

City of Coral Gables City Commission Meeting
Agenda Item E-9
January 24, 2017
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Jim Cason
Commissioner Pat Keon
Commissioner Vince Lago
Vice Mayor Frank Quesada
Commissioner Jeannett Slesnick

City Staff

City Manager, Cathy Swanson-Rivenbark
City Attorney, Craig E. Leen
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Assistant Public Works Director, Jessica Keller

Public Speaker(s)

Kenneth Garcia, Coral Gables Resident
William Moose, Coral Gables Resident
Robert Ruano, Coral Gables Resident
Deborah Swain, Coral Gables Resident
Susan Hills, Coral Gables Resident

Agenda Item E-9 [2:36:39 p.m.]

An Ordinance of the City Commission of the City of Coral Gables, Florida, creating Section 75-5 of the City of Coral Gables Code to lower speed limits to 25 miles per hour on residential local roads maintained by the City of Coral Gables, providing for repealer provision; severability clause, codification, enforceability and providing for an effective date.

Mayor Cason: Let's do now E-9.

City Attorney Leen: Mr. Mayor Item E-9 is an Ordinance of the City Commission of the City of Coral Gables, Florida, creating Section 74-5 of the City of Coral Gables Code to lower speed limits to 25 miles per hour on residential local roads maintained by the City of Coral Gables, providing for repealer provision; severability clause, codification, enforceability and providing for an effective date. This item is sponsored by Commissioner Lago. One note, the reason why this is being done by Ordinance is that State Law allows the City to change the speed limit, but it has to be done by Commission action and so the Commission action would be an Ordinance that would be encoded, that would establish 25 miles per hour as the speed limit within residential areas.

Assistant Public Works Director Keller: I have a presentation. I'm Jessica Keller; I'm the Assistant Public Works Director. First, I wanted to give my gratitude to all the people who assisted with this effort, the City Attorney's office, Fabio Rodriguez from Parks, MR (Maria Rosa) from Communications, Jessica Wotherspoon and Alejandro Escobar from PD; Public Works we had Yamilet Senespleda, David Lindsey, Carlos Munoz, Matt Anderson, Julio Abraham, George Gonzalez and Jill Hitchman. I want to read those names out and let you know that this really is a citywide effort working on this project and I wouldn't be standing here without them. The timing of this legislation could not come at a better time; the annual report from Smart Growth America released its 2016 report this month that once again put the State of Florida in the top spot as the most dangerous state for pedestrians and placed our region as the 11th most dangerous in the state. Legislative efforts like lowering the speed limit combined with enhanced street design, which will be accomplished through the comprehensive transportation plan, education, and enforcement policies work together to create a street system and standard of behavior that dramatically lessens the consequences of everyday mistakes. Mistakes can and will happen, but they should not be deadly or lead to serious life-altering injuries. This effort is aligned with the Commission adopted strategic plan objective to obtain world class performance levels in public safety. Public Works has set a goal of ten percent reduction in injuries each year, and slower speeds decrease the frequency and severity of injuries. The move to re-adopt, and I say readopt, 25 miles per hour speed limit takes us back to the days before the car was "King." The City of Coral Gables adopted ordinance 655 in 1950 where the speed limit was 25 miles per hour in residential and 15 miles per hour in the business district and around schools. It wasn't until Miami-Dade became incorporated during the rise of the highway age that the speed limit was changed to 30 miles per hour in residential areas. You are all aware of the history, but most recently Miami-Dade County in July of 2016 approved the request to lower the speed limit to 25 miles per hour only on residential local roads maintained by the City. I have a series of maps and this is just to show what streets would be changed to 25 miles per hour and it's the streets that are not color coded.

Mayor Cason: We have 252 miles of streets in the Gables, do you know how many miles...

Assistant Public Works Director Keller: You come up with the best questions and I do not know how many miles of streets.

Mayor Cason: Let me know by next time.

Assistant Public Works Director Keller: I will.

