

# Historic Preservation Board

*December 16, 2025*



Flamingo Park  
Neighborhood

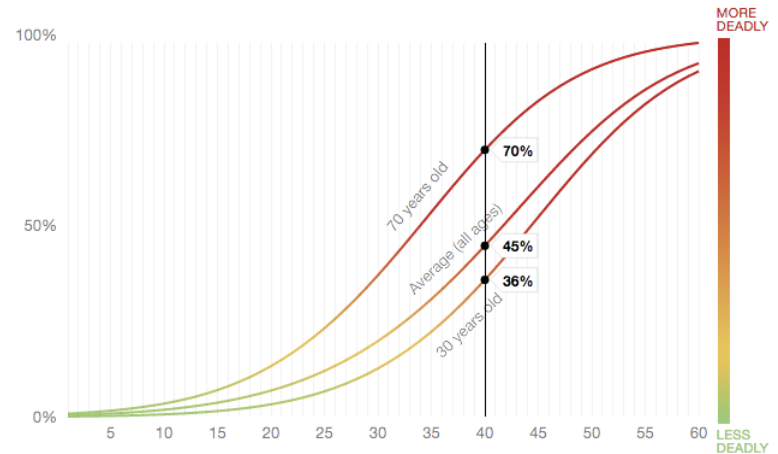
Slow Streets 2.0

# What are ‘Slow Streets?’

- ‘Slow Streets,’ or open streets, are designated **roads that are designed to slow moving traffic and increase pedestrian safety.**
- Typically, residential roads where through traffic is discouraged, and **multimodal mobility is encouraged.**
- **Used nationally** in cities: San Francisco, Nashville, Denver, Los Angeles, Milwaukee, New York City, and more.
- Gained popularity as temporary projects during the COVID-19 pandemic, and **now becoming a permanent feature** of many cities.

## The Chance of Being Killed by a Car Going 40 mph

*Roll over the curved lines to see the risk at any speed*



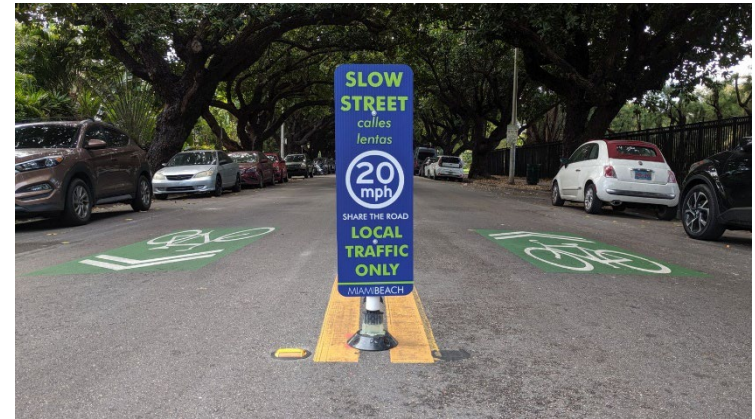
# Flamingo Park Slow Streets 1.0 Pilot Program (2020-21)

## • Goals

- Designate specific residential streets to discourage vehicular thru-traffic and speeding
- Enhance the pedestrian and bicycle experience for residents during the pandemic
- Temporary applications, with goal to make more permanent after pilot

## • Lessons Learned

- Concept embraced by community
- Proof of Concept - data collected showed reduced speeds on wide streets (which contribute most to speeding)
- Materials need to be more permanent and aesthetically pleasing
- Future phases should place more emphasis on multimodal mobility (biking, micromobility)
- Long-term maintenance issues MUST be addressed



