

RESOLUTION No. 20-178

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INTERLOCAL AGREEMENT WITH MIAMI-DADE COUNTY TO OBTAIN THE COUNTY'S APPROVAL AUTHORIZING THE CITY TO UNDERTAKE CERTAIN TRAFFIC ENGINEERING FUNCTIONS AS OUTLINED IN THE AGREEMENT; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Doral desires to improve the quality of life and public health through traffic safety improvements on City and Local streets; and

WHEREAS, per Miami-Dade County Code Sections 2-95 and 2-96.1 all traffic control and traffic engineering services within the County are under the exclusive jurisdiction of MDC; and

WHEREAS, the City of Doral Public Works Department has requested to assume the installation and maintenance responsibilities of certain traffic engineering functions on local municipal streets only; and

WHEREAS, the City of Doral would also be responsible for the review and approval of said traffic engineering functions on local private streets; and

WHEREAS, Miami-Dade County (MDC) has previously approved the City's proposed traffic calming criteria currently being implemented in the City of Coral Gables; and

WHEREAS, the proposed traffic calming criteria provides a greater ability to incorporate traffic calming within City limits that what is presently available with a focus on pedestrian safety and greater emphasis on motorists' speeds; and

WHEREAS, upon full execution of this agreement, or as in the attached substantial form, the Public Works Department will move forward with the implementation of the criteria proposed for traffic engineering functions within City limits; and

WHEREAS, if the County makes any substantial changes to the agreement prior to execution the PWD will present the revised agreement to Council for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DORAL AS FOLLOWS:

Section 1. Recitals. The above recitals are confirmed, adopted, and incorporated herein and made part hereof by this reference.

Section 2. Approval. The Interlocal Agreement for Traffic Engineering Functions, attached hereto as Exhibit "A", is hereby approved.

Section 3. Authorization. The City Manager is authorized to execute the Interlocal Agreement.

Section 4. Implementation. The City Manager and the City Attorney are hereby authorized to take such further action as may be necessary to implement the purpose and the provisions of this Resolution.

Section 5. Effective Date. This Resolution shall take effect immediately upon adoption.


The foregoing Resolution was offered by Councilmember Cabrera who moved its adoption. The motion was seconded by Councilmember Cabral and upon being put to a vote, the vote was as follows:

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Christi Fraga	Yes
Councilwoman Digna Cabral	Yes
Councilman Pete Cabrera	Yes
Councilwoman Claudia Mariaca	Yes

PASSED AND ADOPTED this 9 day of September, 2020.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:


CONNIE DIAZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF DORAL ONLY:



LUIS FIGUEREDO, ESQ.
CITY ATTORNEY

EXHIBIT “A”

INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS

THIS INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS ("Agreement") is made and entered into this _____ day of _____, 2020, by and between the CITY OF DORAL (the "City"), a municipal corporation of the State of Florida, and MIAMI-DADE COUNTY (the "County"), a political subdivision of the State of Florida.

WITNESSETH

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

WHEREAS, the City of Doral desires to assume the installation and maintenance responsibilities of certain traffic engineering functions pertaining to its local municipal streets only and has requested the County to allow it to perform the function of conducting engineering studies for the feasibility and installation of traffic calming devices; and

WHEREAS, the City of Doral has the ability to plan, design, and perform construction inspection of Transportation Projects within its Public Works Department, and has represented to the County that it is capable, equipped, and qualified to perform the duties and functions requested herein; and

WHEREAS, Miami Dade County shall approve the City's traffic calming criteria, attached hereto as Exhibit A, which has already been adopted within the City of Coral Gables; and

WHEREAS, the County and the City agree that nothing contained in this Agreement shall diminish or impact the rights of either entity with respect to jurisdiction, sovereign or permitting powers, or in any other matter related to the installation, use and maintenance of the traffic control devised unless specifically set forth herein, including but not limited to any County powers under the Miami-Dade County Code; and

WHEREAS, the parties agree that once this Agreement is executed it shall supersede and replaced the Interlocal Agreement of June 29, 2005 between the parties; and

WHEREAS, the City of Doral has, by proper resolution attached hereto as Exhibit B and by reference made a part hereof, authorized its officer(s) to enter into this **AGREEMENT**.

