



**SUBJECT**

Krome Avenue South PD&E Study – 10<sup>th</sup> CAC Meeting

**DATE & TIME**

May 2<sup>nd</sup>, 2006  
6:20 PM – 9:10 PM

**LOCATION**

Miami-Dade County  
John D. Campbell Agricultural Center  
18710 S.W. 288<sup>th</sup> Street  
Miami, Florida

**ATTENDEES**

**CAC Members:**

Richard Alger, Alger Farms  
Katie Edwards, Dade County Farm Bureau  
Medora Krome, Concerned Citizens Farmers and Nurserymen  
Bill Losner, Citizen Activist  
Brian Kimball, Florida City State Farmers  
Alice Peña, The United Property Owners of the 8.5 Square Mile Area  
Paul Mulhern, Grove Inn and Country Guest House  
Michael Richardson, Vision Council  
Pamela Gray, Redlands Edge  
Cynthia Guerra, Tropical Audubon Society  
Dewey Steele, Tropical Fruit Growers of South Florida  
John Wade, Citizen Activist  
Mike Hatcher, CTAC

**Project Team:**

Vilma Croft, FDOT  
Julio Boucle, URS  
Rafael Montalvo, FCRC  
Mike Ciscar, TCG  
Ryan Solis-Rios, TCG  
Barbie Rodriguez, TCG

**MEETING SUMMARY**

The following is a summary of the meeting:

- Mr. Montalvo initiated the meeting by giving a brief description of the items listed in the agenda.
- Mr. Ciscar gave an overview of the project status.





### Public Workshop Discussion

- Mr. Boucle gave an overview of the upcoming Public Workshop.
- Ms. Medora Krome asked how the process/meeting for the Public Workshop is going to be.
- Mr. Boucle and Mr. Ciscar responded that the Public Workshop will be an open format, informal meeting, and the public can come in between the advertised hours for the meeting, interact with staff, ask questions, provide comments, etc. We will have a Power Point presentation and the preliminary roadway alternative plans for the public to look at and present their comments. The Team members will be available to answer questions and receive input from the public.
- Mr. Montalvo confirmed that there will be no discussion during the Public Workshop as they usually have at the CAC meetings.
- Mr. Boucle informed the CAC that there will be open forum format to encourage public statements, a court reporter will record public comments, and also written statements will be collected during the Public Hearing session.
- Mr. Ciscar informed that the Public Hearing is tentatively scheduled for early 2007. However; it depends on the project progress at the time.
- Mr. Ciscar explained that all the alternatives are presented to the general public during the Public Workshop. The preferred alternative is then presented at the Public Hearing.
- Mr. Losner questioned as to when does the CAC fall out of the loop.
- Mr. Ciscar responded that the CAC does not fall out of the loop. The CAC continues through-out the end of the study.
- Mr. Montalvo clarified that the CAC does not fall out of the loop although how involved you stay is up to you. There will be tentatively two to three more meetings after the Public Workshop.
- Mr. Mulhern asked if the preferred alternative will be a combination of the public opinion and of technical expertise. How much input does the public have?
- Mr. Ciscar explained that it's not a vote; we are going to recommend the best alternative that meets all the necessary social, engineering and environmental requirements.
- Mr. Mulhern asked if the public letters are going to be available.
- Mr. Ciscar responded that yes, they are public records and will be part of the final project documents.





- Mr. Richardson asked the time period after the public workshop when written statements can be mailed for the record.
- Mr. Ciscar explained that ten days after the public workshop is generally the desirable time period to receive written comments. However; any written correspondence in reference to the project will be part of the public records regardless of when it was received.
- Mr. Losner asked that if they were to send a letter from an organization representing several people with a project recommendation, which format they should send it.
- Mr. Boucle responded that it would be necessary to list each individual on the letter since we need to know how many residents are signing it. The name, address and telephone/e-mail information would be necessary for each person signing the letter.
- Mr. Steele requested that his previous comment at the 9<sup>th</sup> CAC meeting be corrected in the meeting minutes to say: refer to comment sheet.
- Mr. Boucle asked Mr. Steele to please write the correction on the comment sheet that we provided and return it to the team by the end of this meeting; so it may be corrected accurately.

### Matrix Discussion

- Mr. Montalvo presented the revised matrix and supplemental considerations based on the previous meeting comments.
- Mr. Richardson asked the team to explain the reference to right of way ranges for the different alternatives under consideration.
- The team explained the minimum right of way considerations statement in the matrix. The team and CAC members agreed that the word “minimum right of way required “on the matrix should be removed to avoid confusion.
- Mr. Wade commented that the team has stated in the past that the Florida Intrastate Highway System (FIHS) roadways have to be designed for 65 mph (design speed); he would like to see a document that states that requirement.
- The team responded FIHS requirements would be provided to the CAC at the next meeting. This information is available at the FDOT website as well if anyone is interested.
- Mr. Ciscar explained that the design exception to reduce the roadway design speed from 65 MPH to 55 MPH had been denied by FDOT’s Central Office in Tallahassee.
- Mr. Montalvo requested to bring the design exception information for discussion at the next meeting.





