

TOWN OF CUTLER BAY

TOWNWIDE TRAFFIC CALMING MASTER PLAN



Town of Cutler Bay

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PREPARED BY:

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EXECUTIVE SUMMARY

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

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

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

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

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

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

Per the Miami-Dade Traffic Flow Modifications (MDTFM), in order for a road to qualify for traffic calming improvements, the following operational criteria must be met: The traffic volumes on residential local streets should be greater than 1,500 and less than 3,000 vehicles per day or more than 150 vehicles in the peak hour; for residential collector streets, traffic volumes should be greater than 3,000 and less than 8,000 vehicles per day or more than 300 vehicles in the peak hour. Furthermore, the 85th percentile speed should not exceed the posted speed limit by 10 mph (5 mph for low-volume streets).

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

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

- Speed Tables
- Raised Crosswalks
- Roundabouts

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

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1.0 INTRODUCTION

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



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

1.1 Study Area

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

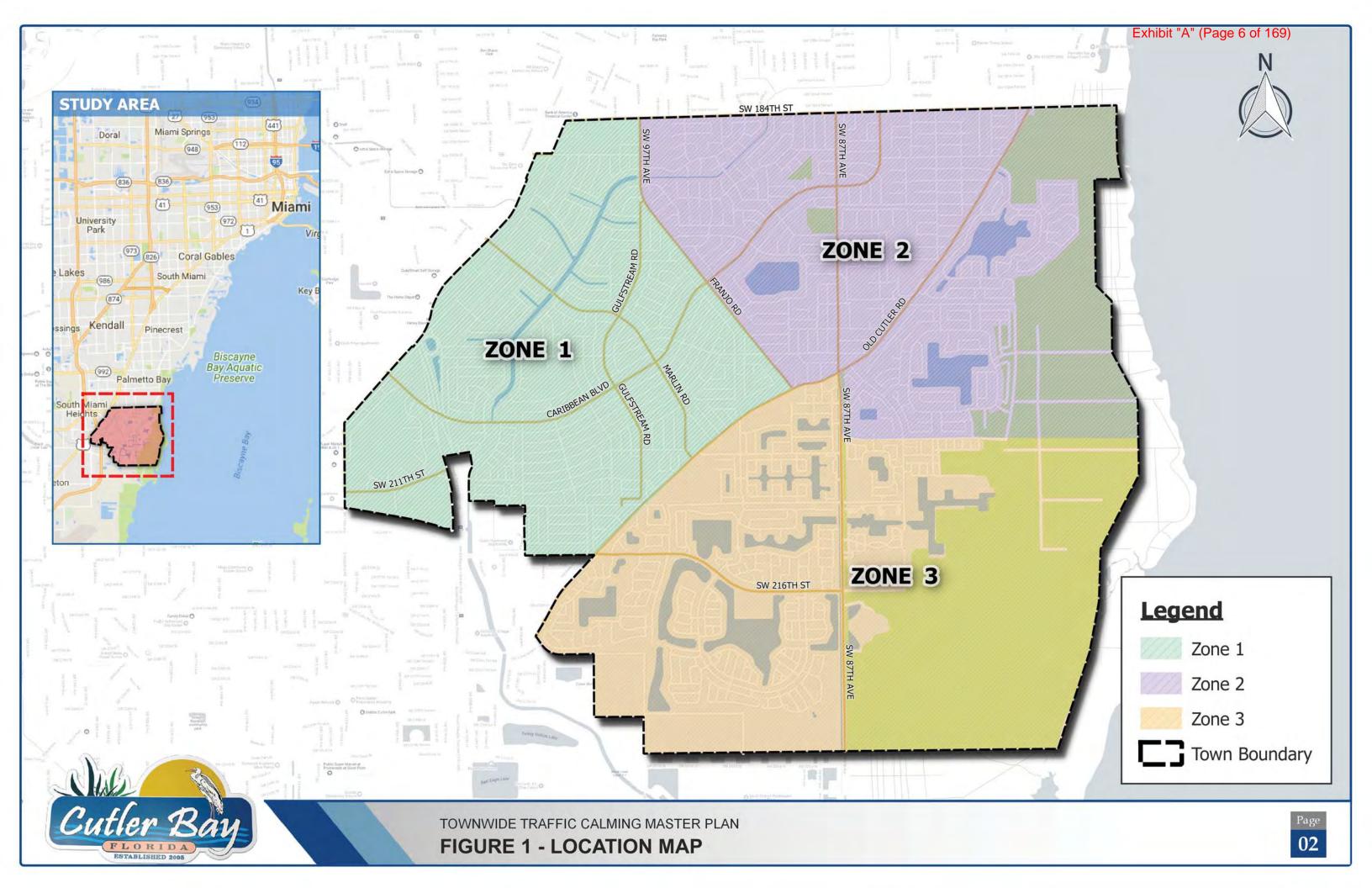
For the purposes of this study, the Town was divided into three zones:

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

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

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

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



1.2 Objectives and Approach

The objective of the Traffic Calming and Guidelines is to work with residents to implement measures that affect drivers' behavior in such a way that reduces vehicle speeds and volumes. Based on the input from Town residents, the major traffic problems are excessive speeding, volume and safety. The main objectives of this Traffic Calming Master Plan is to address these concerns at critical locations to reduce the effects of motor vehicles on the residential neighborhoods, promote pedestrian and bicycle use, and to increase the quality of life throughout the Town.

The following steps were followed to meet these objectives:

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

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

2.0 TRAFFIC CALMING METHODOLOGY AND POLICY GUIDELINES

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

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

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

2.1 Policy Guidelines

2.1.1 Traffic Calming Request

The traffic calming process initially started with requests from residents to the Town Public Works Department concerning traffic problems in their neighborhood. According to the Town, such requests were either made by personal contact, email, phone or letter. Then, the requests were documented in a Traffic Calming Request Form together with the details of the concerns such as specific problem locations, time of day that the problem occurs most frequently, and possible causes or contributing factors.

2.1.2 General Requirements and Constraints

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

Table 1. Traffic Calming Thresholds

		Minimum Threshold			
#	Traffic Criteria	Residential Local Streets	Residential Collector Streets		
1	85 th Percentile Speed	Greater than 10 mile per hour (mph) over the posted speed limit	Greater than 10 mile per hour (mph) over the posted speed limit		
2	Peak Hour	Exceeds 150 vehicles per hour (vph)	Exceeds 300 vehicles per hour (vph)		
3	Average Daily Traffic	Greater than 1,500 and less than 3,000 vehicles per day (vpd)	Greater than 3,000 and less than 8,000 vehicles per day (vpd)		
4	Crashes	Street averages more than 3 crashes per year on residential streets or more than 6 crashes per year on residential collectors			
5	Concurrence from affected resident/ property owners*	2/3 of the residents/property owners of the block (s) concur with the installation of the devices.			

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

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

• Roadway shall be local residential streets and generic residential collectors.

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

2.2 Public Involvement

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

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

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



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

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



2.2.1 Kick-Off Meeting

During the Kick-off meeting, the Town and MARLIN staff discussed to the residents the traffic calming process, eligibility and minimum threshold requirements. MARLIN staff also explained the data collection and initial analysis process steps and provided projections as to which streets may be considered for traffic calming. It was also explained that the results of the data collection and initial analysis will show if the streets meet the criteria for traffic calming. PowerPoint (Kick-off meeting) and meeting photos taken during the workshops are included in **Appendix B**.



2.2.2 Public Workshops

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

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

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



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

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

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



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

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

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

The Request Form and comments are provided in Appendix C.



2.2.3 Final Workshop

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



2.3 Town Council Approval

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

2.4 Final Design Plans

When the funding for the traffic calming measure has been approved by the Town Council, final construction documents will be prepared, reviewed and approved for future construction by the Fire Rescue Department and the Public Works Department.

3.0 DATA COLLECTION

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

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



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

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

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



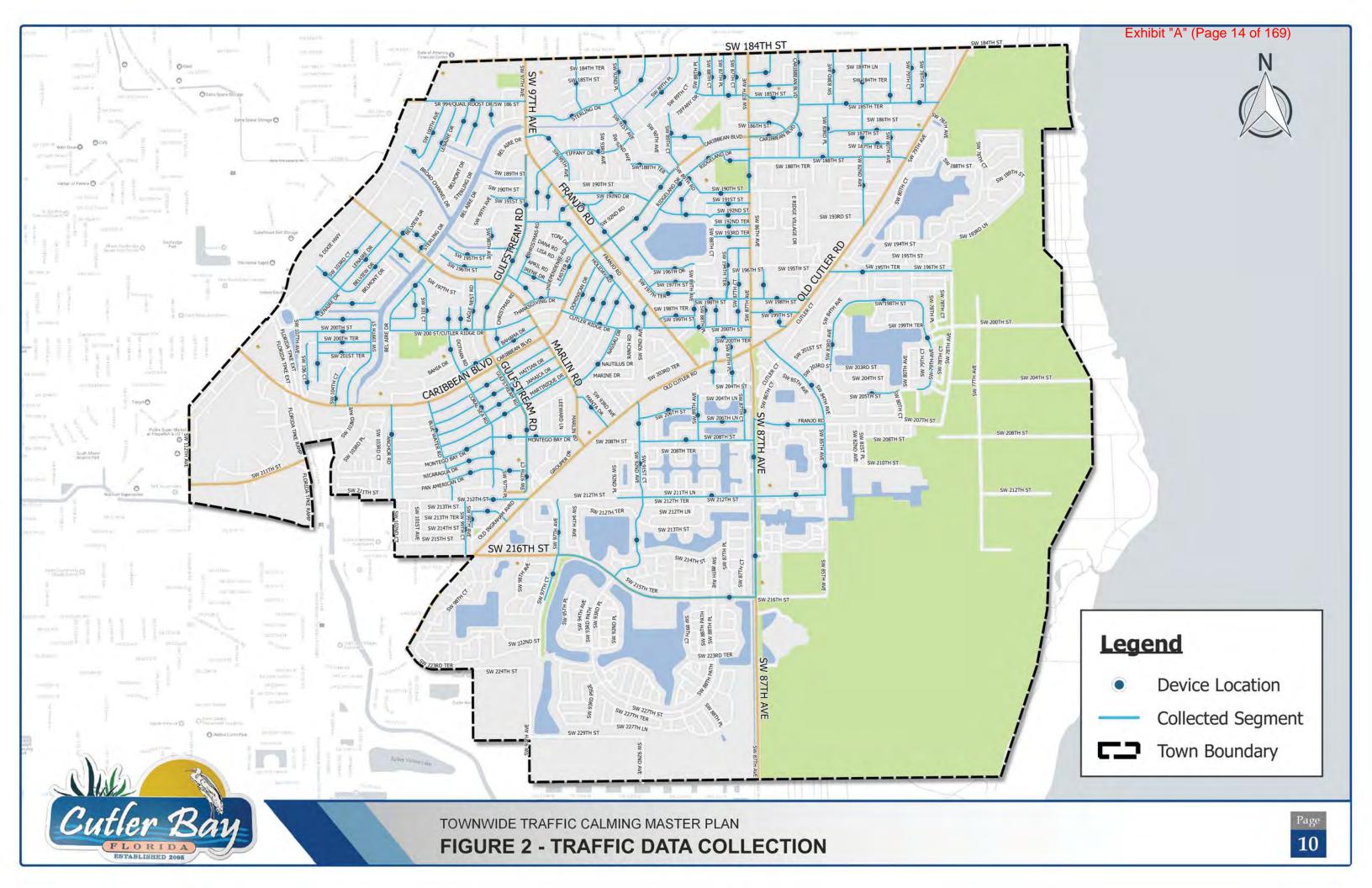
85th Percentile Speed Data - 24-hour speed studies of the project area were performed to determine if the 85th percentile speed exceeds the desired travel speed for the roadway, thus indicating a speeding problem. The 85th percentile speed is the speed at which 85% of the vehicles measured are below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

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



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

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



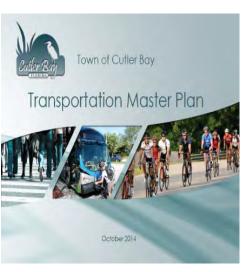
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4.0 ONGOING AND PREVIOUS STUDIES

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

4.1 Cutler Bay Transportation Master Plan

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



Transportation Master Plan include both a Transit Circulator and a Bicycle and Pedestrian Plan. The initial study took care in working with citizens, elected officials and local agencies to develop consensus on a vision to guide transportation projects and policy. As the South Dade economy has begun to rebound from the recent recession, the Town found it was important to have updated capital projects in the pipeline so that there are projects to build when funding is available. The 2014 plan resulted in the recommendation of an entirely new project bank which prioritizes all of the pending projects and removed completed projects. The result was 63 multimodal projects at a potential value of approximately \$21 million for the entire Town.

4.2 Cutler Bay Bicycle and Pedestrian Master Plan

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



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

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

4.3 Cutler Bay Strategic Master Plan

A strategic plan is a written document that is used to communicate an organization's mission, vision and goals. When known, it may also include the actions needed to achieve those goals and other critical elements developed during the planning exercise. It is a living document that after sufficient time should be refreshed or

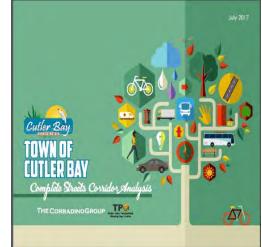


revised as circumstances dictate. As such it is a "living work in progress" and a guideline for the organization's actions. The following Goals, Objectives and Activities pertain to the Traffic Calming Master Plan:

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

4.4 Cutler Bay Complete Streets Master Plan

Cutler Bay is made up of a diverse array of parks. residential schools. and commercial areas that are well connected for cars, but not connected to one another from a bicycle and pedestrian standpoint. Yet, the section line and half section line grid that exists in the remainder of the county, spaced on 1/2 mile



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

The Town of Cutler Bay commissioned this study to advance its already well planned vision to provide a balanced multimodal transportation network within the Town; to further implement the vision through the consolidation of existing project policies on specific corridors; and to develop conceptual designs that will be used as a precursor to attaining funding and near-future construction. The corridors are prioritized and financially feasible and will become a component of the Town's 5-Year Capital Improvement Element of the Comprehensive Plan. The study corridors are included below:

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

5.0 FIELD REVIEWS

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

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



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



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



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



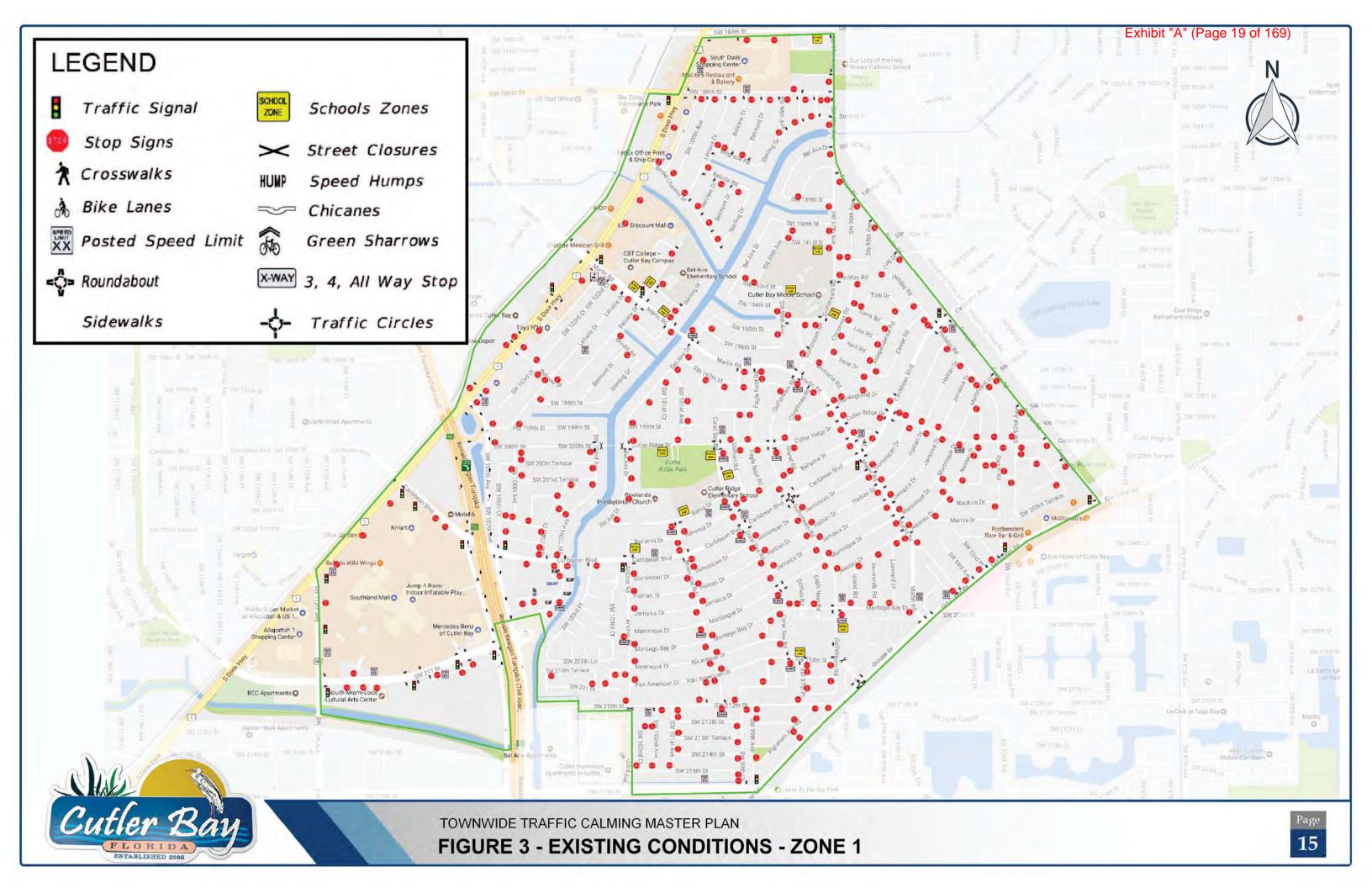
SW 87 Place and SW 214 Lane: Speed Bump was observed at this location. This type of device is placed to slow down motor vehicle traffic in order to improve safety conditions within the residential community.

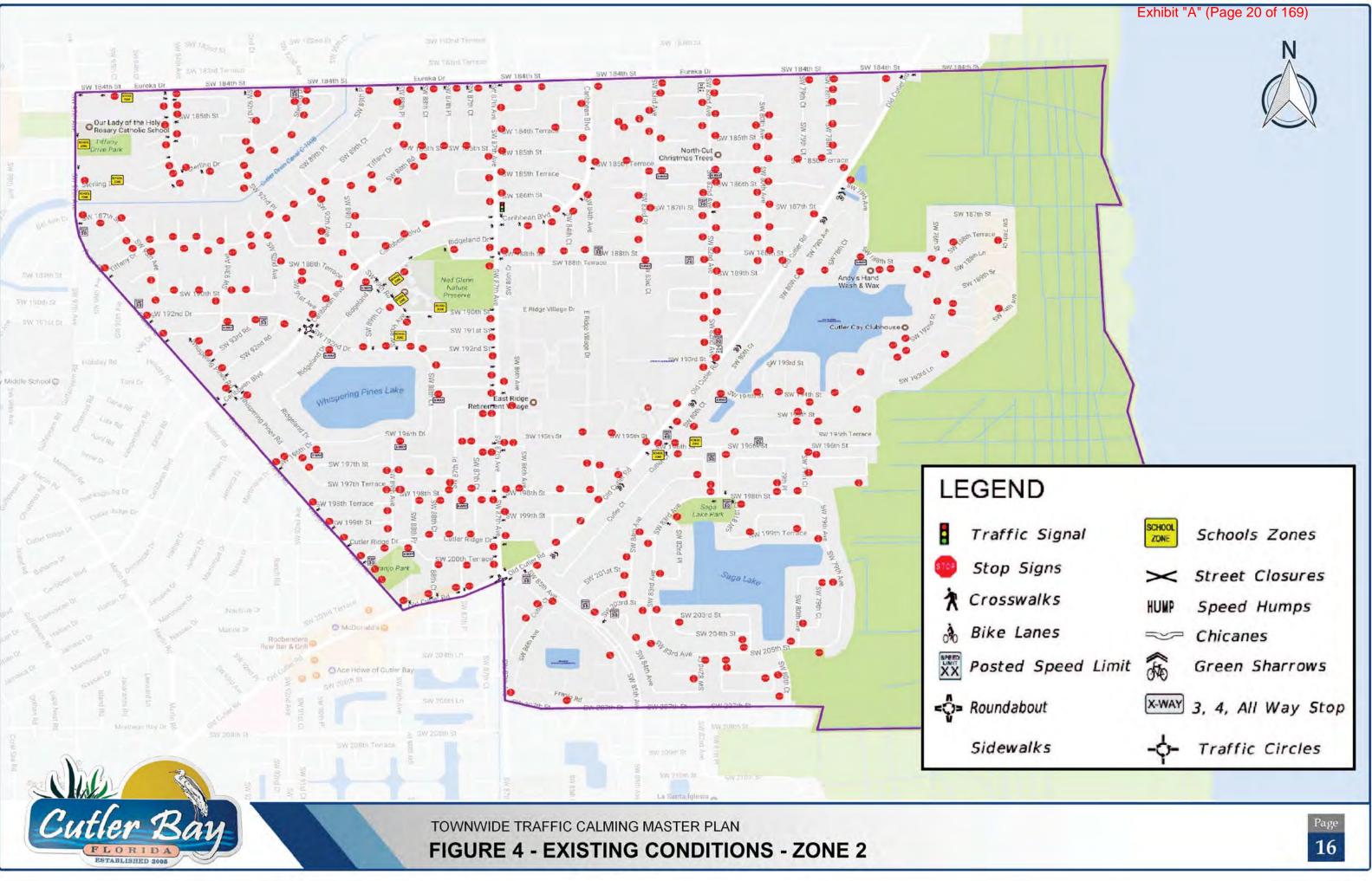


Old Cutler Road and Franjo Road: Brick Pavers and Stamped Asphalt Crosswalk were constructed as a part of a previous study which allow better access and safety for pedestrians.

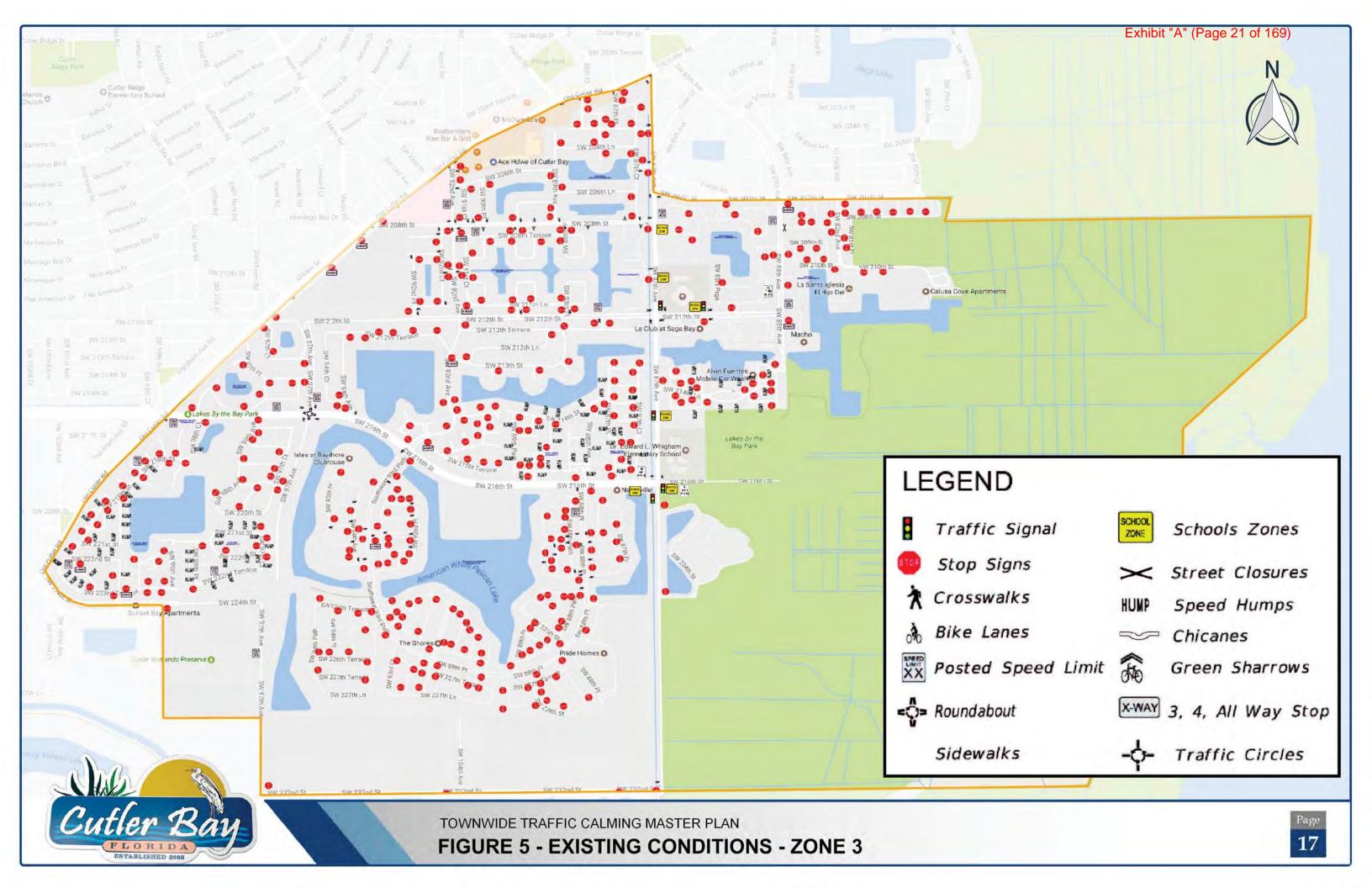


Lenaire Drive and Belgrade Road: At this intersection, bicyclists were observed biking from Lenaire Drive to Belgrade Road during the field review, however, there are currently no bicycle amenities on the streets.





ic Signal	SCHOOL ZONE	Schools Zones
Signs	×	Street Closures
walks	HUMP	Speed Humps
Lanes	~~	Chicanes
d Speed Limit	Se	Green Sharrows
about	X-WAY	3, 4, All Way Stop
alks	-ф-	Traffic Circles



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6.0 DATA ANALYSIS

The purpose of the data analysis is to identify locations within the study area where existing traffic conditions could warrant traffic calming improvements based on the threshold values from the MDTFM which is included in **Appendix E**.

