

City of Coral Gables City Commission Meeting
Agenda Item F-7 and F-10
June 11, 2024
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago
Vice Mayor Rhonda Anderson
Commissioner Melissa Castro
Commissioner Ariel Fernandez
Commissioner Kirk Menendez

City Staff

City Attorney, Cristina Suárez
City Manager, Amos Rojas, Jr.
City Clerk, Billy Urquia
Public Works Director, Hermes Diaz
Traffic Engineer, Melissa DeZayas
Assistant City Manager, Alberto Parjus

Public Speaker(s)

Maria Cruz
Lina Fernandez

Agenda Items F-7 and F-10 [4:47 p.m.]

F-7: Discussion regarding 1465 Certosa Avenue. (Sponsored by Mayor Lago)

F-10: Discussion regarding temporary speed tables. (Sponsored by Vice Mayor Anderson) (Co-Sponsored by Mayor Lago)

Mayor Lago: The last two items are F-7 and F-10, they are basically related. It deals with temporary speed tables. Madam Vice Mayor would you like to commence then I'll take over the Certosa conversation.

Commissioner Fernandez: Mayor, the resident for Certosa asked for this to be deferred because he couldn't be here.

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Mayor Lago: He didn't tell me anything. I'm the sponsor of the item.

Commissioner Fernandez: He called me this week. He said he had called your office.

Mayor Lago: They would have told me. I think we should talk about it anyways. I think it's important.

Vice Mayor Anderson: It's a discussion item, so it's not like there's going to be any action taken on it. I brought up the temporary speed tables at the last meeting. We've had some discussion about the temporary speed tables and what happened to the ones on Biltmore Court that the city had previously purchased. The price was north of what I felt was reasonable to expend on a speed table itself, plus the fact that the prior ones that we had disintegrated due to heat. So, the cost and the deterioration of these items was a concerning factor. If they were more durable and resilient and reusable, then the investment would not be as concerning as with the amount of deterioration and waste of taxpayer dollars that we have here. Mayor, do you have some additional.

Mayor Lago: I have a bunch of things I want to talk about. We have a lot of residents are asking for speed tables. I have never brought up the issue, never had a conversation with you or the City Manager or the previous City Manager in regard to this neighborhood in particular because I live a block and-a-half away. I want to be very careful about that issue. We've been waiting for years, three years, for traffic calming in our neighborhood. I haven't brought it up even though I think obviously we need it. We abut University of Miami, there's a lot of traffic. You and I had a conversation. What is the cost of one temporary speed table on a street?

Public Works Director Diaz: So, for the rubberized ones its about 47.

Mayor Lago: Can we just say \$5,000.

Public Works Director Diaz: Sure.

Mayor Lago: Let's just say \$5,000, right. How much is the installation?

Public Works Director Diaz: So, the idea would be that we'll install it with our staff. The vendor offered to give us some training, so.

Mayor Lago: What is the time, like what does it take?

Public Works Director Diaz: I imagine it will take a few hours.

Mayor Lago: Again, what do you think it will cost? That's time that staff is not working on something else, so it cost money.

Public Works Director Diaz: I'll have to figure it out.

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Mayor Lago: From what you and I talked about, we put a number of 3, 4, \$5,000, if it was done in the private sector, correct.

Public Works Director Diaz: Right.

Mayor Lago: Now we're transitioning, I didn't that staff was doing it.

Public Works Director Diaz: Correct. The idea would be that staff with some training from the vendor will be doing the installation.

Mayor Lago: Does that void the warranty if staff is doing it versus the vendor?

Public Works Director Diaz: No. No. You've just got to...

Mayor Lago: But you know very well.

Public Works Director Diaz: The vendor doesn't install them. They would just give us some training and we'll install them.

Mayor Lago: Perfect. So, you and I had a conversation, there are 60 pending traffic calming areas.

Public Works Director Diaz: Yes. We actually have a slide that has some of that information. Billy, if we could bring it up. There you go. Thank you. Its just one slide. That's what they look like. So, what we've been discussing about possibly buying a set of ten and its actually \$4,500 per set, sorry about that.

Mayor Lago: Let's put it at \$5,000, if we install it, miscellaneous materials, whatever we have to do, touch-up, different things.

Public Works Director Diaz: So, they will have to...obviously after the design has been done and approved, so there will be placed at the same location where the...

Mayor Lago: Who's paying for that design?

Public Works Director Diaz: That needs to be done anyways, because those will be installed in the areas where concrete traffic tables are coming anyways.

Mayor Lago: I know, but I'm saying, I'm asking because I'm not aware of this. Are we going to be able to apply once the temporary ones, once we're ready to install permanent ones there, are we going to be able to apply the same design as we did with the temporary ones?

Public Works Director Diaz: We'll put them in the same spot. This will actually take a little bit of less space, so it will be the same footprint of the design of the speed tables, and it will be removed and put somewhere else afterwards.

