



**Town of Surfside**  
**Town Special Commission Meeting**  
**Hedges and Corner Visibility (Sight Triangle) at Intersection**  
**AGENDA**  
**June 19, 2014**  
**7 p.m.**  
Town Hall Commission Chambers - 9293 Harding Ave, 2<sup>nd</sup> Floor  
Surfside, FL 33154

**1. Opening**

- A. Call to Order**
- B. Roll Call of Members**
- C. Pledge of Allegiance**
- D. Discussion on Hedges and Corner Visibility (Sight Triangle) at Intersection – Joe Damian, Code Compliance Director**
- E. Commission Direction**

**2. Adjournment**

Respectfully submitted,

Michael P. Crotty  
Town Manager

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THIS MEETING IS OPEN TO THE PUBLIC. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, ALL PERSONS THAT ARE DISABLED; WHO NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS MEETING BECAUSE OF THAT DISABILITY SHOULD CONTACT THE OFFICE OF THE TOWN CLERK AT 305-861-4863 EXT. 226 NO LATER THAN FOUR DAYS PRIOR TO SUCH PROCEEDING.

IN ACCORDANCE WITH THE PROVISIONS OF SECTION 286.0105, FLORIDA STATUTES, ANYONE WISHING TO APPEAL ANY DECISION MADE BY THE TOWN OF SURFSIDE COMMISSION, WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH RECORD SHALL INCLUDE THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

AGENDA ITEMS MAY BE VIEWED AT THE OFFICE OF THE TOWN CLERK, TOWN OF SURFSIDE TOWN HALL, 9293 HARDING AVENUE. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE TOWN CLERK AT 305-861-4863. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE TOWN WEBSITE AT [www.townofsurfsidefl.gov](http://www.townofsurfsidefl.gov)

TWO OR MORE MEMBERS OF OTHER TOWN BOARDS MAY ATTEND THIS MEETING.

THESE MEETINGS MAY BE CONDUCTED BY MEANS OF OR IN CONJUNCTION WITH COMMUNICATIONS MEDIA TECHNOLOGY, SPECIFICALLY, A TELEPHONE CONFERENCE CALL. THE LOCATION 9293 HARDING AVENUE, SURFSIDE, FL 33154, WHICH IS OPEN TO THE PUBLIC, SHALL SERVE AS AN ACCESS POINT FOR SUCH COMMUNICATION.



## Town of Surfside Special Commission Meeting

**Agenda Date:** June 19, 2014

**Subject:** Hedges and Corner Visibility (Sight Triangle) at Intersections

### **BACKGROUND:**

On June 5, 2014, the Administration held a public meeting and met with a group of approximately 9 interested residents in an effort to obtain their input, suggestions, recommendations with regard to existing Town Code and policy related to enforcement of hedge heights and corner visibility (sight-triangle) issues. The residents were given the opportunity to take the lead on discussions and were encouraged to present perspectives, and their recommended alternative solutions to the Town's existing ordinance and policies.

The Residents also requested that the Administration reach out to several neighboring and local municipalities to assess their Ordinance and enforcement policies. The results of that inquiry are attached hereto as Exhibit "A".

Exhibit "B" attached hereto includes the report entitled "Draft Sight Triangle Code Alternatives and Safety Recommendations" prepared by residents and presented at the June 5 meeting and other support documentation provided by residents at the meeting.

The following are some of the resident recommended alternatives, and the Administration's comments on each:

- Installing four-way stops at intersections
  - *The Administration can provide an estimate of cost on all intersections (or alternatively on specific intersections of most concern)*
- Moving stop-bars and stop signs closer to the intersections
  - *The Administration can provide an estimate of cost on all intersections (or alternatively on specific intersections of most concern)*
- Installing traffic calming devices
  - *The Administration can provide an estimate of cost on roadways of most concern*
- Installing concrete landscape islands (bump-outs)
  - *Not recommended, it may not be a financially viable alternative due to cost and limited size of rights-of-way*
- Treating each intersection, on a case-by-case basis
  - *Would require review and recommendation from a traffic engineer on a case-by-case basis. Cost of such a program would have to be determined, and determination of having it done in-house, contracted out, or allowing the property owner requesting relief to absorb the cost (or supplement the cost)*
- Reducing the size of the sight triangle

- *May be an option, but not all properties may benefit from this to the extent being sought*
- *Legal opinion should be sought on: 1) liability exposure, if any; and 2) Town's legal obligation, if any, to enforce Florida Green Book compliance requirements*
- Discontinue enforcement in perpetuity
  - *Legal opinion should be sought on: 1) liability exposure, if any; and 2) Town's legal obligation, if any, to enforce Florida Green Book compliance requirements*
- More holistically address the traffic safety issue by a review of: 1) existing traffic patterns; 2) ingress and egress routes through the residential areas; 3) consideration of "one way street" alternatives; 4) not allowing commercial traffic through residential streets; or 5) "gating" the entire community.
  - *This would require a more comprehensive and extensive review and study and would not immediately address the issue of corner visibility.*
- Code provisions that address street-front hedge heights, in general, including interior-lots should also be relaxed to allow all property owners more privacy
  - *This item, although not directly related to sight-triangles, could be reviewed and considered, but would require Planning and Zoning review.*
- Once a mutually agreed upon solution is reached the residents would like some assurance that a future commission won't repeal or change it again.
  - *The Administration cannot guarantee this*
  - *Legal opinion should be sought on whether this is a legally available path, and if so, how it may be arrived at.*

**CONCLUSION:**

Based on the residents' comments and recommendations, the lack of consensus to date, and the desire to bring this matter to closure, the Administration proposes consideration of a multi-component approach that would include: 1) decreasing the size of the sight-triangle to 15 feet, in keeping with other jurisdictions that may have similar property configurations; 2) relocating stop signs and stop bars at intersections that are considered to have higher degree of sight-line obstruction; 3) installing traffic calming devices on the most heavily travelled roadways; and 4) in cases where the obstructions are considered to be of a higher safety concern, have a professional traffic engineer provide guidance on a case-by-case basis.

Notwithstanding these proposed solutions, it is recommended that, an opinion be sought with regard to any potential exposure to additional liability of implementing this program and the Town's responsibility, if any, to enforce Florida Green Book compliance requirements.

*Prepared while out of Town.*  
 Code Compliance Director  
*Joe Damien - skn.*

*Michael Ciotty*  
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 Town Manager

Attachments:

- Exhibit "A"
- Exhibit "B"

In response to the residents' request at the June 5, 2014, Sight Triangle/Corner Visibility Meeting with the Town Administration, staff reached out to several other jurisdictions. Below are excerpts from the respective jurisdiction's Code of Ordinances and the responses received from staff of said jurisdictions regarding their enforcement policies. (Please note that responses are italicized and follow the respective Ordinance excerpts, and same were provided verbally by staff that responded from the respective jurisdiction and may not be the formal and official position of said jurisdictions)

## Key Biscayne

### **Sec. 21-11. Restrictions on the placement of Landscape Materials in the Public Rights-of-Way.**

(c) Line-of-Sight Triangles. There shall be maintained a Line-of-Sight Triangle which shall be an isosceles triangle with sides ten feet along the edge of the driveway and the edge of the street. In cases where a sidewalk exists, an additional Line-of-Sight Triangle with sides five feet along the edge of the driveway and the edge of the sidewalk shall be maintained. Within the Line-of-Sight Triangle Landscape Materials shall be maintained at a height not to exceed 2½ feet or with the lowest tree limb at least six feet above the ground.

*Yes, this is a provision that is enforced. There was a complaint about a year back that led to conducting a survey of the entire village. Generally, with businesses it is proactively enforced and complaint-based for residential areas.*

## Miami Shores

Sec. 518. Fences, walls and hedges.

Fences, walls and hedges may be located within any yard, including the margining thereof, subject to the following requirements:

(1) Maximum height: Three and one-half in any required front yard, five feet in any required side yard or rear yard; except that:

b. No such feature higher than three and one-half feet shall be established or maintained, whether previously existing or not, on any corner plot within a distance of 20 feet, measured along plot lines, from the point of intersection of the street lines bounding the plot;

*Yes, we currently enforce these provisions; proactively and in respond to complaints. Residents do not complain about this much, so this issue to more proactively enforced.*

## **South Miami**

### 20-3.6 Supplemental regulations.

(G) Triangles of Visibility. (1) On any corner lot in a residential district, nothing shall be erected, located, planted or allowed to grow and no vehicle shall be parked which materially impedes vision between a height of three (3) feet and six (6) feet within the area bounded by the two intersecting street rights-of-way lines and a diagonal line drawn joining said rights-of-way lines twenty (20) feet from their point of intersection. (2) At the intersection of any alley or driveway and a street in any residential district, nothing shall be erected, located, planted or allowed to grow and no vehicle shall be parked which materially impedes vision between a height of three (3) feet and six (6) feet within the area bounded by the street or alley right-of-way lines or a line drawn along the interior pavement edge of the driveway and a diagonal line joining said lines ten (10) feet from their point of intersection. (3) Subject to subsections (1) and (2) above, fences, walls and vegetation may be permitted in any required yard setback area, or along the edge of any yard, provided the fence, wall or vegetation does not materially impede vision between vehicular or pedestrian traffic. (4) In any required yard setback area, nothing permanent over three (3) feet high may be installed which materially impedes vision between vehicular or pedestrian traffic.

*Yes these provisions are enforced, a mixture of both what is seen and what complaints are received.*

## **Miami Beach**

### Sec. 142-1135. Corner visibility.

On a corner lot, there shall be no structure or planting which obstructs traffic visibility between the height of two feet and ten feet above the street corner grade, within the triangular space bounded by the two intersecting right-of-way lines and a straight line connecting the right-of-way lines 15 feet from their intersection.

*Yes, this provision is enforced but there is a lot of pushback, due to other circumstances (historical fixture, resistance of compliance etc.) Violations occur in some areas more than others (Middle Beach); predominantly complaint-based, but they are very proactive. Statistically, last year there was a caseload of 20K, encroachments less than 100 cases.*

## **Coconut Grove (Miami)**

Visibility triangle means an area on private property and within the public right-of-way where any material obstruction to visibility is prohibited which would result in concealment of a child over 2½ feet in height approaching an intersection, or would conceal an approaching automotive vehicle or cyclist from such a child. The visibility triangle shall be measured in accordance with § 908.11 of the City of Miami Zoning Ordinance and includes the area bounded by the extension of the diagonal vision clearance line to the centerline of the intersecting streets and shall be required at all street intersections and applicable intersections of driveways with streets.

