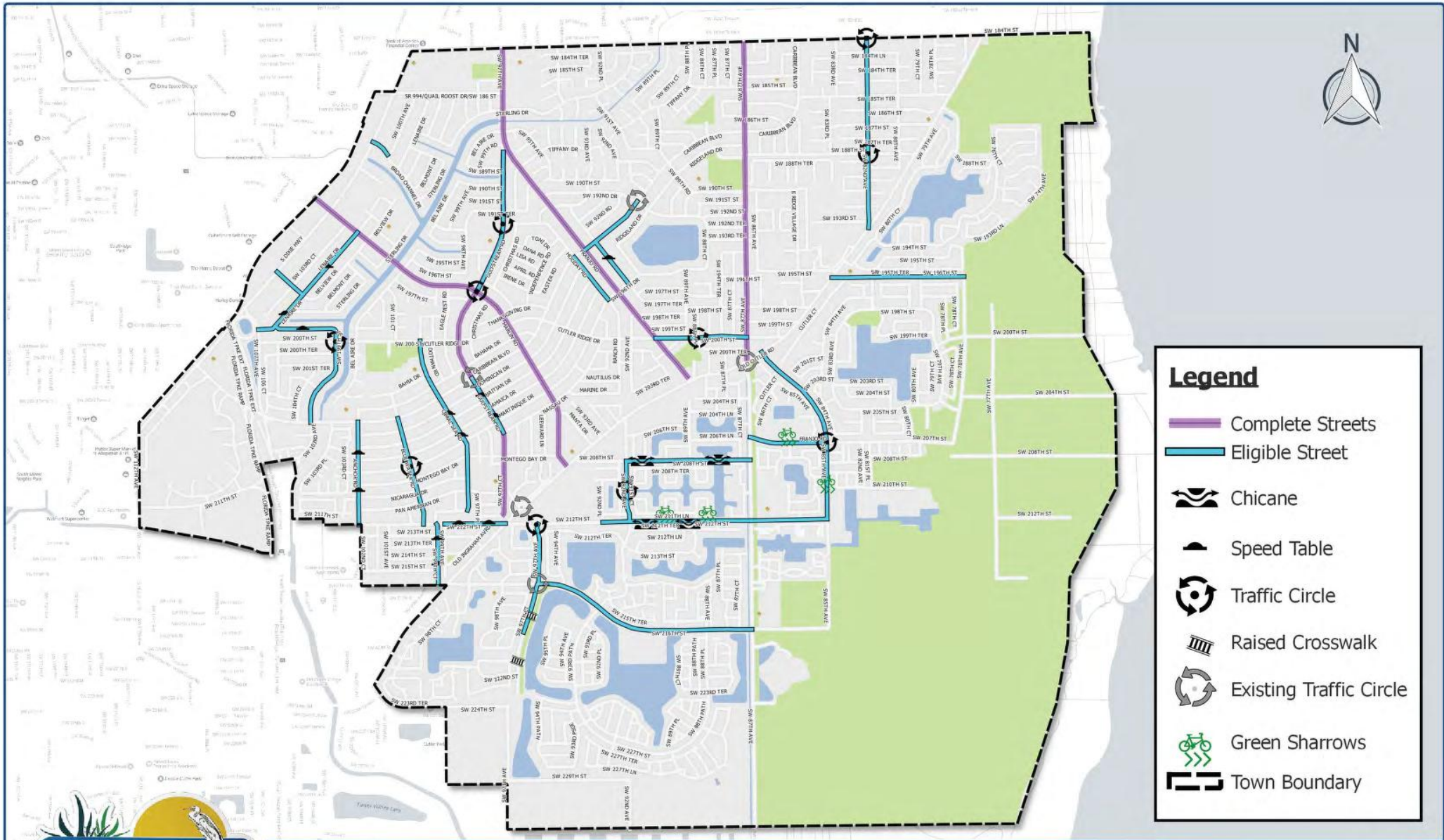
The Town Complete Streets Master Plan and Greens Sharrows segments were also considered as part of the Traffic Calming Plan Development. The Town has projected several roadway segments to be redesigned into this integrated solution that addresses traffic calming issues and at the same time provides safer connections for bicyclists and pedestrians within the community.

The list of recommended measures per segment is provided in **Table 2** and graphically presented in **Figure 8**. In addition, a copy of the Interlocal Agreement is provided in **Appendix F**.

Table 2. Recommended Traffic Calming Improvements

Street Name		Recommendations
SW 208 Street	Between SW 87 Avenue and SW 92 Avenue	Roundabout
SW 85 Avenue	Between SW 212 Street and SW 207 Street	Roundabout
SW 97 Avenue	Between SW 216 Street and SW 219 Street	Raised Crosswalk
SW 207 Street	Between SW 87 Avenue and SW 85 Avenue	Roundabout
Gulfstream Road	Between SW 191 Street and SW 194 Terrace	Roundabout
Lenaire Drive	Between Marlin Road and Belview Drive	Speed Tables
Anchor Road	Between Haitian Drive and Jamaica Drive	Speed Table
Anchor Road	Between Montego Bay Drive and Nicaragua Drive	Speed Table
Gulfstream Road	Between Caribbean Boulevard and Montego Bay	Speed Tables
SW 82 Avenue	Between SW 188 Street and SW 185 Street	Roundabout
SW 82 Avenue	Between SW 190 Street and SW 191 Street	Roundabout
SW 82 Avenue	Between SW 184 Street and SW 185 Terrace	Roundabout
SW 97 Avenue	Between SW 212 Street and SW 216 Street	Roundabout
Bluewater Road	Between Haitian Drive and Jamaica Drive	Roundabout
SW 99 court	Between SW 212 Street and SW 216 Street	Speed Tables
Coral Sea Road	Between Haitian Drive and Jamaica Drive	Speed Tables
SW 85 Avenue	Between Old Cutler Road and SW 207 Street	Roundabout
Gulfstream Road	Between Marlin Road and SW 200 Street	Roundabout
SW 92 Avenue	Between SW 208 Street and SW 212 Street	Roundabout
Gulfstream Road	Between SW 194 Terrace and Memorial Road	Roundabout
SW 199 Street	Between Lenaire Drive and SW 103 Avenue	Roundabout
Whispering Road	Between Caribbean Boulevard and SW 196 Drive	Speed Tables
SW 200 Street	Between Franjo Road and SW 87 Avenue	Roundabout
SW 212 Street	Between Old Cutler Road and SW 99 Court	Speed Tables
Lenaire Drive	Between SW 199 Street and Belview Drive	Speed Tables





TOWN-WIDE TRAFFIC CALMING MASTER PLAN  
 FIGURE 8 : RECOMMENDED TRAFFIC CALMING PLAN

## 7.2 Preliminary Cost Estimates

The preliminary cost estimates for all recommended traffic calming measures identified for each roadway segment within the study area are summarized in **Table 3**. These preliminary cost estimates are based on recent unit construction cost and prices for similar traffic calming devices installed within other municipalities in the South Florida area. The estimated total construction cost for implementing the traffic calming devices is **\$4,839,065.00**.

Table 3. Preliminary Cost Estimates

Countermeasure Type	Unit Cost	Quantity	Total Cost
Speed Tables	\$ 9,103.00	14	\$ 127,442.00
Raised Crosswalk	\$ 15,754.00	2	\$ 31,508.00
Roundabout**	\$ 337,482.00	11	\$ 3,712,302.00
Sub-Total			\$ 3,871,252.00
Contingency		25%	\$ 967,813.00
<b>TOTAL COST</b>			<b>\$ 4,839,065.00</b>

*\*\*Includes architectural pavers and landscape.  
Note: Complete Street, Green Sharrows and Existing Roundabouts are not included.*

## 7.3 Implementation Strategy

The different traffic calming measures proposed as part of this study were grouped and prioritized primarily considering budgetary constraints and the level of complexity for design and implementation

of a measure. A schedule consistent with a 5-year work program was developed and is presented in **Table 4**.

Table 4. Prioritization of Recommendations

Phase	Proposed Improvements	Quantities
1	Speed Tables	14
	Raised Crosswalk	1
	Roundabout	1
2	Raised Crosswalk	1
	Roundabout	2
3	Roundabout	2
4	Roundabout	3
5	Roundabout	3

After reviewing the Master Plans provided by the Town, there were a few segments where the Town of Cutler Bay has some proposed improvements from the previous studies as well as the Traffic Calming Master Plan. Therefore, MARLIN recommends for the Town of Cutler Bay to implement these improvements during the same time period.

**Table 5** shows a list of the segments that falls within the Traffic Calming Recommendation study scope.



Table 5. Traffic Calming, Ongoing and Previous Studies Recommendations

Location	Master Plan Recommendations				
	Traffic Calming	Transportation	Bicycle and Pedestrian	Strategic	Complete Streets
SW 99 Court between SW 212 Street and SW 216 Street	Speed Tables	-	Install 10' wide HV*** Crosswalk	-	-
SW 208 Street between SW 87 Avenue and SW 92 Avenue	Roundabout	-	Install 10' wide HV*** Crosswalk	-	-
SW 97 Avenue between SW 216 Street and SW 219 Street	Raised Crosswalk	-	Install 10' wide HV*** Crosswalk & Bike Lanes	-	-
SW 85 Avenue between Old Cutler Road and SW 207 Street	Roundabout	Traffic Study	-	-	-
Gulfstream between SW 191 Street and SW 194 Terrace	Roundabout	Install Bicycle Racks & Bicycle Projects	Bike Lane	-	Roundabout
SW 97 Avenue between SW 212 Street and SW 216 Street	Roundabout	Extend SW 97th Avenue to Gulfstream & SW 212th Street	Install 10' wide HV*** Crosswalk & Bike Lanes Corridor Enhancement	-	-
Gulfstream Road between Marlin Road and SW 200 Street	Roundabout	Roundabout, Install Bicycle Racks & Bicycle Projects	-	-	Midblock Crossing & Pedestrian Refugees
Gulfstream Road Between SW 194 Terrace and Memorial Road	Roundabout	Bicycle Projects	-	-	-
SW 200 Street Between Franjo Road and SW 87 Avenue	Roundabout	Roundabout	-	-	-

\*\*\*High Visibility





## 8.0 CONCLUSIONS

MARLIN was retained by the Town of Cutler Bay to evaluate the local speed, volume and overall traffic patterns to determine locations within the Town where traffic calming measures should be recommended.

MARLIN developed a Townwide Traffic Calming Master Plan which implemented alternative improvements for locations that were identified to have speed, volume and crash issues based on agreed upon thresholds. A comprehensive data collection effort was performed as part of the study and included: 24-Hour Average Daily and Peak Hour Traffic Counts and 85th Percentile Speed Data.

The analysis indicated that many locations throughout the Town meet the threshold values for traffic calming. Consistent with the analysis, a set of recommended traffic calming improvements was developed through an area-wide systematic approach.

The traffic calming recommendations developed as part of this study include:

- Speed Tables
- Raised Crosswalks
- Roundabouts

A five year plan for implementation was prepared based on annual budget constraints and complexity of designing and implementing improvements.

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



### Next Steps:

- Recommendations approval by Miami-Dade County's Department of Transportation and Public Works (DTPW).
- Design and submit typical traffic calming devices to Miami Dade County.
- Prepare engineering specifications.
- Assist Town staff with updating the capital improvement plan (CIP).
- Perform post design services.



# APPENDIX A

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Public Involvement Flyers



## Town of Cutler Bay

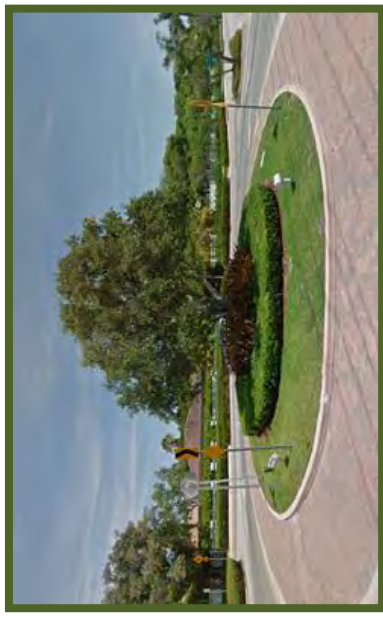
### *Public Involvement Meetings*

## TRAFFIC CALMING MASTER PLAN

On behalf of the Mayor and Town Council, you are cordially invited to attend a series of Public Involvement Meetings to discuss the Town's Traffic Calming Master Plan. The Town contracted with a Professional Engineering Firm (Marlin Engineering, Inc.) to host a series of Public Involvement Meetings in order to engage the community and give residents the opportunity to voice their concerns.

*Your thoughts and input are important to us. We hope to see you and hear your opinions.*

<u>Date:</u>	<u>Time:</u>	<u>Location:</u>
September 8, 2016 Thursday	7:00 PM	Town Hall – Council Chambers 10720 Caribbean Blvd, Suite 115
September 28, 2016 Wednesday	7:00 PM	Cutler Ridge Park 10100 SW 200 Street
October 26, 2016 Wednesday	7:00 PM	Whispering Pines Elementary – Cafeteria 18929 SW 89 Road
November 10, 2016 Thursday	7:00 PM	Cutler Bay Senior High – Auditorium 8601 SW 212 Street



If you have any questions please feel free to contact the Public Works Department at (305)234-4262 or if you are not able to attend the meeting please email us at: [Trafficcalming@cutlerbay-fl.gov](mailto:Trafficcalming@cutlerbay-fl.gov).



## Town of Cutler Bay

### TRAFFIC CALMING MASTER PLAN

#### FINAL WORKSHOP

On behalf of the Mayor and Town Council, you are cordially invited to attend the “*final*” workshop for the Town’s Traffic Calming Master Plan. The Town contracted with a Professional Engineering Firm (Marlin Engineering, Inc.) to perform a Town-wide Traffic Calming Master Plan Study. Four (4) Public Involvement Meetings were held (9/8/2016, 9/28/2016, 10/26/2016, and 11/10/2016) to receive input from the community. One hundred and eighty-four (189) sites were studied and the data that was collected will identify segments of roadway that meet high volume criteria as well as speed criteria. The purpose of the “*final*” workshop is to summarize all of the data collected and compare it to the traffic calming criteria which will identify all segments eligible for traffic calming, and discuss alternative traffic treatments to mitigate warranted issues.

*Your thoughts and input are important to us. We hope to see you and hear your opinions.*

**Date:**

Tuesday, May 23, 2017

**Time:**

7:00 PM

**Location:**

Town Hall – Council Chambers



If you have any questions please feel free to contact the Public Works Department at (305)234-4262 or if you are not able to attend the meeting please email us at: [Trafficcalming@cutlerbay-fl.gov](mailto:Trafficcalming@cutlerbay-fl.gov).

# APPENDIX B

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PowerPoint (Kick-off Meeting) and Meeting Photos

# **Town of Cutler Bay Townwide Traffic Calming Master Plan KICK-OFF MEETING**

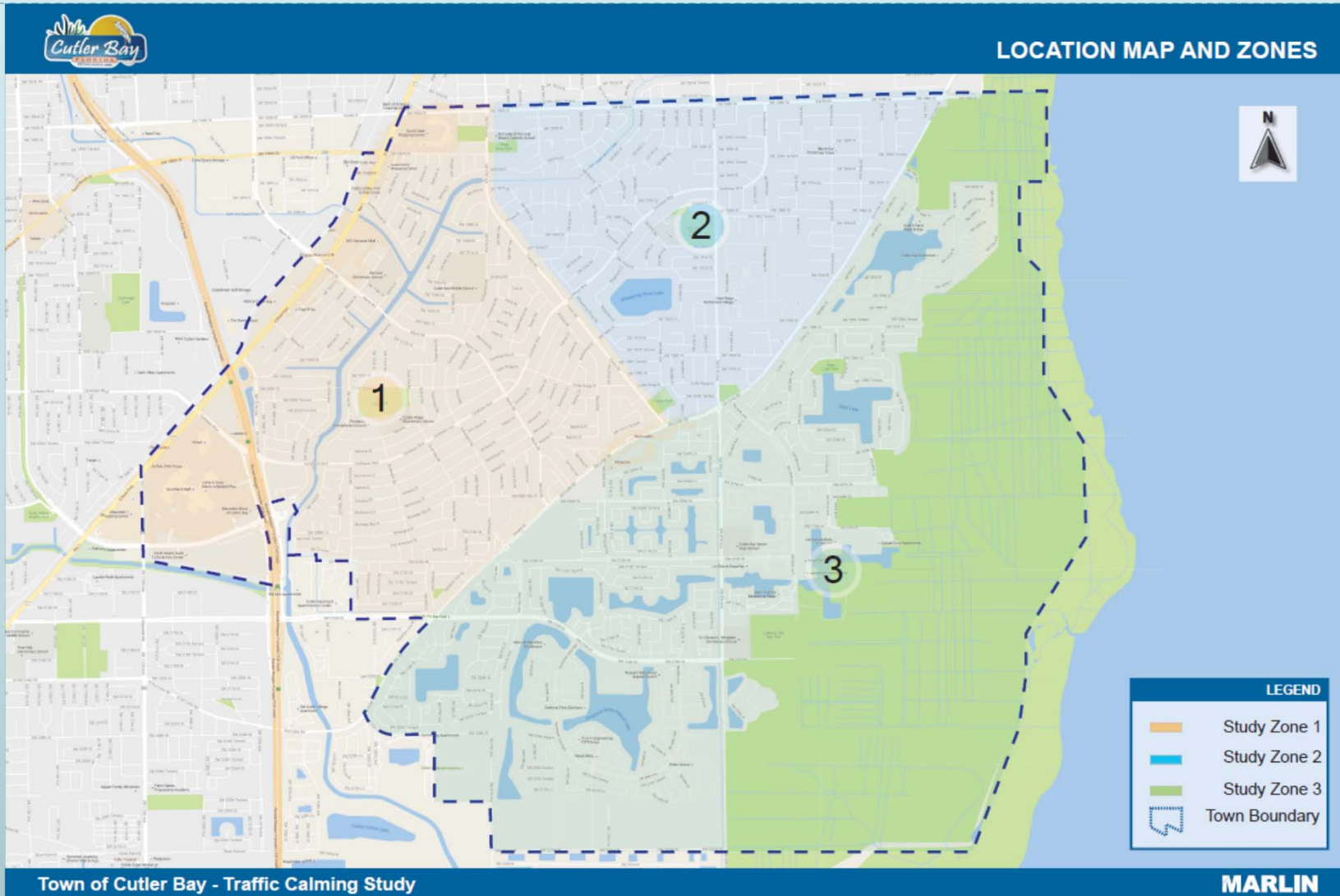
## **What is Traffic Calming????**

# AGENDA

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- ▶ Study Purpose and Methodology
- ▶ What is Traffic Calming???
- ▶ Public Input

# KICK-OFF MEETING





# STUDY PURPOSE

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The purpose and goal of the study is to identify particular locations within the Town of Cutler Bay which present speeding, traffic volume, or cut-through problems and develop traffic calming measures to address them.