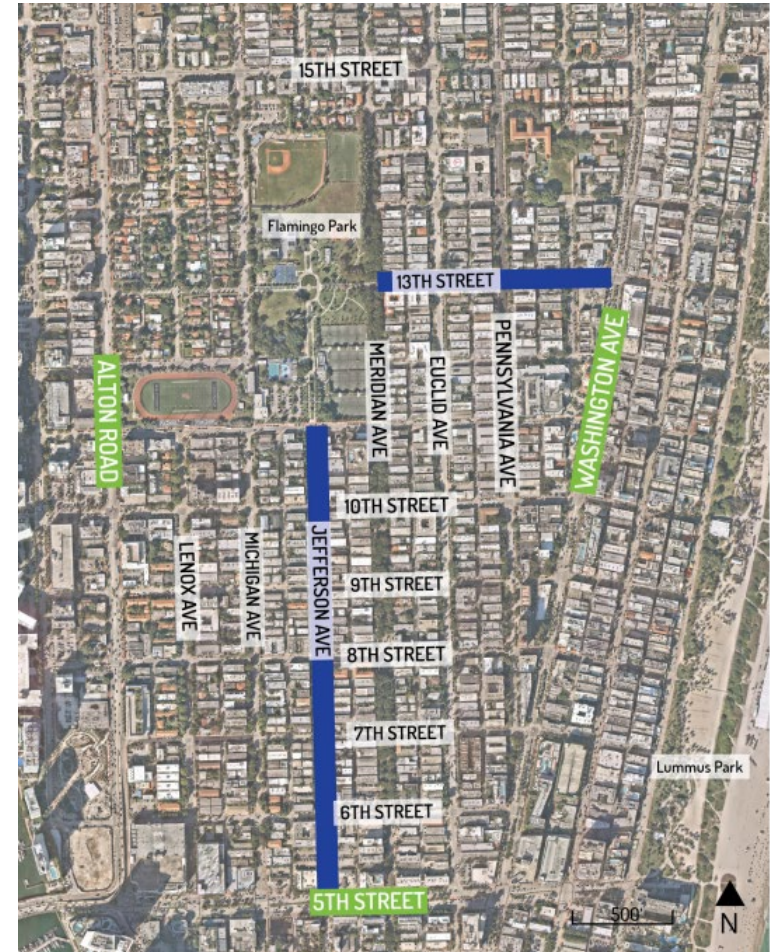
# Flamingo Park Slow Streets 2.0

- **Goals**

- Increase durability and aesthetics of materials, in comparison to Slow Streets 1.0
- Focus on speed and volume reduction to enhance pedestrian safety

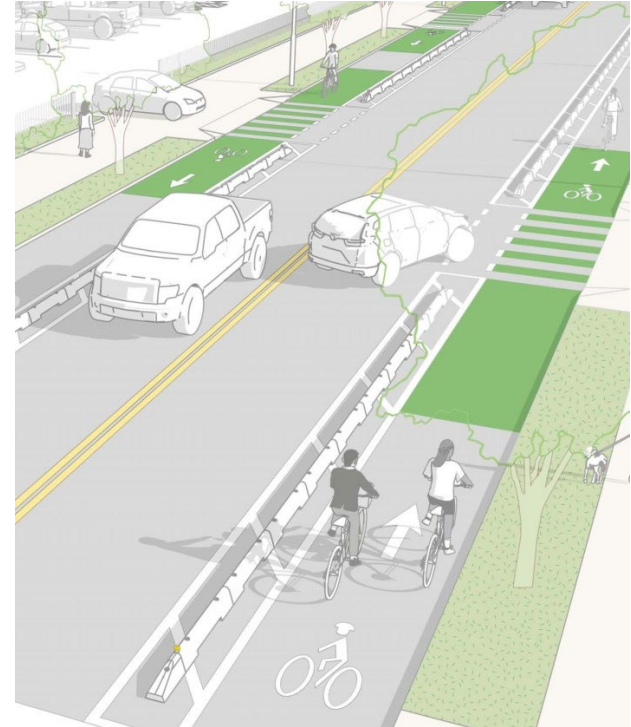
- **Phase 1: Jefferson Avenue and 13 Street**

- Phase 1 identified by community residents
- Main access points to Flamingo Park
- Project Features
  - Parking-protected, two-way cycle track on Jefferson Avenue, from 6 Street to 11 Street
  - Traffic Calming on 13 Street, from Meridian Avenue to Washington Avenue
  - Painted and delineated curb extensions on both streets



