

TRANSPORTATION ADVISORY BOARD
 427 BILTMORE WAY
 CORAL GABLES, FLORIDA 33134
 MEETING MINUTES TUESDAY, OCTOBER 15, 2019

Members	O	N	D	J	F	M	A	M	J	J	A	S	O	Appointed
	18	18	18	19	19	19	19	19	19	19	19	19	19	
Steven Naclerio	P	(+-)	P	(+-)	P	P	P	P	(+-)	P	E-	P	P	Raul Valdes Fauli
Gordon Sokoloff	P	(+-)	P	(+-)	P	P	P	P	(+-)	P	P	p	P	Patricia Keon
Robert Ruano	P	(+-)	P	(+-)	P	P	P	A	(+-)	P	E-	p	P	Vince Lago
Debbie Swain										(*-)	P		P	Michael Mena
Sue Kawalerski									(*-)	P	P		P	Jorge Fors
Nicholas Barshel	P	(+-)	P	(+-)	P	P	P	P	(+-)	P	P		E-	Commission as-a-whole
Peter Wood	P	(+-)	P	(+-)	P	P	P	P	(+-)	P	P		E-	City Manager

P - Present
E - Excused Absence
A - Absent
*** - New Member**
+ - No Meeting
(#) Resigned

STAFF:

Ed Santamaria, Assistant City Manager
 Jessica Keller, Assistant Director for the Sustainable Public Infrastructure Division
 Melissa DeZayas, Senior Project Manager
 Jeanne Caroline Espinal, Assistant to the Public Works Director

GUEST:

~~The following guests did not notify the board that they would be in attendance.~~

Janet Perez
 Marvin Friedman
 Silvia B. Piñera-Vazquez

CALL TO ORDER:

Meeting called to order at 5:30 PM by the Transportation Advisory Board (TAB) chairman, Dr. Gordon Sokoloff. ~~Roll call was deferred to be done at the end of the meeting; however, no roll call was done prior to the chairman's adjournment.~~

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CHAIRMAN'S REPORT

Dr. Sokoloff opened discussion regarding the 220 Miracle Mile Project. The Chairman attended the commission meeting and spoke to commission as the TAB chairman and listed all the concerns about the project. Ed Santamaria clarified that the discussion was for the *transfer of development rights (TDR)* and site plan discussion to prepare for a future meeting on the project. At the meeting, he expressed his disagreement with the City's approval of the mixed-use development without the submittal of a traffic impact study, and study and labeled it as irresponsible and dangerous. Further, although the project did not require a traffic impact study, the TAB did not review the project *prior to approval*. His main concerns about this project are pedestrian safety and back-up traffic on Ponce de Leon and Miracle Mile. Site plan of the project was requested for review at the next TAB meeting.

Mr. Sokoloff opened discussion regarding the Board's priorities. The chair advised the TAB members that the annual report is not ready and must be filed. Melissa De Zayas provided a physical copy of the report's draft to all TAB members in attendance. Jessica Keller advised the TAB that the six (6) items listed in the report must be answered. Steven Naclerio inquired about the priority of examining construction to ensure traffic flow, and as per the chairman all priorities listed priorities address that issue. Sue Kawalerski expressed that the objectives listed on the report are too "soft" and should be backed up by a resolution or ordinance, ~~and each should follow a legislative strategy. THIS WAS A SUGGESTION BY BOARD MEMBER PETER WOOD not Sue Kawalerski.~~ Further, Ms. Kawalerski propositioned as a TAB priority, to pursue City support in requiring developers to go through the TAB prior to approval of developments, to which the chairman agreed. Report and objectives must be revised to reflect FY2019-2020. Jessica Keller clarified that the priorities were collectively submitted by the TAB and were condensed by the Public Works Department (PWD) staff and the TAB's chairman. Priorities are to be finalized by the TAB and does not need to be part of the annual report. The next step for the TAB is to discuss and clarify the TAB's priorities, and if those are not ready they can be placed in the next agenda. Nicholas Barshell asked for clarification of item three (3) of the annual report, and the chairman clarified that Debbie Swain added some words to include all public right-of-way.

Motion: Dr. Sokoloff motioned to defer the finalization of the TAB priorities to the November 19, 2019 meeting. The motion was unanimously approved by the board.

Motion: Pursuant to Steven Naclerio's request, the chair motioned to move the meetings from 5:30 PM to 5:15 PM. The motion was second by Robert Ruano and unanimously approved by the board.

SECRETARY'S REPORT:

Alhambra Circle Complete Streets Project

Jessica Keller commenced discussion with a summary of the Alhambra Circle Complete Streets community meeting that was held on September 25, 2019, and its video is available online. The meeting was well attended, and staff was able to obtain comprehensive resident feedback.