Mayor Cason: I just want to be able to say to people what percent of our street...

Assistant Public Works Director Keller: David Lindsey, I know you are watching, check – look it up. Some of the considerations that we took are 48 percent of all the traffic related concerns from 2012 to 2016 to Public Works were related to speeding. And I said this a number of times, the data does not support excessive speeding as defined by engineering standards. Excessive speed is dependent upon what our posted speed is. So, to give you an example, if our posted speed was 45 mile per hour and everyone was driving 45 miles per hour, we don't have a speeding problem, but I think that the residents would feel differently. Pedestrian safety - One of the things I wanted to mention is that every one of us is a pedestrian. This isn't an attempt to penalize anyone; it's a move to provide a safer environment when we are at our most vulnerable. When drivers are going 25 miles per hour rather than 30 miles per hour, drivers and pedestrians have more time to see each other and react. Coral Gables Police Department can issue citations beginning at 37 miles per hour, and I spoke with Director Fernandez and he wants me to emphasize that this is regulated by the state not a decision by Coral Gables Police Department to start enforcing at 37 miles per hour. Traveling at 40 miles per hour the average driver who sees a pedestrian in the road 100 feet of head will still be traveling 38 miles per hour on impact. Driving at 25 miles per hour the driver will have stopped before the pedestrian is struck. So I want to show you what this means in real life. The dot on the left that is Columbus and I have 1032 Milan Avenue indicated there, that's one of our residents is very concerned about the speed on Milan Avenue. So, I wanted to show this for an example. But at 705 feet from Columbus to Cordova where that middle road is, that yellow dot is 100 feet from Cordova. So if someone is crossing the street at Cordova and a car is traveling at 40 miles per hour they would be struck, there wouldn't be enough time for them to slow down. I want to talk a little bit about pedestrian safety and injuries. In a vehicle pedestrian crash, I have this chart here, I'm not going to read all the way through, but you can see the figures, the injuries increase significantly as the speed increases. I want to go back to this other slide too. So, if a car is traveling at 40 miles per hour and you can see 100 feet away from the intersection and it makes impact at Cordova, there is approximately 75 percent chance of severe injury when they are traveling at that speed. If you were traveling at 25 miles per hour it wouldn't hit you. In the first quarter of FY 17, we saw 11 pedestrian crashes and 7 bicycle crashes for a total of 18 this fiscal year. Five of the 18 injuries

occurred in the proposed 25 mile per hour zones that number increases to 11 on any local road. So, if you include the business district, 11 of 18 injuries would be on a 25 mile per hour street. The strategic plan goal is less than 27 pedestrian and less than 26 bike injuries. That's our target this year. We want to have significantly less, but we went for a ten percent reduction; and if we continue at this rate we will fail to meet our goals and we will even be surpassing last year's pedestrian injuries. Based on the complaints we have received, residents do not feel safe at 30 miles per hour; and I mentioned previously, we are not enforcing until they reach 37. The Police Department will be better positioned to enforce the new speed limit with the hiring of the three part-time employees.

City Manager Swanson-Rivenbark: This is in addition to the specialized enforcement that's already out there, these are the part-time officers sworn that we talked about to add to the traffic enforcement.

Assistant Public Works Director Keller: Results from pilot projects in Springfield and Columbia, Missouri showed that in all of the streets where the posted speed limit was reduced from 30 to 25 miles per hour, there was a statistically significant reduction in average speeds. They found in Springfield that there was a spillover effect, so on the streets that were adjacent to streets that were reduced, they also had reductions there as well. I've gotten questions about commute times. Average speeds have declined from 30 miles per hour are estimated to – 25 miles per hour are estimated to add 24 seconds to each mile travelled. So, what does that mean for us in Coral Gables? Based on that calculation, if it takes you a half mile to leave the residential neighborhood, reduce speed limit of 25 miles per hour would add 12 seconds to an average commute, an average commute with all things being equal.

