

ORDINANCE No. 2019-20

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AMENDING CHAPTER 77 OF THE CITY'S CODE OF ORDINANCES, TITLED "ROADS AND VEHICULAR USE AREAS", ARTICLE II, "TRANSPORTATION", DIVISION II, "TRANSPORTATION IMPROVEMENTS", SEC. 77-52. TRAFFIC CALMING (3)(4), AND CREATING SECTION 77-53 "CRITERIA FOR THE INSTALLATION OF SPEED HUMPS AND SPEED BUMPS"; PROVIDING DEFINITIONS OF TERMS; PROVIDING A CRITERIA FOR DETERMINATION OF ELIGIBILITY FOR INSTALLATION OF SPEED HUMPS AND SPEED BUMPS; PROVIDING AN APPLICATION FOR INSTALLATION OF SPEED HUMPS AND SPEED BUMPS; PROVIDING A PROCEDURE FOR DETERMINING ELIGIBILITY AND PETITION PROCESS; PROVIDING GUIDANCE ON THE VERIFICATION AND PROCESSING OF PETITION; PROVIDING INSTRUCTIONS ON THE DEVELOPMENT OF DESIGN PLANS; PROVIDING PROCEDURES FOR FINAL APPROVAL, IMPLEMENTATION, AND REMOVAL OR MODIFICATIONS OF SPEED HUMPS AND SPEED BUMPS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Doral recognizes that the installation of speed humps or speed bumps on certain residential streets in the City may be required to physically reduce vehicular traffic speeds along a roadway; and

WHEREAS, the City of Doral finds that it is necessary to establish specific guidance for the installation and design of speed humps and speed bumps on local and private residential streets under the City of Doral's jurisdiction; and

WHEREAS, the City of Doral developed guidelines for the installation of speed humps and speed bumps to be used as a framework, allowing City staff to work with the residential communities requesting the installation of these devices to ensure safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists; and

WHEREAS, the City's Public Works Department has reviewed the subject Chapter and issued its recommendations.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AS FOLLOWS:

Section 1. RECITALS. The recitals and findings contained in the Preamble to this Ordinance are adopted and incorporated as if fully set forth in this Section.

Section 2. CODE AMENDED. Article II, "Transportation," of Chapter 77, "Traffic Calming," of the Code of Ordinances of the City of Doral is hereby amended as follows:

CHAPTER 77. ROADS AND VEHICULAR USE AREAS

ARTICLE II. - TRANSPORTATION

Sec. 77-52. – Traffic calming.

(a) *Design.* The design of traffic calming shall be in accordance with the following provisions:

(1) Traffic calming measures shall be implemented in all new development in residential areas where the completion of the development will create a straight length of roadway in excess of 1,200 feet in length.

(2) Where roadway abuts residential zoning, up to 1,200 linear feet of roadway may be exempt. Commercial and industrial developments are exempt unless abutting residential with a physical connection between the two uses. Where roadway abutting residential areas is equal to or exceeds 1,200 linear feet in

length, traffic calming measures will be required every 600 feet minimum, with a maximum of 600 feet from each terminus.

(3) Approved traffic calming measures are as follows:

a. Traffic circle at intersection.

b. Median island offset.

c. Tangent with delta angle greater than 30 degrees.

d. Chokers.

e. Residential Private Roads: Speed humps and speed bumps shall only be permitted on local private residential roads.

1. Speed bumps shall not be permitted on private roadways with public access.

2. Speed humps on private roadways with public access will be evaluated on a case by case basis for approval.

f. Commercial Private Roads: Speed humps will only be allowed and must adhere to the guidelines outlined in the City's Speed Hump/Bump Installation Guidelines and Design Standards.

1. Speed Tables may also be considered but must adhere to Miami-Dade County standards for design and installation.

2. Commercial Private Roads that have previously installed speed bumps prior to the City's incorporation shall be granted a grace period of two years from adoption of this ordinance at which time the

roadway must be brought into compliance as stated in Section 77-52.a.3.f.

~~Speed bumps or other devices that create a hazardous break in level surface of roadway shall not be permitted~~

(4) Petition by existing developments for new traffic calming should follow the county public works guidelines for eligibility.

