

City of Coral Gables City Commission Meeting
Agenda Item I-1
March 14, 2023
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago

Vice Mayor Michael Mena

Commissioner Rhonda Anderson

Commissioner James Cason

Commissioner Kirk Menendez

City Staff

City Attorney, Cristina Suárez

City Manager, Peter Iglesias

City Clerk, Billy Urquia

Public Works Director, Hermes Diaz

Senior Transportation Engineer, Melissa DeZayas

Police Chief, Ed Hudak

Fire Chief, Marcos de la Rosa

Public Mr. Nelson(s)

John Nelson

Agenda Item I-1 [2:26 p.m.]

Discussion on the impact of traffic calming on Police and Fire response times.

Mayor Lago: Moving onto I-1, so we can hear this gentleman who's here from Milan, please.

City Manager Iglesias: Mayor and Commissioners, as you mentioned Mayor, we are concerned about the volume of traffic calming. I asked Public Works to do a simulation, look at what are these effects are going to do on our response times. I don't believe there's any type of requirement for X response times as far as Police and Fire are concerned, but traffic moves like water. It takes the path of least resistance. We have a huge volume issue which is our biggest issue, as people come east and west across our city, and I think we should be aware that as traffic calming goes up there may be issues concerning our response times for Police and Fire. So, I've asked our

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Transportation Manager to do a simulation because I think that better shows what can happen as we move down this traffic calming issue, and as much as our residents want a great deal of traffic calming, we have to make sure that we understand that there's a cause and effect to everything. So, with that, I will turn it over to our Traffic Manager.

Ms. DeZayas: Melissa DeZayas, Senior Transportation Engineer. So, we have a presentation, it's a quick presentation, there's going to be a video that follows just to do like a simulation of the impact on traffic calming devices to emergency response times. So, just a little bit of background. The citywide traffic calming project which is now in the implementation phase began in 2016, you know the planning process was launched. We were getting several requests for traffic calming due to speeding, cut-through traffic. So, in 2017, the city lowered the speed limits from 30 to 25 for the local residential streets and in 2018, an agreement was signed with Miami-Dade County to help streamline the process for traffic calming, and in that agreement certain devices are included that would not need to go through the permitting process for Miami-Dade County. You'll see it later. These are speed tables, cushions, raised intersections, and traffic circles; and then in 2019, we began the phase that we're in now. So, like I said, for certain pre-approved devices for Miami-Dade County that do not need to go through the permitting process. In the agreement there's specific details and everything with dimensions and we need to abide by those dimensions to move forward with traffic calming devices that are pre-approved. So, I was asked to put together the process just to give everybody a breakdown of when we receive a request, what the process is for traffic calming. So, whenever a resident reaches out with their concerns regarding speeding or cut-through traffic or anything, our Transportation Department will reach out to the Police Department and request shield data on that street. Once we get the shield data, basically what the shield data is, for those of you who don't know, there're devices that, what do you call it, they have the speed limits shown when the car is going driving down the street, we ask for them to turn off the display, because with the display turned on, cars have a tendency to slow down, so we've actually had residents reach out to us think that they're broken, but no, we told them to turn it off. So, after we get that report, the report will give us volumes in speed and then we go, and we plug in those numbers on this spreadsheet that we put together based on the agreement. If it gets within a certain amount of points because you need ten points to qualify. If it gets within a certain amount of points we go through the next process, which is official data collection. So official data collection for those that do not know, those are the tubes that you see on the street. That is the most precise data collection that we can do, but it does cost some money. As a practice what we do is, we wait until we have a certain amount because we're trying to avoid excessive mobilization fees; and then, we'll do a final check and then if it does qualify, meaning it's gotten points or more, then we'll go to preliminary design. After we get the preliminary design, we have to send these, if it's a speed table, cushion, or traffic circle we send it out for balloting. So, we mail out the design with the ballot. We give the residents three days to return the ballot, because based on our agreement, if 50 percent or more of the return ballots for the tables or cushions come back in favor, we'll proceed

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with final design. If it's a circle, we need 100 percent concurrencies, so we need all the ballots to come back, sorry, 100 percent returned ballots, 50 percent concurrency of the ones at the four corners. If the residents are in favor, then we'll proceed with final design and ultimately construction. So, this is a lengthy process and I just want everybody to be clear about how lengthy this process is. It's taken a while to get to where we are, but we are moving forward.