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Mayor Lago: You have any other slides that we need to go over.

Public Works Director Diaz: No. No. This is just the only slide. You were talking about where we are. So right now, we have about ten that are for Zone 3, which will pretty much be the end of Zone 3 as part of the original scheduled ones. Zone 4, we have 18 and Zone 5 we have 26. So those will probably come in 2025.

Mayor Lago: I understand. Let's get to the crux of the matter. So, we met with this gentleman, Gustavo Casio.

Public Works Director Diaz: Yes.

Mayor Lago: Which I have a multi-decade relationship with his family. He lives two blocks from my house. You came to the number that there were 60 pending locations throughout Coral Gables that are waiting for traffic calming,

Public Works Director Diaz: Thereabouts – more or less.

Mayor Lago: I want the numbers to come from you. I don't want...

Public Works Director Diaz: Well, its 10 plus 18, plus 26.

Commissioner Fernandez: 54.

Public Works Director Diaz: And then we have about 8, because we've been getting additional requests from other places that we tested, and we'll be going back to those areas.

Mayor Lago: 62.

Public Works Director Diaz: 62.

Mayor Lago: That means \$310,000, that's the cost. Let me explain to you why I'm bringing that up. In the meeting that we were in, we had a conversation, the gentleman along with other residents in the area were irate stating that he wanted his traffic calming now. We had a conversation. We told him we have to wait in the queue like everybody else. We only have X amount of dollars allocated year after year after year, correct.

Public Works Director Diaz: Correct.

Mayor Lago: The Manager was there said, we can put a temporary one here, which I don't have a problem with at all. I think its perfectly fine, but the issue is that if you're going to do one for him, you are going to get calls from everybody else. I already have gotten calls from residents, I guess people talk, there were multiple people in that meeting that said, if you're going to give them the traffic calming, I want the traffic calming also. I want the temporary ones. Correct.

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Public Works Director Diaz: Correct. Well, that's the call we're going to make here, right.

Mayor Lago: That's what I'm saying but hold on. So, I want to be very clear, because if we're going to have that conversation, we are going to tell a resident that we're going to provide temporary traffic calming, we have to provide it for everybody, because we are going to get all the phone calls. We can't just tell one resident yes, and then they are going to be able to get their temporary traffic calming because they had the same reasoning. They looked at me and they looked at you and they looked at the Manager and said, if we save one life its well worth the \$300,000. My question to you is this, where would we be able to get the money to address a \$310,000 budget item because the moment that we give one temporary – we let somebody skip the line, this is the line that was done, right, I didn't have control over that line, you didn't have control over that line, this was done as per a program, correct.

Public Works Director Diaz: Right.

Mayor Lago: It was done as a program.

Public Works Director Diaz: We put together a program, a multi-year program for traffic calming citywide, correct.

Mayor Lago: And it was done. So, if we allow, for example I had a resident come in this week that I met with him, talking about near the Youth Center that there was a mistake that was made in regard to his street where all the other streets got traffic calming, but he didn't get traffic calming. For now, he's being put at the end of the line. That's another individual who says, I also heard that I'm here because I heard there's temporary traffic calming that potentially the Commission is going to consider. My question to you is this, do you have in your budget, not in next year's budget, because I don't want to also take \$310,000 from a permanent solution line item of \$2 million. We have about \$2 million dollars a year, correct.

Public Works Director Diaz: \$1.3 - \$1.4 (million).

Mayor Lago: \$1.3 - \$1.4 (million). I don't want to take \$300,000 from a \$1.3 million dollar line item to buy temporary, when at the end of the day, we take away from something that's permanent and it pushes back and forth. Do you have right now anywhere I can get \$310,000, because the moment I buy for one, I've got to buy for all.

Public Works Director Diaz: So, what we were proposing was to buy ten of them and that was going to be about \$45,000 and that was going to come from Capital Contingency Funds. \$300,000, I don't know that we have \$300,000.

Vice Mayor Anderson: Mayor, you mind if I throw in a question. You had some temporary tables and those disintegrated, correct, from the heat.

Public Works Director Diaz: They were warped. They were removed for a while, they were stored and then when we started looking at them, they were not really in particular good condition. It's
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been probably several years it's been in place, probably seven years, something like that. I don't recall.

Vice Mayor Anderson: No. No. No.

Public Works Director Diaz: It was before my time here and its going to be six this month.

Vice Mayor Anderson: They were installed on Biltmore Court.

Public Works Director Diaz: Right.

Vice Mayor Anderson: The first time I walked on Biltmore Court they weren't there and that was when I was walking and knocking on doors about three and-a-half years ago. So, within a three-and-a-half-year period of time they were installed, and they've disintegrated.

Public Works Director Diaz: They didn't disintegrate, but they got warped.

Vice Mayor Anderson: They are warped.

Public Works Director Diaz: They got warped, that's correct.