Pursuant to the meeting, an adjustment of the schedule was done to allow more time for community engagement. ~~IDONTRECALLJESSICASAYINGTHIS.~~ A non-site walk through will take place on October 19, 2019 where City staff and the design consultant will meet with residents along the corridor to show the proposed conceptual design of the

Commented [EJ1]: Starting at 7:42 sec If I may piggyback on what you just said, these seem kinda very soft objectives I mean there is nothing hard that you can grab on, for example the complete streets encouraging support, it just seems week, I mean cant we have something to strive for like having a resolution or ordinance, an ordinance, cause right now we have a complete street resolution why don't we work towards an ordinance for complete streets in the city of coral gables where by it will have to be abided by not just maybe kinda sorta sometimes by the tif, and by that being said I think chairman your suggestion of and I know you are going to talk about this later, but having this board on the list of boards that. developers have to go through.....

Commented [EJ2]: 14:34: some of you were at the Alhambra Circle complete streets meeting, it was very well attended we got excellent feedback, everything available online on the website, we have since made (phone vibrated with spam call), since made an adjustment to the project schedule at the request of actually residents that are here, today, to allow for more time to have community engagement, so this weekend if you are not aware, we will have on site walkthroughs, and that gives an opportunity to, for additional engagement, to the people that did not open the mail or disregarded the mails in some way for those who didn't see the advertisement whojsut are typically not engaged in 'city business', ideally when they see people out there, the design team ,they will walk out, ask us what is going on, and then we have that opportunity to touch more people and explain that the project look like.....

project. At the end of January 2020 (exact date will be provided to the TAB once confirmed), notified residents will be polled to provide input on the project and they will have one (1) month to return polls. Once City receives feedback, staff will determine direction of the project. The polling area was defined as all properties along Alhambra Circle to the West of Red Road and one (1) block East. Meetings have taken place with individual Alhambra Circle residents, as requested, to explain the different options.

The grant for the project was originally applied for the construction of traditional bike lanes and sidewalks, however, concerns regarding safety and preservation of the tree canopy were raised. A second option being considered consists of two (2) 8 ft. wide shared-use paths (congruent to the one at Country Club Prado), that will increase the swale and narrow the road from 24" to 20. Further, concerns about the bridge over Coral Gables Waterway were brought up, as mitigation an additional pedestrian/bike bridge, similar to the one on the one on the west side of the bridge will add an additional layer of safety. Ed Santamaria added that the safety concerns for the bridge are being looked at and there are ways of reducing drivers' speed and improving safety. To date, no money has been identified to restore the automobile bridge.

Jessica Keller clarified to the guests, that there are construction methods that will be used to preserve the existing tree canopy and any tree along the corridor that is identified as diseased, would be removed.

Overall sentiment for the project is more in favor than opposed. This is based on a summary of all received emails, online posts, and comments cards from the community meeting. The address of the individual submitting the comments is also being tracked as well.

Jessica Keller clarified to the Chair that the planning phase occurred in 2014 and project is in the implementation phase. A formal polling process will take place where property owners will be mailed a poll that they will have to sign for. Based on the results of the polling, the community will make an informed collective decision as to whether to move forward with the project.

PUBLIC COMMENTS:

Marvin Friedman, resident at 3417 Alhambra Circle communicated he was recently informed about the Alhambra Circle Project by his neighbors and is distressed about the denigrating results it could have on the historic Alhambra Circle. Further, he is concerned as he was informed that the City would remove mature trees, some of them being about 100 years old; and any plans to root prune these trees would kill them or make them vulnerable in storm. Mr. Friedman's main concerns about the project is that it would reduce the swale, exacerbate the existing parking issues, increase bike traffic, and will require existing water and gas meters to be retrofitted. Ms. Keller informed Mr. Friedman that trees will not be removed as part of the project unless they are unhealthy.

Janet Perez, resident at 3519 Alhambra Circle stated that Mr. Friedman was able to properly articulate her concerns as a resident that is immediately affected by the project. She was in receipt of a letter from Mr. Iglesias stating that the ballots would be only for residents directly affected by the project. Ms. Perez suggested that the voting ballot for the project should be for residents along Alhambra Circle and not for people that do not resident in the area. Further, she suggested for E-news to be topic specific when disseminating information citywide.

Silvia B. Piñera-Vazquez, resident at 3516 Alhambra Circle and Janet Perez's neighbor expressed great disagreement with the project. She strongly believes there is a lack of due process and public/community

engagement. Ms. Piñera-Vazquez submitted the minutes from the Riviera Bike Path project meeting where the former City Manager noted that there was no civic involvement for the Riviera project as supporting evidence to her argument (attached). The grant application, provided to Ms. Pinera by Jessica Keller prior to the TAB meeting, was quickly reviewed by Ms. Piñera-Vazquez. She questioned its accuracy and claimed that the information provided is false and not correct. To support her claim, she stated that at the time the application was submitted, there was no evidence of community support and engagement. The proposed project area is composed of a navigable waterway, protected species, recreational parks, and other wildlife that could be affected. Ms. Piñera-Vazquez believes that the project was granted funding on the premise of inaccurate information and requested for the TAB to recommend that this project be tabled until proper studies are performed.