(5) Petition by existing or new residential developments for speed humps and speed bumps must follow the guidelines outlined in the City's Speed Hump/Bump Installation Guidelines and Design Standards.

(b) Classification of streets. For purposes of this Land Development Code, streets shall be classified as they are identified for future functional classification in the comprehensive plan.

Section 77-53. – Criteria for the installation of speed humps and speed bumps.

(a) Definitions. The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

(1) Functional Classification of Roads: Streets and highways are grouped and classified according to the character of service they are intended to provide. Elements of functional classification or functional hierarchy include arterials, collectors, and local roads.

(2) Arterial: Highway that provides a high degree of mobility for the longer trip length. They provide as high an operating speed as practical.

- (3) Collector: Route that provides some degree of mobility and also serves abutting property. Thus, an intermediate design speed is appropriate.
- (4) Local Road and Street: Roads that provide direct access to abutting lands and discourage through traffic. Thus, they have relatively short trip lengths and lower design speed.
- (5) Residential Private Road: Road owned and maintained by a private individual, organization or company rather than by a government. The most common type of private road is a residential road maintained by a community development district, homeowner's association, housing co-op, or other group of individual homeowners.
- (6) Commercial Private Road: Commercial private roads are established for the purpose of serving a commercial or industrial area. Roads owned and maintained by a private individual, organization or company rather than by a government. Commercial private roads are most commonly owned and maintained by a business, community development district, homeowner's association, business improvement district, or other group of individual business owners.
- (7) Applicant: A property owner or tenant residing on a street block who proposes the installation of speed humps or speed bumps on the street block where the property owner or tenant resides.
- (8) Speed Hump: A raised pavement area on the roadway extending transversely across the travel way. Most agencies implement speed humps with a height that ranges between 3 and 3.5 inches and a travel length of 12 to 14 feet. Speed

humps are generally used on local streets. Speed humps should only be used on one-way or two-way streets and are not recommended on arterial roads or on streets with more than two travel lanes.

- (9) Speed Bump: A raised pavement area installed across the roadway. Most agencies implement speed bumps with a height that ranges between 3 and 6 inches and a travel length of 3 feet. Speed bumps are generally used on residential private streets and parking lots.

(b) Speed hump/bump eligibility criteria. The following minimum criteria shall govern the installation of speed humps and speed bumps in the City of Doral:

- (1) To be considered for speed hump installation, the street must be a local road whereas to be considered for speed bump installation, the street must be a private street within a residential development, community or neighborhood (usually where through traffic is discouraged).
- (2) Speed humps or speed bumps will be considered only after other less intrusive traffic measures have been determined to be ineffective or not feasible to reduce vehicles' speed.
- (3) The street shall not have more than one traffic lane in each direction.
- (4) The street shall have a posted speed limit of 30 mph or less.
- (5) Speed bump installation shall follow an area-wide approach (not just spot installation) to avoid diversion of traffic to parallel untreated streets and to ensure the impacted area is compatible with the speed bump application.

- (6) Speed humps or speed bumps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, in front of a driveway, within an intersection or adjacent to fire hydrants.
- (7) Speed humps or speed bumps will not be considered in, or on the approaches, to a horizontal or a vertical curve where visibility of the hump/bump is restricted.
- (8) The street should not be located along an emergency response route, transit route, school bus route or truck route, and must be approved by the respective agencies for their installation.
- (9) Installation of these devices shall not cause the traffic to divert to other streets.
- (10) Drainage structures shall not be impacted.
- (11) Speed humps or speed bumps will only be installed if 2/3 of the residents/business owners signing a petition concur with the installation of the speed humps or speed bumps.
- (12) The Applicant shall pay for the cost of design, installation, and maintenance of the speed humps or speed bumps, along with the associated signage and pavement markings.

(c) Application for installation of speed humps and speed bumps.

- (1) An application form shall be completed and submitted to the City of Doral Public Works Department. City staff will initiate a preliminary evaluation of the request once a complete application is submitted to the Public Works Department.
- (2) Fees.

a. Fees as outlined in the Public Works Fee Schedule shall accompany each permit application to the public works department, to be retained by the city regardless of action taken in the grant or denial of the permit.

(3) Each applicant shall provide a Hold Harmless letter along with the applications that will remove any liability from the City due to the installation of speed humps or speed bumps.

