

MISCELLANEOUS

This section is for any issues that fell outside of the specific categories outlined in this document but that otherwise have relevance to this particular process and the resultant Citizen's Master Plan for Surfside --

Fire Stations

While no ideal location for a fire station was specifically identified during the charrette, there were three potential options that were considered viable by residents: The two vacant lots on 96th Street between Abbott Avenue and Byron Avenue could be used, however, the Town wishes to make that property commercial. A fire station could use some of the land south of the Town Hall where trucks would enter a garage off Harding and pull out on Collins, however this property is designated as part of the civic center complex and may also be used in other ways. And lastly option would be to locate it at or near the area proposed to receive the relocated public works department at the current Veterans' Park.

Bay Harbor Bridge

Even though not owned or controlled by the Town of Surfside, we recommend that Bay Harbor modify the bridge on 96th Street that connects the two towns to include larger sidewalks and benches, and to render it more architecturally pleasing. This would allow better walkability between the two towns and the two business districts, benefiting both.

Streets And Public Space

The bus stop in front of Publix should be moved back off the sidewalk.

We recommend that Publix improve the space between their ground level parking (under the store) and the sidewalk by creating shallow retail space to enhance the business district on the south end of Harding.

New Buildings/Green Technology

All new commercial buildings should be LEED certified.

The new Public Works building could include solar panels to power an all-electric fleet of vehicles for the Town.

There should be incentives, such as no permit fees for adding solar or wind power, and other environmentally conscious actions.

Retention of One Way Pairs

Though the consultant team clearly advocates in favor of reverting the current one-way pair of Collins and Harding Avenues to their historical two-way configuration, it also recognizes that such a proposal would have to undergo additional political and technical feasibility analysis and that it is possible that the effort to effect the conversion may ultimately not prevail. Therefore the question remains as to what the impact would be on the rest of the Citizen's Master Plan and other specific improvement initiatives, should this one-way conversion not take place.

In general, all of the other recommendations outlined in this book can be implemented more-or-less as described in this document, if both Harding and Collins remain in their current one-way pair configuration. The areas of the plan that will be most significantly impacted, of course, will be those around Harding and Collins Avenues.

Because the same total number of north-south lanes will be necessary regardless of which configuration goes forward, if the one-way pair stays in place, Harding will remain 3 lanes southbound, which will eliminate many of the proposed streetscape enhancements associated with that thoroughfare -- in both the commercial and residential areas of town.

This will mean a less safe and attractive downtown shopping area, and a much less appealing residential boulevard on Harding, south of the downtown. Regardless, the same basic traffic calming strategies will still apply -- that being to reduce lane widths to the absolute minimum possible to help reduce ambient speed and improve the

visual merchandising opportunities, widening sidewalks and adding street trees, pedestrian-scaled lighting, to improve the pedestrian environment, etc.

South of the downtown shopping area, narrower lanes and wider planting strips should still be implemented, to both beautify the street, slow the traffic, help shade the sidewalks, and provide the maximum of access and maneuvering space outside of the travelway between the curb cut and driveways lining the street.

One-way pairs will still mean excessive turning movements downtown and complicated pedestrian crossings, but prioritized east-west connections (particularly in the area around the new Community/Civic Center), could still benefit from a more pedestrian-centric approach, and the proposed comprehensive pedestrian district around the Civic Center could still facilitate safer crossings of Collins while maintaining the ability to close 93rd street for special events.

The question would remain as to whether or not the additional turn movements associated with the one-way pairs would still encourage cut-through traffic in the residential neighborhoods, though hopefully, the proposed mitigation strategies would help with that issue.

Pedestrian Bridge To Bay Harbor

There was concern voiced over the both the distance and the nature of the path currently required by Surfside's school age children, to reach their elementary school in nearby Bay Harbor Island, which included crossing a busy vehicular bridge.