Vice Mayor Anderson: They could not be reused.

City Manager Rojas: If I may, may I ask a question. When we spoke, how many of the speed tables are ready for them to start?

Public Works Director Diaz: Ten right now.

City Manager Rojas: Ten speed tables ready for construction. Anything past ten still has to go through what phase?

Public Works Director Diaz: It still needs to go through design, balloting, so they won't be ready for construction until 2025 either way.

City Manager Rojas: So the ten that we have ready to go, if we have ten temporary speed tables, we can install those and as we fix one, move it to the next one, as long as all of the criteria has been met, the balloting, the measuring, the traffic study, and all of that, so we're talking about ten that are waiting to be built in 2025.

Public Works Director Diaz: We're working on those right now, yes. Correct.

City Manager Rojas: Okay. I just want to make sure.

Mayor Lago: Mr. Director, those are ready to be built.

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Public Works Director Diaz: No.

Mayor Lago: So that's the problem.

Public Works Director Diaz: Right.

Mayor Lago: When we have a conversation and we say we can get you temporary parking, you were there, you heard the conversation.

Public Works Director Diaz: Right.

Mayor Lago: And you have ten residents, and the Manager says, we can get you temporary, which I don't have a problem with it. Fine – let's get them temporary. I'm all for it, especially when they frame it about one life, one life. I'm all for it. Let's get the temporary. We cannot under any circumstances, we've always been a Commission that budgets accordingly, that does things the right way. The moment that you tell one resident that you can do this, and then you can't, it becomes a problem. The gentleman, as you remember, was stating, can we get stop signs. We told him we can't get stop signs. That's the county. I don't know where he got that impression that we could somehow, somehow get stop signs. We can't. That's not in our jurisdiction. That is the county's responsibility. We also made them aware of the traffic circles that are forthcoming on Alhambra. They were happy about that, because they thought that it was something that our team wasn't working on. I said it was. To make a long story short, this is an area which is not prepared even close, coming in 2025. That's what their timeframe is. So, I'm just saying, we have to be ready and not just tell people, hey listen, we can give you temporary traffic calming and then at the end of the day, you are going to have other areas because they are already visiting me. Had a resident who visited me and told me, and I'll get the address and I'll send it to all my colleagues so they can have it, because they are going to be confronted with this same situation that somehow, somehow he says, I don't know. Again, I don't know if he's telling me the entire picture, maybe he's misunderstanding that he was left out of all the streets adjacent to him next to the Youth Center got traffic calming, and he says that my street was left out, and it was a mistake. He says that he spoke to you, and I said, I'm pretty sure the director is always on point in regard to his statement. Let me go back to the director and speak to him in regard to that. You know who I'm talking about now?

Public Works Director Diaz: Yes, I do.

Mayor Lago: Okay. So that came to me because he heard that we're installing temporary. I said we've haven't even talked about that. I have it on the agenda and so does the Vice Mayor and that was this week. So, the word spreads very, very quickly, so that's why I'm telling you. If we're going to do this, its not just for five, it got to be for everybody.

Public Works Director Diaz: That one's a completely different conversation because that wasn't even our original schedule. Its not a mistake. It was just never in our original request. So, we explained to him what the process was. We actually collected preliminary data and based on the data we collected right now; he will not even qualify for traffic calming. However, it is close
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enough that we can go ahead and get – if you’re close enough because we understand that data is not official data, so its close enough that we can get the proper string data that we collect, but that won’t happen until the fall, because school’s out.

Mayor Lago: But let me explain to you something and you know this very well. When a person tells you that they are surrounded by traffic calming and they are the only street, and they do a diagram for you, and they bring you the diagram. It says my street is the only street that doesn’t have it. Its very difficult, its very difficult, they understand, may the appropriate word is not understanding. Its very difficult for them to accept that everybody around them meets the criteria, but that they don’t meet the criteria, and now they have to wait till 27, 28, so they are asking, I want temporary right now. So, it becomes a little bit difficult for them to swallow. So, what I’m asking for is, if we’re going to do something temporary just prepare yourself that everybody is going to ask for it. I’m all in favor of it. All I’m asking for is its going to be 310, actually more because its 60-plus, its not 60. Its going to be more than that. Let’s be prepared to be able to address it with everybody. I don’t want people to wait because you all are going to be getting phone calls about the issue.

Public Works Director Diaz: So, the idea what we brought in today was the option of buying ten of them, and that’s what we’re bringing in today.

Mayor Lago: I think it should be more. I think it should be all 60.