# Why these streets and why this design?

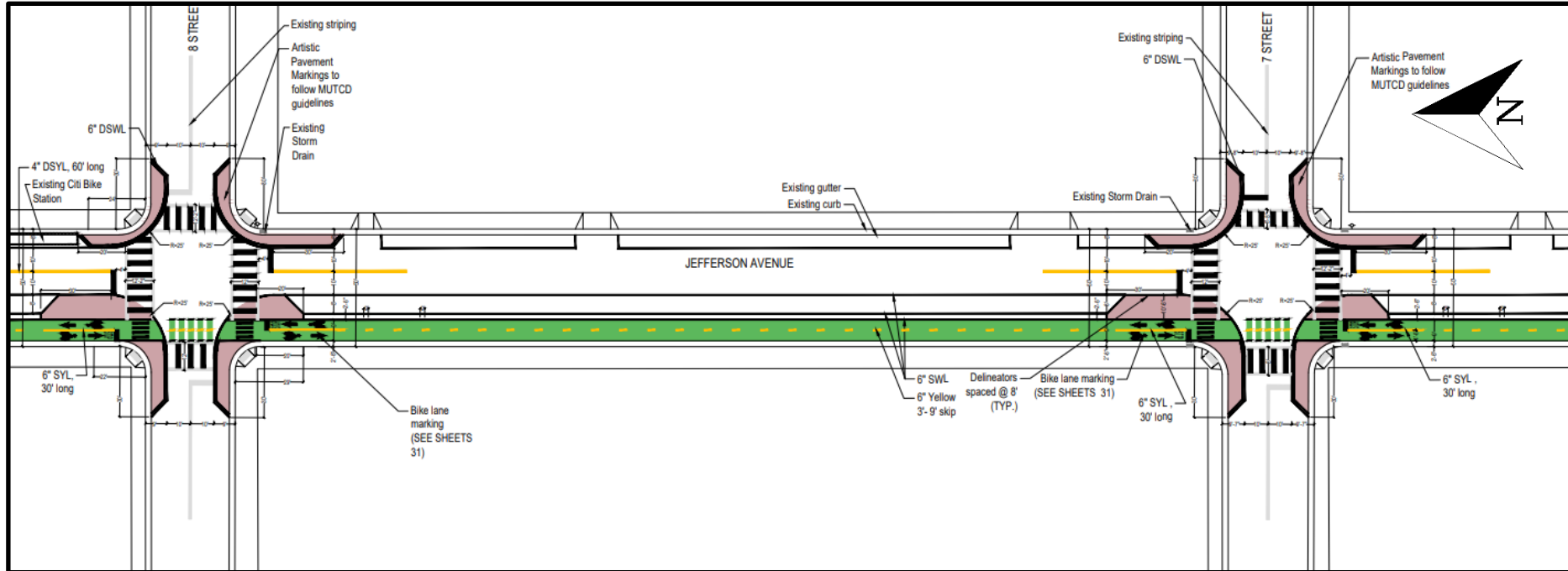
- Main entrances to Flamingo Park
- Didn't have the width for 2' bicycle lane buffer on both sides of the street
- Would require 2x as many precast concrete curbs be purchased for the parking area
- Would require nearly 2x as much thermoplastic paint
- Would lose more parking by creating separated bike lanes on each side of the street, rather than a consolidated 2-way cycle track only on one side
- **What is a cycle track?**
  - A dedicated path for cyclists that is physically separated from vehicle traffic by physical barriers such as curbs, planters, or parked cars
  - Prevents numerous conflict points between bicyclists and vehicles



