



**Village of El Portal
Public Safety**

Date: 9/4/18

Meeting Start: 6:34 PM

Meeting End: 7:05 PM

Meeting Length: 00:31:31

Roman: Good evening. The time now is 6:34 and we will call to order the Public Safety Committee meeting. Today is Tuesday, September 4th, 2018. We will take a moment of silent meditation before the Pledge of Allegiance.

All: I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

Roman: Madam clerk, can we please have roll call?

Jacobi: Roll call. Mayor Cubillos will not be in today. Vice-Chair Roman?

Roman: Here.

Jacobi: Vice-Mayor Nickerson?

Nickerson: Here.

Jacobi: Also present, for the record: Yenise Jacobi, village clerk, Christia Alou, village manager, interim village attorney Norman Powell, and also, Councilperson Mathis. Also, interim chief Hufnagel.

Roman: The next item is for promote the agenda, but being that the chair is not here, I'm not informed of where she was going with these items. Are you okay, vice mayor, if we defer these items to the next meeting?

Nickerson: Yes, I have no problem with that, madam chair.

Roman: Okay, so I'd like to defer these items to the next meeting and add we have a visitor, Doraida Rodriguez from the Department of Transportation, who is here to give us an update on the traffic study in Kami. Also, I'd like to add that to the agenda if that's okay.

Nickerson: Yes, madam chair.

Roman: Okay, thank you, we'll add that to the agenda. May I have approval of the agenda with the edits and additions?

Nickerson: Motion to approve the agenda as is with the edits and additions.

Roman: All in favor?

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All: Aye.

Roman: Approval of the agenda has been moved. Did you get a chance to review the minutes?

Nickerson: I did actually.

Roman: Approval of the minutes?

Nickerson: Motion to approve the minutes.

Roman: All in favor, aye.

Nickerson: Aye.

Roman: We'll move over to the agenda. Welcome, Doraida Rodriguez. Did I mention your name correct?

Doraida Rodriguez: Yes.

Roman: You can go ahead and give us the update.

Rodriguez: Sure.

Roman: [crosstalk] even if it doesn't work [crosstalk] in here.

Rodriguez: Okay. Good evening everyone. My name is Doraida Rodriguez. I work for the Department of Transportation & Public Works, Miami-Dade County. I've been with the department for 11 years. I'm a professional engineer and supervisor of traffic operations. I'm supervising this area. I was asked to be here to present and actually respond to some questions and try to advise on issues involving traffic and traffic calming process within the village. We have been asked in the past to look at some roads within the village. Those studies are in progress.

I have requests from fake data which consist on the volume of traffics and also the speed they go by and to make some recommendations. Basic concepts, Miami-Dade County has jurisdiction on traffic county-wide even on those streets maintained by the village. With that being said, any modification to the existing traffic signage or markings or traffic control needs to be approved by the county. If the county is requested to do a traffic study, we check the

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road. The only road that the county has no jurisdiction is the state roads which are under the Florida Transportation Department.

Other than that, we perform traffic studies in all streets and we determine if traffic elements is needed based on a criteria that our department has established. Our threshold are pretty high. Basic has like three fundamental aspect to look at, which is the speed of the traffic based on 85th percentile speed. We consider speeding when the 85th percentile speed is 10 miles per hour over the speed limit. The speed limit in residential roads is a state law, it's 30 miles per hour. Except on collector, they may be higher than that. We also connect the volume to traffic because some traffic calming devices cannot be provide if the volume of traffic is higher than 1,500 vehicles per day.

The ranges also go from 1,500-3,000, and all that goes over 3,000 cannot do traffic calming, something else needs to be done to calm down traffic. Any questions?

[background conversations]

Nickerson: The first question that I had was, are you saying that you cannot have any sort of traffic calming if you don't reach the 1,500 vehicles?