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

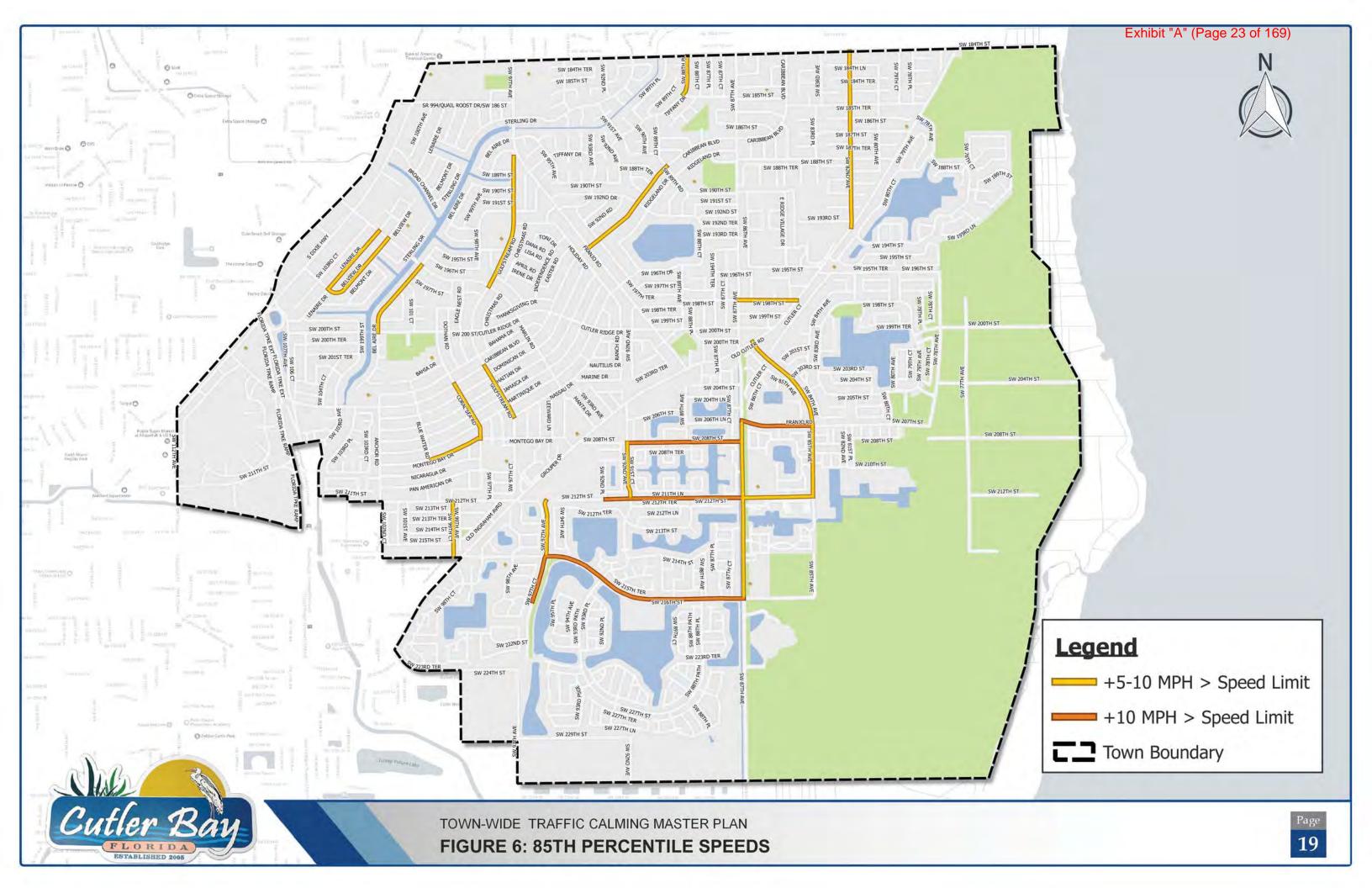


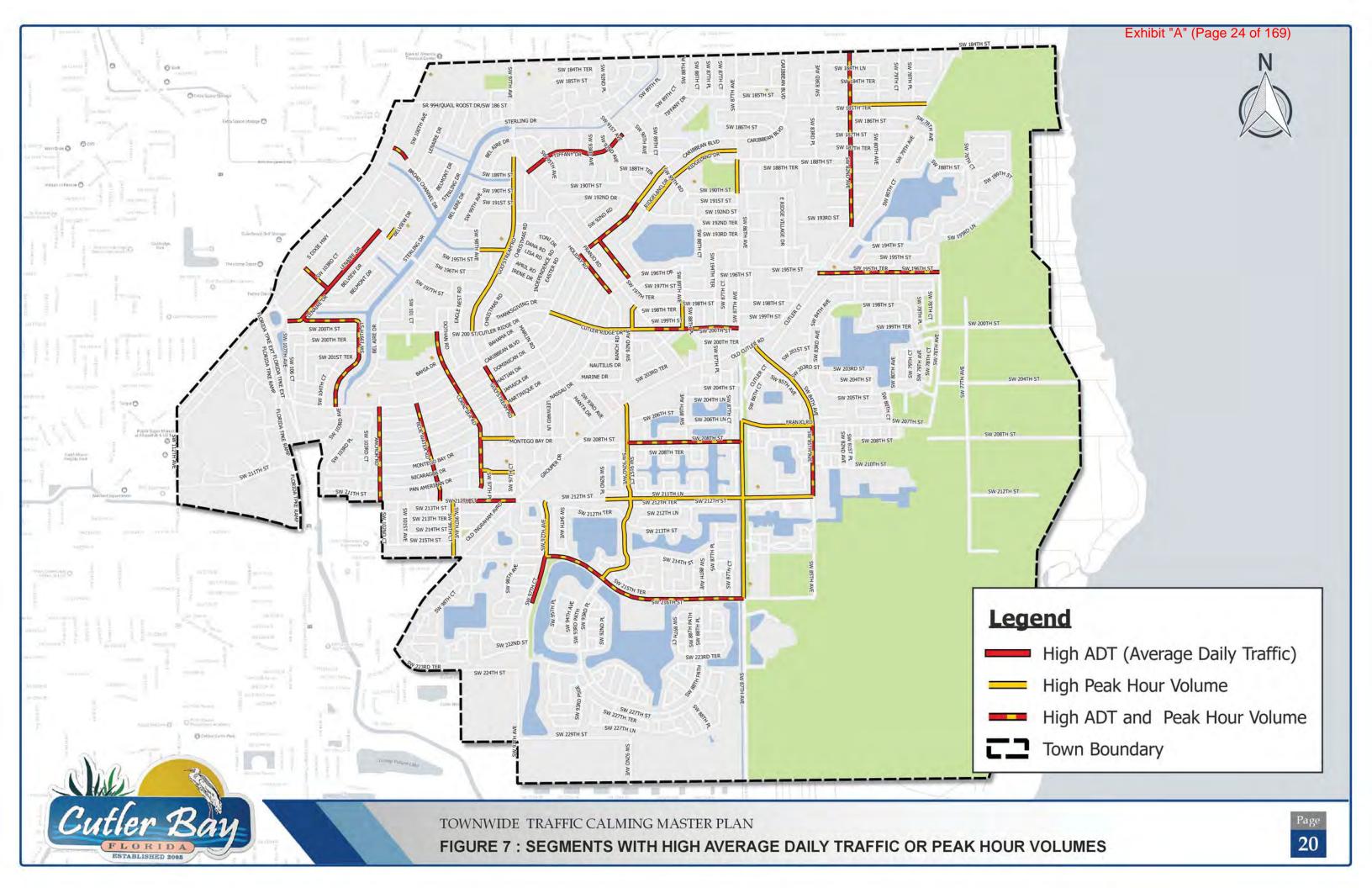
Furthermore, the 85th percentile speed should not exceed the posted speed limit by 10 mph (5 mph for low-volume streets).

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



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





7.0 TRAFFIC CALMING PLAN

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

Roundabout

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



Advantages:

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

Disadvantages:

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

Speed hump

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



Advantages:

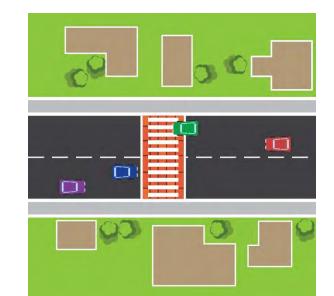
- Reduces vehicle speeds
- Deters cut-through traffic
- One of the least expensive traffic calming devices

Disadvantages:

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

Speed table

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



Advantages:

- Reduces vehicle speeds
- Deters cut-through traffic
- Increases visibility for pedestrians by installing a crosswalk on the flat top
- Designs can be more visually pleasant than Speed Humps

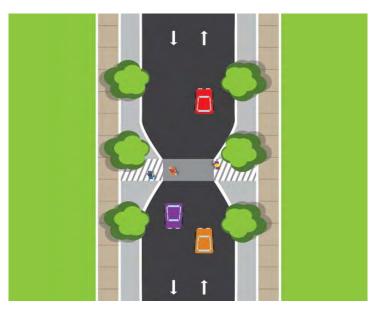
Disadvantages:

• Reduces response times for emergency vehicles

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

Raised Crosswalk

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



Advantages:

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

• Typically preferred by EMS compared with speed humps

Disadvantages:

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

Chicanes

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

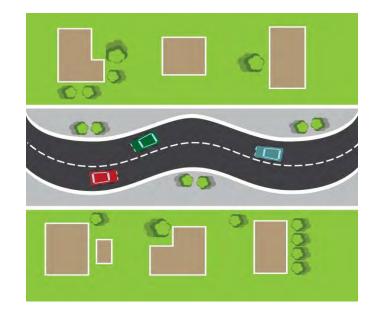


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Advantages:

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

Disadvantages:

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

Complete Street

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

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

Advantages:

• Help create livable communities for all roadway users

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- Improve safety
- Create long-lasting speed reduction
- Have positive aesthetic value
- Help increase the value of the neighborhood

Disadvantages:

- Right of way needs
- Can be expensive in maintenance



7.1 Traffic Calming Plan Development

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



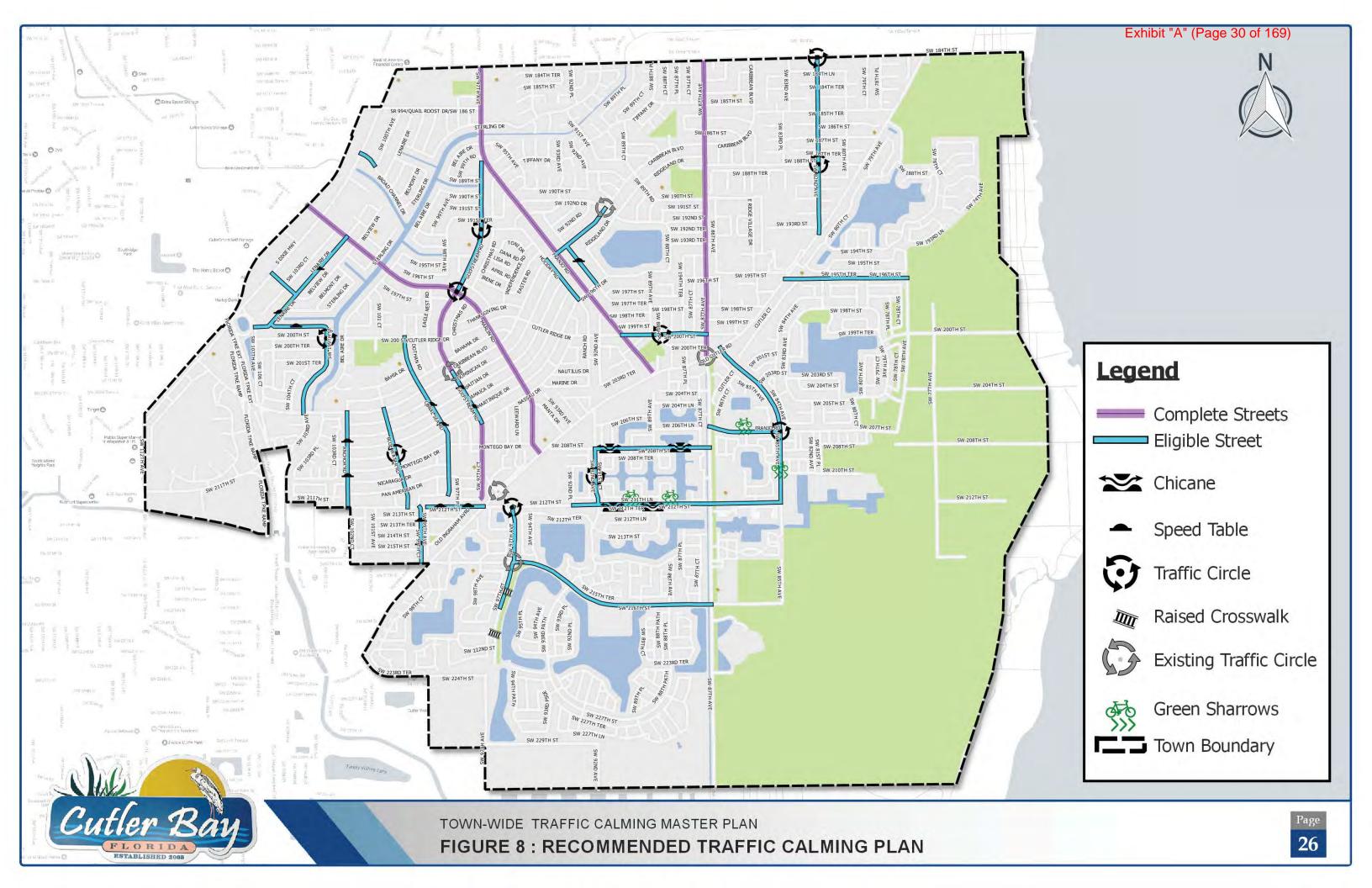
The Town Complete Streets Master Plan and Greens Sharrows segments were also considered as part of the Traffic Calming Plan Development. The Town has projected several roadway segments to be redesigned into this integrated solution that addresses traffic calming issues and at the same time provides safer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

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

Table 2. Recommended Traffic Calming Improvements

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

Figure 8. Recommended Traffic Calming Improvements



7.2 Preliminary Cost Estimates

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

Table 3. Preliminary Cost Estimates

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

* *Includes architectural pavers and landscape.

Note: Complete Street, Green Sharrows and Existing Roundabouts are not included.

7.3 Implementation Strategy

The different traffic calming measures proposed as part of this study were grouped and prioritized primarily considering budgetary constraints and the level of complexity for design and implementation of a measure. A schedule consistent with a 5-year work program was developed and is presented in **Table 4**.

Table 4. Prioritization of Recommendations

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

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

Table 5 shows a list of the segments that falls within the TrafficCalming Recommendation study scope.

Table 5. Traffic Calming, Ongoing and Previous Studies Recommendations

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

***High Visibility

xhibit "A" (Page 33 of 169)

8.0 CONCLUSIONS

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

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

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

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

- Speed Tables
- Raised Crosswalks
- Roundabouts

A five year plan for implementation was prepared based on annual budget constraints and complexity of designing and implementing improvements. It is anticipated that the traffic calming plan developed as a result of this entire effort will effectively lower travel speeds and volumes throughout the residential areas and consequently enhance the safety and quality of life for the residents of the Town of Cutler Bay.



Next Steps:

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



APPENDIX A

Public Involvement Flyers



Town of Cutler Bay

Public Involvement Meetings

D **AFFIC CALMING MASTER**

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

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

<u>Time:</u>	7:00 PM	7:00 PM	7:00 PM	7:00 PM	111
Date:	September 8, 2016 Thursday	September 28, 2016 Wednesday	October 26, 2016 Wednesday	November 10, 2016 Thursday	



Location:

Town Hall – Council Chambers 10720 Caribbean Blvd, Suite 115

Cutler Ridge Park

10100 SW 200 Street

Whispering Pines Elementary – Cafeteria 18929 SW 89 Road

Cutler Bay Senior High – Auditorium 8601 SW 212 Street



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

10720 Caribbean Blvd, Suite 105 – Cutler Bay, FL 33189 – (305)234-4262 – www.cutlerbay-fl.gov



Id **TRAFFIC CALMING MASTER**

FINAL WORKSHOP

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

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

Date:

Tuesday, May 23, 2017

Time:

7:00 PM

Location:

Town Hall - Council Chambers





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



APPENDIX B

PowerPoint (Kick-off Meeting) and Meeting Photos

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

What is Traffic Calming????

MARLIN

September 8, 2016

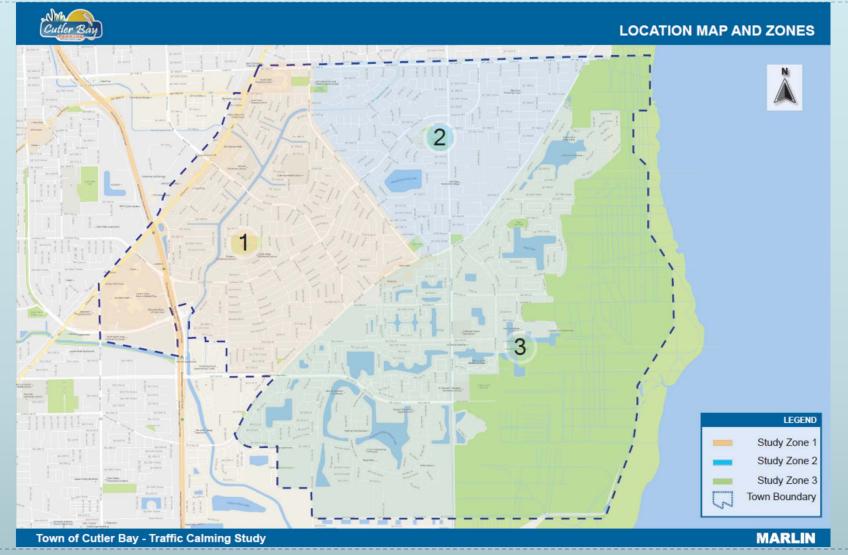
AGENDA

Study Purpose and Methodology

- What is Traffic Calming???
- Public Input



KICK-OFF MEETING





STUDY PURPOSE

The purpose and goal of the study is to identify particular

locations within the Town of Cutler Bay which present

speeding, traffic volume, or cut-through problems and

develop traffic calming measures to address them.



STUDY METHODOLOGY

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



WHAT IS TRAFFIC CALMING?

Passive Controls

Signs, Speed Limit, Turn Prohibitions

Active Controls

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





TRAFFIC CALMING OBJECTIVES

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

"Roundabouts reduce crashes by 51%, and injury crashes by 73%"

- Synthesis of Highway Practice 264, NCHRP 1998





PURPOSE OF TRAFFIC CALMING

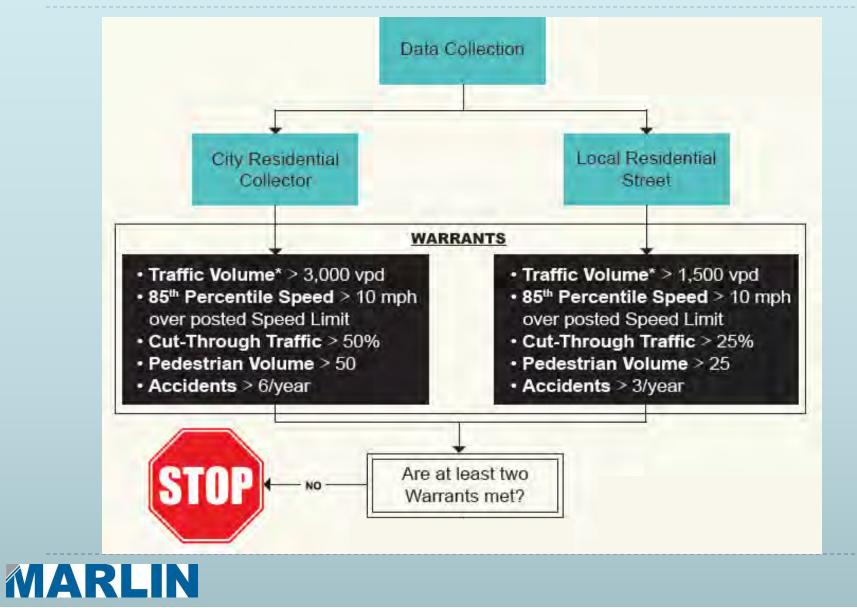
Alleviate Traffic Intrusion

Improve Pedestrian Safety

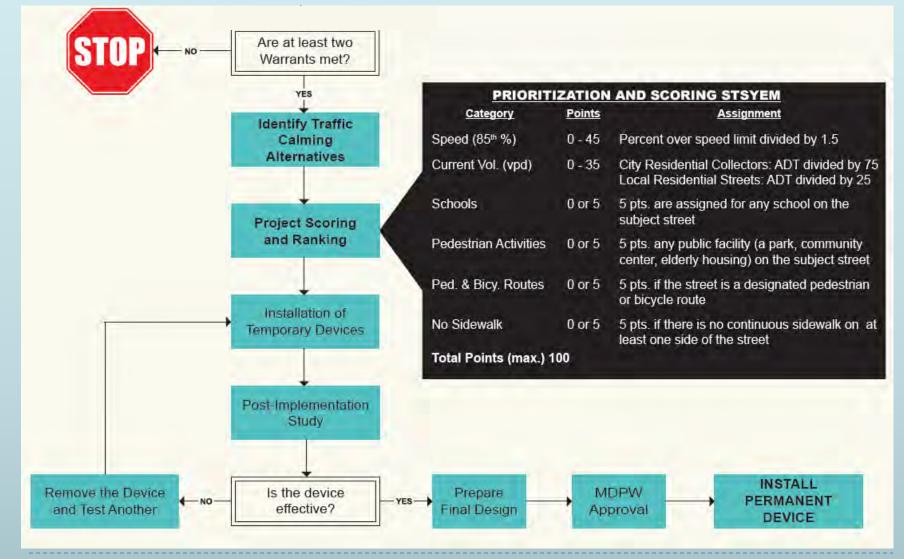
Preserve Quality of Life



TRAFFIC CALMING GUIDELINES



TRAFFIC CALMING GUIDELINES



MARLIN

LEVELS OF TRAFFIC CALMING

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



IDENTIFYING ALTERNATIVES

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



TRAFFIC CALMING ALTERNATIVES

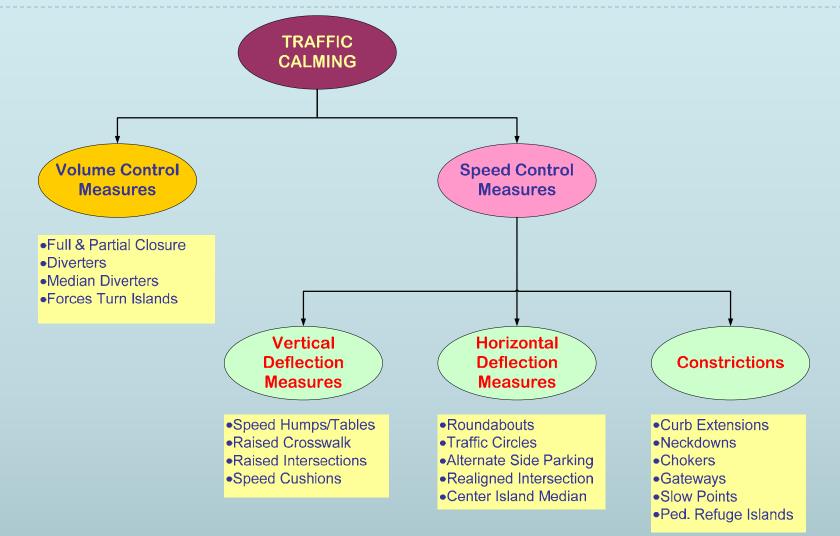
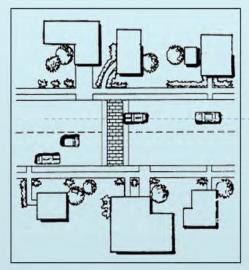




Exhibit "A" (Page 51 of 169)



Advantages:

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

Disadvantages:

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

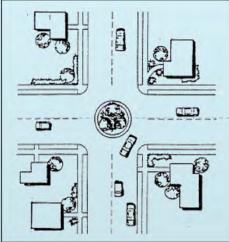


SPEED TABLE









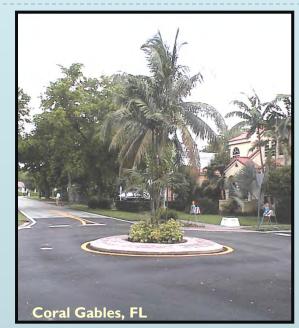
- Effective in reducing the speed
- Reduces accident potential and severity
- Reduces conflict points
- Provides orderly and continuous flow of traffic flows
- Aesthetically appealing with landscaping

Disadvantages:

MARLIN

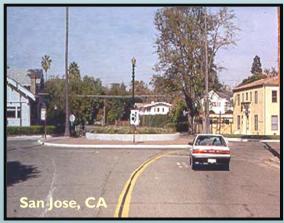
- May be restrictive for some large emergency and service vehicles
- Requires safety and directional signs
- May cause loss of some parking spaces near the intersection
- Not very safe for bicyclists unless bicycle facilities are provided
- Not applicable for many residential street intersections due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

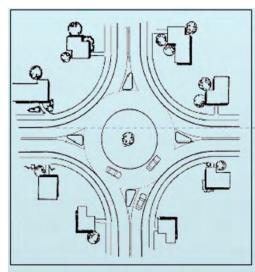
TRAFFIC CIRCLE











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

Disadvantages:

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

ROUNDABOUT

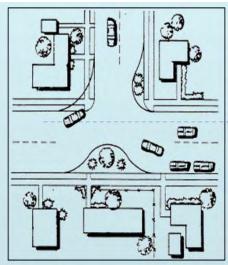






Las Vegas, NV





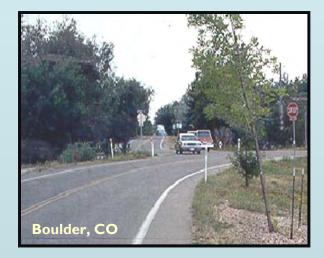
- Provides landscaping opportunities
- Discourages cut-through traffic from on residential streets
- Slows traffic
- Breaks up sight-lines on straight street

Disadvantages:

- May direct traffic to other residential streets
- Fairly expensive

MARLIN

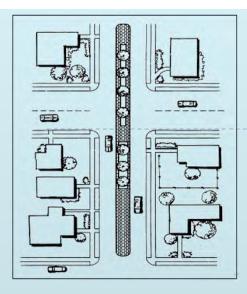
REALIGNED INTERSECTION









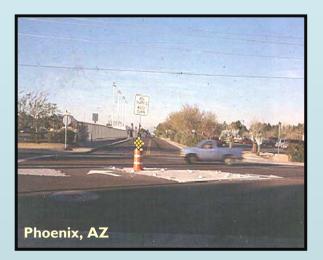


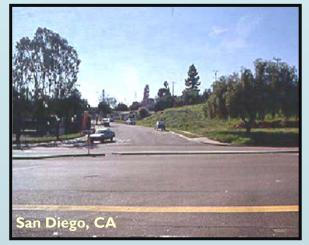
- Provides refuges for pedestrians and bicyclists
- Reduces cut-through traffic
- Visually enhances residential street landscaping

Disadvantages:

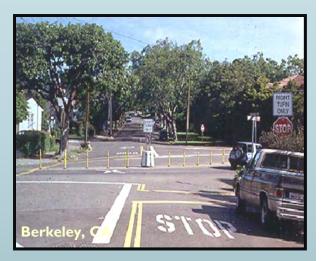
- Has minor effect on speed
- Extra maintenance cost is added when landscaped

MEDIAN DIVERTER











QUESTIONS?



Find a staff representative for assistance

MARLIN

Photographs | Kick-off Meeting | September 8, 2016





Photographs | Zone 1 Meeting| September 28, 2016





Photographs | Zone 2 Meeting | October 26, 2016





Photographs | Zone 3 Meeting | November 10, 2016





Photographs | Final Workshop | May 23, 2017











APPENDIX C

Request Form and Comments

A MAN	Town of Cutler Bay Traffic Calming Mae	Town of Cutler Bay Traffic Calming Macter Plan		MARLIN
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Cutler Bay Cutler Bay Traffic Calming Study Public Comment Sheet	Name: MARIA MIZTADO Telephone: 7 Address: 9054 54 54 54 614; 94167 Email: 14, 64 8 4 8 6 0 m 64 4 6 4 6 4 6 4 6 4 6 4 6 4 6 4 6 4	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street with. Feel free to write on the back if needed. Image: Street name (intersection of Street name) Image: Street name (circle one) Image: Street name (circle one) Image: Street name (circle one)	 2. <i>ZAAUE</i> intersection/street." Defending function or Street name) (circle one) 3. <i>AUAUE</i> intersection or Street name) (circle one) 3. <i>AUAUE</i> intersection/street." Defending function or Street name) (circle one) 	Other Comments: Japles Calming Davices C ENEDVIENTET (Long-talm Less to t CIN DUV 1635 TVAVELED Streets	KE LIVE IN AGVERT I. HIE NEIGH BUR HOCH WHE'E KING PLA B-BAIL ON THE SWEETS WALL PETS STATE BILE. X 20 HPH TOO PAST NEED 20 OV 25 MPH POSTED IN I. The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or concised from the Town Clar, hornowing Miner of 20, 425, 4054

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Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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(C)

Cutler Bay Traffic Calming Study	0	MARLIN
Public Comment Sheet	t Sheet	
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Representing: 🕅 Homeowner 🗆 🛛 Business	Dther:	Ë
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in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 64 of 169)

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Cutter Bay Traffic Calming Study	Public Comment Sheet	Name: Adam Livingstone Telephone: 305-898-043 Address: 9020 Su 214 St City: adw Bay State: Email: Alivin 21 a bells with net	Representing: 🕅 Homeowner 🛛 🗆 Business 🛛 🗆 Other:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		"I have a traffic concern with ONC Speeding 1. QAANCA 214 ST intersection/street." Cut-throughs 1. QAANCA 214 ST intersection/street." Cut-throughs 1. QAANCA 214 ST intersection/street." Cut-throughs (Intersection or Streef name) Criticle one) 0 Other: 0	2. Between 216st and 92 free Intersection or Street name) (circle one) Other: Other:	3. 214 rt & between 92 MJ Intersection/street." Cut-throughs (Intersection or Street name 90 NC (circle one) Other:	Other Comments:		The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance

Exhibit "A" (Page 65 of 169)

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Cutler Bay	Name: Davio	Email: K41D	Representing:	Please use the spac concern with. Feel		"I have a traffic concern with 1. Cosl blossed in (Intersection or Street name)	2. Frank		(Intersection or Str Other Comments:	

Exhibit "A" (Page 66 of 169)

Cutler Bay	Town of Cutler Bay Traffic Calming Study	tler Bay ning Study		
\sim	m	ublic Comme	int Sheet	ZONE J
Address: <u>9016</u>	4016 SWY ILDNESSH		City: Cutter Bay Sta	State: 1/6/12 - State: 1/6/12
Email: <u>alex armst</u>	alex amostrons & Q guail. com	10. 1. Com		
Representing:	ط Homeowner	- Dusiness	Dther:	E
Please use the spac concern with. Feel	ce below to co free to write	space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte ed.	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
			Check all traj	Check all traffic concerns that apply
have a traf	ffic concern with		⊠ Speeding	⊠ Bike/Pedestrian safety
		Intersection/street." (circle one)	 Cut-throughs Other: 	Iraffic Volume/Congestion
Between 216 15 -		intersection/street."	区 Speeding 区 Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersecti		(circle one)	D Other:	
3. 214 St 3 btmn 92 3 (Intersection or Street name)	92 40 400	btwn 92treet." on or Street name) (circle one)	전 Speeding 더 Cut-throughs □ Other:	 E Bike/Pedestrian safety Traffic Volume/Congestion
Other Comments:				
The Town of Cutter Bay, in con in the administration of, or ac Procedure or copies of the Poi	npliance with the Arr cess to, any of its e itoy are available fro	nerican Disabilities Act of 1990, amployment, programs, service im the Town Clerk, Jacqueline V	, hereby states that it do ss, or activities. Inform. Wilson at (305) 234-42	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 67 of 169)

Cutler Bay Traffic Calming Study 2 o N t 3 Public Comment Sheet	t Sheet	ZONE 3
Name: Alcowdar Anstrang Tele Address: 9016 SW 214 St City:	Telephone: (3) 305. 6013 City: Cutter Say Sta	305.0013 State: Flair da
Email: alex armstrong 8 @ quail.com		ĉ
Representing: Homeowner	□ Other:	
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	s and/or inte	rsections you have a traffic
	Check all traj	Check all traffic concerns that apply
"I have a traffic concern with $alpha $ 1. 92^{-4} $4\sqrt{3}$ $2\sqrt{4}$ $\sqrt{5}$ intersection/street." $alpha$ (intersection or Street name) (circle one) $alpha$	 ☑ Speeding ☑ Cut-throughs □ Other: 	☑ Bike/Pedestrian safety ☑ Traffic Volume/Congestion
$3etween 2(b) if \frac{1}{2}, 92 \text{ for}$ $2. 214^{57} \frac{1}{5}, 92 \text{ for}$ [Intersection/street." \mathbb{Z}	 ☑ Speeding ☑ Cut-throughs □ Other: 	 Bike/Pedestrian safety Traffic Volume/Congestion
10 Ave. (circle one)	전 Speeding 조Čut-throughs □ Other:	⊡ Bike/Pedestrian safety □ Traffic Volume/Congestion
Other Comments:		
The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.	reby states that it d or activities. Inform son at (305) 234-42	bes not discriminate on the basis of a disability ation requests, copies of the ADA Grievance 51.