# STUDY METHODOLOGY

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- ▶ Collect existing traffic data
- ▶ Perform traffic calming analysis
- ▶ Determine critical locations within the Town
- ▶ Prepare recommendations to address issues

# WHAT IS TRAFFIC CALMING?

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- ▶ **Passive Controls**

- ▶ Signs, Speed Limit, Turn Prohibitions



- ▶ **Active Controls**

- ▶ Physical Improvements
- ▶ Change Travel Path
- ▶ Include Speed and Volume Control

# TRAFFIC CALMING OBJECTIVES

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- ▶ Physical Improvements
  - ▶ Make Streets Safer
  - ▶ Reduce Traffic Volume
  - ▶ Reduce Travel Speed



*“Roundabouts reduce crashes by 51%, and injury crashes by 73%”*

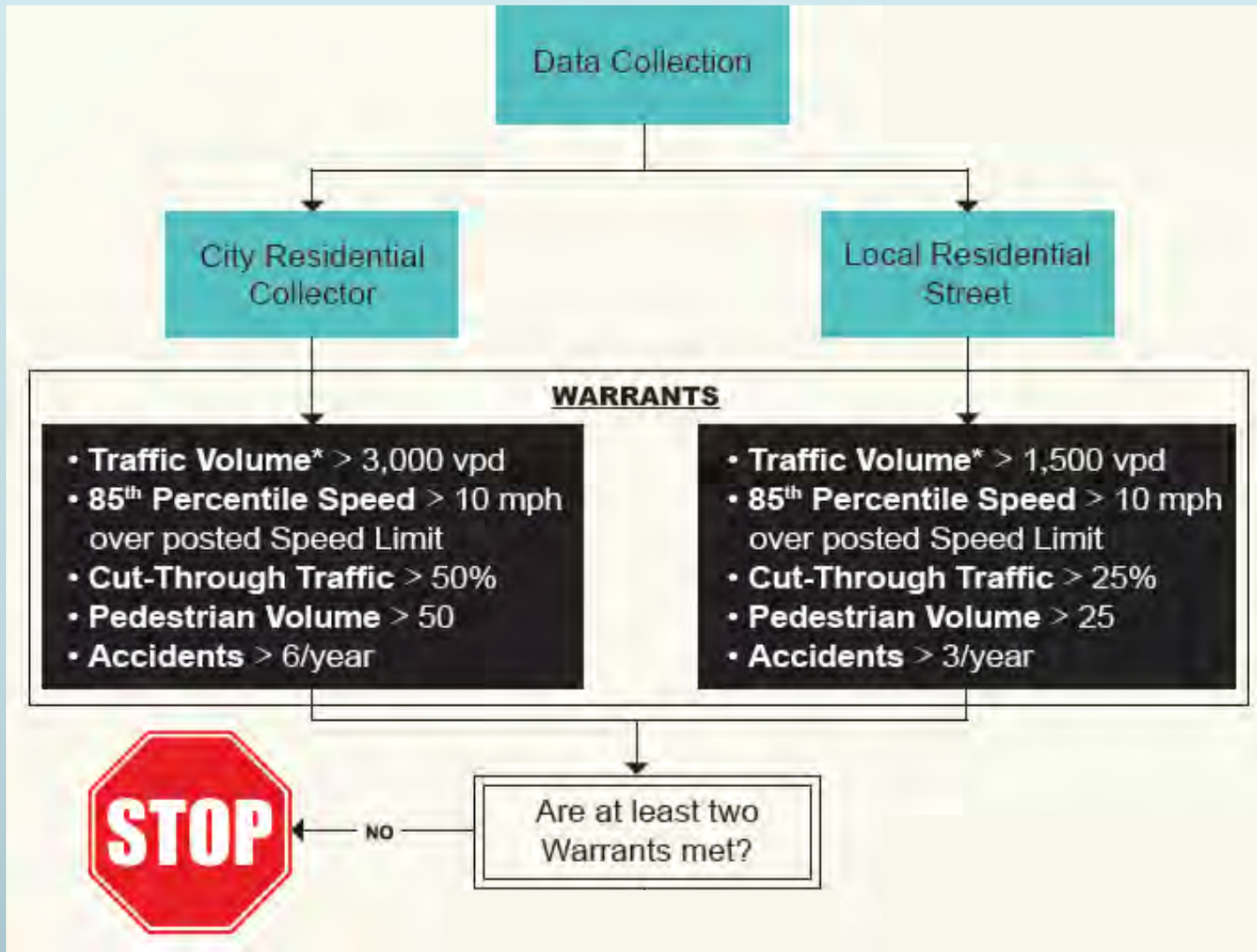
- Synthesis of Highway Practice 264, NCHRP 1998

# PURPOSE OF TRAFFIC CALMING

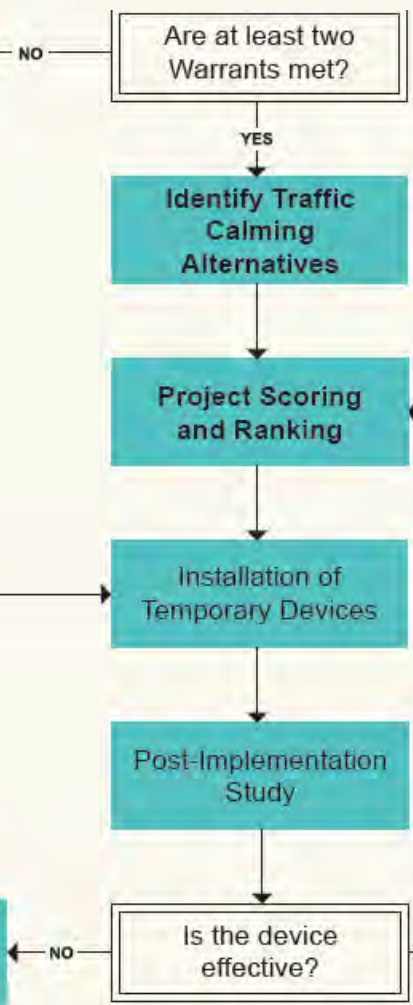
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- ▶ Alleviate Traffic Intrusion
- ▶ Improve Pedestrian Safety
- ▶ Preserve Quality of Life

# TRAFFIC CALMING GUIDELINES



# TRAFFIC CALMING GUIDELINES



**PRIORITIZATION AND SCORING SYSTEM**

Category	Points	Assignment
Speed (85 <sup>th</sup> %)	0 - 45	Percent over speed limit divided by 1.5
Current Vol. (vpd)	0 - 35	City Residential Collectors: ADT divided by 75 Local Residential Streets: ADT divided by 25
Schools	0 or 5	5 pts. are assigned for any school on the subject street
Pedestrian Activities	0 or 5	5 pts. any public facility (a park, community center, elderly housing) on the subject street
Ped. & Bicy. Routes	0 or 5	5 pts. if the street is a designated pedestrian or bicycle route
No Sidewalk	0 or 5	5 pts. if there is no continuous sidewalk on at least one side of the street
<b>Total Points (max.) 100</b>		

# LEVELS OF TRAFFIC CALMING

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

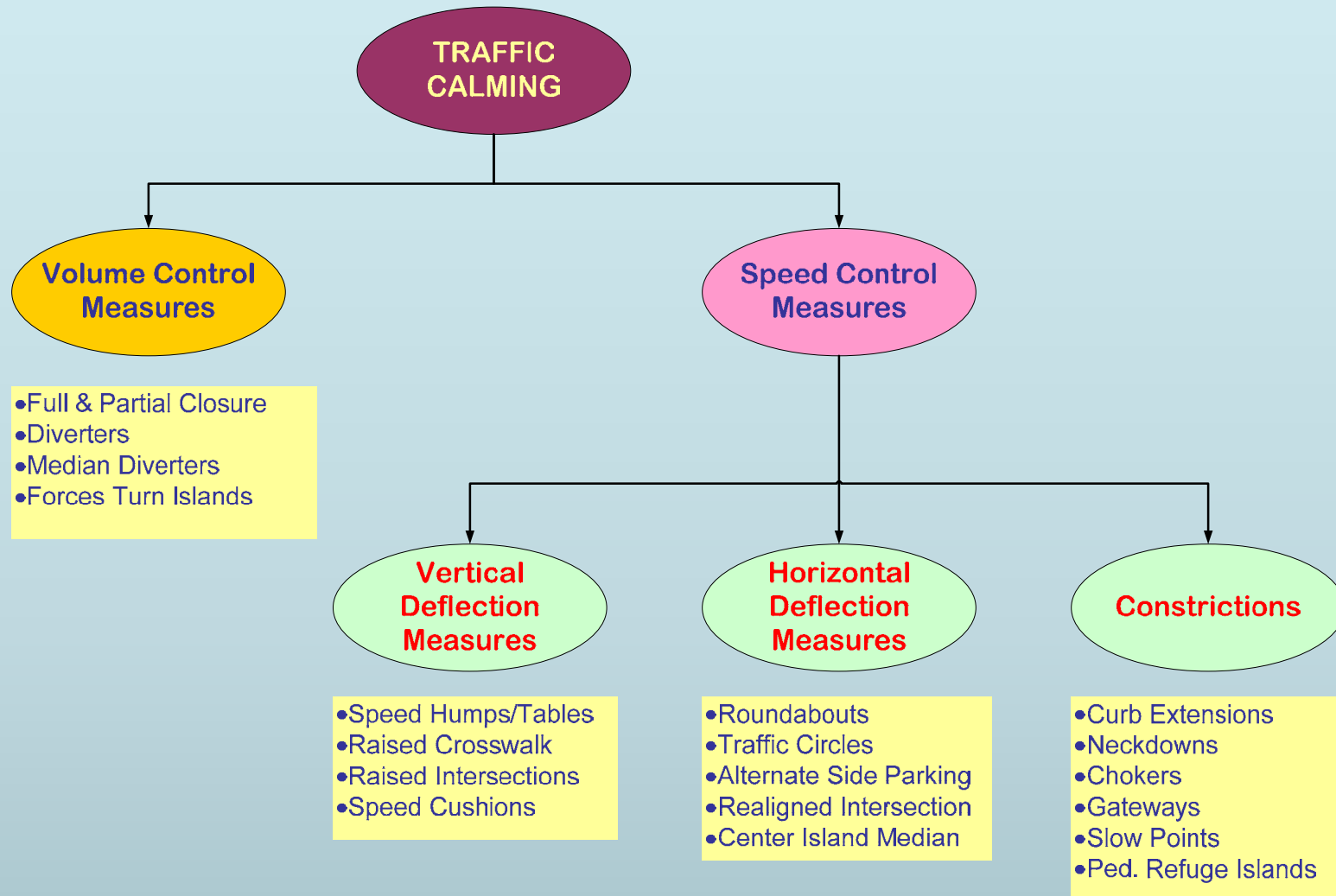


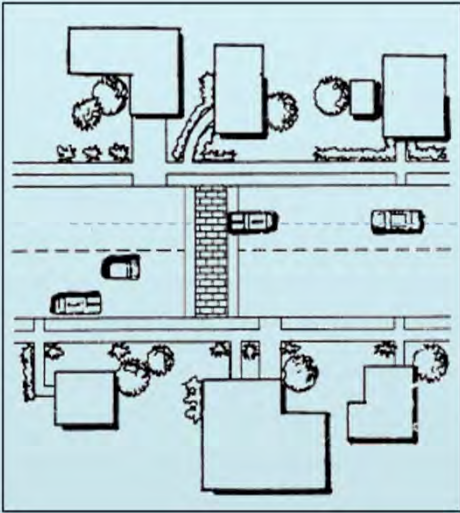
# IDENTIFYING ALTERNATIVES

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- ▶ **Least Restrictive First**
  - ▶ Followed by more active and physical solutions (Level II and then Level III)
  - ▶ Depends upon severity
- ▶ **Incremental Approach is Cost Effective**

# TRAFFIC CALMING ALTERNATIVES





# SPEED TABLE

## Advantages:

- Reduces speed
- Discourages through traffic
- No restriction to on-street parking
- No effect on access

## Disadvantages:

- Affect emergency vehicles response time
- Increases noise level
- Increases emission
- Has negative impact on aesthetic quality
- Causes traffic shift to adjacent streets



Bellevue, WA



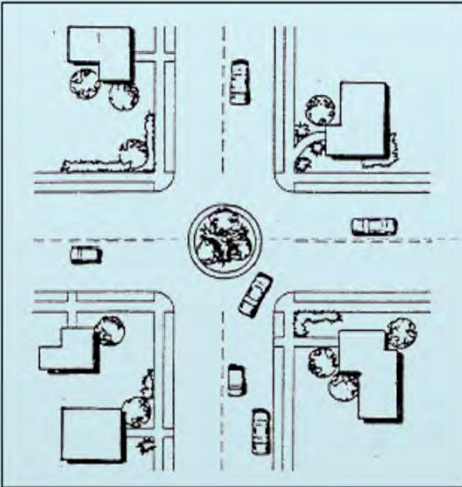
Charlotte, NC



Coral Gables, FL



Naples, FL



# TRAFFIC CIRCLE

## Advantages:

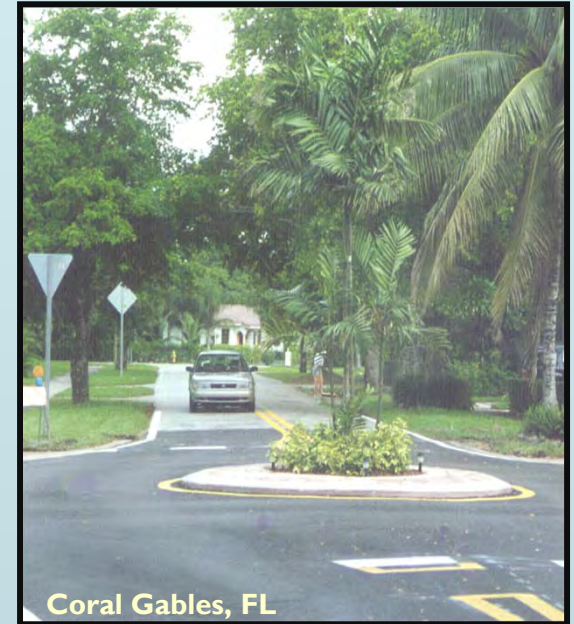
- Effective in reducing the speed
- Reduces accident potential and severity
- Reduces conflict points
- Provides orderly and continuous flow of traffic flows
- Aesthetically appealing with landscaping

## Disadvantages:

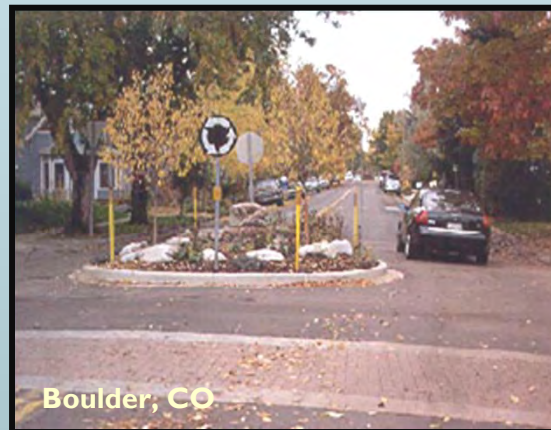
- May be restrictive for some large emergency and service vehicles
- Requires safety and directional signs
- May cause loss of some parking spaces near the intersection
- Not very safe for bicyclists unless bicycle facilities are provided
- Not applicable for many residential street intersections due to space requirements