Commissioner Fernandez: That’s a conversation I had with the Manager, the Assistant City Manager and Director Diaz about the possibility of purchasing temporary traffic calming for all the pending locations. But when we did an assessment of the actual cost of staff time to install them and the actual installation process, along with the fact that you have to go through the design and balloting process. It didn’t really make much sense to go that route because we just wouldn’t – by the time that we installed the temporary traffic calming, its pretty much ready to install the permanent one. I know we’re looking for other vendors as well to expedite the current installation of them as well, and they’ve gotten faster in the installation, so I know that’s on board. With regards to the gentleman on Certosa, he was under the impression from meetings he said he had with you three years ago that you had placed him on the list, and I think that’s where all this came about, because he’s been talking to me about that for a while, and I said the Mayor has been taking the lead on that, he’s working on it. The other gentleman, you’re absolutely right. What they’ve had is the adverse impact of traffic calming. The traffic calming in the adjacent streets has moved all the people that are trying to move faster to their street. So, whereas before, their qualifications were way below, now they qualify more because of the rate of speed people are taking on their street because everybody else has traffic calming.

Mayor Lago: May I respond to you?

Commissioner Fernandez: Um huh.

Mayor Lago: Not saying I believe the gentleman. Not saying. I’m not a doctor. I’m not saying that I believe him, but I disagree. I’m saying I’m not believing without saying. He told me very clearly,
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he said it in front of the Manager, and he said it in front of Hermes and everybody there that he had been removed off the list by me, and that Ariel Fernandez had told him that at Belen. And I said, sir, you know at the end of the day, I hope that's not the case, because we may have a lot of disagreements but to plainly say that I am removing people off a traffic calming list, you heard him say that, and so did the Manager, heard him say it very clearly in front of all. I asked him, where did you hear that I removed you off this list. And he says, Commissioner Fernandez told me. The problem that we have here is a very simple one, it's a very simple one. I'm just preparing everybody because I know my neighborhood, they're here. The moment that we do not address – we address one neighborhood and don't address another one, that's why I said, let's not use employees. We can use employees for certain things, but let's use an outside consulting firm, a firm that we can bring. I imagine its not very difficult to install these things. I'm not saying use a handyman, you have to use a professional person, but I imagine that we can find a way to move forward and have maybe three groups installing 10, 10, 10. I don't know how long it would take but I think we can accomplish a lot. And I'm trying to do this holistically because I know what's going to happen. I've dealt with these situations of traffic calming. This started before any of these individuals were on the Commission. We worked on this for years. Lowering the speed limit to 25 miles per hour and working, as you remember to put together this plan that was approved by the county. I asked the Clerk because I had someone who called into question my involvement in the project and the Clerk will tell you, he can give you the public records request. Mr. Clerk, I remember the 25 miles an hour was over 700 emails in regard to that issue with the county and the issue of the study, I don't even know how many hundreds and hundreds and hundreds of emails in regard to doing traffic calming. I think we should move in a direction where if we're going to offer to one, we should be fair and offer it to everybody.

Public Works Director Diaz: The idea would be the standard ones get installed, those can be moved somewhere else and just go in a rotation.

Mayor Lago: 100 percent. But I just want to preempt an outcry that's coming. Yes, Madam Vice Mayor.

Vice Mayor Anderson: Commissioner Fernandez, you must have removed some of the blocks near my area too.

Commissioner Fernandez: And he told me that the Mayor had vetoed his getting traffic calming. There's no power to veto traffic calming.

Vice Mayor Anderson: Some blocks were missed. We're all human, things happen.

Public Works Director Diaz: I'm sure we did. I think going back to like 2016 or even earlier, some of the original requests goes back that far.

Vice Mayor Anderson: It was a long time ago, I know, I was there. I wrote in certain blocks in my area, close to my area, I brought them back. We dealt with that in another area. But I do have a follow up question for you. Other than these temporary speed tables that disintegrate or warp, I should say, with the heat, is there anything else we can do. Can we put in one of those slow down

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for pedestrian signs in the middle, because invariably when someone speeds, they are going down the middle of the street and it kind of forces them into their lane and slows them down. Do we have any other options than spending this kind of money?

Public Works Director Diaz: One of the things we started to do was, we started adding additional 25 miles per hour. As a matter of fact, talking to the contractor, we probably didn't get to it because of the weather, but they were scheduled to install them today.

Vice Mayor Anderson: Signs you mean.

Public Works Director Diaz: 25 miles per hour. When the 25 miles per hour was originally envisioned, there were certain concerns about sign pollution. So, it was purposely limited to a certain number citywide in certain strategic areas.

Vice Mayor Anderson: All those streets on LeJeune where you turn off and they still think you can go 40 – 45.

Public Works Director Diaz: So, one of the things that we're looking to do for the time being is put up a 25 mile an hour speed limit, at least just to tell people, a reminder that its 25. So that's something that we're effectively doing now in some of the areas where there is no signage.