Commissioner Slesnick: How many?

Assistant Public Works Director Keller: 12 seconds. And the travel time is primarily determined by factors like traffic signals and congestion and that's not what is happening in our residential areas. In order to maximize the effectiveness of existing or newly implemented speed limit the road environment should be designated to fit the designated speed. While enforcement and road safety advertising campaign should be integrated; and that's where the multi-modal plans I mentioned before that's where that really becomes important. As we change the design of our roadways to match the speed we want people to travel coupled with enforcement, we are going to get where residents have communicated to us they want to be. So, the next steps would be an ordinance for Second Reading, enter into an Intergovernmental Agency Agreement, within 30 days we begin an education campaign, we have to replace the 30 mile an hour speed limit on residential streets with the 25 mile per hour signs, and begin enforcement. I just want to show you something that has been put together for the public engagement piece, all of the traditional

media that we had been using, but also we want to introduce a pace car program, and this would be like a little magnet that goes on your car, we would like to put it on City vehicles, you sign a pledge that “I drive 25 miles per hour.” It’s really important that we communicate to everyone else that in Coral Gables you drive 25 miles per hour.

Vice Mayor Quesada: That’s good. I like that – great.

Mayor Cason: So, it’s not like you have one of us driving everybody going 25 miles behind us, different kind of pace car, right.

Commissioner Lago: Mayor, you want to have the public comment now or...

Mayor Cason: Yes, we’ll do the public comment now. Thank you. We have nine people that want to speak; they are all in favor of the 25 miles.

City Attorney Leen: Mr. Mayor before they speak there is one change to the ordinance, Section 9, which talks about the transition period when it is being enforced is being changed, and this has been discussed with the City Manager’s office and with the Director of Public Safety, as well as my office, what it would say now is that Coral Gables Police officers should exercise discretion through a reasonable time period to allow drivers to adjust to the revised speed limit. This provision does not create any claim or defense for a drive regarding the exercise of the police officer’s discretion, so that is what it will say now.

Mayor Cason: OK. So, if you could be as concise as possible, everybody supports this, but let’s start with Kenneth Garcia and is Jennifer related? - she also was in favor of the reduction. Go ahead.

Mr. Garcia: Kenneth Garcia, property owner and resident at 20 Alhambra. I fully support reducing our speed limits in our residential neighborhoods to 25 miles per hour, it’s a very important issue for pedestrian and bike safety especially, not only the safety of it, but the comfort of being out walking and biking in our City makes a big difference when cars are made to go slower; and it’s not just about the speed limit, the next steps would be to do traffic calming in our neighborhoods to make the design speeds consistent with the new lower speed limit. And moreover, I would also encourage you to also take a look at downtown, I know that this is not an ordinance that affects that, but the downtown area could also use a lower speed limit that’s an area where the most walking and biking happens in the City. We live right next to the downtown and I firmly believe that lowering the speed limit in downtown would also be a big help. Thank you.

Mayor Cason: Thank you. William Moose.

Mr. Moose: Hello. Thank you. My name is William Moose and I'll just tell you very briefly about myself. I hold a Master's Degree in Urban Planning, the University of North Carolina. I work with the World Bank on pedestrian and bicycle transportation projects and before that I worked with the Highway Safety Research Center, which for the last half century has been perhaps the most important road safety research center in the United States and I'm also a Coral Gables resident. And so, I think that Jessica addressed it very well, the concerns that some of the residents have over the delays; for half a mile you may be looking at about 12 seconds of delay, so if that's the down side I would just like to discuss very briefly what the benefits are; and also, Jessica spoke very clearly on the benefits in terms of reducing injury severity, but I'd like to talk about fatality rates at different speeds, the speeds that we are talking about, because undeniably lower speed limits are better for pedestrians, cyclists, and especially for children and the elderly. In fact, an elderly pedestrian who is struck at the current, at the proposed speed limit of 25 miles per hour has about a 60 percent chance of survival; it's a 30 percent fatality rate, struck at 25 miles per hour.

