



SUBJECT

Krome Avenue South PD&E Study - 3rd CAC Meeting

DATE & TIME

March 8, 2005
6:10 PM – 8:10 PM

LOCATION

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

ATTENDEES

CAC Members:

Sally Stribling, Dade County Farm Bureau (Rep. for Katie Edwards)
Pamela Gray, Redlands Edge
Cynthia Guerra, Tropical Audubon Society
Mike Hatcher, CTAC
Brian Kimball, Florida City State Farmers
Medora Krome, Concerned Citizens, Farmers and Nurserymen
Bill Losner, Citizen Activist
Paul Mulhern, Grove Inn and Guesthouse
Alice Peña, The United Property Owners of the 8.5 Square Mile Area
David Robbins, Americana Village
Dewey Steele, Tropical Fruit Growers of South Florida
Miguel Uzquiano, FNGA
John Wade, Citizen Activist
Pat Wade, Redlands Citizens Association

Public Attendance:

Charlie McGarey, Redland Citizens Association
Sidney Robinson, Redland Citizens Association
Becky Spillers
Don Barichak
Cathy Maneri

Project Team:

Vilma Croft, FDOT
Phil Steinmiller, FDOT
Rene De Huebles, FDOT
Elizabeth Perez, FDOT
Mark Woerner, MDCPZD
Chuck Blowers, MDCPZD
Rafael Montalvo, FCRC





Project Team (cont.):

- Richard Garcia, RGA
- Julio Boucle, URS
- Domingo Noriega, URS
- Raj Shanmugam, URS
- Mike Ciscar, 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. The objective is to explore all issues related to the Project, review previous effort performed and update questions asked in the previous meeting.
- Mr. Boucle gave a brief description of the project schedule, the upcoming CAC meetings and Public Workshop; several schedule activities have been adjusted to allow for more CAC meetings prior to the Public Workshop.
- Mr. Losner inquired about the Public Workshop, its objectives, format, etc. Mr. Boucle explained that the Public Workshop allows the public at large to participate in the project process, receive input and comments, etc.
- Mr. Ciscar went over the history of Krome Avenue, and the different studies the FDOT has completed in the last few years.
- Ms. Medora Krome clarified that Krome Avenue was built before 1963 and Mr. Losner detailed that it was already built although the paving of Krome Avenue was done at a later date.
- Mr. Shanmugam presented the traffic and crash related issues pending from the previous CAC meeting.
- Mr. Wade asked what is the statewide safety average for an identical type of road?
- Mr. Shanmugam said it would be difficult to have information for an identical type of road since all roadways are different in their characteristics.
- Ms. Stribling indicated that it would be preferable to have the percentage comparison when it comes to the injuries on Krome Avenue.
- Ms. Stribling, Mrs. Wade and Ms. Gray inquired about the interpretation of statistical significance.
- Mr. Montalvo clarified the definition of statistical significance.
- Mr. Hatcher asked if the road comparison is rural or suburban, or urban-rural?
- Ms. Krome and Ms. Stibling both agree on the rural characteristics of Krome Avenue.
- Ms. Krome asked what is the proper definition to rural as apposed to urban-rural?
- After the explanation of the typical section characteristics, it was agreed that Krome Avenue is a rural road.
- Mrs. Wade asked about the last CAC meeting discussion in reference to injuries; Mr. Shanmugam responded to the question based on the data requested on the previous CAC meeting.
- Mr. Shanmugam compared Krome Avenue to US-41 as a good comparison; has fewer crashes, injuries, and fatalities compared to the Krome Avenue road.
- Mr. Wade asked which section of US-41 is being compared, because he drives both sections of Krome Avenue and US-41, and US-41 has less traffic than Krome Avenue.





- Mr. Mulhern commented that US-41 does not have intersections, which makes the road safer to travel.
- Mr. Kimball asked how Krome Avenue is compared to the statewide safety average?
- Both Mrs. Wade and Mr. Kimball would like to know the statewide safety average for a 2-lane rural road.
- Mr. Hatcher commented that he thought we were clear as to looking at other rural roads for comparison purposes.
- Mr. Shanmugam responded that it would be difficult to have information for an identical type of road since all roadways are different in their characteristics, but definitely the comparison would be made for rural roads.
- Mr. Shanmugam explained the system FDOT uses to do safety average comparisons.
- Mr. Losner commented that he believes the FDOT would have a formula for these comparisons. It was clarified that the FDOT has a procedure in place for this comparison and the guidelines will be followed.
- Ms. Stribling asked if Krome Avenue has been rated by the state already.
- Mr. Shanmugam responded that Krome has been rated, and the information will be provided at the next CAC meeting.
- Mr. Robbins stated: going back in the history of Krome the reason for the widening came from the high crash rate on the corridor.
- Mr. Hatcher asked about the Krome North and South CAC characteristics.
- Mr. Montalvo and Ms. Croft explained the difference in the CAC composition, and the important issues for the Krome North CAC group.
- Ms. Wade asked if we could provide the fatality rate along Krome Avenue.
- Mr. Shanmugam responded that the information would be provided at the next CAC meeting.
- Mr. Wade commented that the data stops on 2003. Most of the significant improvements that have been done were completed after 2003. It would be very nice to have the 2004 comparison to 2003. This request is to compare the differences between 2003 and 2004 due to the improvements made on the corridor.
- Mr. Wade commented the only concern he has is that if the data comes in late in the study it would not be properly filtered in; the sooner the data is included the better to compare the results.
- Mr. Montalvo asked when the data would be available.
- Mr. Garcia responded that the data should be available sometime between August 2005 and the beginning of next year.
- Mrs. Wade would like to know what type of crash have lead to the fatalities.
- Mrs. Wade mentioned that with intersection improvements on Krome Avenue the rear-end accidents should be reduced.
- Mr. Mulhern mentioned that he had would like to know about the amount/frequency of law enforcement on Krome Avenue.
- Mr. Shanmugam explained the process to get the details of the law enforcement efforts along Krome Avenue.
- Mr. Boucle advised that he and Ms. Diez have been trying to set up meetings with FHP to check on the law enforcement issues and frequency. They will bring their responses once they have met with FHP.
- Mr. Hatcher mentioned that he strongly urges us to get the law enforcement information from command level.
- Mr. Steele mentioned that we all know that there is not much law enforcement in the area, and we also know most of the accidents are caused by bad drivers.





- Ms. Stribling mentioned that as a member of this committee, she'll welcome the information of law enforcement.
- Mr. Garcia added that law enforcement will increase safety.
- Mr. Losner mentioned that he heard that the speed limits on Krome Avenue might be reduced.
- Mr. Noriega began the Traffic Demand Modeling presentation.
- Mr. Wade questioned about the Z DATA 1: you are projecting a revised number from 82 to 472 on hotels, which looks too high.
- Mr. Steinmiller explained that the current model validation accuracy is the "Best he has seen in 20yrs".
- Mr. Wade asked what other state road in Miami-Dade County is projected not to be LOS D.
- Ms. Krome asked if we can get information on the type of traffic that uses Krome Avenue – what type of commercial vehicles use Krome Avenue.
- Ms. Krome asked if we can give the type of vehicles traveling on Krome Avenue, and Mr. Noriega responded that classification counts are available as part of the project data.
- Mr. Montalvo mentioned about the next meetings to be scheduled; maybe more meetings need to be scheduled (one for safety and one for traffic) or longer meetings. He mentioned about meeting on a Saturday although the committee did not agree. They agreed on 3-hour meetings if necessary.
- Ms. Stribling mentioned to begin the meeting at 5:00pm instead of 6:00pm.

The meeting was adjourned at 8:10PM