Rodriguez: The criteria I have, I think I emailed the basic criteria to your village manager, and it's basically this right here. We have the criteria for residential local streets and also residential collector streets. The volume of traffic is the first thing that we look at. For local street, it has to be a range of 1,500-3,000 for traffic calming. For speed humps, it's from 750-1,500. For collectors road, 3,000 to 8,000. The recommended traffic calming has to do with the volume, it's a combination of the volume and also the speed. We look also to the traffic accidents to see if there's any safety issue that needs to be corrected.

Nickerson: The 1,500 car minimum for traffic calming, that's within a 24-hour period?

Rodriguez: A 24-hour period, vehicles per day. Now, lately, a lot of municipalities have come up with their own initiative and traffic calming programs within their boundaries. Some of them have been pretty forward and they have developed their own traffic calming criteria, which, once approved, all the municipalities can piggyback from their criteria.

The threshold of their criteria are a lot lower than our threshold, but those threshold only applies if the municipality has the initiative of performing the traffic study and they actually are going to build those traffic calmings and maintain those traffic calmings.

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Nickerson: The municipality pays for everything themselves and maintains everything themselves, then they can lower the threshold.

Rodriguez: The threshold again has to be approved first.

Nickerson: Okay, so let's say we wanted to say we want to do traffic calming but we only have a thousand cars or 800 cars in 24 hours.

Rodriguez: Currently, the City of Miami Beach, the City of Miami, and lately, the City of Coral Gables, they have developed traffic calming criterias [sic] then you can piggyback from them.

Nickerson: Okay because they've already been approved by you guys and we don't have to go back to you guys and get the approvals.

Rodriguez: Correct.

Nickerson: We shall look around.

Rodriguez: You can ask for their criteria and you can apply to your traffic calming.

Nickerson: I got you.

Roman: I have a question. Are their criterias [sic], do you know offhand, if they're lower than what the Miami-Dade criteria is?

Rodriguez: I know a hard part criteria. Their criteria has to look at it and then apply to the traffic studies they provide us for review.

Roman: Is it okay to assume that it would be lower than your criteria?

Rodriguez: It is lower.

Roman: It is lower.

Rodriguez: It is.

Roman: Okay. Do you happen to know, for instance, some of our streets? Do you have the numbers for our streets in terms of the number of vehicles?

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Rodriguez: Actually, I am requesting new data because the data that we have could be from more than five years and we don't consider that data updated because traffic pattern change a lot. All the requested roads that we were requested to look at, I request data on them.

Roman: Okay, and those were what roads?

Rodriguez: Northeast, 2nd Avenue, North Miami Avenue, Northwest 2nd Avenue, Northwest 5th Avenue, 87th Youth Center, 90th Street for sure. I've heard across from east to west.

Roman: When do you hope to have those updated numbers?

Rodriguez: I wish I could give you a date but I can't. Could be within two months maybe.

Roman: Should we follow up with you for those?

Rodriguez: Once I have the results, I get in contact with your city manager, with Christia, and I will never know the results. If there's any recommendation, we've been told.

Roman: Would you mind repeating what the requirement is for the speed bumps?

Rodriguez: Okay, for the speed bumps, I can leave this with you, we have a policy here.

Roman: That would be great.

Rodriguez: Yes. Actually, I emailed it to you earlier today, both of you.

Roman: Okay, I'll check on that.

Rodriguez: The criteria specified that it has to be a local residential street. It cannot be a collector, it cannot be an arterial. 87th Street is, I think it is a collector road. Northeast 2nd is an arterial. North Miami Avenue is an arterial, so you cannot have speed bumps on those streets.

Roman: For instance, Northeast 90th Street, which is just going-

Rodriguez: Is west.

Roman: - in west.

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Rodriguez: I don't think that it applies for a collector.

Roman: Okay, so that's a residential?

Rodriguez: I won't say so, I cannot confirm that, but I can get back to you on that one.

Roman: Yes, we're particularly interested in that one because there was a petition that went around from residents requesting speed bumps on that street. All the way from over here.