Mayor Lago: But what I would like to do is again, an issue that we've been dealing with front and center. I would like to, Madam City Attorney is to present a resolution, I don't want to be out of turn a discussion point, I'd like to provide a resolution for the next Commission meeting, moving forward that ask the Manager to find funding for \$350,000 for temporary traffic calming to be able to be installed on all 60-plus areas that are still pending in regards to our study. I'd like to have that presented at the next Commission meeting. If anybody would like to co-sponsor, you're more than welcome to get involved and I think its an opportunity to put this to rest, get a traffic calming done and let's find the funding for it. And I don't want it in next year's budget cycle, and I don't want it taken from permanent infrastructure. I want it taken from a certain area in the budget so we can get it done. Because taking it away from permanent infrastructure, I think is just shooting ourselves in the foot and prolonging the problem.

Commissioner Fernandez: We can vote on that now.

Vice Mayor Anderson: I'd like to co-sponsor, but I'd like to see the language.

Mayor Lago: And I'd like to see the language presented the right way, do it the right way. I think it's the smart thing to do.

Commissioner Fernandez: I did have one question for the director. Last time we spoke about this, I had asked if you could come up with a number of what it would cost to complete traffic calming in the next fiscal year. You'll have that for tomorrow?

Public Works Director Diaz: The 62 that we have pending will cost \$900 and something thousand, close to a million dollars, including design because some of them still require design. So, you're probably looking at around a million dollars.

Commissioner Fernandez: And timeline-wise what would it take to actually go through design, balloting and installation?

Public Works Director Diaz: So right now, we actually most likely want to come back to you in July, because our poll consultants for designer, they reached the time, we are coming in July with a new group. So hopefully that goes smoothly and then we can then engage with them to go ahead. Zone 4 – we can go ahead and start a design immediately and it will probably take the rest of this year just to have them ready. Zone 5 – we're still pending the public meeting which we're going to do in the fall, that's 26 of them. So that one, you're looking at about 2025. We do have money left over in this fiscal year because we have several traffic circles that the residents did not approve of and those are the big-ticket items, right. Traffic circles cost anywhere between 150 to \$250,000, so like 6 or 7 of them put together. So, my team has engaged with some of them. Its possible that that may come back in a different form, maybe as a raised intersection, so that money would probably be used down the line for those or maybe they'll decide they don't want anything at all. So, there is some funding even now that we're probably not going to get to spend for that reason. So, I think next fiscal year, we're starting with the budget process. I think we're still scheduled to get the money for traffic calming with...speed tables because those are quick...fast and we noticed there's a significant acceptance to it. One of the issues we keep running into traffic circles are very often intersections...

Mayor Lago: Trees.

Public Works Director Diaz: Some trees need to be removed, some are rather large and then residents go out, well, we don't want to lose the tree and that's pretty much what triggers some of the pushback against some of those.

Mayor Lago: When we were in that meeting, sorry Mr. ACM, when we were in that meeting with residents last week, two of them all said the same thing, we want a traffic circle when the director says, but we may have to move, we may have to lose that tree and that tree and that tree. They all take a step back and say, hold on, I'll think about it again. It's a tough sell sometimes. Yes sir.

Assistant City Manager Parjus: If I may, just an observation that I'm asking...We have an agreement with the county, so the temporary traffic calming devices that we're installing right now have already been through the process. They've been voting taking place and we are waiting for design, but if you proceed to install the temporary ones before you even qualify them and you don't qualify them for one reason or the other, you are going to have to take them out, and that would be a bigger issue. That would be a violation of the agreement if you leave them there. So just an observation.

Mayor Lago: But Mr. ACM you are 100 percent correct and that's why when we're sitting with residents and we tell them we're going to do temporary traffic calming, they all light up and they

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say, perfect, at all costs. I don't care what the cost is. I try to explain, and we set a number back then that was incorrect. It was not your fault or anybody's fault. That's the number that we were in the fly. We said \$5,000 for the actual infrastructure, which is temporary, and then another \$5,000 for installation. It was a quick math, so its half that, but they said you can't put a price on a life. So how do you argue with a resident saying, but you are about to get your permanent in 2025, they want it now. So, if you do it for one, you have to do it for all, because its just not going to be fair. Its not going to be fair and the phone calls are going to be the same thing as always. What we're dealing with the gentleman who again, did not request it in his neighborhood.

Public Works Director Diaz: We don't have a record that that...had a request until, I want to say could be, I want to say December, November, sometime late last year. So, we added him to a process, and we'll get to it in due time. I would not suggest that we do that in other areas except where they are being balloted, designed and approved. That would be my suggestion for the temporary ones. There will be several months in between the temporary and the final in those instances.

Mayor Lago: If you can point to me and say, Vince, look, in the next three months this area is going to get permanent, obviously it doesn't make sense to install temporary, but if you're telling me that you are going to have an area where its six months and you can tell the resident, listen, in three months you're going to have permanent, just give us a few, give us a little bit of time. We're coming on your street. And you can show them documentation, there's plans, there's everything ready to go, there's a permit and everything, we're moving forward. That can buy us time, but we tell somebody six months to a year, like Certosa, for example, they are not going to be accepting to that and especially when we give it to something in the neighborhood. Once we tell them that we are starting to install temporary, once we do it for one, I'm telling you, everybody is going to ask for it.