Coral Gables, FL



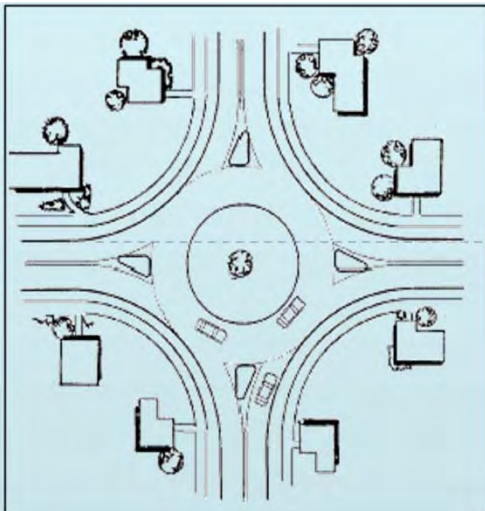
Coral Gables, FL



Boulder, CO



San Jose, CA



# ROUNABOUT

## Advantages:

- Effective in reducing speed
- Reduces accident potential & severity
- Reduces conflict points
- Provides orderly & continuous flow of traffic flows
- Aesthetically appealing when landscaped

## Disadvantages:

- May be restrictive for some large emergency and service vehicles
- Requires safety and directional signs
- May cause loss of parking spaces near intersection
- Not very safe for bicyclists unless bicycle facilities are provided
- Not applicable for many residential street intersections due to space requirements



Beaverton, OR



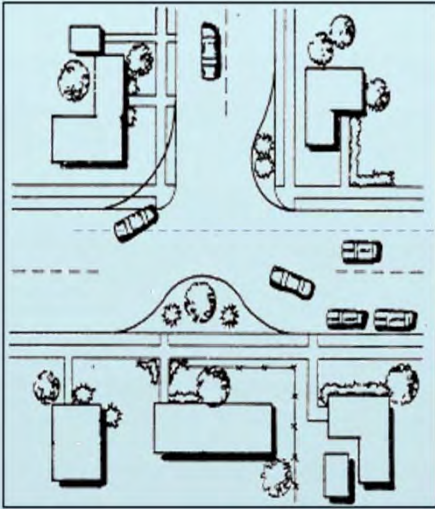
Tallahassee, FL



West Palm Beach, FL



Las Vegas, NV



# REALIGNED INTERSECTION

## **Advantages:**

- Provides landscaping opportunities
- Discourages cut-through traffic from on residential streets
- Slows traffic
- Breaks up sight-lines on straight street

## **Disadvantages:**

- May direct traffic to other residential streets
- Fairly expensive



Boulder, CO



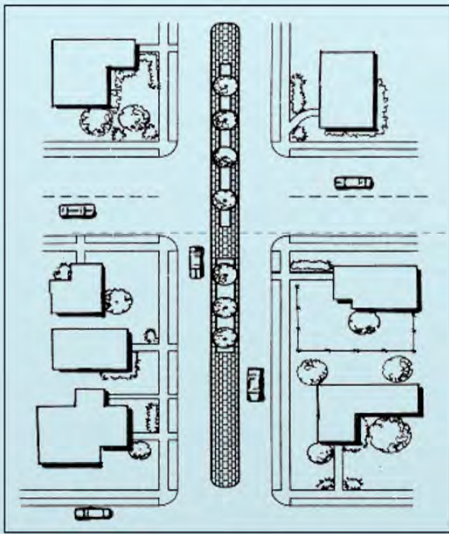
Deerfield Beach, FL



Seattle, WA



Tampa, FL



# MEDIAN DIVERTER

## Advantages:

- Provides refuges for pedestrians and bicyclists
- Reduces cut-through traffic
- Visually enhances residential street landscaping

## Disadvantages:

- Has minor effect on speed
- Extra maintenance cost is added when landscaped



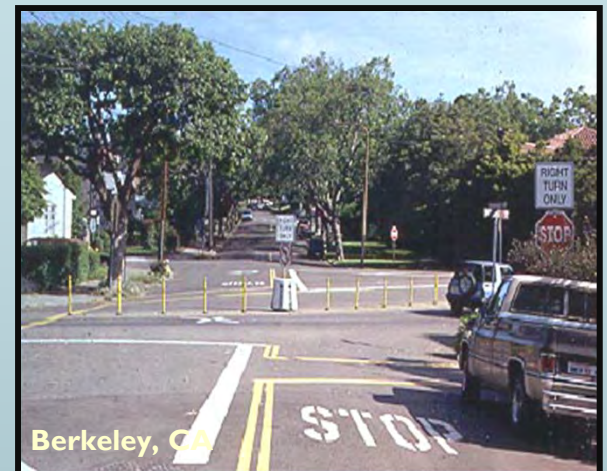
Phoenix, AZ



San Diego, CA



Montgomery County, MD



Berkeley, CA

# QUESTIONS?

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**Find a staff representative for assistance**



Photographs | Kick-off Meeting | September 8, 2016



Photographs | Zone 1 Meeting | September 28, 2016



Photographs | Zone 2 Meeting | October 26, 2016



Photographs | Zone 3 Meeting | November 10, 2016



# Photographs | Final Workshop | May 23, 2017



# APPENDIX C

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Request Form and Comments



## Public Comment Sheet

Name: \_\_\_\_\_ Telephone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Email: \_\_\_\_\_

Representing:  Homeowner  Business  Other: \_\_\_\_\_

*Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.*

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. \_\_\_\_\_ intersection/street." *(circle one)*  
*(Intersection or Street name)*  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street." *(circle one)*  
*(Intersection or Street name)*  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." *(circle one)*  
*(Intersection or Street name)*  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Town of Cutler Bay, in compliance with the American 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 Town Clerk, Jacqueline Wilson at (305) 234-4251.

10



Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: MARIA HIZTADO Telephone: 786 707 2372

Address: 9054 SW 206 ST City: Cutler Bay State: FL

Email: WJCA+BIVD@COMCAST.NET

Representing:  Homeowner  Business  Other: CANTAMAR ASSOC.

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

**"I have a traffic concern with..."**

1. 42ND AVE / 206 ST intersection/street." (circle one)  
*(Intersection of Street name)*
2. 89 AVE intersection/street." (circle one)  
*(Intersection of Street name)*
3. 204 LANE intersection/street." (circle one)  
*(Intersection of Street name)*

Other Comments: TABLES / CALMING DEVICES CAN BE THE ENFORCEMENT (LONG-TERM LESS THAN REGULAR POLICE) IN OUR LESS TRAVELED STREETS.

WE LIVE IN A GREAT LITTLE NEIGHBORHOOD WHOSE KIDS, PLAY B-BALL ON THE STREETS, WALK PETS, SKATE, BIKE,

→ AT THE VERY LEAST WE NEED

\* 30 MPH TOO FAST NEED 20 OR 25 MPH POSTED LIMITS \*

The Town of Cutler Bay, in compliance with the American 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 Town Clerk, Jacqueline Wilson at (305) 234-4251.



Public Comment Sheet

Name: George L Powers Telephone: 305 253 4113

Address: 19110 Franjo Rd. City: FI State: 33157

Email: charbel@bellsouth.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. Franjo Rd. intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. Franjo Rd + Flag intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) divide  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: There is a couple of blocks from my house a speed reduction. The a vehicle speed is 36-38 that can be seen from my house. Because of the speed it is very difficult to get out of my driveway. People driving of flag drive are not coming to a complete stop therefore placing on to Franjo Rd. We need cross walks to the bus stops and

The Town of Cutler Bay, in compliance with the American 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 Town Clerk, Jacqueline Wilson at (305) 234-4251.



Town of Cutler Bay  
Traffic Calming Study

Zone 2

MARLIN

### Public Comment Sheet

Name: Adam Livingstone Telephone: 305-898-0438

Address: 9020 sw 214 st City: Cutler Bay State: FL

Email: Aliviz1a.bells@with.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

"I have a traffic concern with... Zone 3

- 92 Ave and 214 st intersection/street." (circle one)

*Speed/Volume/safety*

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_
- Between 216st and 92 Ave intersection/street." (circle one)

*214st and 2147*

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_
- 214st & between 92 Ave intersection/street." (circle one)

*90 Ave*

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

The Town of Cutler Bay, in compliance with the American 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 Town Clerk, Jacqueline Wilson at (305) 234-4251.





Town of Cutler Bay  
Traffic Calming Study

Zone 2

MARLIN

### Public Comment Sheet

Name: Adam Livingstone Telephone: 305-898-0438

Address: 9020 sw 214 st City: Cutler Bay State: FL

Email: Alivia21abells@with.net

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with... Zone 3

1. 92 Ave and 214 st intersection/street." (circle one)  
Speed/Volume/safety

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. Between 216st and 92 Ave intersection/street." (circle one)  
214st and 214st

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. 214st & between 92 Ave intersection/street." (circle one)  
90 Ave

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: DAVID JAY FENBERG Telephone: 305-251-2596

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Email: K4ID@AOL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. CARIBBEAN intersection/street. (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. FRANCO intersection/street. (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street. (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

ZONE 3

### Public Comment Sheet

ZONE 3

Name: Alexander Armstrong Telephone: (3) 305.0013

Address: 9016 SW 214 st City: Cutler Bay State: Florida

Email: alex.armstrong8@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

#### "I have a traffic concern with..."

1. 92<sup>nd</sup> Ave } 214<sup>th</sup> St intersection/street." (circle one)  
(Intersection or Street name)

Between 216<sup>th</sup> St and 92<sup>nd</sup> Ave  
2. 214<sup>th</sup> St } 92<sup>nd</sup> Ave intersection/street." (circle one)  
(Intersection or Street name)

3. 214 St } btwn 92<sup>nd</sup> } 90 Ave intersection/street." (circle one)  
(Intersection or Street name)

Other Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

ZONE 3

Public Comment Sheet

ZONE 3

Name: Alexander Armstrong Telephone: (3) 305.0013

Address: 9016 SW 214 st City: Cutler Bay State: Florida

Email: alex.armstrong81@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 92<sup>nd</sup> Ave } 214<sup>th</sup> St intersection/street." (circle one)  
*(Intersection or Street name)*  
Between 216<sup>th</sup> St and 92<sup>nd</sup> Ave
2. 214<sup>th</sup> St } 92<sup>nd</sup> Ave intersection/street." (circle one)  
*(Intersection or Street name)*
3. 214 st } btwn 92<sup>nd</sup> } 90 Ave intersection/street." (circle one)  
*(Intersection or Street name)*

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: MAGALY HURTADO Telephone: 305-586-0053

Address: 8906 SW 207 Street City: Cutler Bay State: FL

Email: MAGALY7164@ATT.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. 89 Avenue intersection/street." (circle one)  
(Intersection or Street name)  
(CUTTERTOWN)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. 306 STREET intersection/street." (circle one)  
(Intersection or Street name)  
(CUTTERTOWN)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. 304 Name intersection/street." (circle one)  
(Intersection or Street name)  
(CUTTERTOWN)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: MARCO FERRANDEZ Telephone: 305 972-9438

Address: 8760 SW 200 ST City: MIAMI State: FL

Email: MARCO5499@CUTLER.BAY.FL.GOV

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with...."

1. 200 ST intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
Other: SAFETY

2. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
Other: \_\_\_\_\_

Other Comments: I HAVE BEEN ASKING / Requesting Traffic Calming Round About For YEARS

The Town of Cutler Bay, in compliance with the American 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 Town Clerk, Jacqueline Wilson at (305) 234-4251.



Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Anejo Telephone: (305) 495-8111

Address: 8887 SW 223 AVE City: WINTER BAY State: FL

Email: \_\_\_\_\_

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. OLD WINTER BAY intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: TRAFFIC CIRCLE ROADBOOTS

2. 216 SILVER TRAFFIC CIRCLE intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: TRAFFIC CIRCLE ROADBOOTS

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: MY MAJOR CONCERN IS THAT PEOPLE DO

NOT KNOW HOW TO USE A TRAFFIC CIRCLE/ROADBOOTS

WE NEED TO EDUCATE PEOPLE THAT TRAFFIC CIRCLES

MUST BE TRAFFIC AS A TOURIST STOP IN WHAT YOU

YIELD TO THE CAR AT YOUR RIGHT. YOU DONT STOP ON

THE TRAFFIC CIRCLE. GO ONE BY ONE AND NOT BY

CARS ONE AFTER THE OTHER FROM THE SAME CIRCLE.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Paul Harrington Telephone: 786-732-7297

Address: 7990 SW 188<sup>th</sup> St City: Cutler Bay State: \_\_\_\_\_

Email: Paulharr@bemail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

#### "I have a traffic concern with..."

- 188<sup>th</sup> St & 60<sup>th</sup> Ave intersection/street." (circle one)  
(Intersection or Street name)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: Running Stop Signs
- \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: Vehicles use 188<sup>th</sup> and 185<sup>th</sup> to cut through from Old Cutler to 60<sup>th</sup> Ave and 67<sup>th</sup> Ave  
From 600 - 0900 Mon - Fri. People walk their dogs or just walk along 60<sup>th</sup> Ave. The vehicles run stop signs and speed from 188<sup>th</sup> to 185<sup>th</sup> to gain Advantage on 188<sup>th</sup> and 185<sup>th</sup> for Old Cutler to 60<sup>th</sup> Ave and 67<sup>th</sup> Ave as well.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Matt Helman Telephone: 305-772-2987  
 Address: 1211 SW 215 Ter City: Cutler Bay State: FL  
 Email: matt-helman@hotmail.com  
 Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with...."

- SW 92 Ave intersection/street." (circle one)  
(Intersection or Street name)  
Between SW 216 St and SW 212 St  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: Sharp curve, impaired or distracted drivers, low light area  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_  
(Intersection or Street name)

*(see map)*  
 SW 215 Ter  
 SW 216 St  
 SW 217 St

- \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: See a checked map for suggestions.

Speeding in very compact residential area  
on SW 92 Ave between SW 215 St &  
SW 216 St. Very big problem!!

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Zone 4

Name: PEDRO L. LABRADA Telephone: 305-582-2216

Address: 8434 SW 206 ST City: Cutler Bay State: FL

Email: pist1670@att.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_
- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: Cyclist not sharing the road  
(They slow traffic down by riding 2 - abreast
- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

**"I have a traffic concern with..."**

1. 206 ST / 84-92 AVE intersection/street.  
(circle one) (circle one)
2. 87 AVE / intersection/street.  
(circle one)
3. \_\_\_\_\_ intersection/street.  
(circle one)

Other Comments: #1 I reside on 206 ST between 84-92 AVE  
We could use speed bumps similar to those on  
92 AVE in the Town of Palmetto Bay. Such  
speed bumps slow down speeders to 20-25 mph.  
While at the same time allowing emergency  
vehicle to traverse them without negatively  
impacting their quick response.

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Page 4



Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: PEDRO L. LABRADA Telephone: 305-582-2216

Address: 8434 SW 206 ST City: Cutler Bay State: FL

Email: pistip70@att.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

- "I have a traffic concern with..."**
- 206 ST / 89-92 AVE (intersection/street) (circle one)

(Intersection or Street name)

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_
  - 87 AVE / (intersection/street) (circle one)

(Intersection or Street name)

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: Cyclist not sharing the road.  
(They slow traffic down by riding 2 - abreast.)
  - \_\_\_\_\_ (intersection/street) (circle one)

(Intersection or Street name)

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

Other Comments: #1 I reside on 206 ST between 89-92 AVE.  
We could use speed bumps similar to those on  
92 AVE in the Town of Palmetto Bay. Such  
speed bumps slow down speeders to 20-25 mph.  
While at the same time allowing emergency  
vehicle to traverse them without negatively  
impacting their quick response.

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Public Comment Sheet

Name: Paul Harrington Telephone: 786-732-7297

Address: 7990 SW 188<sup>th</sup> St City: Cutler Bay State: \_\_\_\_\_

Email: Paulharrington@aol.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 188<sup>th</sup> St + 780<sup>th</sup> Ave intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: Running Stop Signs

2. \_\_\_\_\_ intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: Vehicles use 188<sup>th</sup>, 187<sup>th</sup> and 185<sup>th</sup> to cut through from Old Cutler to 80<sup>th</sup> Ave, 82<sup>nd</sup> Ave and 84<sup>th</sup> Ave from 0600 - 0900 Mon-Fri. People park their dogs on just walk along 80<sup>th</sup> Ave. The vehicles run stop signs and speed from 188<sup>th</sup> to 185<sup>th</sup> to gain Advantage on Old Cutler. Other speed from Old Cutler to 82<sup>nd</sup> and 84<sup>th</sup> Aves as well.

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Public Comment Sheet

Name: Ana Jb Telephone: (305) 495-8111

Address: 8887 SN 223 GATE City: WATER BAY State: FL

Email: \_\_\_\_\_

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with...."

