

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES
APPLICATION FOR FISCAL YEAR 2026/2027
2021 Application Cycle

A. APPLICANT INFORMATION

AGENCY (Local Agency PROJECT SPONSOR): Town of Surfside	
APPLICATION CONTACT PERSON: Jason Greene	TITLE: Assistant Town Manager
ADDRESS: 9293 Harding Avenue	CITY / STATE / ZIP: Surfside, FL. 33154
PHONE: 305-861-4863	EMAIL: JGreene@townofsurfsidefl.gov
PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS ¹ Select one response	

- ☐ Full Certification: *Click here to enter text.* Responsible Charge: *Click here to enter text.*
 Phone: *Click here to enter text.*
- ☐ Project Specific Certification: *Click here to enter text.* Responsible Charge: *Click here to enter text.*
 Phone: *Click here to enter text.*
- ☒ Not Certified, Local Agency has attached a Certification Schedule *
- ☐ Not Certified, Local Agency does not have a Certification Schedule*

B. PROJECT INFORMATION

PROJECT TITLE: Town of Surfside Pedestrian Safety Infrastructure Improvements
PROJECT LOCATION: Various Road Segment/Intersections in the Town of Surfside
ROADWAY NAME AND/OR NUMBER: State Road A1A- Harding Avenue and Collins Avenue
PURPOSE OF PROJECT: Improve and Enhance Pedestrian Crossing locations in the Town of Surfside
PROJECT BRIEF DESCRIPTION: Signalized/Lighted Crosswalks and Lighted Signs per MUTCD at State Road A1A/Harding Avenue and 89th Street and 90th Street intersections. Signalized Crosswalks and Lighted Signs per MUTCD at State Road A1A/Harding Avenue and 89th Street and 90th Street intersections.

Note: All questions on the application **must** have a response. Failure to respond **to all** questions will result in a **disqualification** of the application. Should you feel that a question is not applicable to your project, please respond "not applicable."

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO

¹ All Agencies shall be certified according to the Local Agency Program Manual Chapter 2, for more details contact the Local Programs office at (305) 470-5141
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lap/manual/final-ch2-20190319.pdf?sfvrsn=a03958a9_2

C. TA QUALIFYING ACTIVITIES - PROJECT CRITERIA

Select the Transportation Alternative activity that the proposed project will address. Please select one activity that represents most of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 101(a) (29) and 213(b). (Note: selecting more than one activity does not ensure or increase eligibility.)

1. ☒ Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety - related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
2. ☐ Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes or for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
3. ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized Transportation users
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Community improvement activities, which include but are not limited to:
 - a) ☐ Inventory, control, or removal of outdoor advertising
 - b) ☐ Historic preservation and rehabilitation of historic transportation facilities
 - c) ☐ Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - d) ☐ Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23
6. ☐ Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a) ☐ Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of Title 23; or
 - b) ☐ Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats
7. ☐ SRTS program-eligible projects and activities listed in section 1404(f) of the SAFETEA-LU:
 - a) ☐ Infrastructure-related projects
 - b) ☐ Non-infrastructure-related projects
 - c) ☐ Safe Routes to School Coordinator
8. ☐ Planning, designing, and constructing boulevards² and other roadways largely in the Right-of-Way of former Interstate System routes or other divided highways
9. ☐ Recreational trails program³

² A boulevard is defined as a walkable, low speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips, provide pedestrian access to land, may be high ridership transit corridors, are primary emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged.

³ https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#RecreationalTrails

D. PROJECT DETAILS

1. Roadway Classification:

- ☒ State Roadway
 ☐ Federal Aid Roadway
 ☐ Local Roadway
 ☐ Other

2. Project Termini:

Begin: 88th Street **End:** 91st Street **Project Length:** 1,770 LF along State Road A1A (Harding/Collins)

If the project has various locations, include an attachment specifying each termini and project length.

Attachment included? ☒ Yes ☐ No

3. Location maps and aerials are attached: REQUIRED

☒ Yes ☐ No

4. Provide the Scope of Work: Pedestrian Safety Infrastructure Improvements (see attached for more detail)

A detailed scope of work is attached ☒ Yes ☐ No

Conceptual plans are attached ☐ Yes ☒ No

Typical section drawings are attached ☐ Yes ☒ No

5. Identify the project stakeholders: Town of Surfside Residents & Visitors

Has the Local Agency received input from stakeholders? ☒ Yes ☐ No

Briefly explain The proposed pedestrian safety infrastructure improvements at the various locations have been included in the Town's Traffic Mitigation Program which is reported on at the Town Council meetings which are held regularly plus specific workshops have been held to engage the public.

6. Has the Local Agency performed public awareness activities or held community meetings? ☒ Yes ☐ No

If yes, provide a brief description and attach supporting documentation: The proposed pedestrian safety infrastructure improvements at the various locations have been included in the Town's Traffic Mitigation Program which is reported on at the Town Council meetings which are held regularly plus specific workshops have been held to engage the public.

7. Is there public and/or private support for the project? ☒ Yes ☐ No

If yes, provide a brief description and attach supporting documentation (e.g. petitions, written endorsements, resolutions, letters of support, etc.): Please reference attached documentation.

E. PROJECT IMPLEMENTATION PLAN

1. Select the project phase(s) the local agency is applying for in this application:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Planning Activities | <input type="checkbox"/> Project Development & Environment ⁴ |
| <input checked="" type="checkbox"/> Preliminary Engineering/Final Design | <input type="checkbox"/> Right of Way ⁵ |
| <input checked="" type="checkbox"/> Construction | <input checked="" type="checkbox"/> Construction Engineering & Inspection (CEI) |

NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW; therefore, funds cannot be requested to self-administer PD&E and/or ROW phase (s).

2. Select who will execute the project phase (s) identified in the question above. Check all applicable boxes:

PLANNING	PD&E	DESIGN	ROW	CONSTRUCTION	CEI
<input type="checkbox"/> Local Agency Staff	<input type="checkbox"/> FDOT	<input type="checkbox"/> Local Agency Staff	<input checked="" type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Contractor	<input type="checkbox"/> Local Agency Staff ⁶
<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> Not Applicable		<input type="checkbox"/> FDOT		<input type="checkbox"/> Not Applicable	<input type="checkbox"/> FDOT

⁴ Refer to LAP Manual Chapter 11

⁵ Refer to LAP Manual Chapter 12

⁶ Work done by local agency staff requires prior FDOT approval in any phase identified

☐ Not Applicable

☐ Not Applicable

Note: Chapter 337.14 Florida Statutes was amended by HB 905, effective July 1, 2019 prohibiting an entity from performing both design services and construction engineering and inspection services for a project wholly or partially funded by the Department of Transportation and administered by a local governmental entity.