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MARLIN	Telephone: 305-586-0053 City: Cutler Big State: 72.	Homeowner □ Business □ Other: □ Appendix □ Business □ Other: □ space below to comment on the streets and/or intersections you have a traffic Feel free to write on the back if needed.	Check all traffic concerns that apply Check all traffic concerns that apply Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Bike/Pedestrian safety Other: Bike/Pedestrian safety Other: Bike/Pedestrian safety Other: Bike/Pedestrian safety Other: Dother: Other: Dother:	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance
ent Sheet	Telephone: 305- City: Cutler BAY	□ Other: cets and/or inters ded.	Check all traj Speeding Cut-throughs Cut-throughs Cut-throughs Cut-throughs Cut-throughs	, hereby states that it do es, or activities. Inform
Town of Cutler Bay Traffic Calming Study Public Comment Sheet	6ALY HURTAdo T 6 SW 207 Street City 6ALY 7164 20 ATT. NET		th intersection/street." (circle one) (circle one) (circle one)	e American Disabilities Act of 1990 its employment, programs, servic
ler Bay Traffic Ca	MA s: <i>890</i> MA	enting: <i>use the</i> <i>n with</i> .		of Cutler Bay, in compliance with the inistration of, or access to, any of
Cu	Name: Address Fmail·	Repre Pleas conce	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	The Town in the adn

Exhibit "A" (Page 69 of 169)

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	20		Exhibit "A" (Page 70 of 1	
MARLIN	05 & 72 - 94	rr: ersections you have a traffic	Check all traffic concerns that apply HSpeeding Bike/Pedestrian safety HSpeeding Bike/Pedestrian safety Bike/Pedestrian safety Bike/Pedestrian safety Cut-throughs Bike/Pedestrian safety Speeding Bike/Pedestrian safety Cut-throughs Dither: Other: Bike/Pedestrian safety Other: Dither: Other: Bike/Pedestrian safety Other: Dither: Other: Dither: Bike/Pedestrian safety Dither: Dither: Dither: Bike/Pedestrian safety Dither:	bes not discriminate on the basis of a disability ation requests. copies of the ADA Grievance
tler Bay ing Study	Public Comment Sheet Public Sheet Publ	Representing: The Homeowner Business Other: Other: Content of the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	tersection/street." (circle one) (circle one	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance
Cutler Bay Traffic Calming Study	Name: <u>MARCO Fe</u> Address: <u>87605w2</u> Fmail:	Representing: D. Homeowner Dusiness Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.	"I have a traffic concern with 1. Z. 1. Z. (Intersection or Street name) in (Intersection or Street name) in (Intersection or Street name)	The Town of Cutter Bay, in compliance with the Am in the administration of, or access to, any of its er

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ž 3 Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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	[]	f E n	5	Tag	Exhibit "A" (Page 71 of 169)
MARLIN Sheet	Telephone: (305) 495-8111 City: WIRP W State: FL	□ Other:	Check all traffic concerns that apply Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Traffic Volume/Congestion	Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Traffic Volume/Congestion Other: Traffic Volume/Congestion Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Traffic Volume/Congestion	IS TTENT PEOPLE CO TRAFFIC CIDCLE (RUMMSOT DLE THENTIC CIDCLES WAY STOP IN WHICH TOU WAY STOP IN WHICH TOU INT STOP IN WHICH TOU FIGUL THE BAUE CALE.
Cutler Bay Traffic Calming Study Public Comment Sheet	Name: Awa Jo Address: 8887 SN 223 (ANTE City:	Representing: A Homeowner D Business Other: Other: Concern with. Feel free to write on the back if needed.	"I have a traffic concern with 1. OUD WIVER B NE intersection street."	 2. 216 Silver The The CLE OF intersection (street.") (Intersection or Street name) (circle one) (nitersection or Street name) (circle one) 	Other Comments: MY MAJOR CONCERN IS THAT PEOPLE LO NGT FINDUS HOW TO USE A TRAFFIC CIRCLES RUMMEDT WE NEED TO EINSCAFE PEOPLE MARFIC CIRCLES INUST BE APARTED AS A FOUR WAY STOP IN WHICH FOU THE TRAFFIC CIRCLE. GO ONE 1241. TOU IDN'T STOP ON THE TRAFFIC CIRCLE. GO ONE 1241. TOU IDN'T STOP ON THE TRAFFIC CIRCLE. GO ONE 1241 TOU IDN'T STOP ON THE TRAFFIC CIRCLE. GO ONE 1241 ONE AND NOT GO CENTS BUE ATTED THE OTHER FROM THE ANDE CAUCHT.

in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

286-752.7297	rr: ersections you have a traffic	Check all traffic concerns that apply Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Run - i - for set Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Bike/Pedestrian safety Cut-throughs Bike/Pedestrian safety Other: Cut-throughs Other: Dother:	(691 Jo Z. J. B. 2. M. C. Reverses, copies of the ADA Grievance 251.
Town of Cutler Bay Town of Cutler Bay Traffic Calming Study Traffic Calming Study Name: Jublic Comment Sheet Name: Jublic Comment Sheet Address: JSF0 SU Jest Email: Jublic Comment Sheet Jest Jest	Representing: Z [/] Homeowner Dusiness Other: Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		Then how all all the to be the structure of set and structure of the set are set and set are from a loss of i ust walk all all all all set and set are all all all all all all all all all al

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MARLI nt Sheet	Telephone: 305-77-2987 ity: Cutle, Rug State: 11	□ Other:	は、「「「「」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」」	MOLT AT SURFACT ALIANA ALEXAN PUD PUD III Preby states that it does not discriminate on the basis of a dis ss. or activities. Information requests, copies of the ADA Grie
Cutter Bay Traffic Calming Study Public Comment Sheet	Name: Mart Helwan Tele Address: 1211 SW 215 Ter City: - Email: Matt-belman@hotmail.com	Representing: Address: Conter: Concern with. Feel free to write on the back if needed. Concern with. Feel free to write on the back if needed. Check all traffic concerns that apply	 "I have a traffic concern with 1. Sw ?? Ave intersection of street name) (Intersection of street name) (Intersection of street name) (circle one) (circle one) (circle one) (ntersection or street name) (circle one) (circle one) (ntersection or street name) (circle one) (circle one) (ntersection or street name) (circle one) (circle one	Other Comments: S-2 & The help MDR Fri Kughhn. Specific and any compliance with the MDR Fried Area Marken Area for the MDR Fried Area Marken Area for the form of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grevance

Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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Zare 4	MARLIN	305-582-2216 Bay State: FL	GL	ersections you have a traffic	Check all traffic concerns that apply Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion	 Bike/Pedestrian safety ghs □ Traffic Volume/Congestion c list wot Shuring the rach s low traffic down by riding 2. □ Bike/Pedestrian safety abreast Bike/Pedestrian safety 		Exhipit "Values of the Such of the ADA Grevence of the ADA Grevence 234-251.
	Town of Cutler Bay Cutler Bay Traffic Calming Study Public Comment Sheet	Name: PEDRO L-LABRADA Telephone: 305 Address: 8434 Sw 206 ST City: Cutler Bay Email: pustle 70@ att. net	Representing: Z Homeowner 🗆 Business 🗅 Other:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	"I have a traffic concern with 1. $20657/89-9240$ intersection street \Box Cut-throughs (intersection or Street name) (circle one) \Box Other:	 2. 27 AVE Intersection of Street name) Inte	Street name) (circle one) Other:	the town of Palme sim bends sim all all all all all all all all all al

(Zare 4)	MARLIN	t Sheet	Telephone: 305-582-2216 City: Cutler Bay State: FC	D Other:	s and/or intersections you have a traffic	Check all traffic concerns that apply	 Speeding Bike/Pedestrian safety Cut-throughs Iraffic Volume/Congestion Other: 	 Speeding Bike/Pedestrian safety Cut-throughs D Traffic Volume/Congestion Cut-throughs D Traffic Volume/Congestion Other: Cyc list wort Sharing the reach (They slow traffic down by riding 2 - Speeding D Bike/Pedestrian safety abreast. 	shg	206 5T hetween 89-92 AVE.	to 20-25 mph	allowing emergency base	e 75 of	
	Cutter Bay Traffic Calming Study	Public Comment Sheet	PEDRO L-LABRADA s: 8434 sw 206 sT vistlb 70,00 att net	Homeowner	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	0	"I have a traffic concern with 1. $20657/89-92 \text{ kVE}$ intersection street (Intersection or Street name) (circle one)	2. <i>St7 AVE</i> intersection/street." (intersection or Street name) (circle one)	3. intersection/street." [Intersection or Street name] (circle one)	Other Comments: # I reside on	AVE in the Town	vehicle to traverse them	unpacting their quick	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Devodure or contes of the Doliver are available from the Town Clerk Jacon Jacon of 201, 0551 234, 0551

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MARLIN			786-752-727	Day State:			rsections you have a traffic	Check all traffic concerns that apply	□ Bike/Pedestrian safety □ Traffic Volume/Congestion	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	185 the Lo ct		and BAR Au es An well	in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance
ЛE	tudy	Public Comment Sheet	Telephone: \mathcal{F}^{t}	City: Cet Len	r Di	Business Dther:	nt on the streets and/or inte e back if needed.	Check all traj	intersection/street." Cut-throughs (circle one)	 Speeding Intersection/street." Cut-throughs (circle one) Other: (circle one) 	Speeding Cut-throughs (circle one) Cut-ther:	18 et 187 the Jun 1	Aur. 1854	Chu to Bar	isabilities Act of 1990, hereby states that it do sit, programs, services, or activities. Inform
Town of Cutler Bay	r Bay Traffic Calming Study	Publi	The Harristn	7990 SW 188 8	radhar e podmail.	nting: Z [/] Homeowner	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		"I have a traffic concern with 1. $JBBAS + 4 BoAu \ll$ interse (Intersection or Street name) (6	interse (Intersection or Street name)	interse (Intersection or Street name) (6	Other Comments: Vehicles USe	tw	we speed to an Old	Cutler Bay, in compliance with the American Di istration of, or access to, any of its employme
- Ulula	Cutle		Name:	Address:	Email: \neq	Representing:	Please use the concern with.		"I have 1. <u>/88</u>	2.	3.	Other Co	ferm Jus	Othe	The Town of Cutter Bay, in the administration of,

Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 76 of 169)

		i	1					5	13BR		а	Exhil	bit "A"	(Page	e 77 o	
MARLIN	set	Telephone: (305) 495-8111	2 Bry State: A		Dother:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply	 Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: Traffic úれんに Poovvatso 	ng 🗆 Bike/Pedestrian safety oughs 🗆 Traffic Volume/Congestion	ng 🗆 Bike/Pedestrian safety oughs 🗆 Traffic Volume/Congestion	PEQUE	FLC CIPCUE (ROUMTSOT)	cost hother in your too	ONE	L'THE BAUKE CATE	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability
er Bay ng Study	Public Comment Sheet	Telephone	City: WIRD		Business	nment on the streets and/o n the back if needed.	Check (intersection street." Cut-throughs (circle one) Other:	Correction/Street." Cut-throughs	□ Speeding intersection/street." □ Cut-throughs (circle one) □ Other:	Len cern	ENUCATE PEOPLIE THE	AS A FOUR WAY	NO 09.	THE OTHER FROM	ican Disabilities Act of 1990, hereby state
Cutler Bay Traffic Calming Study		Name: Ana b	Address: 8887 SN 223 (Email:	Representing: 🕡 Homeowner	Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.		"I have a traffic concern with 1. OUD WILEP BI ALE (int (Intersection or Street name)	2. 216 Silver Trank C. R. and Intersection (street.") (Intersection or Street name) (circle one)	3.	ents: MY MAJol	WE NEER TO ED	WINT BE TREATED	Å	CERTS BUE RTER	The Town of Cutler Bay, in compliance with the Amer

in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

20		Exhibit "A" (Page 78 of 169)
MARLIN 305 972-94	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed. "I have a traffic concern with "I have a traffic concern with 1. 2005/1 Intersection or Street name) (intersection or Street name) <th>3</th>	3
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ther Bay ing Study Public Comn Public Comn Public Comn Public Comn Public Comn Busine	space below to comment on the streets Feel free to write on the back if needed. Fic concern with n or Street name) (circle one)	intersection/street." (circle one) (circle one) Requested Round
Town of Traffic Ca	Please use the space below to col concern with. Feel free to write c "I have a traffic concern with 1. 2005 in (Intersection or Street name) (Intersection or Street name) (Intersection or Street name)	(Intersection or Street name) Comments: ASKINS
Representing:	Please use the concern with. "I have a traf 1. $2 \to 0$ (Intersection (Intersection)) 2. (Intersection)	3. (Intersection of Untersection of Untersection of Untersection of Untersection of Other Comments:

Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Town of Cutler Bay		MARLIN
Cutler Bay Traffic Calming Study		
Public Comment Sheet	ent Sheet	
Name: MAGALY HURTAdo	Telephone: 3	Telephone: 305-586-0053
Address: 8906 S.W. 207 Street C	City: Cutler BAY	BAY State: 71.
Email: MA64LY 7164 @ ATT. NET	1	
Representing: In Homeowner 🗆 Business	Dther:	
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	eets and/or inte ded.	rsections you have a traffic
	Check all tra	Check all traffic concerns that apply
"I have a traffic concern with 1 SV Avenue interention/streat "	Speeding	Bike/Pedestrian safety Traffic Volume/Connection
(Intersection or Street name) (CAPATAPAN (2010)		
2. <i>えでん らtreet</i> intersection/street."	卤 Speeding 卤 Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name) (circle one) (Cirstitetion みこ)		
3. 20 ¥ KAnc intersection/street."	由Speeding 也Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street game) (circle one)		
Other Comments:		
The Town of Cutler Bav. in compliance with the American Disabilities Act of 1990. hereby states that it does not discriminate on the basis of a disability	0. hereby states that it d	oes not discriminate on the basis of a disability
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in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 79 of 169)

Cutler Bay	Town of Cutler Bay Traffic Calming Study	ler Bay ing Study		MARLIN
1000 FEBRORY MICHAN	•	Public Comment Sheet	int Sheet	
Name: David	Lay FE	T EIN BORGE	Telephone: 305	Telephone: 305 -251 - 25 96
Address:	-	1	City:	State:
Email: KAIDO	10 AaL	Com		
Representing: 🗶	X Homeowner	Business	Dther:	
Please use the space concern with. Feel f	: below to co ree to write (space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte ed.	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
			Check all traj	Check all traffic concerns that apply
"I have a traffic concern with 1. CAP/ bbextd .	ncern with	tersection/street.	Speeding Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)	t name)	(circle one)	D Other:	
2. FRANJO	.=	intersection/street."	 Speeding Cut-throughs 	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)		(circle one)	D Other:	
ň	2.	(intersection/street."	Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)		(circle one)	Other:	
Other Comments:				
The Town of Cuttler Rav in comr	liance with the Am	orinan Nicabilitiae Art of 1990	t harahu etatae that it d	and discriminate on the basis of a dischilled
inter rown or could bay, in contri- in the administration of, or accr Procedure or copies of the Polic	ynance wur une Arne sss to, any of its er y are available from	erical Disabilities Act of 1990 nployment, programs, service 1 the Town Clerk, Jacqueline	v, nereby states that it dress, or activities. Inform Wilson at (305) 234-42	Inter rown or current pay, in compliance with the American Disabilities Act of 1390, hereby states that it does not discriminate on the pasts of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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MARLI	05 253 413 State: 3315	: sections you have a traffi	a. Check all traffic concerns that apply	□ Bike/Pedestrian safety □ Traffic Volume/Congestion	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	of blocks	at Lanbe Seed & P usty di fficui	a Complet	$S \neq c \neq S$ $q \neq N$ descriminate on the basis of a disc
Cutler Bay Cutler Bay Traffic Calming Study Public Comment Sheet	Name: George L Powers. Telephone: 3. Address: 19110 Fran Jo Ra. City: FI	CT-J Space	concern with. Feel free to write on the back if needed. Check all tra	"I have a traffic concern with Defending 1. EtaNJo R Intersection/street." Cut-throughs (Intersection or Street name) (circle one) Other:	 2. F レ ロン ジ ペイ トノルロ intersection/street." □ Cut-throughs (Intersection or Street name) ムレバビン (circle one) □ Other: 	3. Cut-throughs <i>(Intersection or Street name)</i> (circle one) Other:	a cour	from my house a open tec a verage 5 poet is 36-38. the because of the 5ped it is to out out of her Avia wind	blag dhive also wet Commany to	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability-

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MARLI		305-232-7111	Bay State: FL		rsections you have a traffi	Check all traffic concerns that apply	Bike/Pedestrian safety Traffic Volume/Congestion	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	st tekto	on all Terrands	es not discriminate on the basis of a disat
er Bay Ig Study	Public Comment Sheet	Telephone:	City:	Bell South Net	nment on the streets and/or inter n the back if needed.	Check all traf	vith of Old CUT/WSpeeding fintersection/street." W Cut-throughs (circle one) Other:	d CUTIER ROC S.W. 185 TELT ersection/street." (circle one)	□ Speeding intersection/street." □ Cut-throughs (circle one) □ Other:	er at Swill	pedestrian	can Disabilities Act of 1990, hereby states that it do
Cutler Bay Traffic Calming Study	P	Name: Elliot NESS	81.0	Email: <u>ElliottNESS</u>	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		Terforconcern v	Making a Lert Turn on To To go To 82 PN, Intro on To Intersection or Street name)	3. int (Intersection or Street name)	Other Comments: NECd o	EDUT STOP STOP S	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability

146.	Town of Cutler Bay	er Bay		MARLIN
Cutler Bay	Traffic Calming Study	ıg Study		
	P	Public Comment Sheet	nt Sheet	
Name: \vec{C}	Der		Telephone:	
Address: 1983	o Levie	eve a cr	·	Er Baul State: H
	r.derr	Smarl (Ę	0
Representing:	12 Homeowner		Dther:	Ľ
Please use the spa concern with. Fee	ce below to con I free to write oi	space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte ed.	space below to comment on the streets and/or intersections you have a traffic Feel free to write on the back if needed.
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"I have a traffic concern with 1. Sw 199 JLC Maile in Intersection or Street name)	CONCERN with	Concern with Concern with Concernet intersection/street." treet name) (circle one)	Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
			□ Speeding	Bike/Pedestrian safety
2. (Intersection or Street name)		intersection/street." (circle one)	Cut-throughs	Traffic Volume/Congestion
ń		intersection/street."	 Speeding Cut-throughs 	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)		(circle one)	🗆 Other:	
Other Comments:				
The Town of Cutler Bay, in co in the administration of, or ac Procedure or copies of the Po	mpliance with the Ameri cess to, any of its emp vicy are available from th	can Disabilities Act of 1990, loyment, programs, service he Town Clerk, Jacqueline	, hereby states that it do ss, or activities. Informa Wilson at (305) 234-426	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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MARLIN		305-378-9456	Buy State: A.	7	Ľ	rsections you have a traffic	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	+ SW 107 ct	DIACULT Va BALT Any	bes not discriminate on the basis of a disabilation requests, copies of the ADA Grievan
Cutler Bay Traffic Calming Study	Public Comment Sheet	Name: 2124 GARCIAL Telephone:	Address: No. 370 DW ZOV JENL City: Putler	Email: JAINELIL Q COMCAST . NET	Representing: Thomeowner Dusiness Cther:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traj	"I have a traffic concern with \Box Speeding 1. Siv 103 Ave betweejptersection(Street.") \Box Cut-throughs (Intersection or Street name) (circle one) \Box Other:	CAN, BB CAN & SW 1975 LENANE DN bCHUC eN SW 1975 Speeding 2. 4 MARLIN ROAD intersection (Street.") □ Cut-throughs (Intersection or Street name) (circle one) □ Other:	weed SW 103 Au	0 Other:	W.FR CAR, 33CAN BLUZ- TO MAKE ICF TURN GOVI	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance

Exhibit "A" (Page 84 of 169)

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Exhibit "A" (Page 85 of 169)

Public Comment Sheet Name: DAVIO Phillips Telephone: 2.2.2.79.12 Address: 203/0 Sui loy Let City: Differ Email: Phi. IllipsC Htt MPL / COM 33.05 Sate: R Email: Phi. IllipsC Htt MPL / COM 33.05 Representing: Pointeomer Business Other: Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Sate: R Y have a traffic concern with. Concern with. Concern with. Y have a traffic concern with. Concern with. Sate: Pointer and/or intersection you have a traffic concerns that apply intersection street name Intersection of street name Intersection/street. Concerning: Concerning: Continue congestion Intersection of street name Intersection street name Intersection of street name Intersection street name Continuous street Intersection street name Intersection street Intersection street Intersection of street name Intersection street Contrense Intersection street <td< th=""><th>Cutler Bay Traffic Calming Study</th><th></th></td<>	Cutler Bay Traffic Calming Study	
ame: DAVID Phillips Telephone: 3<29.2-7912	Public Comment Sheet	
Idress: J03/0 Sul loy cf Gty: Mit MML State: M nail: Phi IllipSe HtH MAL Com 33.0% epresenting: Someowner Business Other: 33.0% ease use the space below to comment on the streets and/or intersections you have a traffic oncerns that apply incern with. Feel free to write on the back if needed. Check all traffic concerns that apply intersection/street: 33.0% have a traffic concern with. Feel free to write on the back if needed. Check all traffic concerns that apply intersection/street: 0.00 have a traffic concern with. Feel free to write one Other: 0.00 0.00 neareston or street name (and one) Curtimoughs Traffic Volume/Congestion (Intersection or street name) (and one) 0.00 100 0.00 (Intersection or street name) (and one) 0.00 0.00 0.00 0.00 (Intersection or street name) (and one) 0.00 0.00 0.00 0.00 (Intersection or street name) (and one) 0.00 0.00 0.00 0.00 0.00 (Intersection or street name) (and one) 0.00 0.	DAVID Phillips	52-7912
presenting:	Phillipsetter man	
case use the space below to comment on the streets and/or intersections you have a traffic concerns that apply nncern with. Feel free to write on the back if needed. have a traffic concern with. Ao 310 Sup Sup Crintersection/street. Ao 310 Sup Crintersection/street. Ao 310 Street name) (intersection or street name) <td>Demeowner Dusiness</td> <td></td>	Demeowner Dusiness	
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Intersection or Street name) (circle one) (c	Contending	
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MAKLI	2-79/2	State: <i>R</i> . 33(197		Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply Speeding Dike/Pedestrian safety Cut-throughs Diraffic Volume/Congestion Other:	 Bike/Pedestrian safety Traffic Volume/Congestion トカトレ を しかく ひんけ トカトロ を しかく の しん 	□ bike/redestrian safety □ Traffic Volume/Congestion 1.ed A Stop SigN 0, 3 WOY	47 Carribian		
Sheet	Telephone: 3/292-79/2	City: MIAMI	D Other:	and/or intersecti	Check all traffic co X Speeding Bike Ucut-throughs Train Other: Other:	to to the total	Cut-throughs L bike Cut-throughs Trai		CANAL	en) Blud.
ner bay Ding Study Public Comment Sheet		tot city:	Business	e below to comment on the streets free to write on the back if needed.		intersection/street."	intersection/street." ((x)	CANAL BE	e Addate	Las Dur
Traffic Calming Study Public C	Phillips	SW 104 ct Cit	eowner	w to comment o write on the l	ters			AV.		
Bay Traffi	DAVID	20310 Phil	ig: Démeowner	the space belo th. Feel free to	c conc ≶ √((Intersection or Street name)	(Intersection or Street name)	nents: C		
Cutler	Name:	Address: Email:	Representing:	Please use the spac concern with. Feel	"I have a traffine 1. 20310	2. (Inters	3. (Interse	Other Comments:		

MARLIN	05-232-7111 Box State: FL		r: rsections you have a traffic	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	en Sign	on all Br	oes not discriminate on the basis of a disability lation requests, copies of the ADA Grievance 251.
Town of Cutler Bay Cutler Bay Traffic Calming Study Public Comment Sheet	Name: <u>Ellipt NESS</u> Terr City: Cutler	EllipthKSS @ Bell Son	Representing: Homeowner Business Other:		"I have a traffic concern with 010 CUT Speeding 3.035 Terr coming of intersection/street." © Cut-throughs 1. (circle one) (circle one) 0 Other:	on old CUTIER Roo in To S.W. 185 Terr intersection/street." (circle one)	3. Cut-throughs (Intersection or Street name) (circle one) Other:	Other Comments: NEED a No LEFT TU OD OLD CUTLER at S.W. I	and Stop For pedestrian Four stop signs at 185	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit A" (Page 88 of 169)

MARLIN		306-378-9455	Buy State: A.	7	2	rsections you have a traffic	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	2 SW 104 at	ve Exet Rey	oes not discriminate on the basis of a disability
Cutler Bay Traffic Calming Study	Public Comment Sheet	Name: Lily GAACIAT Telephone:	Address: 10370 SW ZDI JENA City: Outles	Email: JAIMELIL & COMCAST. NET	Representing: Thomeowner Business Cther:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		C CONC	(An. Obern & S.W. 1773 LENA, D. Serve en SU 1995 Speeding 2. サカルビル Red intersection/Street.") □ Cut-throughs (Intersection or Street name) (circle one) □ Other:	SW 1995 + Defuce SW 103AC 2. 22 20 1210 DETUCE Constraint Cut-throughs (Intersection or Street name) (circle one) 00ther:	Other Comments: Intersception of 103 Ave in the CAN, 23 PAN BIN-	to make left turn Gou	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of or access to any of its employment procrams, services, or advisition of the action of the action of the any of its employment.