Commissioner Cason: Question. So, the residents who are there, it could be renters, but you don't go to the owners.

Ms. DeZayas: We sent it to the property owners.

Commissioner Cason: Owners.

Ms. DeZayas: Yes. So we have had instances where we've sent it to the property owners and the property owners don't necessarily live at those homes, so we can't go knock on the door and say, we haven't received your ballot, you know, we're actually dealing with that now with one of the traffic circles since we need all of the ballots for the traffic circles to be able to move forward.

City Manager Iglesias: What this MOU does is, it allows us not to have to submit to Dade County individually for every one of these items whether they are circles or intersections or speed tables or whatever. So, even though this process does have its issues, going to Dade County for every one of those would be a very, very lengthy procedure.

Commissioner Menendez: I have a question, because I've been receiving a lot of e-mails, I think every week now for different areas, understandably, asking for speed tables and stuff like that, and having spoken with you all and other members of the administration, I think the key point that residents don't know, not all of them know, is that agreement with the county, and unless that street or that block reaches the sort of the ten points, they don't qualify, if I'm not mistaken, correct.

Ms. DeZayas: Yes.

Commissioner Menendez: They don't know that. They think we make the decision at will and they don't understand that we have a county agreement that we're bound to, and we have to follow the protocol. I think as a government, we need to find a way to communicate to our residents that important part, because we just don't up here, hey, put a speed table there, put a speed table there. I think folks need to know that that's what we're dealing with, because otherwise we're going to continue getting calls and say, why don't I have a speed table. By the way, important question too, do you know what percentage of blocks or streets, let's say over the last year or two that have requested have qualified and have not qualified?

Ms. DeZayas: So, a percentage we don't have, but since we've started, we've actually gotten, right now we have 17 that have qualified, in addition to the ones that already programmed. Right now,

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we have 112 devices that are currently programmed for traffic calming. In addition to that, there's 17 other locations that qualify, so they are just waiting for approval to go forward with design, and I believe there's about 30 that are pending shield data. So, as residents see traffic calming devices getting installed, we're getting numerous requests.

Commissioner Menendez: Do you know how many have not qualified?

Public Works Director Diaz: We can probably get that.

Commissioner Menendez: Because I asked about particular streets and supposedly they were measured and I was told, Commissioner, the average speed is 20 miles an hour, the high speed was 40 miles an hour and that was one case, so obviously perhaps that street, so I'm wondering how many did not qualify.

Public Works Director Diaz: We'll take a look at that. We don't have that data on hand.

Commissioner Menendez: I think that's important to paint a real picture.

Ms. DeZayas: Just to be clear, this is not based on 50 percent, this is not by average, this is 85th percentile speed. We can't determine like, based on our agreement with the county, you can't install a traffic calming device based on extreme speeds that go down. It has to be the 85th percentile, because that's the criteria that's in place.

Commissioner Anderson: So, I'm going to continue the interruption while we're interrupting. We're going to be talking in a little bit about some radar signs and some of the data that I looked at shows that the radar signs themselves will slow down traffic 80 percent of the time. So if that display was on, people will be slowing down 80 percent of the time. The other thing I wanted to clarify with you is, are there certain streets that do not qualify for traffic calming, because they are county roads, Coral Way

Ms. DeZayas: Yes.

Commissioner Anderson: Bird Road, Maynada, Valencia.

Ms. DeZayas: So, part of our agreement, well a critical part of our agreement is that its only for local residential streets. The streets that you just mentioned are county roads, DOT roads, we can't install traffic calming on those roads. We can work with like, the county in terms of they look at certain locations such as Coral Way and Anderson where they're looking into putting a roundabout, but that is not through our agreement, that's not something that the city is doing, that's a county-initiated project.

Commissioner Anderson: LeJeune and Valencia we've been kind of trying to get a "do not block the box" put in there.

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Ms. DeZayas: We put in that request to DOT, because LeJeune is a DOT road, they would be the one that would initiate the study and then they would look to see if that's something that they would be.

Commissioner Anderson: For those who don't know who DOT is, its State of Florida.