Public Works Director Diaz: So, for example, the ten, the ten that we have in line right now, following the timing that the contractor have been taking a week and-a-half to two to finish. So, you're looking at four to five months to finish. Now, the last one, the very last one, now that assumes that it doesn't rain.

Mayor Lago: Of course.

Public Works Director Diaz: By the time you start adding a day here, day two, next thing you know those five months could become six.

Mayor Lago: Let's assume there isn't a delay in concrete and every day there is a delay in concrete.

Public Works Director Diaz: Correct. That's the current pretty fast-pace that these folks are working on right now. So, there's a potential to save several months from the moment to installation of the rubberized versus the concrete ones. Even for the ones that we'll be installing next year, it would be the same process, if that is the will of the Commission.

Mayor Lago: So, I'd like to see that resolution hopefully in the next Commission meeting. I appreciate your efforts. Thank you.

City Clerk Urquia: Mr. Mayor before you move on, I have members of the public requesting to speak on this.

Mayor Lago: Of course.

City Clerk Urquia: Mrs. Maria Cruz.

Commissioner Castro: Quick question. What is the material of the temporary speed tables?

Public Works Director Diaz: Its like a hard polyesterline, rubberized, it's like a hard rubber plastic.

Commissioner Castro: And they melted in storage, or it melted on the street?

Public Works Director Diaz: They were used for a while. We took them out, we stored them at a facility and instead of looking at them at some point and they were warped.

Commissioner Castro: So, what's the lifeline of a temporary speed table?

Public Works Director Diaz: It depends on, its so hard to tell, because it depends a lot on the traffic, the type of traffic; is it being run over by trucks, is it...

Commissioner Castro: If you could give me an average.

Public Works Director Diaz: Probably a few years.

Commissioner Castro: Three, five, ten?

Public Works Director Diaz: I would be guessing, to be honest with you.

Mayor Lago: It all depends on the wear and tear.

Public Works Director Diaz: It depends on the wear and tear. It depends on several things.

Vice Mayor Anderson: Is it a full sun environment, is it a shaded street.

Public Works Director Diaz: Correct.

Commissioner Menendez: And Hermes its warped, you said.

Public Works Director Diaz: Yes. Yes.

Commissioner Menendez: That's the official.

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Mayor Lago: Mrs. Cruz.

Mrs. Cruz: Mrs. Maria Cruz, 1447 Miller Road. I've been coming to Commission meetings for many years. We've discussed traffic calming. We've discussed many things here. This is the first time that I can remember other than building homes that were falling down and they had to be declared, you know they had to be demolished and the city had a lien and this and that, and it was already legal, there were legal issues. I have never seen the address of the person or persons who has requested traffic calming. I had never seen that done. I have a serious problem discussing and publishing an address of one person when there is a group of people that are requesting it to, I guess make sure everybody knows who is the one, and the address so the others that are waiting can go check if he got it already or didn't get it. I'm sorry, this is not Cuba. We do not do anything to embarrass our residents, and this is an effort to embarrass, perhaps bully, a man that right or wrong thought he was going to get a traffic calming, but one person does not request a traffic calming. It has to be, as far as I know, the people on the whole block have to be involved. Okay. And I saw a picture, there were quite a few people there. It was not just one person. So, I'm sorry, I object to the way this had been handled. I object to the way this proceeding has been taken place. I think its objectionable. I think its disrespectful. I think its shameful to embarrass a man who sent a message saying, he didn't want to discuss today because he couldn't be here, and we chose not to honor that. But yet we chose to talk about him, what he said, what he didn't say, you know I don't believe him, its not that I don't believe him, maybe I believe him. You know when you put people in a position when you're talking about them, you should give them the chance to be present and to answer. This is disgraceful. I'm sorry, we are always talking about respect, civility. This man has been humiliated today.

City Clerk Urquia: Mr. Mayor, the next speaker is on Zoom and its Lina Fernandez.

Mayor Lago: Mr. Fernandez, the floor is yours.

Mr. Fernandez: Thank you. Can you hear me.

Mayor Lago: Yes sir.

Mr. Fernandez: Thank you. Commissioners, Vice Mayor, Mr. Mayor. I wanted to address some of the comments that were made by the Public Works Director, Mr. Diaz. First of all, I wanted to address the said warpage of the speed bumps that were in storage. How were they stored? Were they stored on a flat surface. Were they stacked up against the wall where they were prone to being curved and deemed useless? Just seems like an excuse to not want to use these rubberized temporary speed bumps. But I feel that the way that these items are stored is going to determine their lifespan. I wanted to also go on his comment that we didn't qualify on Cadima Avenue for traffic calming, but yet one street north of us, their traffic count was 160 vehicles in both directions. The most recent shield data that was collected on the 400 Block of Cadima Avenue, reflected almost 600 cars westbound. So, I'm hoping that somebody can explain to me how a street with 160 cars in both directions qualifies for a traffic calming device, but yet a street with almost 600 cars in only one direction does not.