NOW THEREFORE, the City of Doral and the County agree as follows:

Section 1. Recitals Adopted. The recitals set forth above are incorporated herein by reference.

Section 2. Traffic Calming Devices. The City of Doral may install and maintain the following designated types of traffic calming devices, and/or signs (collectively the "Traffic Calming Devices") and only on those local municipal streets operated and maintained by the City of Doral within its boundaries, and not less than 250 feet from existing traffic signals, County roadways, State roadways and the boundary of City of Doral limits; or within school zones, or adjacent to bicycle facilities or hospitals:

- a) Traffic Circles
- b) Speed Humps/Speed Bumps/Speed Tables
- c) Historic Street Name Signs
- d) In-Street Pedestrian Crossing Signs

e) Raised Intersections

Should the City of Doral install street name signs at the same site where a stop-top street name sign exists, then the City of Doral shall first install their sign on a separate post, not to interfere with any other traffic sign, other corners of the intersection may be used for the City of Doral sign. Subsequently, the City of Doral, shall remove the County's stop-top street name signs by an approved sign contractor. All signs and hardware removed shall be dismantled and returned to the Traffic Signals and Signs Division of the County's Public Works and Waste Management Department. Street name signs installed at the intersection of two local roads should be placed at the northeast or northwest corner. City of Doral historic street name signs shall be of a design approved by DTPW. In-street pedestrian crossing signs placed on pavement shall not be metal type.

Section 3. Installation. Any such Traffic Calming Devices may be installed on local municipal streets only after an appropriate traffic engineering study has been performed and signed and sealed by a Florida licensed professional engineer, and has received written approval by the City of Doral, through its City of Doral Manager or his/her designee. A copy of such traffic study must be submitted to the Miami-Dade Department of Transportation and Public Works ("DTPW") of the County.

Any such Traffic Calming Devices may be installed on local municipal streets only after sealed and signed design plans have been reviewed and received written approval by the City of Doral, through its City of Doral Manager or his/her designee. Provided that such design plans utilize the standard County design attached as Exhibit "C," or the standard City of Doral design attached as Exhibit "D" as may be applicable, no additional review or approval by the Department of Transportation and Public Works (DTPW) shall be required before installation. To the extent that design plans deviate from the standard design attached as Exhibits "C" or "D", a copy of such design plans shall be submitted to DTPW for its review and written approval.

Section 4. Decals. The City of Doral shall attach a decal to the back of the sign panels indicating the City of Doral's ownership and date of installation.

Section 5. Standards. The City of Doral assumes sole and complete liability for any and all accidents, damages, claims, and/or injuries which may or are alleged to occur or arise out of the installation, operation or maintenance of said Traffic Calming Devices, and hereby indemnifies and saves harmless the County from any and all claims and damages arising from such installation, operation or maintenance of the Traffic Calming Devices. All Traffic Calming Devices installed by the City of Doral in accordance with this Agreement shall conform to the applicable requirements established by the following publications including latest revisions:

- Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation Federal Highway Administration
- Standard Highway Signs, U.S. Department of Transportation, Federal Highway Administration
- A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
- Roundabouts: An Informational Guide, Federal Highway Administration, U.S. Department of Transportation
- Florida Roundabout Guide, Florida Department of Transportation
- Florida Department of Transportation's Standard Specifications for Road and Bridge Construction
- Florida Bicycle Facilities Planning and Design Handbook, Florida Department of Transportation
- Miami-Dade County Public Works Standard Details Manual, or any other comparative criteria available to municipalities which has been approved by the County.

- Miami-Dade County Traffic Flow Modification(s)/Street Closure Procedure, Revised January 2009

Section 6. Maintenance Responsibility. The City of Doral assumes sole and complete responsibility for the maintenance of all such Traffic Calming Devices.