*Yes, there is a provision about visibility triangles, which is enforced on both corner properties and businesses. 90% of time from complaints whether internal (Public Works or residents.)*

### **Bal Harbour**

Sec. 21-358. Walls, fences and landscape plantings.

e) Hedges of living vegetation in the P.C. District may be kept and maintained with the same limitations for walls in said district. In all other districts, hedges may be kept and maintained without any height limitation, provided such hedges are neatly trimmed and do not interfere with traffic or visibility on public rights-of-way.

*Yes, there is an ordinance. However, there has been no need to enforce, as it has not been an issue.*

### **Bay Harbor Islands**

Sec. 24-14. Responsibilities of owners or occupants.

All buildings vacant or occupied shall comply with the following requirements:

g) No trees, hedges, bushes, shrubbery, or any other planted materials, shall be placed or maintained in such a way that it interferes with the safe visibility and free movement of drivers and pedestrians.

*Since the residents comply with the maintenance of hedges provision within the ordinance, there has not been a violation of the ordinance mentioned above while the respondent has been there. These provisions are enforced, both proactively and in response to complaints.*



# Town of Surfside Sight Triangle Code Alternatives & Safety Recommendations

June 5, 2014

**DRAFT**

*Surfside Citizens Commission for  
Residential Safety & Security*



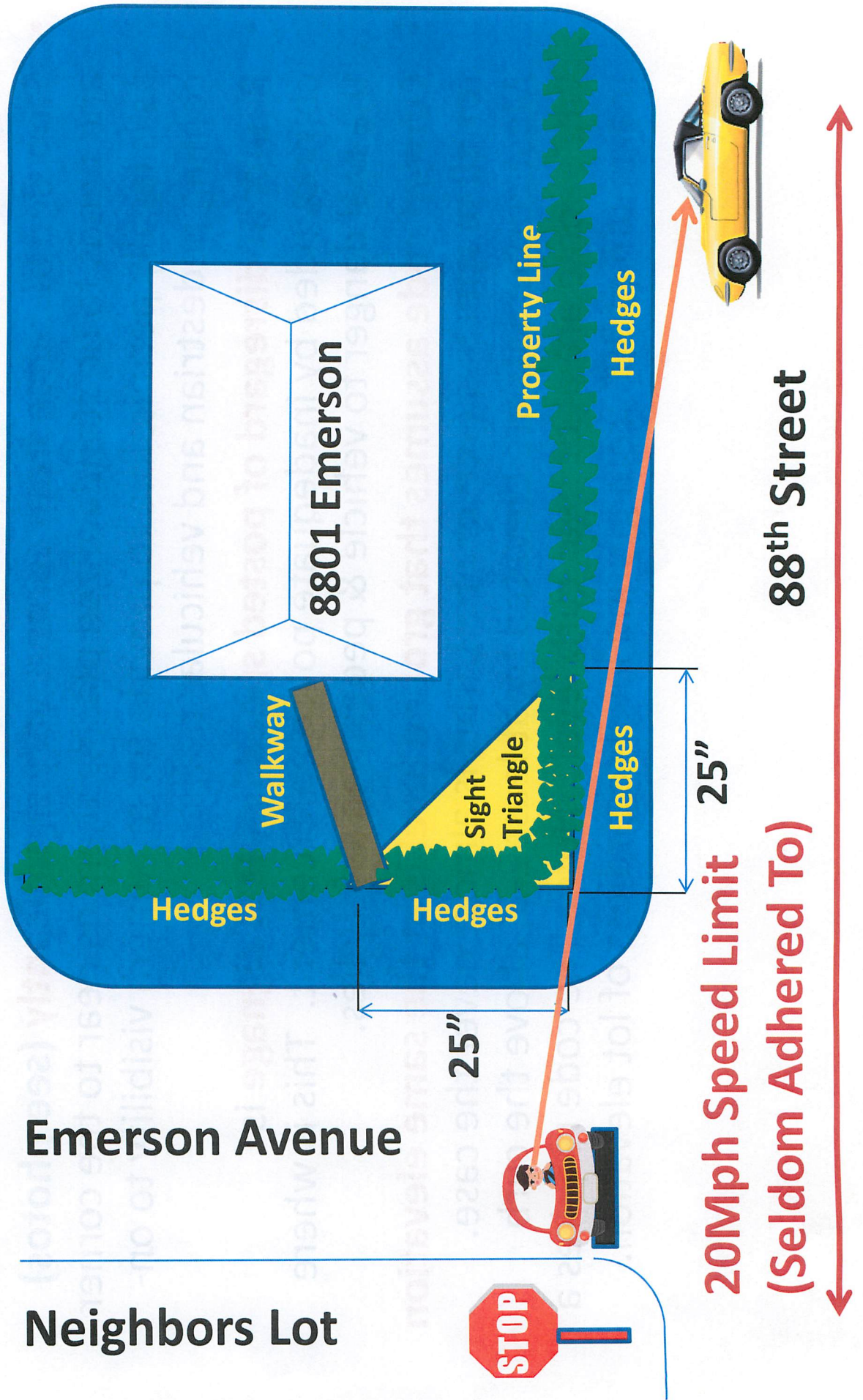
# Major Code Issues & Concerns

- **Current code does little or nothing to improve visibility on corner lots (see diagram). Example:** Cars stopped on Emerson @ 88<sup>th</sup> Street have a clear line of sight past the sight triangle allowing visibility of all oncoming traffic.
- **Not one single pedestrian accident has EVER been reported at the corner lots** during the MANY, MANY years where the Sight Triangle code was NEVER enforced!
- **The Sight Triangle code dramatically reduces home & property security, children's safety and eliminates home-owner privacy** on the corner lot properties. The net effect of it is the creation of an un-obscured view into the lot, the elimination of a significant barrier which prevents our children from running into the streets while playing and creates and open invitation for thieves or other trespassers seeking easy access onto our properties.

# Major Code Issues & Concerns... Contd.

- **Stop sign distance from corners vary significantly (see photos)** and needs to be standardized placing them as near to the corner as is legally permissible to provide for maximum visibility to on-coming pedestrian and vehicular traffic.
- **Rampant disregard of posted speed limits & signage** is compounded by inadequate police enforcement. This is where the real danger to vehicle & pedestrian safety lies.
- **Current code assumes that ground level is at the same elevation for all properties (see photos).** This is almost never the case. Most corner lots are elevated by at least 2-3' above the curb while some are at or near curb level. Note: The code requires a maximum of 30" from ground level regardless of lot elevation.

# Current Example: Unobstructed View of On-coming Traffic (8801 Emerson)



# Observations/ Examples

- Small children frequently cannot be seen by on-coming traffic as they are below the combined heights of the grade plus hedge, plus curb height giving a false sense of security to on-coming traffic. The net effect sometimes causes drivers to actually drive faster!
- Uncontrolled speeding is rampant on 88<sup>th</sup> street and elsewhere.
- Cars stopped at the stop sign on Emerson already have an unobstructed view past the actual sight triangle allowing for good visibility to traffic and pedestrians in both directions.
- Radical reduction of existing hedges on any property, corner lot or otherwise) is unsightly as some plantings cannot survive and recover very slowly (corner Emerson Ave. & Harding and 88<sup>th</sup>) causing property values to drop significantly and reduce the overall beauty of our community. Lush foliage is highly desirable and increases property values such as is the case in communities like Coral Gables and Coconut Grove.

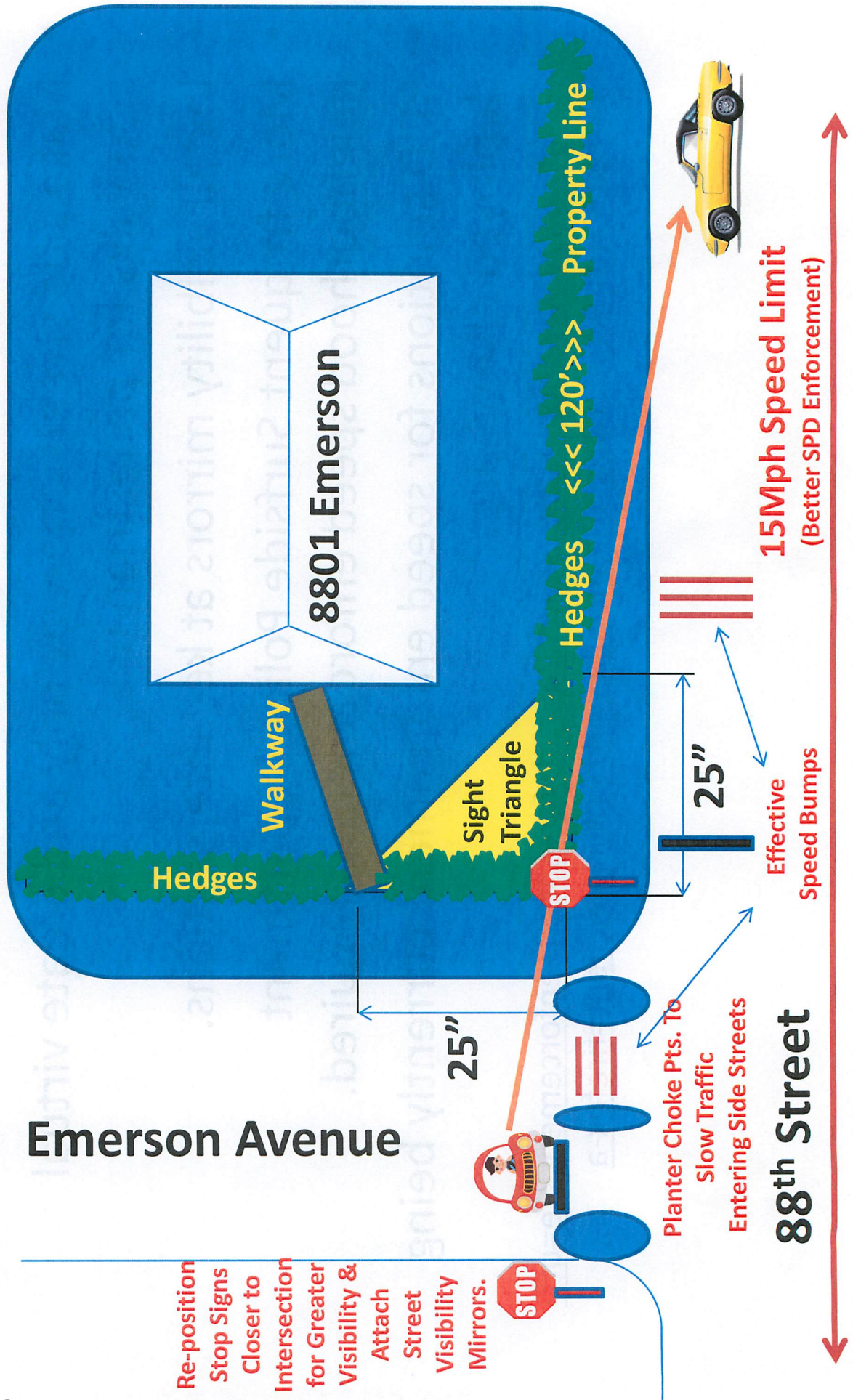
# Traffic Safety Enhancements/Options...

