

**City of Coral Gables City Commission Meeting
Agenda Item E-1
November 8, 2011
City Commission Chambers
405 Biltmore Way, Coral Gables, FL**

City Commission

Mayor Jim Cason

Vice Mayor William H. Kerdyk, Jr.

Commissioner Maria Anderson

Commissioner Rafael “Ralph” Cabrera, Jr.

Commissioner Frank Quesada

City Staff

City Manager, Patrick Salerno

City Attorney, Craig E. Leen

City Clerk, Walter J. Foeman

Deputy City Clerk, Billy Urquia

Public Works Director, Glenn Kephart

Public Speaker(s)

Robert Ruano, Chair Cycling Committee, Coral Gables Resident

Sue Kawalevski, Coral Gables Resident

Dr. Michelina Witte, Bike Safe Program at UM Medical School

Debbie Swain, Coral Gables Resident

Marcus Wagner, University of Miami Professor

Peter Schuetz, Coral Gables Resident

Alex Adams, Coral Gables Resident

Linda Robertson, Coral Gables Resident

E-1 [Start: 9:49:54 a.m.]

Resolution authorizing staff to proceed with implementation of the Neighborhood Renaissance Program Street Resurfacing Initiative.

Mayor Cason: We'll move on to Item E, Mr. Manager please read Agenda Item E-1 into the public record. Items E-1 through E-8 are public hearings so if anybody wants to speak on these please get your cards in. Mr. City Manager who is going to address this resolution?

City Manager Salerno: I'll start off and it will be myself and Public Works Director Glenn Kephart. E-1 Glenn set up – we are going to set up an easel here Mr. Mayor.

Mayor Cason: Before we start if I could just as a housekeeping item I think we need to have a vote on C-12, so do I have a motion?

Commissioner Cabrera: So moved.

Vice Mayor Kerdyk: Second.

Mayor Cason: Motion by Ralph Cabrera seconded by the Vice Mayor.

City Clerk

Vice Mayor Kerdyk: Yes

Commissioner Quesada: Yes

Commissioner Anderson: Yes

Commissioner Cabrera: Yes

Mayor Cason: Yes

Mayor Cason: Item E-1.

City Manager Salerno: Thank you Mayor. Item E-1 is a Resolution authorizing staff to proceed with implementation of the Neighborhood Renaissance Program (NRP) Street resurfacing initiative. As you all know one of the components of the NRP is an initiative to resurface approximately 30 lane miles of City streets throughout the City. As background this was first presented to you on April 26 of 2011, at which time the NRP was approved, the financing was approved on June 7 of 2011, the Commission appropriated the funds on July 19, 2011, and September 27th this program was included in the Capital Improvement Program for the City. The City engaged the consulting firm, engineering firm of C3TS to review all City streets to determine their need for resurfacing. As a result of that City staff subsequently reviewed all of the recommendations by C3TS and Public Works Director himself surveyed a large portion of those recommendations to spot check both the work of C3TS as well as his staff to make sure that it had a thorough review from a resurfacing standpoint. So what I'd like to do is turn it over to Glenn at this point and let him give you a little more in depth briefing on the effort.

Mr. Kephart: Thank you Mr. Manager. Good morning Mr. Mayor, Commissioners. You can see before you we have a map, you have a map in your package, I realize you can't read that map

from here, but the purpose of it is to show the comprehensive nature of this program throughout the City, and what you can see on this map for those maybe viewing at home is, the red lines represents streets that we've identified first through our engineering consulting firm and then validated by staff that these are the streets that should be paved. We have a public hearing on this item because if we missed one we want to know if we missed one and there is still opportunity to correct that. From this point forward if the Commission approves this today, we would move into final design of these streets and actually let a construction contractor early next year to do the paving of these streets. We anticipate doing this project in two phases: first phase is focused predominantly on the residential streets north of U.S.-1, and then the second phases which would follow shortly after probably construction around the summer time of next year would get the remainder of the streets that are in need of repaving. It's important to note that this is an aggressive program and it represents more than five years of street paving, it's a program as the Public Works Director I'm very enthused to embark on because we have many streets that are in need of paving and have been for some time and this program will address that and be a significant enhancement to the neighborhoods.

Vice Mayor Kerdyk: I've got a couple questions, if that's OK.

Mayor Cason: Go ahead and then we are going to have public input and then we'll have our general discussion as well.

Vice Mayor Kerdyk: Did you want to ask the questions beforehand?- or want to have the general...

Mayor Cason: What do you want to do?

Vice Mayor Kerdyk: I just have a couple of questions. First of all, right now we have the gasoline tax that's how we repave streets, is that correct?

Mr. Kephart: That's correct.