Public Works Director Diaz: Florida Department of Transportation.

Commissioner Anderson: Right.

Ms. DeZayas: So, just to give you an overview of what we have planned. This is Zone 1 and its basically the area within the city limits that's between Coral Way and 8th Street and Red Road and LeJeune. So, this is what we have currently planned for this zone, this does not include the devices that I mentioned that we have pending, and that blue line that's going through is the simulation that we have for the simulation.

Public Works Director Diaz: And a little bit of an explanation of what we're talking about. The original is what was there before we started doing the recent traffic calming. There is a handful of traffic circles on Obispo that predated this program, so those were there. The maximum build is what happens if you put a traffic calming device everywhere where you could potentially fit, you need to maintain certain distance from an intersection, mid-block, etc., and we did that only from LeJeune to the west, so we compare what happens one versus the other.

[Video Simulation]

Commissioner Cason: The car on the right is the one that would be much slower because of the speed.

Public Works Director Diaz: Correct.

Ms. DeZayas: And that's a worst-case scenario. That's if we were to install traffic calming devices on every single block on Obispo.

Public Works Director Diaz: Every block, every intersection.

City Manager Iglesias: Well, that would be maximum traffic calming based on traffic engineering principles.

Public Works Director Diaz: Correct.

Commissioner Anderson: And if someone is driving in their police vehicle a little faster over those speed tables, what would happen?

Public Works Director Diaz: It depends on the car. I actually did a test myself, we started doing this at some point. When I worked in Miami, we built a bunch of those and we were playing with the geometry a little bit confined to what the county allowed, and I had a mid-size car, and you have to slow down to go over them. Now, I presume that if you had an SUV or something bigger, I think maybe you would get away with it a little bit and if you had one of the low-lying cars, I think you could really, really feel it, if you did not slow, stop, slow down through those speed tables, but I did try and I went through the exercise, I was the guinea pig, and I forgot, I had to actually go all the way down to like 17-18 miles per hour as you go over those things.

Commissioner Anderson: Unless you do the lift off, right.

Commissioner Menendez: In that video the car hits like 22 speed tables.

Public Works Director Diaz: Maximize...

Commissioner Menendez: That's not the usual reality.

Ms. DeZayas: No. This is not...

Mayor Lago: Worse-case scenario.

Vice Mayor Mena: With five bumps planned, I think, on Obispo.

Ms. DeZayas: On Obispo we currently have six...

Vice Mayor Mena: This is more.

Ms. DeZayas: Yes, this is more than six, because what happens is that we've installed like four and then all of a sudden, I'll get an e-mail like, you're continuing on our block, right.

City Manager Iglesias: That's the issue that once you see one you want more.

Vice Mayor Mena: I know. I get it, but how many is it?

City Manager Iglesias: This is the maximum that can be done based on traffic engineering, allowed by traffic engineering standards.

Public Works Director Diaz: For Obispo, Obispo probably has one of the highest concentrations of speed tables already to begin with and we are getting requests for more. But yes, this is a worse-case scenario.

Mayor Lago: What is the delay?

Public Works Director Diaz: About a minute.

Mayor Lago: About a minute.

Public Works Director Diaz: By the time you get to the end, yes, a minute and change, right.

Ms. DeZayas: Yes.

Mayor Lago: This is a worse-case scenario it would be about a minute.

Public Works Director Diaz: Correct.

Mayor Lago: We have to make a policy decision where we're heading, and we have more and more people coming into this community every single day. We have 198 entrances in the city. The county is not going to allow us to close any of the current streets that egress and ingress into the city, so either we leave it the way it is, or we address it with traffic calming. We have to be sensible about things.

Commissioner Cason: The only thing we have to keep in mind too is that if we put traffic calming on all of Milan, they are going to go to the next street over and so the water is going to find the path of least resistance, so cars are going to always find where there's non-used speed, Ways is probably going to tell them.

Mayor Lago: Milan is a special case, I'll tell you why, because it runs all the way from 57th Avenue and it runs, this is a straight shot all the way down. You have a lot of other streets that you've got to curve your way in and out of, and people avoid those because its backtracking, it's a little difficult.

