



SUBJECT

Krome Avenue South PD&E Study – 9th CAC Meeting

DATE & TIME

April 4th, 2006
6:10 PM – 8:40 PM

LOCATION

Miami-Dade County
John D. Campbell Agricultural Center
18710 S.W. 288th 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
Pat Wade, Redlands Citizens Association
David Robbins, Americana Village
Pamela Gray, Redlands Edge
Cynthia Guerra, Tropical Audubon Society
John Wade, Citizen Activist
Michael Richardson, Vision Council
Miguel Uzquiano, FNGA
Mary Finlan, Greater Homestead/Florida City Chamber of Commerce
Dewey Steele, Tropical Fruit Growers of South Florida
Mike Hatcher, CTAC

Public Attendance:

Ed Springer
Gary Dufek,
Charlie McGarey
Constance McSweeny
Bob Naumann
Carol Hakanson
Bill Spillers
Gary Ferguson
Bill Enright
Richard Russ
Morton Glosser





Project Team:

Vilma Croft, FDOT-D6
Susanne Travis, FDOT-D6
Julio Boucle, URS
Ana Sandoval, 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.
- Mr. Montalvo presented a revised document of the Summary of Citizens Advisory Committee Perspectives.
- Mr. Bouclé presented the typical sections of the different alternatives.
- The corridor alignments were presented on aerial photographs with a scale of 1 inch = 40 Feet.
- Mr. Ciscar explained that the alignments presented were the worst case scenario.
- Ms. Guerra indicated that a strip of land on the west side between Station 113 and Station 120 was being acquired by FDOT. Then she asked why more land couldn't be acquired now.
- Mr. Bouclé explained that the land was acquired for other improvements along the road.
- Mr. Wade asked if the improvements between SW 296th Street and SW 292nd Street would be completed next year.
- Mr. Bouclé responded affirmatively.
- Ms. Hakanson asked about the improvements?
- Mr. Bouclé responded that the improvements consisted of resurfacing, pavement markings, adding shoulders, etc.
- Ms. Hakanson asked when the proposed alternative would be implemented.





- Mr. Bouclé responded that construction was still not funded. He estimated that it could take place around year 2011 or 2012.
- Ms. Hakanson inquired about the landscaping.
- Ms. Travis explained that FDOT architects always try to preserve as much as possible.
- Ms. Wade asked for the year that the aerial photographs were taken.
- Mr. Bouclé responded that the aerial photographs were a couple years old.
- Ms. Wade indicated that there had been changes since the photographs were taken.
- Mr. Dufek asked why it was not possible to reduce the 40-foot median instead of tearing apart houses and buildings.
- Mr. Montalvo indicated that the same question had been brought up by CAC members before and explained that the team had already tried to do that through a design exception process but the exception was not granted by FDOT Central Office.
- Mr. Bouclé explained the relocation process. He indicated that once it has been determined who is affected by the selected alternative and to what extent, FDOT will have preliminary negotiations with the affected parties.
- Mr. Ciscar added that FDOT would compensate for relocation and/or business damage as applicable.
- Mr. Losner stated that he knew of people whose properties were acquired through Eminent Domain and they were compensated more than fairly.
- Ms. Wade inquired about the calculation of the loss of land for both the green and yellow lines shown on the aerial plans.
- Mr. Bouclé responded that this information would be available later in the process.
- Mr. Dufek asked why the alignment of the centerline was not used.
- Mr. Bouclé explained that the team was trying to avoid critical properties.
- Mr. Bouclé explained that the alignment cannot be shifted abruptly and that there are some design criteria that need to be adhered to.
- Ms. Krome asked why parcel # 19 was labeled as “agricultural/parking lot”.
- Mr. Bouclé responded that this was the denomination from the County.





- Ms. Guerra asked about the EEL property.
- Ms. Travis responded that FDOT is coordinating with them.
- Mr. Dufek pointed out that the house in parcel # 62 would be impacted according to the alignments shown. Also, he indicated that everything that was built since 1969 was done with a setback distance of 90 feet.
- Mr. Naumann asked if there would be an attempt to limit access to existing properties.
- Mr. Ciscar and Mr. Bouclé responded that an access management plan will be implemented as part of the study.
- The Team was informed that a piece of land of approximately 2 ½ acres in the southeast corner of SW 200th Street (parcel # 203) had been rezoned to commercial and it was now available for sale.
- Mr. Spillers indicated that some parcels had been incorrectly labeled, for example, parcel # 189 was the only one that should have been labeled as “Nature’s”, not parcels # 180, 182, 183 and 184.
- Ms. Guerra requested the team to verify if parcel # 188 had NFC. Also, she asked if the aerial maps would be presented at the Public Meeting.
- Mr. Bouclé responded that the aerials would be presented at the Public Meeting.
- Ms. Guerra requested that the 2-lane alternative be displayed at the alternative workshop meeting.
- Mr. Boucle responded that they will bring the 2-lane alternative.
- Mr. Losner indicated that he had noticed that the turning lanes on Krome Avenue were being used as passing lanes, which was very dangerous.
- Mr. Ciscar presented an updated evaluation matrix.
- Ms. Wade asked where the social impacts were considered in the matrix.
- Mr. Ciscar responded that these impacts were considered under relocation potential.
- Mr. Richardson suggested changing the criteria name from “relocation potential” to “relocation impacts”.
- Mr. Montalvo asked the CAC members to read the last 2 pages of the Summary report presented by him and to forward all comments to him.
- Ms. Wade stated that she had requested in the past that an analysis of parallel roads be done to determine the impacts due to access management on Krome Avenue.





- Mr. Losner responded that there were impacts on parallel roads already due to the fact that people don't want to drive along Krome Avenue because it is a dangerous road.
- Mr. Wade requested that Mr. Losner bring data to support his statement.
- Ms. Gray stated that in the animated simulation presented by the team earlier in the process, it was shown that severe back-ups occur at the intersections of SW 296th Street and SW 288th Street in the 4-lane scenario.
- Ms. Krome indicated that she had stopped using Krome Avenue about five years ago. She uses SW 167th Avenue and SW 187th Avenue as alternative routes. She added that she had noticed the increase in traffic on those roads over the past years.
- Mr. Losner stated that Krome Avenue is a deadly road.
- Mr. Steele stated that he lives west of Krome Avenue and has never heard from the people in his neighborhood that the road is dangerous. He thinks the road is congested but not dangerous.
- Mr. Losner added that Statistics prove that the road is dangerous.
- Ms. Wade stated that no Statistics have been provided by the team so far, only numbers have been provided.
- Mr. Montalvo reminded the CAC members that they would not be making recommendations; however, the team would document their comments and suggestions as part of the process. He asked the members to review the meeting minutes and make sure that their comments have been properly documented.
- Mr. Steele read a document that he would be submitting to the team in writing. The document contained several statements including the following among others:
 - Reducing speed increases safety;
 - Adding lanes increases speed, therefore it is unsafe; and,
 - Speed limit in the Redlands is 40 mph. Krome Avenue should have the same.
- Mr. Montalvo asked Mr. Steele if he may have a copy of the comments he presented.
- Ms. Wade stated that Alice Bravo from FDOT had testified in a trial, under oath, that she did not know whether making Krome Avenue a four-lane road would make the road safer.
- The meeting was adjourned at 8:40 PM.