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Mayor Lago: Mr. Fernandez, would you like a response from the Public Works Director?

Mr. Fernandez: I would like a response from the Public Works Director since he is the one that is making these statements and I'm assuming that the Commission goes by the guidance and the information that is provided by your Public Works Director.

Mayor Lago: Yes sir. I just didn't want to interrupt you until you're finished, unless you have other items you want to address.

Mr. Fernandez: Go ahead. Go ahead. I have more questions for him, but I'd like an answer for this one.

Mayor Lago: Mr. Director.

Public Works Director Diaz: So, I just want to make the purpose of traffic calming is not to address volume. The purpose of traffic calming is to address speeding. So, this is very technical. This is not I want traffic calming or you want traffic calming, the Commission wants traffic calming. Either you qualify or you don't. There is a spreadsheet that was developed, it was approved by the county. You get points or several things. Your biggest point is speeding and I couldn't tell you off the top of my head what the point system is exactly, but basically depending on how and it triggers the 85th percentile speed, and what that number means is that 85 percent of the cars are travelling at that speed or lower and depending on how high that number is above the speed limit, you get more and more numbers. Then you get additional points based on the viability of sidewalks or lack thereof. You get additional points for proximity to schools, proximity to transportation, like bus stops or things of that nature, parks; and then you do get some points for volume, but the driver here is not volume. So, the fact that you may have more volume on one street or the other, that is not the driving factor here. We collected in our process and you, and I had a very lengthy conversation. I know you talked to my staff, and I think we all told you the same thing. We collect shield data by the police, but we also understand that shield data has, you know its not what engineers use to design. We don't want to spend resources. It actually cost money. We don't do that inhouse, we have to hire someone to go ahead and collect the data. You've seen the ones that you put the string lines on it. So, we get shield data and if we are within the vicinity of getting points and usually that triggers and its an informal number. If you have seven based on the shield data, as far as points, you need ten to qualify. Then we get the proper official data and that's really what's going to determine whether you qualify or not. I very distinctly remember and Melissa, please correct me if I'm wrong, where we run the numbers for that block was eight and-a-half points, if I recall. So, its close enough, we're going to get the proper data sometime in the fall, because we cannot collect data during the school year and once, we collect that data you do qualify for traffic calming, we will put you in the program. This is not about what I want or what Melissa wants. Either you qualify or you don't. Its as simple as that.

Mr. Fernandez: Mr. Diaz.

Public Works Director Diaz: So, I just wanted to make that clear.
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Mr. Fernandez: Mr. Diaz.

Public Works Director Diaz: Yes sir.

Mr. Fernandez: So, you're telling me that based on the shield data that was collected, placed on the extreme west end of Cadima Avenue, on a stop sign, covered by a Black Olive tree that belongs to the neighbor on that corner house, you did not measure eastbound traffic and I've spoken to the people from Shield Data and I've spoken to the police department and the officers that installed the Shield Data. Again, you've created a situation on Cadima Avenue where you have limited access to every street north and south of us. Their car count is way below our car count in one direction, right. I'm telling you we're at close to 600 westbound. We didn't count eastbound, but yet others are at 200, 162, 250 in both directions, they qualify, but our street doesn't.

Public Works Director Diaz: Okay. So, I have some data here. So, for example, you're absolutely right, the address that you're referring to on Aleto only 149 volume, but the 85th percentile speed was 31 miles per hour, which is six miles per hour above the speed limit. The data that we collected on Cadima, your 85th percentile was 25 miles per hour which is pretty much what the speed limit is, but I don't disagree with you. We are aware that there are some limitations to the Shield Data, which is why if you are within the vicinity and in your case, you probably got as many points because you have all these other qualifiers, including volume, right, you get points for volume as well on that one.

Traffic Engineer DeZayas: [Inaudible]

Public Works Director Diaz: So, yes, we are fully aware. This is why the Shield Data is not the end all, end all. It needs to be installed where we have available. They do point at a distance on where to get it, but you are absolutely right, there are some obstructions and things, this is why in the fall we are going to collect the proper data for your location. By the way, your location is one of several – a lot of people have seen the speed tables coming into place and we hear, I want one too, I want one too, I want one too. So, we are more than willing to go through the process and if they qualify, we'll put them into the program and we're going to follow the exact same process with you.

Mayor Lago: Mr. Fernandez, if I may, that's why we're talking about temporary speed tables, because as you start getting more people who say, I like what's being installed in my adjacent neighborhood, I want a temporary speed table. Once those speed tables are completed, we don't need them anymore, because we are not getting into a permanent situation in that neighborhood, you can take those temporary speed tables, the sixty that you buy, and you can use them in another neighborhood as long as they qualify.