Section 7. Liability and Indemnification. The City of Doral assumes sole and complete liability for any and all accidents, damages, claims, and/or injuries which may, or are alleged to, occur or arise out of the installation, operation or maintenance of said Speed Limit Signs, and hereby indemnifies to the extent allowed by Section 768.28, Florida Statutes, and saves harmless the County from any and all claims and damages arising from such installation, operation or maintenance of the Speed Limit Signs.

Section 8. No Waiver of Sovereign Immunity. Notwithstanding any other term in this Agreement, nothing shall be deemed to be a waiver of either the City of Doral or the County's immunity or limitation of liability as provided pursuant to Section 768.28, Florida Statutes, as may be amended from time to time.

Section 9. Public Records. The City of Doral shall be responsible for keeping records of any and all installations and repairs and furnishing pertinent documents as and when said records may be requested by the County.

Section 10. Headings. The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or to be taken into consideration in interpreting this Agreement.

Section 11. Ambiguities. The preparation of this Agreement has been a joint effort of the Parties hereto and both Parties have had the benefit of consultation with legal counsel of their choosing prior to its execution. The resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the Parties than the other.

Section 12. Entirety. This Agreement embodies the entire agreement between the Parties with respect to the matters addressed herein. Previous agreements and understandings of the Parties with respect to such matters are null, void, and of no effect. Notwithstanding any other provision contained herein, no third-party beneficiaries are created with respect to any claims against the County by virtue of this Agreement.

Section 13. Amendments. This Agreement may be amended, modified, or altered, and its material provisions may be waived, only by written instrument, and only if properly executed by all parties hereto.

Section 14. Effective Date. That this Agreement shall become effective on the date first written above after such Agreement is fully executed by all parties hereto.

Section 15. Termination. Either the City of Doral or the County may, in their respective sole and complete discretion, terminate this Agreement, with or without cause and/or convenience of the terminating party, upon twenty (20) business days written notice; provided, however, the City of Doral shall continue to maintain, repair, and be responsible for any Speed Limit Signs installed by the City of Doral while this Agreement was in effect. Prior to the termination of this Agreement, however, the City of Doral may elect to remove any one or all Speed Limit Signs installed by the City of Doral; provided the City of Doral shall restore the roadway and area in which the Speed Limit Sign was located to the condition that existed before the City of Doral's installation.

Section 16. Execution. This Agreement may be executed in one or more hard or electronic counterparts, which, when taken together, shall constitute one fully executed instrument.

Section 17. Notice. Any notices to be given hereunder shall be in writing and shall be deemed to have been given if sent by hand deliver, recognized overnight courier (e.g. Federal Express), or by written certified U.S. mail, with return receipt requested, addressed to the Party for whom it is intended, at the place specified. The method of delivery shall be consistent among all of the persons listed herein. For the present, the Parties designate the following as the representative for notice purposes:

- a. **For the County:** Miami-Dade Department of Transportation and Public Works,
Attn: Director, 111 NW 1st Street, Suite 1510, Miami, FL 33128

With a Copy To: Miami-Dade County Attorney's Office,
111 NW 1st Street, Suite 2910, Miami FL 33128

- b. **For the City:** City of Doral, Attn: Albert P. Childress, City Manager,
8401 NW 53rd Terrace, Doral, FL 33166

With a Copy To: Luis Figueredo, City Attorney,
8401 NW 53rd Terrace, Doral, FL 33166

With a Copy To: City of Doral Public Works Department,
Attn: Director, 8401 NW 53rd Terrace, Doral, FL 33166

IN WITNESS WHEREOF, the City and the County have set their hands the day and year above written.