In the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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Male The	Town of Cutler Bay			MARLIN
Cutler Bay	Traffic Calming Study	idy		
	Public	Public Comment Sheet	nt Sheet	
Name: Thereso	a Spurlin	P	Telephone: 3	305-898-7497
Address: 2552	5W 1897	ieur. City	City: Cutter B	Pay State: FL
Email: Tsbudt	effy 26 0	other het		_
Representing:	Homeowner	□ Business	Other:	
Please use the spa concern with. Feel	space below to comment on the streets Feel free to write on the back if needed.	t on the stree back if neede	∶ts and∕or inte ed.	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
			Check all traj	Check all traffic concerns that apply
"I have a traffic concern with 1. <u>Sw 184 A. & Frank</u> in (Intersection or Street name)	treet name) (ci	intersection/street." (circle one)	 Speeding Cut-throughs Other:	□ Bike/Pedestrian safety Traffic Volume/Congestion
2. 8NM AN & 185 S (Intersection or Street name)	to	intersection(street." (circle one)	Cut-throughs	□ Bike/Pedestrian safety □ Traffic Volume/Congestion
3. STAN AN & 184 (Intersection or Street name)	<u></u> inters		 Speeding Cut-throughs Other:	□ Bike/Pedestrian safety Traffic Volume/Congestion
Other Comments:	# 1 d # 3-	Can the t	times o	n the bollo
affe-	Palt with	the an	new fer	let turned
trafféé -	++ ON FRAM	in leve	HUNE alle	the fire bach
T tand do	Marey and	an H	ulo tran	ay us led. as
NON SI IN	2			
The Town of Cutler Bay, in co	mpliance with the American Diss	bilities Act of 1990,	hereby states that it do	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability

in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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The state	Town of Cutler Bay	ler Bay		MARLIN
Cutler Bay	Traffic Calming Study	ing Study		
		Public Comment Sheet	int Sheet	
Name: ERIC	C SNIPES		Telephone: 786)	86) 282-8026
Address: 19 54	540 CARIBBEAN RLVD		City: Cutube BAY	BAY State: FL
Email: EJSNI	PES @Hot	JSNIFES @HotMAIL.COM		
Representing:	Momeowner	Business	Other:	
Please use the spa concern with. Fee	ice below to co I free to write (space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte ed.	space below to comment on the streets and/or intersections you have a traffic Feel free to write on the back if needed.
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"I have a traffic concern with 1. ジン 80 MEメ 185789 (in (Intersection or Street name)	Concern with	ncern with 857284 intersection street." et name) (circle one)	□ Speeding □ Cut-throughs ヌ Other: <u></u>	 Speeding Bike/Pedestrian safety Cut-throughs Traffic Volume/Congestion Other: <u>MEDS A Store SIGN</u>
2. (Intersection or Street name)		intersection/street." (circle one)	 Speeding Cut-throughs Other:	 Bike/Pedestrian safety Traffic Volume/Congestion
ŕ	.5	intersection/street."	 Speeding Cut-throughs 	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)		(circle one)	Other:	
Other Comments:				
The Town of Cutler Bay, in cor in the administration of, or ac Procedure or copies of the Po	mpliance with the Ame cess to, any of its em licy are available from	rican Disabilities Act of 1990, ployment, programs, service the Town Clerk, Jacqueline V	hereby states that it do s, or activities. Informa Vilson at (305) 234-425	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 91 of 169)

)							Exhibit "A" (Page 92 of 16	
MARLIN			Telephone: 205 322 7190	201 State: R	- ("Kent - Home	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 				The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.
	dy	Public Comment Sheet	4	£	att. ne	Business Acther:]	on the streets and/or inte ack if needed.	Check all traj	Intersection/street." Cut-throughs (circle one) Other:	d Duud Speeding intersection/street." Cut-throughs (circle one) Other:	□ Speeding intersection/street." □ Cut-throughs (circle one) □ Other:				ilities Act of 1990, hereby states that it dc programs, services, or activities. Informa Clerk, Jacqueline Wilson at (305) 234-421
Town of Cutler Bay	y Traffic Calming Study	, Public	ISIE KRENAL	035 SW 89	N- hyde @	Homeowner	space below to comment on the streets Feel free to write on the back if needed.		"I have a traffic concern with 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc 1. \bigcirc	Ridgular Street name)	Street name)				, in compliance with the American Disat or access to, any of its employment, the Policy are available from the Town (
1061 E	Cutler Ba		Name:	Address: 191	Email: Dau	Representing:	Please use the concern with.		"I have a traff 1. [0] D.	2. Son A	3. (Intersection or	Other Comments:			The Town of Cutler Bay, in the administration of, Procedure or copies of t

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MARLIN		205-898-7497	Bay State: FL			Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	□ Bike/Pedestrian safety	 Bike/Pedestrian safety Traffic Volume/Congestion 	affic fran	- (n 41 1854) \$	appreciate but	construction	preders? To make	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.	finities!
	nent Sheet	Telephone:	City: Cutter		ss 🛛 Other:	treets and/or int eeded.	Check all tro	□ Speeding □ Cut-throughs	□ Speeding t.″ □ Cut-throughs	□ Speeding " □ Cut-throughs □ Other:	and that the	Hernally f	(Which I	to all the	Ore	1990, hereby states that it ervices, or activities. Infor- aline Wilson at (305) 234-4	Construction f
tler Bay ing Study	Public Comment Sheet		Tentace	@ att.net	D Business	Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.		intersection <u>(street</u> (circle one)	Oven intersection/street." me) (circle one)	intersection/street." (circle one)	putolen with	the hether		Street. (wauld deter	nerican Disabilities Act of 1 employment, programs, se m the Town Clerk, Jacque	ence Cen
Town of Cutler Bay Traffic Calming Study	-	sa spurlin	3 500 189	sbutterfly 210 @	Homeowner	space below to co eel free to write		"I have a traffic concern with 1. <u>1</u> 11日 (Intersection or Street name)	Intersection or Street name)	(Intersection or Street name)	Oneing	Are. Roviest	Dech	S B	dirch	in compliance with the An or access to, any of its ∉ te Policy are available fro	brought buck
Cutler Bay		Name: Theresa	Address: 955	Email: Tsbu	Representing:	Please use the s concern with. F		"I have a traffi <u> <u> </u> </u>	2. Han 10 T	3. (Intersection (Other Comments:	18 GR	E Lan	070	12	The Town of Cutler Bay, in the administration of, Procedure or copies of th	can be bu

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Link, F	Town of Cutler Bay	utler Bay		MARLIN
Cutler Bay	Traffic Call	Traffic Calming Study		
		Public Comment Sheet	int Sheet	
Name: 6482	SCIEL RIDS		Telephone: 305 - 300 - 747	2842 - 300 -
Address: 100 22	Sw 223	Tel	City: CUTTER B	B44 State: F(31/90
Email: 6261	GRL RID Q YA	Ver com		5
Representing: 🔰	Homeowner	er 🗆 Business	□ Other:	
Please use the spa concern with. Feel	ce below to I free to writ	space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte led.	space below to comment on the streets and/or intersections you have a traffic Feel free to write on the back if needed.
			Check all traj	Check all traffic concerns that apply
"I have a traffic concern 1 1. <u>OLP CUTLAL AND</u> 324 ⁵¹ (Intersection or Street name)	fic concern with איט שאיל איט אין אין אין איט אין	1 _ intersection/street." (circle one)	X Speeding Cut-throughs Other:	X Bike/Pedestrian safety
			□ Speeding	Bike/Pedestrian safety
Z. (Intersection or St	or Street name)	_ Intersection/ sureet. (circle one)	LI Cut-throughs	L Iraffic Volume/congestion
3.	or Street name)	- intersection/street." (circle one)	 Speeding Cut-throughs Other: 	 Bike/Pedestrian safety Traffic Volume/Congestion
Other Comments: _				
The Town of Cuttler Bay, in co	ompliance with the /	American Disabilities Act of 1990), hereby states that it do	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability

in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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Luke R	Town of Cutler Bay	ıtler Bay		MARLIN
Cutler Bay	Traffic Calı	Traffic Calming Study		
		Public Comment Sheet	nent Sheet	
Name: ERIC	ERIC SNIPES			786) 282-8026
Address: 19 54	540 CARIBE	CARIBBEAN BLUD	City: CUTLER BAY	SAY State: FL
Email: EJSN	SNIPES @ HOTMAIL	TMAIL.COM		
Representing:	承 Homeowner	sr 🗆 Business	ss Dther:	
Please use the spo concern with. Fee	ace below to . el free to writı	space below to comment on the streets Feel free to write on the back if needed.	streets and/or inte eeded.	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
			Check all tra	Check all traffic concerns that apply
"I have a traffic concern with 1. SW 80 ANE イ 185+284 in (Intersection or Street name)	concern wit ⁺ 子 / 85元昭4 Street name)	IBSYERA intersection street." et name) (circle one)		 C Speeding □ Bike/Pedestrian safety Cut-throughs □ Traffic Volume/Congestion Other: <u>Netros A < too S/GN</u>
5			□ Speeding t.″ □ Cut-throughs	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)	Street name)	(circle one)	□ Other:	
3. (Intersection or Street name)	Street name)	. intersection/street." (circle one)	□ Speeding t.″ □ Cut-throughs □ Other:	 Bike/Pedestrian safety Traffic Volume/Congestion
Other Comments: _				
The Town of Cutter Bay, in c	.compliance with the A	American Disabilities Act of	1990, hereby states that it d	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability

5. . 5 Proceedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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		MARLIN
Cutler Bay Traffic Calming Study		
Public Comment Sheet	nent Sheet	
Name: E ISLE KRENAN		05 322 7190
\mathcal{F}	City: Curleul	Son State: R
Email: raw - hade @ act	Jul.	- (
O Representing: □ Homeowner □ Business	ss	"Fert - Home
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	itreets and/or inte seded.	rsections you have a traffic
	Check all tra	Check all traffic concerns that apply
"I have a traffic concern with 1. Da Da Val Maintersection/street." (intersection or Street name)	t."	 Bike/Pedestrian safety Traffic Volume/Congestion
2. Joy A Ridgland Druw (Intersection of Street name) (circle one)	□ Speeding t.″ □ Cut-throughs □ Other:	 Bike/Pedestrian safety Traffic Volume/Congestion
		Bike/Pedestrian safety
3. Intersection or Street name) (circle one)	L. L. Cut-throughs	
Other Comments:		
The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of: or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance	1990, hereby states that it d ervices. or activities. Inform	loes not discriminate on the basis of a disability nation requests, copies of the ADA Grievance
Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.	eline Wilson at (305) 234-45	ומנוטו ודקערבאט, טטארט טו ווד השה טוהעמועד 251.

Exhibit "A" (Page 96 of 169)

												Exhibit	"A" (Pag	e 97 of 1	10 69)	Di Inmont
MARLIN		305-898-9497	Boy State: FL			Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	the from	- On Su 185th St.)	which ist	moved to a	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or cooies of the Policy are available from the Town Clerk. Jacqueline Wilson at (305) 234-4251.	-
	Public Comment Sheet	Telephone:	City: Cuther B	12	□ Business □ Other:	the streets and/or inter k if needed.	Check all traf	□ Speeding street." □ Cut-throughs re) □ Other:	□ Speeding street." □ Cut-throughs ∩ ee) □ Other:	☐ Speeding street." ☐ Cut-throughs ie) ☐ Other:	the and that the	en trandity to	Speed sign	t. Can it be t	s Act of 1990, hereby states that it dc rams, services, or activities. Inform: Jacoueline Wilson at (305) 234-426	
Town of Cutler Bay Traffic Calming Study	Public Co	purlin	SW 189 Terrace	Ay su a at not	Homeowner 🗆 🛛	Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.		cern with intersection(street. t name) (circle one)	M OVEC intersection/street. t name) (circle one)	intersection/street." t name) (circle one)	going purblem with	- Request was	s a brought di	in the street	lance with the American Disabilitie is to, any of its employment, prog are available from the Town Clerk	
Cutler Bay Tr	and statistical statistical	Name: Theresa	Address: 9453 5	Email: Tsbutterf	enting:	Please use the space l concern with. Feel fre		"I have a traffic concern with 1. 1. 1. 1. 1. (Intersection or Street name)	2. Fran to TTFrond O	3. (Intersection or Street name)	Other Comments:	no left turi	there i	1 -7	The Town of Cutler Bay, in compli- in the administration of, or acces Procedure or copies of the Policy	A STATE STATE AND A STATE AND

The T	Town of Cutler Bay		MARLIN
Cutler Bay 7	Traffic Calming Study		
	Public Comment Sheet	ent Sheet	
Name: 648 Libl	Riss 5	Telephone: 305 - 300 - 7432	2PhL- 202 -
Address:	SW 223 TER CI	City: CUTLER BAY	144 State: P(33/90
Email: 6RL Pri 0	No. CUMMO 0		
Representing:	Homeowner	D Other:	2
Please use the space concern with. Feel fi	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	eets and/or inte Jed.	rsections you have a traffic
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2	intersection/street."	Cut-throughs	□ Traffic Volume/Congestion
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'n	intersection/street."	Cut-throughs	□ Traffic Volume/Congestion
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Other Comments:			
The Town of Cutler Bay, in com	npliance with the American Disabilities Act of 199	90, hereby states that it	does not discriminate on the basis of a disability
in the administration of, or acc Procedure or copies of the Poli	in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.	ices, or activities. Inforr ie Wilson at (305) 234-4	nation requests, copies of the ADA Grievance 251.

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Under The	Town of Cutler Bay	ler Bay		MARLIN
Cutler Bay	Traffic Calming Study	ing Study		
		Public Comment Sheet	ent Sheet	
Name: Kim	A		Telephone:	
Address: 1983	not o	evela a		er Bow State: H
Email:	r.derr	@ Email.	200	C
Representing:	A Homeowner		□ Other:	
Please use the spa concern with. Fee	ice below to co I free to write	space below to comment on the streets Feel free to write on the back if needed.	ets and/or inte led.	space below to comment on the streets and/or intersections you have a traffic Feel free to write on the back if needed.
			Check all traj	Check all traffic concerns that apply
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6		intersection/streat "	□ Speeding	 Bike/Pedestrian safety Traffic Volume/Concertion
(Intersection or Street name)		(circle one)	Dother:	
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Other Comments: _				
The Town of Cutler Bay, in c in the administration of, or <i>i</i> Procedure or copies of the P	ompliance with the An access to, any of its e olicy are available fro	nerican Disabilities Act of 1990 smployment, programs, servio m the Town Clerk, Jacqueline	0, hereby states that it do bes, or activities. Inform & Wilson at (305) 234-42	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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MARLIN ent Sheet	Telephone: 305-338-3054	□ Other: eets and/or intersections you have a traffic	Check all traffic concerns that apply	 Speeding Dike/Pedestrian safety Cut-throughs A Traffic Volume/Congestion Other: 	A Speeding Dike/Pedestrian safety A Cut-throughs D Traffic Volume/Congestion	Cut-throughs Traffic Volume/Congestion	Mon-Fer, Old Cutter Read going (1 approxis) the circle R 27th Aue, and	ciicle Li Dh	The Avenue. During non-tursh hour, Ariver's exceed the 40 mph Fond), when curries in SW 212 - There are no Stop Signs or above in anominate on the basis of a disability	-0
Town of Cutler Bay Traffic Calming Study Public Comment Sheet	Name: Pamela Lucken Address: 8905 SW 207 54 CI	Email: Ps/Uckenemon.com Representing: Momeowner Business Other: Please use the space below to comment on the streets and/or intersections you have a traffic		"I have a traffic concern with 1. Old Cudler Road N intersection street." (Intersection or Street name) (circle one)	Cartamar: 2. Sw 89th Ave W. 2. UN Stintersection/street." (Intersection or Street nome) (circle one)	3. BHAR intersection street one)	backed up to	HT IT	12 3 about in 2 apr Avenue. 12 3 about : Duri ing non-tush hour the Old Cuttler Citile to Switch 19	in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (303) 234-4251. Schop UXqWLS. With The UNProved 2.056 554 Prov 4 a MORE (PSI Chence VS) South 0, 212, 17 is difficult to Mrckie a turn on to S7441. I Suggest a shop sign/light of 8777 Are 208441 Skreet.

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Cutler Bay Traffic Ca	Town of Cutler Bay Traffic Calming Study		MARLIN
	Public Comment Sheet	nt Sheet	
Name: Rocio Estavillo	F	Telephone: 305.608.6106	.608.6106
Address: 20609 SW 90 Place	Gt	City: Cutter Bay	State: FL
Email: rocio.estavillo@gmail.com	ε		
Representing: 🗴 Homeowner	ner 🗆 🗆 Business	D Other:	
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	o comment on the stre ite on the back if need	ets and/or inte ed.	rsections you have a traffic
		Check all tra	Check all traffic concerns that apply
"I have a traffic concern with 1. 206th Street in in (Intersection or Street name)	th 	CXSpeeding Cut-throughs □ Other:	 Bike/Pedestrian safety Traffic Volume/Congestion
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(intersection or Street name)	(circle one)	D Other:	L I rattic Volume/Congestion
m	intersection/street."	 Speeding Cut-throughs 	 Bike/Pedestrian safety Traffic Volume/Congestion
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The Town of Cuttler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.	e American Disabilities Act of 1990, its employment, programs, service e from the Town Clerk, Jacqueline 1	, hereby states that it des. ss, or activities. Inform Wilson at (305) 234-42	oes not discriminate on the basis of a disability ation requests, copies of the ADA Grievance 51.

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Cutter Bay Traffic C	rown or cutter bay Traffic Calming Study		CALL AND ADDRESS OF A
	Public Comment Sheet	nt Sheet	
Name: Jawy CATA	ATANZARO	elephone:	Telephone: (7%6) 553-7688
Address: 8915 S. W. 207	24	y: Currer	City: Curreren State: R.
Email: Terycar	Tonych1321 DEMAis. Com	Com.	
Representing:	vner 🛛 🗆 Business	D Other:	
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	to comment on the stre rite on the back if need	ets and/or inte ed.	rrsections you have a traffic
		Check all tra	Check all traffic concerns that apply
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(Intersection or Street name)	(circle one)	D Other:	
2. 89 Ave	intersection/street."	Speeding	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)	(circle one)	Other:	
m	intersection/street."	 Speeding Cut-throughs 	 Bike/Pedestrian safety Traffic Volume/Congestion
(Intersection or Street name)	(circle one)	D Other:	
Other Comments:			

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Chevance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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Public Comment Sheet Name: Hances Reville Telephone: 305-904-1557 Address: 20610 Sup 9 and 1 Email: Francescrevilla Gyncil. Com Email: Francescrevilla Gyncil. Com Representing: K Homeowner Business Representing: K Homeowner Businessetion structure Representing: K Homeowner Businessetion structure Intersection for the back If needed. Check all traffic concerns that apply Intersection of Street name) Intersection for the structure Intersection of Street name) Intersection for the structure Intersection of Street name) Cut-throughs Traffic volume/Congestion Intersection of Street name) Intersection of Street name) Biske/Feedestrian safety Intersection of Street name) Cut-throughs Traffic Volume/Congestion Intersection of Street name) Intersection street name) <t< th=""><th>Town of Cutler Bay</th><th></th><th></th></t<>	Town of Cutler Bay		
Name: Hances Keyilla Telephone: 305-904-1557 Address: 2010 520 90 10 53 10 Email: Franki: Franki: Franki: 50 10 53 10 Representing: X Homeowner Dusiness 0 Other: 10 53 10 10 53 10 10 53 10	Public Commen	it Sheet	
Address: 206010 Su 90 Place City: CHER DAY State: FL Email: Fighter Scaliple @ Amail. Com Representing: K Homeowner Business Other: Representing: K Homeowner Business Other: Image: State: FL Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed. Check all traffic concerns that apply intersection of the concerns that apply intersection of street mane) Intersection of the concerns that apply intersection fields one) 1. 200 Street intersection (street) Steeding Bite/Pedestrian stety 1. 200 Street intersection (street) Intersection of the concerns that apply intersection (street) Intersection of the concerns that apply intersection (street) 2. 90 H Place Intersection (street) Intersection of the concerns that apply intersection (street) 3. Sud Aplence Intersection of the concerns intersection (street) Intersection of the concerns intersection (street) Intersection of the concerns intersection (street) Other Intersection of the concerns intersection (street) Intersection (street) Intersection (street) Intersection of street name) Intersection (street) Intersection (street) Intersection (street) <td></td> <td></td> <td>05-904-1557</td>			05-904-1557
Email: francescrevi IIa @ gmail. Com Representing: A Homeowner Business Other: Representing: A Homeowner Business Other: Please use the space below to comment on the back if needed. Decomment on the back if needed. Tartic concern with. Expection (free). Merescription of traffic concerns that apply (fride one) Intersection of street name) (dride one) Other: Diffic Volume/Congestion (fride one) Marke a traffic concern with A Dub / Mercet Intersection (fried one) Diffic Volume/Congestion (fried one) Intersection of street name) (dride one) Diffic. Diffic Volume/Congestion (fried one) Market proved Intersection of street name) (dride one) Diffic. Diffic Volume/Congestion (fried one) Market proved Intersection of street name) (dride one) Diffic. Diffic. Diffic. Market proved Intersection of street name) (dride one) Diffic. Diffic. Diffic. Market proved Diffic. Diffic. Diffic. Diffic. Diffic. Diffic. Market proved Diffic. Diffic. Diffic. Diffic.		Cutter B	State:
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Exhibit "A" (Page 103 of 169)

MARLIN		1123. 3719	Say where FI	- Printer and a survey	1. m. m.	والإراران عرفاط سالانها فالمنافي والالالة	Check all traffic concerns that apply around the second s	The state of the second	an is 3 mar mar spin. Here, a stiffe an mar in	a frid time.	1. 4 d w _		
Conterned Traffic Calming Study	Public Comment Sheet		Allow Zeves Ju a 2 21 and a low Day were FI	11 Into c (cut con	Keutewatong 🍸 Nacokardi u Busi teru yutur	Rissimula the sources without and the second of a street indication of a second se	1 have a traffic noncorn with	to provide the second sec	C. Intergration Street. Last auto-	206th 24, 12 Cardenary has become a gera com.	place traffic calining devind.		

Exhibit "A" (Page 104 of 169)

MARLIN t Sheet	Telephone: 305 80 7.7225	city: OUTUER BAY State: 71-	D Other:	s and/or intersections you have a traffic	Check all traffic concerns that apply	X Speeding X Bike/Pedestrian safety V Cut-throughs I Traffic Volume/Congestion Other:	Detecting Abike/Pedestrian safety	t." Content of the	NT RE CANTAMINE RE BEN NUMEROUS RETS FOUND TREETS DUE AD SPREDUCTION TREETS DUE AD SPREDUCTION AND RE VIENCUES THAT SPRED A CALINE A SERJAUS HAZAND CHILLEAN RAMINE WITHIN THE IS TREFUCTED OF RETAK
Cutler Bay Cutler Bay Public Comment Sheet	Name: OPLANDO MUNOZ Tel	DUTZ SW 90 PL	enting: vz Homeowner	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.		"I have a traffic concern with 1. Siv 206 ST intersection/street: W Cut-throughs (Intersection or Street name) (circle one) □ Other:	2. S.W 0.0 PL intersection/streets intersection or Street name) (circle one)	3. <u>SN</u> ZOX ST intersection/street." [Intersection or Street name] (circle one)	Other Comments: AS A BASICANT OF CANTAMIAL FOR 10 HELLS, I HAVE SEEN NIMEROUS PETS FOUND FUN ONER ON OUL STILEETTS DUE TO SPREDAUT VEHICLES. THERE ARE NOT AN OUL STILL HAT SPRED TARONGH THE ALL AND CALLARY AN INCLUTION SPRED TARONGH THE ALL AND CALLARAN RAMING WITHIN THE COMMANTIM. SIN ZOLGS IS DEFILITED OF ATTHIN THE STREET THAT APPEND TO LARCHED OF A PARAMENT STREET THAT APPEND TO REPURENCE OF A THE STREET THAT APPENDENCE TO REPURENCE OF A THE

in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

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MARLIN	305-338-3054	State: PL		ıs you have a traffic	cerns that apply	 Bike/Pedestrian safety Traffic Volume/Congestion 	 Bike/Pedestrian safety Traffic Volume/Congestion 	A Bike/Pedestrian safety Traffic Volume/Congestion Her Road Doirry Her Road Doirry Driveus Darked UP. Driveus Darked The UD. Driveus Darked UP. Driveus Darked Darked Darked Darked Darked Darked Darked Darke	the Street.
Town of Cutler Bay Cutles Rom Traffic Calming Study	Name: Rome la Lucken Telephone: 305-33	s: 8905 SW 207 St City: Cutler	Representing: A Homeowner 🛛 Business 🗅 Other:	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	Check all traffic concerns that apply	"I have a traffic concern with Speeding Bike/Pe 1. Old Cutter Road N intersection street." Cut-throughs X Traffic (Intersection or Street name) (circle one) Other:	Carbamar: 2. Sw 89th Ave W204 Stintersection (street.) Aspeeding Bike/Pe (Intersection or Street nome) (circle one) 00ther: 00ther:	3. STHARE intersection Streeting Bisk/Pedestrian safety Intersection or Streetnered I cut level I cut level with a safety Intersection or Streetnered I cut level I cut level and Source Other comments: By 6,15 Ann Mon-Fer 01d Cut lev Road Source Other comments: By 6,15 Ann Mon-Fer 01d Cut lev Road Source ATH Are Source of up to (a cytun proces) the Cut level Contract of Sath Are and Drift is backed up to (a cytun proces) the Cut level of Sath Are and Drift is backed up to (a cytun proces) the Cut level of Sath Are and Drift is backed up to (a cytun proces) the Cut level of Sath Are and Drift is backed up to (a cut level of Cut level of Drive) and all Canta and non-Free of the Cut level of the Cut level of the Cut level and a Sath Cut to the Sath Drivers of the Cut level of the Cut level and a Sath Are and the Cut of Drivers of Cased The UD applied and a Sath Cut to the Sath Drivers of the Cut level of the Cut level and a Carth Are and Case states and the cut of the Cut level and a Carth Are and Case states and the cut of the An Greene Provenses on any cities and cases, and cases to any cities and the and the and Carter and the and the cut of the Cut of Cases to any cities and the and the cut of the Cut	suggest a stopsion/light at 87m Aver 208th Shreet.

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Cutler Bay Traffic Calming Stu	Town of Cutler Bay Traffic Calming Study		MARLIN
	Public Comment Sheet	nt Sheet	
Name: Rocio Estavillo		Telephone: 305	305.608.6106
Address: 20609 SW 90 Place	Ct	City: Cutler Bay	State: FL
Email: rocio.estavillo@gmail.com	E		
Representing: 🛛 Homeowner	ier 🗆 🗆 Business	Dther:	
Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	o comment on the stre ite on the back if need	ets and/or inte ed.	rsections you have a traffic
		Check all tra	Check all traffic concerns that apply
"I have a traffic concern with	: h	LXSpeeding	Bike/Pedestrian safety
1. 206th Street (Intersection or Street name)	<pre>intersection/street." (circle one)</pre>	t Cut-throughs □ Other:	Traffic Volume/Congestion
		Speeding	Bike/Pedestrian safety
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The Town of Cutter Bay, in compliance with the in the administration of, or access to, any of	e American Disabilities Act of 1990 its employment, programs, servic), hereby states that it c ses, or activities. Inform	The Town of Cutler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Decodure or context of the Policy are available from the Town Clerk Jacqueline Milson of 1965, 334.4354

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Cutter Bay	Town of Cutler Bay Traffic Calming Study	ler Bay ing Study		MARLIN
	fielden	Public Comment Sheet	int Sheet	
Name: Day	CATANZARO		Telephone:	(746) 553-7688
Address: 8915	5.4.2	Address: 8915 S. h. 207 St. City: Curreren State:	N: Currer	Say State: FL.
Email: 10	YCA73	Tony (AT32) Q & MAis. Com.	. Con.	
Representing:	Ahomeowner	Business	D Other:	2
Please use the spa concern with. Fee	ce below to co I free to write	Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.	eets and/or inte led.	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
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(Intersection ar Street name)		(circle one)	Dother:	
Other Comments: _				
The Town of Cutter Bay, in cuting the administration of, or a	ompliance with the An access to, any of its e	nerican Disabilities Act of 1990 employment, programs, servi	0, hereby states that it d	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance
Procedure or copies of the P	olicy are available fro	om the Town Clerk, Jacqueline	e Wilson at (305) 234-42	251.

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Town of Cutler Bay Traffic Calming Study	6. 5	Name: Frances Kevilla	Address: 20610 Sw 90 Place	srevilla @	K Homeowner	ace below to co el free to write c		with	Street name)	annoon a	aucar muscl	AVENUC treet nome)			compliance with the Am
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Traffic Calming Study	Name: GAIL & THOMAS DUHORNY Telephone: A Address: 20740 SUJ 2944 NCH City: Cutler Email: Carluvergirl@yahu.CDM	Representing: Homeowner Business Other: Other: Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.	"I have a traffic concern with 1. 200 H intersection (street.) (ntersection or Street name) (circle one) (circle one)	2. 2084 - <u>intersection/street</u> ," Kspeeding (Intersection or Street name) (circle one) Cother:	3. Speeding (Intersection or Street name) intersection/street." Cut-throughs (Intersection or Street name) (circle one) Other: Other Comments: Though Listed this of the Street	out all side	The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to; any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Decodure or conies of the Policy are available from the Town Clerk. Jacoucline Wilson at (205) 234-4251.

The state	Town of Cutler Bay	ay		MARLIN
Cutler Bay	Traffic Calming Study	itudy		
	Publ	<b>Public Comment Sheet</b>	Sheet	
Name: OLLANDO MUNOZ	20 MUNOZ	Tele	Telephone: 30S	305 BDT-7225
Address: 20642	Address: 20642 SW 9109L		CITY: OUTUBR BAY	State: 7/-
Email: LAND	Email: LANDORZ5 QGM & L. COM	L.Com	>	
Representing:	vz Homeowner	Business	D Other:	
Please use the spa concern with. Fee	Please use the space below to comment on the streets concern with. Feel free to write on the back if needed.	ent on the streets le back if needed.	and/or interse	Please use the space below to comment on the streets and/or intersections you have a traffic concern with. Feel free to write on the back if needed.
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The Town of Cutter Bay, In α in the administration of, or a	ompliance with the American D secess to, any of its employm	Disabilities Act of 1990, here ent, programs, services, or	sby states that it does n r activities. Information	The Town of Cuttler Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance

Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

Exhibit "A" (Page 111 of 169)

MARLIN	- City: Cutler Bay state: FL	fomeowner □ Business ① CAN+14MAV A550C 、 below to comment on the streets and/or intersections you have a traffic ee to write on the back if needed.	Check all traffic concerns that apply         WSpeeding       Bike/Pedestrian safety         WSpeeding       Bike/Pedestrian safety         Will UVB/       Traffic Volume/Congestion         Other:       Dother:         Dother:       Data safety         Will UVB/       Data safety         Wordt-throughs       Data safety         Wordt-throughs       Data safety         Dother:       Data safety         Other:       Data safety         Other:       Dother:	troppeeding Darke/Pedestrian safety Chi Hven tr-cut-throughs Darke/Pedestrian safety Chi Hven Dother: Other: CAN BE + Hre CAN BE + Hre	Thord Where Lides (600 and Where Lides (600 and 100 an
Town of Cutler Bay         Traffic Calming Study         Public Comment Sheet	Name: MARIA HIZTADO Telephone: Address: 9054 94 206 54 City: 044 16 Email: 144 Cat Bird & COMCASt & MG	Representing:	"I have a traffic concern with       Check         1. Part of the par	3. 204 LANE intersection/street." itspeedi (Intersection or Street name) (circle one) Dother: Other Comments: Japles Calming Davices Conter: Enportement Clong-term Less to an our less traveled Streets	We live In Agreat Little heighborhood where Lide, PAP B-BAIL on the Sheets will pets state Bile. AT THE VERVILEAST WE NEED ENH 20 HPH TOO PAST NEED 20 07 25 MPH POHED limit. The Town of Cutter Bay, in compliance with the American Disabilities Act of 1990, hereby states that it does not discriminate on the basis of a disability in the administration of, or access to, any of its employment, programs, services, or activities. Information requests, copies of the ADA Grievance Procedure or copies of the Policy are available from the Town Clerk, Jacqueline Wilson at (305) 234-4251.