- Ms. Edwards asked that if the road is designed at 65 MPH why is the posted speed different.
- Mr. Ciscar responded that the road is designed at 65 mph for safety, but is posted below the design speed.
- Ms. Krome asked what “storage lanes” stand for on the engineering section of the matrix.
- Both Mr. Boucle and Mr. Ciscar responded that the “storage lanes” are the holding bays used for turn lanes to accommodate turning vehicles at intersections.
- Mr. Wade asked if widening the facility to four lanes + shoulders would increase safety, this has not been the case with Alligator Alley.
- Mr. Losner noted that you can not compare Alligator Alley and Krome Avenue since Krome Avenue has intersecting roads, businesses and traffic signals. These two roads are completely different type facilities.
- Mr. Ciscar spoke about the law enforcement issues that have been previously discussed at the CAC, and how important this is to secure the safety factor on any roadway.
- Mr. Montalvo mentioned that 4-lane improvements do not allow for increasing speeds unless higher speed is posted.
- Mr. Alger stated that it is impossible to achieve safety along Krome Avenue with a two lane highway; this is reflected in the increasing number of accidents throughout the years.
- Ms. Gray said the end of the safety paragraph in the evaluation matrix could be misleading. It needs to be made clear.
- Ms. Krome mentioned that Speedway Boulevard is a four lane roadway; it’s a nice highway and you don’t see people flying. It is a safe road as well.
- Mr. Kimball commented that 4-lane highways are safer than 2-lane roads.
- Ms. Peña mentioned that Krome Avenue was closed at Kendall Drive today, and usually when it’s closed it’s due to a fatal accident. This would be the 3<sup>rd</sup> injury related accident this year at that intersection.
- Mr. Richardson suggested that on the Summary of the Citizen Advisory Committee Perspectives we should use leading statements and bullets format which will be easier to read.
- Mr. Richardson stated that all design features that increase the safety of the road should be noted accordingly.
- Mr. Wade asked if the safety impact of the cross streets are analyzed separately.
- Mr. Boucle mentioned that the impact on the cross streets are reflected on the intersection analysis.





- Mr. Ciscar commented that the Miami-Dade County transportation model includes traffic volumes for all other parallel roads and cross streets.
- Ms. Guerra referred to safety: It seems that there is not a safe 2-lane alternative for this road.
- Mr. Boucle responded that a safe 2-lane road can be built, but the team is not only looking at the safety issue but the capacity issue as well, among many other engineering, social and environmental issues. Refer to the evaluation matrix for more information.
- Ms. Guerra said that universally she feels that everyone is interested in the roadway safety issue among the CAC members.
- Mr. Ciscar said that the traffic demand is reflected in the existing traffic volumes.
- Mr. Montalvo said both safety and demand can be considered key factors in the analysis.
- Mr. Boucle said the Krome Avenue Action Plan study estimated that Krome Avenue would handle 16,000 vehicles a day by the year 2010; this number was exceeded by the year 2004 with an existing traffic count of approximately 20,000 vehicles a day.
- Ms. Guerra commented that she would like to see a safer 2-lane road rather than a 4-lane safe road.
- Mr. Steele stated that it's very important to say on these documents that a 2-lane road with safety upgrades and features can be built.
- Mr. Boucle mentioned that according to the engineering analysis being done for this project and the evaluation matrix presented we do have different alternatives; including a 2-lane alternative. We are taking a 2-lane alternative into consideration.
- Ms. Krome asked what do the grades of LOS mean.
- Mr. Boucle and Mr. Solis Rios responded the Level Of Service (LOS) is away to measure traffic flow along a roadway, LOS – A being free flow and LOS – F being a congested roadway.
- Mr. Alger stated that we should plan for 6 lane road; clarify the overall LOS along the corridor vs. LOS at intersections. Preserve the rural character of Redland Road, etc by improving Krome Avenue rather than sending additional traffic volumes on parallel roads.
- Ms. Krome requested that the team provide a very simple explanation that gives parameters because the people she knows are coming to the public informational workshop will ask the same question about the LOS.
- Mr. Boucle and Mr. Solis-Rios responded that it will be properly explained to avoid confusion.





- Mr. Wade asked if the LOS Analysis was referring to some previous document.
- Mr. Boucle said they got it out of the same table provided earlier to the CAC.
- Mr. Wade commented that this meeting for the public is too early because of the inconsistencies.
- Ms. Peña said that if the traffic is increasing every year, it's not because you have built the road, it's because it's happening now.
- Mr. Solis-Rios mentioned that most of the information on this matrix is correct and complete, there are no inconsistencies; just work that has to be completed as part of the process.
- Mr. Ciscar mentioned that they we're going to explain the L.O.S.
- Ms. Peña asked if we are going to have translator at the Public Workshop.
- Mr. Boucle informed that many members of the team are bilingual. The Public Workshop we will have a Power Point presentation; first in English and then in Spanish.
- Mr. Alger stated that if we keep Krome Avenue as a 2-lane road then traffic will go to the parallel roads.
- Mr. Wade commented that this was a good comparison but what happens when all that traffic goes to the Homestead area.
- Mr. Richardson asked about the Maintenance of Traffic (MOT) during construction.
- Mr. Boucle responded that a preliminary MOT scheme will be part of the PD&E Study; however a more detailed MOT will be provided in the design phase of the project.
- Mr. Alger referred to the Hurricane Paragraph on the evaluation matrix: 4-lane road or any kind of wider/safer road would be better for evacuation purposes road. Why not Krome Avenue.
- Mr. Wade mentioned that Krome Avenue has been eliminated as an official hurricane evacuation route.
- Mr. Ciscar added the Krome Avenue is still one of the few south to north arterials that can be used for evacuation or emergency response purposes in case of a given event.