- Install speed constricting median “choke point” / “planters” @ the entry to key side streets.
- Place additional stop signs and mini speed bumps (not ramp/table style) to force cars to stop before turning onto side streets.
- Re-position all existing stop signs to be as close to the corner as is legally permissible.
- Install street reflector squares in patches at all intersection to slow traffic and reduce posted speed limits to 15Mph.

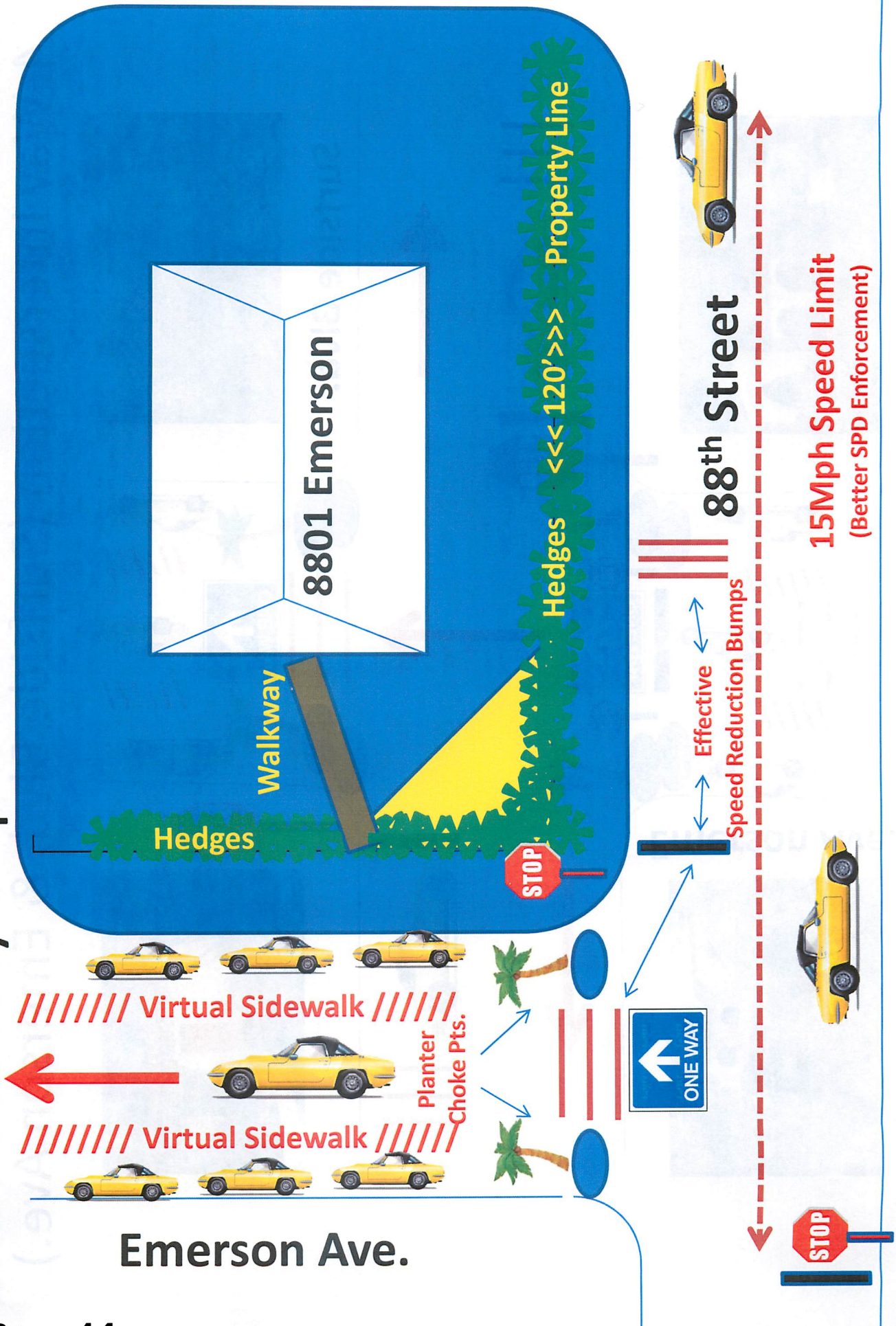
# Traffic Safety Enhancements/Options... Contd.

- Make side streets one-way only and create virtual sidewalks for pedestrian use.
- Install visibility mirrors at key intersections.
- More frequent Surfside Police Department neighborhood speed enforcement is required.
- RFID solutions for speed enforcement currently being deployed elsewhere.
- <https://www.google.com/search?q=rfid+for+speed+enforcement&ie=utf-8&oe=utf-8&aq=t&rls=org.mozilla:en-US:official&client=firefox-a>

# Traffic Safety Improvements & Alternatives to the Sight Triangle Code



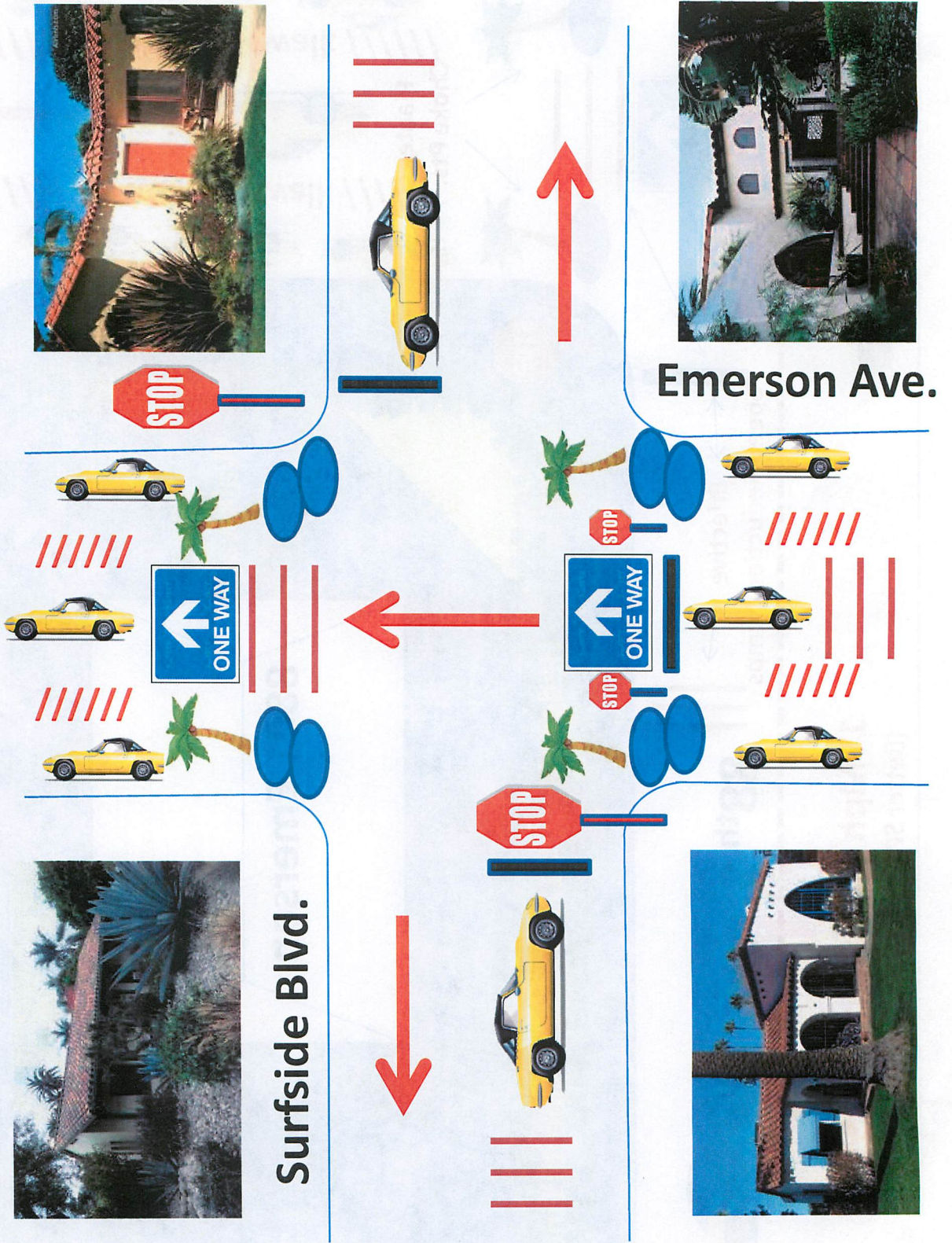
# Traffic Safety Improvements & Alternatives



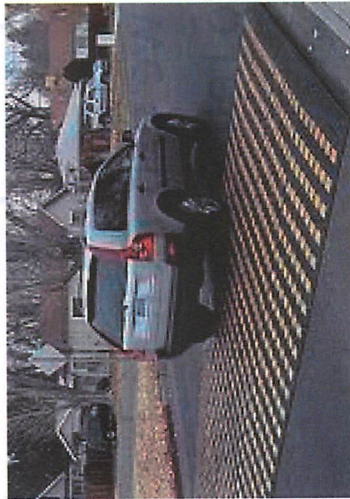
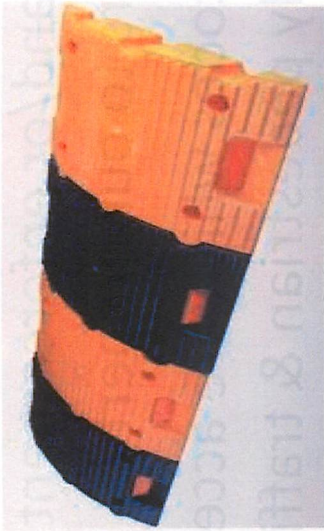
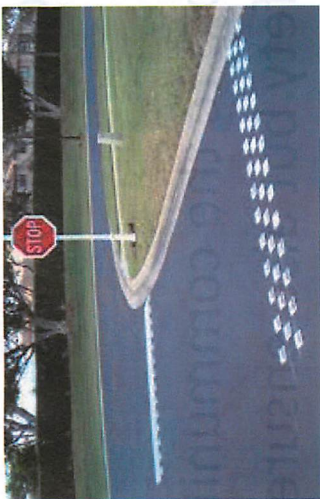


# Sight Triangle Alternate Solution

## 4-Way Intersection (Surfside Blvd. & Emerson Ave.)



# Examples of Inexpensive & Easy to Install Speed Bumps / Reflectors & Visibility Mirrors



# Conclusion...

- We, as residents in good standing of Surfside, deserve equal rights regarding the creation and/or enforcement of codes that impact physical & visual barriers to our property.
- Our goal is to support codes which are acceptable to the community that provide for not only pedestrian & traffic safety but also ensure the safety, security & privacy of our families... Especially those with younger children!!
- Where any such code is found to be ineffective, we expect it to be removed from the town code and/or modified to reflect solutions which are just and fair for the majority.
- Many concerned residents respectfully request that the mayor, commissioners and town management re-evaluate the usefulness and validity of any and all codes associated with corner lot visibility / hedge issues and consider alternate options for traffic control and pedestrian safety.