ATTEST:

HARVEY RUVIN, CLERK

MIAMI-DADE COUNTY

By:

County Mayor

By: _____
County Deputy Clerk

(Affix County Seal)

Approved as to form and legal sufficiency:

Assistant County Attorney

THE CITY OF DORAL, FLORIDA

ATTEST:

CITY OF DORAL, FLORIDA, a municipal
Corporation of the State of Florida

By: _____
Connie Diaz, MMC, City Clerk

By: _____
Albert P. Childress, City Manager

(Affix City of Doral Seal)

APPROVED AS TO LEGAL FORM
CORRECTNESS:

By: _____
Luis Figueredo, City Attorney

EXHIBIT "A"

City of Doral
Traffic Calming Criteria

INTRODUCTION

The purpose of this memorandum is to document the development of new traffic calming criteria for the City of Doral. This is being executed as part of an inter-local agreement between the Miami-Dade County Department of Transportation and the City of Doral Department of Public Works. The new traffic calming criteria includes factors that consider the context of the street such as the presence of sidewalks, proximity to schools, parks or other community destinations as well as adjustments to the current traffic calming criteria. The new traffic calming criteria will be used to implement neighborhood livability enhancements which will be incorporated into the City's ongoing Multimodal Transportation Plan development. This traffic calming criteria is not intended to identify specific traffic calming alternatives for individual street segments but rather to identify street segments where some form of traffic calming should be installed.

EXISTING STANDARDS

The City of Doral currently follows the Traffic Flow Modifications/Street Closures Procedure set by Miami-Dade County, which includes a Policy on Traffic Calming Measures. The objective of the Miami-Dade County Procedure is to have a uniform set of guidelines or warrants to be followed by local municipalities, the County and the State for implementing neighborhood and localized area traffic control. The initial study for the Procedure was completed in 1996 and updated in 2009.

The Miami-Dade County Policy on Traffic Calming Measures is summarized in Table 1. The street must meet the first criteria (i.e. volume) and at least one of the remaining criteria in order for the Public Works Department to consider traffic calming measures. Other criteria include 85th percentile speed, correctable accidents, cut-through traffic, pedestrian crossing volumes and concurrence from affected residents and property owners. For communities within the County that fund their respective traffic calming programs, the traffic volume criteria can be reduced by 30% and the speed criteria can be reduced by 50%. The thresholds for both without reduction (i.e. Miami-Dade County) and with reductions (i.e. the City of Doral) are shown in Table 1.

Table 1: Miami-Dade County Policy on Traffic Calming Measures

Criterion	Residential Local Street	Residential Collector Street
Minimum Traffic Volume ¹ (Miami-Dade County)	>1,500 VPD <3,000	>3,000 VPD <8,000
	>150 VPH <300	>300 VPH <800
Minimum Traffic Volume (City of Doral)	>1,050 VPD <3,000	>2,100 VPD <8,000
	>105 VPH <300	>210 VPH <800
85th Percentile Speed ¹ (Miami-Dade County)	10 mph > speed limit	10 mph > speed limit
85th Percentile Speed (City of Doral)	5 mph > speed limit	5 mph > speed limit
Correctable Accidents per year	>3	>6
Cut-through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners	2/3 of returned ballots	2/3 of returned ballots

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

Additionally, Miami-Dade County includes a separate Policy on Traffic Calming Devices for Low Volume Narrow Streets. The General Requirements are listed below and specific criteria is shown in Table 2. The street must meet the first criteria, speed, and any one of the other criteria to qualify and may qualify using either the Option 1 or Option 2 criteria.

General Requirements:

- The street must be a local residential street.
- The street width must be less than 20 feet.
- The posted speed limit must be 30 mph or greater.
- The street is not on an emergency vehicle route.
- The street is not on a school bus route.
- The street must not be on a curve.
- The proposed Traffic Calming Devices will have no adverse effect on pedestrians, bicycle safety or drainage.
- The street does not have any sidewalks.