Vice Mayor Kerdyk: How many miles a year did you say?- is it 30 miles divided by 5 year, 6 miles a year?

Mr. Kephart: Yes, about 4-5 miles, depending on how much of that gas tax we apply to traffic calming projects, that varies over the year, but at least 5 years of program is covered with this.

City Manager Salerno: If I could add to that. In the last several years the City has spent approximately, and this is from staff, approximately half of the \$700,000 that the City gets in gas

tax has been spent toward traffic calming projects and the other half toward resurfacing, so there is no firm rule, but if you look at that you would have spent - \$350,000 over the last several years on resurfacing, so that would tend to tell you that this is the equivalent of over 10 years work.

Vice Mayor Kerdyk: Ten years work, OK. This is actually resurfacing, this is not...this is actually resurfacing, going down to the base level and resurfacing, correct?

Mr. Kephart: This is resurfacing and depending on the streets some of the streets will be milled where you go down to the base level and a new one inch of asphalt put on them. Some of the streets are in condition where we would apply the one inch asphalt over top of the existing, that's a final design decision that we make.

Vice Mayor Kerdyk: I see most of these streets that we are going to do initially are residential streets, there are streets that are not so much collectors, but just residential in between small streets or neighborhoods or houses are made of. How many households are we affecting by doing this program here?

City Manager Salerno: The estimate I had initially done, and it wouldn't have changed much, I think from the program was 2,500 plus or minus households.

Vice Mayor Kerdyk: How much?

City Manager Salerno: 2,500 plus or minus households front the streets that are being addressed here.

Vice Mayor Kerdyk: So we basically have 15,000 households, so this is about 20 percent?

Mr. Kephart: That sounds about right.

Vice Mayor Kerdyk: And also let me just go ahead and ask the question. As far as bicycle lanes and traffic markings...

Commissioner Cabrera: It's called shared lane markings.

Vice Mayor Kerdyk: Shared lane markings – what is your recommendation?- how do you deal with that issue?

Mr. Kephart: Well there is nothing in this program that precludes that. When the opportunity to add bicycle facilities to a community such as ours, you have several ways to do that. You can

build bike lanes like we are doing on Segovia, you can create bike ways that aren't quite officially a bike lane, but are a little bit wider and safer for bicycles, and then you can do share the road type of concepts, where you do that through either pavement markings, education maps, ideally we would create some maps that show people ways to get through the City. The first issue and the City is somewhat limited on how we can purchase, because with the first issue to create additional bicycle lanes you either have to have the adequate pavement width or you need to widen; and one of the things you do in a program like this and we have done is to look at the streets and say, are there any streets where if we widen just a little bit we could get a bicycle lane?- and I can tell you I don't believe that there are, I didn't find any. Basically our residential streets are about 18-feet wide, 18-20 feet wide maybe and in order to have bike lanes, not that you would necessarily want them, nor would I recommend bike lanes on a residential street, you'd have to be 28-30 feet wide, so we'd be talking about taking out our swales and vegetation, probably not an option for this community. In the downtown area you've got streets that are bounded by curbs and gutters. Now there is the opportunity to evaluate them in the future to look at whether you would take out parking, because that's what you would need to do, there is no opportunity to widen streets, there is nothing in this program that would be a reason not to do the paving now, and actually for the shared bicycle lanes some of them, there is a concept called a "Sharrow", in which its relatively a new concept, but instead of having just the signs that say shared road, you just actually markings in the middle of the lane that designate this is a road...

Commissioner Cabrera: Let me interrupt you, let me give the Commission a copy of what you are talking because I happen to have a brochure from the Miami-Dade County MPO that addresses that, so they would be able to follow you a little better.

Mr. Kephart: So with the "Sharrow" I assume you'll see in that brochure, it's actually a big pavement marking in the street. This program actually provides the opportunity, if this community wanted to embark on "Sharrow" to residential streets or certain paths through the City that we would designate on a bicycle map that a bicyclist could have. First thing you would want to do is have a nice new paved street, and then you need that paved street to set for several months before you put any permanent pavement markings on it. So this program actually provides the opportunity for that, it does not limit it in any way.

Vice Mayor Kerdyk: Does the \$3.5 million that we are expending include markings?

Mr. Kephart: There is a separate program in the NRP, I understand, for bicycles. One of the things we would be working on with that is to identify opportunities to enhance our bicycle facilities, and I believe that's a good thing to do; things like, if you can't widen the road what else can you do?- there are traffic signals you can put in a push button facility that's accessible easily for a bicyclist, so they don't have to go out of their way to hit the pedestrian signal, that's

one of the things. Probably you create, it's very important to public relations and communications and create a map that people can have and say, if I want to get from point "A" to point "B" through the City here's how its recommended I do that, and some of that will take you through residential streets that are going to be 18 feet wide and the cars and bicyclist share the road. That's our opportunities not so much in widening.