3. Is this project related to other FDOT funded phase(s) that are complete, underway or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If yes, provide the associated 11-digit Financial Management number(s): [Click here to enter text.](#)

4. Are signed and sealed design plans available for the project associated with this application? ☐ Yes ☒ No

a. If yes, are design plans updated to current standards and existing conditions? ☐ Yes ☐ No

1. Specify the date of design plans developed? [Click here to enter text.](#)

2. Enter Engineer of Record contact information: [Click here to enter text.](#)

b. If no, identify status of design plans

☒ No plans

☐ 30%

☐ 60%

☐ 90%

☐ Other Describe: [Click here to enter text.](#)

5. Attach a project schedule (dates may be tentative) Please reference attached.

Include (as applicable):

Consultant acquisition & award

☒ Yes ☐ No

Contractor acquisition & award

☒ Yes ☐ No

Project schedule and production dates

☒ Yes ☐ No

Plans preparation & review submittal (FDOT 30 days review)

☒ Yes ☐ No

Environmental Assessments

☒ Yes ☐ No

Permit Acquisition

☒ Yes ☐ No

6. Identify permits required: FDOT permit

Copies of permits are attached to this application

☐ Yes ☒ No

7. Is a maintenance plan proposed?

☐ Yes ☒ No

Describe: [Click here to enter text.](#)

8. Attach documents requested as exhibits to this application. List exhibits: Exhibits A.1, A.2, A.3, A.4, B and C

F. RIGHT OF WAY

1. Is the project within the Local Agency's right of way?

☐ Yes ☒ No

If yes, describe the project's existing Right-of-Way ownership as it relates to the project. (i.e. plats, deeds, prescriptions, certified surveys, easements). [Click here to enter text.](#)

If no, describe the existing ROW conditions. [Click here to enter text.](#)

2. Is Right-of-Way acquisition proposed in this application?

☐ Yes ☒ No

If yes, describe the proposed acquisition and provide a ROW map [Click here to enter text.](#)

Identify entity acquiring and retaining ownership of proposed Right-of-Way⁷: [Click here to enter text.](#)

⁷ All right-of-way acquisitions must comply with State and Federal rules, regulations and procedures.

Will temporary construction easements be required?

☐ Yes ☒ No

If yes, please describe: [Click here to enter text.](#)

G. ENVIRONMENTAL EVALUATION

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act.

A. Has the Local Agency performed an environmental assessment for the project? ☐ Yes ☒ No

List the environmental assessments performed: No Environmental Impacts within existing FDOT ROW

B. Does the Local Agency have a historic preservation planner? ☐ Yes ☒ No

If yes, provide contact information: [Click here to enter text.](#)

C. Is the proposed project located adjacent to a locally designated historic property or a National Register of Historic places-listed historic site? ☐ Yes ☒ No

If yes, have any historic properties/places received Florida Department of State Historic Preservation Grant funds?

☐ Yes ☒ No

If yes, attach preservation agreements, covenants, or easements.

D. Are archeological sites or Native American sensitive sites located within proximity to or adjacent to the project?

☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

E. Has the Local Agency coordinated with any Federal or State Agencies for this project? ☐ Yes ☒ No

If yes, provide a brief description and submit supporting documentation: [Click here to enter text.](#)

F. Are parks, recreation areas or wildlife or waterfowl refuges in close proximity to the project? ☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

G. Are there any navigable waterways adjacent or near the project? ☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

H. Does the project have any wetland impacts? ☐ Yes ☒ No

If yes, will wetlands mitigation be needed?

☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

I. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts? ☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

J. Has the Local Agency reviewed the project for potential contamination that could affect the area? ☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

K. Are there noise sensitive areas? ☐ Yes ☒ No

If yes, provide a brief description: [Click here to enter text.](#)

H. COST ESTIMATE

- For projects that have not been designed, an opinion of probable cost **must be** submitted with this application. Utilize the FDOT's Basis of Estimates Manual⁸ to develop a **detailed** estimate with FDOT pay items for construction phase estimates. **If the project has been designed, then, a detailed engineer cost estimate must be submitted with this application.**

The opinion of probable cost or engineers cost estimate is attached to this application

☒ Yes ☐ No

2. Provide a summary of the estimated costs for the proposed work in the table below

A project cost estimate **must** be attached to this application

Activities	Total Cost	Local Funds	TA Funds
Planning Activities	\$120,000.00	\$120,000.00	\$0.00
Project Development & Environmental Study	\$0.00	\$0.00	\$0.00
Design Costs/ Plans Preparation	\$200,000.00	\$0.00	\$200,000.00
Environmental Assessment(s) associated with the design phase	\$ 0.00	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation, and permit acquisition work)	\$2,450.00	\$ <i>Click here to enter text.</i>	\$2,450.00
Right of Way	\$0.00	\$0.00	\$0.00
Construction	\$797,550.00	\$0.00	\$797,550.00
Construction Engineering and Inspection activities (CEI)	\$80,000.00	\$80,000.00	\$0.00
Other Costs (describe) ⁹ <i>Click here to enter text.</i>	\$0.00	\$0.00	\$0.00
Total Estimated Project Cost	\$1,200,000.00	\$200,000.00	\$1,000,000.00

I. PROJECT FUNDING

TA FUNDS	\$ 1,000,000.00	PERCENTAGE OF TA FUNDS	83.3%
LOCAL FUNDS ALLOCATED	\$ 200,000.00	PERCENTAGE OF LOCAL CONTRIBUTION	16.7 %
TOTAL PROJECT COST	\$ 1,200,000.00		

Note: The percentage of local contribution indicated above will be greater than or equal to the local contribution to the final contract award.

⁸ Use the following links to access the Basis of Estimates Manual as well as historical cost information for your area:

<http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>

<http://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

⁹ FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.

Example A: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,000,000. The awarded amount would be reduced to \$800,000. The local agency would contribute \$200,000.

Example B: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,400,000. The awarded amount would remain \$1,000,000. The local agency would contribute \$400,000.

1. Describe in detail how the project will be funded (include funding types and commitment of funds):

The local match for the project will be funded by the Town's general budget.

2. Provide the funding year for each phase(s) of the project:

The Town anticipates completing the Planning Phase by December of 2021. The Design Phase would tentatively begin in January of 2022 and extend through January of 2023. The Construction and CEI would tentatively begin in February of 2023 and extend through August of 2024.