Mayor Cason: That makes me feel good.

Mr. Moose: And so, but listen to this, at five miles per hour faster, at 30 miles per hour an elderly pedestrian struck at 30 miles per hour the fatality rate is between 70 and 80 percent; and at 35 miles per hour, five miles over the current speed limit the fatality rate for an elderly pedestrian that's over 60 years old is above 95 percent.

Commissioner Keon: Above 60 is elderly?

Mr. Moose: That's what the study says, I'm sorry, but that's how the study categorizes elderly pedestrians, I didn't have anything to do with that. For younger pedestrians, if you look at the fatality rate at lower speed limits, 20 miles per hour, very, very low, less than 5 percent at 20 miles per hour. When you get up to 30 that more than doubles, and when you get up to 40, ten miles over the current speed limit, the pedestrian fatality rate is almost 50 percent at 40 miles per hour. So, if someone is going ten miles per hour, and believe me I've seen on my road cars going ten miles over the speed limit on my residential road, you have about a one in two chances of surviving that encounter if you are unfortunate enough to be struck. So, there is clearly a very critical relationship between speed and safety and I think that many cities around the country and the world have recognized this and they are starting to do exactly what is being proposed here. In 2014 New York City reduced its citywide speed limits from 30 to 25 miles per hour on residential streets, and the following year they saw a ten percent reduction in traffic fatalities and a 30 percent reduction in cyclists fatalities; and in the City of London in 1986 they started

reducing speeds on all residential streets to 20 miles per hour, and decades of data indicates that perhaps as many as 48 percent of severe pedestrian injuries and fatalities were avoided as a result; and also looking at children under 15, there was a 61 percent reduction in serious injuries and fatalities. So, I think these are policies that have been shown to work well elsewhere; it's a proactive policy, it's not saying let's wait around until we see if someone's struck and killed, it's just a common sense thing that I think should be done and if a tradeoff is a small delay, I think it's well worth it.

Mayor Cason: Thank you.

Commissioner Lago: Thank you very much.

Mayor Cason: Robert Ruano.

Commissioner Keon: Thank you. What a great resource you are for our City. Hope you stay involved.

Mayor Cason: He left, OK. Deborah Swain.

Ms. Swain: Good afternoon Commissioners, Deborah Swain, 4015 University Drive. Real quickly because I know all of us here are in support that has asked to speak. In my seven and-a-half years that I've served on the Transportation Advisory Board, safe passage for all users of public rights-of-way has become my super passion, I would say; and you all know me certainly in the cyclist regard. We've heard about how this improved safety and wanted to tell you all and I'm sure you've seen it in the minutes already that the Transportation Advisory Board voted unanimously in support of reducing speed limits to 25 miles per hour for all the reasons that you've heard. Also, and to touch on something that Jessica said, but to take it a step further, one of the single greater complaints that we get from residents when they come to the Transportation Advisory Board is complaints about speeding through on downer streets, and most time they do not meet the County's criteria for speeding, so they don't meet the criteria for traffic calming. So, this alone will create a situation where if the speeding does continue it puts the drivers in a position to show excess and therefore the neighbors will be able to see that they are qualifying for traffic calming whether or not right now. I think this is a wonderful action. I've been fortunate to be appointed to County Mayor Carlos Gimenez' Task Force on Safer Streets Safer People and this is identified as one of the best actions to take to protect our most vulnerable users of the public rights-of-way. Thank you.

Mayor Cason: Thank you. Deborah Neway – not here. Susan Hills and then Stan Hills.