1. 040 WATER | 87 AVE. intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: TRAFFIC CIRCLE | ROUNDABOUT

2. 216 STREET TRAFFIC CIRCLE intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: TRAFFIC CIRCLE | ROUNDABOUT

3. \_\_\_\_\_ intersection/street.  
(Intersection or Street name) (circle one)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: MY MAJOR CONCERN IS THAT PEOPLE DO NOT KNOW HOW TO USE A TRAFFIC CIRCLE | ROUNDABOUT WE NEED TO EDUCATE PEOPLE THAT TRAFFIC CIRCLES MUST BE POSITION AS A FOUR WAY STOP IN WHICH YOU YIELD TO THE CAR AT YOUR RIGHT. YOU DON'T STOP ON THE TRAFFIC CIRCLE. GO ONE WAY ONE AND NOT GO LEFT ONE AFTER THE OTHER FROM THE SAME DIRECTION.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: MARCO FERNANDO Telephone: 305 972-9438

Address: 8760 SW 200 ST City: MIAMI State: FL

Email: MARCO5499@CUTLER.BAY.FL.GOV

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

- 1. 200 ST intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: SAFETY
- 2. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: I HAVE BEEN ASKING / Requesting Traffic Calming Round About For YEARS

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: MAGALY HURTADO Telephone: 305-586-0053

Address: 8906 SW 207 Street City: Cutler Bay State: FL

Email: MAGALY7164@ATT.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

- 1. 89 Avenue intersection/street." (circle one)  
(Intersection or Street name)  
(CANTAM AVE)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
  
- 2. 206 Street intersection/street." (circle one)  
(Intersection or Street name)  
(CANTAM AVE)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
  
- 3. 204 Lane intersection/street." (circle one)  
(Intersection or Street name)  
(CANTAM AVE)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: DAVID JAY FEINBERG Telephone: 305-251-2596

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Email: K4IDM@AOL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

"I have a traffic concern with..."

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

1. CARLEIGH intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. FRANCO intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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### Public Comment Sheet

Name: George L Powers Telephone: 305 253 4113

Address: 19110 Fran Jo Rd. City: FI State: 33157

Email: charhabe@earthlink.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. Fran Jo Rd. intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. Fran Jo Rd + Flag intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) drive (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: There is a couple of blocks from my house a speed recorder. The average speed is 36-38 that can be seen from my house. Because of the speed it is very difficult to get out of my drive way. People driving are flag drive are not coming to a complete stop before proceeding on to Fran Jo Rd. We need class waits to the bus stops and

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Elliott NESS Telephone: 305-232-7111

Address: 8125 S.W. 185 Terr City: Cutler Bay State: FL

Email: ELLIOTTNESS@BELLSOUTH.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with...."**

1. 185 Terr coming off of Old Cutler Road  Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

TRAFFIC going North on Old Cutler Road  
making a left turn onto S.W. 185 Terr  
to go to 82nd Av.

2. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety

Other: \_\_\_\_\_  Cut-throughs  Traffic Volume/Congestion

(Intersection or Street name) (circle one)

3. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety

Other: \_\_\_\_\_  Cut-throughs  Traffic Volume/Congestion

(Intersection or Street name) (circle one)

Other Comments: Need a No Left Turn Sign  
on Old Cutler at S.W. 185 Terr.  
and stop for pedestrian on all  
four stop signs at 185 Terr and 82  
Ave

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Kim Derr Telephone: \_\_\_\_\_

Address: 19830 Leneve Rd City: Cutler Bay State: FL

Email: Kim.s.derr@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

- SW 199 Leneve intersection/street." (circle one)  
(Intersection or Street name)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- \_\_\_\_\_  
(Intersection or Street name)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- \_\_\_\_\_  
(Intersection or Street name)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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Public Comment Sheet

Name: Lily Garcia Telephone: 305-378-9455  
Address: 10370 SW 201 TER City: Cutler Bay State: FL  
Email: JAIMELIL@COMCAST.NET  
Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 1. SW 103 Ave between intersection (street.)  
CARIBBEAN & SW 199 ST (circle one)  
LENAIRE DR between SW 199 ST  Speeding  Bike/Pedestrian safety  
& MARLIN ROAD intersection (street.)  Cut-throughs  Traffic Volume/Congestion  
(circle one)  Other:
- 2. SW 199 ST between SW 103 Ave  
LENAIRE DRIVE intersection (street.)  Speeding  Bike/Pedestrian safety  
(circle one)  Cut-throughs  Traffic Volume/Congestion  
(circle one)  Other:
- 3. LENAIRE DRIVE intersection (street.)  Speeding  Bike/Pedestrian safety  
(circle one)  Cut-throughs  Traffic Volume/Congestion  
(circle one)  Other:

Other Comments: Intersections of 103 Ave & SW 103 Ave  
with CARIBBEAN BLVD - Difficult  
to make left turn onto EAST

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Public Comment Sheet

Name: Theresa Spurlin Telephone: 305-898-7497

Address: 9553 SW 189 Terr. City: Cutler Bay State: FL

Email: Jsbutterfly26@att.net

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. SW 184 St. & Frang intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

2. 87th Ave & 185 St intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

3. 87th Ave & 184 St intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

Other Comments: #1 & #3 - Can the timing on the lights be looked into? And #3 needs the installation of a traffic light with the arrow for left turns. These would both alleviate the back up of traffic - #1 on Frang because the traffic backs up past Tiffany and it wasn't always as bad. as it is now.



Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: David Phillips Telephone: 3/282-7912  
Address: 20310 SW 104 Ct City: MIAMI State: FL  
Email: Phillips@hotmail.com 33189

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

1. 20310 SW 104 Ct intersection/street." (circle one)  
(Intersection or Street name)

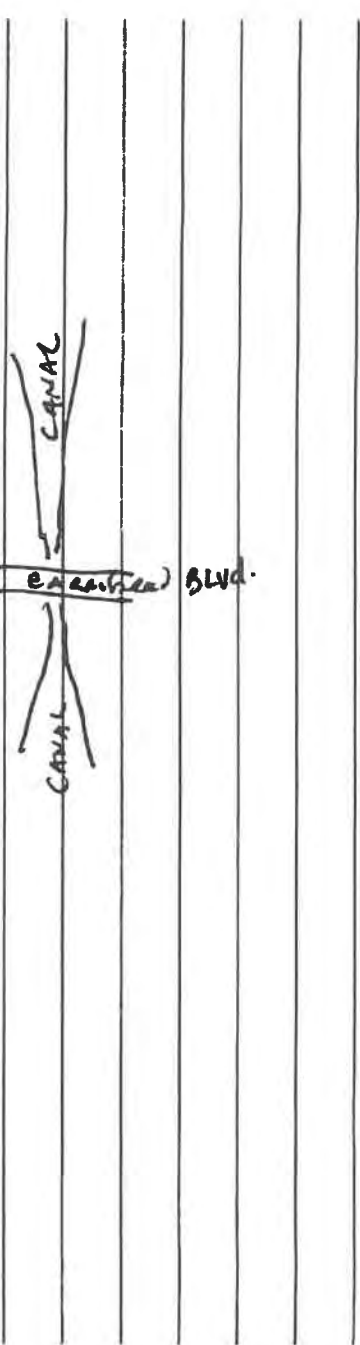
- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: Very hard & long wait to to East bound on Caribbean & 104c

2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: Need A stop sign @ 3 way to much speeding at 104 bt 203 tw

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

Other Comments: CAN CANAL BE WIDENED AT CARIBBEAN AND 102 AV.



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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: DAVID PHILLIPS Telephone: 31282-7912

Address: 20310 SW 104 CT City: MIAMI State: FL

Email: Phillips@hotmail.com 33189

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

- "I have a traffic concern with..."
1. 20310 SW 104 CT intersection/street." (circle one)  
(Intersection or Street name) 104 CT  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
  2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name) \_\_\_\_\_  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: Very hard & long wait to East bound on Caribbean & 104c
  3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name) \_\_\_\_\_  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: Need a stop sign @ 3 way to much speeding at 104 ct 203 rd

Other Comments: CAN CANAL BE WIDENED AT CARIBBEAN 203 RD AND 102 AV.

CANAL CANAL

CARRIBBEAN BLVD.

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### Public Comment Sheet

Name: Elliott NESS Telephone: 305-232-7111

Address: 8125 S.W. 185 Terr City: Cutler Bay State: FL

Email: ELLIOTTNESS@BELLSOUTH.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

- "I have a traffic concern with..."**
- SW 185 Terr coming off of Old Cutler Road  Speeding  Bike/Pedestrian safety
- Traffic going North on Old Cutler Road  Cut-throughs  Traffic Volume/Congestion
- Making a left turn onto S.W. 185 Terr  Other: \_\_\_\_\_
- To go to 82 AV.  Speeding  Bike/Pedestrian safety
- 2.** \_\_\_\_\_ intersection/street."  Cut-throughs  Traffic Volume/Congestion
- (Intersection or Street name) (circle one)

- 3.** \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety
- (Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion
- \_\_\_\_\_  Other: \_\_\_\_\_

**Other Comments:** Need a No Left Turn Sign

on old Cutler at S.W. 185 Terr.

and Stop For pedestrian on all

Four stop signs at 185 Terr and 82 Ave

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### Public Comment Sheet

Name: Lily Garcia Telephone: 305-378-9455  
Address: 10370 SW 201 TERR City: Cutler Bay State: FL  
Email: JAIMELIL@COMCAST.NET

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

- 1. SW 103 Ave between intersection/street.  
(Intersection or Street name) (circle one)  
CARIBBEAN & SW 199th
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- 2. LEWIS DR between SW 199th  
(Intersection or Street name) (circle one)  
& MARLIN ROAD intersection/street.  
(Intersection or Street name) (circle one)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- 3. SW 199th between SW 103 Ave  
(Intersection or Street name) (circle one)  
Adenarie Drive  
(Intersection or Street name) (circle one)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_

Other Comments: Intersections of 103 Ave & SW 103rd  
with CARIBBEAN BLVD - Difficult  
to make left turn onto EAST

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Town of Cutler Bay  
Traffic Calming Study



Public Comment Sheet

Name: Theresa Spurlin Telephone: 305-898-7497  
Address: 9553 SW 189 Terr. City: Cutler Bay State: FL  
Email: Tsbutterfly26@att.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- SW 184 St. & Frang's intersection/street. (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 87th Ave & 185 St intersection/street. (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 87th Ave & 184 St. intersection/street." (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: #1 & #3 - Can the timing on the lights be looked into? And #3 needs the installation of a traffic light with the arrow for left turns. These would both alleviate the back up of traffic - #1 on Frang because the traffic backs up past Tiffany and it wasn't always as bad. as it is now.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: ERIC SNIPES Telephone: (786) 282-8026

Address: 18540 CARIBBEAN BLVD City: CUTLER BAY State: FL

Email: EJSNIPES@HOTMAIL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with...."**

1. SW 80 AVE + 185<sup>th</sup> STREET (intersection/street.)  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: NEEDS A STOP SIGN

2. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Elsie Keenan Telephone: 305 322 7190  
 Address: 19035 SW 89 Ct City: Cutler Bay State: FL  
 Email: raw-hyde@aatt.net  
 Representing:  Homeowner  Business  Other: Rent - Home

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

#### "I have a traffic concern with..."

- 92 Drive intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 (Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 89 Ct Ridgeland Drive intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 (Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- \_\_\_\_\_ intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  
 (Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
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Public Comment Sheet

Name: Theresa Spurlin Telephone: 305-898-7497

Address: 9553 SW 189 Terrace City: Cutler Bay State: FL

Email: Tsbutterfly26@cut.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. SW 185 St. intersection/street (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

2. Franjo/Tiffany Area intersection/street (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street (circle one)  
(Intersection or Street name)

- Speeding
- Bike/Pedestrian safety
- Cut-throughs
- Traffic Volume/Congestion
- Other: \_\_\_\_\_

Other Comments: Ongoing problem with cut thru traffic from SW 87 Ave. Request was originally for the no left turn signs between 9-9 am. - (On SW 185th St) There have been police patrols (which I appreciate) but now there is a movable speed sign, which isn't doing much activity due to all the construction being done on the street. Can it be moved to a location which would deter more speeders? To make better

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IT can be brought back once construction finishes! <sup>equipment</sup>



Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: GABRIEL RIOS Telephone: 305-300-7422

Address: 10022 SW 223 TER City: CUTLER BAY State: FL 33190

Email: GRLRIO@YAHOO.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

#### "I have a traffic concern with...."

- 1. OLD CUTLER AND 224 ST intersection/street." (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study



### Public Comment Sheet

Name: ERIC SNIPES Telephone: (786) 282-8026

Address: 18540 CARIBBEAN BLVD City: CUTLER BAY State: FL

Email: EJSNIPES@HOTMAIL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with...."**

1. SW 80 AVE X 18540 CARIBBEAN BLVD intersection/street." (circle one)  
(Intersection or Street name)  Other: NEEDS A STOP SIGN

2. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion

3. \_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
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\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

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### Public Comment Sheet

Name: Elsie Keenan Telephone: 305 322 7190

Address: 19035 SW 89th City: Cutler Bay State: FL

Email: raw-hyde@att.net

Representing:  Homeowner  Business  Other: Beat - Home

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_  
92 Drive intersection/street." (circle one)  
(Intersection or Street name)
- Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_  
89th Ridgeland Drive intersection/street." (circle one)  
(Intersection or Street name)
- Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_  
\_\_\_\_\_ intersection/street." (circle one)  
(Intersection or Street name)

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

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### Public Comment Sheet

Name: Theresa Spurlin Telephone: 305-898-7497

Address: 9553 SW 189 Terrace City: Cutler Bay State: FL

Email: Tsbutterfly26@att.net

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

- "I have a traffic concern with..."**
- SW 185 St. (Intersection or Street name)
    - Speeding  Bike/Pedestrian safety
    - Cut-throughs  Traffic Volume/Congestion
    - Other: \_\_\_\_\_
  - Frank/Tiffany area (Intersection or Street name)
    - Speeding  Bike/Pedestrian safety
    - Cut-throughs  Traffic Volume/Congestion
    - Other: \_\_\_\_\_
  - \_\_\_\_\_ (Intersection or Street name)
    - Speeding  Bike/Pedestrian safety
    - Cut-throughs  Traffic Volume/Congestion
    - Other: \_\_\_\_\_

**Other Comments:** Ongoing problem with cut thru traffic from SW 87 Ave. Request was originally for the no left turn signs between 9-9 am. - (On SW 185th St.) There have been police patrols (which I appreciate) but now there is a movable speed sign which isn't doing much activity due to all the construction being done on the street. Can it be moved to a location which would deter more speeders? To make better

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Use of the equipment

It can be brought back once construction finishes!



Town of Cutler Bay  
Traffic Calming Study



Public Comment Sheet

Name: GABRIEL RIOS Telephone: 305-300-7477

Address: 10022 SW 223 TER City: CUTLER BAY State: FL 33190

Email: GRLRIO@YAHOO.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. Old Cutler Ave 224 ST intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
\_\_\_\_\_  
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Town of Cutler Bay  
Traffic Calming Study



### Public Comment Sheet

Name: Kim Derr Telephone: \_\_\_\_\_

Address: 19830 Lenville Dr City: Cutler Bay State: FL

Email: Kimr.derr@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

- SW 199 Lenville intersection/street." (circle one)
  - ~~Speeding~~  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- \_\_\_\_\_ intersection/street." (circle one)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_
- \_\_\_\_\_ intersection/street." (circle one)
  - Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Pamela Lucken Telephone: 305-338-3054

Address: 8905 SW 207 St City: Cutler Bay State: FL

Email: plucken@msn.com

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

- Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other:
- 
- Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other:
- 
- Speeding  Bike/Pedestrian safety
  - Cut-throughs  Traffic Volume/Congestion
  - Other:

#### "I have a traffic concern with..."

1. Old Cutler Road N intersection street (circle one)  
(Intersection or Street name)

2. SW 8th Ave and Cantamar intersection street (circle one)  
(Intersection or Street name)

3. 87th Ave intersection street (circle one)  
(Intersection or Street name)

Other Comments: By 6:15 AM Mon-Fri, Old Cutler Road going north is backed up to (a) often past the circle @ 87th Ave, and 87th Ave going north to Old Cutler Road is backed up. Drivers on 87th cut-through Cantamar to avoid the circle - I imagine all Cantamar streets are affected but I see it on 204th street and on 99th Avenue.

\*3 above: During non-rush hour, drivers exceed the 40 mph from the Old Cutler Circle to SW 212 - there are no stop signs or

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stop lights. With the improved 208 street a more residences/driver south of 212, it is difficult to make a turn onto 87th. I suggest a stop sign/light at 87th Ave + 208th Street.



Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Rocio Estavillo Telephone: 305.608.6106

Address: 20609 SW 90 Place City: Cutler Bay State: FL

Email: rocio.estavillo@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

*Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.*

**Check all traffic concerns that apply**

**"I have a traffic concern with..."**

1. 206th Street intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

2. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name) (circle one)  Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: Tony CATANZARO Telephone: (786) 553-7688  
Address: 8915 S.W. 207 St. City: Cutler Bay State: FL  
Email: TonyCAT321@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

"I have a traffic concern with..."

1. 209 St. intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

2. 89 Ave intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

3. \_\_\_\_\_ intersection/street."  Speeding  Bike/Pedestrian safety  
(Intersection or Street name)  Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
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Town of Cutler Bay  
Traffic Calming Study

Public Comment Sheet

Name: Frances Revilla Telephone: 305-904-1557  
Address: 20610 Sw 90 Place City: Cutler Bay State: FL  
Email: francesrevilla@gmail.com

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 206<sup>th</sup> Street intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 90<sup>th</sup> Place intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- Sw 92<sup>nd</sup> Avenue intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
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Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Scholar De Jesus-Soyas PHONE: 786-553-8719

Address: 26625 SW 90<sup>th</sup> Ct City: Cutler Bay STATE: FL

Web: freemalockout.com

Residential  Non-Residential  Business  Other

Please use the space below to comment on the list items and/or fill in responses to the survey questions.  
Comments will appear on the website at the discretion of the Town of Cutler Bay.