Vice Mayor Mena: But I think the Manager's point is that I don't necessarily think people are looking for the street that they can go the fastest speed on. I think they are looking for the street with the least traffic. And so, the speed tables, I don't think they are necessarily will avoid the street if there are speed tables. I don't think that's the objective. I think the objective is to slow down.

Mayor Lago: You can't keep them out of the city.

Vice Mayor Mena: I guess the other point I would make is, it seems to me like if you're looking at a street like Obispo, you really have to look at it holistically. You shouldn't be, it seems to me, doing tests on individual blocks saying yea or nay on Block C, before you've evaluated Block K, M and O, because you are going to end up in a position where you are going to have to say to those latter blocks, we can't put more because if we put 20 on Obispo we're cutting the time down and those people went first, so sorry. It seems to me like you have to look at the street from point A to point Z and say, okay, if we're not willing to put 20, because it creates a one-minute delay, what's the threshold we're willing to do, pretend for a moment its 10, I'm just making up a number, seems

to me like you should spread those out throughout point A to Z, as opposed to clustering them. You understand what I'm saying?

Public Works Director Diaz: Yes, we do.

City Manager Iglesias: Yes, but Vice Mayor, the effort of this is to say that – because once you do traffic calming here, then you want there and there and there, so the more people see traffic calming the more of our residents, the more they want traffic calming. So this can easily spread out, right, because traffic is like water, it takes the path of least resistance, and when we have Ways and various other means that capture a lot of this information. So, this is just an exercise to indicate that the more intensive the traffic calming becomes throughout the city, the more issues we're going to have with response times, and if we're willing to live with that, then that's fine. You can't do something without causing another affect. This is just one example of what can happen as we maximize this and we're getting more and more residents wanting traffic calming, because their neighbors got it and I understand that, but where is our limit, where are we going to say, we're just going to continue adding more and more traffic calming and I've got Chief Hudak here and Chief de la Rosa that can talk about response time issues and what does that one minute entail.

Commissioner Anderson: So, I'm going to bring in a couple of other things. You want to go first Mayor?

Mayor Lago: No, no, go ahead.

Public Works Director Diaz: And one thing I wanted to speak about is that when this program was originally developed, it was intended to be a resident-driven process. So we actually collected data for, and this actually pre-dates my time in the city, but we started collecting data going back to, probably 2016.

Ms. DeZayas: Yes, that's when the planning process started.

Public Works Director Diaz: And the data was collected over several years until the execution agreement, those are the speed tables that are currently programmed to be implemented. So, we're talking about now the extra, because again, now what some people have seen what we're doing, they like it, they want it, so we're talking about that extra requests that we're getting now in response to the original program which is limited to 112 devices.

Ms. DeZayas: 112 devices.

Mayor Lago: I think what we need to do is take a step back. Is everybody here still in favor of traffic calming? – I am. This is a worse-case scenario and I think we need to keep pushing forward with this, deliver on traffic calming. I don't know about you, but I'm getting five, six e-mails a day.

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Commissioner Anderson: Its one of the top issues for residents.

Mayor Lago: And I want to be gracious to Melissa and to Hermes, I send it to them, I said, please educate the residents in regard to where they are in the queue. If their possible neighborhood will accept traffic calming, did they meet the requirements. I'm pretty much ready to go. I think I want to see the traffic calming on Milan. I want to see that. I'm ready to move forward. We've got a long agenda today, so tell me what you would like to do, Commissioner.

Commissioner Anderson: The only things I was going to add is, the most critical areas usually are from the exterior on in, because you're trying to slow somebody down that's used to travelling at a much higher rate of speed on a county road, so getting their attention early on is a factor, and the design and we've talked about design with the Fire Department a number of times for the paramedic vehicles having to cut out so that if you have somebody in there with broken bones or you're trying to put an I.V. in, that these speed tables are not interfering with the administration of medical equipment. So those are my two additional comments.

City Manager Iglesias: The Chief's here, they would like to comment on the response time issue.

