

**City of Coral Gables City Commission Meeting**  
**Agenda Items H-4**  
**May 12, 2015**  
**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**  
**Public Works Director, Glenn Kephart**  
**Interim Police Chief Ed Hudak**

**Public Speaker(s)**

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Agenda Item H-4 [2:37:57 p.m.]

Discussion on approach to address neighborhood traffic concerns

Mayor Cason: Let's do next H-4 next.

City Manager Swanson-Rivenbark: And I'm going to ask Glenn Kephart to come forward. This is a follow-up from your prior Commission meeting where you were very concerned about residential traffic. You wanted to understand the tools that would be available and what the process would be and Glenn is going to outline that process.

Mr. Kephart: Good afternoon Mayor and Commissioners. At our last meeting, we reviewed the RFP for Comprehensive Citywide Transportation Plan that would go through the process this summer and be ready for selecting a consultant next fall. In the meantime, we have been currently and ongoing working with several neighborhoods on traffic calming, all kinds of traffic issues, and it is appropriate to talk about how that relates to the Comprehensive Transportation

Plan. Some of the things that we've been working on will be best addressed by a more comprehensive approach and will be assigned to the Comprehensive Transportation Plan consultant for further analysis after we collect initial data. And some of the issues are more local and they probably won't really be covered in the Comprehensive Transportation Plan and there is an opportunity to still continue to work with those neighborhoods and implement some solutions and we wanted to clarify the difference. In order to assure that we continue to provide the highest level of service and responsiveness to safety concerns, staff is recommending the following processes related to traffic issues, and we've broken it into a few different categories. One is, typically we get notification or somehow we find out about it, the neighborhood traffic issue, and the Public Works Department and the Police Department jointly evaluate that issue, sometimes we collect some hard data to see what's going on, and if that data identifies and under Category Number one, if that data identifies a safety issue, whether that be excessive speeding or some other issue where people are crossing the center line or taking unsafe movements or running through stop signs, then we need to continue to work on those issues, we can't refer them to the Comprehensive Transportation Plan because it's a current issue that needs addressed. And in that case, we work with Miami-Dade County, we collect data, to define the issue, we work with Miami-Dade County, we work with our Police Department and Public Works and we work with the community to talk about potential solutions. Ideally, we find solutions that the neighborhoods agrees with, comprehensive; and when we are talking about the neighborhood it's not just the street who may be experiencing the traffic concerns, the adjacent streets too, because if you do something on one street traffic may move to another street and you need to consider that. In some cases where we don't have complete consensus on the larger neighborhood, what we are recommending is that we would move forward with temporary devices, so that we could get additional data. So the temporary device, such as a temporary speed hump may be installed on the street and then after we do that we would collect after data. After data on the street where we put the speed humps to determine whether they did what we thought they would do, and also after data on the adjacent streets to see if we moved the problem; and then after we collect that after data, we would again meet with the larger neighborhood, we would talk about what that data showed, and we would hear from them from what they saw too in addition to the data. And hopefully at that point we can get community consensus on a permanent solution, and it's always going to be our goal to get that community consensus; however, I do want to clarify sometimes we are talking about safety issues, so what we are recommending is that the City would reserve the right to implement safety solutions as determined appropriate by the Police Chief and the Public Works Director, at this point we put it at staff. That's our recommendation on the safety related issues. The second category would be, we go to look at a traffic issue, and what we determine is that there is a volume issue, there are too many cars, there is cut-through, and there are large volumes but their movements are safe. They are staying within a safe speed; they are not running through stop signs, they are not doing anything unsafe. Those volume issues, we can't readily resolve and they are probably best addressed by the Comprehensive Transportation

Plan and we would refer them to the Comprehensive Transportation Plan, because I think we can't necessarily make the traffic go away easily and if we move it off of one street we're probably moving it to another street and we need to understand that and we need to look globally across the City to understand those issues. So those will be the two different approaches. I would point out too that the approvals under all these scenarios, all traffic calming and street modifications shall comply with the Miami-Dade County Street Modification Procedures, so we would have the County's approval for anything that we would implement. So just to summarize, it's really two categories: traffic that is just a lot of traffic and it doesn't seem to be doing unsafe things; and traffic where there is a safety concern and the safety concerns we are going to continue to work on until we find a solution. Sometimes the solutions may be enforcement or selective enforcement and sometimes it may be temporary measures and that result in permanent measures.

Vice Mayor Quesada: I'm looking at the attachment to our agenda, page 30, I don't know if you have that in front of you, Appendix 2, Policy on Traffic Calming Devices from low volume narrow street, and I don't know if this conflicts, I'm looking at the third bullet point under General Requirements. I don't know if this conflicts with what we've been trying to do by lowering the speed. I think this is an item that Commissioner Lago has on his agenda, one of the items he's placed on the agenda today. We are trying to reduce the speed throughout the City to 25 miles an hour, however, if we ever want to do a traffic calming device on a low volume narrow street, which is one of our residential streets, it says the posted speed limit must be 30 miles per hour or greater. Will we be shooting ourselves in the foot if we do a citywide residential street speed limit of 25?

Mr. Kephart: I suspect not, but we will clarify that issue. On the issue of lowering the speed limit citywide, one of the things that we will be doing is, that we will need to do is enter into an inter-governmental agreement with Miami-Dade County and I think for that agreement we – thanks for pointing that out, but we would need to clarify things like that so that we didn't box ourselves in.

Vice Mayor Quesada: Yes, because the last thing we want is, now we are prevented from doing is installing those traffic calming devices.