Check all traffic concerns that apply

I have a traffic concern with...

- 206<sup>th</sup> St. Intersection  Grade  Speed limit  Other
- Intersection of 206<sup>th</sup> St. and 207<sup>th</sup> St.  Speed limit  Other
- Intersection of 206<sup>th</sup> St. and 207<sup>th</sup> St.  Speed limit  Other

Other comments:

206<sup>th</sup> St., 207<sup>th</sup> St. Intersection has become a speed trap.  
We need to lower speed limit to 25 mph &  
place traffic calming devices.





Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: ORLANDO MUNOZ Telephone: 305 807.7225

Address: 20642 SW 90 PL City: CUTLER BAY State: FL

Email: LINDO825@GMAIL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

**Check all traffic concerns that apply**

#### "I have a traffic concern with..."

1. SW 206 ST (Intersection or Street name)
 

intersection/street:  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
2. SW 90 PL (Intersection or Street name)
 

intersection/street:  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
3. SW 208 ST (Intersection or Street name)
 

intersection/street:  Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: AS A RESIDENT OF CANTAMAL FOR 10 YEARS, I HAVE SEEN NUMEROUS PETS ROUN RUN OVER ON OUR STREETS DUE TO SPEEDING VEHICLES. THERE ARE ALOT OF VEHICLES THAT SPEED THROUGH THE NEIGHBORHOOD CAUSING A SERIOUS HAZARD TO PEDESTRIANS AND CHILDREN PLAYING WITHIN THE COMMUNITY. SW 206ST IS DEFINITELY ONE OF THE STREETS THAT NEED TO BE ADRESSED.

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Public Comment Sheet

Name: Pamela Lucken Telephone: 305-338-3054  
Address: 8905 SW 207 St. City: Cutler Bay State: FL  
Email: plucken@msn.com

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."  
1. Old Cutler Road N intersection street.  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

Cantamar:  
2. SW 8th Ave and 204 St intersection street.  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

3. 87th Ave intersection street.  
(Intersection or Street name) (circle one)

Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other:

Other Comments: By 6:15 am Mon-Fri, Old Cutler Road going north is backed up to (a often past) the circle @ 87th Ave, and 87th Ave going north to Old Cutler Road is backed up. Drivers on 87th cut-through Cantamar to avoid the circle - I imagine all Cantamar streets are affected but I see it on 204th street and on 89th Avenue.

#3 above: During non-rush hour, drivers exceed the 40mph from the Old Cutler Circle to SW 212. There are no stop signs or

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stop lights. With the improved 208 street to more residences/drivers south of 212, it is difficult to make a turn onto 87th. I suggest a stop sign/light at 87th Ave + 208th Street.



Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Rocio Estavillo Telephone: 305.608.6106

Address: 20609 SW 90 Place City: Cutler Bay State: FL

Email: rocio.estavillo@gmail.com

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 206th Street intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  Cut-throughs  Traffic Volume/Congestion  Other:

2. intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  Cut-throughs  Traffic Volume/Congestion  Other:

3. intersection/street." (circle one)  Speeding  Bike/Pedestrian safety  Cut-throughs  Traffic Volume/Congestion  Other:

Other Comments:

\_\_\_\_\_

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Tony CATANZARO Telephone: (786) 553-7688  
Address: 8915 S.W. 207 St. City: Cutler Bay State: FL.  
Email: TonyCAT321@gmail.com

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with...."

- 1. 209 St. intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 2. 89 Ave intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. \_\_\_\_\_ intersection/street." (circle one)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
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Town of Cutler Bay  
Traffic Calming Study

MARLIN

Public Comment Sheet

Name: Frances Revilla Telephone: 305-904-1557  
Address: 20610 Sw 90 Place City: Cutler Bay State: FL  
Email: francesrevilla@gmail.com  
Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

- 206<sup>th</sup> Street intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 90<sup>th</sup> Place intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- Sw 92<sup>nd</sup> Avenue intersection/street (circle one)  
(Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: \_\_\_\_\_  
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Public Comment Sheet

Name: GAIL & THOMAS DOWERY Telephone: 84.573.0463  
Address: 20740 SW 89th Path city: Cutler Bay state: FL 33189  
Email: carluvergirl@yahoo.com

Representing:  Homeowner  Business  Other:

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

"I have a traffic concern with..."

1. 207<sup>th</sup> intersection (street.)  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: pet safety

2. 208<sup>th</sup> intersection (street.)  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other: pet safety

3. \_\_\_\_\_ intersection/street."  
(Intersection or Street name) (circle one)

- Speeding  Bike/Pedestrian safety
- Cut-throughs  Traffic Volume/Congestion
- Other:

Other Comments: I have listed these streets (above) that are nearest to our home and have caused major traffic concerns!!

In addition to those mentioned, we are concerned about all side streets having a speeding problem.  
Thank you.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: ORLANDO MUNOZ Telephone: 305 807-7225

Address: 20642 SW 90 PL City: CUTLER BAY State: FL

Email: LANDO825@GMAIL.COM

Representing:  Homeowner  Business  Other: \_\_\_\_\_

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

#### "I have a traffic concern with..."

- 1. SW 206 ST (Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 2. SW 90 PL (Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_
- 3. SW 208 ST (Intersection or Street name)  
 Speeding  Bike/Pedestrian safety  
 Cut-throughs  Traffic Volume/Congestion  
 Other: \_\_\_\_\_

Other Comments: AS A RESIDENT OF CANTAMAR FOR 10 YEARS, I HAVE SEEN NUMEROUS PETS FOUND RUN OVER ON OUR STREETS DUE TO SPEEDING VEHICLES. THERE ARE ALOT OF VEHICLES THAT SPEED THROUGH THE NEIGHBORHOOD, CAUSING A SERIOUS HAZARD TO PEDESTRIANS AND CHILDREN PLAYING WITHIN THE COMMUNITY. SW 206 ST IS DEFINITELY ONE OF THE STREETS THAT NEED TO BE ADDED.

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Town of Cutler Bay  
Traffic Calming Study

MARLIN

### Public Comment Sheet

Name: MARIA HURTADO Telephone: 786 747 2372

Address: 9054 SW 206 ST City: Cutler Bay State: FL

Email: MYCATBIRD@COMCAST.NET

Representing:  Homeowner  Business  Other: CANTAMAK ASSOC.

Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.

Check all traffic concerns that apply

Speeding  Bike/Pedestrian safety Children!

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

"I have a traffic concern with..."

1. 42ND AVE / 206 ST intersection/street." (circle one)

Speeding  Bike/Pedestrian safety

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

2. 29 AVE intersection/street." (circle one)

Speeding  Bike/Pedestrian safety Children

Cut-throughs  Traffic Volume/Congestion

Other: \_\_\_\_\_

3. 204 LANE intersection/street." (circle one)

Other Comments: TABLES / CALMING DEVICES CAN BE THE ENFORCEMENT (LONG-TERM LESS THAN REGULAR POLICE) ON OUR LESS TRAVELED STREETS.

WE LIVE IN A GREAT NICE NEIGHBORHOOD WHERE KIDS, PLAY B-BALL ON THE STREETS, WALK PETS, SKATE, BIKE,

→ AT THE VERY LEAST WE NEED ←

\* 30 MPH TOO FAST NEED 20 OR 25 MPH POSTED LIMITS \*

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4

Eric Katz

---

**From:** James Spinks  
**Sent:** Friday, November 11, 2016 10:27 AM  
**To:** Eric Katz  
**Subject:** FW: Whispering Pines Cut Through

**M** James E. Spinks III, PE, PTOE | P 305.477.7575 | D 954.870.5061 | C 954.882.3563 | [jspinks@marlinengineering.com](mailto:jspinks@marlinengineering.com)



**From:** Marisa [mailto:[pdmar13@gmail.com](mailto:pdmar13@gmail.com)]  
**Sent:** Thursday, November 10, 2016 5:43 PM  
**To:** [trafficalming@cutlerbay-fl.gov](mailto:trafficalming@cutlerbay-fl.gov)  
**Subject:** Whispering Pines Cut Through

I live at 9360 SW 193 Drive. There are two very dangerous issues occurring on our street(s).

First, the curve that bends on 193 Drive between 192 Drive and Whispering Pines Blvd is incredibly misleading. There have been numerous incidents involving cars losing control. They have hit other cars, trees, etc. My friend was standing in our swale and was almost hit by a car several weeks ago. Thankfully he was quick on his feet and moved out of the way before he was struck. I have contacted the town several times via many officials, most recently, the Mayor. Mayor Bell suggested that I email regarding my concern. We have a lot of children on our street and they like to ride bike on the road and play on the sidewalk. A car recently lost control just feet away from where a neighbor's kids play on the sidewalk. The damage done to my immediate neighbor's tree made us all shudder when we think it could have been someone's pet or a child. On a daily basis, I see cars speed through this curb as a shortcut from Tiffany to Franjo or vice versa. The curve comes directly after a 4 way stop, and yet the cars manage to get an incredible amount of speed, perhaps they are rolling the stop. I believe the issue is that the curve does not appear to be anywhere near as sharp as it is. It is also a blind curve, which makes it even more dangerous. If a child is riding bike or playing in the street, a car whipping around the curve won't see them until it is too late. As a new parent and owner of 2 dogs, I would like to feel safe walking my baby and my dogs around our neighborhood, but I don't. I would suggest a speed hump, or any other device that FORCES drivers to slow down. This is not a matter of inconvenience or traffic, this is a matter of life and death. As such, it is my sincere hope that our town will prioritize this matter over those issues causing people a headache.

The second matter is also one of safety. The intersection of 190 Street and 93 Avenue is also very dangerous. Cars driving on 190 Street, headed west, have a stop sign that is set VERY far back from the intersection. Because of the way 93 Ave curves, a car must inch up to see if another car is