Ms. Hills: Hi, my name is Susan Hills; I reside at 1650 Galiano Street in Coral Gables. I moved here a little more than a year and-a-half ago and one of the draws to this area was the fact that I could walk everywhere as a retiree, and I do, I encourage other people to do that, but the problem is it's a very, very dangerous activity unfortunately. I probably walk – when I came here I bragged about walking everywhere, shopping, to the gym, to the library, etc., etc., but I have seen so many infringements of traffic in terms of near misses for me personally, it's astonishing. Almost every outing – pedestrians are basically invisible to cars, they don't see us, either they are distracted or they just feel like they have the right-of-way. I wrote a letter to all of you last May talking about this in which I stated that I feel like a walking warrior that I had to be, that I have to be totally defensive all the time. I have to do 360's at intersections, because cars approach intersections as if there are no pedestrians there. Again, to me this would be a very good first step, but only a first step in traffic calming. I'd like to see lights or speed bumps put in intersections and I know there are a lot of other suggestions that work in other cities. There are many other places that I've walked in this country, big cities where I feel much safer. So, I think we need to do an educational campaign in addition and I hope this goes through as a first step. Thank you.

Mayor Cason: Thank you. Is Stan here as well?

Mr. Hills: Hi, I live with her. We have retired here to Coral Gables and we've made a point to wear bright shirts while we walk, so excuse the neon, but if you want to get neon off the streets we have to do more about traffic calming. I was a career paramedic, so I had my share of pedestrians hit, bicyclists hit, and I think traffic calming needs to happen for our entire community, but the best first step is your local City. Before I go on with my comments, I wanted to thank you all. The last time I spoke here I mentioned electric car chargers and through the Manager's office and everything there are a few around. I was in Raleigh the other day; I noticed they have them in regular parking lot spaces now also suggestion. I spent a year and-a-half doing a lot more walking than I ever did observing people; they are distracted drivers, aggressive drivers, angry drivers, and they are all over. So, I think the idea of giving warning for a little while before you crack down is a good one, but I think that anything you can do to calm down traffic. I saw a couple things that I wanted to commend the City on. There was a big sign on Ponce de Leon that sort of watch for pedestrians and a few other things the other day, it's gone, but it's one of your flashing things, if those go around. I noticed that on Galiano by the elementary school there are signs now at the crosswalk saying, "State Law Yield to Pedestrians," that could be at every crosswalk. People just don't see us. So, thank you for taking this step. I'm in support and good luck.

Mayor Cason: Thank you.

Commissioner Keon: Glad you retired here.

Mayor Cason: That closes the public hearing.

Commissioner Lago: Mayor if I may. First off, I'd like to thank our staff for doing an exceptional job, especially Jessica Keller who for the last three years has assisted me in dealing with the County as we pleaded and worked our way to obtaining this letter from Darlene Fernandez, which provided us, I think we are one of the first cities, if not the first city that has all, giving approval in reference to all neighborhood cities, not the arterials, not the collectors, but the neighborhood streets are being able to lower to 25 miles an hour, that's been a three year battle and I commend the County, the Mayor, Ms. Fernandez, Ms. Alice Bravo, for really listening to us. Took longer than I expected, but we got it done and I think this is a real step in the right direction, as everybody has mentioned here. I could go into a lot of statistics, but the gentleman who works for the Food Bank, correct?- World Bank, excuse me, World Bank, I apologize, excuse me, articulately stated every single one of my points, except for the only one he mentioned, he failed to mention, even though he did touch on it was that children under 15 are biologically incapable of accurately perceiving the speed of an oncoming car if its travelling faster than 20 miles an hour, so that's you see a lot of children get run over by cars. The proof, the statistics are tangible and they are undeniable. We must change our habits and come to the realization that lowing the speed limits and respecting pedestrians and bicyclists is the norm and is what we expect from the City. I really think that we've made such large strides as a community and it is now time to do everything we can to accept the 25 miles an hour speed limit, along with significant enforcement and along with the policing strategies that are in place, which have paid huge dividends. I know we took a straw, not a straw, but we took a – we discussed two or three Commission meetings ago, and almost everybody was in favor of it, but I ask you for your support, because I think that this is going play huge dividends, especially if you have children, if you have grandchildren, we can't quantify by lowering the speed limit how many deaths we avoid, how many accidents we avoid, but there is no better reason to do it than to basically say that we are, not only one of the first cities to do it, but that we are saving lives, that we are lowing the accidents. So, I ask you for your support today.