# Sight Triangle Net Effect & “Ugly Factor”



## Virtual Sidewalk

- 1) Provides little to no visibility improvement to pedestrians or traffic.
- 2) Significantly reduces safety & security for corner lots.
- 3) Can cause a reduction in property values .
- 4) Can cause a serious neighborhood eye-sore when old growth is cut & dies of shock
- 5) By eliminating the Sight Triangle code and adding 4-way stop signs, choke points, speed bumps, virtual bike/walkways & 15Mph speed limit (actively enforced by SPD) will greatly improve the overall safety & security for pedestrians, drivers & corner property owners as well as return privacy for residents that reside on corner lots.

# The Code Enforcement “Ugly Factor” Example #2- Dead Hedges!!!



## **SERIOUS CONCERNS VOICED DURING HIGHLY IMPACTED SURFSIDE RESIDENT MEETING :**

We feel that starting the enforcement of hedge restrictions on corner lots bears very little importance to our town and represents NO real safety value.

We are being faced with tremendous growth in Surfside and Bal Harbour Mall which represent a much more important and taxing opportunity and challenge. We are being faced with protecting our quality of life and safety whilst we grow.

We vehemently oppose the cutting of our hedges based on that which is the stated within this presentation. It's imperative that this issue be set aside until our town takes responsible measures to ensure our safety and quality of life are protected in a fair manner.

Our hedges can't be cut without changes being made to our infrastructure- we would be bearing a significant burden. That is just not fair. After years of Band-Aid strategy, we demand a holistic approach to our issue and the town's growth demands.

Money should be no object since we will yield sufficient income from the new developments and the proposed parking lots.

## **NOT ALL CORNERS ARE CREATED EQUAL:**

Of extreme importance is understanding each one of our corners, they are NOT all equal and thus much importance should be placed on how we enforce on each of those corners.

- 1) Corners should be looked at as unique and address specific issues like if it is a one way or dead end
- 2) Code should make provision for leeway or variance for houses that have more hardship example our corner 91st and Abbott Ave with 2 two story rental apartment buildings and the heavy construction traffic of Indian river Creek, or the houses in front of Publix , or house's on Byron on the circle. That are obviously impacted differently than a regular corner.
- 3) In the spirit of FAIRNESS change the code to start measuring at actual corner of curb not at private property line since they vary in their distance from the street curb and this point would use the city green space as the site triangle space .
- 4) Make distances sensitive to uniqueness of our corner o lots where we do not have backyards and homes are so close to the street. change to 15 feet.

## **EXAMPLES:**

- One way street – Byron ( from 95<sup>th</sup> to 96<sup>th</sup> St.- there will never be oncoming vehicles)
- BYRON is currently the ONLY northbound exit for ALL Surfside and NON Surfside residents aside from Collins. No left on Dickens, closed Carlyle, no left on Abbott and Harding is one way Southbound. We have effectively created a funnel that leads traffic though our residential area rather than thru the business district.
- Dead end – Bay Drive (no oncoming vehicles)
- Main thorough fares – 91<sup>st</sup> (leading to Indian Creek Island)

## **THE CHARETTE:**

The Charette that was paid for by our Town several years back made several key recommendations for traffic calming that have not been implemented, perhaps now would be a good time to review those recommendations. The Charette indicated that they expected much more traffic coming through our streets no later than 2017. It's time to listen. WE ARE FEELING THE GROWTH via the traffic already. A new temple or 2, two or three new garages, many new hotels, new restaurants, the expansion of Bal Harbour Mall, etc... We need permanent relief for OUR TOWN AND IT'S TAX PAYING RESIDENTS.

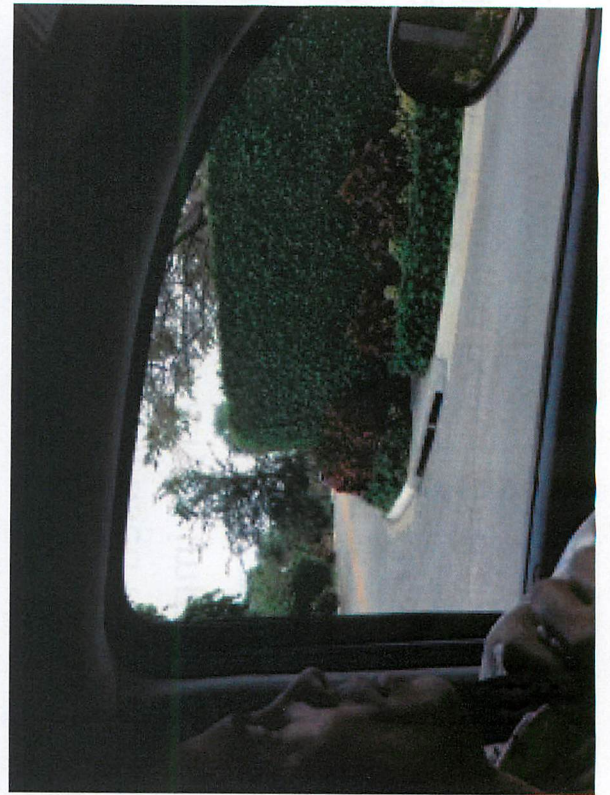
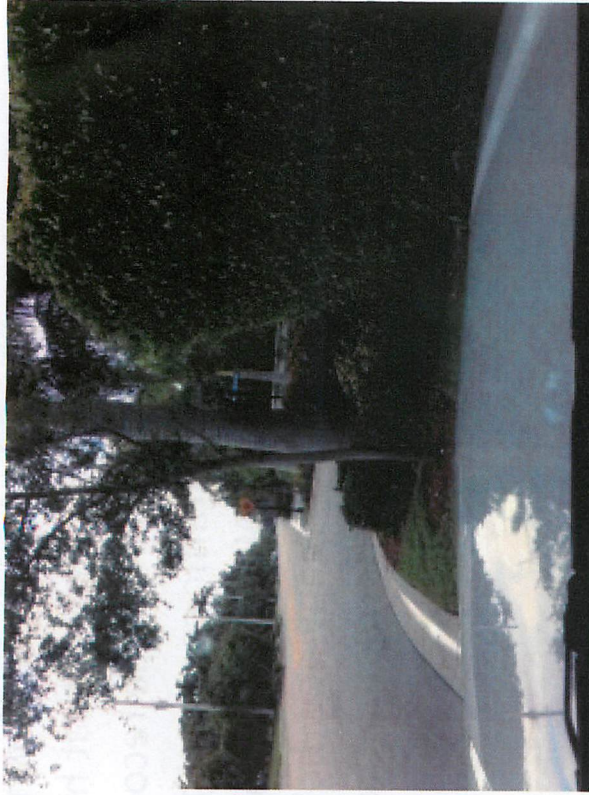
## **OTHER TOWNS:**

Please review the good work done by Key Biscayne, Miami Shores, Bay Harbour Islands, etc. They have all used the traffic calming solutions that we are recommending effectively to improve their towns, their safety and their property values.

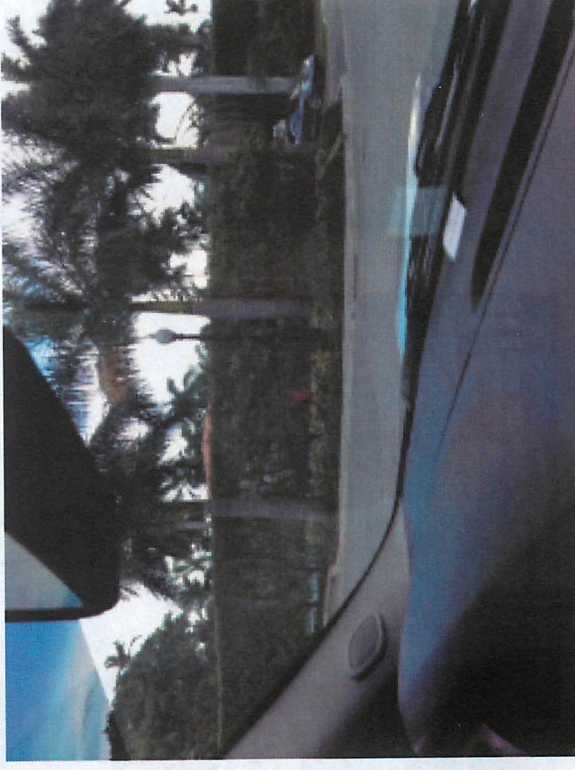
We are fighting for our Town and our quality of life. It's important that we do this right today and fix what needs fixing for our future. This is a great opportunity to do what's right and to be forward thinking. We do not feel a short sided approach will serve our town well nor it's citizens.