# 100% Signed & Sealed Permit Plans (October 2024)

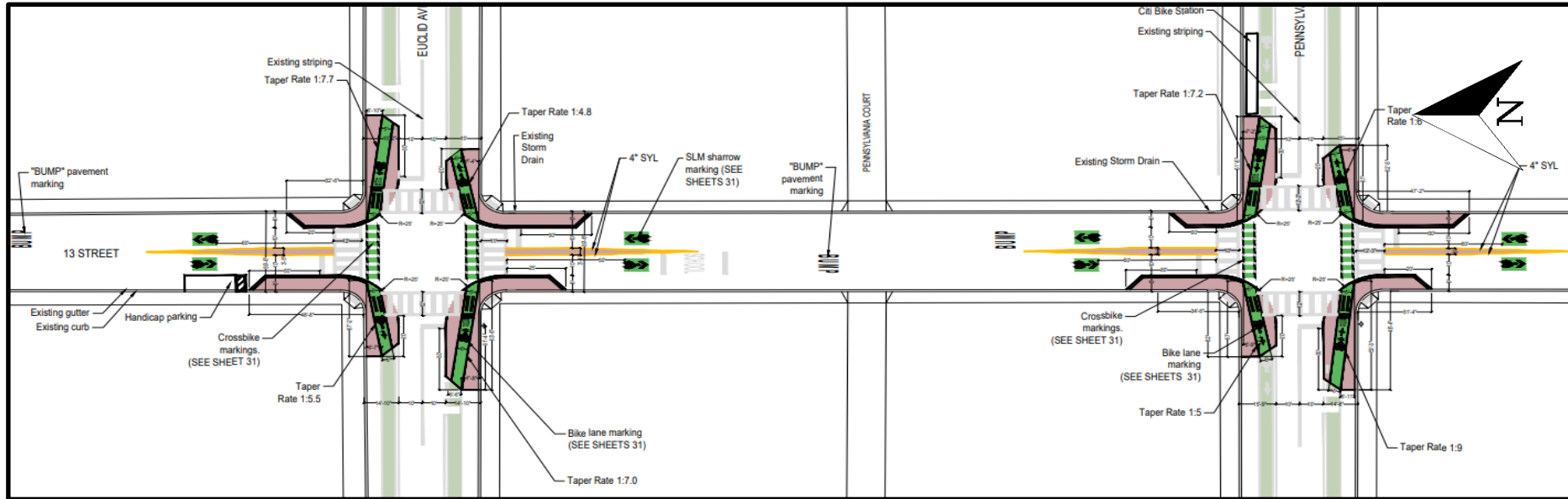
*Jefferson Avenue and 13 Street*

# Jefferson Avenue and 7-8 Street 100% Signed & Sealed Plans (Excerpt)



- **Two-way, parking-protected cycle track** on the west side of Jefferson Avenue
- Six (6) intersections with **painted curb extensions** between 6 Street and 11 Street

# 13 Street and Euclid-Pennsylvania Avenue 100% Signed & Sealed Plans (Excerpt)



- RubberForm **speed cushions** to slow speeding vehicles
- **Painted medians** to narrow travel lanes
- **Painted curb extensions** to expand pedestrian realm

# Elements Under HPB Review:

1. K71 Bollards
2. Curb Extension Paint  
(StreetBond SB150)

# K71 Bollards (White)

# K71 Bollards

## *Flexible, enhanced pedestrian protection*

- Chosen to be **more aesthetically appealing** than the typical thin, white plastic delineator
- Provides **enhanced protection** due to its more robust appearance, wider footprint, and greater amount of reflectivity
- Placed at the edges of all curb extensions to delineate a safe pedestrian refugee area, and at the entrances/exits of the bike lanes to **deter vehicles from entering**
- Used within the painted medians to **visually narrow roadway for drivers and slow vehicular traffic**

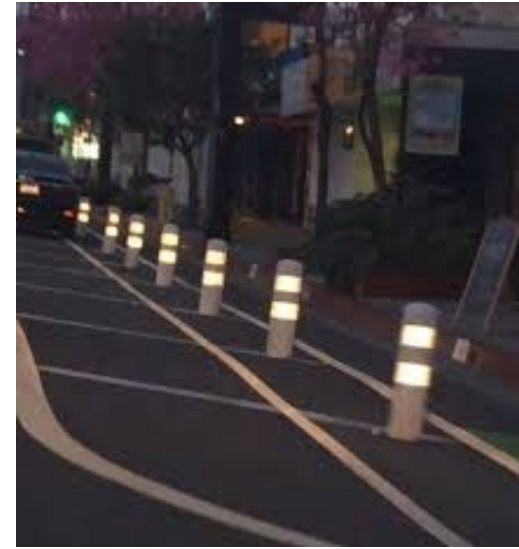
# K71 Bollards

## *Flexible, enhanced pedestrian protection*

- Example images from Los Angeles, California



Daytime  
Appearance



Nighttime  
Reflectivity

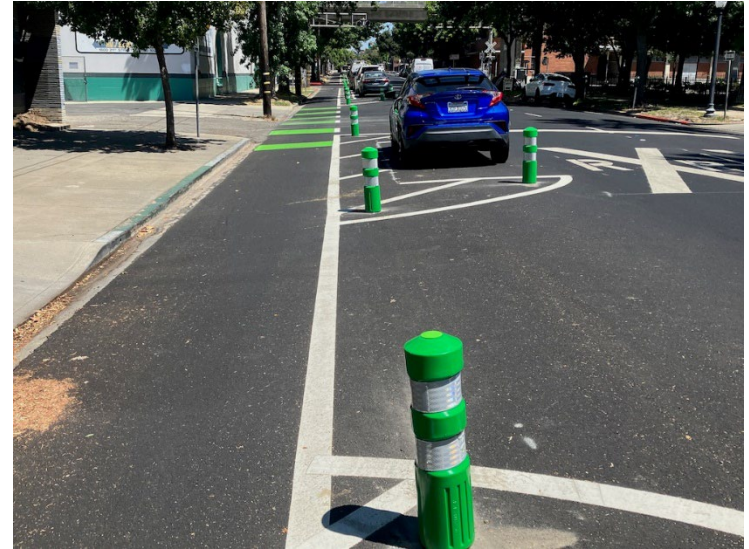
# K71 Bollards (in the Curb Extension)

## *Flexible, enhanced pedestrian protection*

- Example images from Los Angeles, California



Example of flexibility  
and crushability



Example of similar curb  
extension placement (in green)