Mayor Cason: But this was very timely to provide this because a lot of times we talk to residents about speed humps and the residents that would be in front of the home say, I want them, but it's more complicated...so this is very useful for us to use with residents or communities when they come in, actually have copies to give to them, here's the rules by which we have to abide and see if you can get a consensus, but this also allows for if there is not a consensus for this for the City to do certain things.

Mr. Kephart: That is correct – and I would add that we had sort of a trial run on this just last week and Commissioner Lago was at a neighborhood meeting with staff and this was Biltmore Drive which has a speeding problem, and Ronda, the adjacent street that has no problems and they are concerned that, well if we put speed humps on Biltmore Drive then they are going to move to Ronda Drive and the Ronda Drive residents were really concerned about that; and we talked about this process and they were fine with it, they thought it was a good approach.

Commissioner Lago: Yes, it was interesting to see because the residents on Ronda have very low volume and do not have a speeding issue at all, but the residents of Biltmore Drive do have a volume issue and they have also more importantly a speeding issue, which again is at the top of the list because it becomes a safety issue. So what ends up happening is after doing the study it shows it was about 85 percent, it was around 38 miles an hour.

Mr. Kephart: 38 miles per hour is the fifth percentile speed, which is very high when you do these studies.

Commissioner Lago: Which is very high and after explaining to the residents at Ronda, it was probably about 15 or so residents at that meeting, they were all in agreement and they were in consensus that again, safety is our number one priority, so they understood that there had to be appropriate measures taken in reference to Biltmore Drive and that safety would not be compromised, even if there was a little bit of volume that would transfer onto their street. They were more than willing to have that additional volume as long as safety was adhered to.

Commissioner Keon: Biltmore Drive seems to have the volume that it has on it because it connects from Blue Road is such an access point into our City, and if you come down Blue Road and you want to cut over either to the highway, you know you are not really going downtown, the easiest way to get from off of Blue over to Riviera is on Biltmore Drive, that's the biggest and easiest connection between those two, and I think is it just to the north of that, there are a whole number of traffic modifications that don't allow you to do that on other streets. Which street is that?- that you can't go left, you can't go – you have to go right, then when you get back to Blue Road then you have to go right, you can't go left. So a lot of what's happened to Biltmore Drive and that becoming the connector is because the street that used to be the connector has been modified to such an extent that it gets minimal traffic on it and it really was designed as a connector, I mean it really was a busier road, so...the problem of putting any modifications on any street is then over time and people change their driving habits so that somebody else is bearing the burden of all of those modifications, you can't go back and take them away, once you give them, you can't take them back, I mean you could but the likelihood is you are not going to take them back, so you have to be so careful in taking them back. Now if

you were to go back in and probably relook at all of the restrictions that are around that area that's pushing that traffic to Biltmore Drive, you probably would relieve Biltmore Drive.

Commissioner Lago: Yes but the problem – the reason why some of the residents are upset and we had this long discussion was, all those no right turns, or street closures that have occurred throughout the City over the last, let's say 20 years, which are no longer allowed have basically resulted in volume being pushed to other streets and then those residents on those streets now have all that volume say well, I want the same type of traffic deterring devices or street closures and the County is not allowing street closures. What I think serves us best is, I dealt with the residents and I think they will tell you I told the truth. I told them that there was no answer for volume, there is no answer for volume, and I think they were kind of stunned that I told them that to their face because they were expecting me to basically give them some sort of “white-wash” answer, and I wasn't going to give that. I was going to tell them the truth. Now what we can do is, we can deter speed, we can slow down the speed, but the volume is you are not going to get a no right turn, and you are not going to get a street closure, the County is not allowing it anymore, unless you are going to start carding people who are going to start entering our City, we are one of the most traversed.

Vice Mayor Quesada: But what we can do and this is actually a question I have for the Chief. So we have license plate readers, right?- we have one or two, we have traffic cameras at some intersections.

Chief Hudak: We have five red light cameras.

Vice Mayor Quesada: Do we have an accurate up-to-date data to keep traffic counts?

Chief Hudak: Yes. It keeps traffic counts of violators and this is why we are looking at a number system that does all traffic counts. The data that we get from ATS right now is what they consider violations than what we actually issue. Daily traffic counts it doesn't, unless we do the data ourself.

Vice Mayor Quesada: Because we discussed, I don't know if it was the last Commission meeting or if it was my conversations with the City Manager, there is technology out there, we actually have something in place already that we can just look at the actual counts, so that way we can focus in enforcement in certain areas to try to help with some of the congestion or try to help push people in other directions.

Mayor Cason: But what we know is that based on the survey you did of the accidents list, two months' worth of accidents...

Chief Hudak: Yes.

Mayor Cason:...where 90 percent were involved cars not from Coral Gables, which says...

Commissioner Slesnick: 90 percent.

Commissioner Lago: 90 percent – and that goes back to what the Mayor said in the beginning, I was being a little facetious in regards to the fact about carding people coming into the City, we'll never do that, but the Mayor made me aware of a status, it was probably two months ago, I didn't know this, there are 190 entrances to the City.

Mayor Cason: 178 entrances.

Chief Hudak: 187.

Commissioner Lago: And I know you have counted every single one of them.

Mayor Cason: And the red light cameras, another way to look at it, which 73 percent involve cars with zip codes not in Coral Gables, and your theft from cars 44 percent are not from Coral Gables. So that gives you an idea that the vast majority of this is cut-through traffic from other cities, which we can't control, the volume and it's a mistake for people who think it's generated by Coral Gables.

Commissioner Lago: This is something that's why it's important to talk about it and I'm happy we are having this discussion amongst the Commission. We really need to as a body to stop telling people that we can control volume; it's very, very hard.

Commissioner Keon: You can't.