Chief Hudak: Again, on the holistic view and then we're talking about response times earlier, okay. If you add two minutes we're at ten minutes to a non-emergency call, because we're driving that way. I think the issue is, and to what I think the Vice Mayor talked about is, we are all getting the complaints and rightfully so, our issue is much more of a volume issue with an occasional speeding issue, that's what the 85th percentile tells us. And the enforcement side of it, we've done the part-time, traffic officers are working those areas, but we have seen usually what we do and over the last 35 years I've been here is, we start putting things up and the water does run in other neighborhoods. Then it goes outside of our control. I think we do have to look this almost as a grid look at different parts of the city, because there are certain streets, Milan, Obispo, you have to address. Our cars are going 24/7, we're travelling those roads 24/7; motorcycles, I've got officers on motorcycles, so they are going to go into the neighborhoods as well, its not just cars. So there is going to be a cause and effect on response times if we just start putting up certain ways or we're going to travel different ways. Over the years we've had concerns from residents when we started putting up the gates at the end of the streets, they saw a lack of patrolling, because its just difficult, you know cops, we travel in circular motions, one way or the other, get to the end of the block, turn around and come back. Now you're doing a K-turn to turn around and come back. It's a less effective way to patrol, not that we're talking about blocking off any streets, but we're going to have to accept the fact that it's going to take us longer to get there in non-emergency calls. The wear and tear on our cars is definitely going to become an issue, there's no doubt about that, they're not pansy-type cars. We'll see how the Tesla holds up, Mayor, we're not putting any speed bumps downtown. So that's our bigger concern is what routes are we going to take or where you're going to do it, is there one street, then they are going to push over. We see the same thing, Biltmore Way,

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I think was the first speed cushion we put up, Biltmore Drive, I'm sorry, and Arduna has been a constant issue, Manny Chamizo calls us.

Mayor Lago: Every day.

Chief Hudak: Every day,

Mayor Lago: Calls me every day.

Chief Hudak: Calls you every day.

Mayor Lago: And sits out there with signs to slow traffic down. He puts out cones.

Chief Hudak: Which I do think, and talking with Commissioner Anderson, I think there may be a way to address some of the issues with some of these street signs and help us get the data. So our turnover for shield 12 is a portable thing that takes us a while to get the data. Some of the things that the Commissioners are talking about and what we're doing and I think this body would have to decide if they want to have those kinds of signs, which I know is another item, we know that from the police side, it does slow people down. Now whether we're going to put those in a neighborhood where they have sites and things like that, LeJeune Road, there's a way to pull people over in a very safe and non-safe ways, so that's a problem. So, we're looking at it holistically from the police department side of that. Do an area, just don't do a street, if you're going to do it, but we don't recommend just those streets because its going to push the problem other places as it has historically.

Chief de la Rosa: Just to add to what Chief Hudak articulated is, that is the dichotomy between managing traffic, speed and response times and our ability to access an emergency within a timely manner. There is no device – we've worked extensively with Public Works to research what devices out there we could use that could minimize the impact to a police or fire or rescue unit. We've achieved that in working with them with regards to the crest of traffic slowing devices that we're currently using, but it does have an impact on our response times, and that's not to say, as Chief Hudak stated that we're advocating against managing the volume of the traffic and the speed within our city, but its important to note that that does have unintended consequences. For the Fire Department, its not only getting to the call, but its also leaving the call when we have a patient in the rescue truck. I do agree with what was being discussed earlier with what we mentioned before which is, can we look at this as a district or a regional area and have a comprehensive plan with regards to how we incorporate the devices to allow for both for some traffic management at the same time minimize the impact that there is on our response times. I know we mentioned the signs that could also be an alternative that we consider, but its important to note that the devices that we have regardless of which one we incorporate, they do have an impact on our rescue and our fire vehicles.

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Commissioner Menendez: I have a question for both Chiefs. Do we have a technology where a fire truck or rescue, police car, let's say on LeJeune or Miracle Mile, wherever it is, there's a red light it switches to green as you're approaching.

Chief de la Rosa: There is such technology. We looked into that in the past, but the traffic lights were owned and managed by Miami-Dade County. So, I can't tell you that there's going to be a solution within a year or what that timeline is, but the fire departments in Miami-Dade are looking at a regional solution for the cycling of lights.

Commissioner Menendez: Because the reason I ask is, so if it is a red light, even though you have the right-of-way in emergency vehicles, you still slow down at the intersection because you have to, just to avoid a collision. So there are natural situations, intersections where we're slowing down anyway until the technology kicks in, I would imagine.