From:James SpinksSent:Friday, November 11, 2016 10:27 AMTo:Eric KatzSubject:FW: Whispering Pines Cut Through

James E. Spinks III, PE, PTOE | P 305.477.7575 | D 954.870.5061 | C 954.882.3563 | jspinks@marlinengineering.com



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

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

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

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

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#### APPENDIX D

**Volume Counts** 

Date	Zone	Street Name	Between / and		Location	Street Classification	No. of through Lanes	Speed Limit	A.D.T.	AM Peak Hour Flow	AM F	PEAK	PM Peak Hour Flow	PM P	PEAK	85th Percentile Speed	Crashes per
								MPH			NB/EB	SB/WB		NB/EB	SB/WB	(MPH)	segment
11/17/2016	1	ANCHOR RD	CARIBBEAN BLVD	SW 212 ST	ANCHOR RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU	30	2810	204	135	69	209	87	140	35	6
11/17/2016		BAHAMA DR	CORAL SEA RD	GULFSTREAM RD	BAHAMA DR BTWN CORAL SEA RD GULFSTREAM RD	Local Residential	2LU	30	722	142	101	42	96	70	32	31	2
4/20/2017		BAHAMA DR	GULFSTREAM RD	MARLIN RD	BAHAMA DR BTWN GULFSTREAM RD AND MARLIN RD	Local Residential	2LU	30	309	46	32	17	27	13	18	35	9
11/16/2016		BEL AIRE DR	CUTLER RIDGE DR	MARLIN RD	BEL AIRE DR BTWN CUTLER RIDGE DR AND MARLIN RD BELMONT DR BTWN BELGRADE RD AND SW 186TH ST	Local Residential	2LU	30	950	58	39	28	101	46	61	36	3
11/23/2016 11/23/2016		BELMONT DR BELVIEW DR	BELGRADE RD MARLIN RD	BELVIEW DR	BELVIEW DR BTWN MARLIN RD AND BELVIEW LN	Local Residential	2LU 2LU	30 30	157 528	10 32	6 19	5 15	17 56	12 40	10 20	31 36	0
6/7/2016		BELVIEW DR	MARLIN RD	SW 194 ST	BELVIEW DR BTWN SW 194 ST AND MARLIN RD	Local Residential	2LU 2LU	30	716	185	85	100	72	28	44	24	0
11/22/2016		BELVIEW DR		SW 103 CT	BELVIEW LN BTWN S DIXIE HWY AND SW 103RD CT	Local Residential	2LU	30	2168	189	56	139	174	107	79	31	2
4/20/2017	1	BELVIEW DR	SW 186 ST	BELGRADE RD	BELVIEW DR BTWN SW 184TH ST AND BELGRADE RD	Local Residential	2LU	30	161	17	11	7	17	9	11	32	0
11/17/2016	1	BLUEWATER RD	CARIBBEAN BLVD	SW 212 ST	BLUEWATER RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU	30	1638	223	211	51	146	61	102	35	4
4/20/2017		BROAD CHANNEL DR	US 1	SW 100 AVE	BROAD CHANNEL DR BTWN US1 AND SW 100TH AVE	Local Residential	2LU	30	2277	160	86	82	214	125	89	23	0
11/10/2016		CHRISTMAS RD	MEMORIAL RD	HOLIDAY RD	CHRISTMAS RD BTWN MEMORIAL RD AND HOLIDAY RD	Local Residential	2LU	30	369	31	16	20	44	23	21	30	0
11/17/2016 11/17/2016		CORAL SEA RD CORAL SEA RD	CUTLER RIDGE DR CARIBBEAN BLVD	CARIBBEAN BLVD MARTINIQUE DR	CORAL SEA RD BTWN CUTLER RIDGE DR AND BAHIA DR CORAL SEA RD BTWN HATIAN DR AND JAMAICA DR	Local Residential	2LU 2LU	30 30	1579 1674	105 218	63 169	75 49	200 148	113 83	113 102	32 36	2 2
11/10/2016		CORAL SEA RD	CUTLER RIDGE DR	SW 198 ST	CORAL SEA RD BTWN CUTLER RIDGE DR AND SW 198 ST	Local Residential	2LU 2LU	25	136	15	109	8	148	12	9	27	0
6/7/2016		CORAL SEA RD	MONTEGO BAY DR	SANTOS DR	CORAL SEA RD BTWN MONTEGO BAY DR AND NICARAGUA DR	Local Residential	2LU 2LU	30	1708	325	284	43	199	153	71	34	2
9/21/2016		CUTLER RIDGE DR	NASSAU DR	FRANJO RD	SW 200 ST BTWN NASSAU DR AND FRANJO RD	Local Residential	2LU	30	4948	480	127	358	483	305	181	34	0
11/3/2016	1	CUTLER RIDGE DR	MARTINIQUE DR	CARIBBEAN BLVD	CUTLER RIDGE DR BTWN MARTINIQUE DR AND JAMAICA DR	Local Residential	2LU	30	4013	281	87	217	381	163	238	34	2
11/23/2016		DOLPHIN RD	BELVIEW DR	STERLING DR	DOLPHIN RD BTWN BELVIEW DR AND STERLING DR	Local Residential	2LU	30	153	15	7	9	20	12	10	24	0
11/2/2016		DOMINICAN DR	HOLIDAY RD	CUTLER RIDGE DR	DOMINICAN DR BTWN HOLIDAY RD AND CUTLER RIDGE DR	Local Residential	2LU	30	209	25	19	7	20	13	10	33	1
4/20/2017		DOMINICAN DR	GULFSTREAM RD	CORAL SEA RD	DOMINICAN DR BTWN GULFSTREAM RD AND CORAL SEA RD DOTHAN RD BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	375	43	34	12	33	18	20	34	0
12/1/2016 11/10/2016		DOTHAM RD EAGLE NEST RD	SW 198 ST MARLIN RD	SW 200 ST SW 200 ST	EAGLE NEST RD BTWN MARLIN RD AND SW 2001H ST	Local Residential	2LU 2LU	30 30	106 269	11 31	4 18	8 13	13 25	8 13	5 18	24 31	0
11/2/2016		EASTER RD	HOLIDAY RD	PALM DR	EASTER RD BTWN HOLIDAY RD AND PALM DR	Local Residential	2LU 2LU	30	127	12	8	6	13	8	9	29	0
11/10/2016		FLAG DR	HOLIDAY RD	FRANJO RD	FLAG DR BTWN HOLIDAY RD AND SW 97 AVE	Local Residential	2LU 2LU	30	673	102	93	17	51	25	35	20	0
6/2/2016		GULFSTREAM RD	HOLIDAY RD		SW 97 AVE BTWN SW 194 TR AND MEMORIAL RD	Local Residential	2LU	30	3992	352	217	158	429	146	283	36	1
11/10/2016	1	GULFSTREAM RD	MARLIN RD	SW 200 ST	SW 97 AVE BTWN MARLIN RD AND SW 200 ST	Local Residential	2LU	30	3286	329	218	116	317	135	232	34	4
6/7/2016	1	GULFSTREAM RD	NASSAU DR	MONTEGO BAY DR	SW 97 AVE BTWN NASSAU DR AND MONTEGO BAY DR	Local Residential	2LU	30	1056	109	24	93	94	33	73	33	0
11/17/2016	1	GULFSTREAM RD	CARIBBEAN BLVD	MARTINIQUE DR	GULFSTREAM RD BTWN CARIBBEAN BLVD AND MONTEGO BAY DR	Local Residential	2LU	30	1905	194	100	95	164	66	114	36	4
6/2/2016	1	GULFSTREAM RD	SW 189 ST	HOLIDAY RD	SW 97 AVE BTWN SW 191 ST AND SW 194 TR	Local Residential	2LU	30	3700	244	153	132	330	114	248	38	4
11/17/2016	1	HAITIAN DR	CORAL SEA RD	GULFSTREAM RD	HAITIAN DR BTWN CORALSEA RD AND GULFSTREAM RD	Local Residential	2LU	30	289	31	20	11	30	18	16	33	1
11/2/2016		HAITIAN DR	HOLIDAY RD	RIDGELAND DR	HAITIAN DR BTWN HOLIDAY RD AND CUTLER RIDGE DR	Local Residential	2LU	30	204	15	9	9	22	11	13	32	0
4/20/2017		HAITIAN DR	HOLIDAY RD	CUTLER RIDGE DR	HAITIAN DR BTWN HOLIDAY DR AND CUTLER RIDGE DR	Local Residential	2LU	30	230	18	13	7	25	15	11	31	3
11/2/2016		HOLIDAY RD	CARIBBEAN BLVD	SW 196 DR	HOLIDAY RD BTWN HAITIAN DR AND JAMAICA DR	Local Residential	2LU	30	1780	216 118	142	91	284	199	85 40	34	1
11/10/2016 4/18/2017		HOLIDAY RD HOLIDAY RD	MARTINIQUE DR	SW 97 AVE SW 200 ST	HOLIDAY RD BTWN INDEPENDENCE RD AND FLAG DR HOLIDAY RD BTWN MARTINIQUE AND SW 200TH ST	Local Residential	2LU 2LU	30 30	712 251	30	18 19	107 11	76 26	43 14	40 20	32 30	4
11/3/2016		INDEPENDENCE RD	DANA RD	LISA RD	INDEPENDENCE RD BTWN MARTINIQUE AND SW 20011131	Local Residential	2LU 2LU	30	206	17	19	10	20	9	18	30	0
11/10/2016		IRENE RD	CHRISTMAS RD	INDEPENDENCE RD	IRENE RD BTWN CHRISTMAS RD AND INDEPENDENCE RD	Local Residential	2LU	30	101	10	5	6	15	7	8	24	0
11/22/2016	1	ISLAND RD	MARLIN RD	CARIBBEAN BLVD	ISLAND RD BTWN MARLIN RD AND CARIBBEAN BLVD	Local Residential	2LU	30	143	12	7	6	17	11	11	29	0
11/17/2016	1	JAMAICA DR	CORAL SEA RD	GULFSTREAM RD	JAMAICA DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU	30	302	25	16	12	26	16	16	34	1
4/18/2017	1	JAMAICA DR	HOLIDAY RD	CUTLER RIDGE DR	JAMAICA DR BTWN HOLIDAY DR AND CUTLER RIDGE DR	Local Residential	2LU	30	166	29	18	12	9	8	11	29	0
12/1/2016		LENAIRE DR	SW 199 ST	BELVIEW DR	LENAIRE DR BTWN SW 199TH ST AND BELVIEW DR	Local Residential	2LU	30	2460	251	213	50	222	118	122	30	1
11/23/2016		LENAIRE DR LENAIRE DR	BROAD CHANNEL DR MARLIN RD	BELVIEW DR	LENAIRE DR BTWN BROAD CHANNEL DR AND SW 186 ST LENAIRE DR BTWN MARLIN RD AND BELVIEW DR	Local Residential	2LU 2LU	30 30	1061	57	39 72	19	109	63	46	31 38	1 4
11/23/2016 2/14/2017		MANTA DR	MARLIN RD		MANTA DR BTWN MARLIN RD AND OLD CUTLER	Local Residential	2LU 2LU	30	1598 862	97 65	53	38 22	140 83	68 53	90 39	30	2
11/17/2016		MARTINIQUE DR	CORAL SEA RD	GULFSTREAM RD	MARTINIOUE DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU 2LU	30	636	109	87	22	58	39	26	35	0
4/18/2017		MARTINIQUE DR	HOLIDAY RD	SW 200 ST	MARTINIQUE BTWN HOLIDAY RD AND SW 200TH ST	Local Residential	2LU 2LU	30	508	54	36	20	56	23	34	33	0
11/10/2016	1	MEMORIAL RD	SW 97 AVE	THANKSGIVING DR	MEMORIAL RD BTWN SW 97 AVE AND THANKSGIVING DR	Local Residential	2LU	30	202	27	16	12	27	14	15	30	0
6/7/2016			GULFSTREAM RD	ISLAND RD	MONTEGO BAY DR BTWN GULFSTREAM RD AND ISLAND RD	Local Residential	2LU	30	1194	144	58	86	119	55	64	29	0
6/7/2016		MONTEGO BAY DR		GULFSTREAM RD	MONTEGO BAY DR BTWN EAGLE NEST RD AND SW 97 AVE	Local Residential	2LU	30	1072	195	171	26	116	84	41	33	2
		MONTEGO BAY DR	CORAL SEA RD	EAGLE NEST RD	MONTEGO BAY DR BTWN CORAL SEA RD AND GULFSTREAM RD	Local Residential	2LU	30	1044	185	163	24	120	90	35	34	0
2/14/2017		NASSAU DR	MARLIN RD SR 5/US1/S DIXIE HWY		NASSAU DR BTWN MARLIN RD AND CUTLER RIDGE DR SW 186 ST BTWN BELVIEW DR AND BELMONT DR	Local Residential	2LU 2LU	30 30	494 6787	46 370	35 181	16	52 546	26 312	30 245	34 43	2 33
6/7/2016		STERLING DR	SW 194 ST		STERLING RD BTWN SW 194 ST AND MARLIN RD	Arterial Local Residential	2LU 2LU	30	346	370	35	197 16	97	53	245 48	43 22	0
11/23/2016			BROAD CHANNEL DR		SW 110 BTWN BROAD CHANNEL DR AND SW 186 ST	Local Residential	2LU 2LU	30	691	43	23	20	63	39	34	34	1
11/23/2016		SW 101 AVE	CUTLER RIDGE DR	, , , ,	SW 101 AVE BTWN CUTLER RIDGE DR AND BEL AIR DR	Local Residential	2LU	30	740	44	29	29	79	30	51	34	0
11/17/2016		SW 101 CT	SW 199 ST	BEL AIRE DR	SW 101 CT BTWN SW 199 ST AND BEL AIR DR	Local Residential	2LU	30	62	7	2	6	8	6	5	27	0
11/23/2016		SW 103 CT	MARLIN RD		SW 103 CT BTWN MARLIN RD AND BELVIEW DR	Local Residential	2LU	30	1264	68	33	43	120	44	84	33	3
12/1/2016		SW 104 CT	SW 204 TR		SW 104 CT BTWN SW 204 TR CARIBBEAN BLVD	Local Residential	2LU	30	1024	81	37	45	92	72	30	25	1
12/1/2016		SW 106 AVE	SW 201 TR		SW 106 AVE BTWN SW 201 TR AND SW 203 TR	Local Residential	2LU	30	236	25	12	15	24	11	13	30	0
12/1/2016		SW 106 CT SW 187 TR	SW 200 TR SW 82 AVE		SW 106 AVE BTWN SW 200 TR AND SW 204 TR	Local Residential	2LU 2LU	30 30	142 80	12	7	9	17 8	9 5	13 5	19 28	0
12/15/2016 6/2/2016		SW 187 TR SW 191 ST	SW 82 AVE SW 97 AVE		SW 187 TR BTWN SW 82 AVE AND SW 80 AVE SW 191 ST BTWN SW 97 AVE AND SW 99 AVE	Local Residential	2LU 2LU	30	80 143	12 17	6 6	8 11	8 16	9	5	28 33	0
6/7/2016			BELVIEW DR		SW 191 ST BTWN SW 97 AVE AND SW 99 AVE	Local Residential	2LU 2LU	30	194	17	8	14	32	8	25	22	0
6/1/2016		SW 194 TR	SW 97 AVE		SW 194 TR BTWN SW 97 AVE AND SW 98 AVE	Local Residential	2LU 2LU	30	910	185	64	121	132	53	79	27	2
11/10/2016	1	SW 195 ST		BEL AIRE DR	SW 195 ST BTWN SW 98 AVE AND BEL AIR DR	Local Residential	2LU	30	572	93	44	49	88	37	55	33	0
11/10/2016	1	SW 196 ST	SW 98 AVE	BEL AIRE DR	SW 196 ST BTWN SW 98 AVE AND BEL AIR DR	Local Residential	2LU	30	295	31	11	21	38	17	23	31	1