# Other Town Approaches – Bay Harbor

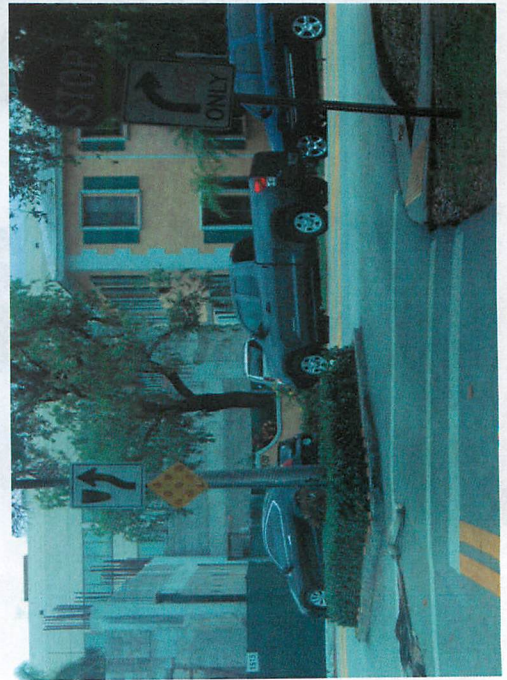


# Other Town Approaches – Bay Harbor

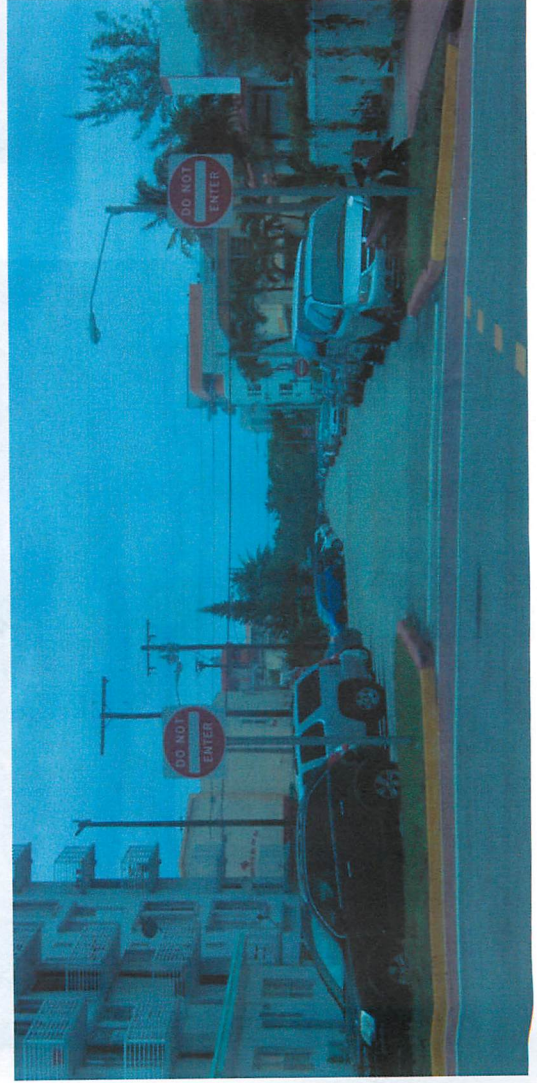


# Other Town Approaches – 191b

## Example South Miami & Coconut Grove



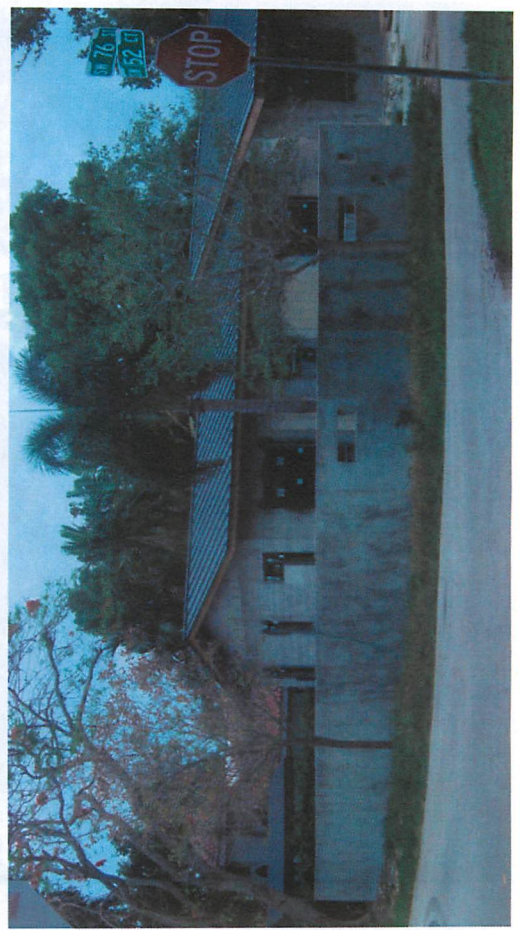
# Other Town Approaches – Example Normandy Beach



# Other Town Approaches – Example Normandy Beach



# Surrounding Towns Don't Enforce or Have De-Prioritized the Sight Triangle Code....



# Surrounding Towns Don't Enforce or Have Eliminated the Sight Triangle Code....



# Surrounding Towns Don't Enforce or Have De-Prioritized the Sight Triangle Code....





# What Would You Like Your Neighborhood to Look Like???

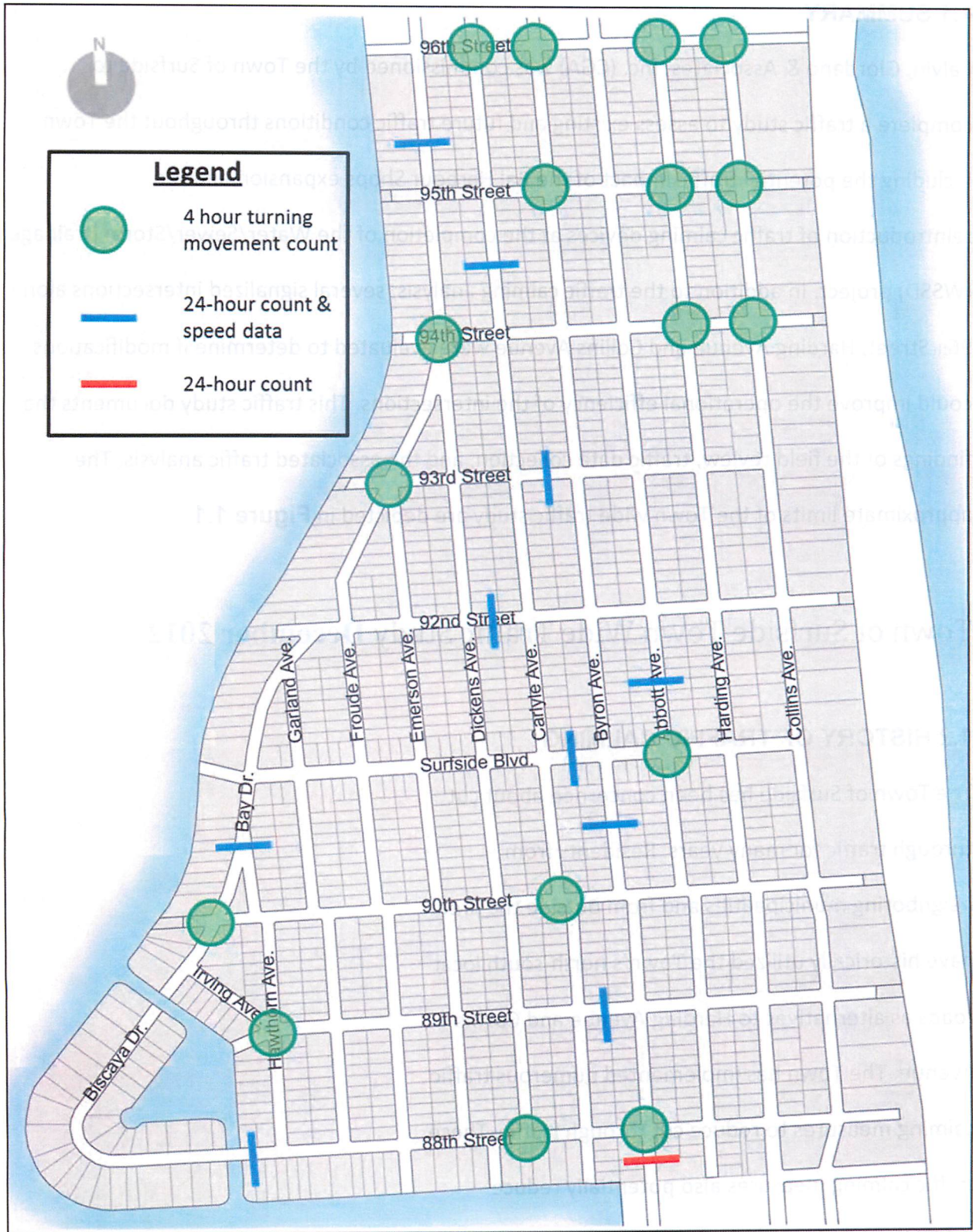


**Lush & Green, Creatively Inspired & Tastefully Executed ..... OR**

# What Would You Like Your Neighborhood to Look Like???



**OR This... a More Sterile, Cookie-Cutter Approach w/Greatly Limited  
Vegetation, Lacking Vision & Creativity But Highly Code Compliant???**



## 1.1 SUMMARY

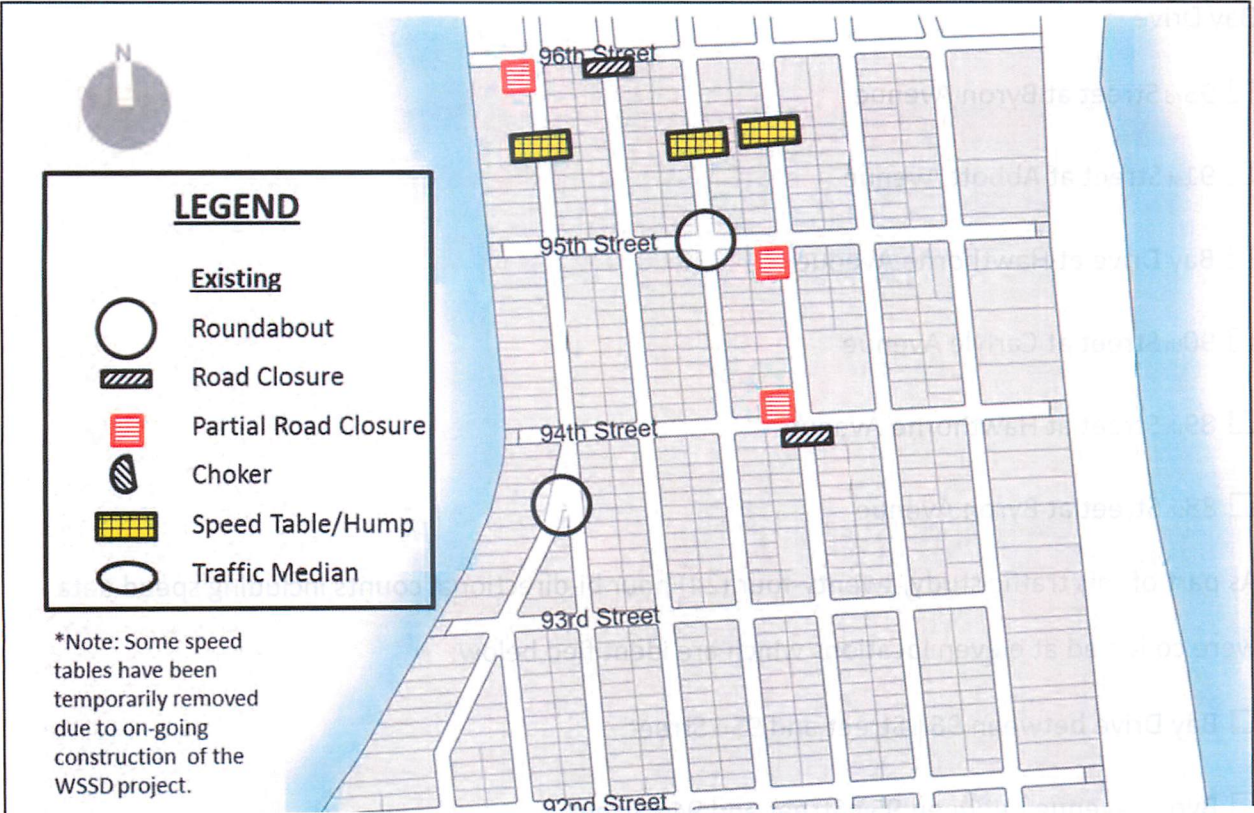
Calvin, Giordano & Associates, Inc. (CGA) was commissioned by the Town of Surfside to complete a traffic study to assess existing and future traffic conditions throughout the Town including the potential traffic impact of the Bal Harbour Shops expansion and the reintroduction of traffic calming devices at the completion of the Water/Sewer/Storm Drainage (WSSD) project. In addition to the traffic calming analysis, several signalized intersections along 96<sup>th</sup> Street, Harding Avenue and Collins Avenue were evaluated to determine if modifications could improve the operational efficiency of the intersections. This traffic study documents the findings of the field review, traffic data collection, and the associated traffic analysis. The approximate limits of the Town wide traffic study are depicted in **Figure 1.1**.