Commissioner Lago: You can't. Let's be honest about it, because we put ourselves in a very bad predicament as elected officials because I've talked to people when I was at that last meeting, they kind of looked at me and one lady pulled me aside and she told me, well I thought we were going to do something about the volume, I go, no. What we can really do is, we can really work on safety, safety is our number one priority as an elected official in this community. We want to make sure that we make it as safe as possible. But they are confused, they think that we can basically work on volume, I go, no, that's not a possibility.

Mayor Cason: It's going to get worse because...

Commissioner Lago: We are the number one, from what I understand, the number one cut-through street out of all municipalities in this County, because we are on the edge of City of Miami, Pinecrest, South Miami, West Miami, unincorporated Dade, five municipalities, am I missing anything?- not that I know of, but everybody wants to cut-through the City...

Mayor Cason: They have to.

Commissioner Lago: They have to. So if you are going to the airport, you are cutting the City, if you going to downtown you are cutting through the City; U.S.-1 – we are one of the most poorly planned communities, not communities, in regards to transportation, probably in the country, we are one of the worst and we have a main thoroughfare in South Florida and what is Coral Gables?- Coral Gables is perfectly placed in the most central location. For us it's great, who live in the City, but for people who need to get downtown, or people who live in downtown need to get to Pinecrest, they want to avoid congestion, they want to avoid U.S.-1...So, they use us.

Mayor Cason: Where are we on one of the elements that have been successful, those red light cameras – 94 percent of people never get another ticket and based on the surveys, we were talking about five more, where are we on the negotiations...

Commissioner Lago: But that goes to safety, it doesn't do anything for volume.

Chief Hudak: Well it does. I think and as the Director said, we are looking to do it as safe as we can. We anticipate, we being the other Police Chiefs and talking with the Major from FHP (Florida Highway Patrol) a lot of the push that we are seeing right now spill over from both U.S.-1, which is probably at capacity according to the County, as well as 836, so since 836 has been under construction we've seen other people taking alternate routes because of the interchange, that's expected to subside somewhat, I don't know if that's going to change what we are doing.

Commissioner Lago: I'm sorry to interrupt you, but also the congestion that you are seeing has to do with all the construction that's been occurring on 57<sup>th</sup> Avenue.

Chief Hudak: Correct. And the latest e-mail that we both received was construction right outside the City then backs us up to the school zone. Biltmore Drive which has been central is a safety concern for the Police Department. Having sat underneath I watched several cars from Biltmore Drive make it to U.S.-1 without stopping because of the way the lights are synchronized at Ponce and U.S.-1. So it is definitely a speed trap, we have been there, to the point where we have one of the residents show us a picture of the car to the motor men who – and wrote the ticket the next day as the same person to the same violation from outside the City, so we are trying to do it



safer. We are negotiating with ATS working with the City Attorney's office, we also are looking at some other newer technology that's going to help us get to where we need to be...as we continue to make those intersections safer we can actually move our resources in some of the other areas that we are talking.

Mayor Cason: That's the key angle because you are telling us that something like two to three hours could be each policeman investigating an accident, and if 3,000 accidents in a year that's 9,000 hours of your patrol people that are not patrolling the North Gables or elsewhere because they are taking care of 90 percent of the people involved are not Coral Gables residents causing accidents within Coral Gables, so it has repercussions for other aspects.

Chief Hudak: It does – and I think in talking with the Manager over our strategic side of it, we've actually looked into as this Commission has allowed us to do with using the salary savings of also applying some of that to traffic as we continue to try and move people within the department to different areas. We've also taken that same initiative toward the traffic where we'll have the motormen work extra shifts to make sure that we can address the morning hours, the afternoon hours, as we go forward.

Commissioner Keon: I do think we really need more enforcement and if you need more bodies and more motors in order to provide that enforcement throughout the City, I think we need to look at it come this budget cycle. It really is –

Commissioner Lago: This Commission – I'm in 100 percent agreement with you. This Commission has mentioned before and I told it to you and I told it to the Manager, I really want to see, I know we are not at your capacity at 191, but I want to make sure that, I know you have positions that you need to fill that are not full currently that may not be going on the street, but if we are going to open up new positions 195, 200, 205, I want to try to get as many people on the ground as possible. If it's on bikes in North Gables, if it's dealing with traffic enforcement. Again, I know every single officer has a job to do, a SIT Team, Undercover, petty theft, whatever they may be dealing with, a lot of them have to do paperwork in the office, which is essential, incredibly essential, but I really want to try to make your job even easier and your job will be easier in my opinion, again I'm not a police expert, is when we have more people on the ground, more of a police presence it deters crime.

Commissioner Keon: We are giving tickets all the time.

Commissioner Lago: We just can't be running around the City. What I see right now is that we are kind of running around, not police, I'm saying we are running around dealing with these speeding issues and volume issues and the residents call and we run over there, and we are there



for two days and then we can't come back because we have to get other parts of the City, we just don't have enough people.

Mayor Cason: Are we able to control...the fees we charge for speeders and people that are involved in accidents that would help pay for more police officers?

City Attorney Leen: You mean are we allowed to change what the fine is?

Mayor Cason: Um huh.

City Attorney Leen: That's determined by state law.

Mayor Cason: So we can't.

City Attorney Leen: No.

Mayor Cason:...sworn officers for some of this.

