



SUBJECT

2nd CAC Meeting

DATE & TIME

February 1st, 2005
6:15 PM – 8:15 PM

LOCATION

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

ATTENDEES

CAC Members:

Richard Alger, Farming Industry
Katie Edwards, Dade County Farm Bureau
Mary Finlan, Greater Homestead/Florida City Chamber of Commerce
Pamela Gray, Redlands Edge
Cynthia Guerra, Tropical Audubon Society
Mike Hatcher, CTAC
Brian Kimball, Florida City State Farmers
Medora Krome, Concerned Citizens and Nurseries Association
Bill Losner, Citizen Activist
Paul Mulhern, Grove Inn and Guesthouse
Alice Peña, The United Property Owners of the 8.5 Square Mile Area
Mike Richardson, Vision Council
Dewey Steele, Tropical Fruit Growers of South Florida
John Wade, Citizen Activist
Pat Wade, Redlands Citizens Association

Public Attendance:

Charlie McGarey, Redland Citizens Association
Sidney Robinson, Redlands Citizens Association

Project Team:

Monica Diez, FDOT
Phil Steinmiller, FDOT
Susanne Travis, FDOT
Rafael Montalvo, FCRC
Richard Garcia, RGA
Julio Boucle, URS
Domingo Noriega, URS
Ana Sandoval, URS





Raj Shanmugam, URS
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. He presented a summary of the previous meeting and reiterated the fact that the CAC will not be making recommendations.
- Mr. Losner stated that he would like to know if the PD&E study is in accordance with the Comprehensive Plan Settlement Agreement, and how the legal challenge affect the PD&E Study and vice versa.
- Ms. Guerra suggested that some history of the project be provided to the CAC members (how it was originated, etc.).
- Mr. Boucle and Ms. Diez agreed to provide the project history information by the next meeting.
- Mr. Ciscar explained that the PD&E project is a four-year process and that we are about one and one half year into the process. He reported that the project completion date is scheduled for July 2007 and announced that traffic modeling and safety issues would be the topics presented during the meeting.
- Mr. Shanmugam presented the traffic preliminary data and distributed handouts summarizing crash statistics. He stated that one critical issue is the fact that the number of injuries is greater than the number of crashes when typically it is the opposite. Another critical issue is that the average number of fatalities in Krome Avenue is greater than the statewide average.
- Mr. Wade stated that we shouldn't be looking at the numbers for the entire length of Krome Avenue because traffic volumes are much higher in the northern segment (north of SW 136 Street).
- Mr. Wade stated that he was confused and requested clarification as to what segment the numbers belong to.
- It was suggested that the number of lanes should be consistent throughout the entire corridor (both north and south segments) to avoid a funnel condition when going from one segment to the other.
- Ms. Krome asked if the 2.8 average number of fatalities per year presented was for both study segments.
- Mr. Shanmugam responded that the 2.8 were the average number of fatalities for the years 1999 thru 2003 for the south segment only.
- Ms. Guerra asked if the statewide average was considering roads with similar rural/suburban characteristics.