(d) Determination of eligibility and petition process.

(1) If the analysis indicates that the road does not meet the criteria for a speed hump or speed bump installation, the Applicant will be notified in writing of the reason why the road is not eligible. The location will be eligible for re-evaluation after a two-year waiting period from the date of this determination. However, City staff may determine that other measures such as public education and traffic enforcement may be appropriate. An agreement between the Applicant and the Doral Police Department is required for traffic enforcement within a private residential community.

(2) City staff will also ensure that the proposed physical traffic modification(s) will be consistent with City of Doral and Miami-Dade County short- and long-range transportation plans and programs.

(3) Upon determination that a road is eligible for further consideration, the Applicant will be advised to submit statements of understanding and a petition document supporting the installation of speed humps or speed bumps by at least 2/3 of the residents/owners of abutting properties on the subject street.

(e) Verification and processing of petition.

- (1) Upon receipt of a complete petition containing the required number of signatures, the Applicant will be notified of the approval or denial of the request.

(f) Develop design plans.

- (1) If approval is granted, the Applicant will be advised to submit draft design plans prepared by a traffic engineering consultant for review and approval of the installation of speed humps or speed bumps. The design plans shall follow local and national traffic engineering practices and the City of Doral design guidelines and standards. A copy of the draft design plans will be submitted to the Fire Department, the Police Department and any other necessary agency for review and comment.

(g) Final approval.

- (1) The Applicant will be responsible for collecting the draft set of plans from every agency involved in the plans' revision. The Applicant shall address any concern expressed by the agencies and submit a revised design plan set to the City. The final design set of plans will be presented to the Public Works Director for review and final approval.

(h) Implementation.

- (1) Once the final design is approved by the Public Works Director, the Applicant may hire a licensed contractor and proceed with the installation of the speed humps or speed bumps.

(i) Speed hump/bump removal or modifications.

- (1) Speed humps or speed bumps installed upon resident or any other organization's petition pursuant to these guidelines shall be removed by the Applicant either at the request of the City upon a determination that the removal is required for safety reasons, or by a petition approved by 2/3 of the residents/owners of the abutting properties within the same geographic area as petitioned for the humps or bumps. If removal is by petition, the residents and/or property owners shall pay the cost of removal. If the City determines that the devices must be removed due to safety reasons, the cost will be covered by the Applicant.
- (2) The process for speed humps or speed bumps modifications requests will follow the same steps as the process for installation. If the City determines that existing humps or bumps need to be updated according to modified design standards or need to be modified for any unforeseen problem, the device will be redesigned by the Applicant and modified accordingly. Note that the City will not be responsible for any associated costs.

Section 3. Implementation. The City Manager, City Clerk, and City Attorney are hereby authorized and directed to implement the provisions of this Ordinance and to take any and all necessary administrative actions as may be appropriate by their position to execute the purpose of this Ordinance.

Section 4. Incorporation into the Code. The provisions of this Ordinance, to the extent appropriate, shall become and be made a part of the Code of Ordinances of the City of Doral. The City Clerk is authorized to take all actions necessary to incorporate the provisions of this Ordinance into the Code of Ordinances, including, but not limited to,

renumbering or relettering sections and to change and that the word “ordinance” may be changes to “section,” “article,” or such other appropriate word or phrase in order to accomplish such intention.

Section 5. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. Conflicts. All ordinances or parts of ordinances, resolution or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 7. Effective Date. This Ordinance shall become effective upon its adoption.

The foregoing Ordinance was offered by Vice Mayor Mariaca who moved its adoption. The motion was seconded by Councilmember Cabral upon being put to a vote, the vote was as follows:

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

PASSED AND ADOPTED on FIRST READING this 13 day of August, 2019.

PASSED AND ADOPTED on SECOND READING this 11 day of September, 2019.



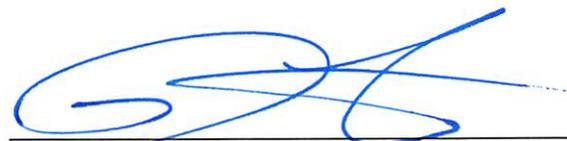
JUAN CARLOS BERMUDEZ, MAYOR

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