Rodriguez: One main criteria that turned down many projects on speed bumps is the length of the segment, so the length between intersections. Our criteria has to be 750 feet long between intersections. I think that I looked at your grid from an aerial and I don't think that you have that, that segment is that long. That's how our lawyer turned down a lot of candidates for speed bumps.

Roman: Thank you. Mathis, you have something to add or interesting?

Mathis: I'm going to have to make a view, add some questions about 90. I think the county really needs to take a look at that 750 because the cars nowadays go from 0 to 60 in like three seconds, and that needs to be taken into consideration.

Rodriguez: I think that 750 has been lowered down to 100, but I don't think that we are going to be able to lower that number a little more because when you have a device on the road, you need to provide awareness. You need to design warning signs and tell the driver that you will encounter an unexpected object on the road like a speed bump. Those warning signs need to be a certain distance from the corners of the intersections and also a certain distance from the device itself. The shortest segments that I have seen approved is horticulture.

Mathis: Does the county take in consideration the size of the municipality?

Rodriguez: In that particular criteria, it can not be the size of the municipality. It does not correlate in one way to that.

Mathis: What about the widths of the street?

Rodriguez: It has to be two-lane each direction. I think it's 20 feet wide.

Mathis: Thank you.

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Rodriguez: Yes, 20 feet wide.

Roman: All of that you have there? The whole email.

Rodriguez: Yes, and also, previously, I emailed the whole procedure to change traffic flow, and recently, I emailed the super director, but I can leave this copy with you. I'll distribute.

Roman: Any other questions from anyone here with us? No? Okay, I'm going to open it up to Good and Welfare being that we have a few residents if that's okay. Good and Welfare, any residents have questions on traffic calming?

Resident: [inaudible 00:15:10].

Resident: Yes, now we all want.

[laughter]

Marilyn Brookes: My name is Marilyn Brookes, 400 Northeast, 90th Street. I didn't hear the full request that she was speaking about, but just now, I listened and I hear her saying the street has to have four lanes, two in each direction. We don't have any of those in El Portal, but we have people running 90th Street like they're on express 95.

Rodriguez: Maybe it was my mistake, we have two lanes, one each direction.

Marilyn: One going, one in each direction.

Rodriguez: One each direction. Okay, my mistake.

Marilyn: Now that sound better. 90th Street is at Highway 95, the people run there like crazy and if it rains, it's even worse.

Roman: Anything else, Ms. Brookes?

Rodriguez: I'm going to take the location that you're telling me so we can open a service request. If you may provide your name, phone number or email address and the location, I'll really appreciate it. I'll get in contact with you. We do a traffic study and we provide the [inaudible 00:16:29].

Nickerson: Thanks, Ms. Brookes.

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Marilyn: We don't need traffic bumps, we need stop signs. Okay, I'm going to play with it, my name, my address.

Rodriguez: Just to clarify, stop signs are not traffic calming devices. Stop signs are installed for a certain purpose. Actually, to assign the right of way and multiway stop, which are the four stop off in those intersections that have four lanes or three stop when you have a T intersection. They are provided when you have a certain-- Thank you.

Marilyn: Thank you.

Roman: Thank you.

Rodriguez: You need to reach a certain criteria and it's not a traffic calming criteria.

Roman: Hans, do you have anything?

Hans: No.

Rodriguez: That criteria, it's public and they send them a Manual on Uniform Traffic Control Devices, MUTCD, and works countrywide. It's not a criteria that was established by Miami-Dade County, it was established by the Federal Highway Administration and we have to follow that. There are certain things, the traffic needs to be balanced, there is a certain volume of traffic that needs to be inter-relieved section per section, 13 hours of the day, then it needs to reach a volume. The other thing is for safety purposes when you have an obstruction on the side triangle, where you stopped at the intersection and you cannot see the upcoming traffic.

Of course, we go and look at the history of crashes and there's three years before the study and we analyze what is happening in that intersection. If the crash has not been reported, there is no way that we can know what happened. Of course, traffic related with drugs causing the crash does not. Actually, it can be corrected like any traffic calming device, but we do look to see what's going on at the intersection. If there's something to be corrected, we go ahead and propose what needs to be done sometimes.