# K71 Bollards (in the Painted Median)

## *Flexible, enhanced pedestrian protection*

- Example images from Los Angeles, California



Example of K71  
Bollards in the Median

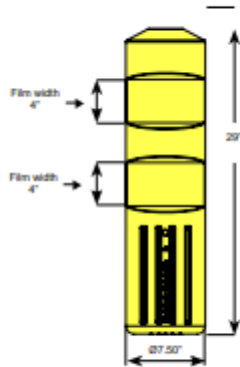


Example of similar intended  
placement (in yellow)

# K71 Bollards

*Flexible, enhanced pedestrian protection*

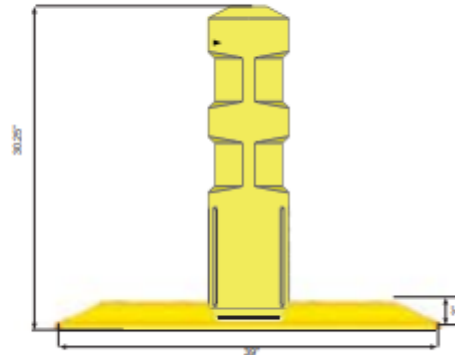
## SPECIFICATIONS



**K71 Post**



**Rubber Base**



**Channelizer**

- White in color
- Spaced at 8' on center
- Attached to the asphalt via a rubber base and bolt, easily maintained

## **2. Paint - StreetBond SB150** *in color 'Rose Dust'*

# Curb Extension Paint - StreetBond SB150

## *Widening our sidewalks with paint*

- Chosen and tested from a set of custom samples developed by StreetBond to **resemble the 'Miami Beach Red' as closely as possible**
- **Creates a designated expanded pedestrian area** and shortens the crossing distance to reduce pedestrian exposure to vehicular traffic
- Visual message to drivers that the **painted area is not part of the roadway**
- Paint will be regularly **cleaned on an approximately quarterly basis**, and curb extensions will be **repainted as needed, contingent upon funding availability**
- In conjunction with the K71 bollards, the **painted curb extensions will not be traversable by vehicles**, thereby extending the life of the paint

# Curb Extension Paint - StreetBond SB150

*Widening our sidewalks with paint*



Daytime Appearance



Example of Durability

# Paint - StreetBond SB150

## *Widening our sidewalks with paint*

- Water-based, epoxy-modified acrylic paint, specifically designed for application on asphalt pavement
- Maintains durability even when wet, allowing for expansion and contraction in the asphalt
- Lasts 2+ years without repainting
- Will be applied professionally, using several coats and an industry-grade sealant, and repainted in the future as necessary

### PRODUCT CHARACTERISTICS

STREETBOND® SB150	
Density	13.7 lb/gal, 1.65 g/mL (ASTM D1475)
Volume Solids	59 (±2) (ASTM D2697)
Weight Solids	72% (±2) (ASTM D1644)
VOC (calculated)	<25 g/L
Taber Abrasion (Dry - H-10 wheel)	0.33 g/1000 cycles (ASTM D4060)
Taber Abrasion (Wet - H-10 wheel)	0.14 g/1000 cycles (ASTM D4060)
Mandrel Bend	1/8" @ 23°C (ASTM D522)
Water Absorption	7.98% (ASTM D570)
Permeance	5.6 perms (ASTM D1653)
Adhesion	692 psi (ASTM D4541)

Drying Time (Touch Dry)	1-4 hours at 77°F (25°C) and 40% humidity (ASTM D5895)
Friction	Dry = 81.3 Wet = 77.3 (ASTM E303)
Hardness	80.8 (ASTM D2240)
Freeze Point	32°F (0°C)
Application Temperature	+ 50°F to 105°F (Ambient) (10°C to 40°C)
Standard Colorants (17)	Bedrock, Black, Brick, Brown Suede, Burnt Sienna, Concrete Grey, Granite, Hunter Green, Marigold, Nutmeg, Pewter, San Diego Buff, Sierra, Slate, Sunset Blush, Taupe, & Terra Cotta
Solar Reflective Colorants (11)	SR White, SR Brownstone, SR Evergreen, SR Fawn, SR Irish Cream, SR Khaki, SR Safety Blue, SR Sandstone, SR Slate, SR Sun Baked Clay, & SR Terra Cotta

A street scene in Miami Beach, Florida. In the background, there is a prominent yellow building with a red roofline and a sign that says "ARTISTS". The street is lined with lush green trees. In the foreground, two people are riding bicycles on the road. A dark SUV is parked on the left side of the street. A blue and white utility vehicle is also visible on the left. The sky is blue with scattered white clouds. A dark blue banner is overlaid on the center of the image, containing white text.

**Thank You!**  
*Any questions?*