Chief Hudak: And again, in talking with the Manager and the department strategic look is, I don't want you to think that we have not put people into those positions. We are now transferring people as we continue and people come outside as of yesterday, we moved certain people under the Detective Division, again there are other motormen that have been long time motormen and their transfers have been held up, we now have seven people that have applied as they are selected as motorcycle officer, so we are never going to go down from what number we have now as far as the traffic is concern. As far as technology, we have what we call the "Black Box" which those speed trailers that we put up actually record and give us that data that the directors talk about, but we also have, the Police Department has two, looks like black suitcases that we can attach to a tree and a pole and that gives us very undercover-type data to go back to the people that complain and say, this is the best for us, the best time for us to be out there. We have a system throughout where we apply to what it is or what the complaints would have been. I don't want to get ahead of the conversation, 30 miles an hour in some of these streets is perceptually and reality-wise is high for some of these neighborhoods, but when we do those with the state law and the City Attorney can speak to it is that, if we lower to 30 we have to post it and the signs have to go along with it, because then we can't enforce it, and that's some of the other conversations that have come up in our meetings is, we want the humps, we don't want the signs and then we have to tell them, no if you want the hump you get the signs, because by law we have to warn them about it. So I believe in our Comprehensive Traffic Plan this is all part of it, as I've said earlier Commission, as we continue to grow as a department and a City and working with the Manager and the new Assistant City Manager coming in, I'm looking forward

to continuing which way we are going, but we have not sacrificed our traffic enforcement for anything else that we've done in the last 8 months.

Commissioner Lago: I've never said you've sacrificed. I know the effort you guys are putting in is incredible, but there are several, I may have the figures incorrect, but I was under the impression we are probably going to have about 20 individuals retiring in the next year.

Chief Hudak: Yes.

Commissioner Lago: Due to the drop, so we have empty positions right now that are going to be filled and we have about 20 people that are going to be retiring, so it just takes time due to the fact that we have some of the highest quality standards to find the right individual who is going to serve this community. So I just want to make sure like Commissioner Keon was saying, our downtown is growing in a positive way, we have some major projects that are coming online that have been worked on for years that's going to bring an influx of revenue to the City, so I want to make sure I want to put that revenue towards police, I want to put that revenue towards infrastructure, lowering taxes if we have to, more importantly than anything it's police and infrastructure, and I think that's what the residents are clamoring for.

Chief Hudak: And again, to answer that and speaking with the Manager, from what we have before in September, OK, the day that we come to expound, we need to expound or expand the size of the Police Department, I'll be the first one to talk to the Manager. The resources that you have allowed us to use at this time, which is the salary savings has been sufficient for us to, I believe, satisfactorily cover the issues. I understand as the calls come up for traffic, we put our resources in there, but in a Comprehensive Plan the enforcement side needs to come first so the Public Works component, the County component can work on a long term solution, and I believe that's how we are working hand-in-hand. So I don't want you to think that's it's piecemeal, but we are addressing it at this time.

Mayor Cason: While we are talking about these kinds of issues, why don't we also talk about the 25 mile speed limit because that ties in with this up here.

Commissioner Lago: The reason why I put that item on the discussion point is because I know we have been discussing it probably over the last six months. I remember Commissioner Quesada now Vice Mayor Quesada, he had mentioned the fact that he had an interest in lowering the speed limit to 25. I took the idea, I'm running with it. So I want to know, what do you need from us to make this happen? I know we talked about money, it's about \$200,000 to get all the signs done, correct?- and about 10 percent on an annual basis just for reoccurring maintenance and miscellaneous items. What is the next step that we need to do to bring this forth? Should we

have an ordinance here basically saying that we are in agreement of it?- or are we going to bring in an outside consultant?- what's the next step?

Mr. Kephart: The process we would recommend and you brought this up numerous times and we've heard you, and we had David Plummer do an initial analysis of what it would take for our City to do that, that's where we came up with the approximate \$200,000 for the signs in which where you have a CIP request for the new fiscal year that would include that. Currently we are in...

Commissioner Lago: I'm happy you bring that up, that was part of my discussion was also making sure that in preparation for the budget discussions that it was included.

Mr. Kephart. Yes – and currently we are in discussions since David Plummer did the initial study, we think it makes sense for them to do a follow-up analysis. It's fairly an extensive report that we need to provide to the County to justify lowering the speed limit, so we are in the process of initiating a work order with David Plummer and Associates for that task, discussions about what it would include. One of the first things it would include is data collection. That data collection is at various locations throughout the City, we need to establish a baseline of what our existing speeds are.

Mayor Cason: Can we do this only on City streets, are we allowed to do this on state and county or is this – can we do it and on what streets, and I want to ask the Chief if this solves anything? People slow down when they see a sign or we just have more tickets?

Chief Hudak: Do you want me to answer that now?

Mayor Cason: Yes.

Chief Hudak: By law and I would say there has been a lot of opinions from traffic court magistrates and judges of what they are looking for on the margin of error on a ticket. So if the speed limit is 30 miles an hour, our officers usually do not write 32, 33, 34, so they are looking for about a 5 to 7 mile hour of disparity before we issue a ticket. So if we lower it to 25 we are then writing the ticket at about 32 miles an hour in that residential area. So we will have an increase in price because it is per mile depending on what it is. We believe our enforcement issues are going to be the same. I expect a spike in complaints, again, this is where we use the technology that I talked about where we set it, we put the "Black Box" up, which is a radar-type box that gives us information about what they are going, and when we talk about the 85<sup>th</sup> percentile depending on what that box tells us is that then we know the times of day that we are looking at. So I expect the complaints of speeding to go up on some of the streets. Some of them

will obviously have to get the approval of the County to lower and to raise those, but in the residential streets if it's posted correctly then we will continue to enforce it, and we'll put that on the master list of traffic enforcement plans that we have.

Commissioner Slesnick: Chief, so if the speed limit is 30 and somebody has to be going 37 or 38 before they are stopped?

Chief Hudak: That's usually what we instruct the discretion of the officer is. We've had tickets in magistrate's findings against, not against us, but against the tickets that there could be enough. It doesn't give enough for operator error or room for error in radars.