Roman: Thank you. Just before you go on, is there anybody else from Good and Welfare before I close Good and Welfare? No? Do you have any other question?

Nickerson: I was going to take a [crosstalk].

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Rodriguez: I would like to ask something else that has been very popular lately within the municipalities and is lowering the speed limit within the municipalities on local residential streets. By lower is 30 miles per hour, but we have municipalities like City of Miami, Miami Shores is the first one, Coral Gables, that they're lowering the speed limit within the municipalities to 25 miles per hour. In order to do that, they present us with speed study, we'll review it, and later on, they get in a contract with the county for the installation and maintenance for those 25 miles per hour speed limits.

I think, looking at the characteristics of your municipality, that that will give the best for your city. Based on the grid, on the type of street, on narrow street and very short blocks. That I think that it would be the best option for the village, but you can, of course, explore all things that you want or you can meet with a consultant that tells you what to do. That's my humble opinion.

Marilyn: Can I get up there again? Can I go up there?

Roman: I'll give you a call.

Rodriguez: It's based on what she just said.

Nickerson: I just wanted to ask really quickly. First of all, you said that that's the best option, lowering the speed limit on local streets only.

Rodriguez: On local streets only.

Mathis: That won't apply to 87th, which is my guess would be local streets only, but you also said that municipals that have done that, it's the same type of situation. You said they submit to you by the traffic study, so this is something that they have to pay for themselves.

Rodriguez: Correct.

Nickerson: Right, so we have to pay for ourselves. Then you said that after they submit it, they have to get into a government contract.

Rodriguez: It's an inter-local agreement between the municipality and the county.

Nickerson: To maintain.

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Rodriguez: They assume the responsibility of installing the sign and maintaining the signs.

Nickerson: Which we have to pay for also. That's something I think that we should keep in mind. I will like to say, before we get on to the other questions and other stuff, I will like to thank the manager for bringing her to us. This is very important. I would like to thank Ms. Rodriguez for coming out.

Rodriguez: Not a problem. You will have the option of looking at the data that we're collecting for those segments, so you will have an idea if there is something that will be feasible for you to do or not.

Nickerson: When you get back to Mrs. Brookes, our villager, could you please also CC the manager with that information that you give her also.

Rodriguez: Sure, no problem.

Nickerson: I would just like to say thanks and I appreciate.

Rodriguez: You're welcome.

Nickerson: This type of information, this is almost like a town hall with these type of information because we always get this information on traffic. It's like everything she said all that time, eat everything up, eat everything up, and eat everything up. I really appreciate that. Back to you, madam chair.

Roman: Right now, I've asked the manager to provide you also with the petition that was signed from all the residents from 90th because I believe they were quite a few so that you can have that and perhaps we can get back to all of the ones that signed the petition with an update.

Mathis: I understand why you're saying to lower the streets, but it's 30 miles now. Lowering it to 25, putting a sign up is just putting a sign up. People aren't obeying 30 now.

Rodriguez: There has to be hand to hand information.

Mathis: I understand that. What I'm saying is the person that lives on a street that basically isn't highway, that's not going to do anything. We need traffic calming devices.

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Roman: I have one last question. Are the circles that we have in [unintelligible 00:23:37], is that considered traffic calming?

Rodriguez: Yes, they are.

Roman: Is that something that possibly we can look at?

Rodriguez: Yes.

Roman: Instead of the speed bumps, is that easier to get than speed bumps?

Rodriguez: To obtain, to get it. First, the criteria for traffic calming has to be met. That's saying that yes, you have a speeding issue and is confirmed. I could tell you if you can divide it if my criteria is met or if a criteria for the municipality would be met, so you can think about something else.

Roman: Okay.

Rodriguez: Okay? Actually, the traffic circle works when you have a long segment or no stopping. Actually, the driver has to slow down and diverge on a straight path entity, so we'll calm the traffic in that way. Also, when you have a crash history of right angles be in the roundabout at that particular intersection, it's going to remove many complete points, so only they make right turns. Many complete points and maybe left try a continuous if people want to make a turn. It would be eliminated as you want and you will have a very safety operational intersection that way.