Vice Mayor Kerdyk: I think you have explained it and I'm sure the Commissioner has some things to add, but let me just ask one last question and it has to do more with our downtown area and the commercial districts. I've always been an advocate of trying to get better markings on the street, because a lot of our older population or anybody we need better markings on the street, so this would give us the opportunity, you are saying, is to pave the streets in the downtown area wherever that is or our busy areas, and then we'll come back and mark the street?

Mr. Kephart: One of the things that we do during final design, it's like when you are going to pave the street you take a look at the existing pavement markings and say, are they most effective?- are they correct for today's usage?- and if they are not you have the opportunity to then change them. I think that applies mostly in our downtown, because on a residential street you basically don't even have pavement markings except at the intersections where 15-20 feet back from the intersection you have some stripes. Country Club Prado is an example, great area to ride a bicycle, there are no pavement markings there, you could create a bicycle lane on Country Club Prado, no widening is needed, its 16-feet wide, you could have 11 and 5 or 12 and 4, but those decisions could be made independent and subsequent to this program.

Vice Mayor Kerdyk: So is that the game plan?- pave it and then come back and analyze where we need to put these markings for the bikes and improve the markings and use the Traffic Board or whatever you want to use.

Mr. Kephart: Yes – yes.

City Manager Salerno: Exactly. We have...

Mayor Cason: How much money do we have for the bicycle component of the NRP?

City Manager Salerno: \$400,000 has been dedicated.

Mayor Cason: Separate from this.

City Manager Salerno: That's separate from this; that money can be used for pavement markings of existing streets, for widening lanes in some cases and that will be the result of – we will hire a

traffic consulting firm, traffic engineering firm to do a review specifically identifying how best to spend that \$400,000. Nothing involved with this initiative is going to have to be redone following that work.

Vice Mayor Kerdyk: Don't we have sidewalks?

City Manager Salerno: Excuse me?

Vice Mayor Kerdyk: Don't we have sidewalks too as a separate item?

City Manager Salerno: That is also funded as well.

Vice Mayor Kerdyk: So we have roadways of blank amount, bicycles of blank amount, and \$3.5-\$4 million plus sidewalks...

Mayor Cason: And traffic calming devices.

City Manager Salerno: Right. There is money for traffic calming; there is money for sidewalk repairs, and a separate \$400,000 for bikeway improvements.

Mayor Cason: Ralph?

Commissioner Cabrera: The Manager brought up a good point about the fact that this could be done later. What I'd like staff to seriously consider as you go out and consult with someone else to look at the opportunities for bicycle lanes and shared marking is to look at our existing bicycle lane, bicycle path master plan, which we spent a lot of money for and while it may have been a photograph of the time, it still has many useful ideas and suggestions that were laid out by a traffic consulting firm.

Mayor Cason: That was 2004, right?

Commissioner Cabrera: Right.

City Manager Salerno: Glenn has reviewed the 2004 Bike Master Plan in conjunction with this work to make sure that we are not doing anything...

Mayor Cason: And we'd agreed a number of months ago that we'll eventually do a new bike map when this is all over.

Commissioner Cabrera: I brought to the City a copy of a bike map that we had throughout the 60's and 70's when I was a kid, and it was an action item, and it was responded to by the action report, but I think the staff felt that it would be appropriate at a time when the development of this would be further along, that's the way I understood it. Can I say a couple things..? I understand the issue about the gasoline tax fund; it is a fund that the City gets every year; it's distributed by Miami-Dade County through the State of Florida. My record or my recollection of it is somewhere around a million dollars and whether its \$700,000 or a million or a million-two, and I realized that some of that goes to traffic calming and other traffic related issues. Some of my questions have already been answered based upon Mr. Kerdyk's questions and that was, did we in fact incorporate shared lane markings and/or bicycle lane into this project. I realize Mr. Kephart, I do realize that you cannot widen some of these roads because it would encroach on the public right-of-way, I really do, I don't disagree, you know I'm a cyclist, we see each other on the country club from time to time around the greenway. What I would like to focus in on this morning is that by going forward with this project which I'm going to, I think I'm going to support, by going forward with this project we missed the opportunity of incorporating either the shared lane markings or possibly bicycle lanes when it may be appropriate, and I'd take one of your comments. You mentioned the Country Club Prado, a perfect place to put bicycle lanes because as you and I both know it's wide enough on both sides. I also identified six other areas throughout our City that could be looked at as possibly having either shared lane or who knows?-maybe a bicycle lane, and this is just food for thought Mr. Kephart, I'm not suggesting that now this become incorporated into today's item, but for example, Alcazar is an area that you've identified, Ponce between Sevilla and Bird Road is an area that you've identified. Sevilla itself which runs east and west is an opportunity for some shared lane markings, University Drive from LeJeune to Ponce de Leon Boulevard is an exceptional area that's very dangerous today because of the high speeds in which people drive, Galiano, and last but certainly not least Columbus Boulevard. Those are just seven areas that I identified based upon your map, and so I'm perfectly fine with the idea that this is in the plan, but I'd like to get some assurances as we move forward that this will be an integral part of incorporating this process into it, because as you said when you pave a new road you need for it to settle, but Mr. Kephart you have to come back and you have to stripe it.