## Town of Surfside Town Wide Traffic Study **December 2012**

### 1.2 HISTORY OF TRAFFIC CALMING

The Town of Surfside has been concerned about cut through traffic for many years. Residents from neighboring municipalities and from outside the area have historically utilized the Town's north-south local roads as alternatives to Harding Avenue and Collins Avenue. The Town has implemented numerous traffic calming measures to reduce cut through traffic. These traffic calming measures also potentially reduce vehicular speed and traffic volumes and enhance street beautification.

The Town currently utilizes roundabouts, road closures, traffic medians, and speed tables/humps for traffic calming. However, several speed tables/humps have been temporarily removed as part of the construction for the on-going WSSD project. The approximate locations of the existing traffic calming devices are depicted in **Figure 1.2**.



## 2.2 TRAFFIC DATA COLLECTION

Turning movement counts were collected for each of the study intersections on 96<sup>th</sup> Street, Harding Avenue, and Collins Avenue. Additionally, turning movement counts were collected at nine intersections within the residential area of the Town as identified below:

- 95<sup>th</sup> Street at Byron Avenue
- 94<sup>th</sup> Street at Bay Drive
- 93<sup>rd</sup> Street at Emerson Avenue &  
Bay Drive
- 93<sup>rd</sup> Street at Byron Avenue
- 91<sup>st</sup> Street at Abbott Avenue
- Bay Drive at Hawthorne Avenue
- 90<sup>th</sup> Street at Carlyle Avenue
- 89<sup>th</sup> Street at Hawthorne Avenue
- 88<sup>th</sup> Street at Byron Avenue

As part of this traffic study, twenty-four (24) hour bi-directional counts including speed data were collected at eleven locations which are identified below:

- Bay Drive between 96<sup>th</sup> Street and 95<sup>th</sup> Street
- Byron Avenue between 95<sup>th</sup> Street and 94<sup>th</sup> Street
- Carlyle Avenue between 94<sup>th</sup> Street and 93<sup>rd</sup> Street
- Abbott Avenue between 93<sup>rd</sup> Street and 92<sup>nd</sup> Street
- Emerson Avenue between 91<sup>st</sup> Street and 90<sup>th</sup> Street
- 93<sup>rd</sup> Street between Carlyle Avenue and Byron Avenue

- 92nd Street between Dickens Avenue and Carlyle Avenue
- 91st Street between Carlyle Avenue and Byron Avenue
- 89th Street between Carlyle Avenue and Byron Avenue
- 88th Street west of Hawthorne Avenue
- Byron Avenue south of 88th Street (24 hour counts only)

24 hour counts without speed data were collected on Byron Avenue just south of 88th Street. The purpose of this count location was to obtain traffic data for the amount of traffic entering and exiting the Town from the City of Miami Beach. Since the traffic counter was required to be set up near the school on Byron Avenue, reliable speed data was unable to be obtained.

## Town of Surfside Town Wide Traffic Study **December 2012**

Traffic counts were conducted on a typical Tuesday through Thursday between August 28, 2012 and September 6, 2012 for the majority of the traffic counts. The turning movement counts collected on Byron Avenue at 95th Street and 88th Street and the 24 hour bi-directional counts collected on Byron Avenue south of 88th Street were collected on Tuesday, October 30, 2012.

The location of the 24-hour counts and intersection counts are depicted in **Figure 2.1**. The peak

hour turning movement counts were conducted from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Baseline traffic count data sheets are included in **Appendix A**.

The amount of daily traffic varies throughout the year based on seasonal conditions. This is particularly evident in South Florida due to the many residents who only inhabit South Florida for part of the year. The FDOT publishes seasonal adjustment factors each year in the annual

FDOT Florida Traffic Information (FTI) DVD. These adjustment factors are commonly utilized by traffic engineers to determine peak season traffic counts. Therefore, peak season adjustment factors were applied to the existing raw traffic counts in this traffic study to replicate the peak season traffic conditions in the Town. The adjusted traffic volumes are included in **Appendix B**.

Additionally, the adjusted existing turning movement counts are depicted in **Figures 2.2 and 2.3**

and the bi-directional tube counts are shown in **Figure 2.4**. The 85<sup>th</sup> percentile speeds are also depicted in **Figure 2.5**.

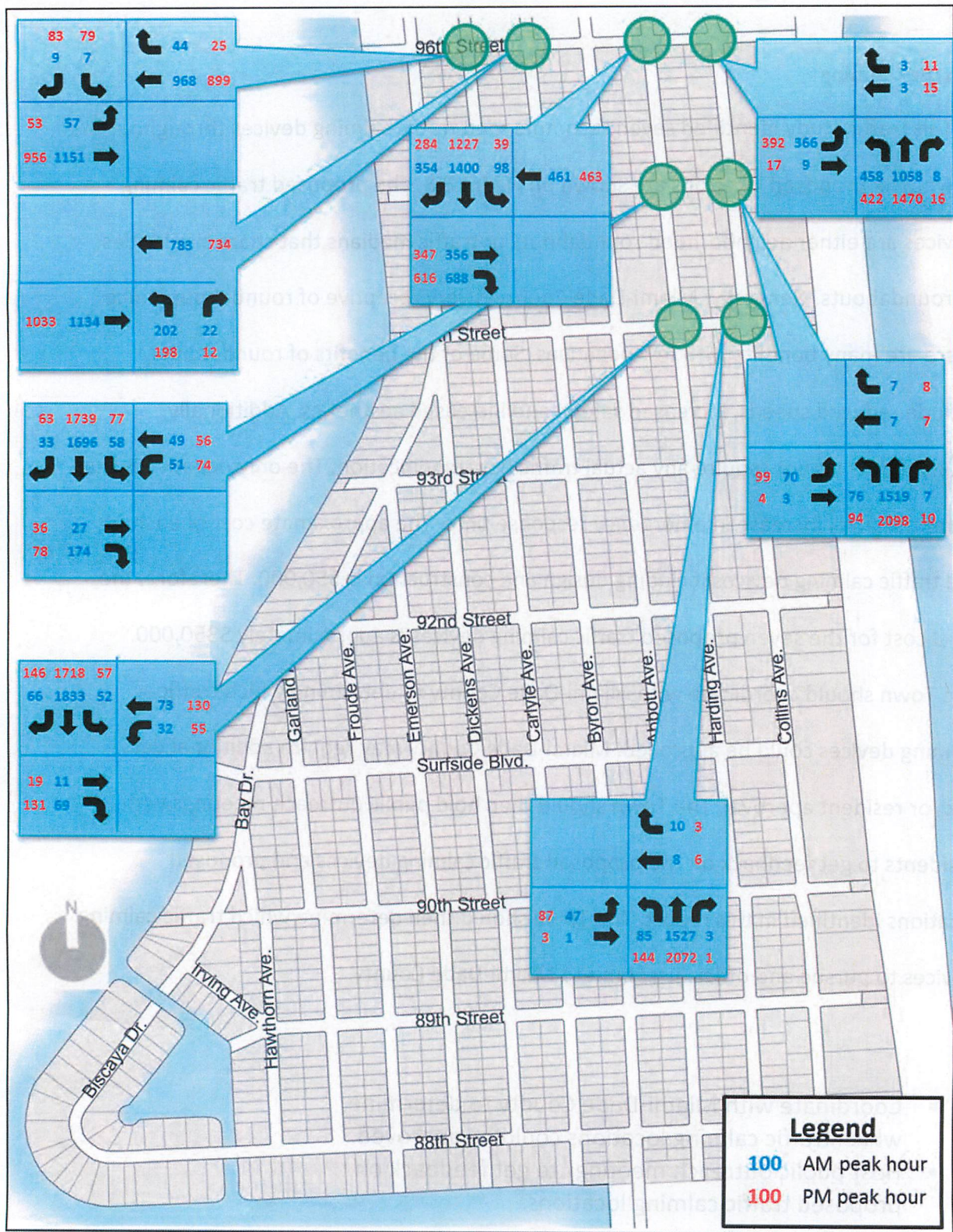
1. The Town should coordinate with Miami Dade County and the Florida Department of Transportation to implement the signal timing modifications identified in this report at the eight study signalized intersections. In conjunction with the signal timing improvements, vehicle and pedestrian detectors should be installed on 94<sup>th</sup> Street and 95<sup>th</sup> Street at Harding and Collins Avenue. The signal timing improvements identified in this report will provide a significant benefit to the residents who consistently utilize Byron Avenue, 95<sup>th</sup> Street, and 94<sup>th</sup> Street as the vehicular delays and queues will be substantially reduced on these roadways. Residents will notice that accessing 96<sup>th</sup> Street, Collins Avenue, and Harding Avenue from the aforementioned streets will be much easier and will not be required to wait as long for the traffic lights to turn green. The signalized intersections on 95<sup>th</sup> Street and 94<sup>th</sup> Street at Harding Avenue and Collins Avenue are currently under pre-timed signal timing. Therefore, the maximum green time is always allotted to each phase regardless of vehicle demand. The installation of vehicle and pedestrian detectors will allow these traffic signals to operate more efficiently. Vehicle detectors are video devices installed on the traffic signal mast arms



## **Traffic Calming**

4. This traffic study identified seven recommended traffic calming devices throughout the Town. The proposed locations are shown on Figure 8.8. The proposed traffic calming devices are either neighborhood roundabouts or traffic medians that share similarities to roundabouts. Generally, Miami-Dade County is very receptive of roundabouts since there are many benefits with few negatives. Some of the benefits of roundabouts include reduced speeds, increased safety, and increased aesthetics. Additionally, roundabouts do not require any actual traffic flow modification. The only negative is the potential small increase in emergency response time. The approximate cost of each of the traffic calming devices including design and construction is \$50,000. Therefore, the total cost for the seven proposed traffic calming devices is approximately \$350,000. The Town should coordinate with Miami-Dade County to determine which traffic calming devices could be approved. Miami-Dade County may require additional data and/or resident approval. The Town should then hold public outreach meetings with residents to get feedback on the proposed traffic calming devices and proposed locations identified in this report. The Town should then determine which traffic calming devices to pursue and officially submit to Miami-Dade County.