Commissioner Slesnick: And where does that peak come from the speeding ticket? Does that come back to Coral Gables?

Chief Hudak: Part of those speeding tickets revenue comes back every month. The Manager and I get a report from Harvey Ruvin, from the Clerk of the Courts, we get so much from parking tickets, so much from red light cameras, which is not our part but red light cameras and then other fees that we get from uniform traffic citations.

Commissioner Slesnick: So like 50 percent comes back to Coral Gables?

Chief Hudak: I would have to get back to you on exactly how much it is. I don't think it's 50 percent.

City Manager Swanson-Rivenbark: Can we get back to the time schedules so that the Commission will be aware. Glenn you are saying that we now need to do a follow-up study with David Plummer, how long will that take?

Mr. Kephart: OK. I laid out a timeline here that I think is reasonable, it certainly can be modified if it's the will here, but we need to collect some additional data to establish a baseline of what our speeds mostly are throughout the City and we'll work with Plummer and probably the County to not overdo that. I don't want to spend a ton of money on that, we already have a lot of existing data on what the speeds are that we can put into the report. That data will show likelihood that based on one of the methods in which you establish a speed limit is based on the 85<sup>th</sup> percentile speed, and when you do that we are going to find that 30, maybe we should raise our speed limit to 35, people are going 35 miles per hour and we are not suggesting that nor would that be appropriate given our streets, that's just what people are driving. So that's the traditional method and then under FDOT (Florida Department of Transportation) Guidelines and Standards it allows for a supplemental analysis to be conducted to sort of override that 85<sup>th</sup>

percentile. The supplemental analysis looks at the widths of your streets, it looks at the proximity of the trees to the street, is there proper clear zone, what's the adjacent land use?- how many driveways are there?- are there sight distance restrictions?- we have all of them. It's pretty easy for us to justify a lower speed limit, in my opinion, stating that before we actually do the study is what I would expect because I see that. We recently did Gables by-the-Sea, not that much different than a lot of the areas in the City and we did that in-house and we saw all those things. We saw trees that were blocking sight distance, we saw places where kids are playing in the driveway or their yard, the drivers can't see them, all good reasons to lower the speed limit and we'll expect that's what we'll get with our supplemental analysis, which then would recommend a lower speed limit that we would expect the County to go into as long as we enter into the inter-governmental agreement with them. So the timeline would be – I would want to collect that data probably not before October or late September because we need the summer to stabilize after school is back in session; and then between October and December our consultant will be doing the supplemental analysis; and then we would bring that draft report and recommendations to the Commission in January; and then January and February we would work with Miami-Dade County to modify the report and get their approval with the hope that we could have an inter-governmental agreement ready for April of next year that we would bring to the Commission and ask for a resolution to enter into the IGA and then the implementation would be probably April through July would be a reasonable time to do some public outreach and get the signs placed.

Mayor Cason: Has any other municipality received permission from Miami-Dade to blanket lower the speed limit to 25?

Chief Hudak: Possibly El Portal is the last I know where they have a very, I'm speculating, because their speed limit is much more reduced in that area.

Commissioner Lago: What about Pinecrest?

Chief Hudak: I believe they are mostly 30-35 miles an hour. I think their issue has been since incorporation has been enforcement issues.

Commissioner Keon: I think so too. I think my concern with reducing the speed limit is, if there is not enforcement along with the reduction in the speed limit, we will have a significant cost expenditure with no benefit, because the benefit comes from – I think the benefit is enforcement. I mean Pinecrest is truly – there are certain places in this County that you just don't speed, because of the level of enforcement. One of them is Pinecrest, the other is Biscayne Park. I'm going to tell you nobody speeds in Biscayne Park and it is because of significant enforcement of the speed limits, so it's really resources.

Commissioner Slesnick: I agree. I'm really not in favor of lowering the speed limit to 25. I think 30 is slow enough, but it's the 50 mile an hour people that are going down Alhambra or North Greenway, not Coral Way because that's too busy, but some of the other streets that are going 50 miles an hour that if we just take enforcement I think we can keep them contained to the 30 miles an hour.

Commissioner Keon: Riviera Drive is another one, people really go fast on Riviera...

Commissioner Slesnick: Yes, Riviera Drive.

Commissioner Keon: Coming across coming from east to west, they fly down Riviera Drive.

Commissioner Slesnick: And then you have the longer streets, with no intersections like Alhambra.

Commissioner Keon: No sidewalks, you don't see people walking...like big open things.

Chief Hudak: And Commissions we are aware, I'm not disputing anything you are saying, we continue to have not only just the zone units as well as the traffic enforcement people, now we have the traffic enforcement what we call "STEP" Programs, the Selective Traffic Enforcement Program where we are actually bringing the officers outside their regular working hours to traffic officers to work these areas as we see.

Commissioner Slesnick: Education is number one on level one – if we could have more of the little things you set up with the speed limits...

Chief Hudak: Yes.

Commissioner Slesnick:...so it reflects how fast you are going. Education of those people going 50 miles an hour down Alhambra when it's 30 miles an hour just make you stop and think, and the more we do that, the more they'll have in mind that they are speeding through Coral Gables and if you start enforcing it, give them three weeks to have that education and then start enforcing if they are going over the speed limit, and I think it would really help instead of waiting for a year to discuss lowering the speed limits.

Commissioner Lago: Since we are bringing that up right now, should we maybe try and test the waters and see who's in favor of continuing down this road before we have staff spin their wheels. I'm honest about it. I don't want to have staff expending their resources, and I don't want to head into a direction if one Commissioner is not in favor of it.