3. Provide a letter from the Local Agency's Budget Office committing Local Funds to the project.

A copy of the letter is included with this application.

☐ Yes ☒ No

J. Project Sponsorship Certification

I hereby certify that the proposed project herein described is supported by the Town of Surfside (Local Agency, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation (FDOT); (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with the NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction, and (6) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs are reasonable and understand that the Town of Surfside (Local Agency, county, state or federal agency, or tribal council) will bear all expenses in excess of the total cost of the project. Upon notification of project award, I further certify that the aforementioned entity will work with the FDOT to ensure the associated contracts are executed in the fiscal year programmed. Project deferrals are highly discouraged and are subject to fund availability.

Name (please type or print): Andrew Hyatt

Title: Town Manager

Signature: 

Date: 02/19/2021

If you have any questions about this application or need assistance, please contact:

Oscar Camejo

Miami-Dade Transportation Planning Organization

Phone: (305) 375-1837

Email: Oscar.Camejo@miamidade.gov

Janene Sclafani

Monroe County

Phone: (305) 289-2545

Email: Sclafani-Janene@MonroeCounty-FL.Gov

Xiomara Nunez

Florida Department of Transportation District Six

Phone: (305) 470-5404

xiomara.nunez@dot.state.fl.us

RESOURCES

FDOT Local Agency Program Manual

<https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm>

FDOT PD&E Manual

<https://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>

Basis of Estimates Manual

<http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>

TOWN OF SURFSIDE PEDESTRIAN SAFETY INFRASTRUCTURE IMPROVEMENTS

Pedestrian safety infrastructure improvements are contemplated in this grant application within State Road A1A/Harding Avenue and State Road A1A/Collins Avenue including the following unsignalized intersection locations:

1. State Road A1A/Harding Avenue and 89th Street
2. State Road A1A/Harding Avenue and 90th Street
3. State Road A1A/Collins Avenue and 89th Street

The Town of Surfside's residential streets do not have continuous sidewalks and pedestrian infrastructure throughout the Town. The streets predominately have 50' of right-of-way with little to no room to install separate sidewalks. There are barriers within that 50' in a number of locations which include utility poles and other infrastructure, landscaping, mailboxes, benches, drainage structures, etc. The lack of pedestrian



infrastructure leaves residents who choose or must walk to walk within the street which is unsafe. The FDOT has developed new context sensitive criteria as well as a comprehensive Complete Streets policy which provide alternative design criteria for certain roadway facilities.



This context-based design criteria can be found in section 200 of the FDOT Design Manual. The residential streets west of Harding Avenue/SR A1A are primarily local roads with some of the local roads serving as collectors due to traffic avoiding SR A1A/Harding Avenue and SR A1A/Collins Avenue. FDOT adopted the Complete Streets Policy on 09/17/2014. The Policy states the following:



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a


COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Ananth Prasad, P.E.
Secretary

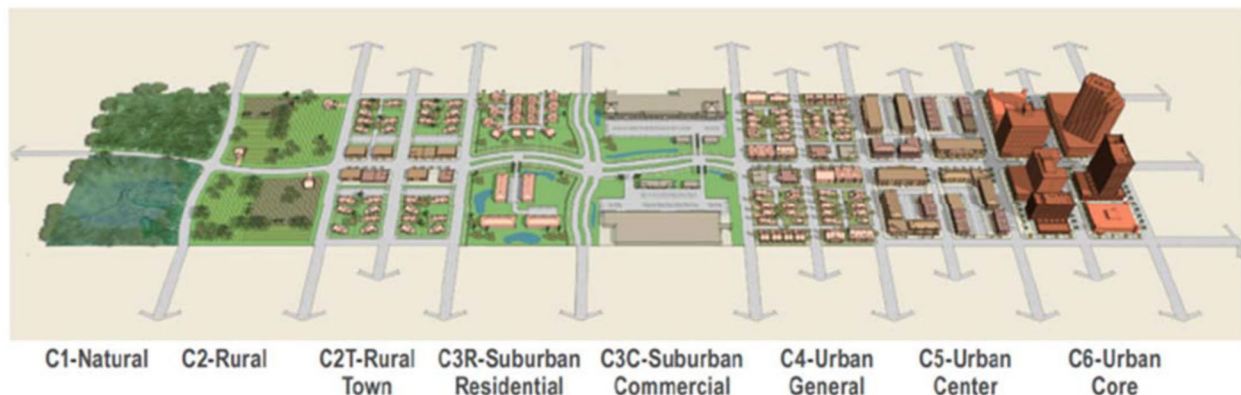
As it mentions, FDOT will work with local governments, MPO's, transportation agencies and the public to provide Complete Streets. The Complete Streets Policy has been integrated into the design standards and recognizes that Complete Streets are context sensitive and require transportation design that considers local land development patterns and built form.

The land development pattern and built form of the Town of Surfside is unique and has a number of local roads and collectors that serve the residential streets west of SR A1A/Harding Avenue. The land pattern and roadway classification that best describes the residential area west of SR A1A/Harding Avenue is C2T rural. C2T rural context classification is defined as:

"Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns."



The Town's context sensitive classification should match the communities anticipated growth pattern, transportation network, and vision for livability and community/sustainable development. The context classification adjusts as you move east between Harding Avenue and Collins Avenue to a more general urban center context with higher rise buildings on the east side of Collins Avenue.



These residential streets are connected to the State Road A1A one-way pair transportation corridors within the Town of Surfside. State Road A1A/Harding Avenue runs southbound between 96th Street and 88th Street in the Town. Similarly, State Road A1A/Collins Avenue runs northbound between 96th Street and 88th Street in the Town. There is a need to have safe pedestrian infrastructure crossing both Harding Avenue and Collins Avenue at these locations as there is traffic from the residential area to the beach which is east of Collins Avenue. The Town of Surfside has current pedestrian signalization midblock at locations on State Road A1A Harding Avenue through the Downtown commercial district. A similar approach to crossings at the three identified locations is desired with the application of a full pedestrian traffic signal or at a minimum Rectangular Rapid Flashing Beacons (RRFB).



TOWN OF SURFSIDE COMMUNITY BACKGROUND

The Town of Surfside is an Atlantic Ocean coastal community located on a barrier island east of Miami. Surfside shares the barrier island with Bal Harbour and Miami Beach. Surfside's oceanfront community occupies a mile-long strip of land bordered by the Atlantic Ocean to the east and Biscayne Bay to the west. The Town boasts a mile of renourished beach with a shared use walking path, luxury beachfront hotels, a walkable downtown district with culturally diverse restaurants and retail shops and residential areas. The business district of the Town extends from 94th Street to 96th Street along Harding Avenue. The downtown district enjoys a pedestrian friendly small town, downtown charm.