- Coordinate with Miami-Dade County to determine which traffic calming locations could be approved.
- Host public outreach meetings to get feedback on proposed traffic calming locations.
- Determine which traffic calming devices to pursue





# SURFSIDE COMMISSION HIGHLIGHTS



## 1. TOWN MANAGER'S REPORT

The Town Manager announced that the Town Commission held a Beach Walking Path Workshop. Several options were presented and he requested direction from the Town Commission on a course of action. The Town Commission directed the Town Manager to schedule a final workshop regarding the beach walking path.

Regarding the Landscape Architect that will design a landscape plan for the Town, the Town Manager recommended Miller Legg and requested authorization to negotiate a contract. The Town Commission granted the Town Manager permission to negotiate a contract to bring back to the Town Commission for approval.

Regarding the street sweeper, the Town Manager announced that he is meeting with companies to select a sweeper and will have a purchase recommendation at the next meeting.

The Town Manager announced that the Town owns several surplus computers that have been taken out of inventory. The Town Commission declared the computers surplus and directed the Town Manager to donate the machines to an organization that is worthy of and desires the computers.

The Town Manager announced that repairs at Novack Park were being completed and repairs at Hawthorne Park would start soon.

The Town Manager announced that the broadcasting of Town Commission Meetings would begin in January, barring any unforeseen circumstances. He noted that the cable company was delayed in the project due to the hurricane, but they have pulled all the necessary permits and the repairs should be completed by the end of the week.

The Town Commission waived competitive bidding and authorized the Town Manager to purchase two, 2006 Ford F150 Pick up Trucks for a total of

\$22,416 off the State/Local contract

The Town Commission waived competitive bidding and authorized the Town Manager to piggyback on the North Palm Beach and Broward County Contracts with the Shenandoah Company for storm drain cleaning and video telescoping of the drains.

The Town Commission waived competitive bidding and authorized the Town Manager to piggyback on the State and Local Contracts with Weekley Asphalt for the roadway milling and restriping work for the Town.

**The Town Commission approved the following Ordinance on Second Reading:**

2. An Ordinance of the Town of Surfside, Florida, amending Chapter 90 "Zoning," of the Town Code by amending Section 90-37 "Permits, Plats and Filing Fees;" by deleting Section 90-183 "Fences, Walls and Hedges;" by amending Section 90-194 "Landscaping Requirements" to revise the requirements for the installation and maintenance of landscaping and open space in the Town; providing penalties for violations of this Ordinance; repealing all Ordinances or parts of Ordinances in conflict herewith; providing for inclusion in the Code; and providing an effective date. **VOTE: Carried 4-1 (This Ordinance shall take effect on Monday, January 2, 2006)**

**The Town Commission approved the following Ordinances on First Reading:**

3. An Ordinance of the Town of Surfside, Florida, amending Chapter 90 "Zoning," of the Town Code by amending Section 90-92 "Special Exceptions" to provide that the Town Commission may grant a special exception to permit a hedge up to six feet in height on a corner lot which meets certain conditions; repealing all Ordinances or parts of Ordinances in

conflict herewith; providing for inclusion in the Code; and providing an effective date. **VOTE: UNANIMOUS (Second reading of this Ordinance will be on Tuesday, January 10, 2006)**

4. An Ordinance of the Town of Surfside, Florida, amending Chapter 2 "Administration," Article V "Employee Benefits," Division 2 "Pension Plan," of the Town Code by amending Section 2-171 "Definitions" to amend the definition of average final compensation for police officers; by amending Section 2-175 "Military Leave" to allow police officer members to purchase up to six years of prior military or law enforcement service; by amending Section 2-176 "Service Retirement Allowance" to provide for normal retirement by police officers upon attainment of age 52 with 20 years of creditable service or the completion of 25 years of creditable service with the Town, to increase the benefit multiplier for police officers, and to increase the total annuity for police officers; by amending Section 2-180 "Contributions by Members" to provide that police officer members shall contribute eight percent (8%) of earnable compensation; by amending Section 2-182 "Vested Rights; Effect of Salary Payments, Deductions for Plan," to provide ten year vesting for police officers; by amending Section 2-189 "Disability Retirement and Retirement Income" to eliminate Social Security and Worker's Compensation off-sets for police officer members; by creating a new Section 2-193 "Deferred Retirement Option Plan" for police officer members; repealing all Ordinances or parts of Ordinances in conflict herewith; providing for inclusion in the Code; and providing an effective date. **VOTE: UNANIMOUS (Second reading of this Ordinance will be on Tuesday, January 10, 2006)**

Also discussed by the Town Commission:

*Cont'd on Pg. 4*

**From:** Cohen, Jeff (PWWM) [<mailto:icpe@miamidade.gov>]  
**Sent:** Wednesday, June 4, 2014 14:14  
**To:** Stefan - Home in U.S.  
**Cc:** 'George Espinel'; 'Debby Cima'  
**Subject:** RE: Surfside Site Triangle

Mr. Lätt:

1. Some triangles yes, some no. For your reference, the Florida Greenbook URL is <http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf> and Sight Distance begins on page 3-7. Also, the URL for the Florida Department of Transportation's Design Standards Index 546 "Sight Distance at Intersections," which can be substituted for the Greenbook's Intersection Sight Distance criteria: <http://www.dot.state.fl.us/rddesign/DS/12/IDx/00546.pdf>.

2. Gating has no relevance if the streets are public right of way. On gated private roads, the design engineer is still responsible to provide a safe environment and may face disciplinary action from the Florida Board of Professional Engineers, in the event of a crash, if he or she cannot document such in the design. One of the common methods, is to use the Greenbook as a reference even on private roads.

**Jeff Cohen, P.E.**, Assistant Chief  
Traffic Engineering Division  
**Miami-Dade County**  
**Public Works and Waste Management Department**  
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305-372-6064 Fax  
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*"Delivering Excellence Every Day"*

*Miami-Dade County is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All E-mail sent and received is captured by our servers and kept as a public record.*

**From:** Stefan - Home in U.S. [<mailto:stefan@homeinus.net>]  
**Sent:** Wednesday, June 04, 2014 8:15 AM  
**To:** Cohen, Jeff (PWWM)  
**Cc:** 'George Espinel'; 'Debby Cima'  
**Subject:** RE: Surfside Site Triangle

Thank you Mr Cohen,

We really appreciate your responses but we have two final questions.

1. Should not the triangle be calculated with a base that is relevant to where the actual traffic is, the road? Setbacks vary between 5 and 15 feet in Surfside so the implementation would otherwise vary 10 feet between the two extremes.
2. We have been informed the green book would not apply if Surfside was gated, is this correct?

Thank you, for clarifying that "the vehicle sight triangle doesn't apply at a four-way stop"  
We really appreciate your guidance.

Stefan Lätt  
Home In US  
USA: +1 786 664 8290  
[stefan@homeinus.net](mailto:stefan@homeinus.net)

---

**From:** Cohen, Jeff (PWWM) [<mailto:jcpe@miamidadade.gov>]  
**Sent:** Tuesday, June 3, 2014 08:31  
**To:** Stefan - Home in U.S.  
**Cc:** George Espinel; Debby Cima  
**Subject:** Re: Surfside Site Triangle

Mr. Lätt:

25 x 25 is only one of several different sight triangles. The problem wasn't whether it was right, but that there are more.

In addition to the (often 25x25 or 30x30) triangle (chord) for seeing a stopped car around a corner at an intersection of two streets, there's a triangle for seeing a stop sign on approach; two for seeing moving vehicles and pedestrians to the left and right after stopping at a corner (the vehicle sight triangle doesn't apply at a four-way stop); and two more at driveways for seeing pedestrians and on-street vehicles. Each of these triangles have different shapes and sizes, and some are longer than lot frontage lengths.

The Florida Greenbook is online for free reading.