#### Exhibit "A" (Page 115 of 169)

No.         No. <th>85th Percentile Speed</th> <th>Percer</th> <th>M PEAK</th> <th></th> <th>PM Peak Hour Flow</th> <th>PEAK</th> <th>AM I</th> <th>AM Peak Hour Flow</th> <th>A.D.T.</th> <th></th> <th>No. of through Lanes</th> <th>Street Classification</th> <th>Location</th> <th></th> <th>Between / and</th> <th>Street Name</th> <th>Zone</th> <th>Date</th>	85th Percentile Speed	Percer	M PEAK		PM Peak Hour Flow	PEAK	AM I	AM Peak Hour Flow	A.D.T.		No. of through Lanes	Street Classification	Location		Between / and	Street Name	Zone	Date
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Chi, Coling         Coling <thcoling< th=""> <thcoling< th=""> <thcolin< td=""><td>29 0</td><td>6 29</td><td>(</td><td>8</td><td>13</td><td>7</td><td>8</td><td>15</td><td>124</td><td>30 1</td><td>2LU</td><td>Local Residential</td><td>SW 98 AVE BTWN SW 186 ST AND STERLING DR</td><td>ST DI STERLING DR</td><td>SR 994/QUAIL ROOST</td><td>SW 98 AVE</td><td>6 1</td><td>12/1/2016</td></thcolin<></thcoling<></thcoling<>	29 0	6 29	(	8	13	7	8	15	124	30 1	2LU	Local Residential	SW 98 AVE BTWN SW 186 ST AND STERLING DR	ST DI STERLING DR	SR 994/QUAIL ROOST	SW 98 AVE	6 1	12/1/2016
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125/2012       2       OMBLEM NUMBER       Will BT TO       DOBBLEM BOLT STUTY       Umon Checker       Jul       30       DBS       200       HB       27       HS       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30       65       30	38 0																	, ,
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Typ/S2010         2         MOGLAND DE         WN 97 AC         SMN 807         MOGLAND DE         SMN 807         SMN 807<	38 0	235 38	23	122	336	86	142	217	3245	30 3	2LU	Urban Collector	CARIBBEAN BLVD BTWN SW 192ND DR AND FRANJO RD	FRANJO RD	SW 192 DR	CARIBBEAN BLVD	6 2	6/1/2016
C2/2010         2         ENDELADOR         Single ALL	32 0				-						-							
a)       2)       STREAM DR       SW 44 CT       WI 24 MIN 300 44 HC ALAD SM 57 HAX       Lood Residence       2/U       30       DOD       70       33       41       88       41       80       53         12/22/2018       2       WT384 III       WW 57 HAX       WW 57 HAX       LAD 50 597 HAX       LOD 50 597 HAX       L	28 1																	, ,
Schroder         2         CPENAGE         2 </td <td></td> <td>, ,</td>																		, ,
12/3/2010       2       NY AK       SM # HL       Constraint       Load Securities       Number of the security       Number of	34 1							-										-/ /
12/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2       20/2	19 0			7														
122.2018       2       W. 185 TM       OW 185 TM <th< td=""><td>34 0</td><td></td><td></td><td>8</td><td>-</td><td>-</td><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>, ,</td></th<>	34 0			8	-	-	4											, ,
12/2/2016       2       Sty IBS TR       CMBBEM BLUD       SW IS AR       SW IS AR       SW IS AR       NUMBER AND AND CUDULER TO MAN DUCLIER TO MAND CUDULER TO MAND CUDULER TO MAND AND CUDULER TO MAND AND CUDULER TO MAND AND CUDULER TO MAND AND SW 2010 AF.       Local Residential       2.UL       30       157       52       16       68       13       17       38       38         12/2/2016       2       SW IS AT       TAME AND AND AND AND SW 2010 AF.       Local Residential       2.UL       30       158       1.1       6       43       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0	33 0	21 33	2	11	30	21	7	-	308		-	Local Residential	SW 185TH ST BTWN SW 87TH PL AND SW 87TH CT			SW 185 ST	5 2	9/7/2016
12/20/2016       2       SW 185 TF       SW 24 AF       CLO CUTLER ND       SW 185 TF       TRACE FW NO COLLER ND AND SW 25 TH ARE ADD CAUGUSTURE TRADA SW 25 TH ARE ADD CAUGUSTURE TRADA SW 25 AVE       Local Residential       2/10       SS       4       4       4       10       3       10       10       3         12/2/2021       2       SW 125 AT       SW 25 AVE       SW 25 AVE       SW 25 AVE       SW 125 AT       SW 1	33 0			-		-		-	-		-						-	1 - 1
12/2/2016       2       393 aS T       SW IF AVE       CARBBEAR BLVD       SW ISST IF THWA SW STILL ALL ALL ALL ALL ALL ALL ALL ALL ALL	34 0																	
6/1/2016       2       SW 185 TF       CAMBBEAM BLVD       SW 96 PL       Local Fractmental       2.U       300       1.58       1.1       6       9       34       1.0       2.8       2.8         2/15/2016       2       SW 187 TF       SW 182 TF       ST 100 K SOL       SOL       300       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>18</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>, ,</td></td<>							18											, ,
12/15/2016       2       3W 187 ST       SW 82 AVE       SW 60 AVE       SW 183 TH ST BUNS W STATURE       Local Residential       2/LU       3/D       1/D       1/1       1/1       1/2       3/D       0/D       1/D       3/D       1/D       3/D       1/D       3/D       1/D       3/D       1/D       3/D       1/D       3/D       1/D	29 0			-	-		6				-							1 - 1
Sp262(2):016         2         Will BAS T         SW 67 AVE         INGGLAND DR         SW 188/HT STWN SW 3771 AVE AND SNGGLAND DR         Local Residential         2UU         30         211         32         24         17         51         22         72         24         22         24         17         51         22         72         24         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         22         23         23         22         22         23         23         22         23         23         22         23         23         22         24         18         76         22         22         23         23         23         23         24         13         13         16         16         23         14         10         13         16         16         16         22         16         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10	30 0				-	-	,											-/ /
9/7/2016       2       SW 198 TR       SW 92 AVE       CARIBUEAN BUVD       SW 138TH TR TYM NS W2NAVE AND CARBBEAN BUVD       Local Residential       2UL       30       230       22       11       17       21       112       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       11       11       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12 <th< td=""><td>34 0</td><td>18 34</td><td>1</td><td>20</td><td>38</td><td>17</td><td>14</td><td>31</td><td>274</td><td>30 2</td><td>2LU</td><td>Local Residential</td><td>SW 188TH ST BTWN SW 87TH AVE AND OLD CUTLER RD</td><td>OLD CUTLER RD</td><td>SW 87 AVE</td><td>SW 188 ST</td><td>L6 2</td><td>12/15/2010</td></th<>	34 0	18 34	1	20	38	17	14	31	274	30 2	2LU	Local Residential	SW 188TH ST BTWN SW 87TH AVE AND OLD CUTLER RD	OLD CUTLER RD	SW 87 AVE	SW 188 ST	L6 2	12/15/2010
4/16,2027       2       SW 190 ST       SW 67 AVE       SW 88 DC       SW 190 ST       SW 74VE       SW 88 CT       SW 191 ST ST STW SW 87TH AVE AND SW 89TH AVE AND AVE AVE AVE AVE AVE AVE AVE AVE AND AVE AVE AVE AVE AVE AND AVE AVE AND AVE AVE AV	24 0																	1 1
9/7/2016       2       SW 1915T       SW 87 AVE       SW 88 AVE       SW 1915T CAND SW 88TH CT       Local Residential       21U       30       80       12       6       7       12       6       6       6       6       72         9/7/2016       2       SW 192 DR       SW 89 AVE       SW 89 AVE       SW 89 AVE       SW 89 AVE       SW 88 CT       SW 192 DR       SW 192	24 0																	, ,
9/7/2016         2         SW 192 DR         SW 89 CT         SW 89 AVE         SW 192 ND B BTWN SW 89TH AVE         Local Residential         2U         30         604         57         25         32         58         33         25         22           9/7/2016         2         SW 192 ST         SW 87 AVE         SW 88 CT         SW 82 ST         SW 82 ST         Local Residential         2U         30         111         16         10         6         6         12           9/7/2016         2         SW 193 DR         FM 20 AR         SW 88 CT         SW 192 NT BTWN SW 87TH AVE AND SW 88TH CT         Local Residential         2U         30         151         6         4         10         10         12           9/7/2016         2         SW 193 DR         FW 20 AR         SW 193 DR         FW 20 AR         50         13         12         12         16         14         10         4         16         13         23         12         14         10         4         16         13         23         15         77         11         16         14         16         13         13         14         14         15         18         86         12         15         13						/8 7	-											, ,
4/20/2017       2       SW 192 DR       FRANIO RD       CARIBEAN BLVD       SW 192 DR BTWN FRANUO RD AND CARIBEAN BLVD       Local Residential       21U       30       1118       108       51       108       66       61       22         9/7/2016       2       SW 132 TR       SW 87 AVE       SW 88 CT       SW 192 ND ST BTWN SW 87TH AVE AND SW 88TH CT       Local Residential       21U       30       152       14       10       6       6       10       22         9/7/2016       2       SW 132 DR       FRANUO RD       SW 132 DR       SW 132 DR       SW 132 DR       SW 132 DR       50       1118       100       6       6       10       22         9/1/2016       2       SW 136 DR       FRANUO RD       SW 139 DD R TWN FRANUO RD AND SW 88TH AVE AND RM 102 AND PR       Local Residential       21U       30       814       71       16       6       6       11       10       16       16       32       11/17       116       16       32       11/17       116       16       32       30       12/17       16       16       32       11/17       116       16       32       32       30       12/17       16       16       32       30       12/17       16 <td>29 1</td> <td></td> <td></td> <td>Ű</td> <td></td> <td>32</td> <td>•</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	29 1			Ű		32	•				-							
9/7/2016       2       SW 192 ST       SW 87 AVE       SW 88 CT       SW 192 DR TH WE AVE       Local Residential       21U       30       171       16       10       62         9/7/2016       2       SW 193 DR       FRANJO RD       SW 192 DR       SW 197 TR       SW 89 AVE       WH15PERING PINS RD       SW 197 TH BTWN SW 89 TH AVE AND WAD SW 197 TH ST       Local Residential       21U       30       2126       17       11       28       15       318       367       20       33       12       15       318       367       20       33       12       146       45       121       175       119       61       33       32       121       176       166       13       37       16       14 <t< td=""><td>29 4</td><td>-</td><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	29 4	-				-	-				-							
9/7/2016       2       SW 193 DR       FRAND RD       SW 192 DR       Usal Fesidential       2LU       30       517       33       12       24       56       31       26       22         9/14/2016       2       SW 196 DR       SW 89 AVE       RNGELAND DR       SW 196TH DR TINW NB 97H AVE AND RIDGELAND DR       Local Residential       2LU       30       121       175       119       61       33         12/15/2016       2       SW 197 ST       SW 89 AVE       WHISPERING PINES RD       SW 197TH TERN ND WISP FINA RD NHISPERING PINES RD       Local Residential       2LU       30       126       13       37.8       367       20       146       45       121       175       118       367       20       33       31.4       45       32.8       367       20       33       121/15/2016       2       SW 197 TT       SW 89 AVE       WHISPERING PINES RD       SW 197TH TER RTWN FRAU RD ND ND WISPT HAVE       Local Residential       2LU       30       724       64       39       66       73       31       49       33       42.5       32.3       42.5       94       14.2       36       35       32.3       42.5       24.7       18.8       36       33.3       49       35.3	29 0																	
9/14/2016         2         SW 196 DR         SW 89 AVE         RIDGELAND DR         SW 89 TH AVE AND RIDGELAND DR         Local Residential         21U         30         194         7.3         25         48         109         46         65         33           12/13/2016         2         SW 196 ST         OLD CUTER RN DS         SW 197TH         TRN NO SW 2017H         TRN NO SW 2017H         SW 89 AVE         WHISPERING PINES RD         SW 197TH         SW 89 AVE         WHISPERING PINES RD         SW 197TH         SW 197TH         SW 89 AVE         WHISPERING PINES RD         SW 197TH         S	28 2						-				-							
12/15/2016       2       SW 196 ST       OLD CUTLER RD       SW 79 CT       SW 196 TH ET BTWN OLD CUTLER RD AND SW 79 TH CT       Local Residential       2LU       30       2126       147       119       61       33         9/14/2016       2       SW 197 TR       SW 89 AVE       WHISPERING PINES RD       SW 197TH TERR BTWN SW 89 TH AVE AND WHISPERING PINES RD       Local Residential       2LU       30       2126       15       123       15       378       367       20       33         12/15/2016       2       SW 197T       FRANJO RD       SW 89 AVE       SW 197TH TER BTWN FX 89TH AVE AND SW 59TH AVE       Local Residential       2LU       30       724       16       14       33         12/15/2016       2       SW 198 ST       SW 89 AVE       SW 89 AVE       SW 197TH TER BTWN SW 89TH AVE AND SW 57TH AVE AND CLOCUTER RD       Local Residential       2LU       30       724       16       14       36       35       32       4/25/2017       2       SW 198 ST       SW 89 AVE       SW 198TH ST BTWN SW 89TH AVE AND SW 57TH AVE AND SW 57TH AVE       Local Residential       2LU       30       78       40       35       32       57       41       23       32       25       12       16       33       12/15/2016       2SW 199 ST	26 0																	
9/14/2016       2       SW 93 AVE       WHISPERING PINES RD       SW 91 AVE AND WHISPERING PINES RD       Local Residential       2LU       30       196       17       7       11       28       16       13       33         9/14/2016       2       SW 93 AVE       Local Residential       2LU       30       138       45       12       16       33       14       9       23       22       20       12       16       33       131       9       25       12       16       33       12/15/2016       2       SW 93 AVE       SW 93 AVE       SW 93 AVE	<u>33 0</u> 34 0																	
9/14/2016       2       SW 197 TR       SW 89 AVE       WHISPERING PINES RD       SW 197 TH TER BTWN FW STH AVE AND WHISPERING PINES RD       Local Residential       21.U       30       2126       135       123       15       376       367       20       33         12/15/2016       2       SW 198 ST       SW 87 AVE       OLD CUTLER RD       SW 198TH ST BTWN SW 87TH AVE AND OLD CUTLER RD       Local Residential       21.U       30       724       64       39       36       73       31       49       33         9/14/2016       2       SW 198 ST       SW 89 AVE       SW 198TH ST BTWN SW 89TH AVE AND OLD CUTLER RD       Local Residential       21.U       30       724       64       39       36       73       31       49       33         9/14/2016       2       SW 198 ST       SW 80 AVE       SW 198TH ST BTWN SW 89TH AVE AND SW 87TH AVE       Local Residential       21.U       30       158       15       11       9       25       12       16       33         9/14/2016       2       SW 198 ST       FRANUO RD       SW 84 AVE       SW 198TH AVE AND SW 87TH AVE       Local Residential       21.U       30       126       24       7       18       32       0       19       31       49	32 1																	
4/18/2017       2       SW 197 TR       FRANDO RD       SW 89 AVE       SW 497 HT ER BTWN FRANDO RD AND SW 89TH AVE       Local Residential       2LU       30       241       16       9       13       27       16       14       33         12/15/2016       2       SW 198 ST       SW 80 AVE       SW 67 AVE       SW 198 HT ST BTWN SW 871H AVE AND CM CUTLER ND       Local Residential       2LU       30       678       40       26       18       70       38       35       32         9/14/2016       2       SW 198 ST       SW 80 AVE       SW 70 CT       SW 198 HT ST BTWN SW 8201A VE AND SW 971H AVE       Local Residential       2LU       30       678       40       26       18       70       38       35       32       9/14/25/2016       2       SW 199 ST       FRANJO RD       SW 184 ST       SW 807H AVE       Local Residential       2LU       30       128       11       9       25       12       16       33       32/20       19/15/2016       2       SW 100 ST       FRANJO RD       SW 87 AVE       SW 200 TR       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200 TR       SW 200 TR       SW 20 ST       SW 87 AVE       SW 200 TR       SW 87 AVE       SW 200 TR       SW 20 ST       SW 20 ST	38 1				-						-							
9/14/2016       2       SW 198 ST       SW 89 AVE       SW 70 AVE       SW 198 ST SW 82 AVE       SW 70 AVE       SW 198 ST SW 82 AVE       SW 70 AVE       SW 198 ST SW 82 AVE       SW 70 AVE       SW 198 ST SW 82 AVE       SW 70 AVE       SW 198 ST SW 82 AVE       SW 199 ST       FRANUO RD       SW 80 AVE       SW 199 ST ST WN FRANUO RD AND AVE AND SW 87 HAVE       Local Residential       2LU       30       188       15       11       9       25       32       57       41       21       33       33       34       35       32       33         12/15/2016       2       SW 199 ST       OLD CUTLER RD       SW 87 AVE       SW 199TH ST BTWN NG ND AND SW 87TH AVE       Local Residential       2LU       30       188       15       11       9       25       24       7       18       32       20       19       33         9/21/2016       2       SW 200 ST       FRANUO RD       SW 87 AVE       SW 200TH TER BTWN SW 87TH AVE       Local Residential       2LU       30       474       37       22       15       53       39       20       23       37/72017       2       SW 200 ST       SW 80 AVE       SW 207 ST       SW 80 AVE       SW 80 AVE       SW 207 ST       SW 87 AVE       SW 207 ST       SW 87 AVE	30 0																	, ,
4/25/2017       2       SW 198 ST       SW 22 AVE       SW 79 CT       SW 198 TI ST ETWN SW 82ND AVE AND SW 79TH CT       Local Residential       2LU       30       599       50       25       32       57       41       23       53         9/15/2016       2       SW 199 ST       FRANJO RD       SW 87 AVE       SW 199TH ST BTWN FRANJO RD AND SW 87TH AVE       Local Residential       2LU       30       138       15       11       9       25       12       16       33         9/15/2016       2       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200TH ST BTWN FRANJO RD AND SW 87TH AVE       Local Residential       2LU       30       252       14       7       125       208       19       100       25         4/18/2017       2       SW 200 TR       SW 88 CT       SW 87 AVE       SW 200TH RE BTWN SW 82ND AVE AND SW 80TH CT       Local Residential       2LU       30       474       37       22       15       53       39       20       25       33       30       25       33       30       25       33       30       25       33       30       25       33       30       25       33       30       25       33       37       31       310 <td< td=""><td>37 1</td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	37 1							-										
9/15/2016       2       SW 199 ST       FRANDO RD       SW 89 AVE       SW 199TH ST BTWN FRANDO RD AND SW 89TH AVE       Local Residential       2LU       30       188       15       11       9       25       12       16       32         12/15/2016       2       SW 199 ST       OLD CUTLER RD       SW 87 AVE       SW 199TH ST BTWN FRANJO RD AND SW 87TH AVE       Local Residential       2LU       30       2562       184       79       125       208       120       110       23         9/21/2016       2       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200TH ST BTWN SW 82ND AVE       Local Residential       2LU       30       2562       184       79       125       208       123       110       25         4/18/2017       2       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200TH ST BTWN SW 82ND AVE AND SW 80TH CT       Local Residential       2LU       30       474       37       22       15       53       39       20       25       33       32       25       33         4/25/2017       2       SW 207 ST       SW 80 AVE       SW 80 AVE       SW 80 AVE       Local Residential       2LU       30       3806       277       117       173       321	32 0				-			-										
12/15/2016       2       SW 199 ST       OLD CUTLER RD       SW 87 AVE       SW 1991 ST BTWN OLD CUTLER RD AND SW 871 AVE       Local Residential       2LU       30       252       24       7       18       32       20       19       32         9/21/2016       2       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200TH ST BTWN FRANJO RD AND SW 87TH AVE       Local Residential       2LU       30       2562       184       79       125       208       123       110       23         4/18/2017       2       SW 200 ST       SW 88 CT       SW 80 CT       SW 200TH ST BTWN SW 87TH AVE       Local Residential       2LU       30       474       37       22       125       208       123       140       23         3/7/2017       2       SW 205 ST       SW 82 AVE       SW 80 CT       SW 205TH ST BTWN SW 87TH AVE AND SW 80TH CT       Local Residential       2LU       30       187       20       15       7       14       8       9       34         3/7/2017       2       SW 79 AVE       SW 185 ST       SW 79TH AVE BTWN SW 87TH AVE AND SW 80TH AVE       Local Residential       2LU       30       187       20       15       7       14       8       9       34         1	32 0				-													
9/21/2016       2       SW 200 ST       FRANJO RD       SW 87 AVE       SW 200TH ST BTWN FRANJO RD AND SW 87TH AVE       Local Residential       2LU       30       2562       184       79       125       208       123       110       2562         4/18/2017       2       SW 200 TR       SW 82 AVE       SW 80 CT       SW 200TH ST BTWN SW 88TH CT AND SW 87TH AVE       Local Residential       2LU       30       474       37       22       15       53       39       20       2562         3/7/2017       2       SW 205 TS       SW 82 AVE       SW 80 CT       SW 205TH ST BTWN SW 82TH AVE AND SW 85 AVE       Local Residential       2LU       30       474       37       22       15       53       39       20       25         3/7/2017       2       SW 207 ST       SW 87 AVE       SW 85 AVE       SW 207 TH ST BTWN SW 87TH AVE AND SW 85 AVE       Local Residential       2LU       30       3806       277       117       173       321       182       146       4/4         4/25/2017       2       SW 79 AVE       SW 185 TR       SW 781H AVE BTWN SW 87TH AVE AND SW 85AVE       Local Residential       2LU       30       187       20       15       7       26       34       4/25/2016       2	32 0 33 0							-										, ,
4/18/2017       2       SW 200 TR       SW 82 AVE       SW 87 AVE       SW 200TH TER BTWN SW 82ND AVE AND SW 87TH ST       Local Residential       2LU       30       474       37       22       15       53       39       20       22         4/25/2017       2       SW 205 ST       SW 82 AVE       SW 80 CT       SW 205TH ST BTWN SW 82ND AVE AND SW 85 AVE       Local Residential       2LU       30       598       44       17       30       53       30       25       33         3/7/2017       2       SW 207 ST       SW 87 AVE       SW 85 AVE       SW 207 TH ST BTWN SW 82ND AVE AND SW 85 AVE       Local Residential       2LU       30       380       27       117       173       321       146       4/4         4/18/2017       2       SW 78 PL       SW 185 ST       SW 78TH PL BTWN SW 185TH TER AND SW 184TH ST       Local Residential       2LU       30       187       20       115       7       14       8       9       32         4/25/2017       2       SW 79 CT       SW 184 ST       SW 185 ST       SW 79TH CT BTWN SW 184TH TAND SW 185TH ST       Local Residential       2LU       30       187       32       11       125       26       115       32       12/8/2016       2       SW	29 4						-											
3/7/2017       2       SW 207 ST       SW 87 AVE       SW 85 AVE       SW 207TH ST BTWN SW 87TH AVE AND SW 85 AVE       Local Residential       2LU       30       3806       277       117       173       321       182       146       4/18/2017         4/18/2017       2       SW 78 PL       SW 185 TR       SW 184 ST       SW 78 H PL BTWN SW 185TH TER AND SW 184 TH ST AND SW 184 TH ST       Local Residential       2LU       30       187       20       15       7       14       8       9       32         4/25/2017       2       SW 79 AVE       SW 188 ST       SW 205 ST       SW 79TH AVE BTWN SW 184TH TER AND SW 205 ST       Local Residential       2LU       30       376       43       29       11       125       20       115       32         12/8/2016       2       SW 80 AVE       SW 184 ST       SW 185 TR       SW 80TH AVE BTWN SW 184TH TR AND SW 185TH ST       Local Residential       2LU       30       198       20       16       6       35       30       7       228       11       125       20       115       32         12/8/2016       2       SW 80 AVE       SW 187 ST       SW 80TH AVE BTWN SW 187TH ST ND SW 187TH TR       Local Residential       2LU       30       115       13	29 4																	
4/18/2017       2       SW 78 PL       SW 185 TR       SW 184 ST       SW 78TH PL BTWN SW 185TH TER AND SW 184TH ST       Local Residential       2LU       30       187       20       15       7       14       8       9       34         4/25/2017       2       SW 79 AVE       SW 198 ST       SW 205 ST       SW 79TH AVE BTWN SW 198TH ST AND SW 205 ST       Local Residential       2LU       30       596       40       28       15       57       26       34       32         12/8/2016       2       SW 79 CT       SW 184 ST       SW 185 ST       SW 79TH AVE BTWN SW 185TH ST       Local Residential       2LU       30       596       40       28       15       57       26       34       32         12/8/2016       2       SW 80 AVE       SW 184 LN       SW 185 TR       SW 80TH AVE BTWN SW 185TH ST       Local Residential       2LU       30       198       20       16       6       35       30       7       26         12/15/2016       2       SW 80 AVE       SW 187 ST       SW 187 TR       SW 80TH AVE BTWN SW 187TH ST AND SW 185TH TR       Local Residential       2LU       30       115       13       11       4       14       6       9       22         12/	33 2	25 33	2	30	53	30	17	44	598	30 5	2LU	Local Residential	SW 205TH ST BTWN SW 82ND AVE AND SW 80TH CT	SW 80 CT	SW 82 AVE			
4/25/2017       2       SW 79 AVE       SW 198 ST       SW 205 ST       SW 79TH AVE BTWN SW 198TH ST AND SW 205 ST       Local Residential       2LU       30       596       40       28       15       57       26       34       32         12/8/2016       2       SW 79 CT       SW 184 ST       SW 185 ST       SW 79TH CT BTWN SW 184TH ST AND SW 185TH ST       Local Residential       2LU       30       378       33       29       11       125       20       115       34         12/8/2016       2       SW 80 AVE       SW 184 LN       SW 185 TR       SW 80TH AVE BTWN SW 184TH LN SW 185TH TR       Local Residential       2LU       30       198       20       16       6       35       30       7       26       34       32         12/15/2016       2       SW 80 AVE       SW 184 ST       SW 185 TR       SW 80TH AVE BTWN SW 184TH TA ND SW 185TH TR       Local Residential       2LU       30       198       20       16       6       35       30       7       26       34       32         12/15/2016       2       SW 80 AVE       SW 188 ST       SW 187 ST       SW 80TH AVE BTWN SW 188TH ST AND SW 185TH ST       Local Residential       2LU       30       214       365       337       53 </td <td>42 0</td> <td></td> <td>-1 1</td>	42 0																	-1 1
12/8/2016       2       SW 79 CT       SW 184 ST       SW 185 ST       SW 79TH CT BTWN SW 184TH ST AND SW 185TH ST       Local Residential       2LU       30       378       33       29       11       125       20       115       34         12/8/2016       2       SW 80 AVE       SW 184 LN       SW 185 TR       SW 80TH AVE BTWN SW 184TH LN SW 185TH TR       Local Residential       2LU       30       198       20       16       6       35       30       7       28         12/15/2016       2       SW 80 AVE       SW 187 ST       SW 187 TR       SW 80TH AVE BTWN SW 184TH TS AND SW 187TH TR       Local Residential       2LU       30       115       13       11       4       14       6       9       28         12/15/2016       2       SW 80 AVE       SW 188 ST       SW 185 TR       SW 82ND AVE BTWN SW 188TH ST AND SW 185TH ST       Local Residential       2LU       30       115       13       11       4       14       6       9       28         12/15/2016       2       SW 82 AVE       SW 188 ST       SW 185 TR       SW 82ND AVE BTWN SW 189TH ST AND SW 185TH ST       Local Residential       2LU       30       2198       365       337       53       150       73       86       39	34 0			-				-			-							, ,
12/8/2016       2       SW 80 AVE       SW 184 LN       SW 185 TR       SW 80TH AVE BTWN SW 184TH LN SW 185TH TR       Local Residential       2LU       30       198       20       16       6       35       30       7       228         12/15/2016       2       SW 80 AVE       SW 187 ST       SW 187 TR       SW 80TH AVE BTWN SW 187TH ST AND SW 187TH TR       Local Residential       2LU       30       115       13       11       4       14       6       9       228         12/15/2016       2       SW 82 AVE       SW 188 ST       SW 185 TR       SW 82ND AVE BTWN SW 188TH ST AND SW 185TH ST       Local Residential       2LU       30       2198       365       337       53       147       74       86       35         12/15/2016       2       SW 82 AVE       SW 189 ST       OLD CUTLER RD       SW 82ND AVE BTWN SW 189TH ST AND SW 191 ST       Local Residential       2LU       30       2198       365       337       53       150       73       86       35       36       359       150       73       86       35       36       359       150       73       86       35       36       37       53       150       73       86       35       36       37       5	<u>32 0</u> 34 0																	
12/15/2016       2       SW 80 AVE       SW 187 ST       SW 187 TR       SW 80TH AVE BTWN SW 187TH ST AND SW 187TH TR       Local Residential       2LU       30       115       13       11       4       14       6       9       28         12/15/2016       2       SW 82 AVE       SW 188 ST       SW 185 TR       SW 82ND AVE BTWN SW 187TH ST AND SW 185TH ST       Local Residential       2LU       30       2324       386       359       53       147       74       86       35         12/15/2016       2       SW 82 AVE       SW 189 ST       OLD CUTLER RD       SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST       Local Residential       2LU       30       2198       365       337       53       150       73       86       35         12/8/2016       2       SW 82 AVE       SW 184 ST       SW 185 TR       SW 82ND AVE BTWN SW 184TH ST AND SW 185TH TR       Local Residential       2LU       30       2923       416       391       70       253       151       115       33         12/8/2016       2       SW 83 AVE       SW 185 ST       SW 83RD AVE BTWN SW 184TH ST AND SW 185TH TR       Local Residential       2LU       30       2923       416       391       70       253       151       115	28 1		+===															, ,
12/15/2016       2       SW 82 AVE       SW 188 ST       SW 185 TR       SW 82ND AVE BTWN SW 188TH ST AND SW 185TH ST       Local Residential       2LU       30       2324       386       359       53       147       74       86       359       12/15/2016       2       SW 82 AVE       SW 189 ST       OLD CUTLER RD       SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST       Local Residential       2LU       30       2324       386       359       53       147       74       86       359       12/15/2016       2       SW 82 AVE       SW 189 ST       OLD CUTLER RD       SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST       Local Residential       2LU       30       2198       365       337       53       150       73       86       359       12/15/2016       2       SW 82 AVE       SW 184 ST       SW 185 TR       SW 82ND AVE BTWN SW 184TH ST AND SW 185TH TR       Local Residential       2LU       30       2923       416       391       70       253       151       115       356       327       150       151       115       356       357       100       22       111       357       366       357       37       10       22       111       115       356       367       10       22       111       115 </td <td>28 0</td> <td></td> <td>$\pm$</td> <td></td>	28 0		$\pm$															
12/15/2016       2       SW 82 AVE       SW 189 ST       OLD CUTLER RD       SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST       Local Residential       2LU       30       2198       365       337       53       150       73       86       339         12/8/2016       2       SW 82 AVE       SW 184 ST       SW 185 TR       SW 82ND AVE BTWN SW 184TH ST AND SW 185TH TR       Local Residential       2LU       30       2923       416       391       70       253       151       115       392         12/8/2016       2       SW 83 AVE       SW 184 ST       SW 185 ST       SW 83RD AVE BTWN SW 184TH ST AND SW 185TH ST       Local Residential       2LU       30       293       416       391       70       253       151       115       392         12/8/2016       2       SW 83 AVE       SW 184 ST       SW 185 ST       SW 83RD AVE BTWN SW 184TH ST AND SW 185TH ST       Local Residential       2LU       30       293       59       57       100       22       11       12       34         4/25/2017       2       SW 83 AVE       SW 83RD AVE BTWN SW 100R ST AND SW 198TH ST       Local Residential       2LU       30       712       51       21       34       63       34       38       32       34	39 0			-	147					30 2				SW 185 TR				
12/8/2016       2       SW 83 AVE       SW 184 ST       SW 185 ST       SW 83RD AVE BTWN SW 184TH ST AND SW 185TH ST       Local Residential       2LU       30       293       59       57       10       22       11       12       34         4/25/2017       2       SW 83 AVE       SW 203 ST       SW 198 ST       SW 83RD AVE BTWN SW 203RD ST AND SW 198TH ST       Local Residential       2LU       30       712       51       21       34       63       34       38       32         12/15/2016       2       SW 83 PL       185TH TR       SW 188 ST       SW 83RD PL BTWN SW 185TH TR AND SW 188TH ST       Local Residential       2LU       30       712       51       21       34       63       34       38       32         12/15/2016       2       SW 83 PL       185TH TR       SW 188 ST       SW 83RD PL BTWN SW 185TH TR AND SW 188TH ST       Local Residential       2LU       30       138       11       8       5       18       7       12       29	39 0						337		2198	30 2			SW 82ND AVE BTWN SW 190TH ST AND SW 191 ST		SW 189 ST	SW 82 AVE	L6 2	12/15/2016
4/25/2017       2       SW 83 AVE       SW 203 ST       SW 198 ST       SW 83RD AVE BTWN SW 203RD ST AND SW 198TH ST       Local Residential       2LU       30       712       51       21       34       63       34       38       32         12/15/2016       2       SW 83 PL       185TH TR       SW 188 ST       SW 83RD PL BTWN SW 185TH TR AND SW 188TH ST       Local Residential       2LU       30       712       51       21       34       63       34       38       32         12/15/2016       2       SW 83 PL       185TH TR       SW 83RD PL BTWN SW 185TH TR AND SW 188TH ST       Local Residential       2LU       30       138       11       8       5       18       7       12       29	39 0																	
12/15/2016 2 SW 83 PL 185TH TR SW 188 ST SW 83 RD PL BTWN SW 185TH TR AND SW 188TH ST Local Residential 2LU 30 138 11 8 5 18 7 12 29	34 0																	, ,
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#### Exhibit "A" (Page 116 of 169)

Date	Zone Street Nam	ie I	Between / and		Location	Street Classification	No. of through Lanes	Posted Speed Limit MPH	A.D.T.	AM Peak Hour Flow	AM	PEAK	PM Peak Hour Flow	PM I	PEAK	85th Percentile Speed	Crashes per
											NB/EB	SB/WB		NB/EB	SB/WB	(MPH)	segment
12/15/2016	2 SW 86 AVE	0,	SW 196 ST	SW 198 ST	SW 86TH AVE BTWN SW 196TH ST AND SW 198TH ST	Local Residential	2LU	30	57	6	3	6	10	5	6	27	0
5/26/2016			SW 190 ST	SW 188 ST	SW 87TH AVE BTWN SW 190TH ST AND SW 188TH ST	Urban Collector	2LU	35	8644	906	681	278	678	459	417	39	1
12/15/2016			SW 196 ST	SW 198 ST	SW 87TH CT BTWN SW 196TH ST AND SW 198TH ST	Local Residential	2LU	30	108	8	5	6	12	9	5	29	0
4/4/2017	2 SW 87 CT		SW 198 ST	SW 200 ST	SW 87TH CT BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	55	13	7	8	6	4	2	28	0
4/18/2017			SW 184 ST	SW 185 ST	SW 87TH CT BTWN SW 184TH ST ABD SW 185TH	Local Residential	2LU	30	188	33	29	6	21	8	14	35	0
9/21/2016			SW 198 ST	SW 196 ST	SW 87 PL BTWN SW 198 ST AND SW 196 ST	Local Residential	2LU	30	183	15	9	7	19	13	8	28	0
6/1/2016	2 SW 87 PL		SW 184 ST	SW 185 ST	SW 87TH PL BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	112	13	10	7	17	7	10	32	1
9/21/2016			SW 200 TR	OLD CUTLER RD	SW 87TH PL BTWN SW 200TH TR AND OLD CUTLER RD	Local Residential	2LU	30	306	20	19	7	33	23	12	29	0
4/18/2017	2 SW 87 PL		SW 194 TR	SW 198 ST	SW 87TH PL BTWN SW 194TH TER AND SW 198TH ST	Local Residential	2LU	30	187	21	11	12	17	9	12	27	2
4/18/2017			OLD CUTLER RD	SW 204 ST	SW 87TH PL BTWN OLD CULTER RD AND SW 204TH ST	Local Residential	2LU	30	814	89	75	15	73	23	54	23	0
6/1/2016	2 SW 88 CT		SW 184 ST	SW 185 ST	SW 88TH CT BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	122	19	19	5	11	7	6	31	0
9/21/2016			SW 198 ST	SW 200 ST	SW 88TH CT BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	103	8	4	5	11	6	6	23	0
9/21/2016			SW 200 TR	OLD CUTLER RD	SW 88TH CT BTWN SW 200TH TR AND OLD CUTLER RD	Local Residential	2LU	30	396	28	14	22	48	16	36	27	0
9/7/2016	2 SW 88 PL		SW 184 ST	SW 185 ST	SW 88TH PL BTWN SW 184TH ST AND SW 185TH ST	Local Residential	2LU	30	1110	119	107	27	85	38	54	36	0
9/22/2016	2 SW 88 PL		SW 198 ST	SW 200 ST	SW 88TH PL BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	117	11	8	7	18	12	8	29	1
9/14/2016	2 SW 89 AVE	0,	SW 198 ST	SW 200 ST	SW 89TH AVE BTWN SW 198TH ST AND SW 200TH ST	Local Residential	2LU	30	1433	85	28	69	263	40	230	32	0
5/25/2016			SW 192 DR	SW 89 RD	SW 89TH CT BTWN SW 192ND DR SW 89TH RD	Local Residential	2LU	30	280	79	35	44	68	28	41	23	0
6/1/2016	2 SW 89 CT		FIFFANY DR	CARIBBEAN BLVD	SW 89TH CT BTWN TIFFANY DR AND CARIBBEAN BLVD	Local Residential	2LU	30	388	38	10	35	35	27	19	29	0
6/7/2016	2 SW 89 PL	0,	SW 184 ST	TIFFANY DR	SW 89TH PL BTWN SW 184TH ST AND TIFFANY DR	Local Residential	2LU	30	208	18	10	8	20	9	13	31	5
5/25/2016	2 SW 89 RD	F	RIDGELAND DR	SW 89 CT	SW 89TH RD BTWN RIDGELAND DR AND SW 89TH CT	Local Residential	2LU	30	478	145	13	140	79	11	73	23	5
6/7/2016	2 SW 91 AVE	1	FIFFANY DR	STERLING DR	SW 92ND PL BTWN TIFFANY DR AND STERLING DR	Local Residential	2LU	30	600	51	43	18	68	23	49	31	1
6/7/2016	2 SW 92 PL	5	SW 184 ST	STERLING DR	SW 92ND PL BTWN SW 184TH ST AND STERLING RD	Local Residential	2LU	30	270	32	24	10	18	9	12	30	5
6/1/2016	2 SW 95TH A	VE S	SW 97 AVE	SW 188 TR	SW 187TH ST BTWN SW 97TH AVE AND SW 188TH TR	Local Residential	2LU	30	402	25	10	19	37	22	20	28	2
9/21/2016	2 SW193 TEF	2 5	SW 87 PL	SW 87 AVE	SW 193 ST BTWN SW 87 PL AND SW 87 AVE	Local Residential	2LU	30	215	18	12	8	19	12	10	23	0
6/1/2016	2 TIFFANY DF	2	SW 93 CT	SW 93 AVE	TIFFANY DR BTWN SW 93RD CT AND SW 93RD AVE	Local Residential	2LU	30	1665	107	62	52	127	67	71	34	1
9/7/2016	2 WHISPERIN	IG PINES RD	CARIBBEAN BLVD	SW 93 AVE	WHISPERING PINES RD BTWN CARIBBEAN BLVD AND SW 93RD AVE	Local Residential	2LU	30	423	32	20	12	43	24	20	31	9
9/7/2016	2 WHISPERIN	IG PINES RD	CARIBBEAN BLVD	SW 196 DR	WHISPERING PINES RD BTWN CARIBBEAN BLVD AND SW 196TH DR	Local Residential	2LU	30	1930	176	49	133	281	72	229	34	3
5/17/2017	3 NICARAGUA	A DR E	BLUE WATER RD	ANCHOR RD	NICARAGUA DR BTWN BLUE WATER RD ANCHOR RD	Local Residential	2LU	30	187	18	11	11	21	14	9	32	1
5/17/2017	3 PAN AMERI	CAN DR	BLUE WATER RD	ANCHOR RD	PAN AMERICAN DR BTWN BLUE WATER RD ANCHOR RD	Local Residential	2LU	30	280	34	12	22	35	14	21	33	0
2/2/2017	3 SW 206 LN	c,	SW 87 CT	SW 89 AVE	SW 206TH LN BTWN SW 87TH CT AND SW 89TH AVE	Local Residential	2LU	30	235	15	11	8	24	13	14	24	0
1/31/2017	3 SW 206 ST	c,	SW 92 AVE	SW 89 AVE	SW 206TH ST BTWN SW 92ND AVE AND SW 89TH AVE	Local Residential	2LU	30	424	28	10	20	41	22	23	28	5
1/31/2017	3 SW 208 ST	0	SW 87 AVE	SW 92 AVE	SW 208TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Local Residential	2LU	30	2807	311	188	123	225	127	115	42	5
4/20/2017	3 SW 212 ST	(	OLD CUTLER RD	SW 99 CT	SW 212TH ST BTWN OLD CUTLER RD AND SW 99TH CT	Local Residential	2LD	35	1928	216	86	130	198	74	143	37	0
4/25/2017	3 SW 212 ST	c,	SW 87 AVE	SW 92 AVE	SW 212TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Local Residential	2LD	35	3824	430	228	223	381	152	236	47	0
4/25/2017	3 SW 212 ST	c,	SW 87 AVE	SW 85 AVE	SW 212TH ST BTWN SW 87TH AVE AND SW 85TH AVE	Local Residential	2LU	30	3227	483	225	258	358	193	168	40	9
4/25/2017	3 SW 216 ST	c,	SW 87 AVE	SW 97 CT	SW 216TH ST BTWN SW 87TH AVE AND SW 92ND AVE	Urban Collector	2LU	30	7870	654	241	413	654	365	289	42	23
5/17/2017	3 SW 85 AVE	c,	SW 212 ST	SW 207 ST	SW 85 AVE BTWN SW 212 ST SW 207 ST	Local Residential	2LU	30	2854	281	141	140	256	107	158	39	6
6/2/2016	3 SW 87 AVE	c,	SW 212 ST	SW 208 ST	SW 87 AVE BTWN SW 212 ST AND SW 208TH ST	Urban Collector	2LU	40	9951	552	416	187	904	283	711	47	9
6/1/2016	3 SW 87 AVE	(	SW 216 ST	SW 212 ST	SW 87 AVE BTWN SW 216 ST AND SW 212 ST	Urban Collector	2LU	40	10333	789	552	256	922	320	655	46	5
2/2/2017	3 SW 87 CT	0	SW 204 LN	SW 208 ST	SW 87TH CT BTWN SW 204TH LN AND SW 208TH ST	Local Residential	2LU	30	408	26	20	12	44	16	29	29	6
2/2/2017	3 SW 88 CT	(	OLD CUTLER RD	SW 203 TR	SW 88 CT BTWN OLD CUTLER RD AND SW 203RD TR	Local Residential	2LU	30	570	33	14	19	62	14	49	26	0
2/2/2017	3 SW 89 AVE		SW 206 ST	SW 208 ST	SW 89TH AVE BTWN SW 206TH ST AND SW 208TH ST	Local Residential	2LU	30	357	22	15	13	34	22	20	30	0
2/2/2017	3 SW 92 AVE		OLD CUTLER RD	SW 208 ST	SW 92ND AVE BTWN OLD CUTLER RD AND SW 208TH ST	Local Residential	2LU	30	6145	438	382	124	513	230	315	35	1
1/31/2017			SW 208 ST	SW 212 ST	SW 92ND AVE BTWN SW 208TH ST AND SW 212TH ST	Local Residential	2LU	30	6326	635	514	144	486	215	312	37	0
2/2/2017	3 SW 92 AVE		SW 212 ST	SW 216 ST	SW 92ND AVE BTWN SW 212TH ST AND SW 216TH ST	Local Residential	2LU	30	4024	342	286	75	324	128	207	32	1
1/31/2017			SW 212 ST	SW 216 ST	SW 97TH AVE BTWN SW 212TH ST AND SW 216TH ST	Local Residential	2LD	30	2030	422	203	219	388	170	235	39	0
4/25/2017	3 SW 97 AVE		SW 216 ST	SW 219 ST	SW 97TH AVE BTWN SW 216TH ST AND SW 219TH ST	Local Residential	2LU	30	1735	127	96	46	139	75	90	41	2
5/17/2017	• • • • • • • • • •		SW 212 ST	SW 216 ST	SW 99 CT SW BTWN 212 ST SW 216 ST	Local Residential	2LU 2LU	30	4403	561	397	196	395	217	178	37	1
6/1/2017			BLUE WATER RD	CORAL SEA RD	MONTEGO BAY DR BTWN BLUE WATER RD AND CORAL SEA RD	Local Residential	2LU 2LU	30	424	33	16	17	45	24	24	38	0