Mayor Cason: The only thing that I'm concerned about sort of blanket lowering to 25 is people read that it says 30 or 35, they don't care they speed, they are not looking, their mind is somewhere else...

Commissioner Slesnick: They are on the phone.

Mayor Cason: They are texting or whatever else, looking at the kids in the back and yelling at them, whatever it is, I'm just not sure that a sign reduces speed. What it will do is cause people to see, call you more saying they are speeding because it's gone from 30 to 25, then every car going by speeding they are going to be calling you and they'll be more anger and you've got to have more resources and we are not getting anything back, you say we can't charge more to these people and they are not Coral Gables residents, they don't care. But if it were to work, your study shows that they are speeding everywhere that it could be enforced I don't have a problem with the study, but I'm just skeptical that a sign is going to reduce, I think it's enforcement.

Vice Mayor Quesada: I'll just give my two cents. I know we have discussed it in the past, but...

Commissioner Slesnick: Do you want to take a straw ballot?

Vice Mayor Quesada: No. I'll make a motion now, we'll just see if it passes or not, but at least my point is before I make that motion, is I think lowering the speed limit to 25 will work because the people that do end up getting tickets, yes, enforcement is always important, absolutely agree, there is no question about that. But when a person does get a ticket and they are going 35 or 40 in a 25, that fine is going to be significantly higher. I think that is going to change the way people decide whether to cut through Coral Gables or not. It takes one ticket and you get a \$200 ticket and that's going to change the way a person operates. That's what I think. When you think of our residential streets, you know I have children now and when you drive down the neighborhoods and you see the little orange men holding the little sign, it slows you down. I don't want people going 30 miles an hour on my street. I don't want people going down where their kids could be playing stick ball or walking their dog on a residential street, I want them going 25. I want someone from the outside to be inconvenienced because how long it takes to get through Coral Gables when you are doing a back street, so in the future they stay to the main arteries. So that's my rationale, why I originally brought it up to bring it down to 25. I think it will make sense moving forward. Obviously yes, enforcement is critical, but I think when those people do get hit with a ticket, it's going to hurt more.

Commissioner Keon: But that's the issue though. You have to have the enforcement in order to get the speed bumps.



Vice Mayor Quesada: Agreed. Agreed.

Commissioner Keon: I think that's the thing that really concerns me. I don't know that we don't have the enforcement because we just don't have the bodies to actually enforce. It's all over the City. The problem here is that it's not just one or two intersections, it is the whole City, because we are just such a transit point for people. We need to dedicate more resources to motorists for traffic enforcement, we are going to have to do that. The places where there is a lot of volume there usually isn't as much a problem with speeding because they can't go that fast, so it's a problem that's independent of volume, speeding and it's just throughout the City.

Mayor Cason: We have 220 miles if I'm not mistaken, of roads in Coral Gables. I don't know what percentage of those that we can put the 25 miles on.

Vice Mayor Quesada: Well, I think that's part of what staff is doing right now and analyzing what can and can't be done. Really the point what we had asked them to do is to go off and analyze what can and cannot be done, where it should or should not be done, but again that's worth doing.

Commissioner Keon: We have an Assistant City Manager that's going to start, that's going to do public safety within the next week or so. I'd like to maybe...

Commissioner Lago: Table this.

Commissioner Keon: Well, I'd like them to weigh in on this issue.

Vice Mayor Quesada: That's fine...

Commissioner Keon:...to see if there is any empirical evidence of what is the determining factor, is it limit or is it whatever?

Vice Mayor Quesada: Just for clarity, I'm going to make a motion.

Commissioner Lago: I just want to say one thing also. Being a father of two young children, I have to agree with what Commissioner Quesada said. I think that's the most important issue that we have it's just the neighborhood streets. People are driving through these streets and I'm not talking about Alhambra, Granada and those main thoroughfares, I'm talking about the smaller streets, Rovino, Ronda, people are driving through these streets and when you are getting up – when the street is 150-200 feet from one stop sign to another and they are getting up to 40 miles

an hour, you know it's becoming a drag strip. So that's what I think is going to be the most critical, you make sure you drop it at 25 miles an hour because I see a lot of kids playing on the street. We are a community full of young children and you see a lot of young professionals in the City having children, playing on the streets. At the end of the day I think that we need to focus on that and I think that's why 25 may not work throughout the City because enforcement also has to go ahead and handle that. I think in the neighborhoods streets it will make people think twice.

Commissioner Slesnick: But we don't have speed limit signs on the smaller streets anyway, right, so you have to get it across if we lower the speed limit that it's across the Gables.

Commissioner Lago: That's a very good point.

City Attorney Leen: Mr. Mayor, Commissioners, I was looking at state law, there are 30 items basically which local authorities can take action on that are not preempted by state law. Now in Miami-Dade County much of that is exercised by the County and the City needs to request the County's approval for a lot of those things, but I just sent you the list. So you can see what sort of items a local authority can take action on and which ones you can't. I just sent it to the appointed officials and each of you.

City Manager Swanson-Rivenbark: Can I just ask a couple of questions. One, how many speed trailers do we have?

Chief Hudak: Right now we have five. We have the two new ones, the LBR's that are also set up as speed trailers and we have three of the older style.

City Manager Swanson-Rivenbark: And the black boxes that we have.

Chief Hudak: The black boxes, we have two.

City Manager Swanson-Rivenbark: So we have five speed trailers and two black boxes.

Chief Hudak: Five speed trailers and two black boxes.

City Manager Swanson-Rivenbark: And the black boxes identify where there is a problem in area in which we should later bring enforcement out to help address, right?

Chief Hudak: Correct. What we use the black boxes for is to validate the concerns for residents that's raised then what we will do is we will actually visually look at it as well as put up the

black box that gives us the undercover data, so to speak, to come back and report to the residents to show what our 85<sup>th</sup> percentile.