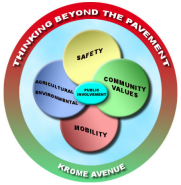
- Mr. Shanmugan responded that the comparison was between roads of similar rural/suburban characteristics, same number of lanes, etc.
- Ms. Wade requested that a safety comparison be done in terms of number and severity of fatalities, other injuries, etc.
- An analysis of contributing factors of the crashes in Krome Avenue should be done including time of the day.
- Mr. Hatcher requested clarification on the definition of injuries. He would like to know if the definition used was per the fire rescue or the police department.
- Mr. Mulhern asked if there is a correlation between police enforcement and the drop in crashes.
- Ms. Wade asked if because the crash analysis is considering the latest five years available, then the information from 1999 would be discarded once the information from year 2005 becomes available. It was clarified that yearly crash updates will be added without deleting the prior years.
- Mr. Mulhern asked if it is possible to obtain patrolling information from law enforcement.
- Mr. Shanmugam stated that most probably the information was not available but it would be researched. The Department will follow up with the Florida Highway Patrol on this question.
- Mr. Richardson questioned the validity of the projections. He stated that what happened in the past might not necessarily be what will happen in the future.
- Mr. Losner asked if there is a correlation between traffic volumes and accident rates.
- Mr. Losner added that the key would be to look at traffic and future growth projections, and not so much at past statistics.
- Mr. Wade requested that the number of fatal crashes be used in the study along with the number of fatalities, and number of injuries.
- Ms. Wade stated that she would like to see if the recent intersection improvements have made a difference safety wise. She suggested that crash data should be incorporated in the study as it becomes available. She further proposed that a separate analysis be done to evaluate the before and after conditions at the improved intersections.
- Mr. Boucle explained that crash information updates would be done on a yearly basis. Therefore, new crash information should reflect if the recently completed intersection improvements had an effect on the safety of Krome Avenue.
- Ms. Finlan stated that we shouldn't be exploring the human factors, nor the causes of the fatalities because human life is important enough.
- Mr. Losner commented that nothing is going to stop people from speeding. Therefore safety will continue to be an issue on Krome Avenue until major improvements are implemented.
- Mr. Dewey asked if the number of speeding tickets issued by the FHP on a yearly basis is know.
- Mr. Hatcher asked if there is any reference indicating if the crashes resulted from impaired drivers. It was clarified that this information is part of the crash report.
- Ms. Krome asked how often traffic counts are done.
- Mr. Shanmugam explained that traffic counts are done in an annual basis, via permanent count stations.





- Ms. Diez explained that the Action Plan developed in the late 90's presented some traffic projections that by year 2001 had already been exceeded.
- Ms. Wade stated that she recalled the numbers were higher for the northern segment. She suggested that no generalizations be made for the entire length of Krome Avenue and that the study should focus on the south segment only.
- Mr. Steele stated that he would like to see the State and County policies on law enforcement (patrol enforcement) and practice.
- Mr. Wade asked if Krome was the only road that exceeded the projected volumes in the Action Plan. He suggested that maybe many roads exceeded the projections, in which case, why single out Krome Avenue?
- Mr. Losner questioned why the north project limit is SW 136th Street instead of SW 184th Street, which is a four-leg intersection.
- Mr. Ciscar explained that the limit was set at SW 136th Street because of land use purposes and to allow for a transition zone in case the number of lanes is different between the two segments.
- Mr. Richardson requested that safety standards be defined. He would like to know what is the minimum acceptable standard. He asked if the goal is zero fatalities or the state average. How much safety is enough?
- Mr. Noriega presented a description of the Travel Demand Model and explained that the Florida Standard Urban Transportation Structure Model has been used since 1980.
- Ms. Wade asked if the 2030 volumes presented in the model were considering the building limitations of the area.
- Mr. Steinmiller responded that the numbers were based on the land development plan from the Comprehensive Plan, therefore, the building limitations were being considered.
- Mr. Richardson asked if the growth in Florida City and Homestead were taken into consideration.
- Mr. Noriega explained that although we were looking at a 1.5-mile radius, the model incorporates information from all municipalities.
- Mr. Richardson asked where would traffic go if the four lanes were not built.
- Mr. Alger added that by improving Krome Avenue we would be taking traffic from other roads.
- Mr. Hatcher stated that he would like to see the process of how the numbers are obtained, including population projections in the area.
- Information on the growth rate in the area was requested, as well as the statistics used by the MPO.
- Mr. Wade asked if the Z-data could be analyzed for the south segment separately.
- Mr. Noriega responded that it is possible.
- It was suggested that we obtain an employment survey indicating the users of Krome Avenue or Turnpike. In addition, an explanation of the model's allocation of trips from the Homestead area was requested.
- Ms. Guerra asked if the model could be updated in case the urban boundaries are moved.
- Ms. Wade asked if the model takes into consideration the additional lane that will be built in the Turnpike.





- Mr. Noriega responded that the model is considering the future additional lane in the Turnpike.
- The next CAC meeting was tentatively scheduled for March 1st, 2005.
- The meeting was adjourned at 8:15PM.

