



# MIAMI BEACH

## **NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE MEETING**

SUPPLEMENTAL MATERIAL

CITY MANAGER'S LARGE CONFERENCE ROOM, 4<sup>TH</sup> FLOOR, CITY HALL

JANUARY 28, 2013 3:00PM

Neighborhood/Community Affairs Committee  
Commissioner Edward L. Tobin, Chairperson  
Commissioner Jerry Libbin, Vice-Chairperson  
Commissioner Jorge Exposito, Member  
Commissioner Jonah Wolfson, Alternate

### **SUPPLEMENTAL MATERIAL FOR ITEM #1**

#### **Discussion Concerning The Flamingo Park Neighborhood Becoming Florida's Most Pedestrian Friendly Neighborhood.**

*Commission Item C4D, April 13, 2011*

*(Requested by Commissioner Góngora)*

*On the agenda for NCAC July 30, 2012 however not discussed*

Fred Beckmann, Public Works Department Director

c: Mayor and Members of the City Commission  
Jose Smith, City Attorney  
Duncan Ballantyne, Assistant City Manager  
Jorge Gomez, Assistant City Manager  
Max Sklar, Acting Assistant City Manager  
Rafael E. Granado, City Clerk  
Stephen Scott, Building Department Director  
Hernan Cardeno, Code Compliance Division Commander  
Barbara Hawayek, Customer Service Manager  
Carla Gomez, Special Projects Administrator



## COMMITTEE MEMORANDUM

TO: Neighborhood / Community Affairs Committee

FROM: Kathie G. Brooks, Interim City Manager *KGB*

DATE: January 28, 2013

SUBJECT: **FLAMINGO PARK BECOMING FLORIDA'S MOST PEDESTRIAN FRIENDLY NEIGHBORHOOD**

The Flamingo Park Neighborhood Association (FPNA) has resolved to make the Flamingo Neighborhood the most pedestrian friendly neighborhood in the State of Florida. The FPNA is advocating for certain changes in the streetscape and is seeking a commission resolution directing the Administration to pursue this goal. Specifically, the FPNA has recommendations that it believes will slow drivers and improve the pedestrian environment and desires that the Commission direct staff to implement them.

### **BACKGROUND**

The FPNA worked with the Highway Safety Research Center associated with the University of North Carolina on a program to create a more livable and walkable community. Through that program, the FPNA determined that it would set a goal to be the most pedestrian friendly neighborhood in Florida.

The FPNA then undertook an effort to convert this goal into actionable items. This effort resulted in the FPNA Pedestrian Initiative that had five general goals that were then broken down into multiple specific recommendations. The five general goals are:

1. Calm and reduce aggressive driving
2. Make crosswalks pedestrian friendly
3. Improve sidewalks
4. Improve street signage
5. Further traffic calming and reducing measures

These goals align with the Flamingo Neighborhood Basis of Design Report (BODR), which recognized the pedestrian nature of the neighborhood. The BODR has a primary objective to improve pedestrian safety and mobility.

As a consequence, many of the specific recommendations are already incorporated into the plans for the Neighborhood Improvement Projects. These include narrowing travel lane widths, adding bulbouts, adding high visibility and textured crosswalks at intersections, planting more landscaping, widening sidewalks, adding pedestrian lighting, planting shade trees, and improving crosswalks to improve walkability. The City has also renewed its agreement with Miami-Dade Transit to continue the South Beach Local, has built new parking structures to increase park and ride opportunities, and is conducting a study to make Espanola Way pedestrian only between Drexel Avenue and Washington Avenue.

The FPNA is also requesting that the Commission direct staff to implement the following:

- Neighborhood speed limit of 25 mph or less
- All-way stop signs at all intersections
- Large welcome signs emphasizing the pedestrian culture
- Pace cars

## **ANALYSIS**

Staff and the FPNA have been working together on multiple Neighborhood Improvement Projects that balance the heavy pedestrian traffic in the neighborhood with the unavoidable need for vehicles.

### 25 mph Speed Limit

Staff believes that setting a 25 mph speed limit is not an effective way to slow traffic and would contribute to neighborhood sign pollution. The speed limit is only one factor in the regulating the speed of traffic on a street. The geometry of the roadway is more important. Within the Flamingo Neighborhood, the City is narrowing travel lane widths, adding bulbouts and textured crosswalks at intersections, and planting more landscaping along the streets.

Further, the speed limit in the City is 30 mph unless otherwise posted. To enforce a 25 mph speed limit, the signs would need to be posted at least at all of the entries into the neighborhood, which are 32 locations. These signs would likely need to be supplemented with signs inside the neighborhood. If one sign was needed in each direction on each block, over 100 additional signs would be required. Signs would likely also be required at every exit from the neighborhood allowing the resumption of the 30 mph speed limit, which would result in 32 more signs.

Because of the planned improvements that will calm traffic and the number of signs needed to enforce a 25 mph limit, it is recommended that the City wait to see the impacts of the traffic calming that result from the Neighborhood Improvement Projects. If they are effective, there will be no need to install the speed limit signs. Should there still be an issue after completion of the projects, this recommendation can be re-considered.

### All-way Stop Signs

At the behest of the Flamingo Park Neighborhood Association, in early 2011, the City requested that Miami Dade County Public Works and Waste Management Department (County) conduct a comprehensive traffic study for the Flamingo Park neighborhood to determine whether traffic calming/traffic safety measures are warranted.