

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Public Safety and Neighborhood Quality of Life Committee Members

FROM: Eric Carpenter, City Manager

DATE: November 6, 2024

TITLE: **DISCUSS THE POTENTIAL INSTALLATION OF SPEED TABLES ON 47TH STREET IN ORDER TO REDUCE TRAFFIC SPEEDS AND INCREASE ROAD SAFETY**

RECOMMENDATION

The City Administration ("Administration") recommends that the Public Safety and Neighborhood Quality of Life Committee ("PSNQLC" or "Committee") discuss this item and endorse the Administration's recommendation to explore the installation of rubberized speed cushions on 47 Street as a temporary traffic calming measure to reduce traffic speeds and increase road safety.

BACKGROUND/HISTORY

At the June 26, 2024 City Commission meeting, at the request of Commissioner David Suarez, the Mayor and City Commission ("City Commission") referred an agenda item (C4 AJ) to the PSNQLC to discuss the potential installation of speed tables on 47 Street in order to reduce traffic speeds and increase road safety.

47 Street is a local collector roadway in the Mid Beach portion of the City of Miami Beach ("City"). This roadway provides east/west connectivity between Pine Tree Drive on the east and North Bay Road on the west, and traverses the Orchard Park neighborhood on the eastern portion and the Nautilus neighborhood on the western portion. 47 Street is owned, operated, and maintained by the City; notwithstanding, pursuant to the Miami-Dade County ("County") Home Rule Charter, the County has jurisdictional authority and purview over traffic engineering functions, traffic flow, and traffic control devices on local roadways, including within municipalities.

The current posted speed limits on 47 Street are 25 miles per hour and 30 miles per hour, depending on the location. There is an existing roundabout at 47 Street and Michigan Avenue in the Nautilus neighborhood that was constructed in 2022 as part of the Nautilus Neighborhood Traffic Calming General Obligation Bond ("GOB") Project. Furthermore, the 47 Street corridor currently has green bicycle lanes in both directions from Pine Tree Drive on the east to Alton Road on the west.

ANALYSIS

The Transportation and Mobility Department recently completed the Orchard Park Neighborhood Traffic Calming Study ("Traffic Study") to identify streets in the neighborhood experiencing speeding and/or high cut-through traffic volumes; determine whether and where traffic calming measures are warranted; and determine the type of traffic calming measure(s) for each identified location to reduce speeding and/or cut-through traffic in the neighborhood. The Traffic Study area encompasses the Orchard Park neighborhood, which is bounded by 41 Street to the south, 47 Street to the north, Pine Tree Drive to the east, and Prairie Avenue/Chase Avenue to the west.

As part of the Traffic Study, a scoring system was developed to prioritize the proposed traffic calming recommendations on individual roadway segments and intersections, based on the daily traffic volumes, 85th percentile speed, crashes, and complaints received from residents. The segment of 47 Street between Post Avenue and Royal Palm Avenue, as well as the intersection of 47 Street and Prairie Avenue were ranked highest in priority under the scoring system. This highlights the need for additional traffic calming improvements on 47 Street.

While 47 Street was evaluated as part of the Traffic Study, and the data collected warrants traffic calming measures, given it is classified by the County as a major collector roadway, it was not eligible for installation of traffic calming devices pursuant to County criteria at the time the Traffic Study was conducted. However, since that time, the Transportation and Mobility Department has successfully collaborated with the County and negotiated an Intergovernmental Agency Agreement (“IAA”) which delegates authority to the City, pursuant to Sections 2-95 and 2-96.1 of the County Code, to install and maintain traffic calming measures and other related traffic control signs on collector residential streets operated, maintained and owned by the City.

The Transportation Department recently engaged H.W. Lochner, Inc. (“Consultant”), one of the City’s pre-qualified rotational transportation consultants, to proceed with the final design development phase of the Orchard Park Traffic Calming Project (“Project”), based on the recommendations of the Traffic Study. Given the IAA with the County, Transportation and Mobility Department staff will work with the Consultant to incorporate traffic calming measures along 47 Street during the design development phase of the Project, which commenced in September 2024. The design development phase is anticipated to take approximately one (1) year to complete, pending County review and approval of the design plans.