**Jeff Cohen, P.E.**, Assistant Chief  
Traffic Engineering Division  
**Miami-Dade County**  
**Public Works and Waste Management Department**  
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305-375-2030 Phone  
305-372-6064 Fax  
[jcpe@miamidadade.gov](mailto:jcpe@miamidadade.gov)

*"Delivering Excellence Every Day"*

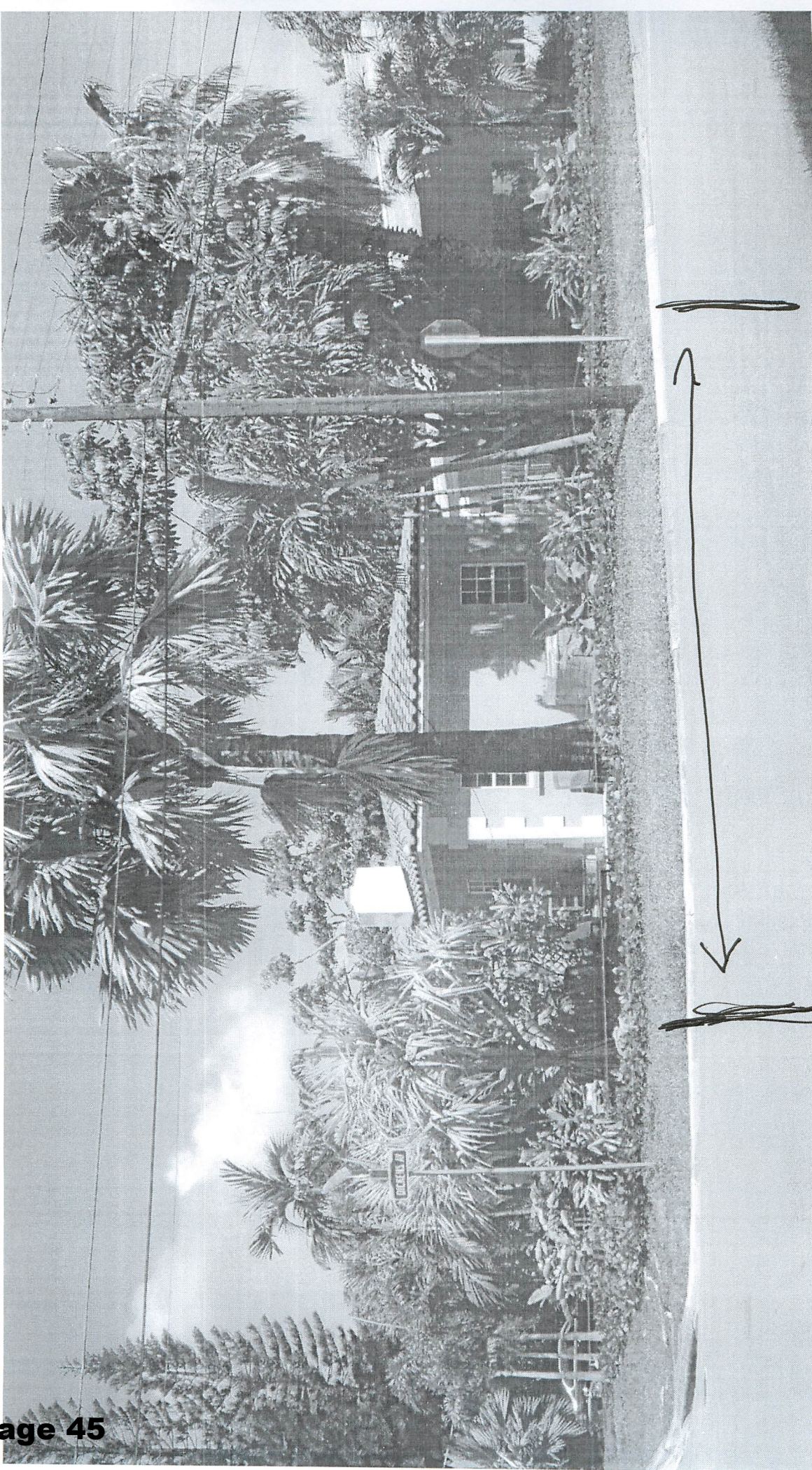
*Miami-Dade County is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All E-mail sent and received is captured by our servers and kept as a public record.*



\* Lot is level w/curb-

Byron? + 83? st

Stop sign distance:  
88<sup>th</sup> + Deckers



## CHAPTER 14

### DESIGN EXCEPTIONS

A	GENERAL .....	14-1
B	DESIGN EXCEPTIONS.....	14-1
C	RECOMMENDATIONS FOR AND APPROVAL OF DESIGN EXCEPTIONS...	14-2
D	COORDINATION OF DESIGN EXCEPTIONS .....	14-2
E	JUSTIFICATION AND DOCUMENTATION OF DESIGN EXCEPTIONS .....	14-3
F	FINAL PROCESSING OF DESIGN EXCEPTIONS.....	14-5



## EXHIBITS

EXHIBIT 14 – A	Sample Request Letter for Design Exception .....	14-6
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## **CHAPTER 14**

### **DESIGN EXCEPTIONS**

#### **A GENERAL**

Uniform minimum standards for design, construction, and maintenance of streets and highways are contained in this Manual and meet or exceed the minimum values established by AASHTO. Consequently, the values given govern the design process. When it becomes necessary to deviate from the Manual's criteria, early documentation and approval are required. This chapter provides the process for documentation and approval of Design Exceptions. When the Manual's criteria are met, no Design Exception is required.

To expedite the approval of these deviations, it is important the correct approval process be followed. The design project file should clearly document the action taken and approval given.

#### **B DESIGN EXCEPTIONS**

Design Exceptions are required when any of the Manual's criteria for the 13 controlling Design Elements listed below cannot be met.

- |                        |                             |
|------------------------|-----------------------------|
| 1. Design Speed        | 8. Cross Slopes             |
| 2. Lane Widths         | 9. Superelevation           |
| 3. Shoulder Widths     | 10. Horizontal Alignment    |
| 4. Bridge Widths       | 11. Vertical Alignment      |
| 5. Structural Capacity | 12. Stopping Sight Distance |
| 6. Vertical Clearance  | 13. Horizontal Clearance    |
| 7. Grades              |                             |

If the county or municipality has adopted by ordinance design criteria for local subdivision roads and/or residential streets, compliance with those regulations is an approved design exception.

## **C RECOMMENDATIONS FOR AND APPROVAL OF DESIGN EXCEPTIONS**

Design Exceptions are recommended by the Professional Engineer responsible for the project design elements (Responsible Professional Engineer). A public or private utility may submit to the maintaining authority a completed exception package for work designed by the utility's forces. However, if the design is by others, the package must be submitted, signed and sealed by a professional engineer licensed in the State of Florida.

All Design Exceptions require approval from the maintaining authority's (county or municipality) designated Professional Engineer representative with project oversight or general compliance responsibilities.

Any Design Exception that involves a state or federal facility must be processed through the Department's local District Design Engineer who will then follow Department processes for concurrence and approval by FHWA, if necessary.

The Department's Utility Accommodation Manual provides guidance on exceptions with respect to utilities.

## **D COORDINATION OF DESIGN EXCEPTIONS**

In order to allow time to research alternatives and begin the analysis and documentation activities, it is critical that Design Exceptions be identified as early in the process as possible. This is preferably done during the planning phases of projects or as soon as possible in the initial design efforts.

When the need for a Design Exception has been determined, the Responsible Professional Engineer must coordinate with the maintaining authority and the Department (if applicable), to obtain conceptual concurrence providing any required documentation requested.

## **E JUSTIFICATION AND DOCUMENTATION OF DESIGN EXCEPTIONS**

The objective of the justification of Design Exceptions is to demonstrate the impacts on the operation and safety of the facility are acceptable compared to the impacts and added benefits of meeting the criteria. All Design Exception requests shall include documentation sufficient to justify the request and independently evaluate the operational and safety impacts. Any request for a Design Exception should address the following issues applicable to the element in question:

### **Description:**

- a) Project description (general information, typical section, etc.)
- b) Description of Design Exception (specific project conditions related to Design Exception, controlling design element, acceptable Manual value, and proposed value for project)
- c) The compatibility of the design and operation with the adjacent sections

### **Operational Impacts:**

- a) Amount and character of traffic using facility
- b) Effect on capacity of the deviation (proposed criteria vs. Manual using an acceptable capacity analysis procedure and calculate reduction for design year, level of service)

### **Safety Impacts:**

- a) Crash history and analysis (location, type, severity, relation to the Design Exception element)
- b) Impacts associated with proposed criteria (annualized value of expected economic loss associated with crashes)

### **Benefit/Cost Analysis:**

Calculate a benefit/cost analysis which estimates the cost effectiveness of correcting or mitigating a substandard design feature. The benefit is the expected reduction in future crash costs and the cost is the direct construction and maintenance costs associated with the design. These costs are calculated

and annualized so that direct comparison of alternate designs can be made.

A benefit/cost ratio equal to or greater than 1.0 indicates it may be cost effective to implement a particular design; however, the final decision is a management decision which considers all factors. The key factors in the analysis are:

- a) Evaluation of crashes by type and cause
- b) Estimate of crash costs (based on property damage and severity of injuries)
- c) Selection of a crash reduction factor
- d) Selection of a discount rate
- e) Estimate of construction and maintenance costs
- f) Selection of life of the improvements
- g) Period of time over which the benefits will be realized

NOTE: Chapter 2 of the AASHTO Roadside Design Guide and the FHWA Technical Advisory titled "Motor Vehicle Accident Costs" dated October 31, 1994, provides guidance for the benefit/cost analysis, and may be considered.

**Conclusion and Recommendation:**

- a) The cumulative effect of other deviations from design criteria
- b) Safety mitigating measures considered and provided
- c) Summarize specific course of action

## **F FINAL PROCESSING OF DESIGN EXCEPTIONS**

After conceptual approval has been obtained from the maintaining authority's designee and the documentation justifying the Design Exception is signed by the Responsible Professional Engineer and forwarded as per the sample request letter EXHIBIT 14 - A to the maintaining authority's designated Professional Engineer, the Design Exception will be reviewed for completeness and adherence to the requirements of Sections D and E, this Chapter.

If the Design Exception satisfies all requirements, the approval will be signed by the maintaining authority's designated Professional Engineer; and, if applicable, forwarded to the Department's District Design Engineer for concurrence.

When all signatures are obtained, the Design Exception will be returned to the Responsible Professional Engineer. A copy will be retained by the maintaining agency and the Department, if applicable.

---

**EXHIBIT 14 – A Sample Request Letter for Design Exception**

TO: \_\_\_\_\_

DATE: \_\_\_\_\_

**SUBJECT: DESIGN EXCEPTION**

Local road number or street name: \_\_\_\_\_

Project description (limits): \_\_\_\_\_

Type construction (new, rehab, adding lanes, resurfacing, etc.) \_\_\_\_\_

State and/or Federal road number (if applicable): \_\_\_\_\_

**DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT:**

- |  |   |   |  |
|--|---|---|--|
| <input type="checkbox"/> Design speed            | <input type="checkbox"/> Lane widths          | <input type="checkbox"/> Shoulder widths    | <input type="checkbox"/> Bridge widths |
| <input type="checkbox"/> Structural capacity     | <input type="checkbox"/> Vertical clearance   | <input type="checkbox"/> Grades             | <input type="checkbox"/> Cross slope   |
| <input type="checkbox"/> Superelevation          | <input type="checkbox"/> Horizontal alignment | <input type="checkbox"/> Vertical alignment |  |
| <input type="checkbox"/> Stopping sight distance | <input type="checkbox"/> Horizontal clearance |   |  |

Include a brief statement concerning the project and items of concern.

Attach all supporting documentation to this exhibit in accordance with **SECTION 14 - E.**

---

Recommended by: \_\_\_\_\_  
(Responsible Professional Engineer)

Approval: \_\_\_\_\_  
(Maintaining authority's designated Professional Engineer)

Concurrence: \_\_\_\_\_  
FDOT/FHWA (if applicable)