Board Member's Comments

Mr. Ruano clarified to the TAB members, guests and City staff that he does not agree with the guest's comments. Although his property is not on Alhambra Circle, it is in the affected area and his street, like others, have no other back streets. Further, in the past he has witnessed opposition to other projects and when the project cannot be killed, it is typical for them to attack its inception. In response to Ms. Pinera Vasquez claims regarding the FDOT application's erroneous information, he clarified that the project was discussed in 2014 at the commission meetings were held where stakeholders and others were present and a community meeting was held at the youth center. Further, he recalls that the former City Manager at some point mentioned community engagement, however, to the best of his recollection it pertained to a voting process. His opinion is that the project is congruent to other Master Plans that habitually ignored as they address "citywide issues", and objection does not rise until a resident's street is affected. In his assessment, resident discontent roots from the 4-5 feet of swale that would be taken away from what they consider part of their property. Gordon reminded the TAB that in 2018 the commission voted for the construction sidewalks on collector roads. He strongly supports project because it will connect the University of Miami (UM) to Downtown Coral Gables, and it is not acceptable to end a project because a limited number of residents oppose to it.

Mr. Wood asked the Chairman for clarification on the meeting's objective. He asked if it was intended to collect information or debate this project.

Citywide Traffic Calming Implementation Update

Melissa De Zayas provided and update. Public meetings are scheduled for six (6) different zones, and the first meeting is tentatively scheduled for January 1, 2020. All subsequent meetings will take place six (6) weeks after the previous one. Last meeting tentatively scheduled for August 19, 2020. Prior to the meetings, a notification to the resident will be sent, and a two-week period will be designated for input. Once results of the voting are received, project will proceed to the design phase, and construction will be scheduled for Fall of 2020.

New Business

Sue Kawalerski would like an explanation as to why the Gables Redevelopment Infill District (GRID) Traffic Concurrency Exemption Area map implemented in 2010 is still being used. She understands that the intent of it was to encourage developers to build in specific areas by waiving the requirements for traffic studies. It appears there is no longer a need to waive the traffic study requirements, since the infill district

Commented [EJ3]: 1:03:26 Well I don't know if this is under new business because I mentioned it at the last meeting, but I would like some kind of explanation why this is still being implemented, and by the way and I don't think Robert and peter where here at the last meeting. So I brought this up at the last meeting, this is a map of the gables redevelopment infill district, this is for traffic concurrency exemption area, everything you see in green, if a developer wants to build in this green space, my understanding it doesn't require a traffic study, and the reason for implementing this in 2010. I believe this map is from 2010, the reason was to encourage developers to come in and building these areas, so lets remove restrictions, lets make it easier for developers to build in these areas. I think the city has done a good job of enticing developers to build in these areas, and my question is why is this still existing if now the issue that residents have is overdevelopment.

That is a planning and zoning question, so we can invite Ramon to the next meeting and he can speak to it

Do you know if this is still in existence

Yes

It is

1:05:03 I think we have to be informed why it was instituted, for what purposes and how successful its been and why its still in existence today.

appears to have attracted the sought-after development. She would like to know the history of the map, why it was instituted, raising ~~WAIVING~~ restrictions ~~THE REQUIREMENTS FOR TRAFFIC STUDIES~~, however, there is now a resident concern regarding overdevelopment. ~~IT APPEARS THERE IS NO LONGER A NEED TO WAIVE THE TRAFFIC STUDY REQUIREMENTS SINCE THE INFILL DISTRICT APPEARS TO HAVE ATTRACTED THE SOUGHT-AFTER DEVELOPMENT.~~ Therefore, She would like to know ~~THE HISTORY OF WHY THE MAP~~ why it was instituted, how successful it has been, and why it is still being used. Jessica Keller clarified that this a Planning and Zoning matter, as such, the most suitable person to answer their inquiry is Ramon Trias. Mr. Trias will be invited to the November 15 meeting.

The Chairman attended the ethics seminar and now is being urged by the seminar to nominate a vice-chairman. The Chairman nominated Sue Kawalerski. Robert Ruano suggested for this discussion to be added to the next agenda when all board members are present, and all board members in attendance agreed.

Old Business:

All Old Business items reflected in the agenda had no resolution in the previous September meeting, and TAB members agreed to defer it to the next meeting. Sue Kawalerski inquired on any new developments that would require a traffic study. Melissa De Zayas provided the information for two (2) new mixed-use developments. For 250 Bird Road, the application was already filed and PWD foresees a traffic study being required; and for Ponce Park Tower at 3000 Ponce de Leon Boulevard, the application has not been filed but a trip generation analysis was received and was flagged for a traffic study.

Sue Kawalerski requested more information regarding the traffic impact study ordinance and requirements for new developments. Jessica Keller clarified that when a traffic impact study is required, developers will use one of the City's pre-approved traffic engineers, however, the consultant cannot be performing any other work for the developer. The developer can opt to hire their own consultant for peer review, but it is not required. City staff will follow up with an email and provide the list of City's pre-approved traffic engineering firms.

ADJOURNED: 6:42 PM