Commissioner Keon: Thank you.

Mayor Cason: OK. Do we have a motion?

Vice Mayor Quesada: I just want to say one thing. I want to say kudos to Commissioner Lago for getting this done. The first one who brought up this idea was Chip Withers...

Commissioner Lago: You know what, you are right. I should have said that, I apologize, sorry – years ago.

Vice Mayor Quesada: Chip Withers was the person who brought this up, it was probably 2001 that you mentioned there.

Commissioner Lago: That was also brought up, I have to mention it, Commissioner Cabrera, I think brought it up.

Vice Mayor Quesada: I was going chronologically, so Withers was the first one that brought it up and then it was Kerdyk that brought it up, then it was Cabrera that brought it up, and then I tried doing it, and you were the one that was able to achieve it. So, congratulations.

Mayor Cason: Congratulations.

Commissioner Lago: I have the best colleagues in town, we have the best staff, but don't give credit to the Commission, give credit to staff, especially to Jessica, she's been a staunch advocate.

Vice Mayor Quesada: Thank you.

Mayor Cason: Commissioner Slesnick.

Commissioner Slesnick: Commissioner Lago, I'm fine with lowering the speed limit to 25 miles an hour, it's the process again that bothers me, and I just wanted to ask Jessica, you had like six workshops of which 72 people attended.

Assistant Public Works Director Keller: Including our Parking Day it was 90.

Commissioner Slesnick: OK, Parking Day on Miracle Mile; and I looked at the people that filled out the surveys and about 15 percent didn't live in Coral Gables, so I'd really like to hear what the people of Coral Gables want to hear. Have we had any major deaths in Coral Gables in the past years?

Assistant Public Works Director Keller: Deaths?

Commissioner Slesnick: Deaths.

Assistant Public Works Director Keller: All deaths are major.

Commissioner Slesnick: I know on U.S.-1 we had one three years ago.

Assistant Public Works Director Keller: No, in all seriousness, I'm sorry.

City Manager Swanson-Rivenbark: We can get that information, there was...

Assistant Public Works Director Keller: I have the information here. The fatalities that have occurred since 2011, we've had six, and none of them would be on the roads that would be reduced to 25 miles per hour.

Commissioner Slesnick: None of them.

Assistant Public Works Director Keller: None of them.

Commissioner Slesnick: They were all on like U.S.-1 or Bird Road?

Assistant Public Works Director Keller: LeJeune – LeJeune and Bird, LeJeune and Segovia, Douglas, and Miracle Mile, Granada and Bird, and 600 Bird Road.

Commissioner Slesnick: So, someone was crossing Douglas Road and was hit.

Assistant Public Works Director Keller: I don't have the specifics related to those.

Commissioner Slesnick: I'm just curious, because I know you had the workshop and I did not feel that they were well attended when you had six at one and nine at another and so forth, to have City staff out that many times. Have we done a survey or anything?- did the City do a survey?- I thought we did one.

Assistant Public Works Director Keller: There was a survey that was put together by our consultants who are working on the multi-modal plan, and unfortunately it crashed, the website, so I don't have any data from...

Commissioner Slesnick: From my workshop that's coming up this Thursday evening, I have a survey going around, and again, I'm OK, lowering the speed limit to 25, but 70 percent of the people that replied to the survey and it's not just about traffic, it's about ten different things, said they didn't want to lower the speed limits, and maybe they need to be educated about what can happen to people. I have a good friend that's in the hospital right now who was hit in a hit and run accident two days ago, and he's in the hospital in serious condition in intensive care, but he

was crossing a major street. So, I was just wondering if maybe the City should do a survey and we have the power to do it on our E-NEWS. Another thing on the survey that I have, which is really very pleasing to me is, where do you find the bulk of your information about the City of Coral Gables? - and 70 - something percent, 78 percent say the City E-NEWS.