Surfside has witnessed significant revitalization of its single-family residential units and many commercial properties, condominiums and hotels. This has occurred while maintaining the small-town feel disappearing in other parts of Florida. The preservation of the skyline by development restrictions has



been a consistent and a deliberate part of Surfside's development strategy. The Grand Beach Hotel, a 343-room family-oriented guest rooms/suites oceanfront and annex hotel opened in 2013. A 175 room Marriott all suites hotel opened in 2016. The Young Israel project is completed. An expansion of The Shul is in the development process. The Fendi Chateau Residences was completed in 2016. The Four Seasons Hotel at The Surf Club opened in 2017; and the Four Seasons Private Residences at The Surf Club were completed in 2018.

Surfside's architecture exemplifies the design styles that have defined South Florida development. Architectural styles of the beachfront enclave include Art Deco, Miami Modern, Mediterranean Revival, and contemporary. Tequestan relics unearthed in Surfside in 1935 are now property of, and preserved by, the Smithsonian Institute. Two different locations have been recognized as archeologically significant including: a prehistoric mound, and a prehistoric

midden. Miami Dade County's Historic Preservation Board has designated three properties in the Town as historic. These properties are The Surf Club at 9011 Collins Avenue; Bougainvillea Apartments at 9340



Collins Avenue; and Seaway Villas at 9149 Collins Avenue. The County is active in pursuing historic designations for deserving properties within the Town. The Collins Avenue Historic District, which runs along Collins and Harding Avenues between 90th and 91st Streets, was designated in 2016. The district includes architectural styles of historical significance from the period 1946 to 1957.

The Town of Surfside continues to evolve and improve the quality of life of the residents and businesses that call it home. The Town has several recent successes which have improved the livability which include the following:

- The Town continued to work with Miami-Dade County, other municipalities and environmental organizations on ideas to make the Town more environmentally resilient.
- The Town continued coordination with our Police Department, the Florida Department of Transportation, Miami-Dade County and members of the community to address traffic issues.
- The Town continued temporary traffic mitigation measures to address cut through traffic into residential neighborhoods.
- The Town completed the coordination with the U.S. Army Corps of Engineers and Miami-Dade County on the Beach Renourishment Project.
- The Town completed the update to the Water Supply Plan.
- The Town prepared an ordinance reducing building lengths for hotels south of 93rd Street in the H40 zoning district.
- The Town continued to address beach chair compliance and outreach to the community.



The Town of Surfside is looking to continue to provide safe and walkable pedestrian infrastructure in the Town which will cater to all users of the transportation network. The Town continues to actively work on key initiatives including the traffic mitigation program, climate action plan, intermodal connectivity and walkability (including pedestrian and bicycle infrastructure in the residential neighborhoods west of Harding Avenue), on-street parking and potential changes to the current zoning code.

Intermodal Connectivity (Pedestrian and Bicycle Infrastructure)

The Town continues to review the existing bicycle and pedestrian infrastructure particularly the lack of sidewalks in the residential area west of Harding Avenue. The Town evaluated a one-way street pilot program along 88th Street, 89th Street, 90th Street and 91st Street. The pilot program evaluated expanding additional right-of-way for dedicated pedestrian walking paths. There are challenges due to the lack of expanded right-of-way with various impediments such as utility poles and other streetscape elements within the public right-of-way. The lack of sidewalks leads to further enforcement of the area wide neighborhood speed limits for safety.



Traffic Mitigation Program

The Town of Surfside has made public safety as one of the top priorities in the Town. The quality of life is a focus of the Town. One element that impacts both public safety and quality of life is traffic. Traffic has increased significantly in recent years on Collins Avenue and Harding Avenue regionally as well as locally in Surfside. These roadways are major north/south thoroughfares for vehicles to avoid I-95 and Biscayne Boulevard traffic congestion. Lane closures at developments in Surfside and neighboring jurisdictions add to this traffic overcrowding. Drivers have learned they can avoid the backup on Collins Avenue and Harding Avenue by traveling west into the residential neighborhoods.

There are no sidewalks in the single-family home areas of Surfside west of Harding Avenue which can be a critical challenge for ensuring public safety with many families and children who play, walk and bike on the streets. The Town continues to work with FDOT and Miami Dade County DTPW who have jurisdiction of the roadways in the Town. The Town continues to work with the Miami Dade County DTPW to address the Town's Traffic Calming elements that have been installed on the road network including traffic circles, speed humps/tables, diverters and other road closures. Miami Dade County DTPW has requested that the Town provide justification for an area wide neighborhood speed limit of 20 mph and warrants for the installation of speed humps/tables and all



way stop controlled intersections. The Town is also continually reviewing speeding along both Collins Avenue and Harding Avenue. The Town of Surfside also partnered with the FDOT to hold an Alert Today Alive Tomorrow Workshop which included extensive discussion of pedestrian and bicycle safety in the Town. Additional information of this Public Outreach can be seen in Exhibit D.

Pedestrian safety infrastructure improvements contemplated in this grant application within State Road A1A/Harding Avenue and State Road A1A/Collins Avenue including the following:

4. State Road A1A/Harding Avenue and 89th Street
5. State Road A1A/Harding Avenue and 90th Street
6. State Road A1A/Collins Avenue and 89th Street

Transportation Network Crash Screening

A review of the most recent 5-year crash data of the proposed intersection locations was completed. The crash data was obtained using Signal Four Analytics for the period between February 17, 2016 through February 17, 2021. A summary of the documented crash data for the 5-year review period at these intersection locations is summarized in the following figures. Exhibits A.1, A.2 and A.3 depicts the project locations and limits and identifies the extents of the crash locations at the road segments and intersections.

State Road A1A/Harding Avenue at 89th Street

State Road A1A/Harding Avenue is a three-lane one-way southbound Principal Arterial with a posted speed limit of 30 mph.

89th Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 20 crashes including one pedestrian crash. The predominant crash pattern was sideswipe crashes followed by rear end crashes. There were two

	No Injury	Non-Traffic Fatality	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)
Angle	1					
Head On	1					
Left Turn	2					
Other	4			1		
Pedestrian				1		
Rear End	4					
Sideswipe	5					
Unknown	1					



injuries and no fatalities in the 5-year network screening at this intersection location. A copy of the crash report of the pedestrian crash has been included as an attachment.