It was observed that even though the existing options for accessing the primary school was via a circuitous route involving potential dangerous roads, by elementary school-age standards, the school itself was relative close by, as the crow flies, but separated by a navigable canal. The possibility of creating a bridge link was discussed and thought to be a very attractive means of circumventing the difficulties inherent in the existing route, and allowing the children to reach their school by walking exclusively on local, neighborhood streets.

However, challenges were raised immediately by local boat owners, who expressed concern that such a bridge would cut off their access to deep water, and severely impact their property values.

A simple solution is recommended by the consultant team, which is to place the bridge access points along existing right-of-ways, thereby eliminating any concerns and/or challenges based upon property acquisition issues, and then construct the bridge in a non-conventional fashion, using fixed or floating dock technology, which is an inexpensive and proven technology (widely used on the west coast of the US).

The advantage of this system is that the operable "span" of the bridge is, in effect, essentially a raft, which can easily and quickly be maneuvered, by hand (facilitated by a simple cranking mechanism), from open to closed positions, and back again, by either a supervising adult. The operational proposal recommended is the dock/bridge remain in the "open" position at all times, except during the two short time periods during the day when it is necessary to allow the school children to shortcut their existing walk to school.

The rest of the time it would present no hazard to navigation, representing no more than a typical dock, and needing only minimal boat handling skills to avoid, and could be kept locked in the open position until such time as an authorized adult, the equivalent to a crossing guard, is on hand to close and secure the "bridge" for the short period of time necessary to effect the transfer of students from Surfside to Bay Harbor Island, and back again.

If it is necessary for a child to make that trip at any other time that the start or end of the school day, they will simply revert back to the existing route, and each parent can attend to the issues associated with that path, as they are currently doing at present.

Bal Harbour

Since Bikes are not allowed on sidewalks or beach path, recommend to restripe A1A to add bikes lanes to connect Haulover to Surfside and Miami Beach.

Surf Club

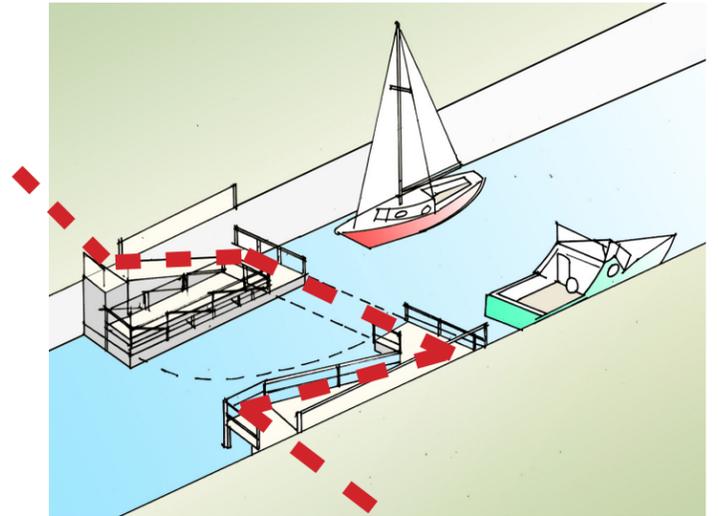
Recommend to beautify the property at the east end of 91st Street for people heading eastbound toward Collins.

Traffic Light at 90th Street and Collins

Consider moving light to 91st Street and Collins to make it easier for people to exit from 91st: Currently, people who turn westbound at Collins and 90th, think that there is a light at Harding and 90th. There is not light, only a dangerous curve that is difficult to see around.

Burying the powerlines

The consensus was that the power lines would be better underground. Many of the ideas presented in this document in regards to streetscape and landscaping could benefit from underground powerlines, Further study needs to be done, but the final decision should be made prior to certain related projects being initiated.



A movable floating dock can provide convenient access for school children between Surfside and Bay Harbor Island during the morning and afternoon trips to and from school. At all other times, the bridge remains open to maritime navigation.