Commissioner Lago: Let me interject and again, Commissioner I respect your opinion, I respect the opinion among all my colleagues, but those surveys, and I say this with the utmost respect, those surveys are not scientific.

Commissioner Slesnick: No.

Commissioner Lago: Let me just finish. For something to be scientific it has to be random and it can't be just arbitrary in the sense of your searching after one population. So again, I respect that. It's been a pleasure to serve you for four years, and having served you for four years, I've come to the realization that our number one objective as policy makers is to ensure public safety. This is a no-brainer, this is an issue where we shouldn't wrestle with, this is an issue where we shouldn't try to appease a handful of individuals, this is a broad-brush stroke, which will ensure safety of this community on all fronts, from young children, to the elderly, to the disabled, to individuals who are on bikes, to individuals who are pedestrians. Let's not get caught up in the weeds or in the minutia and talk about surveys. If you want to do surveys, I'm attending your event as you were so gracious to attend my, excuse me, the Town Hall meeting, but this shouldn't be caught up in politics or whether it's a survey or whether surveys are appropriate and the City should do one. This is a simple legislative matter that has taken over three years to get accomplished. I prior received, and I know that my colleagues have been copied on the e-mails, dozens and dozens and dozens, we have endorsements from Bike Walk Coral Gables, we have endorsements from several different boards. I think it's time to move forward in reference to, at least taking a vote on this on First Reading, and if you'd like to have that discussion at your Town Hall meeting, I welcome it, I welcome it, but I will tell you, I live next to the University of Miami, which has seen significant reduction in regards to speed and traffic and when I take my children on Robino where from sidewalk to sidewalk it's probably a few hundred feet, the fact that a car can get up to almost 40 miles an hour before it hits San Amaro or before it hits, excuse me, San Amaro to Alhambra, it's a problem, it's a problem on Robino. You should not be allowed to get almost to 40 miles per hour before you get a citation, it doesn't work that way. I'm in fear of taking my eyes off my children for one second, because somebody may be coming down Robino and potentially cause a catastrophe. Again, I just want to put this, it's been a pretty long day, I think we should take a vote on this issue and either decide vote it up or down. I'm tired of working on this for over three years.

Commissioner Slesnick: We appreciate your time Commissioner. I'm just saying if you have like 50 people at seven or eight meetings, and so forth, that actually came, took the time out to go to the meetings, and I have lots of biker friends in town, and I support Bike Walk and everything else. I just would like to, and we have the methods of doing surveys, I don't know why the City doesn't do more. They are doing one on the cultural thing; and again, if everybody wants to have 25 miles an hour, I'm OK, to me this is a major change in the way people get around in their communities. I'm just saying, I just would like more people to know about it. I think this is again limited to a lot of people in the biking community and I just think we need to get the word out there a little more, and we can between First and Second Reading.

Commissioner Keon: I think it's more than people that are just in the biking community, because I hear people all the time, pedestrians, people that walk a lot in the City complain about the speed of traffic and how uncomfortable they are walking, because of that friction and they go by you so quickly that they don't yield to pedestrians, but it's just the culture of drivers in our community, so it's not just bikers. I think that it's everybody out there. I think we have this discussion early in the day about democracies that we are a representative democracy and when elected officials in your City have a compelling body of knowledge and information that will enhance the safety and the wellbeing of our residents, we should not be afraid to act on it, we should act on it, I think that is our duty and our responsibility is to act on it; and the issue of survey, if we are going to survey and base policy on surveys then those surveys have to be formulated in a way that they are random, that there is a 95 percent reliability, at least 95 percent reliability and whatever else. I will tell you what's a \$10,000 survey, to be able to have someone do that survey and whatever. You don't create policy based on monkey survey; you create policy based on scientific surveys and I don't know that we, particularly when we are dealing with an issue where there is that compelling body of knowledge that tells us that this is in the best interest of those people that are pedestrians and bikers and even people in cars and other drivers that are crashing into people. I was on Sunset when a woman, I don't know what she did, but she flew through one of the side streets and totaled my car and I was in a big car and going at a very fast rate of speed. So, I think that in those instances we really should be compelled to act and that is in no way not respectful of our residential community. I think it is responsible leadership.