State Road A1A/Harding Avenue at 90th Street

State Road A1A/Harding Avenue is a three-lane one-way southbound Principal Arterial with a posted speed limit of 30 mph. 89th Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 13 crashes. The predominant crash pattern was rear end crashes. There were three injuries and no fatalities in the 5-year network screening at this intersection location.

	No Injury	Non-Traffic Fatality	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)
Angle			1			
Left Turn	1					
Rear End	5					
Right Turn	1					
Rollover	1					
Sideswipe	1			1		
Unknown	1			1		

State Road A1A/Collins Avenue at 89th Street

State Road A1A/Collins Avenue is a three-lane one-way northbound Principal Arterial with a posted speed limit of 30 mph. 89th Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 3 crashes. The predominant crash pattern was listed as other. There were two injuries and no fatalities in the 5-year network screening at this intersection location.

	No Injury	Non-Traffic Fatality	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)
Other	1			1		
Unknown				1		



SCOPE OF WORK, PROJECT IMPLEMENTATION AND TENTATIVE SCHEDULE

Planning Phase (0-9 months)

Consultant will prepare a detailed pedestrian study for the four identified crossing locations. A speed study will also be completed along State Road A1A/Harding Avenue and State Road A1A/Collins Avenue to establish the current 85th percentile speeds along Harding Avenue and Collins Avenue north and south of these intersection locations. The USDOT has published the guide for improving pedestrian safety at uncontrolled crossing locations. The pedestrian crossing and speed study will describe the various options and countermeasures for

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 6 7 9	① ③ 5 6 7 9	① 3 4 5 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

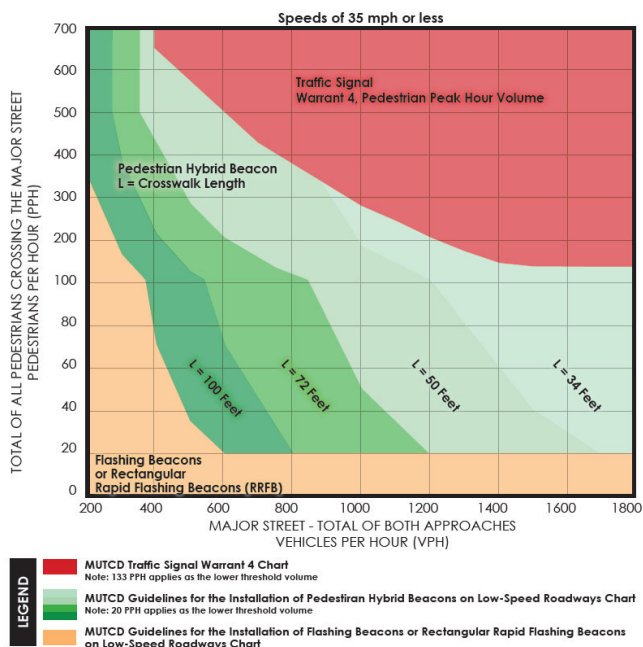
- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

improving the pedestrian safety at these uncontrolled crossing locations. The pedestrian study and speed study will be issued to FDOT for review and approval. The crossing locations will be prioritized based on the safety conditions observed and project programming estimated. Additional public outreach will be performed to secure community feedback on the proposed safety improvements. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the planning phase.



Design Phase, Environmental and ROW Evaluation (0-12 months)

Once FDOT has reviewed the pedestrian study and speed study and approved the locations for pedestrian infrastructure upgrades, the Consultant will begin the design plan preparation and permitting. The Consultant will prepare the intersection improvement design plans for the countermeasure identified and approved by FDOT, the maintaining authority. The design plans will be prepared based on the FDOT, MUTCD and other government agency stakeholder criteria and standards. The design, plans preparation, plan submittal, permit acquisition and environmental assessments as applicable will be approximately 12 months. Environmental and ROW impacts are not anticipated as this work will be done within existing FDOT right of way.



The Consultant will work closely with the Town of Surfside to develop bid documents based on the approved design plans. The bid documents will be scheduled for procurement based on the availability of local funding in addition to the grant funds awarded. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the design phase.

Construction Phase (0-15 months)

Once the appropriate bidding and procurement process has been successful, the Town will enter a contract with the awarded Contractor for construction of the pedestrian safety improvements. The Contractor Acquisition and Award will take about 3 months. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the Construction Engineering and Inspection Services phase.

Total Program Duration (0-36 months)



FDOT TECHNICAL REVIEW EVALUATION CRITERIA

1. Project Feasibility

- Scope of Work: Provided (see page 1-10 and Exhibits A.1, A.2 and A.3)
- Project Implementation Plan (see page 1-10)
- Environmental Evaluation (see page 10)
- Right of Way Evaluation (see page 10)
- Opinion of Probable Cost (see Exhibits B.1, B.2 and B.3)

2. Local Agency Funding Contribution

The Town of Surfside is committed to providing any necessary local share funding as required as part of the TAP grant program.

3. LAP Certification Status

The Town of Surfside is committed to becoming LAP certified by FDOT as part of the Transportation Alternatives Program administered by the Miami Dade Transportation Planning Organization (TPO). The Town will follow the requirements as outlined in the LAP Certification Qualification Tool to get certified in LAP. This includes the responsible charge, LAPIT, training, agency staffing, procurement, planning, qualifications, construction, construction administration, inspections, contract compliance, invoicing, and future performance management.

4. Past Performance

This is not applicable as the Town is not currently LAP certified and does not have past performance on recent LAP projects.

- Procurement
- Project Management- Professional Services
- Project Management- Construction
- Invoicing



LAP CERTIFICATION TOOL

Certification and recertification is a commitment by the local agency to perform all associated activities of the Federal-Aid Highway Program including but not limited to Title VI compliance, ADA compliance, grant management and fiscal accountability, procurement of professional service and construction administration in adherence to all federal and state requirements. The LAP Certification Tool is a risk-based assessment of your Local Agency and measures performance based risk of your participation in LAP. Detailed information on each section is located in the Department's *LAP Manual* (FDOT Procedure 525-010-300).

Answer each question to the best of your ability. Your District LAP Team is there to provide assistance and support as required while you complete the re/certification process.