#### **APPENDIX E**

Miami-Dade Traffic Flow

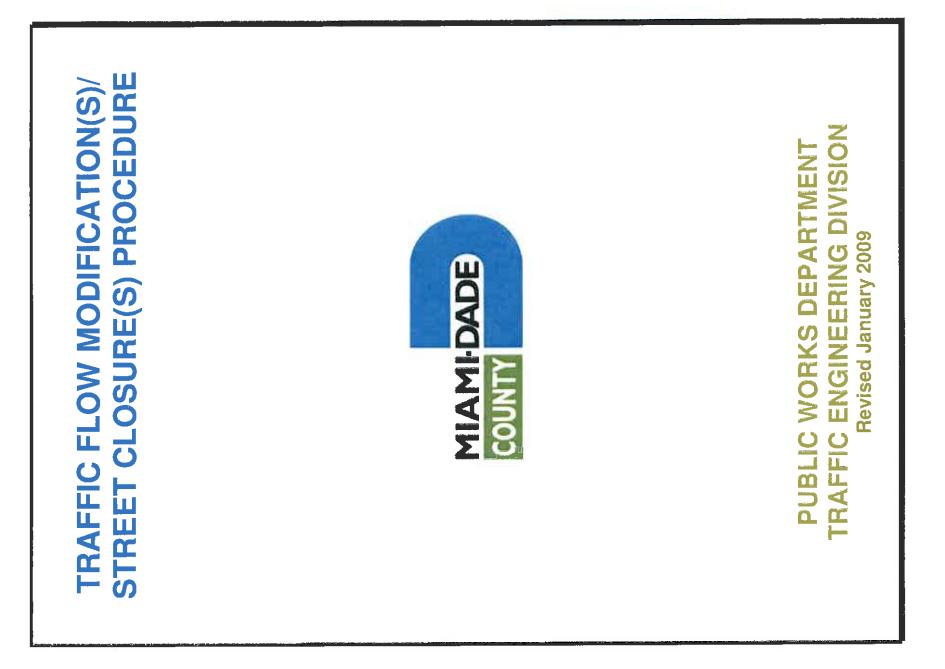


TABLE CLOSURE(S) PROCEDURE         TABLE OF CONTENTS         TABLE OF CONTENTS         Table of Contents         Introduction       Introduction         Phase 1:       Summary of Procedure         Phase 2:       Summary of Procedure         Phase 2:       Procedure Details         Phase 2:       Profor on Traffic Calming for Low Volume Narrow S		Page 2	Page 3	Page 4	Page 5	Page 8	Page 15		Page 26	Page 27	Page 28	Page 29	Page 34	Page 36	Page 37	Page 38	Page 39
	TRAFFIC FLOW MODIFICATION(S)/ STREET CLOSURE(S) PROCEDURE TABLE OF CONTENTS	ble of Contents	roduction					opendices:	Policy on Traffic Calming Measures	Policy on Traffic Calming for Low Volume Narrow Streets			-				



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

MIAMIDADE

Traffic Flow Modification(s)/Street Closure(s) Procedure
INTRODUCTION
The Public Works Department and Metropolitan Planning Organization obtained the professional engineering services of Frederic R. Harris, Inc. to conduct a Street Closure/Traffic Flow Modification Study that was completed in July 1996.
The primary objectives of the study were to:
<ul> <li>Evaluate and recommend traffic control alternatives to street closures;</li> <li>Develop a uniform set of guidelines or warrants to be followed by local municipalities, the County and the State for implementing neighborhood and localized area traffic control; and</li> <li>Develop a standardized set of procedures to be followed by local desiring enhanced neighborhood traffic control.</li> </ul>
A Steering Committee was assembled and periodically convened to meet with the Consultant to provide input throughout the study process. The Steering Committee consisted of representatives from the Florida Department of Transportation, Miami-Dade County and local municipalities; some of whom had previous experience with citizen requests for street closures. The draft report was developed as a series of Technical Memorandums that were reviewed by the steering committee and later compiled to form the final report.
The Steering Committee developed standardized procedures and guidelines for use by the public, local officials, or other private sector interests requesting traffic flow modifications that may affect local neighborhoods as well as other roadway traffic patterns. The intent of these procedures was to provide Miami-Dade County and municipalities with a uniform approach to facilitate government action in response to requests to restrict local traffic access via street closures, other physical modifications or traffic calming alternatives. These proposed procedures were also intended to ensure that such issues are given appropriate study and timely response, and that the full range of traffic and community impacts is considered.
The procedures addressed traffic issues in an incremental fashion with the least restrictive measures applicable to a particular situation tested first, then monitored and supplemented modified or replaced with more stringent measures, if necessary. When non-traffic issues enter into the decision process, the procedures weigh both the traffic and non-traffic implications of a stree closure or traffic flow modification. Although each citizen request is unique, the process applies and provides dovernment officials with an objective

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

MIAMI-DADE COUNTY

0 7 8 7 ŝ equally to any residential traffic control situation and provides government officials with an objective tool to address neighborhood traffic control issues.

### SUMMARY OF PROCEDURE

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

- All applicants, whether residing within unincorporated Miami-Dade County or a municipality, may submit a request for a traffic flow modification(s)/street closure(s) to the Miami-Dade County Public Works Department (PWD) in the form of a letter or complete the application in Appendix V.
- and recommend traffic calming measures. Should the request be initiated through or by a municipality or the Florida Department of Transportation, then these agencies, at their option, may conduct traffic studies utilizing their staff or a traffic consultant. PWD will conduct the initial traffic study to confirm the applicant's concerns and to identify 4.12
- PWD will make the determination of whether the location(s) falls within unincorporated Miami-Dade County or a municipality, and coordinate the review with the respective municipality. 1.0
- PWD will make the determination of whether the review from various affected entities, such as Police, Fire, etc., is required. If review is not required, proceed to Step 1.6. 4
- to, Police, Fire, respective municipality, etc., to review the request and provide comments. If resolved, or if the proposed traffic flow modification(s)/street closure(s) does not meet all criteria outlined under this process or applicable County and State laws, then the application Should review be required, PWD will request the affected entities, including but not limited review by any of the entities results in a denial as a result of concerns which cannot be will be denied ĥ
- PWD will make the determination if concurrence from the required affected residents and/or property owners is required. If concurrence is not required, proceed to Step 1.8. 1. 0.

#### **Required Concurrence:**

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

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

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

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





The consultant conducts a pre-implementation traffic study to identify and confirm traffic concerns (i.e., traffic intrusion, excessive traffic volume, speeding, traffic accidents, etc.) and to determine if the collected traffic data meets the PWD criteria for traffic calming devices. 2.2

- The consultant identifies traffic calming alternatives and generates staged alternative plans.

funds and contracts are identified.

PWD will schedule the construction of temporary or permanent traffic calming device as

- PWD will assess the traffic impact and determine if the improvements are acceptable to the affected area residents and/or property owners. 6. 1
- Should the determination be made by PWD staff that temporary devices have caused adverse impact, such devices will be removed by PWD. 1.9.1
- If improvements are not acceptable to affected area residents and/or property 1.9.2
- owners:
- calming devices as per a requirement of Step 1.6. Such request must be initiated in the form of a petition signed by 10% of the affected residents and/or property owners. 100% of the adjacent affected residents and/or 1.9.2.1 Residents and/or property owners may request removal of temporary traffic property owners is required for the traffic circles petition. Or
- procedure, 2 Residents and/or property owners may proceed to Phase Step 2.1. 1.9.2.2
- Improvements did not cause adverse impact and are acceptable to residents: proceed to Step 1.10. 1.9.3
- PWD will initiate the design. 1.10
- PWD will install permanent traffic calming devices as funds and contracts are identified.

# PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

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

Reinitiating the balloting process: Should residents and/or property owners desire to reinitiate the balloting process, it can be initiated after ninety (90) calendar days from the

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

date that ballots were opened, provided that the applicant is willing to pay the processing

and mailing cost for the ballots.

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Procedure
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/Street
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Modification(
Flow
Traffic

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

# Required Concurrence from affected Residents and/or Property Owners:

Traffic Circles: Requires 100% concurrence of affected residents and/ or property owners from four (4) corners adjacent to the proposed circles. This may be extended to the full block should a larger representation be desired by the District Commissioner. **Traffic Flow Modifications excluding Traffic Circles:** Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned).

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

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



<ul> <li>2.14 Applicant's consultant designs permanent traffic calming devices in the temporary devices are installed.</li> <li>2.15 Applicant's contractor installs permanent traffic calming devices upon securing approvals and permits from appropriate artitles.</li> </ul>	1		
	2.14	4 Applicant's consultant designs permanent traffic calming devices if the traffic are installed.	erriporary device
	2.15		ecuring approval



Exhibit "A" (Page 125 of 169)

Traffic	: Flow Modification(s)/S	Traffic Flow Modification(s)/Street Closure(s) Procedure
		PROCEDURE DETAILS
H	ASE 1: INITIAL STU	PHASE 1: INITIAL STUDY BY MIAMI-DADE COUNTY PUBLIC WORKS (PWD)
Ξ	Submittal of Applica	Submittal of Application for Traffic Flow Modification(s)/Street Closure(s)
	In order for an applicant to sut closure(s), including the <b>re-op</b> whether residing in unincorporat the procedures outlined herein:	In order for an applicant to submit an application for a traffic flow modification(s)/street closure(s), including the <b>re-opening of a previously closed street(s)</b> , the applicant, whether residing in unincorporated Miami-Dade County or within a municipality, shall follow the procedures outlined herein:
	1.1.a Submit the reque Appendix V , and	Submit the request in the form of a letter or complete the application form in Appendix V , and
	1.1.a.1	Identify any traffic concerns, such as:
		<ul> <li>Traffic intrusion</li> <li>Excessive traffic volume</li> <li>Speeding</li> <li>Traffic accidents</li> <li>Other</li> </ul>
	1.1.a.2	Explain how long these problems have existed and the conditions that have caused these problems.
	1.1.a.3	Identify the type of traffic control measure that is being requested and include a map illustrating the location(s) of proposed traffic flow modification(s)/street closure(s).
	1.1.a.4	Identify on whose behalf the application is being made.
		<ul> <li>Homeowners' Association</li> <li>Individual</li> <li>Other</li> </ul>
	1.1.a.5	All applicants, whether residing in unincorporated Miami-Dade County or within a municipality, must submit their letter or a completed application to PWD at the following address:
		Chief, Traffic Engineering Division Miami-Dade County Public Works Department 111 N.W. First Street, Suite 1510 Miami, Florida 33128-1970



- 9 reasons other than traffic, such as crime, etc., the following procedures shall due ŝ for traffic flow modification(s)/street closure(s) request be utilized: If the 1.1.b.
- Creation of a Special Taxing District: Contact PWD, Special Taxing District Division to obtain procedure details. 1.1 b.1

# 1.1.b.2 Reverting of the Public Right-of-way to Adjacent Property Owners:

- If the location falls within unincorporated Miami-Dade County, please contact PWD, Right-of-Way Division to obtain additional information. 1.1.b.2.1
- 1.1.b.2.2 If the location falls within a municipality, contact the respective municipality and follow their established procedures.
- 1.1.b.3 Converting of a public roadway to a private street to be maintained by the Homeowners' Association (HOA):

See 1.1.b.2.1 and 1.1.b.2.2

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

### 1.2 Initial Traffic Study by PWD

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

four (24), forty-eight (48), or seventy-two (72) hour counts, turning movement counts, license The scope of the initial study, depending on the nature of the complaint, may include twentyplate survey, spot speed studies, etc. Requests for traffic flow modification(s)/street closure(s) and reopening of previously closed streets, will be considered by PWD on a case-by-case basis, for streets meeting the following criterion.

residential street(s) and not arterial roadways or part of the State Highway The streets for which modification(s) are proposed must be local or collector System. 1 2 a



Traff	Traffic Flow Modification(s)/Street Closure(s) Procedure
	1.2.b The proposed closure(s) <b>shall not create street(s) longer than 600 feet</b> , as per Miami-Dade County Code, Section 28-14.6.
	1.2.c The street(s) proposed for closure <b>shall have sufficient right-of-way</b> to adequately construct T-turn around or cul-de-sacs as per PWD Standards Details.
	1.2.d Pre-implementation data confirms that a problem exists.
	1.2.e The traffic study reveals that the proposed traffic flow modification(s)/street closure(s) meets the criteria for the installation of traffic calming devices on Appendices I, II and III, and the proposed measures will not adversely affect the traffic on nearby streets, by the diverted traffic.
	1.2.f The projected vehicular volumes on any other adjoining street do not exceed the threshold limits stated in Phase 2, Step 2.4.a.
	1.2.g The changes in traffic flow will not create any liability to the County.
1.3	Requests within a Municipality
	1.3.a If the request for traffic flow modification(s)/street closure(s) fails within unincorporated Miami-Dade County, PWD coordinates the review as per Step 1.5.a.
	1.3.b If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request affected entity to coordinate the review, as per Step 1.5.b.
1.4	Review Required from Various Entities
	PWD will make the determination if the proposed traffic calming measures will impact other entities and if review is required from affected entities, to include Police, Fire, etc.
	If review is required, then proceed to next step. If review is not required, proceed to Step 1.6.
1.5	Preliminary Review by Various Entities
	1.5.a If the request for traffic flow modification(s) or street closure(s) falls within unincorporated Miami-Dade County, then PWD, Traffic Engineering Division, shall coordinate a review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities:
	<ul> <li>Miami-Dade County Fire Rescue (MDFR).</li> <li>Afforded Minipional Fire December 1</li> </ul>

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



- by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application. However, under the following conditions the application for traffic flow modification(s)/street PWD, Traffic Engineering Division, shall review all comments brought forth closure(s) will be denied. 15a1
- 1.5.a.1.1 Comments made by any entity revealed concerns, which cannot be resolved.
- relevant to the agency reviewing the proposed traffic flow modification(s)/street closure(s). The scope of the traffic review The proposed traffic flow modification(s)/street closure(s) or These reviews shall be extenuating circumstances do not meet all criteria outlined under shall be determined on a case-by-case basis by PWD. this process or applicable State laws. 1.5.a.1.2
- If the request affects local streets within a municipality, then PWD will request the municipality to coordinate the review with agencies potentially affected by the traffic flow modification(s)/street closure(s), which may include, but not be limited to, the following entities: 1.5.b
- Municipal Fire Department.
- Miami-Dade County Fire & Rescue (MDFR).
  - Municipal Police Department.
     Miami-Dade County Police Depart
- Miami-Dade County Police Department (MDPD).
- Miami-Dade County Planning and Zoning Department (MDP&Z). •
  - Miami-Dade County Public Schools (MDCPS).
    - Miami-Dade Transit (MDT).
- Florida Department of Transportation (FDOT).
  - PWD, Traffic Engineering Division.

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

- 1.5.b.1 The municipal representative shall review all comments brought forth by the aforementioned entities. The municipality, under the following conditions, shall deny the application for traffic flow modification(s)/street closure(s):
- 1.5.b.1.1 Comments made by any entity revealed concerns, which cannot be resolved
- 1.5.b.1.2 The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State laws.
- If the preliminary review performed by the various affected entities results in denial of the request, then the process ceases. 1.5.c





Page 12 If the preliminary review performed by the various affected entities results in concurrence with the request, then the municipality endorses the request and forwards it to PWD. Traffic Engineering Division, for their review and approval. If the request is approved by PWD, proceed to the next step. 1.5 d

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

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

#### **Required Concurrence:**

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

thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots Traffic Flow Modifications other than Traffic Circles: Requires concurrence of tworeceived). Non-voters are not counted (ballots not returned). Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s). The affected area within unincorporated Miami-Dade County will be established by the County's staff. If the location falls within a municipality, the affected area will be established by both the City's and the County's staff. The affected area may include, but is not limited to, those properties where normal travel routes to and from the affected area are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic

- <u>s</u> If concurrence from the required affected residents and/or property owners required, proceed to next step. 1.6.a
- If concurrence from the required affected residents and/or property owners is not required, proceed to Step 1.8. 1.6.b

#### **Approval of the Plan by Homeowners**

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

Traffic	Flow Mc	Traffic Flow Modification(s)/Street Closure(s) Procedure
	-	flow modification(s)/street closure(s).
	1.7.d	If the required number of affected residents and/or property owners as per Step 1.6 do not approve the proposed improvements by PWD, then the process ceases.
	1.7.e	If the residents and/or property owners desire to reinitiate the process, such process can be reinitiated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
1.8	<u>implem</u>	<u>Implementation of Temporary Traffic Calming Measures</u>
	1.8.a	If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, PWD will implement the improvements as funding and contracts are identified.
	1.8.b	If the request falls within a municipality, PWD will coordinate with the municipality for the installation of the traffic calming devices.
1.9	Evalua	Evaluation of Temporary Traffic Calming Measures:
	If the ev	If the evaluation of the temporary devices by PWD reveals that:
	1.9.a	The improvements implemented by PWD did not cause an adverse impact to traffic and are acceptable to the residents and/or property owners, proceed to Step 1.10.
	1.9.b	The improvements implemented by PWD are unacceptable to the residents and/or property owners, or create unexpected operational and/or safety concerns, then:
	. –	Either the removal of temporary devices are requested through the process as per step 1.6, or a more restrictive traffic flow modification(s)/street closure(s) may be considered as per Phase 2, Step 2.1.
1.10	Design	Design of Permanent Traffic Calming Devices
	1.10.a	If the location falls within unincorporated Miami-Dade County, PWD will develop construction plans for permanent traffic calming devices as funding and contracts are identified.
	1.10.b	If the location falls within a municipality, PWD will coordinate the design of permanent traffic calming devices with the municipality.
1.11	Installs	Installation of Permanent Traffic Calming Devices
	1.11.a	If the location falls within unincorporated Miami-Dade County, PWD will install permanent traffic calming devices, as funding and contracts are identified.
	1.11.b	If the location falls within a municipality, PWD will coordinate the installation with the municipality.

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Exhibit "A" (Page 131 of 169)

## PHASE 2: TRAFFIC STUDY BY APPLICANT'S CONSULTANT

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

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

- <u>0</u> If the location falls within unincorporated Miami-Dade County, this study coordinated by PWD 2.1.a
- If the location falls within a municipality, the study is coordinated by the municipality and reviewed by the PWD. 2.1.b

### 2.2. Conduct Pre-implementation Traffic Study

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

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

- Sampling during the License Plate Survey: If the reason for the request is due to traffic intrusions, this morning and afternoon peak hour periods will be considered adequate. survey will be required for confirmation of cut-through traffic. 2.2.a
- of traffic in the area, a sampling of twenty-four (24) will be acceptable, and forty eight Average Daily Traffic: If the reason for the request is due to an excessive amount (48), or seventy-two (72) hour counts will be preferred. 2.2.b
- are required to confirm vehicular speed. A speeding problem can be verified when the 85th percentile speed of all vehicles is at least 10 mph greater than the posted speed limit. A non-peak hour daytime minimum sampling of 100 vehicles will be considered acceptable. A twenty-four (24) hour speed study utilizing traditional dual Speed Studies: If the reason for the request is due to speeding, then speed studies hoses will be preferred. 2.2.C
- Traffic Accident History: If the reason for the request is due to traffic accidents, to confirm accident history. The proposed traffic calming measure shall mitigate significant then traffic accident reports for the last three (3) years are reviewed crashes. 2.2.d
- 2.2.e Other data and/or studies as needed.



Traffic Flow Modification(s)/Street Closure(s) Procedure PWD, on a case-by-case basis, may require additional traffic data or studies needed.	e 15	ss if	
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et Closure(s) Procedure 9-by-case basis, may require additional traff		a or	
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- Policy for Traffic Calming Measures (Appendices I, II and III) then a final decision of denial is rendered and the process ceases. PWD will notify the applicant of the If the pre-implementation study reveals that the traffic data does not support PWD denial 2.2.f.
- meets PWD Policy for Traffic Calming Measures (Appendices I, II and III), the If the pre-implementation study confirms that a problem exists and the traffic data applicant may proceed to the next step. 2.2.g

### 2.3. Identify Traffic Calming Alternatives

The consultant shall adopt an area-wide systematic approach to the development of traffic calming alternatives. This approach must work within the overall framework of the existing roadway classification system and encourage community participation. There are three (3) levels of traffic calming ranging from I to III to distinguish those least restrictive (passive) traffic control measures from those that are most restrictive (active). Among the categories, there could be many design variations unique to each device. Ideally, the least restrictive measures to address traffic concerns should be employed first, followed by more active and physical traffic calming devices. This incremental approach allows a cost-effective opportunity to identify the real traffic problem, if any, and better evaluate the impact of more restrictive measures. Keeping the above-staged approach in mind and a handful of traffic calming alternatives available for use on local roads, a typical request for a traffic flow modification(s)/street closure(s) might proceed accordingly:

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



Page 16

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

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

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

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

The consultant shall conduct a pre-implementation study to determine the potential impact of the proposed traffic calming devices/street closure(s), within and outside of the study area. Depending on the type, complexity and requirements of the area in question, PWD may, on a case-by-case basis, require analysis per Step 2.4.d and 2.4.e, which must conform to the following criterion:

#### 2.4.a Volume Criteria:

- hour (VPH) during the peak hours) if a traffic flow modification(s)/street local residential street begins to lose its livability and are used for analysis Local Streets may not exceed 1,500 vehicles per day (150 vehicles per closure is implemented. The threshold values define those limits when a purposes only. They do not guarantee that the traffic flow modification(s) Future traffic volumes due to traffic diversion on any of the Residential or closure(s) will be approved. 2.4 a 1
- <u>.</u>0 ൽ Collector Streets may not exceed 3,000 vehicles per day (300 VPH during residential collector street begins to lose its livability and are used for They do not guarantee that the traffic flow Future traffic volumes due to traffic diversion on any of the Residential peak hours) if a traffic flow modification(s)/street closure(s) lemented. These threshold values define those limits when modification(s) or closure(s) will be approved. analysis purposes only. implemented. the 2.4.a.2



Traffic Flow Modification(s)/Street Closure(s) Procedure 2.4.b Level of Service (LOS) Criteria:
----------------------------------------------------------------------------------------------------

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- The same criterion applies for an individual intersection approach within the critical intersection approach. 2.4.b.2
- If intersection or approach is already at LOS "F", then diverted traffic volumes must not be more than 10% of the existing traffic volumes without at LOS "F", then diverted traffic If intersection or diversion. 2.4.b.3

#### 2.4.c Determine Affected Area:

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

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

## 2.4.d Conduct Traffic Analysis within the Study Area:

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

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



Traffic Flow N	Traffic Flow Modification(s)/Street Closure(s) Procedure
2.4.e	Conduct Traffic Analysis outside the Study Area
	Projection of the expected diverted traffic at critical intersections, if any, adjacent to and surrounding the affected area. Particular attention shall be paid to the impacts on the State Highway System and County roadways, including:
	2.4.e.1 Peak-hour TMC.
	2.4.e.2 Queuing analysis and storage requirements at signalized intersections.
	2.4.e.3 LOS analysis at critical signalized and un-signalized existing intersections.
	2.4.e.4 A schematic diagram showing the results of the TMC and ADT analyses for critical locations.
	2.4.e.5 Phasing modification requirements at existing signalized intersection.
	2.4.e.6 A detailed evaluation of the impacts caused by the traffic flow modification(s)/street closure(s) on emergency vehicle response times and fire hydrant accessibility, as well as other services such as mail delivery, school bus routing, transit service, trash pick-up, etc.
	Each individual case will dictate which of the above items are required, depending on the complexity and requirements of the study area.
2.4.f	The Report:
	The consultant will document the study in the form of a report. PWD will require the following items as part of this report:
	<ul> <li>Unitical intersection geometries.</li> <li>Analysis of the critical intersections and roadway links per Section 2.4.d and 2.4.e.</li> </ul>
	<ul> <li>Comparison of before and after LOS.</li> </ul>
	The consultant will indicate the optimum traffic calming measure from each of Levels I, II and III, which adequately satisfies the applicant's concern. The Level I measure generally should be implemented first. However, depending on the severity of the case at hand and/or unusual circumstances a higher level of measures can be implemented. If the results are not satisfactory, then the next level measure will be implemented until Level III is reached.

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

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

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

### 2.5 Is the Request within a Municipality?

- within as per fails Miami-Dade County, PWD coordinates the review closure(s) modification(s)/street flow traffic ğ request unincorporated Step 2.7.a. the <u>+-</u> 2.5.a
- If request for traffic flow modification(s)/street closure(s) falls within a municipality, PWD will request the affected entity to coordinate the review as per Step 2.7.b. 2.5.b

### 2.6 Is Review from Various Entities Required?

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

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

### 2.7 Preliminary Review by Various Entities

- modification(s)/street closure(s), which may include, but not be limited to, affected Municipal Police and Fire Departments, MDFR, MDPD, MDP&Z, MDCPS, MDT, a review with agencies potentially affected by the traffic flow If the request for traffic flow modification(s)/street closure(s) falls within unincorporated Miami-Dade County, then PWD, Traffic Engineering Division, shall coordinate FDOT 2.7.a
- PWD, Traffic Engineering Division, shall review all comments brought forth by the aforementioned entities. If all agencies and departments concur, then the Director of PWD will approve the application. 2.7.a.1

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

- Comments made by any entity revealed concerns, which cannot be resolved. 2.7.a.1.1
- The proposed locations or extenuating circumstances do not meet all criteria outlined under this process or applicable State aws. 2.7.a.1.2



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

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

### 2.8 Approval or Denial of the Request

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



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

## Required Affected Residents and/or Property Owners:

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

**Traffic Flow Modifications other than Traffic Circles:** Requires concurrence of two-thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots received). Non-voters are not counted (ballots not returned). Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s)

- If concurrence of the affected residents and/or property owners is required, proceed to the next step. <u>9</u>.a N
- If concurrence of the affected residents and/or property owners is not required, proceed to Step 2.11. 2.9.b

#### 2.10 Approval of Traffic Plan

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

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

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





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

- Page 22 modification(s)/street closure(s) after a public hearing and may submit the resolution to PWD for review of the proposed traffic flow modification(s)/street closure(s). 2.10.d A municipality, in lieu of the concurrence from affected residents and/or property owners, may elect to have their elected body vote on the proposed traffic flow
- If the required number of affected residents and/or property owners do not approve the proposed improvements, then the process ceases. 2.10.e
- 2.10.f If the residents and/or property owners desire to reinitiate the process, such process can be reinitiated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis.
- unincorporated Miami-Dade County, then the applicant agrees to pay for all costs If the request for traffic flow modification(s)/street closure(s) falls within directly associated with the traffic flow modification(s)/street closure(s) beyond the installation of signs and markings. 2.10.g
- If the request affects local streets within a municipality, then determination will be made by the local entity and either the applicant or the municipality will share the costs directly associated with the traffic flow modification(s)/street closure(s) beyond the installation of signs and markings. 2.10.h
- Depending on the complexity of the traffic flow modification(s)/street closure(s), PWD may direct the Citizens Transportation Advisory Committee (CTAC), Transportation Planning Technical Advisory Committee (TPTAC), or MPO, to provide input prior to the final recommendations by PWD. 2.10.i
- If CTAC, TPTAC or MPO technical reviews recommend against the proposed traffic calming alternative(s), then that decision will be final. 2.10.j
- If the location falls within unincorporated Miami-Dade County, then PWD will notify the applicant of the approval or denial of the traffic flow modification(s)/street closure(s) request. 2.10.k
- If the location falls within a municipality, then PWD will notify the applicant and the municipality, of the approval or denial of the traffic flow modification(s)/street closure(s) request. 2.10.1
- 2.10.m If the required number of the affected residents and/or property owners does not approve the proposed improvements, then the process ceases.
- If the residents and/or property owners desire to reinitiate the process, such process can be reinitiated after ninety (90) calendar days from the previous opening date of the ballots. However, the applicant will be charged with the mailing and processing cost, which will be determined on a case-by-case basis. 2.10.k
- If the required number of the affected residents and/or property owners concur with the traffic flow modification(s)/street closure(s) plan approved by PWD, proceed to 2.11. Step 2.10.1

## 2.11 Installation of Temporary Traffic Calming Devices

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

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

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

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

### 2.13 Post-impact Analysis Results

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

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



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

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

### 2.14 Design of Permanent Traffic Control Devices

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

## 2.15 Installation of Permanent Traffic Calming Devices

Applicant directs private contractor(s) to install permanent closure, at their expense, upon obtaining necessary approvals and permits from the appropriate agencies. In situations where a traffic flow modification(s)/street closure(s) in one municipality affects an adjacent municipality, then both municipalities shall mutually agree to such an adjacent municipality, then both municipalities modification(s).

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



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

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#### **APPENDICES**

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

**APPENDIX 1** 

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

Must meet the first criteria and at least one of the remaining criteria in order for the Public Works

Department to consider traffic calming measures:	alming measures:	
Criterion	Residential Local Streets	Residential Collector Streets
Minimum Traffic Volume	>1,500 VPD <3000***	>3,000 VPD <8,000***
	>150 VPH <300***	>300 VPH <800
85th Percentile Speed+	10 MPH> Speed Limit	10 MPH> Speed Limit
Correctable Accidents per year	>3 per year	>6 per year
Cut Through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners.*	2/3 of returned ballots**	2/3 of returned ballots **
VPD = Vehicles per day; VPH = Vehicles per hour		
<ul> <li>+ It is the speed at which 85% of motorists travel.</li> <li>* Affected residents/property owners to be deterr</li> </ul>	It is the speed at which 85% of motorists travel. Affected residents/property owners to be determined on a case by case basis.	ase by case basis.
** For traffic circle 100% concu owners is required. Municipal Jurisdictions: In lieu o	** For traffic circle 100% concurrence from adjacent affected residents and or property owners is required. Municipal Jurisdictions: In lieu of concurrence a resolution is acceptable from municipalities.	ssidents and or property ceptable from municipalities.