Mayor Cason: Let me just add two points; one is, that there is nobody here today that's opposed to 25. I want to ask, how many of you have received e-mails, since we last discussed this saying I'm opposed to 25 miles, has anybody?- I haven't.

Commissioner Slesnick: I have.

Mayor Cason: Anybody else received e-mails?

Commissioner Keon: I have and when I answered them and said to them, you know we are talking about residential streets, we are not talking about Bird Road, we are not talking about LeJeune, we are not talking about Douglas, what should be the large commuter streets, but we are talking about the neighborhood residential streets where I think people are very concerned about. They are very worried about having children play in your front yard, having children do anything in the front, because of the speed of traffic, and I think once explained to people, they said Oh, OK, it wasn't a big deal to them.

Commissioner Slesnick: Commissioner Keon we get some of the same e-mails, because I see you all copied on them, but a lot of them are that we have a lack of enforcement, which we now have three new part-time police officers coming back.

City Manager Swanson-Rivenbark: There is actually two, I thought that was very clever of Jessica to add the third, but in February we are adding two.

Commissioner Slesnick: OK.

Assistant Public Works Director Keller: Wait a minute, there is a fact joke in there somewhere. There is an alternative fact joke; I've been waiting all day.

Commissioner Slesnick: But I feel like we are not enforcing our current laws.

Commissioner Lago: One last thing, I'll be brief. The testament is real simple, when you look at what other cities are doing across the United States and across the world, they are leading by example, this has taken three and-a-half years to get accomplished; and if you speak to Jessica and you speak to Darlene Fernandez at the County and Alice Bravo, these are people who are well versed in regards to traffic, congestion, pedestrian access, these type of speed limit restrictions and they will tell you that this is the way to go, this is the present not the future; and that now that we have this approval, a bunch of municipalities throughout the County are heeding the advice and moving in the same direction. People want to be protected in the streets.

Mayor Cason: Let me just say this, between now and the Second Reading if we pass this, anybody who doesn't want the 25, you can tell them at your Town Hall meetings to come and speak to us, but there are always people who prefer to speed and not to, but I think the overwhelming consensus that I've seen is that people want to reduce it to 25 miles per hour.

Commissioner Lago: This is about safety, this is about public safety.

Commissioner Slesnick: I would say that Alice Bravo is my keynote speaker at my Town Hall meeting on Thursday evening; she's speaking between like 7:10 (p.m.) and 7:30 (p.m.), 7:15 (p.m.) and 7:30 (p.m.) from Dade County, because I wanted somebody to come out and really talk about traffic is the number one issue in Coral Gables done by other people doing random surveys and telephone banking and so forth, so traffic is the number one issue in Coral Gables and we need to address it, so she is our main speaker for Thursday night between 6 (p.m.) and 8 (p.m.).

Mayor Cason: Well you can ask her to talk about where she stands on 25 versus...

Commissioner Slesnick: And we can, and she's talking specifically toward Coral Gables and how we can try to solve our traffic solutions.

Vice Mayor Quesada: So moved.

Mayor Cason: Alright on E-9 we have a motion by the Vice Mayor.

Commissioner Lago: Second the motion.

Mayor Cason: And Commissioner Lago seconds it – City Clerk.

Vice Mayor Quesada: Yes

Commissioner Slesnick: No for the time being.

Commissioner Keon: Yes

Commissioner Lago: Yes

Mayor Cason: Yes

(Vote: 4-1)

[End: 3:16:30 p.m.]