A. RISK ASSESSMENT

Source: LAP Manual Chapters 2 and 3

- 1) Based on the risk assessment Click or tap here to enter text. Is eligible for: Choose an item.
- 2) Title VI Sub-recipient Assurance date (provided by Central Office): Click or tap here to enter text.
- 3) Risk Assessment date (provided by Central Office): Click or tap here to enter text.
- 4) Number of projects programmed in the current 5 Year Adopted Work Program: Click or tap here to enter text.

B. PROJECT SELECTION

Source: FDOT Work Program Instructions

- 1) Which project phases does your agency plan to implement through the LAP program?

Check all that apply:

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Planning | <input type="checkbox"/> Construction Administration |
| <input type="checkbox"/> Design | <input type="checkbox"/> All of the Above |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Other: Click or tap here to enter text. |

*Environmental and Right of Way phases are not eligible for delegation to local agencies without additional Department approvals. Contact your District Local Program Administrator for information.

- 2) Does your agency prioritize projects through a Metropolitan or Transportation Planning Organization (MPO/TPO) process?

Choose an item.

- i. If yes, which MPO/TPO? Click or tap here to enter text.

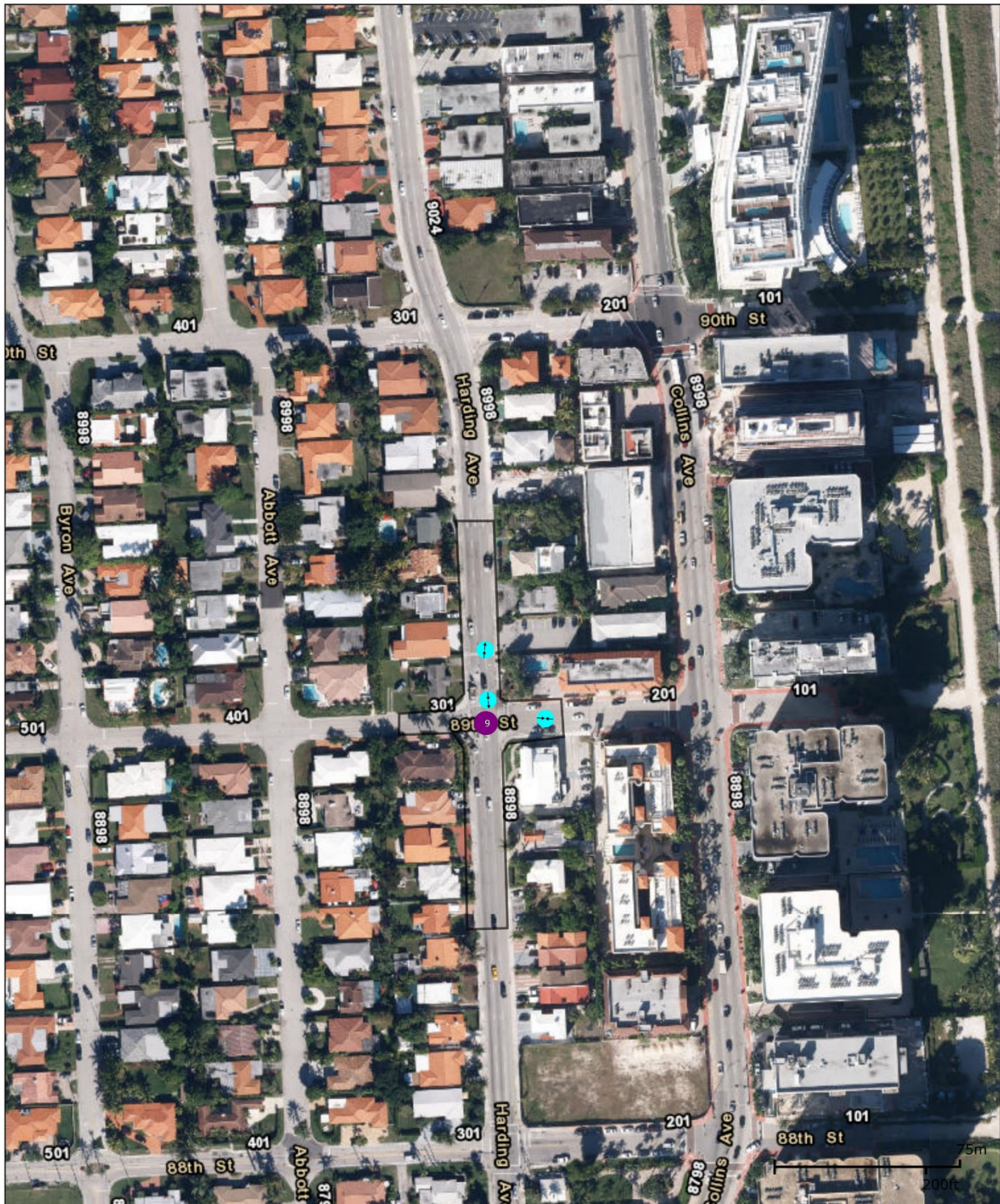
- 3) The Florida Department of Transportation (Department) is a member of REDL. Counties and communities that meet certain statutory criteria are eligible for waivers or reductions of the local match requirements for such projects. Refer to Section 288.06561, Florida Statutes (F.S.). Is your city or County eligible for a REDL waiver from the Department?

Choose an item.



EXHIBIT A.1 LOCATION MAP AND AERIAL

Town of Surfside Crash Screening (2016-2021)



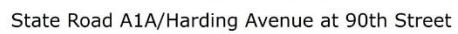
State Road A1A/Harding Avenue at 89th Street