### **Supplemental Considerations Discussion**

Members next reviewed and discussed the *Supplemental Considerations* document. During this discussion, members offered the following additional comments, questions and suggestions.

- Regarding the paragraphs on *Safety*:





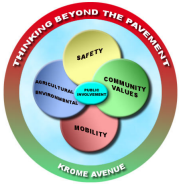
- Lead in to this with a listing of the design features that are relevant to safety.
- Safety is part of a bigger picture – don't you need to talk about the relationship of safety to the demand for capacity? Team members stated that there is no necessary connection between safety and unmet demand and offered to clarify the relationship in the next version of the *Supplemental Considerations* document.
- To the extent that increases in demand are county-wide, don't these considerations apply everywhere in the County? Team members clarified that decisions about which roads to study for improvements are made by the Metropolitan Planning Organization (MPO).
- You should also talk about the effect of volume on safety.
- Can you back-up the last statement in the paragraph (that roads that incorporate these features are safer) with data? According to whom? Team members offered to add supporting citations to the next version of the *Supplemental Considerations document*.
- Address whether there is a two lane alternative that would be as safe as the four-lane alternatives.
- Clarify that though none of the alternatives propose an increase in posted speed, they may result in an increase in design speed.
- Regarding the paragraphs on *Capacity*:
  - I believe that the comprehensive plan places restrictions on improvements just for the sake of capacity.
- Regarding the paragraphs on *LOS*:
  - Please rewrite this in plain language.
  - Specify which intersections will benefit from delay decreases in the four-lane alternatives, and by how much.
- Regarding the paragraphs on *Hurricane Evacuation*:
  - Change “formal role” to “official role”.
- Regarding the paragraphs on *Compatibility with Agricultural Practices*:
  - A rural typical section may minimize impacts on rural areas, it doesn't ensure compatibility.
  - What can you say about what the impacts have been in practice, when these kinds of improvements have been made?





- Say more about the effects of alternatives on access and crossing.
- Regarding the paragraphs on *Indirect Effects*:
  - You need to offer both perspectives on whether the comp plan measures will work. The Team clarified that both opinions appear in the *Summary of CAC Perspectives*.
  - Measures in Application 16 to restrict growth within a mile or Krome may or may not work. (Application 16 refers to a provision of the Miami-Dade Comprehensive Plan. For further detail on Application 16, please see the *Supplemental Considerations Document*.)
  - Talk about the fact that the character of the community is already changing.
  - Krome is still a hurricane evacuation route.
  - Some of us think the four-lane road would be an improvement to the community.
  - Mr. Alger commented that we couldn't find a better time to improve the road than now since there are not that many businesses on Krome Avenue that could be affected by a wider road.
  - Mr. Steele mentioned that the character of the community could change by widening the road from 2-lanes to 4-lanes.
  - Mr. Boucle stated that the team is sensitive to maintaining the rural character of the community by considering only a rural typical section with the proposed alternatives. In addition many members of the community are requesting this road to be widened to 4-lanes for safety and capacity reasons.
  - Mr. Steele commented that he's in favor of upgrading the road by making safety improvements.
  - Mr. Montalvo said to reflect both perspectives on the question of the road improvements and the community needs is important to the process.
  - Mr. Kimball commented that if we do not improve the roadway and add capacity and safety features many more people are going to die.
  - Mr. Kimball stated that if some CAC members don't want Krome Avenue to become a 4-lane roadway in this area, which road they want to be 4-lanes to provide the capacity needed.
- Regarding the paragraphs on *Noise Effects*:
  - Talk about whether you expect increases in noise.





**Concluding Discussion**

- Ms. Guerra commented that in the matrix there are still some boxes with TBD (To Be Determined). Will all this be completed for the Public meeting?
- Mr. Ciscar explained about the differences between the Public Workshop and the Public Hearing; we do not need to have a completed evaluation matrix for the Public Workshop.
- Ms. Guerra asked if there would be another opportunity for a public workshop. I feel that a lot of property owners need to see all the alternatives.
- Mr. Boucle responded that abutting property owners were notified for the public workshop, and the meeting was also advertised in the local newspaper. The next advertised meeting will be the Public Hearing. However; any property owner is welcome to attend the CAC meetings as observers and ask questions at the end of the meeting. They can also contact the project team by phone, letter or e-mail with any question they might have.
- The meeting was adjourned at 9:15 PM.