# APPENDIX D

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## Volume Counts

Date	Zone	Street Name	Between / and	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)	Crashes per segment	
										NB/EB	SB/WB		NB/EB	SB/WB			
11/17/2016	1	ANCHOR RD	CARIBBEAN BLVD	SW 212 ST	ANCHOR RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU	30	2810	204	135	69	209	87	140	35	6
11/17/2016	1	BAHAMA DR	CORAL SEA RD	GULFSTREAM RD	BAHAMA DR BTWN CORAL SEA RD GULFSTREAM RD	Local Residential	2LU	30	722	142	101	42	96	70	32	31	2
4/20/2017	1	BAHAMA DR	GULFSTREAM RD	MARLIN RD	BAHAMA DR BTWN GULFSTREAM RD AND MARLIN RD	Local Residential	2LU	30	309	46	32	17	27	13	18	35	9
11/16/2016	1	BEL AIRE DR	CUTLER RIDGE DR	MARLIN RD	BEL AIRE DR BTWN CUTLER RIDGE DR AND MARLIN RD	Local Residential	2LU	30	950	58	39	28	101	46	61	36	3
11/23/2016	1	BELMONT DR	BELGRADE RD	SR 994/QUAIL ROOST DR/SW	BELMONT DR BTWN BELGRADE RD AND SW 186TH ST	Local Residential	2LU	30	157	10	6	5	17	12	10	31	0
11/23/2016	1	BELVIEW DR	MARLIN RD	BELVIEW DR	BELVIEW DR BTWN MARLIN RD AND BELVIEW LN	Local Residential	2LU	30	528	32	19	15	56	40	20	36	1
6/7/2016	1	BELVIEW DR	MARLIN RD	SW 194 ST	BELVIEW DR BTWN SW 194 ST AND MARLIN RD	Local Residential	2LU	30	716	185	85	100	72	28	44	24	0
11/22/2016	1	BELVIEW DR	SR 5/US1/S DIXIE HWY	SW 103 CT	BELVIEW LN BTWN S DIXIE HWY AND SW 103RD CT	Local Residential	2LU	30	2168	189	56	139	174	107	79	31	2
4/20/2017	1	BELVIEW DR	SW 186 ST	BELGRADE RD	BELVIEW DR BTWN SW 184TH ST AND BELGRADE RD	Local Residential	2LU	30	161	17	11	7	17	9	11	32	0
11/17/2016	1	BLUEWATER RD	CARIBBEAN BLVD	SW 212 ST	BLUEWATER RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU	30	1638	223	211	51	146	61	102	35	4
4/20/2017	1	BROAD CHANNEL DR	US 1	SW 100 AVE	BROAD CHANNEL DR BTWN US1 AND SW 100TH AVE	Local Residential	2LU	30	2277	160	86	82	214	125	89	23	0
11/10/2016	1	CHRISTMAS RD	MEMORIAL RD	HOLIDAY RD	CHRISTMAS RD BTWN MEMORIAL RD AND HOLIDAY RD	Local Residential	2LU	30	369	31	16	20	44	23	21	30	0
11/17/2016	1	CORAL SEA RD	CUTLER RIDGE DR	CARIBBEAN BLVD	CORAL SEA RD BTWN CUTLER RIDGE DR AND BAHIA DR	Local Residential	2LU	30	1579	105	63	75	200	113	113	32	2
11/17/2016	1	CORAL SEA RD	CARIBBEAN BLVD	MARTINIQUE DR	CORAL SEA RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU	30	1674	218	169	49	148	83	102	36	2
11/10/2016	1	CORAL SEA RD	CUTLER RIDGE DR	SW 198 ST	CORAL SEA RD BTWN CUTLER RIDGE DR AND SW 198 ST	Local Residential	2LU	25	136	15	7	8	19	12	9	27	0
6/7/2016	1	CORAL SEA RD	MONTEGO BAY DR	SANTOS DR	CORAL SEA RD BTWN MONTEGO BAY DR AND NICARAGUA DR	Local Residential	2LU	30	1708	325	284	43	199	153	71	34	2
9/21/2016	1	CUTLER RIDGE DR	NASSAU DR	FRANJO RD	SW 200 ST BTWN NASSAU DR AND FRANJO RD	Local Residential	2LU	30	4948	480	127	358	483	305	181	34	0
11/3/2016	1	CUTLER RIDGE DR	MARTINIQUE DR	CARIBBEAN BLVD	CUTLER RIDGE DR BTWN MARTINIQUE DR AND JAMAICA DR	Local Residential	2LU	30	4013	281	87	217	381	163	238	34	2
11/23/2016	1	DOLPHIN RD	BELVIEW DR	STERLING DR	DOLPHIN RD BTWN BELVIEW DR AND STERLING DR	Local Residential	2LU	30	153	15	7	9	20	12	10	24	0
11/2/2016	1	DOMINICAN DR	HOLIDAY RD	CUTLER RIDGE DR	DOMINICAN DR BTWN HOLIDAY RD AND CUTLER RIDGE DR	Local Residential	2LU	30	209	25	19	7	20	13	10	33	1
4/20/2017	1	DOMINICAN DR	GULFSTREAM RD	CORAL SEA RD	DOMINICAN DR BTWN GULFSTREAM RD AND CORAL SEA RD	Local Residential	2LU	30	375	43	34	12	33	18	20	34	0
12/1/2016	1	DOTHAM RD	SW 198 ST	SW 200 ST	DOTHAN DR BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	106	11	4	8	13	8	5	24	0
11/10/2016	1	EAGLE NEST RD	MARLIN RD	SW 200 ST	EAGLE NEST RD BTWN MARLIN RD AND SW 200 ST	Local Residential	2LU	30	269	31	18	13	25	13	18	31	1
11/2/2016	1	EASTER RD	HOLIDAY RD	PALM DR	EASTER RD BTWN HOLIDAY RD AND PALM DR	Local Residential	2LU	30	127	12	8	6	13	8	9	29	0
11/10/2016	1	FLAG DR	HOLIDAY RD	FRANJO RD	FLAG DR BTWN HOLIDAY RD AND SW 97 AVE	Local Residential	2LU	30	673	102	93	17	51	25	35	21	0
6/2/2016	1	GULFSTREAM RD	HOLIDAY RD	MARLIN RD	SW 97 AVE BTWN SW 194 TR AND MEMORIAL RD	Local Residential	2LU	30	3992	352	217	158	429	146	283	36	1
11/10/2016	1	GULFSTREAM RD	MARLIN RD	SW 200 ST	SW 97 AVE BTWN MARLIN RD AND SW 200 ST	Local Residential	2LU	30	3286	329	218	116	317	135	232	34	4
6/7/2016	1	GULFSTREAM RD	NASSAU DR	MONTEGO BAY DR	SW 97 AVE BTWN NASSAU DR AND MONTEGO BAY DR	Local Residential	2LU	30	1056	109	24	93	94	33	73	33	0
11/17/2016	1	GULFSTREAM RD	CARIBBEAN BLVD	MARTINIQUE DR	GULFSTREAM RD BTWN CARIBBEAN BLVD AND MONTEGO BAY DR	Local Residential	2LU	30	1905	194	100	95	164	66	114	36	4
6/2/2016	1	GULFSTREAM RD	SW 189 ST	HOLIDAY RD	SW 97 AVE BTWN SW 191 ST AND SW 194 TR	Local Residential	2LU	30	3700	244	153	132	330	114	248	38	4
11/17/2016	1	HAITIAN DR	CORAL SEA RD	GULFSTREAM RD	HAITIAN DR BTWN CORALSEA RD AND GULFSTREAM RD	Local Residential	2LU	30	289	31	20	11	30	18	16	33	1
11/2/2016	1	HAITIAN DR	HOLIDAY RD	RIDGELAND DR	HAITIAN DR BTWN HOLIDAY RD AND CUTLER RIDGE DR	Local Residential	2LU	30	204	15	9	9	22	11	13	32	0
4/20/2017	1	HAITIAN DR	HOLIDAY RD	CUTLER RIDGE DR	HAITIAN DR BTWN HOLIDAY DR AND CUTLER RIDGE DR	Local Residential	2LU	30	230	18	13	7	25	15	11	31	3
11/2/2016	1	HOLIDAY RD	CARIBBEAN BLVD	SW 196 DR	HOLIDAY RD BTWN HAITIAN DR AND JAMAICA DR	Local Residential	2LU	30	1780	216	142	91	284	199	85	34	1
11/10/2016	1	HOLIDAY RD	CARIBBEAN BLVD	SW 97 AVE	HOLIDAY RD BTWN INDEPENDENCE RD AND FLAG DR	Local Residential	2LU	30	712	118	18	107	76	43	40	32	4
4/18/2017	1	HOLIDAY RD	MARTINIQUE DR	SW 200 ST	HOLIDAY RD BTWN MARTINIQUE AND SW 200TH ST	Local Residential	2LU	30	251	30	19	11	26	14	20	30	1
11/3/2016	1	INDEPENDENCE RD	DANA RD	LISA RD	INDEPENDENCE RD BTWN DANA RD AND LISA RD	Local Residential	2LU	30	206	17	12	10	23	9	18	31	0
11/10/2016	1	IRENE RD	CHRISTMAS RD	INDEPENDENCE RD	IRENE RD BTWN CHRISTMAS RD AND INDEPENDENCE RD	Local Residential	2LU	30	101	10	5	6	15	7	8	24	0
11/22/2016	1	ISLAND RD	MARLIN RD	CARIBBEAN BLVD	ISLAND RD BTWN MARLIN RD AND CARIBBEAN BLVD	Local Residential	2LU	30	143	12	7	6	17	11	11	29	0
11/17/2016	1	JAMAICA DR	CORAL SEA RD	GULFSTREAM RD	JAMAICA DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU	30	302	25	16	12	26	16	16	34	1
4/18/2017	1	JAMAICA DR	HOLIDAY RD	CUTLER RIDGE DR	JAMAICA DR BTWN HOLIDAY DR AND CUTLER RIDGE DR	Local Residential	2LU	30	166	29	18	12	9	8	11	29	0
12/1/2016	1	LENAIRE DR	SW 199 ST	BELVIEW DR	LENAIRE DR BTWN SW 199TH ST AND BELVIEW DR	Local Residential	2LU	30	2460	251	213	50	222	118	122	30	1
11/23/2016	1	LENAIRE DR	BROAD CHANNEL DR	SR 994/QUAIL ROOST DR/SW	LENAIRE DR BTWN BROAD CHANNEL DR AND SW 186 ST	Local Residential	2LU	30	1061	57	39	19	109	63	46	31	1
11/23/2016	1	LENAIRE DR	MARLIN RD	BELVIEW DR	LENAIRE DR BTWN MARLIN RD AND BELVIEW DR	Local Residential	2LU	30	1598	97	72	38	140	68	90	38	4
2/14/2017	1	MANTA DR	MARLIN RD	OLD CUTLER RD	MANTA DR BTWN MARLIN RD AND OLD CUTLER	Local Residential	2LU	30	862	65	53	22	83	53	39	32	2
11/17/2016	1	MARTINIQUE DR	CORAL SEA RD	GULFSTREAM RD	MARTINIQUE DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU	30	636	109	87	22	58	39	26	35	0
4/18/2017	1	MARTINIQUE DR	HOLIDAY RD	SW 200 ST	MARTINIQUE BTWN HOLIDAY RD AND SW 200TH ST	Local Residential	2LU	30	508	54	36	20	56	23	34	33	0
11/10/2016	1	MEMORIAL RD	SW 97 AVE	THANKSGIVING DR	MEMORIAL RD BTWN SW 97 AVE AND THANKSGIVING DR	Local Residential	2LU	30	202	27	16	12	27	14	15	30	0
6/7/2016	1	MONTEGO BAY DR	GULFSTREAM RD	ISLAND RD	MONTEGO BAY DR BTWN GULFSTREAM RD AND ISLAND RD	Local Residential	2LU	30	1194	144	58	86	119	55	64	29	0
6/7/2016	1	MONTEGO BAY DR	EAGLE NEST RD	GULFSTREAM RD	MONTEGO BAY DR BTWN EAGLE NEST RD AND SW 97 AVE	Local Residential	2LU	30	1072	195	171	26	116	84	41	33	2
11/17/2016	1	MONTEGO BAY DR	CORAL SEA RD	EAGLE NEST RD	MONTEGO BAY DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU	30	1044	185	163	24	120	90	35	34	0
2/14/2017	1	NASSAU DR	MARLIN RD	CUTLER RIDGE DR	NASSAU DR BTWN MARLIN RD AND CUTLER RIDGE DR	Local Residential	2LU	30	494	46	35	16	52	26	30	34	2
11/23/2016	1	SR 994/QUAIL ROOST DR	SR 5/US1/S DIXIE HWY	SW 97 AVE	SW 186 ST BTWN BELVIEW DR AND BELMONT DR	Arterial	2LU	30	6787	370	181	197	546	312	245	43	33
6/7/2016	1	STERLING DR	SW 194 ST	MARLIN RD	STERLING DR BTWN SW 194 ST AND MARLIN RD	Local Residential	2LU	30	346	35	35	16	97	53	48	22	0
11/23/2016	1	SW 100 AVE	BROAD CHANNEL DR	SR 994/QUAIL ROOST DR/SW	SW 110 BTWN BROAD CHANNEL DR AND SW 186 ST	Local Residential	2LU	30	691	43	23	20	63	39	34	34	1
11/23/2016	1	SW 101 AVE	CUTLER RIDGE DR	BEL AIRE DR	SW 101 AVE BTWN CUTLER RIDGE DR AND BEL AIR DR	Local Residential	2LU	30	740	44	29	29	79	30	51	34	0
11/17/2016	1	SW 101 CT	SW 199 ST	BEL AIRE DR	SW 101 CT BTWN SW 199 ST AND BEL AIR DR	Local Residential	2LU	30	62	7	2	6	8	6	5	27	0
11/23/2016	1	SW 103 CT	MARLIN RD	BELVIEW DR	SW 103 CT BTWN MARLIN RD AND BELVIEW DR	Local Residential	2LU	30	1264	68	33	43	120	44	84	33	3
12/1/2016	1	SW 104 CT	SW 204 TR	CARIBBEAN BLVD	SW 104 CT BTWN SW 204 TR CARIBBEAN BLVD	Local Residential	2LU	30	1024	81	37	45	92	72	30	25	1
12/1/2016	1	SW 106 AVE	SW 201 TR	SW 203 TR	SW 106 AVE BTWN SW 201 TR AND SW 203 TR	Local Residential	2LU	30	236	25	12	15	24	11	13	30	0
12/1/2016	1	SW 106 CT	SW 200 TR	SW 204 TR	SW 106 AVE BTWN SW 200 TR AND SW 204 TR	Local Residential	2LU	30	142	12	7	9	17	9	13	19	0
12/15/2016	1	SW 187 TR	SW 82 AVE	SW 80 AVE	SW 187 TR BTWN SW 82 AVE AND SW 80 AVE	Local Residential	2LU	30	80	12	6	8	8	5	5	28	0
6/2/2016	1	SW 191 ST	SW 97 AVE	SW 99 AVE	SW 191 ST BTWN SW 97 AVE AND SW 99 AVE	Local Residential	2LU	30	143	17	6	11	16	9	7	33	0
6/7/2016	1	SW 194 ST	BELVIEW DR	STERLING DR	SW 194 ST BTWN BELVIEW DR AND STERLING DR	Local Residential	2LU	30	194	17	8	14	32	8	25	22	0
6/1/2016	1	SW 194 TR	SW 97 AVE	SW 98 AVE	SW 194 TR BTWN SW 97 AVE AND SW 98 AVE	Local Residential	2LU	30	910	185	64	121	132	53	79	27	2
11/10/2016	1	SW 195 ST	SW 98 AVE	BEL AIRE DR	SW 195 ST BTWN SW 98 AVE AND BEL AIR DR	Local Residential	2LU	30	572	93	44	49	88	37	55	33	0
11/10/2016	1	SW 196 ST	SW 98 AVE	BEL AIRE DR	SW 196 ST BTWN SW 98 AVE AND BEL AIR DR	Local Residential	2LU	30	295	31	11	21	38	17	23	31	1