Chief de la Rosa: Correct – and I'd like to point out that with the exception of a real extreme emergency, we will make every effort possible not to push civilian cars into an intersection, even if that means having to go against traffic, but that is something we really do not like to do is push traffic that is stopped into the box or into the intersection and with regards to cycling of the lights, we are looking into that technology, but I can't tell you that that's something that's in the real near horizon at this point.

Mayor Lago: So moving on, unless the Chief has something he wants to add to this also.

Chief Hudak: No.

Mayor Lago: I appreciate the knowledge, I appreciate the effort, its incredible, but we've got to find a balance somehow, somehow, between response times and traffic calming. I need to see Milan installed; I need to get it done. What are we looking at timewise?

Public Works Director Diaz: So, I think the next step would be balloting, right, or do we still have to collect real data?

Ms. DeZayas: No, we have to ballot, we have to ballot, and we have to get final design, so it would be a few months, because we have to get the conceptual design ready. We already have a consultant on board for Zone 1, and there were certain devices that did not go through, so we had some money left in that purchase order for that one, so it would just be a matter of getting...

Mayor Lago: How about Obispo?

Public Works Director Diaz: Obispo, we finished everything that was preplanned on Obispo.

Ms. DeZayas: All of the traffic...

Mayor Lago: What about where Mr. Manny Chamizo lives?

Public Works Director Diaz: [Inaudible]

Ms. DeZayas: Which one?

Public Works Director Diaz: [Inaudible]

Chief Hudak: North of U.S.-1, south of Blue.

Ms. DeZayas: South of Blue, that's Zone 4. So, Zone 4 is within about a year-and-a-half.

Mayor Lago: I just don't know if I can just handle all the e-mails, its just every day. Its every day. Its pictures of them with stop signs. They are putting cones up; they have tables up. Its just gotten to the point where – please, Chief, please. People probably think I'm crazy.

Chief Hudak: No, no, no, listen, the quality of life issues that we talk about all the time, a lot of that's traffic and cut-through, and we are a pass-through oasis. We've had this conversation, Mayor Cason, I remember having it with him on the dais is that, people are cutting through here at an alarming rate to get there. Yesterday, I had a meeting up in the north end and head to the street, no turn or turn right turn, I got there and there was a big planter in the middle of the street. I know for a fact that city didn't get that thing approved, but it was there, and I don't think we can do that for emergency purposes. Managing the volume of what comes through is the bigger issue. The speed is the ancillary issue that we're talking about, and I think that's what we have seen throughout. Speed, we can adjust through enforcement efforts; and again, I think that's why Commissioner Anderson's thought process on some of the signage is going to help us, but also give us the data. Every time we've done these and I can't remember how many times we've had something that said, there are outliers, but we do get these notices, I would say Major, three times a week, at least three times a week directly to us. Some are repetitive, most of them are brand new.

Vice Mayor Mena: Do we go back in after.

Ms. DeZayas: Something that we're looking at.

Vice Mayor Mena: And see what changes, if any.

Mayor Lago: How effective.

Public Works Director Diaz: We haven't done it, but...

Ms. DeZayas: We're looking into it.

Vice Mayor Mena: I'm not saying every time, but just to have a sense of what impact its having and hopefully, I hope the answer is not having an impact, you know what I mean. If it's not, we should know that. There's only one way to find out.

Commissioner Anderson: I've seen an outlier or two where they go flying, because they thought it was fun, but I think I've only seen that once.

Public Works Director Diaz: It will for your car. If you have a regular car...

Vice Mayor Mena: I'm not suggesting it doesn't. I'm asking when you start measuring the volume of traffic, what impact does it have, and then when you track the average speed, obviously not at the point of the bump, but you know whatever distance between it and the next.

Chief Hudak: The next bumper. Our biggest concern now, the last one we had that we're getting now is, they are speeding between hump to hump.

Vice Mayor Mena: Which is obvious.

Chief Hudak: Listen, you're right. So now some of the residents want us to put a motorman there to get them for a one-block area, because they go, as soon as they hit that – I call it entitled driving, that's exactly why we have a problem in this area. Everybody is entitled. They don't use turn signals, if you're in their lane, it doesn't make a damn bit of difference, they are going to cut you off. The same thing with speeding. Everybody is entitled to do whatever they think they want and that's just it. They go from one speed – they think they're entitled to go as fast as they want to the next one. So, it's still...