Table 2: Miami-Dade County Criteria for Traffic Calming Measures for Low Volume Narrow Streets

Criterion	Low Volume Narrow Streets Option 1	Low Volume Narrow Street Option 2
85th Percentile Speed	5 mph \geq speed limit	\geq speed limit
Minimum Traffic Volume	>500 VPD <1,000	>500 VPD <1,000
Cut-through Traffic	>25%	>40%
Pedestrian Crossing Volume (pedestrians per hour)	>15	>15
Correctable Accidents per year	>2	>2

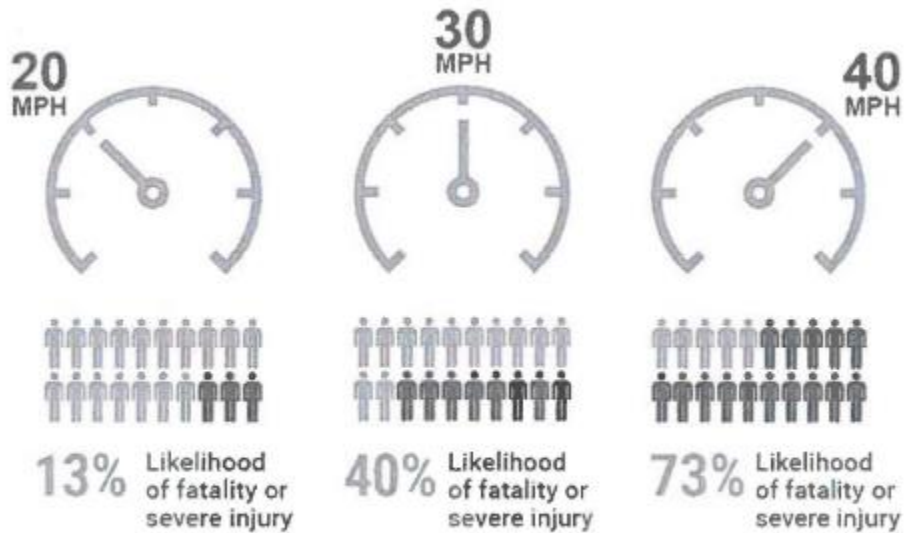
PROPOSED CRITERIA

There are five (5) categories of criteria that expand on the existing criteria to consider contextual elements such as presence of sidewalk and proximity to pedestrian traffic generators. Based on the request of City staff and the comparable traffic calming criteria, the proposed Traffic Calming Criteria for the City of Doral is a point-based system. Each category includes thresholds with points assigned based on where the street falls within those thresholds. Similar to the City of Miami Beach procedure, there will be a minimum number of points required for eligibility. The point-based system will be used to determine if a street qualifies for traffic calming and prioritization of streets for traffic calming. In general, the traffic calming criteria is to be applied only to collectors with less than 8,000 vehicles per day or local streets. Separate volume criteria is established for Narrow Streets, less than 20 feet wide. The proposed elements to include in the City of Doral Traffic Calming Criteria are listed below. The scoring system is shown in Table 3.

- **Daily Volume:** One of three different point systems for the daily volume may be applied based on street width, and functional classification. Collectors have the highest volume thresholds while local narrow streets have the lowest volume thresholds. Collectors exceeding 8,000 vehicles per day are ineligible for traffic calming.
- **85th Percentile Speed:** To improve safety on the City's streets, the City of Doral legislatively reduced the speed limit on all streets from 30 MPH to 25 MPH. Due to the direct link between speed and the likelihood of fatality or severe injury, the 85th percentile speed is the most heavily weighted criteria in the scoring system. A threshold of just one MPH over the speed limit will garnish points in the scoring system. As shown in Figure 1, at an impact speed of 30 MPH, a pedestrian's likelihood of fatality or severe injury is 40%, while at an impact speed of 20 MPH, this likelihood is reduced to 13%.
- **Pedestrian Facilities:** The absence of a sidewalk on one or both sides of the street may result in pedestrians walking in the street. Low speeds on the streets where motorists and pedestrians share the roadway become even more important. Points are furnished to streets without sidewalks on one or both sides.
- **Pedestrian Generators:** Rather than using actual pedestrian volumes in the scoring system, points are awarded based on the number of pedestrian traffic generators within one half mile of the street. Pedestrian generators are such land uses as schools, parks and commercial centers. Points are also awarded for the number of transit lines with stops within one half mile of the street. If walking on the street is an unsafe or uncomfortable experience, the pedestrian volumes may not reflect the actual demand around the street. Awarding points for nearby pedestrian generators will account for potential latent demand for walking along or crossing the street.
- **Driveway Density:** The presence of numerous driveways on a street segment introduces conflict points between motorists accessing or departing the driveways, motorists and bicyclists on the street, and pedestrians on the sidewalk. Low speeds on the streets with a higher driveway density are important to

ensure conflicts can be avoided between all modes. Properties with circular driveways should be considered as one access point.