The design phase will include community outreach and surveys of property owners affected by the proposed traffic calming devices. It is important to note that neighborhood-wide traffic calming projects require extensive coordination with individual property owners affected by the proposed traffic calming devices on each block in order to obtain concurrence, which is a requirement of the County. Moreover, pursuant to the City’s traffic calming manual, if a proposed traffic calming device affects two (2) properties across from each other, the owners of both properties must concur with the installation of the proposed traffic calming device. If one of the affected property owners opposes the proposed device, the installation of the traffic calming device cannot proceed. Consequently, the City explores the feasibility of a suitable alternate location and, if one is identified, the City approaches those affected property owners for concurrence, and so forth. Often, an alternative location is not feasible due to a variety of reasons, including, but not limited to, proximity to the closest intersection, conflicts with existing driveways, utilities, or drainage structures, or other engineering considerations.

To reduce vehicular speeds and improve safety on 47 Street in the short-term, the Transportation and Mobility Department will explore the potential installation of temporary rubberized speed cushions along 47 Street in advance of the permanent Project. However, it is important to note that County review and approval is required prior to the installation of the temporary rubberized speed cushions.

FISCAL IMPACT STATEMENT

The estimated cost for design and implementation of two (2) temporary rubberized speed cushions along 47 Street is approximately \$55,000. Funding has not been identified, budgeted, or appropriated at this time. Should the PSNQLC recommend, and the City Commission approve moving forward with these improvements, the Administration will prioritize the project, subject to appropriation through a FY 2025 budget amendment.

Does this Ordinance require a Business Impact Estimate?
(FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on .

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notices/>

FINANCIAL INFORMATION

TBD

CONCLUSION

Should the PSNQLC recommend that the Administration move forward with the potential installation of temporary rubberized speed cushions along 47 Street, the Administration will bring the PSNQLC's recommendation, including a cost estimate, to the City Commission for acceptance via a City Commission Resolution. Subsequently, the Transportation and Mobility Department will proceed with the design and permitting of the temporary rubberized speed cushions on 47 Street for County review and approval prior to installation.

Applicable Area

Middle Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?

No

Is this item related to a G.O. Bond Project?

No

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? No

If so, specify the name of lobbyist(s) and principal(s): N/A

Department

Transportation and Mobility

Sponsor(s)

Commissioner David Suarez

Co-sponsor(s)

Condensed Title

Discuss Potential Installation Speed Tables on 47th St.

C4 AJ REFERRAL TO THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE TO DISCUSS THE POTENTIAL INSTALLATION OF SPEED TABLES ON 47TH STREET IN ORDER TO REDUCE TRAFFIC SPEEDS AND INCREASE ROAD SAFETY.



COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Commissioner David Suarez

DATE: June 26, 2024

TITLE: REFERRAL TO THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE TO DISCUSS THE POTENTIAL INSTALLATION OF SPEED TABLES ON 47TH STREET IN ORDER TO REDUCE TRAFFIC SPEEDS AND INCREASE ROAD SAFETY.

RECOMMENDATION

N/A

BACKGROUND/HISTORY

As a densely populated urban area that hosts throngs of visitors each day, extreme demand is consistently placed upon the City's roadways. Moreover, many residents continue to complain about motor vehicle drivers who speed and weave in and out of traffic in many residential areas, including 47th street.

Speed tables are a traffic safety tool designed to slow traffic speeds, improve pedestrian safety and reduce the risk of accidents on roadways. Public safety is of the utmost importance and drivers who speed, or engage in reckless or careless driving, unnecessarily endanger many lives.

This referral is to request that the City Administration, including the Transportation and Mobility Department and the Police Department be prepared at Committee to discuss the possibility of installing speed tables on 47th street, along with any concerns and costs associated with such installations.

ANALYSIS

N/A

FISCAL IMPACT STATEMENT

N/A

Does this Ordinance require a Business Impact Estimate?
(FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on . See BIE at:
<https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

FINANCIAL INFORMATION

N/A

CONCLUSION

N/A

Applicable Area

Middle Beach

**Is this a “Residents Right to Know” item,
pursuant to City Code Section 2-17?**

No

**Is this item related to a G.O. Bond
Project?**

No

**Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481,
includes a principal engaged in lobbying?** No

If so, specify the name of lobbyist(s) and principal(s):

Department

Office of Commissioner David Suarez

Sponsor(s)

Commissioner David Suarez

Co-sponsor(s)