Public Works Director Diaz: Correct. Qualify and we also need to make sure, and I believe we only have one location where the speed tables were originally denied and then they decided they want them afterwards. So really, speed tables is not something that we generally have lack of support, but the biggest issue is the balloting in place that needs to happen as well.

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Mayor Lago: The biggest issue with speed tables a lot of times is location.

Public Works Director Diaz: Correct.

Mayor Lago: And once you are able to reason and explain to the resident the benefits of it. It happened adjacent to my mother-in-law's house on Alhambra, they didn't want the speed table, but we were able to have a conversation about the benefits of the speed table and now they are very grateful for the speed table.

Public Works Director Diaz: Some people had concerns they didn't like the design.

Mayor Lago: So, Mr. Fernandez, I think where we can benefit here is, I would love to schedule some time with you and I can meet with you, along with the director and the ACM and we can have a conversation in regard to what other concerns you may have in regards to the speed tables and we can give you an idea of where things are. We can show you the numbers and we can have a real conversation with staff and the entire team together to understand how we can better serve you. Is there anything else that you would like to discuss here, or you want to save it for that meeting.

Mr. Fernandez: No. I'd like to make it public.

Mayor Lago: Okay. Perfect.

Mr. Fernandez: But Mr. Diaz had mentioned the me too's. I want one too. I want one too. We don't want one, and when I say we, I am referring to the majority of the residents in the 400 Block of Cadima Avenue. We're pretty small block. All the neighbors know all the neighbors. Some neighbors work with other neighbors. It's a little tightknit little street there and that's one of the things that I love most about it, but we don't want speed bumps. We don't want to be considered as the me too. We're demanding some form of traffic control because of the situation that the city has put us in, and when at the last Commission meeting, Mr. Diaz, you mentioned that people weren't paying attention and now they want speed bumps. I personally took offense to that because you polled everybody, you might have sent letters to everybody, north and south of us, but not once and you can ask any of the residents on Cadima Avenue, nobody ever received any sort of communication that you were even considering speed bumps in the area, and further...

Public Works Director Diaz: If I may, because there is a little bit of a misunderstanding of what the process is.

Mr. Fernandez: Let me finish. Let me finish.

Public Works Director Diaz: Sure. Go ahead.

Mr. Fernandez: When you are conducting your traffic studies and your streets may qualify, other streets may not qualify, I think that the city as a whole needs to see what are the possible outcomes
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negative or positive once this is implemented, because as we can see the results on the other streets maybe favorable to the other streets, but they are very, very unfavorable for Cadima. And that's all I have to say on the matter.

Public Works Director Diaz: So, I'd like to clarify a few things because I think there is a bit of misunderstanding of what the process is. We did not do a citywide ballot or a citywide study for traffic calming. That was never the intention. The direction that we got from the Commission, this is going to be 100 percent resident-driven, okay, which meant that a resident, anybody put a request for traffic calming, we tested it, if it qualified, we did a ballot, and if the ballot passed, we installed it. So, like the Vice Mayor had mentioned in the past, its very possible a certain area here and there had been slipped through the cracks, but the reality is that the locations that we're doing traffic calming now, these are locations that were brought to our attention, this is data that we've been collecting going back probably 2016. I think we may have one that goes back to 2012, if I recall. There was a public meeting for Zone 2, and do you remember when the public meeting took place.

Traffic Engineer DeZayas: That was a few years ago.

Public Works Director Diaz: It was several years ago. I don't have the exact date. So, everybody in that Zone should have gotten a mailing and the public meeting took place and...

Traffic Engineer DeZayas: March 9, 2020.

Public Works Director Diaz: There you go. So, in 2020 there was a public meeting for that zone. We did not go house by house and some of the areas, we didn't do any balloting, that was never the process, that was never the intention, that was never the direction that we got from the City Commission. So, if somehow you felt that I said – if you took that as an offense that I said that people were not paying attention – I'll be honest with you, I get stuff in the mail all the time. I don't read them. I don't look at them. It happens throughout or it's entirely possible because we're not perfect that maybe somehow, we missed your address. I really couldn't tell you exactly what happened four years ago when that public meeting took place, but as far as the expectation that when we polled the other addresses, we didn't miss yours. We purposely didn't do yours because we didn't have a request from your street. We polled the ones that we had a location that was originally requested that we polled, and we qualified.

Mayor Lago: So, Mr. Fernandez, in closing, what I'd like to do is I'd like to meet with you this week, if possible or next week at your convenience and we'll have through the Manager's office we'll have all the staff that's required to be there. We can either meet in your property or we can meet in City Hall whenever you'd like. Thank you. If there isn't anything else to say on this item. I've requested a resolution for the next Commission meeting. I'd like input from my colleagues on the Commission on how to address it, so we can move forward with the temporary traffic calming devices. With that being said, is there anything else for the good of the order. I think we've touched everything on the agenda.