Date	Zone	Street Name	Between / and	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)	Crashes per segment	
										NB/EB	SB/WB		NB/EB	SB/WB			
11/22/2016	1	SW 198 ST	STERLING DR	LENAIRE DR	SW 198 ST BTWN STERLING DR AND LENAIRE DR	Local Residential	2LU	30	268	19	12	8	26	18	14	30	0
12/1/2016	1	SW 199 ST	LENAIRE DR	SW 103 AVE	SW 199 ST BTWN LENAIRE DR AND SW 103 AVE	Local Residential	2LU	30	1516	91	50	47	155	125	37	35	2
12/1/2016	1	SW 200 ST	SW 103 AVE	SW 107 AVE	SW 200 ST BTWN SW 103 AVE AND SW 106 AVE	Local Residential	2LU	30	240	17	10	13	31	12	23	33	7
11/10/2016	1	SW 200 ST/CUTLER RID	CORAL SEA RD	GULFSTREAM RD	SW 200 ST BTWN DOTHAN RD AND EAGLE NEST RD	Local Residential	2LU	30	892	86	29	57	131	73	101	32	0
12/1/2016	1	SW 200 TR	SW 106 AVE	SW 103 AVE	SW 200 TR BTWN SW 103 AVE AND SW 106 AVE	Local Residential	2LU	30	180	9	4	6	31	13	18	29	0
12/1/2016	1	SW 201 TR	SW 103 AVE	SW 106 AVE	SW 201 ST BTWN SW 103 AVE AND SW 106 AVE	Local Residential	2LU	30	158	14	9	7	30	14	16	28	0
6/7/2016	1	SW 210 ST	SW 97 AVE	SW 97 PL	SW 210 ST BTWN SW 97 AVE AND SW 97 PL	Local Residential	2LU	30	689	203	46	159	131	24	110	24	1
12/1/2016	1	SW 213 ST	SW 99 AVE	OLD CUTLER RD	SW 213 ST BTWN SW 99 AVE AND OLD CUTLER	Local Residential	2LU	30	69	5	4	2	8	2	6	28	0
11/3/2016	1	SW 92 AVE	FRANJO RD	CUTLER RIDGE DR	SW 92 AVE BTWN FRANJO RD AND CUTLER RIDGE DR	Local Residential	2LU	30	1312	168	15	159	174	13	161	28	0
6/7/2016	1	SW 94 AVE	SW 184 ST	STERLING DR	SW 94 AVE BTWN SW 184 ST AND STERLING DR	Local Residential	2LU	30	603	47	47	0	54	52	3	33	1
11/10/2016	1	SW 95 AVE	FRANJO RD	SW 191 TR	SW 95 AVE BTWN FRANJO RD AND SW 191ST TR	Local Residential	2LU	30	155	15	8	9	25	17	12	28	1
4/20/2017	1	SW 96 AVE	FRANJO RD	SW 191 ST	SW 96TH AVE BTWN FRANJO RD AND SW 191ST	Local Residential	2LU	30	504	44	30	23	46	19	32	34	0
6/7/2016	1	SW 97 CT	SW 210 ST	SW 210 TR	SW 97 AVE BTWN SW 210 ST AND SW 210 TR	Local Residential	2LU	30	690	137	61	76	126	31	105	29	1
12/1/2016	1	SW 98 AVE	SR 994/QUAIL ROOST DR	STERLING DR	SW 98 AVE BTWN SW 186 ST AND STERLING DR	Local Residential	2LU	30	124	15	8	7	13	8	6	29	0
4/20/2017	1	SW 98 AVE	SW 193 ST	SW 194 TR	SW 98TH AVE BTWN SW 193RD ST AND SW 194TH TERR	Local Residential	2LU	30	378	27	13	18	41	21	20	25	2
6/1/2016	1	SW 99 AVE	SW 191 ST	SW 193 ST	SW 99 AVE BTWN SW 191 ST AND SW 193 ST	Local Residential	2LU	30	110	21	15	8	12	7	6	28	0
11/10/2016	1	THANKSGIVING DR	CARIBBEAN BLVD	MARLIN RD	THANKSGIVING DR BTWN CARIBBEAN BLVD AND MARLIN RD	Local Residential	2LU	30	578	59	28	31	63	31	32	32	0
12/8/2016	2	CARIBBEAN BLVD	SW 87 AVE	SW 185 TR	CARIBBEAN BLVD BTWN SW 87TH AVE AND SW 85TH AVE	Urban Collector	2LU	30	1130	154	138	42	87	43	44	37	1
6/1/2016	2	CARIBBEAN BLVD	SW 89 RD	SW 192 DR	CARIBBEAN BLVD BTWN SW 91ST AVE AND SW 189TH ST	Urban Collector	2LU	30	1346	204	137	78	315	102	227	38	0
12/8/2016	2	CARIBBEAN BLVD	SW 184 ST	SW 185 TR	CARIBBEAN BLVD BTWN SW 184TH ST AND SW 185TH TR	Urban Collector	2LU	30	1282	200	188	27	86	50	65	33	0
6/1/2016	2	CARIBBEAN BLVD	SW 192 DR	FRANJO RD	CARIBBEAN BLVD BTWN SW 192ND DR AND FRANJO RD	Urban Collector	2LU	30	3245	217	142	86	336	122	235	38	0
9/7/2016	2	RIDGELAND DR	SW 192 DR	SW 196 DR	RIDGELAND DR BTWN SW 192ND DR AND SW 196 DR	Local Residential	2LU	30	378	25	17	11	37	24	25	32	0
5/25/2016	2	RIDGELAND DR	SW 87 AVE	SW 89 RD	RIDGELAND DR BTWN SW 87TH AVE AND SW 89TH RD	Local Residential	2LU	30	843	120	76	48	211	97	114	28	1
5/25/2016	2	RIDGELAND DR	SW 89 ST	SW 192 DR	RIDGELAND DR BTWN SW 89TH ST AND SW 192ND DR	Local Residential	2LU	30	791	231	149	82	90	51	48	33	0
6/7/2016	2	STERLING DR	SW 94 CT	SW 97 AVE	STERLING DR BTWN SW 94TH CT AND SW 97TH AVE	Local Residential	2LU	30	1002	70	33	41	88	41	80	33	0
6/7/2016	2	STERLING DR	SW 184 LN	SW 92 AVE	STERLING DR BTWN SW 184TH LN AND SW 92ND AVE	Local Residential	2LU	30	584	45	38	15	68	21	50	34	1
12/8/2016	2	SW 184 LN	SW 87 AVE	SW 85 LN	SW 184TH LN BTWN SW 87TH AVE AND SW 85TH LN	Local Residential	2LU	30	60	11	6	5	9	7	2	19	0
12/8/2016	2	SW 184 TR	SW 87 AVE	CARIBBEAN BLVD	SW 184TH TR BTWN SW 87TH AVE AND CARIBBEAN BLVD	Local Residential	2LU	30	118	23	4	20	13	8	6	34	0
9/7/2016	2	SW 185 ST	SW 87 PL	SW 87 CT	SW 185TH ST BTWN SW 87TH PL AND SW 87TH CT	Local Residential	2LU	30	308	23	7	21	30	11	21	33	0
12/8/2016	2	SW 185 ST	SW 87 AVE	CARIBBEAN BLVD	SW 185TH TR BTWN SW 87TH AVE AND CARIBBEAN BLVD	Local Residential	2LU	30	162	19	13	10	17	8	11	33	0
12/8/2016	2	SW 185 TR	CARIBBEAN BLVD	SW 82 AVE	SW 185TH TERRACE BTWN CARIBBEAN BLVD AND OLD CUTLER RD	Local Residential	2LU	30	498	75	16	68	53	17	38	34	0
12/8/2016	2	SW 185 TR	SW 82 AVE	OLD CUTLER RD	SW 185TH TERRACE BTWN OLD CUTLER RD AND SW 82ND AVE	Local Residential	2LU	30	878	52	18	43	172	123	107	33	0
12/8/2016	2	SW 186 ST	SW 87 AVE	CARIBBEAN BLVD	SW 186TH ST BTWN SW 87TH AVE AND CARIBBEAN BLVD	Local Residential	2LU	30	83	4	1	4	10	3	10	34	1
6/1/2016	2	SW 186 TR	CARIBBEAN BLVD	SW 89 RD	SW 186TH TERRACE BTWN CARIBBEAN BLVD AND SW 89TH RD	Local Residential	2LU	30	158	11	6	9	34	10	28	29	0
12/15/2016	2	SW 187 ST	SW 82 AVE	SW 80 AVE	SW 187TH ST BTWN SW 82ND AVE AND SW 80TH AVE	Local Residential	2LU	30	196	17	9	11	18	10	10	30	0
12/15/2016	2	SW 188 ST	SW 87 AVE	OLD CUTLER RD	SW 188TH ST BTWN SW 87TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	274	31	14	17	38	20	18	34	0
5/26/2016	2	SW 188 ST	SW 87 AVE	RIDGELAND DR	SW 188TH ST BTWN SW 87TH AVE AND RIDGELAND DR	Local Residential	2LU	30	211	32	24	17	51	27	24	24	0
9/7/2016	2	SW 188 TR	SW 92 AVE	CARIBBEAN BLVD	SW 188TH TR BTWN SW 92ND AVE AND CARIBBEAN BLVD	Local Residential	2LU	30	230	22	11	17	21	12	12	24	0
4/18/2017	2	SW 190 ST	SW 87 AVE	SW 89 RD	SW 190TH ST BTWN SW 87TH AVE AND SW 89TH RD	Local Residential	2LU	30	397	84	8	78	93	18	76	28	5
9/7/2016	2	SW 191 ST	SW 87 AVE	SW 88 CT	SW 191ST ST BTWN SW 87TH AVE AND SW 88TH CT	Local Residential	2LU	30	80	12	6	7	12	6	6	29	1
9/7/2016	2	SW 192 DR	SW 89 CT	SW 89 AVE	SW 192ND DR BTWN SW 89TH CT AND SW 89TH AVE	Local Residential	2LU	30	604	57	25	32	58	33	25	27	0
4/20/2017	2	SW 192 DR	FRANJO RD	CARIBBEAN BLVD	SW 192ND DR BTWN FRANJO RD AND CARIBBEAN BLVD	Local Residential	2LU	30	1118	108	51	57	108	66	61	29	4
9/7/2016	2	SW 192 ST	SW 87 AVE	SW 88 CT	SW 192ND ST BTWN SW 87TH AVE AND SW 88TH CT	Local Residential	2LU	30	171	16	10	6	21	16	10	29	0
9/7/2016	2	SW 192 TR	SW 87 AVE	SW 88 CT	SW 192ND TR BTWN SW 87TH AVE AND SW 88TH CT	Local Residential	2LU	30	152	14	10	4	19	10	10	28	2
9/7/2016	2	SW 193 DR	FRANJO RD	SW 192 DR	SW 193RD DR BTWN FRANJO RD AND SW 192ND DR	Local Residential	2LU	30	517	33	12	24	56	31	26	26	0
9/14/2016	2	SW 196 DR	SW 89 AVE	RIDGELAND DR	SW 196TH DR BTWN SW 89TH AVE AND RIDGELAND DR	Local Residential	2LU	30	894	73	25	48	109	46	65	33	0
12/15/2016	2	SW 196 ST	OLD CUTLER RD	SW 79 CT	SW 196TH ST BTWN OLD CUTLER RD AND SW 79 TH CT	Local Residential	2LU	30	2122	146	45	121	175	119	61	34	0
9/14/2016	2	SW 197 ST	SW 89 AVE	WHISPERING PINES RD	SW 197TH BTWN SW 89TH AVE AND WHISPERING PINES RD	Local Residential	2LU	30	196	17	7	11	28	16	13	32	1
9/14/2016	2	SW 197 TR	SW 89 AVE	WHISPERING PINES RD	SW 197TH TR BTWN SW 89TH AVE AND WHISPERING PINES RD	Local Residential	2LU	30	2126	135	123	15	378	367	20	38	1
4/18/2017	2	SW 197 TR	FRANJO RD	SW 89 AVE	SW 197TH TR BTWN FRANJO RD AND SW 89TH AVE	Local Residential	2LU	30	241	16	9	13	27	16	14	30	0
12/15/2016	2	SW 198 ST	SW 87 AVE	OLD CUTLER RD	SW 198TH ST BTWN SW 87TH AVE AND OLD CUTLER RD	Local Residential	2LU	30	724	64	39	36	73	31	49	37	1
9/14/2016	2	SW 198 ST	SW 89 AVE	SW 87 AVE	SW 198TH ST BTWN SW 89TH AVE AND SW 87TH AVE	Local Residential	2LU	30	678	40	26	18	70	38	35	32	0
4/25/2017	2	SW 198 ST	SW 82 AVE	SW 79 CT	SW 198TH ST BTWN SW 82ND AVE AND SW 79TH CT	Local Residential	2LU	30	599	50	25	32	57	41	23	32	0
9/15/2016	2	SW 199 ST	FRANJO RD	SW 89 AVE	SW 199TH ST BTWN FRANJO RD AND SW 89TH AVE	Local Residential	2LU	30	188	15	11	9	25	12	16	32	0
12/15/2016	2	SW 199 ST	OLD CUTLER RD	SW 87 AVE	SW 199TH ST BTWN OLD CUTLER RD AND SW 87TH AVE	Local Residential	2LU	30	252	24	7	18	32	20	19	33	0
9/21/2016	2	SW 200 ST	FRANJO RD	SW 87 AVE	SW 200TH ST BTWN FRANJO RD AND SW 87TH AVE	Local Residential	2LU	30	2562	184	79	125	208	123	110	29	4
4/18/2017	2	SW 200 TR	SW 88 CT	SW 87 AVE	SW 200TH TR BTWN SW 88TH CT AND SW 87TH ST	Local Residential	2LU	30	474	37	22	15	53	39	20	29	4
4/25/2017	2	SW 205 ST	SW 82 AVE	SW 80 CT	SW 205TH ST BTWN SW 82ND AVE AND SW 80TH CT	Local Residential	2LU	30	598	44	17	30	53	30	25	33	2
3/7/2017	2	SW 207 ST	SW 87 AVE	SW 85 AVE	SW 207TH ST BTWN SW 87TH AVE AND SW 85 AVE	Local Residential	2LU	30	3806	277	117	173	321	182	146	42	0
4/18/2017	2	SW 78 PL	SW 185 TR	SW 184 ST	SW 78TH PL BTWN SW 185TH TR AND SW 184TH ST	Local Residential	2LU	30	187	20	15	7	14	8	9	34	0
4/25/2017	2	SW 79 AVE	SW 198 ST	SW 205 ST	SW 79TH AVE BTWN SW 198TH ST AND SW 205 ST	Local Residential	2LU	30	596	40	28	15	57	26	34	32	0
12/8/2016	2	SW 79 CT	SW 184 ST	SW 185 ST	SW 79TH CT BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	378	33	29	11	125	20	115	34	0
12/8/2016	2	SW 80 AVE	SW 184 LN	SW 185 TR	SW 80TH AVE BTWN SW 184TH LN SW 185TH TR	Local Residential	2LU	30	198	20	16	6	35	30	7	28	1
12/15/2016	2	SW 80 AVE	SW 187 ST	SW 187 TR	SW 80TH AVE BTWN SW 187TH ST AND SW 187TH TR	Local Residential	2LU	30	115	13	11	4	14	6	9	28	0
12/15/2016	2	SW 82 AVE	SW 188 ST	SW 185 TR	SW 82ND AVE BTWN SW 188TH ST AND SW 185TH ST	Local Residential	2LU	30	2324	386	359	53	147	74	86	39	0
12/15/2016	2	SW 82 AVE	SW 189 ST	OLD CUTLER RD	SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST	Local Residential	2LU	30	2198	365	337	53	150	73	86	39	0
12/8/2016	2	SW 82 AVE	SW 184 ST	SW 185 TR	SW 82ND AVE BTWN SW 184TH ST AND SW 185TH TR	Local Residential	2LU	30	2923	416	391	70	253	151	115	39	0
12/8/2016	2	SW 83 AVE	SW 184 ST	SW 185 ST	SW 83RD AVE BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	293	59	57	10	22	11	12	34	0
4/25/2017	2	SW 83 AVE	SW 203 ST	SW 198 ST	SW 83RD AVE BTWN SW 203RD ST AND SW 198TH ST	Local Residential	2LU	30	712	51	21	34	63	34	38	32	0
12/15/2016	2	SW 83 PL	185TH TR	SW 188 ST	SW 83RD PL BTWN SW 185TH TR AND SW 188TH ST	Local Residential	2LU	30	138	11	8	5	18	7	12	29	0
12/15/2016	2	SW 84 AVE	SW 188 ST	CARIBBEAN BLVD	SW 84TH AVE BTWN SW 188TH ST AND CARIBBEAN BLVD	Local Residential	2LU	30	63	8	4	4	11	4	7	27	0
12/15/2016	2	SW 85 AVE	SW 199 ST	OLD CUTLER RD	SW 85TH AVE BTWN SW 199TH ST AND OLD CUTLER RD	Local Residential	2LD	30	36	5	5	1	8	7	2	19	0
4/4/2017	2	SW 8															

Date	Zone	Street Name	Between / and	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)	Crashes per segment	
										NB/EB	SB/WB		NB/EB	SB/WB			
12/15/2016	2	SW 86 AVE	SW 196 ST	SW 198 ST	SW 86TH AVE BTWN SW 196TH ST AND SW 198TH ST	Local Residential	2LU	30	57	6	3	6	10	5	6	27	0
5/26/2016	2	SW 87 AVE	SW 190 ST	SW 188 ST	SW 87TH AVE BTWN SW 190TH ST AND SW 188TH ST	Urban Collector	2LU	35	8644	906	681	278	678	459	417	39	1
12/15/2016	2	SW 87 CT	SW 196 ST	SW 198 ST	SW 87TH CT BTWN SW 196TH ST AND SW 198TH ST	Local Residential	2LU	30	108	8	5	6	12	9	5	29	0
4/4/2017	2	SW 87 CT	SW 198 ST	SW 200 ST	SW 87TH CT BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	55	13	7	8	6	4	2	28	0
4/18/2017	2	SW 87 CT	SW 184 ST	SW 185 ST	SW 87TH CT BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	188	33	29	6	21	8	14	35	0
9/21/2016	2	SW 87 PL	SW 198 ST	SW 196 ST	SW 87 PL BTWN SW 198 ST AND SW 196 ST	Local Residential	2LU	30	183	15	9	7	19	13	8	28	0
6/1/2016	2	SW 87 PL	SW 184 ST	SW 185 ST	SW 87TH PL BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	112	13	10	7	17	7	10	32	1
9/21/2016	2	SW 87 PL	SW 200 TR	OLD CUTLER RD	SW 87TH PL BTWN SW 200TH TR AND OLD CUTLER RD	Local Residential	2LU	30	306	20	19	7	33	23	12	29	0
4/18/2017	2	SW 87 PL	SW 194 TR	SW 198 ST	SW 87TH PL BTWN SW 194TH TR AND SW 198TH ST	Local Residential	2LU	30	187	21	11	12	17	9	12	27	2
4/18/2017	2	SW 87 PL	OLD CUTLER RD	SW 204 ST	SW 87TH PL BTWN OLD CUTLER RD AND SW 204TH ST	Local Residential	2LU	30	814	89	75	15	73	23	54	23	0
6/1/2016	2	SW 88 CT	SW 184 ST	SW 185 ST	SW 88TH CT BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	122	19	5	11	7	6	6	31	0
9/21/2016	2	SW 88 CT	SW 198 ST	SW 200 ST	SW 88TH CT BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	103	8	4	5	11	6	6	23	0
9/21/2016	2	SW 88 CT	SW 200 TR	OLD CUTLER RD	SW 88TH CT BTWN SW 200TH TR AND OLD CUTLER RD	Local Residential	2LU	30	396	28	14	22	48	16	36	27	0
9/7/2016	2	SW 88 PL	SW 184 ST	SW 185 ST	SW 88TH PL BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	1110	119	107	27	85	38	54	36	0
9/22/2016	2	SW 88 PL	SW 198 ST	SW 200 ST	SW 88TH PL BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	117	11	8	7	18	12	8	29	1
9/14/2016	2	SW 89 AVE	SW 198 ST	SW 200 ST	SW 89TH AVE BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	1433	85	28	69	263	40	230	32	0
5/25/2016	2	SW 89 CT	SW 192 DR	SW 89 RD	SW 89TH CT BTWN SW 192ND DR AND SW 89TH RD	Local Residential	2LU	30	280	79	35	44	68	28	41	23	0
6/1/2016	2	SW 89 CT	TIFFANY DR	CARIBBEAN BLVD	SW 89TH CT BTWN TIFFANY DR AND CARIBBEAN BLVD	Local Residential	2LU	30	388	38	10	35	35	27	19	29	0
6/7/2016	2	SW 89 PL	SW 184 ST	TIFFANY DR	SW 89TH PL BTWN SW 184TH ST AND TIFFANY DR	Local Residential	2LU	30	208	18	10	8	20	9	13	31	5
5/25/2016	2	SW 89 RD	RIDGELAND DR	SW 89 CT	SW 89TH RD BTWN RIDGELAND DR AND SW 89TH CT	Local Residential	2LU	30	478	145	13	140	79	11	73	23	5
6/7/2016	2	SW 91 AVE	TIFFANY DR	STERLING DR	SW 92ND PL BTWN TIFFANY DR AND STERLING DR	Local Residential	2LU	30	600	51	43	18	68	23	49	31	1
6/7/2016	2	SW 92 PL	SW 184 ST	STERLING DR	SW 92ND PL BTWN SW 184TH ST AND STERLING DR	Local Residential	2LU	30	270	32	24	10	18	9	12	30	5
6/1/2016	2	SW 95TH AVE	SW 97 AVE	SW 188 TR	SW 187TH ST BTWN SW 97TH AVE AND SW 188TH TR	Local Residential	2LU	30	402	25	10	19	37	22	20	28	2
9/21/2016	2	SW193 TER	SW 87 PL	SW 87 AVE	SW 193 ST BTWN SW 87 PL AND SW 87 AVE	Local Residential	2LU	30	215	18	12	8	19	12	10	23	0
6/1/2016	2	TIFFANY DR	SW 93 CT	SW 93 AVE	TIFFANY DR BTWN SW 93RD CT AND SW 93RD AVE	Local Residential	2LU	30	1665	107	62	52	127	67	71	34	1
9/7/2016	2	WHISPERING PINES RD	CARIBBEAN BLVD	SW 93 AVE	WHISPERING PINES RD BTWN CARIBBEAN BLVD AND SW 93RD AVE	Local Residential	2LU	30	423	32	20	12	43	24	20	31	9
9/7/2016	2	WHISPERING PINES RD	CARIBBEAN BLVD	SW 196 DR	WHISPERING PINES RD BTWN CARIBBEAN BLVD AND SW 196TH DR	Local Residential	2LU	30	1930	176	49	133	281	72	229	34	3
5/17/2017	3	NICARAGUA DR	BLUE WATER RD	ANCHOR RD	NICARAGUA DR BTWN BLUE WATER RD AND ANCHOR RD	Local Residential	2LU	30	187	18	11	11	21	14	9	32	1
5/17/2017	3	PAN AMERICAN DR	BLUE WATER RD	ANCHOR RD	PAN AMERICAN DR BTWN BLUE WATER RD AND ANCHOR RD	Local Residential	2LU	30	280	34	12	22	35	14	21	33	0
2/2/2017	3	SW 206 LN	SW 87 CT	SW 89 AVE	SW 206TH LN BTWN SW 87TH CT AND SW 89TH AVE	Local Residential	2LU	30	235	15	11	8	24	13	14	24	0
1/31/2017	3	SW 206 ST	SW 92 AVE	SW 89 AVE	SW 206TH ST BTWN SW 92ND AVE AND SW 89TH AVE	Local Residential	2LU	30	424	28	10	20	41	22	23	28	5
1/31/2017	3	SW 208 ST	SW 87 AVE	SW 92 AVE	SW 208TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Local Residential	2LU	30	2807	311	188	123	225	127	115	42	5
4/20/2017	3	SW 212 ST	OLD CUTLER RD	SW 99 CT	SW 212TH ST BTWN OLD CUTLER RD AND SW 99TH CT	Local Residential	2LD	35	1928	216	86	130	198	74	143	37	0
4/25/2017	3	SW 212 ST	SW 87 AVE	SW 92 AVE	SW 212TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Local Residential	2LD	35	3824	430	228	223	381	152	236	47	0
4/25/2017	3	SW 212 ST	SW 87 AVE	SW 85 AVE	SW 212TH ST BTWN SW 87TH AVE AND SW 85TH AVE	Local Residential	2LU	30	3227	483	225	258	358	193	168	40	9
4/25/2017	3	SW 216 ST	SW 87 AVE	SW 97 CT	SW 216TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Urban Collector	2LU	30	7870	654	241	413	654	365	289	42	23
5/17/2017	3	SW 85 AVE	SW 212 ST	SW 207 ST	SW 85 AVE BTWN SW 212 ST AND SW 207 ST	Local Residential	2LU	30	2854	281	141	140	256	107	158	39	6
6/2/2016	3	SW 87 AVE	SW 212 ST	SW 208 ST	SW 87 AVE BTWN SW 212 ST AND SW 208TH ST	Urban Collector	2LU	40	9951	552	416	187	904	283	711	47	9
6/1/2016	3	SW 87 AVE	SW 216 ST	SW 212 ST	SW 87 AVE BTWN SW 216 ST AND SW 212 ST	Urban Collector	2LU	40	10333	789	552	256	922	320	655	46	5
2/2/2017	3	SW 87 CT	SW 204 LN	SW 208 ST	SW 87TH CT BTWN SW 204TH LN AND SW 208TH ST	Local Residential	2LU	30	408	26	20	12	44	16	29	29	6
2/2/2017	3	SW 88 CT	OLD CUTLER RD	SW 203 TR	SW 88 CT BTWN OLD CUTLER RD AND SW 203RD TR	Local Residential	2LU	30	570	33	14	19	62	14	49	26	0
2/2/2017	3	SW 89 AVE	SW 206 ST	SW 208 ST	SW 89TH AVE BTWN SW 206TH ST AND SW 208TH ST	Local Residential	2LU	30	357	22	15	13	34	22	20	30	0
2/2/2017	3	SW 92 AVE	OLD CUTLER RD	SW 208 ST	SW 92ND AVE BTWN OLD CUTLER RD AND SW 208TH ST	Local Residential	2LU	30	6145	438	382	124	513	230	315	35	1
1/31/2017	3	SW 92 AVE	SW 208 ST	SW 212 ST	SW 92ND AVE BTWN SW 208TH ST AND SW 212TH ST	Local Residential	2LU	30	6326	635	514	144	486	215	312	37	0
2/2/2017	3	SW 92 AVE	SW 212 ST	SW 216 ST	SW 92ND AVE BTWN SW 212TH ST AND SW 216TH ST	Local Residential	2LU	30	4024	342	286	75	324	128	207	32	1
1/31/2017	3	SW 97 AVE	SW 212 ST	SW 216 ST	SW 97TH AVE BTWN SW 212TH ST AND SW 216TH ST	Local Residential	2LD	30	2030	422	203	219	388	170	235	39	0
4/25/2017	3	SW 97 AVE	SW 216 ST	SW 219 ST	SW 97TH AVE BTWN SW 216TH ST AND SW 219TH ST	Local Residential	2LU	30	1735	127	96	46	139	75	90	41	2
5/17/2017	3	SW 99 CT	SW 212 ST	SW 216 ST	SW 99 CT BTWN SW 212 ST AND SW 216 ST	Local Residential	2LU	30	4403	561	397	196	395	217	178	37	1
6/1/2017	1	MONTEGO BAY DR	BLUE WATER RD	CORAL SEA RD	MONTEGO BAY DR BTWN BLUE WATER RD AND CORAL SEA RD	Local Residential	2LU	30	424	33	16	17	45	24	24	38	0