Vice Mayor Mena: Let me be clear. I'm in no way suggesting that these are not effective. What I'm saying is that if you don't have the after-the-fact data, then you can't plan as well as you should be able to, because I would presume that whatever the after-the-fact data tells you will color the decisions that you then make as you deploy these elsewhere. Again, I'm not suggesting every time you should retrack it, but here and there you probably should and kind of get a sense of what kind of impact its having. Then the other question to the Mayor's point, I think more precisely on time, other than trying to just do it faster, which I think is his preference, but is there something temporary that you can do in the meantime. Is it putting up a sign like a shield but with the lights on, whatever other temporary device there are that you can use.

Commissioner Anderson: That's why I was exploring that and I do have a short presentation on that, and we'll have to dive deeper in it later, but it was just, again, part of the thought process because we do have those gap provisions and of course electric vehicles are wonderful, but boy they can pick up speed really fast. And then we have some roads where we have a small amount of speeding, but yet its dangerous for children, so perhaps the investment of some of these signs that kind of wake people up that, hey, you're speeding may help slow them down, especially since

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they are showing here and I've asked you all to do the research that 80 percent of the people slow down when they see that, oops, I'm speeding.

Mayor Lago: So, let's do this. Is there any public comment?

City Clerk Urquia: No sir.

Mayor Lago: Did you want to say something again, or no. You've been here all day, the least we can do.

Mr. Nelson: I think the data shows that they clocked someone doing 82 miles per hour on Milan one night, okay. I'm 150 feet from the circle on Ferdinand and people are doing 50 at my house. Its just a non-stop race track and we have kids and dogs and older people walking, I feel something serious is going to probably end up happening one day, and the only time people stop at Ferdinand, which is a four-way stop is when there is either another car or somebody walking, otherwise its just wide open both directions.

Mayor Lago: So, you've heard from the Commission, we've been clear. This is a priority for us.

Mr. Nelson: And I think that we meet the criteria, from what I understand the data says.

Mayor Lago: Is that correct?

Public Works Director Diaz: The 1400 Milan, I believe, yes they do.

Mayor Lago: So, can we put together a schedule of deliverables?

Public Works Director Diaz: Absolutely.

Commissioner Anderson: Do we have data on how many people are running that stop sign?

Public Works Director Diaz: We do have some data – Milan is west of Lisbon, right, is it west of Lisbon?

Mr. Nelson: Lisbon intersects.

Public Works Director Diaz: That's the block that we're talking about, right.

Mr. Nelson: Correct. Yes, the 1400 Block.

Public Works Director Diaz: Yes. So, we do have some data on that Block and they definitely meet that criteria, but at least for the time that the data was collected the fastest speed was between 36 and 40 miles per hour.

Mayor Lago: So if you could be so kind, so we can get this moving, can you give me, through the Manager's office deliverables, a schedule of what are the next steps.

Public Works Director Diaz: Absolutely.

Mayor Lago: And we can get this to the residents so they can understand that we are on top of this and we're going to hit certain milestones, is that possible?

Public Works Director Diaz: Yes.

Mayor Lago: Perfect.

Commissioner Anderson: Can you copy all of us so we're up to date.

Public Works Director Diaz: Will do.

Mr. Nelson: Real quickly. The police sit at that corner of Ferdinand and Milan quite often and they refer to it as a honeypot, because they constantly...

Commissioner Anderson: Okay. That answers the question.

Mayor Lago: Thank you very much, appreciate it. Moving onto item – we don't need to take any action, right, none.

Commissioner Menendez: You need guidance from us as a body?

City Manager Iglesias: No. Commissioner, I just wanted to bring this up, because as we move more and more into traffic calming and certainly Milan is a huge issue, I think that we need to look at it on a regional basis to make sure that these response times are not affected. So Milan is a very, as you mentioned Mayor, is a very – a street that goes straight on to 57th Avenue, so we can look at those streets and then look at how traffic calming spreads to make sure that we have a hold on these response times, in addition to traffic calming.