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



	Traffic Flow Modification(s)/Street Closure(s) Procedure	
	APPENDIX II	,
POI	POLICY ON TRAFFIC CALMING DEVICES FOR LOW VOLUME NARROW STREET	STREET
General	General Requirements:	
	The street must be a local residential street. The street width must be less than 20 feet. The posted speed limit must be 30 mph or greater. The street is not on an emergency vehicle route. The street is not on a school bus route. The street must not be on a curve. The street must not be on a curve. The street does not have no adverse effect on pedestrians, bicycle safety or drainage.	/ or drainage.
Criteria:	Criteria: The Street must meet the first criteria and any one of the other criteria:	a:
ĕ⊢₹ ••	85 th percentile speed must be 5 mph over the posted speed limit, Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per	) vehicles per
- Cut- Pedd	uay. Cut-through traffic must be over 25%. Pedestrian volume must be over 15 pedestrians per hour. Two or more correctable-type accidents per year.	
Ю		
₩0F5	85 th percentile speed must be greater than or equal to posted speed limit. Cut-through traffic must be greater than or equal to 40%. Traffic volume shall not be less than 500 vehicles per day or more than 1000 vehicles per day.	) vehicles per
••	Pedestrian volume must be over 15 pedestrians per hour. Two or more correctable-type accidents per year.	

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## POLICY ON SPEED HUMPS

- The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County. **PURPOSE:**
- on a case-by-case basis, and only on local Speed humps will be considered, on a case-by-car residential streets, which meet the following criterion: POLICY:

#### **CRITERION:**

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



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

### APPENDIX IV

## DEDAPT AN SPEED UNMOS

andum company	RTC	Agenda Item No. 7(J)		
Memora	December 14, 2006	Honorable Chairman Carlos A. Gimenez and Members, Regional Transportation Committee	George M. Burgess County Manager	Speed Tables/Humps Report
	Date:	To:	From:	Subject:
	Memorandum with with the second secon	December 14, 2006	B: December 14, 2006 Honorable Chairman Carlos A Gimenez and Members, Regional Transportation Committee	December 14, 2006 Honorable Chairman Carlos A Gimenez and Members, Regional Transportation Committee George M. Burgess County Manager

1

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

## <u>Advantages of Speed Humps</u>

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

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

## **Disadvantages of Speed Bumps**

Among disadvantages attributed to speed humps are the potential lawsuits brought against several jurisdictions as a result of speed hump installations. Also, atthough speed humps are effective in reducing traffic speed, they also reduce the speed of emergency vehicles and delay response times substantially. The amount of delay that is incurred depends on the type of emergency vehicle and the desired operating speed. This can be as much as 10 seconds per device. In a study done in the USA, it was calculated that more deaths would arise from device. In a study done in the USA, it was calculated that more deaths would arise from desived arrival of ambulances than lives could be saved by any possible accident reduction. Several studies have evaluated the impact of speed humps on emergency response times. In general, there is an approximate delay of between 3 and 5 seconds per speed hump for fire functs and up to 10 seconds for an ambulance with a patient. In addition, traversing speed humps provides major discomfort to ambulance passengers and emergency personnel. Speed humps have also been documented to cause accidents and injuries. Experimental devices placed on a street to protect children at local schools in Portland, Maine, resulted in an increase in crashes of 35 percent. Bicyclists and motorcyclists are more prone to be physically impacted. If bicyclists hit a speed hump too quickty while still within the speed limit, they may be

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Traffic Flow	Traffic Flow Modification(s)/Street Closure(s) Procedure	Page 30
	Honorable Chairman Caríos A. Gimenez And Members, Regional Transportation Committee Page 2	
	launched into the air losing total control of their bicycle. Drivers have also been observed to be distracted by the humps, therefore, ignoring other hazards such as children. Therefore, speed humps may be a potential safety hazard.	
	Other disadvantages are:	
	<ul> <li>Increase in air pollution and fuel usage as traffic travels in a lower gear using significantly more fuel per mile.</li> </ul>	
	<ul> <li>Increases in vehicle wear and tear because speed humps frequently cause damage to vehicles even at normal speed levels.</li> </ul>	
	<ul> <li>An increase in roadway maintenance costs because the road surface before and after a hump tends to develop potholes after a few years.</li> </ul>	
	<ul> <li>Accidental automobile air bag deployment</li> </ul>	
	Recommendation	
	A reduction in vehicle speed and volume may be accomplished either by horizontal controls, such as traffic dircles or vertical controls such as the speed humps or tables.	
	Our current policy favors horizontal control over vertical control since they are safer and can provide comfortable maneuvering for people with disabilities and those transported on emergency vehicles. As such, our current policy on the vertical controls, as described in Attachment A, is limited to those low volume local residential streets where there is no intersecting street within a distance of 750 feet, and where the speed is determined to be at least 10 MPH over the posted speed limit.	
	uger County Manager	
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#### **ATTACHMENT A**

## POLICY ON SPEED HUMPS

#### PURPOSE:

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

#### POLICY

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

#### **CRITERION:**

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

## APPLICATION PROCEDURE:

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

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

### SPEED HUMP REMOVAL:

The process for speed hump removal is as follows:

- Individual residents, neighborhood associations or the entity having municipal jurisdiction over the area if not satisfied with the devices may initiate the request for speed hump removal. •
  - The applicant must submit a request in writing to the Chief of the Traffic Engineering Division, Miami-Dade Public Works Department, 111 NW 1st Street, Suite 1510, Miami, Florida, 33128-1970. The application must accompany a petition signed by 100% of the
- The application must accompany a petition signed by 100% of the residents/property owners immediately adjacent to the existing speed hump(s) (one vote per residence) and two-thirds of the property owners of the block(s) in favor of the removal of the speed hump. by 1uu... tha existing
  - ٠
  - In case the PVVD determines that an unforeseen problem exists as a result of the humps, the devices may be redesigned or removed by the County. In such a case, the County will bear the full cost of the speed hump removal. If the device is installed by a municpal jurisdiction, then such entity will be responsible for the removal of such device(s) upon approval from PVVD at no cost to the County.

#### DESIGN:

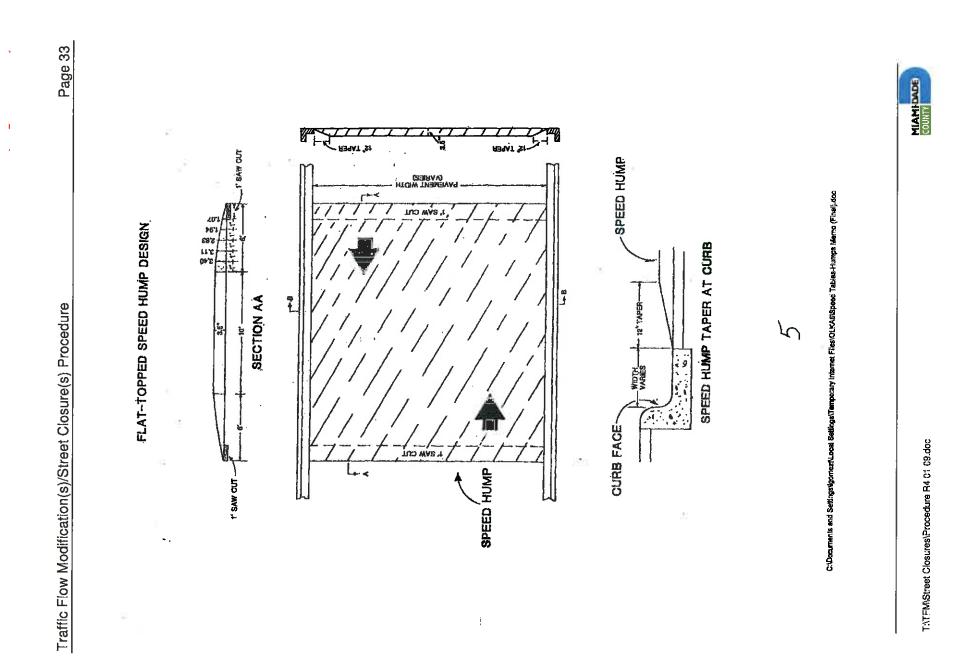
The following design is adopted by PWD as the County's Standard for Speed Hump(s).

Settings/Temporary internet FleavOLKA0/Speed Tables-Humps Memo (Fina).doc C:VDocumente and SettingsVgo

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	APPENDIX V
	Traffic Flow Modification/Street Closure Applicant Form
Applicant: _	Date:
Contact Name:	me: Phone:
Local Address:	
Location:	
1.a.1 Rar inst	Rank your neighborhood's traffic problems and provide a brief description of each (for instance, time when the problem is most serious, or specific issue, such as a pothole).
0	Traffic intrusion
(	Excessive traffic volume
(	Speeding
(	Accidents
( )	Other (please explain)
1.a.2 Hov	How long have these problems existed? What conditions have caused these problems?
1.a.3 Ple	Please check the type of action requested.
000	Traffic Circle Median Treatment
2000	Street Closure Special Taxing District Reverting the right-of-way Other (please specify)
	List locations where traffic flow modification(s)/street closure(s) is requested and provide
นซ	an area map identifying these devices

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	n to:	epartment				Date Application Received:	Identified Problems: ( ) Exist ( ) Perceived	Traffic Team: () Yes () No	Consensus Reached: () Yes () No	Project Successful: ( ) Yes ( ) No	
<ul> <li>Homeowners Association</li> <li>Individual</li> <li>Other (please specify)</li> </ul>	1.a.5 Please return the completed application form to:	Chief, Traffic Engineering Division Miami-Dade County Public Works Department 111 N.W. First Street, Suite 1510 Miami, Florida 33128-1970			For Office Use Only	Project Number	Date Preliminary Analysis Completed	Date of First Neighborhood Workshop	Director Action: () Favorable () Unfavorable Date of Project Implementation	Project Review Date:	

Exhibit "A" (Page 153 of 169)

MIAMIDADE

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This request is made on behalf of homeowners by:

1.8.4

Traff	Traffic Flow Modification(s)/Street Closure(s) Procedure APPENDIX VI	36
	Traffic Flow Modification/Street Closure Interdepartmental Review	
To:	Director, Public Works Department 111 N.W. 1 st Street, Suite 1610 <b>Miami, Florida 33128-1970</b>	
Me M	We have reviewed this request and hased on the reasoning stated shove, we recommend the	
follov	following action:	
	() Request Approved () Request Denied	
	Signature: Date:	
	Print Name:	
	Reviewing Agency:	
	Address:	
Plea	Please attach additional sheets as necessary.	
*	MIANTEDOR	
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Traffic Flow Modification(s)/Street Closure(s) Procedure	37
APPENDIX VII	
Sample Ballot 1: Traffic Circles, PWD Use	
February 1, 2008	
Mr. & Mrs. 0000 SW 00 Street Miami, Florida 33143-5952	
Dear Mr. & Mrs.	
OFFICIAL NEIGHBORHOOD <b>TRAFFIC CALMING</b> RESIDENT AND/OR PROPERTY OWNER BALLOT	
The Miami-Dade County Public Works Department (PWD) has completed a traffic study at NW 10 Avenue and NW 50 Street. As a result of this study, a <b>traffic circle</b> is being proposed for the intersection of <b>NW 10 Avenue and NW 50 Street.</b> (See attached sketch)	10
Should 100% of the residents and/or property owners adjacent to the proposed <b>traffic circle</b> concur with the proposed improvement, the PWD will proceed with the installation of this device, <u>at no cost to the residents</u> and/or property owners.	the <b>nts</b>
In the event that 100% of these residents and/or property owners fail to reach a consensus, PWD will not pursue this matter any further.	not
Please read through the ballot, check the appropriate box, complete the pertinent information and return this original ballot to PWD no later than <b>Friday, February 29, 2008</b> . A self-addressed return envelope with pre- paid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original, completed in ink.	his re- nal,
Bailot: I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box, FOR or AGAINST the installation of the proposed traffic circle at the intersection of NW 10 Avenue and NW 50 Street.	10 10
D FOR D AGAINST	
Signature Eroperty Address	
Print Name	1
Phone Number	1
Your presence is welcome at the opening and tabulation of the received ballot envelopes on Friday, March 7, 2008, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1 ^{at} Street, 15 th floor, rear conference room. Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.	M.
T:\TFMStreet Closures\Procedure R4 01 09.doc	8

Traffic Flow Modification(s)/Street Closure(s) Procedure	Page 38
APPENDIX VIII	
Sample Ballot 2: Traffic Calming Devices, PWD Use	
November 18, 2007	
Mr. & Mrs. 0000 SW 00 Street Miami, Florida 33143-5952	
Dear Mr. & Mrs.	
OFFICIAL NEIGHBORHOOD TRAFFIC CALMING RESIDENT AND/OR PROPERTY OWNER BALLOT	
The Miami-Dade County Public Works Department (PWD) in response to the request from the residents is proposing to construct a <b>median diverter</b> along SW 74 Street west of SW 52 Avenue in order to enforce the existing right turn restriction (See attached sketch).	om the residents is order to enforce the
Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed <b>median diverter</b> , PWD will proceed with the installation of this device <u>at no cost to the residents and/or property</u> <u>owners.</u> upon securing funding from the District Commissioner.	proposed <b>median</b> ts and/or property
In the event that two-thirds (2/3) of these residents and/or property owners fail to reach consensus, PWD will not pursue this matter any further.	insensus, PWD will
Please read through the ballot, check the appropriate box, complete the pertinent information, and return this original ballot to PWD no later than Friday, December 7, 2007. A self-addressed return envelope with prepaid postage is enclosed for your convenience. All submitted ballots (one ballot per lot) must be original and completed in ink.	ttion, and return this envelope with pre- nust be original and
Ballot: I, the undersigned resident and/or property owner do hereby indicate my preference by checking the appropriate box FOR or AGAINST the installation of the proposed median diverter along SW 74 Street west of SW 52 Avenue.	e by checking the 3 SW 74 Street west
EOR GAINST	
Signature	N
Print Name	
Phone Number	
Your presence is welcomed at the opening and tabulation of the received ballot envelopes on Friday, December 14, 2007, at 10:00 a.m., at the Stephen P. Clark Center, 111 NW 1 st Street, 15 th floor, rear conference room. Should you have any questions or require additional information, please contact Mr. Muhammed M. Hasan, P.E., Chief, Traffic Engineering Division, at (305) 375-2030.	/elopes on <b>Friday</b> , eet, 15 th floor, rear <b>ormation, please</b> 5) 375-2030.
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Traffic Flow Modification(s)/Street Closure(s) Procedure APPENDIX IX Sample Ballot 3: Residents/Property Owners and HOA Use		Page 39
OFFICIAL NEIGHBORHOOD TRAFFIC CALMING RESIDENTS' AND/OR PROPERTY OWNERS' BALLOT	IG LOT	
The Miami-Dade County Public Works Department (PWD), in response to the request for street closures, is proposing <b>haif closures at NE 88 St and NE 90 Street east of NE 10 Avenue</b> that will prevent vehicles from entering NE 88 Street and NE 90 Street from NE 10 Avenue (See attached sketch). Please note that initially the half closures will be constructed using signs, plastic batons and pavement markings in order to receive input from the residents and make any needed adjustments to the design. It will be revaluated after ninety (90) days. Subsequently, should this device be acceptable to all parties involved, it will be made permanent utilizing concrete curb and gutter.	to the request for s of NE 10 Avenue tha 0 Avenue (See attacting sing signs, plastic ba and make any nee ubsequently, should tilizing concrete curb	street at will tched atons eeded d this b and
Should two-thirds (2/3) of the affected residents and/or property owners concur with the proposed <b>half closures</b> , PWD will proceed with the installation of these devices.	concur with the propo	osed
All submitted ballots (one ballot per lot) must be original and completed in ink.	in ink.	
<b>Ballot:</b> We, the undersigned resident and/or property owner do hereby indicate our preference by checking the appropriate box <b>FOR</b> or <b>AGAINST</b> the installation of the proposed <b>half closure</b> along NE 88 St and NE 90 Street east of NE 10 Avenue.	ur preference by chec I <b>f closure</b> along NE 8	scking 88 St
Name: Address:		
Signature:		INST
Name: Address:		
Signature:	🗆 FOR 🔤 AGAINST	INST
Name: Address:		
Signature:	🗆 FOR 🗖 AGAINST	INST
Name: Address:		
Signature:	🗆 For 🔤 against	INST
Name: Address:		
Signature:		<b>UNST</b>
T XTFM/Street Closures/Procedure R4 01 09.doc	MIAMHOMDE	

Exhibit "A" (Page 158 of 169)

#### **APPENDIX F**

**Interlocal Agreement** 

## THIS INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS

FUNCTIONS (AGREEMENT), made and entered into this 2314 day of 400 USENENT), by and hereinafter referred to as the "TOWN" and MIAMI-DADE COUNTY ("COUNTY"), a political subdivision of between the TOWN OF CUTLER BAY, FLORIDA, a municipal corporation of the STATE OF FLORIDA, the STATE OF FLORIDA, MIAMI-DADE COUNTY.

#### WITNESSETH

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

COUNTY to allow it to perform the function of conducting engineering studies for the feasibility of traffic WHEREAS, the TOWN desires to assume the installation and maintenance responsibilities of certain traffic engineering functions pertaining to its local municipal streets only; and has requested the calming devices and installing traffic calming devices; and WHEREAS, the COUNTY has determined that the TOWN is both equipped and able to perform the traffic engineering functions as herein specified on its local streets; and WHEREAS the TOWN has, by proper resolution attached hereto as Exhibit "A" and by reference made a part hereof, authorized its office(s) to enter into this AGREEMENT.

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

The recitals set forth above are incorporated herein by reference.

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The TOWN will only install and maintain the following designated types of traffic control devices and/or signs and only on those local municipal streets operated and maintained by the TOWN within its boundaries and in accordance with COUNTY criteria:

a) Traffic Circles

b) Speed Humps

c) Historic Street Name Signs

d) Raised Intersections

- Traffic calming devices may be installed on local municipal streets only after an appropriate traffic engineering study has been performed and sealed and signed plans have been submitted to the Department of Transportation and Public Works ("DTPW)" of the COUNTY for its review and approval. ŝ
- Any such Traffic Calming Devices may be installed on local municipal streets after sealed and signed design plans have been reviewed and received written approval by the TOWN, through its Town Manager or his/her designee. Provided that such design plans utilize the standard County design attached as Exhibit "B", no additional review or 4

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

- The TOWN shall attach a decal to the back of the sign panels indicating the Town's ownership and date of installation. ഹ്
- The TOWN assumes sole and complete responsibility for the maintenance of all such Traffic Calming Devices that are installed by the TOWN within its boundaries. ശ്

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and all claims and damages arising from such installation, operation or maintenance of Traffic Calming Devices. All Traffic Calming Devices installed by the TOWN in operation or maintenance of said Traffic Control Devices, and hereby indemnifies to the claims, and/or injuries which may or are alleged to occur or arise out of the installation, extent allowed by 768.28, Florida Statutes, and saves harmless the COUNTY from any accordance with this AGREEMENT shall conform to the applicable requirements The TOWN assumes sole and complete liability for any and all accidents, damages, established by the following publications including latest revisions: the

Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation Federal Highway Administration

Transportation, Federal Highway Signs, U.S. Department of Standard Highway Administration A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)

U.S. Administration, Guide, Federal Highway An informational Department of Transportation Roundabouts:

Florida Roundabout Guide, Florida Department of Transportation

Florida Department of Transportation's Standard Specifications for Road and Bridge Construction

Handbook, Florida Department of Florida Bicycle Facilities Planning and Design Transportation

Miami-Dade County Public Works Standard Detail Manual

Procedure, Closure Modification(s) Street County Traffic Flow Revise January 2008, Exhibit "C" Miami-Dade

waiver of either the TOWN or the COUNTY'S Immunity or limitation of liability as provided pursuant to Section 768.28, Florida Statues, as may be amended from time to Notwithstanding any other term in this Agreement, nothing shall be deemed to be a time.

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- For installation of traffic control devices, the TOWN shall hire a COUNTY licensed contractor or perform the work in-house by the TOWN Public Works crew. പ്
- the northeast or northwest corner. Town historic street name signs shall be of a design name exists, then the TOWN shall first install their sign on a separate post, not to the Town sign. Subsequently, the Town shall remove the County's stop-top street name Street name signs installed at the intersection of two (2) local roads should be placed at Should the TOWN install street name signs at the same site where a stop-top street interfere with any other traffic sign, other corners of the intersection may be used for signs by an approved sign contractor. All signs and hardware removed shall be dismantled and returned to the Traffic Signals and Signs Division of the County's DTPW. approved by DTPW. In-street pedestrian crossing signs placed on pavement shall not be metal type. Ц.
- The TOWN shall be responsible for keeping records of any and all installation and repairs, and furnishing pertinent documents as and when said records may be requested by the County. Ľ.
- installed by the Town while this Agreement was in effect. Prior to the termination of this Agreement, however, the Town may elect to remove any one or all Traffic Calming terminate this Agreement, with or without cause and/or convenience of the terminating party, upon thirty (30) business days written notice; provided, however, the Town shall continue to maintain, repair, and be responsible for any traffic calming devices and signs Devices installed by the Town; provided the Town shall restore the roadway and area in which the Traffic Calming Devices was located to the condition that existed before the Either the Town or the County may, in their respective sole and complete discretion, Town's installation. 5
- Upon written notification by the County, the Town shall immediately remove any Traffic Calming Device, at the TOWN'S sole cost and expense that is not in compliance with the terms of this Agreement. ų
- Any notice or communication required hereunder shall be addressed to the following: 14.

Miami-Dade County

TO COUNTY:

Attention:Director, Miami-Dade CountyTransportation and Public Works DepartmentT11 NW First Street, Suite 1640Miami, Florida 33128Miami, Florida 33128(305) 375-2960TO TOWN:Town of Cutler BayAttention:Town Manager, Town of Cutler BayAttention:Town Manager, Town of Cutler Bay

Cutler Bay, Florida 33189

(305) 234-4262

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

HARVEY RUVIN CLERK OF THE BOARD ATTEST:

BY: COUNTY DEPUTY CLERK

Approved as to form and legal sufficiency

County Attorney B≺:

ATTEST:

Debra E. Eastman Town Clerk g BY:

(AFFIX TOWN SEAL)

Approved by Town Attorney as to form and legal sufficiency.

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

Town Resolution # 17-09

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

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BY/ XL House County Mayor or County Mayor's Designee



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

8 July Ø B≺:

Kafael G. Casals Town Manager

## **RESOLUTION NO. 17-09**

STREETS; ON; AND OL TOWN OF CUTLER BAY, **AUTHORIZING THE TOWN MANAGER** INTERGOVERNMENTAL **MIAMI-DADE** PERFORM CERTAIN TRAFFIC ENGINEERING NMOL NMOL AUTHORIZATION; **UNN** PROVIDING FOR AN EFFECTIVE DATE. UN TOWN-OWNED FOR ATTENT THUE THE MAYOR WITH AUTHORIZING AGREEMENT AN THE NO OF EXECUTE COUNCIL OF RESOLUTION FUNCTIONS PROVIDING FLORIDA. COUNTY AGENCY 2

WHEREAS, the Town is composing a Traffic Calming Master Plan for the purpose of identifying opportunities to improve and reduce traffic within the Town; and WHEREAS, the Town has hosted four Traffic Calming Public Involvement Meetings where Town residents expressed their desire for the Town to install and maintain certain traffic control devices within the Town's boundaries along municipal streets; and WHEREAS, pursuant to Section 2-96.1 of the Miami-Dade County (the "County") Code, all traffic control and traffic engineering services in the County are under the exclusive jurisdiction of the County, and WHEREAS, Section 2-96.1 of the County Code allows the County to enter into an Intergovernmental Agency Agreement to permit an adequately equipped municipal agency to assume certain traffic control functions; and WHEREAS, traffic control devices and signs will aide in improving and calming local traffic within Town streets; and

responsibilities and jurisdiction over the installation, maintenance, and use of certain WHEREAS, the execution of the Intergovernmental Agency Agreement, in substantially the form attached hereto as Exhibit "A", will give the Town enhanced traffic caiming devices; and WHEREAS, the County has determined that the Town's Public Works Staff is both equipped and able to perform the traffic calming functions as herein specified on its municipal streets; and WHEREAS, the Town Council finds that this Resolution is in the best interest of the health, safety and welfare of the residents of the Town.

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

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

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

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

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

PASSED and ADOPTED this 15th day of February, 2017.

PEGGY Mayor

Attest:

Debra E. Eastman Interim Town Clerk

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

WEISS SEROTA HELFMAN

WEISS SERGTA HELFMA COLE & BIERMAN, P.L. Town Attorney

Exhibit "A" (Page 3 of 3)

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

FINAL VOTE AT ADOPTION:

.

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

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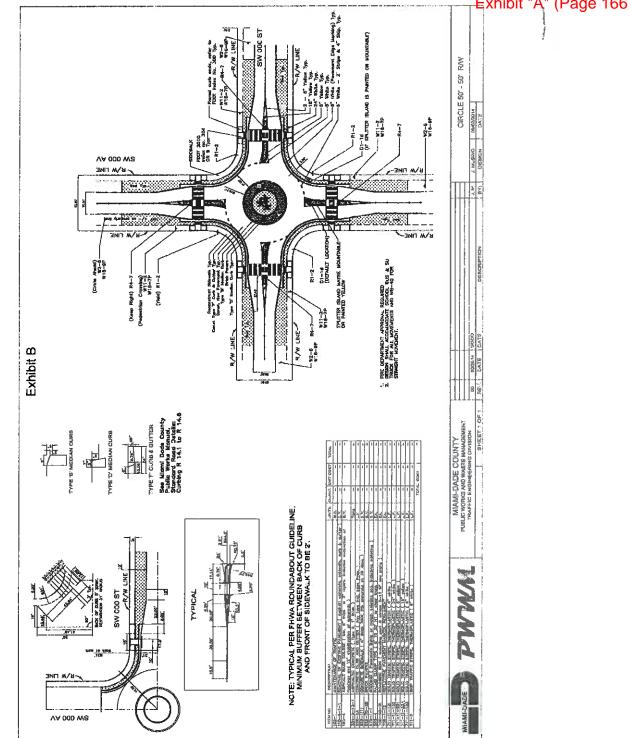
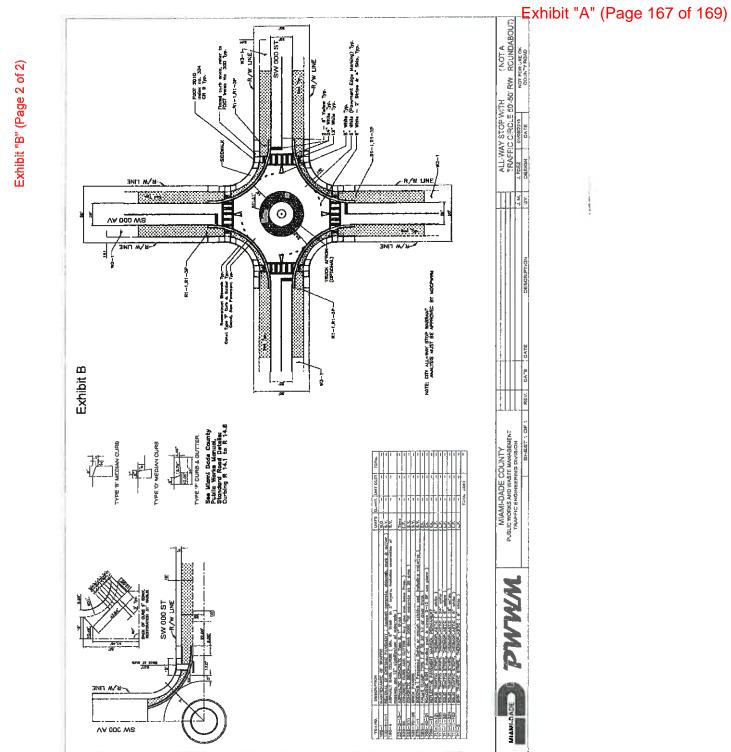


Exhibit "B" (Page 1 of 2)

Exhibit "A" (Page 166 of 169)



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

Page 12

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

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

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

## **Required Concurrence:**

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

thirds (2/3) of the affected residents and/or property owners, who elected to vote (ballots Traffic Flow Modifications other than Traffic Circles: Requires concurrence of tworeceived). Non-voters are not counted (ballots not returned). Municipal Jurisdictions: In lieu of concurrence from the affected residents and/or property owners, a municipality may pass a resolution after a public hearing requesting PWD to consider the proposed traffic flow modification(s)/street closure(s). The affected area within unincorporated Miami-Dade County will be established by the County's staff. If the location falls within a municipality, the affected area will be established by both the City's and the County's staff. The affected area may include, but is not limited to, those properties where normal travel routes to and from the affected area are to be altered by the traffic flow modification(s)/street closure(s) and/or properties that are significantly impacted by the diverted traffic.

- <u>s</u> If concurrence from the required affected residents and/or property owners required, proceed to next step. 1.6.a
- If concurrence from the required affected residents and/or property owners is not required, proceed to Step 1.8. 1.6.b

## 1.7. Approval of the Plan by Homeowners

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



Page 13		A Lack Class 1 P
Traffic Flow Modification(s)/Street Closure(s) Procedure	flow modification(s)/street closure(s).	1 T T I I I I I I I I I I I I I I I I I

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

## implementation of Temporary Traffic Calming Measures 1.8

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

# 1.9 Evaluation of Temporary Traffic Calming Measures:

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

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

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

# 1.10 Design of Permanent Traffic Calming Devices

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

# 1.11 Installation of Permanent Traffic Calming Devices

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