Source: Signal Four Analytics

Printed Thursday, February 18, 2021



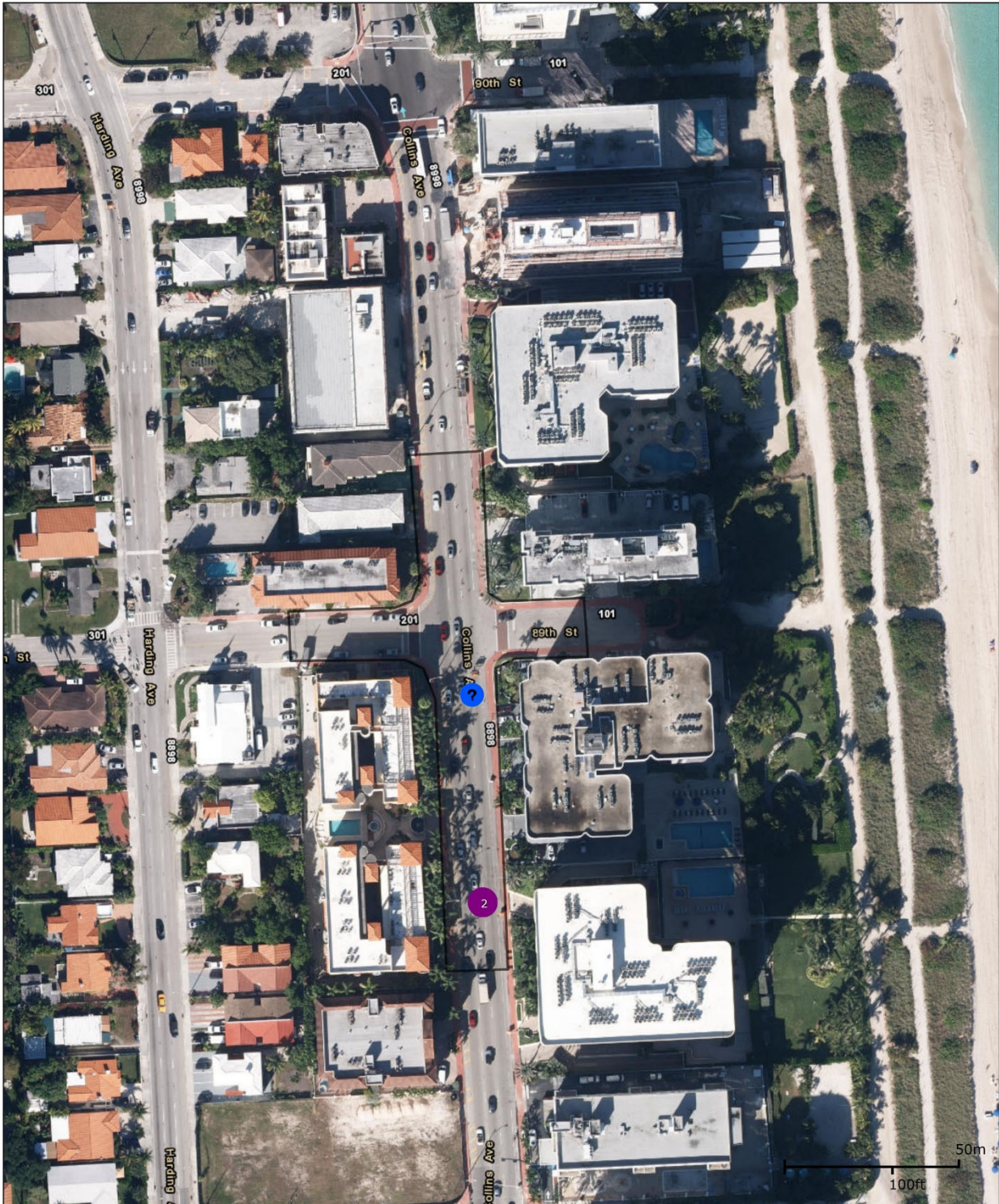
Town of Surfside Crash Screening (2016-2021)



Printed Thursday, February 18, 2021

EXHIBIT A.3 LOCATION MAP AND AERIAL

Town of Surfside Crash Screening (2016-2021)



State Road A1A/Collins Avenue at 89th Street

Source: Signal Four Analytics

Printed Thursday, February 18, 2021



EXHIBIT B.1 OPINION OF PROBABLE COST

State Road A1A/Harding Avenue and 89th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,200	\$5.00	\$11,000.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	248	\$135.00	\$33,480.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$6,601.90	\$6,601.90
	Signing and Pavement Marking (10%)	LS	1	\$13,203.80	\$13,203.80
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$3,961.14	\$3,961.14
Estimated Construction Cost:					\$295,804.84
Construction Cost		\$295,804.84			
Clearing and Grubbing (5%)		\$14,790.24			
Mobilization (10%)		\$29,580.48			
Maintenance of Traffic (5%)		\$14,790.24			
Contingencies (15%)		\$44,370.73			
TOTAL					\$399,336.53



EXHIBIT B.2 OPINION OF PROBABLE COST

State Road A1A/Harding Avenue and 90th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,167	\$5.00	\$10,835.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	244	\$135.00	\$32,940.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$6,566.65	\$6,566.65
	Signing and Pavement Marking (10%)	LS	1	\$13,133.30	\$13,133.30
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$3,939.99	\$3,939.99
Estimated Construction Cost:					\$294,972.94
Construction Cost			\$294,972.94		
Clearing and Grubbing (5%)			\$14,748.65		
Mobilization (10%)			\$29,497.29		
Maintenance of Traffic (5%)			\$14,748.65		
Contingencies (15%)			\$44,245.94		
TOTAL					\$398,213.47



EXHIBIT B.3 OPINION OF PROBABLE COST

State Road A1A/Collins Avenue and 89th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,689	\$5.00	\$13,445.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	303	\$135.00	\$40,905.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$7,095.40	\$7,095.40
	Signing and Pavement Marking (10%)	LS	1	\$14,190.80	\$14,190.80
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$4,257.24	\$4,257.24
Estimated Construction Cost:					\$307,451.44
Construction Cost			\$307,451.44		
Clearing and Grubbing (5%)			\$15,372.57		
Mobilization (10%)			\$30,745.14		
Maintenance of Traffic (5%)			\$15,372.57		
Contingencies (15%)			\$46,117.72		
TOTAL					\$415,059.44



EXHIBIT C PEDESTRIAN CRASH REPORT

STATE OF FLORIDA TRAFFIC CRASH

LONG FORM ☒ SHORT FORM ☐ UPDATE ☐

TOTAL # OF VEHICLE SECTION(S) 1

MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING,
TALLAHASSEE, FL 32399-0537