City Manager Swanson-Rivenbark: So it very well could be that one of our recommendations is to actually buy more of this type of equipment so we know where to target, what residential areas we need to target in. If the desire of the Commission is to focus on the smaller residential streets as opposed to the main arterials, that's important feedback for us as to where we would focus our study with the County. What Glenn is talking about now takes a year and the speeding in the neighborhood sounds like it's not something that would just want to wait a year, that we need to be doing things now. On a small street what is the speed limit?

Chief Hudak: If it's not posted by signs, it's 30 miles an hour.

City Manager Swanson-Rivenbark: So one of the options that you might want to think about as it relates to the small streets is changing those – because those small streets 30 miles per hour meaning that we can't ticket until it's 37 miles per hour, those streets aren't meant for that speed volume. It could be that something that you all may want to consider is not a citywide reduction for 25 miles, but all City streets, right, all small neighborhood streets that are controlled or managed by the City you may want to institute a small, a lesser speed.

Commissioner Slesnick: You'll have to put signs up.

Commissioner Lago: I'll go back with what Commissioner Slesnick said, that you'll have to put signage up.

City Manager Swanson-Rivenbark: Understand. Understand. But I think that neighbors given, drive like your kid lives here, or the kinds of signage that our neighbors are putting out anyway, I don't think that they would be disappointed to see those signs if indeed they were enforced and that residents could have less traffic. What other streets that's a neighborhood street, non-county, non-state, neighborhood street, what would the recommended speed limit be?- two block street?

Chief Hudak: I believe it would be 25 miles an hour, just to give that buffer that we would post, that's what I recommend we would post for safe travels going through there. That's ten miles above of what we would have over a school zone. We know what that does on major thoroughfares. I think 25 is a good area to be at, because then even with the 7 percent wiggle room. I believe 20 is probably almost too low unless you have the geographical setup that we've looked at down in Gables By the Sea where it's a gated community, we just don't pass through communities that we are looking at in the smaller area. The ones that come closest to mind are just south of Bird Road, which has been experiencing issues on Cantora, Garcia, where it's a

crossover traffic and so it's volume, but it's also speed because they are trying to get over to Alhambra to get down to Blue to get onto U.S.-1, and that's the dividing side of it. What we are seeing on Alhambra since the installation of a four-way stop sign at Segovia is the backup in the mornings is now all the way to LeJeune, so we've been talking with the County to reset that light so we don't have the backup to LeJeune Road and Alhambra. So, I think 25 keeps the flow manageable, but also gives us an enforcement issue if we were to get a complaint from somebody in that area. Again, 20 miles an hour enforcement works in a gated community such as Gables By the Sea, some of the other pass through areas it becomes a little more difficult to enforce.

Commissioner Slesnick: You have to have signs so many feet apart in order to be able to ticker...

Chief Hudak: In a two-block...it would be one on each side east and west, I think two to three blocks is fine.

Commissioner Slesnick: I'm just saying down on Navarro, you'd have to have something on the 400 Block of Navarro at the beginning, they need to have another one on the 600 Block, because that's Segovia.

Chief Hudak: Correct.

Commissioner Slesnick: So you are talking about a lot of new signs in residential neighborhoods.

Chief Hudak: There would be, which is why I think as the Manager has suggested, if we look at some directionally. If we were handling this as another tool in the tool box to deal with some of the issues that we see, it may be easier for us to look at exactly what it is case-by-case as we are going forward instead of just saying, this is what we are going to do. There has been some school zones that have been built that we had to go back and re-sign them because we were not able to enforce the school zone because it wasn't marked appropriately per the state where you have yellow warning signs, then the white school zone signs, and then the end sign. There has been a concern about how many signs we are putting up. I believe there is a good way to address it.

Commissioner Slesnick: On the speed trailers, that's the thing I'm talking about...

Chief Hudak: Yes.

Commissioner Slesnick: Can we borrow some from the County or whatever? Do we use ours every day?

Chief Hudak: We don't use those every day, we put those up – the ALPR trailers which is the license plate reading trailers, it's two-fold; one, it has the speed zone, those will be deployed on main thoroughfares, because it's also reading license tags, and anybody that comes into the City and working along with our Sister Cities of West Miami, South Miami, those is what those trailers help. The other taller ones that are marked Coral Gables Police, those are the ones that we would put on some of the main thoroughfares and we are also getting traffic counts.

Commissioner Slesnick: It would be great to borrow some for a month before we even think about lowering the speed limit, it's just to see if we can educate people about slowing down, without buying them – the County must have some or West Miami could loan us some just to gauge, educate people again on slowing down.

Chief Hudak: We can try to get the locks to their wheels and borrow them in the middle of the night (laughter).

City Manager Swanson-Rivenbark: How much does the machines cost?

Chief Hudak: Upwards of \$7,000, it's the trailers.

City Manager Swanson-Rivenbark: It's a quality of life issue. So your discussion is very helpful, but can we find the money to buy ten or twelve more if that's what the solution is, you know we can.

Commissioner Keon: I think a lot of times you don't realize how fast you are going on some of those streets, but the little neighborhood streets do concern me. What about how many accidents do we have?- how many incidents do we have of children actually getting hit by cars?

Chief Hudak: Children getting hit – I can't think of in the last two years, I cannot think of a child, pedestrian-type accident. I believe there was one that was up in the North end and that's in recent memory three to four years ago.

Commissioner Keon: I think it's a fear that parents always express and I don't blame them at all, but for some of us that have raised children and who are grown and adults now...

Commissioner Slesnick: We have grandchildren now.