# APPENDIX E

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Miami-Dade Traffic Flow

**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.

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 closures(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

- 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 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.

## **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**

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***
85th Percentile Speed+	>150 VPH <300***	>300 VPH <800
Correctable Accidents per year	10 MPH> Speed Limit	10 MPH> Speed Limit
Cut Through Traffic during the a.m. or p.m. peak hour	>3 per year	>6 per year
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25%	>50%
Concurrence from affected residents/property owners.*	>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:**

- 85<sup>th</sup> 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

- 85<sup>th</sup> 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 85<sup>th</sup> 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.

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

Honorable Chairman Carlos A. Gimenez  
And Members, Regional Transportation Committee  
Page 2

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

11/1/09  
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 85<sup>th</sup> 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 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.

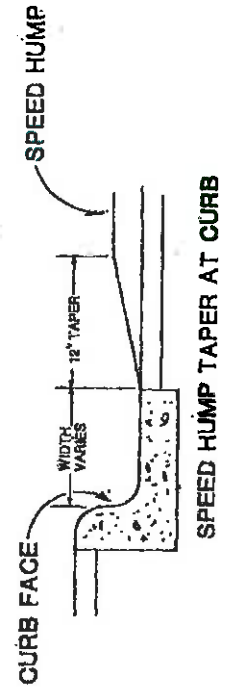
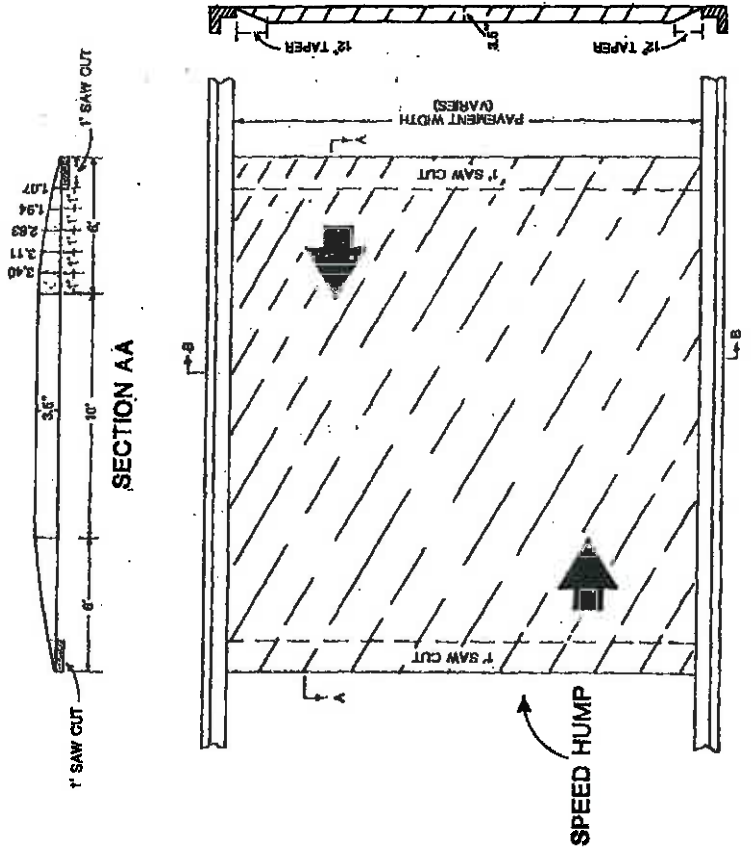
**DESIGN:**

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. 1<sup>st</sup> Street, Suite 1610  
Miami, Florida 33128-1970

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

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 1<sup>st</sup> Street, 15<sup>th</sup> 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 \_\_\_\_\_ Date \_\_\_\_\_

Phone Number \_\_\_\_\_

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 1<sup>st</sup> Street, 15<sup>th</sup> 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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_

FOR  AGAINST

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_

FOR  AGAINST

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_

FOR  AGAINST

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_

FOR  AGAINST



# APPENDIX F

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Interlocal Agreement

**THIS INTERGOVERNMENTAL AGENCY AGREEMENT  
TO PERFORM TRAFFIC ENGINEERING FUNCTIONS**

THIS INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS (AGREEMENT), made and entered into this 23rd day of August, 2017, by and between the TOWN OF CUTLER BAY, FLORIDA, a municipal corporation of the STATE OF FLORIDA, hereinafter referred to as the "TOWN" and MIAMI-DADE COUNTY ("COUNTY"), a political subdivision of the STATE OF FLORIDA, MIAMI-DADE COUNTY.

**WITNESSETH**

WHEREAS, pursuant to Section 2-96.1 of the Miami-Dade County Code, all traffic control and traffic engineering services in Miami-Dade County are under the exclusive jurisdiction of the COUNTY; and

WHEREAS, the TOWN desires to assume the installation and maintenance responsibilities of certain traffic engineering functions pertaining to its local municipal streets only; and has requested the COUNTY to allow it to perform the function of conducting engineering studies for the feasibility of traffic calming devices and installing traffic calming devices; and

WHEREAS, the COUNTY has determined that the TOWN is both equipped and able to perform the traffic engineering functions as herein specified on its local streets; and

WHEREAS the TOWN has, by proper resolution attached hereto as Exhibit "A" and by reference made a part hereof, authorized its office(s) to enter into this AGREEMENT.

NOW THEREFORE, the TOWN and the COUNTY agree as follows:

1. The recitals set forth above are incorporated herein by reference.
2. The TOWN will only install and maintain the following designated types of traffic control devices and/or signs and only on those local municipal streets operated and maintained by the TOWN within its boundaries and in accordance with COUNTY criteria:
  - a) Traffic Circles
  - b) Speed Humps
  - c) Historic Street Name Signs
  - d) Raised Intersections
3. Traffic calming devices may be installed on local municipal streets only after an appropriate traffic engineering study has been performed and sealed and signed plans have been submitted to the Department of Transportation and Public Works ("DTPW") of the COUNTY for its review and approval.
4. Any such Traffic Calming Devices may be installed on local municipal streets after sealed and signed design plans have been reviewed and received written approval by the TOWN, through its Town Manager or his/her designee. Provided that such design plans utilize the standard County design attached as Exhibit "B", no additional review or

approval by the County shall be required before installation. To the extent that design plans deviate from the standard design attached as Exhibit "B", such plans shall be submitted to the County for its review and written approval. A copy of such design plans must be submitted to DTPW of the County.

5. The TOWN shall attach a decal to the back of the sign panels indicating the Town's ownership and date of installation.
6. The TOWN assumes sole and complete responsibility for the maintenance of all such Traffic Calming Devices that are installed by the TOWN within its boundaries.
7. The TOWN assumes sole and complete liability for any and all accidents, damages, claims, and/or injuries which may or are alleged to occur or arise out of the installation, operation or maintenance of said Traffic Control Devices, and hereby indemnifies to the extent allowed by 768.28, Florida Statutes, and saves harmless the COUNTY from any and all claims and damages arising from such installation, operation or maintenance of the Traffic Calming Devices. All Traffic Calming Devices installed by the TOWN in accordance with this AGREEMENT shall conform to the applicable requirements established by the following publications including latest revisions:
  - Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation Federal Highway Administration
  - Standard Highway Signs, U.S. Department of Transportation, Federal Highway Administration
  - A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
  - Roundabouts: An Informational Guide, Federal Highway Administration, U.S. Department of Transportation
  - Florida Roundabout Guide, Florida Department of Transportation
  - Florida Department of Transportation's Standard Specifications for Road and Bridge Construction
  - Florida Bicycle Facilities Planning and Design Handbook, Florida Department of Transportation
  - Miami-Dade County Public Works Standard Detail Manual
  - Miami-Dade County Traffic Flow Modification(s) Street Closure Procedure, Revise January 2008, Exhibit "C"
8. Notwithstanding any other term in this Agreement, nothing shall be deemed to be a waiver of either the TOWN or the COUNTY'S Immunity or limitation of liability as provided pursuant to Section 768.28, Florida Statutes, as may be amended from time to time.



9. For installation of traffic control devices, the TOWN shall hire a COUNTY licensed contractor or perform the work in-house by the TOWN Public Works crew.
10. Should the TOWN install street name signs at the same site where a stop-top street name exists, then the TOWN shall first install their sign on a separate post, not to interfere with any other traffic sign, other corners of the intersection may be used for the Town sign. Subsequently, the Town shall remove the County's stop-top street name signs by an approved sign contractor. All signs and hardware removed shall be dismantled and returned to the Traffic Signals and Signs Division of the County's DTPW. Street name signs installed at the intersection of two (2) local roads should be placed at the northeast or northwest corner. Town historic street name signs shall be of a design approved by DTPW. In-street pedestrian crossing signs placed on pavement shall not be metal type.
11. The TOWN shall be responsible for keeping records of any and all installation and repairs, and furnishing pertinent documents as and when said records may be requested by the County.
12. Either the Town or the County may, in their respective sole and complete discretion, terminate this Agreement, with or without cause and/or convenience of the terminating party, upon thirty (30) business days written notice; provided, however, the Town shall continue to maintain, repair, and be responsible for any traffic calming devices and signs installed by the Town while this Agreement was in effect. Prior to the termination of this Agreement, however, the Town may elect to remove any one or all Traffic Calming Devices installed by the Town; provided the Town shall restore the roadway and area in which the Traffic Calming Devices was located to the condition that existed before the Town's installation.
13. Upon written notification by the County, the Town shall immediately remove any Traffic Calming Device, at the TOWN'S sole cost and expense that is not in compliance with the terms of this Agreement.
14. Any notice or communication required hereunder shall be addressed to the following:

TO COUNTY: Miami-Dade County

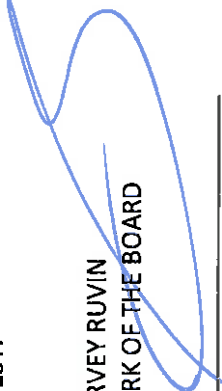
Attention: Director, Miami-Dade County  
Transportation and Public Works Department  
111 NW First Street, Suite 1640  
Miami, Florida 33128  
(305) 375-2960

TO TOWN: Town of Cutler Bay

Attention: Town Manager, Town of Cutler Bay  
10720 Caribbean Boulevard, Suite 105  
Cutler Bay, Florida 33189  
(305) 234-4262

IN WITNESS WHEREOF, the parties hereto set their hands and official seals the day and year first above written.

ATTEST:


HARVEY RUVIN  
CLERK OF THE BOARD  


BY: \_\_\_\_\_  
COUNTY DEPUTY CLERK

MIAMI-DADE COUNTY,  
FLORIDA, BY ITS BOARD OF  
COUNTY COMMISSIONERS

BY:   
County Mayor or County Mayor's Designee

Approved as to form and legal sufficiency

BY:   
County Attorney



ATTEST:

TOWN OF CUTLER BAY, a  
municipal corporation of the  
STATE OF FLORIDA

BY:   
Debra E. Eastman  
Town Clerk

BY:   
Rafael G. Casals  
Town Manager

(AFFIX TOWN SEAL)

Approved by Town Attorney  
as to form and legal sufficiency

  
WEISS SEROTA HELFMAN COLE & BIERMAN, P.L.  
Town Attorney

Town Resolution # 17-09

**RESOLUTION NO. 17-09**

**RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CUTLER BAY, FLORIDA, AUTHORIZING THE TOWN MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGENCY AGREEMENT WITH MIAMI-DADE COUNTY AUTHORIZING THE TOWN TO PERFORM CERTAIN TRAFFIC ENGINEERING FUNCTIONS ON TOWN-OWNED STREETS; PROVIDING FOR AUTHORIZATION; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the Town is composing a Traffic Calming Master Plan for the purpose of identifying opportunities to improve and reduce traffic within the Town; and

**WHEREAS,** the Town has hosted four Traffic Calming Public Involvement Meetings where Town residents expressed their desire for the Town to install and maintain certain traffic control devices within the Town's boundaries along municipal streets; and

**WHEREAS,** pursuant to Section 2-96.1 of the Miami-Dade County (the "County") Code, all traffic control and traffic engineering services in the County are under the exclusive jurisdiction of the County; and

**WHEREAS,** Section 2-96.1 of the County Code allows the County to enter into an Intergovernmental Agency Agreement to permit an adequately equipped municipal agency to assume certain traffic control functions; and

**WHEREAS,** traffic control devices and signs will aide in improving and calming local traffic within Town streets; and

**WHEREAS,** the execution of the Intergovernmental Agency Agreement, in substantially the form attached hereto as Exhibit "A", will give the Town enhanced responsibilities and jurisdiction over the installation, maintenance, and use of certain traffic calming devices; and

**WHEREAS,** the County has determined that the Town's Public Works Staff is both equipped and able to perform the traffic calming functions as herein specified on its municipal streets; and

**WHEREAS,** the Town Council finds that this Resolution is in the best interest of the health, safety and welfare of the residents of the Town.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CUTLER BAY, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals.** The above recitals are true and correct and are incorporated herein by this reference.

**Section 2. Approval of Agreement.** The Town Council hereby authorizes the Town Manager to execute an Intergovernmental Agency Agreement with Miami-Dade County, in substantially the form attached hereto as Exhibit "A," subject to approval as to form and legality by the Town Attorney, which will allow the Town to install and maintain traffic calming devices and signs within the local municipal streets operated and maintained by the Town.

**Section 3. Authorization.** The Town Manager is authorized to take all action necessary to enter into an Intergovernmental Agency Agreement with Miami-Dade County, in substantially the form attached hereto as Exhibit "A," to allow the Town to perform engineering functions that will allow the Town to install and maintain traffic calming devices and signs within the local municipal streets.

**Section 4. Effective Date.** This Resolution shall take effect immediately upon adoption.

PASSED and ADOPTED this 15<sup>th</sup> day of February, 2017.

Attest:



Debra E. Eastman  
Interim Town Clerk

  
PEGGY RIBELL  
Mayor

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY FOR THE  
SOLE USE OF THE TOWN OF CUTLER BAY:



WEISS SEROTA HELFMAN  
COLE & BIERMAN, P.L.  
Town Attorney

**Moved By: Council Member Coriat  
Seconded By: Council Member Mixon**

**FINAL VOTE AT ADOPTION:**

<b>Mayor Peggy R. Bell</b>	<b>YES</b>
<b>Vice Mayor Sue Ellen Loyzelle</b>	<b>YES</b>
<b>Council Member Mary Ann Mixon</b>	<b>YES</b>
<b>Council Member Michael P. Callahan</b>	<b>YES</b>
<b>Council Member Roger Coriat</b>	<b>YES</b>





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



Traffic Flow Modification(s)/Street Closure(s) Procedure  
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 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.

**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.