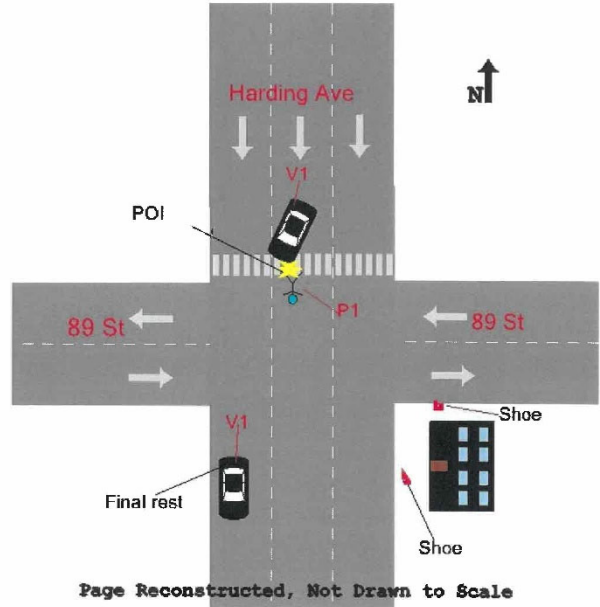
TOTAL # OF PERSON SECTION(S) 2

TOTAL # OF NARRATIVE SECTION(S) 2

CRASH DATE 01/04/2021	TIME OF CRASH 9:19 AM	DATE OF REPORT 01/04/2021	REPORTING AGENCY CASE NUMBER 210043	HMV/CRASH REPORT NUMBER 24093995
CRASH IDENTIFIERS				
COUNTY CODE 01	CITY CODE 89	COUNTY OF CRASH MIAMI-DADE	PLACE OR CITY OF CRASH SURFSIDE	CHECK IF WITHIN CITY LIMITS <input checked="" type="checkbox"/>
TIME ON SCENE 9:21 AM	TIME CLEARING SCENE 10:25 AM	COMPLETION <input checked="" type="checkbox"/>	REASON (if investigation NOT complete)	TIME REPORTED 9:19 AM
ROADWAY INFORMATION (CHOOSE ONLY 1 OF 4 OPTIONS)				
CRASH OCCURRED ON STREET, ROAD, HIGHWAY				
SR A1A SOUTH				
AT/ FROM INTERSECTION WITH STREET, ROAD, HIGHWAY				
AT STREET ADDRESS #				
AT LATITUDE AND LONGITUDE				
ROAD SYSTEM IDENTIFIER				
Type of Shoulder				
Type of Intersection				
CRASH INFORMATION (CHECK IF PICTURES TAKEN)				
Light Condition				
Weather Condition				
Roadway Surface Condition				
School Bus Related				
Manner of Collision/Impact				
First Harmful Event				
First Harmful Event within Interchange				
First Harmful Event Relation to Junction				
Contributing Circumstances: Road				
Contributing Circumstances: Environment				
Work Zone related				
Crash in Work Zone				
Type of Work Zone				
Workers in Work Zone				
Law Enforcement in Work Zone				
WITNESSES				
NAME				
ADDRESS				
CITY & STATE				
ZIP CODE				
TELEPHONE				
NAME				
ADDRESS				
CITY & STATE				
ZIP CODE				
TELEPHONE				
NAME				
ADDRESS				
CITY & STATE				
ZIP CODE				
TELEPHONE				
NON VEHICLE PROPERTY DAMAGE				
VEHICLE # PERSON # PROPERTY DAMAGE - OTHER THAN VEHICLE				
EST. AMOUNT				
OWNER'S NAME (Check if Business)				
ADDRESS				
CITY & STATE				
ZIP CODE				
VEHICLE # PERSON # PROPERTY DAMAGE - OTHER THAN VEHICLE				
EST. AMOUNT				
OWNER'S NAME (Check if Business)				
ADDRESS				
CITY & STATE				
ZIP CODE				

HMV 90010 S (3) (rev 10/10)

Page 1 of 6



Page 6 of 6

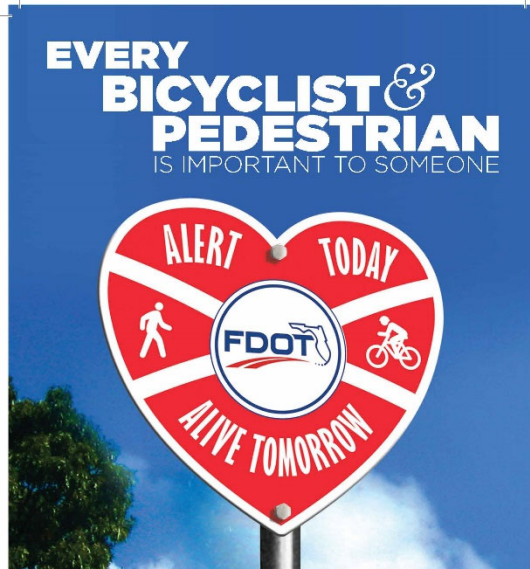


EXHIBIT D PUBLIC OUTREACH

POLICE & FDOT JOIN FORCES FOR PEDESTRIAN SAFETY

Members of the Surfside Police Department and the Florida Department of Transportation (FDOT) recently distributed safety tips and information from the Alert Today, a campaign that focuses on promoting pedestrian safety and to reduce future traffic incidents. Residents and visitors received educational materials and prizes for citizens using sidewalks and crosswalks.

The five areas covered went from the 93rd Street and Collins Avenue to the business district. Local business owners were also provided with educational materials to distribute to visiting customers. Approximately 350 pieces of educational materials were distributed. Many citizens expressed their gratitude for the initiative. Special thanks to Jeanette Gorgas and Isis Sotolongo for organizing the FDOT team. For additional information on public safety, contact Sgt. Jay Matelis at (305) 861-4862 or email jmatelis@townofsurfsidefl.gov.



Safety Doesn't Happen by Accident **Traffic/Parking Improvement Recommendation Meeting**



The Town of Surfside will host a Town-wide Traffic/Parking Improvement Recommendation meeting for residents on

Tuesday, April 19 at 5 p.m. at Town Hall.

The meeting will include a presentation on the current traffic mitigation systems, traffic calming devices and enhanced loading zones. Recommendations will also be discussed about modified traffic patterns between Collins Avenue and Harding Avenue and expanding the use of on-street parking.

The goal is to present considerations for these topics and allow for needed feedback from the public. The meeting will start promptly at 5 p.m. and parking is available in the municipal parking lot just north of Town Hall on 93rd Street.

MAYOR'S TOWN HALL MEETING Tuesday, March 19, 2019 Surfside, Florida

What kind of community do you want to live in?

Surfside residents expressed that what they love most about Surfside is the community's small town feeling. The topics discussed during the meeting included:

Overdevelopment

- Mayor Dieth presented the question, "What does overdevelopment mean to you?"
- Several residents expressed concern over construction fatigue and new hotel development.
- Zoning Code was amended in 2008, helps preserve Surfside's small town charm. Density/height specifications have not changed. The Zoning Code includes standards for building better quality, modern buildings with higher efficiency.

Beach Chairs

- There was an overall consensus among residents that the beach chair situation has improved.
- Residents voiced concern about more chair storage on the hard-pack. Mayor explained hard-packs are private property.

Traffic

- Residents voiced concerns about pedestrian safety.
- The Surfside Police Department will continue to enforce speed limits and ensure safety of residents.