Commissioner Keon: We now have grandchildren your children's age. You know I do remember being concerned about my kids because I had boys and they did play stick ball in the street and they did play in the front yard, and they did whatever, but in reality more accidents involving

children were people backing out of driveways and not seeing children not related to anybody travelling down the street. Every single parent tells you that, but that doesn't mean they are not frightened and it's not that I don't have all the consideration in the world for having fear and their fears, but it hasn't shown to be...

Commissioner Lago: I welcome you all to come to San Amaro, in Alhambra and 57<sup>th</sup> Avenue, between Bird Road and Miller where people are cutting through traffic. It is terrible...going off through 57<sup>th</sup> Avenue, making a right hand turn, getting to Alhambra, stepping on the gas as hard as you can, cutting through neighborhood streets, I see it every day. I see it when I'm going through Blue Road it's a concern and that's just my neighborhood, I see it every day. I see it every day.

Commissioner Keon: Yes.

Mayor Cason: Let's ask the Vice Mayor what his – you wanted to make a motion.

Vice Mayor Quesada: I just wanted to clarify, just to make sure we are all on the same page and staff isn't spinning their wheels. Originally it was that we had asked staff to look into making the City 25 miles an hour speed in all residential neighborhoods. I guess my motion at this time would be consistent with that continuing to look for traffic calming initiatives, including the reduction to 25 mile an hour speeds where staff sees fit.

Commissioner Lago: Neighborhoods – neighborhoods.

Vice Mayor Quesada: Where staff sees fit to continue working towards that goal and reporting back to us what can or cannot be done. I think I was in agreement with that. I mean I know you don't think it should come down to 25 miles an hour and you don't either Commissioners Keon and Slesnick.

Commissioner Keon: I just think it's more of an enforcement issue. If I thought 25 miles an hour would do it you know I would support you in a heartbeat. I think it's enforcement because regardless of what the speed limits are – there are two communities I just told you about have same 30 miles an hour....and I can tell you nobody speeds in those communities.

Vice Mayor Quesada: OK. Then let me change my motion, change my motion completely then just so we can be clear so where everyone stands, because we are always all agree to try to improve traffic.

Commissioner Keon: Absolutely.

Vice Mayor Quesada: That is a given moving forward.

Commissioner Keon: Right.

Vice Mayor Quesada: The motion is then to in certain residential neighborhoods that staff sees fit and recommends back to us that it should be reduced to 25 miles an hour. I think that's where the differing opinion is and I think we need to get that clarity for you guys. So that's my motion.

Mayor Cason: Anybody disagree with that?

Commissioner Keon: No. That's OK. Where they see fit we can look into.

Commissioner Slesnick: I second.

Vice Mayor Quesada: Oh, you do.

Commissioner Slesnick: Yes. I second.

Mayor Cason: City Clerk

Commissioner Lago: Yes

Vice Mayor Quesada: Yes

Commissioner Slesnick: Yes

Commissioner Keon: Yes

Mayor Cason: Yes

(Vote: 5-0)

Mayor Cason: Thank you.

Commissioner Keon: I think it's just....Also would you look at with regard to Biltmore Drive, would you look at all of the other restrictions that have been placed on the streets within by maybe four blocks to the north of that or to the south, you could look at the other restrictions that have been placed on neighboring streets that have changed the traffic patterns that may be affecting Biltmore Drive.

Mr. Kephart: We have looked at that as part of the overall study. I don't have it all in my head, but it's part of what lead us to being here today to say that isn't a continual option to close down streets and we are stuck with living with what we have as a result.



Commissioner Keon: Well, I don't know if maybe we can go back and look at some of the modifications that were done previously. You don't have to go out and do them, but if you would look at them and just talk to us about and look at the effect that those prior modifications if any of the issues affecting Biltmore Drive are related to other modifications that have been done on neighboring streets.

Mr. Kephart: OK. In addition, could I ask if it would be OK if – because that's certainly one of the things that I would expect our Comprehensive Transportation Plan consultant to look at because it gets – you can look at it specifically in relationship to Biltmore Drive that it won't likely be that distinctive of an answer because it moved traffic and then you start, it moved traffic to what street? – some of it went to Biltmore, some of it went to somewhere else, and some of that traffic....

Commissioner Keon: Most of it went to Biltmore because that's the more direct route. I probably drive that route at least once a day, and can see it, at least once a day. I drive Riviera down Biltmore Drive over to Blue at least once a day.

Vice Mayor Quesada: Quick items to close this topic out. Subsection 3 on the cover memo, approvals all traffic calming and street modification shall be in conformance with Miami-Dade County. I'm OK with that. I'm not OK with, and shall be approved by Miami-Dade County prior to implementation. If we have to, then we have to, but if we don't have to get that approval I would rather we didn't just because of some of the delays that we could have, additional delays. Situations where we don't have to get that approval, is that a problem or no?

Commissioner Lago: Do you have to?

Vice Mayor Quesada: I'm saying in any situation we don't have to.

Mr. Kephart: I think I would look to our City Attorney on that, because if we move forward with a traffic control device that Miami-Dade County does not approve then I would expect that we're accepting a higher level of liability for that potentially.

City Attorney Leen: I'm not so concerned about that. My concern is they do, the County asserts countywide control over that under their Charter powers. We could disagree with them, but traditionally we've complied with that. What I suggest is that we go to the County and say, what you just mentioned and see what their response is, perhaps they'll be open to that.

Vice Mayor Quesada: Just because I know sometimes it takes forever to get traffic calming in place because we are waiting on the County.

Mayor Cason: Ask them.

Vice Mayor Quesada: We have our in-house expert that know all the answers anyway.

Mayor Cason: OK. Thank you.

[End: 3:35:31 p.m.]