- Number of Crashes: A history of crashes on the street indicates there may be a safety problem on the street. Points are awarded to streets that exceed a minimum number of correctable crashes per year.



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Tefft, AAA Foundation for Traffic Safety, 2011

Figure 1: Impact Speed and a Pedestrians Risk of Severe Injury or Death

Based on the relative importance of each element to achieving safe and livable streets, a point system was derived for each element and will be applied to the locations in Doral. Streets that score 10 points or higher are considered to merit traffic calming. This point system is a more holistic approach in which streets could qualify for traffic calming in a number of ways. It shifts the importance from traffic volume to 85" percentile speed and other context factors. When considering specific traffic calming measures to apply to streets the score 10 points or higher, it must be noted that speed humps cannot be installed on County collector roads or on local or County roads adjacent to schools.

Table 3: City of Doral Traffic Calming Criteria and Thresholds

	Narrow Residential Local Street	Residential Local Street	Residential Local Collector Street	Points
Daily Volume	0 to 500 VPD	0 to 1,000 VPD	0 to 2,000 VPD	0
	501 to 750 VPD	1,001 to 1,250 VPD	2,001 to 2,500 VPD	1
	751 to 1,100 VPD	1,251 to 1,750 VPD	2,501 to 3,000 VPD	2
	1,101 to 1,700 VPD	1,751 to 2,500 VPD	3,001 to 4,000 VPD	3
	1,701 to 2,300 VPD	2,501 to 3,000 VPD	4,001 to 5,000 VPD	4
	> 2,300 VPD	> 3,000 VPD	5,001 to 8,000 VPD	5
85th Percentile Speed	0 to 1.0 MPH > speed limit			0
	1.1 to 2.0 MPH > speed limit			1
	2.1 to 3.0 MPH > speed limit			2
	3.1 to 4.0 MPH > speed limit			3
	4.1 to 5.0 MPH > speed limit			4
	5.1 to 6.0 MPH > speed limit			5
	6.1 to 7.0 MPH > speed limit			6
	7.1 to 8.0 MPH > speed limit			7
	8.1 to 9.0 MPH > speed limit			8
	9.1 to 10.0 MPH > speed limit			9
Presence of Pedestrian Facilities	Both sides			0
	One side			1.5
	None			3
Pedestrian Generators	Schools within 0.5 mile (each)			1
	Parks within 0.5 mile (each)			0.5
	Transit lines with stops within 0.5 mile (each)			0.5
Driveway Density	≥ 10 Driveways per 500 feet (Circular driveways should be considered as one)			1
Number of correctable crashes	≥ 3 per year		≥ 6 per year	5

CONCLUSION

The proposed traffic calming criteria for the City of Doral includes a number of factors that consider the context of the street to determine if traffic calming is warranted.

Compared to other jurisdictions in Miami-Dade County, the proposed traffic calming criteria provides a greater ability to incorporate traffic calming within the City of Doral. The focus of the proposed criteria is pedestrian safety. The criteria places a greater emphasis on motorists' speeds, which aligns with research on a pedestrian's risk of severe injury or fatality. Additionally, the proposed criteria allows lower volume and lower speed streets to qualify if there are limited or no sidewalks and if there are pedestrian generators nearby. In general, the point system in the proposed criteria provides more flexibility to account for the context of the street when considering whether or not to apply traffic calming measures.

EXHIBIT “B”

City of Doral Resolution No.

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