



**SUBJECT**

Krome Avenue South PD&E Study – 6<sup>th</sup> CAC Meeting

**DATE & TIME**

July 19, 2005

6:00 PM – 9:00 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, DCFB/Rep. Greater Homestead/Florida City Chamber of Commerce

Mary Finlan, Greater Homestead/Florida City Chamber of Commerce

Pamela Gray, Redlands Edge

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

Sally Stribling, Dade County Farm Bureau

John Wade, Citizen Activist

Pat Wade, Redlands Citizens Association

**Public Attendance:**

Charles LaPradd, Miami-Dade County

Kelvin Moreno, Dade County Farm Bureau

Bill Spillers, Plants by Tropicco

**Project Team:**

Monica Diez, FDOT – D6

Jorge Gomez, FDOT – D6

Phil Steinmiller, FDOT-D6

Alex Annunziato, FHP

Richard Garcia, RGA

Rafael Montalvo, FCRC

Julio Boucle, URS

Ana Sandoval, 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 and he also presented a summary of the previous meeting.
- Mr. Ciscar gave a brief description of the project schedule.
- Mrs. Sandoval presented the Safety follow-up from the previous meeting.
- Mrs. Pena asked if the safety statistics for drunk drivers were for similar roads or all the state roads.
- Mrs. Sandoval responded that the safety statistics were for all the state roads.
- Mrs. Wade asked if the alcohol-involved crashes resulted in fatalities on Krome Avenue.
- Mrs. Sandoval responded that she didn't have the information at the time but could be researched. The information is available in the police crash records.
- Mrs. Sandoval informed that the illegal driver information is not available in FDOT's database. The information is available in the police crash records.
- The safety ratio excluding the intersection of SW 296<sup>th</sup> Street was presented to the CAC members. It was explained that compared to the safety ratio including the intersection, the difference was not significant. The segment was still a high-crash segment.
- Mr. Wade disagreed with the last statement and indicated that there was a significant drop in the safety ratio especially in the year 2000.
- Mr. Montalvo rephrased the statement by saying that although there had been a decrease in the safety ratio, the safety concern still remained.
- Mrs. Sandoval presented speed information from a travel time study conducted in November 2004. The speeds were presented for both the northbound and southbound directions during the AM and PM peak periods.
- Mr. Mulhern commented that most crashes probably do not occur during peak time because the speeds are not high during those hours.
- Mr. Phil Steinmiller presented the Trip Distribution follow-up from the previous meeting.
- Mr. Wade was concerned about the numbers shown in the trip distribution slide. He suggested that the information in the TAZs be refined to consider the 1 house/5 acre rule. Also to make sure that the UBD is not moved.





- Mrs. Stribling commented that there could be more traffic contribution from workers than from the people living in the houses.
- Mr. Montalvo stated that he recalls from Chuck Blowers' presentation that the projections are based on current zoning.
- Mr. Losner commented that Krome Avenue is a major highway; therefore you need to think of the people who come from all the different areas, not only the ones that live on or by the Krome Avenue area.
- Sergeant Alex Annunziato from the Florida Highway Patrol gave a brief description of his duties & history with Krome Avenue.
- Sergeant Annunziato informed that crash statistics can be obtained on the internet at [www.hsmv.state.fl.us](http://www.hsmv.state.fl.us). He explained that the police crash forms distinguish between accidents involving alcohol and impaired drivers. A driver may have consumed alcohol but not be impaired. Based on his experience, accidents tend to be more severe when there is alcohol involved. He reported that there were 6 fatalities last year and 2 this year so far on Krome Avenue.
- Sergeant Annunziato stated that he cannot decide on the alternatives that should be selected but he can explain how the different alternatives affect their law enforcement activities. Two-lane roads do not facilitate radar speed enforcement because it's difficult to make u-turns or to interrupt traffic when they need to follow a vehicle. They need wide-enough shoulders so that the troopers can operate safely. Emergency responses are also affected with 2-lane roads. They have to move people off the roads as opposed to changing lanes.
- Mr. Wade asked Sergeant Annunziato if what he meant was that the law enforcement problems would have been solved with the approval of the action plan in which paved shoulders were being proposed.
- Sergeant Annunziato responded that the Action Plan would still not provide an additional lane and it was difficult to make u-turns where no medians are provided.
- Mrs. Wade asked for the definition of "injury".
- Sergeant Annunziato explained that when filling out a crash report if the person complains of pain but goes to the hospital on his own, they consider that a "possible injury". If the person can walk, it's a "non-incapacitating injury". If the person is unconscious or can't walk, it's considered an "incapacitating injury". If the person dies within 90 days of the accident for causes directly related to the accident, it's considered a "fatality". For statistics purposes the total injuries is the sum of all possible, non-incapacitating and incapacitating injuries.
- Mr. Hatcher commented that he had noticed that more law enforcement is taking place since they provided shoulders on Krome Avenue.





- The SYNCHRO Modeling Presentation was presented by Mr. Richard Garcia.
- Mr. Losner asked for the definition of Level of Service.
- Mr. Garcia responded that it's the qualitative measure of the capacity of the road. The minimum acceptable LOS for FIHS facilities is LOS D. Krome Avenue is part of the FIHS.
- Mr. Wade noticed that with the 4-lane alternative, some segments still operate at LOS E & LOS F.
- Mr. Garcia explained that although the LOS designation is the same, the capacity has improved.
- Mr. Hatcher inquired about signals and access management.
- Mr. Garcia explained that the signals on Krome Avenue are actuated but they are not interconnected. As far as access management, it has been determined that FDOT has the authority to install medians and control access as needed.
- Meeting adjourned at 9:00pm