It's not going to do much between intersection and intersection, but it will if we apply for 87th where you have none stop approaches and people could speed a little more when you have a long segment without stopping.

Christia Alou: Sure. You're right, I forget. You just mentioned that Miami Shore has just completed their traffic study and lowered their speed limit, would that be a municipality could piggyback of off considering we probably have the same flow or similar traffic flow?

Rodriguez: 82% of the study because one is always not exactly a good deal. You have a different flow of traffic, you have a defend behavior, two locations are unique. Locations are unique, the roads are unique, the behavior are unique. You need to have your own style.

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Mathis: I want one, but does the county take into consideration when municipalities battle against each other in road closures?

Rodriguez: Road closures?

Mathis: Yes, when one municipality has closed the setup roads which forces the traffic to go to--

Rodriguez: That actually happens a few years back and today we're not in favor after an improvement.

Mathis: Right, but it still affects those communities.

Rodriguez: What is done is done and it just affect the flow of traffic everywhere.

Mathis: Right, but has the county taken into consideration what it does to the neighboring municipality for a street closure thing allowed.

Rodriguez: Definitely, when you close one street, you need to divert traffic and you will just translate it. Shifting the problem from one road to another. That's why we are not in favor of turning or searching for closures. That was approved in previous management and the current management is not in favor of this.

Roman: Thank you, Doraida. Anybody else? I will open it up one more time to Good and Welfare.

Resident: Excuse me, I'll just squeeze here.

Marilyn: [unintelligible 00:27:50]. No wonder, that's 400 Northeast, 90th Street. There's three different studies, do we have to pay for either of them? The bumps, the 25 miles. I heard you said that they each have to pay. We've got one of them that I think Carole requested.

Rodriguez: Give the speeding issue, please.

Roman: Can you come to the mic.

Marilyn: If a speeding issue is found on a street maintained, when they come, the guy will be responsible for providing any traffic calming device required? If the speeding issue is on a village maintained road, it has to be paid by the village. Now, if we do the study, we apply our

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criteria. Give the municipality to study. The municipality can piggyback from the criteria to all the municipalities.

Marilyn: I know that the manager just asked if we can piggyback on Miami Shores and you said that that was not possible.

Rodriguez: You can piggyback from the criteria that was developed, and Miami Shores does not have a criteria developed yet. They piggybacked from all of the same.

Marilyn: They piggybacked enough because, because of them is why we have this traffic running through here crazy because they closed off, and so all the traffic from there comes through here.

Rodriguez: That's a different issue and I explained before that that was approved many years ago, which is not our practice today. We are totally in closure because we need the traffic to flow. Those closures actually bring all traffic to the arterial where the arterial are already congested.

Marilyn: I don't know. Biscayne Park

at the 25 in North, can we can we piggyback on Biscayne Park?

Rodriguez: Again, you can piggyback on the criteria if you're doing the study today. You cannot piggyback from what they have done.

Marilyn: Unless it was done today.

Rodriguez: You can do the study today and you can apply the criteria you have applied to your Miami Beach or City of Miami or the most recently. The one that actually covers the most is the City of Port Lucie. It was just approved two months ago. That's all. *Holla.*

Roman: Thank you.

Brookes: Thank you.

Roman: Thank you, Ms. Brookes.

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Roman: Doraida, thank you so much for coming. Again, we look forward to getting the update. For any other questions, you have our online information. You can call me if you want. Thank you.

Rodriguez: Thank you very much.

[inaudible conversations]

Roman: With that, that concludes the Public Safety Committee. Do I have a motion to adjourn?

Nickerson: Motion to adjourn.

Roman: Okay, the Public Safety Committee meeting adjourns at 7:05 PM. Thank you. All in favor?

All: Aye.

Nickerson: Thanks.

[00:31:31] [END OF AUDIO]

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