Mr. Kephart: Well most of these roads, the residential streets don't have any striping, and as you can see the Country Club Prado doesn't have any striping, so we don't have to replace any striping the opportunity to create something new and you can do that after discussions with the Traffic Advisory Board in consultation with...

Commissioner Cabrera: Ponce has an opportunity for striping, I mentioned Ponce...

Mr. Kephart: Yes.

Commissioner Cabrera:...University Drive has an opportunity for striping.

Mr. Kephart: We are doing a very, very tiny portion...

Commissioner Cabrera: I don't want to sit here...

Mr. Kephart: Yes, absolutely and we will be evaluating them through final design to see if there is the opportunity to change the striping. On Ponce you'd need to remove parking and part of the problem is we have two phases of a new project, but that kind established the use of that corridor, but we can reconsider that and have those discussions certainly.

Commissioner Cabrera: Well, I would have liked to have seen this as a completed project from the standpoint, that yes, absolutely there is a great opportunity to pave lots of streets in our City and I support this effort, but there was also an opportunity to make it a comprehensive program whereby we would look at what Miami-Dade County is already leading the region on these kinds of projects, which is shared lane markings as well as bicycle lanes, and that's what I look at from the standpoint of giving you feedback and seeing that we are missing out on that particular opportunity; and I think that's why you received, oh I'm sorry, you may not have received this, but the Commission received lots of feedback from folks that became aware of this last week some time, I think it was Friday when they first became aware of this \$3.5 million expenditure and that's why there may be folks in the audience who would like to say a few words about it.

Mr. Kephart: I did receive those communications, I did review those communications, and I agree whole heartedly we should have a comprehensive program. The point I'd like to make is this is the first step in that comprehensive program and it doesn't limit the program in the future at all.

Commissioner Cabrera: I believe you, I believe you. I just want assurances, I don't disbelieve you, I know where you came from and in Arizona you have a lot of experience with bicycling related activities, so I know you've got lots of professional experience with that, I just need some assurances that's all.

Mr. Kephart: OK.

Commissioner Quesada: In that same breath, stripes, you mentioned some of the streets that are going to be repaved that do need striping that Commissioner Cabrera pointed out, for example Ponce; you repave the streets, let's say you repave it today, how long does it settle for before you restripe?

Mr. Kephart: We like to let it set for two months. What we normally do is put on temporary striping so the striping is there, just the paint wears off and we'll come back with the thermo-plastic permanent markings a couple of months later.

Commissioner Quesada: What is the cost involved in striping?- is it expensive?- is it cheap?

Mr. Kephart: Relatively, compared to the program it's a very small component of the program.

Commissioner Quesada: What I don't want to do is we lay the surface, then we do the striping, and then we come back with a bike plan after we implement, assuming this Commission implements the bike plan listed in the Neighborhood Renaissance Program, which I think from what I'm hearing everybody is in favor of it, but assuming that's implemented we'll come back and then we'll remove that striping and then add new striping for bike lanes, is that...

Mr. Kephart: No, no. There aren't any streets here where we would stripe in such a way that we have to remove the...predominantly most of these streets won't receive any striping because they are residential streets. The downtown area which would be the second component of this program and we don't anticipate being in the first contract, which would be in the second contract for next summer. We have ample time to look at those streets and say, when we restripe this, we can't widen it, but when we restripe it is the current striping correct and we'll do it one time.

Commissioner Quesada: OK.

Commissioner Cabrera: I'm sorry Mr. Quesada...

Commissioner Quesada: No, go ahead, go ahead.

Commissioner Cabrera: Are there opportunities, because I don't know this and maybe you've already studied it, are there opportunities to install shared lane markings along residential streets?- because if my memory serves me correctly, in Miami in the City of Miami I've seen it, and I've also seen it in unincorporated Dade County. So I just wanted to verify that with you.

Mr. Kephart: That is correct; they have it in Coconut Grove, so I assume that the County would approve it, I think it becomes a discussion the community wants to have because there are two sides to that coin, as to whether a street 18-feet wide with no markings or a street that has heavy markings and maybe some signs is preferable. I think we need to have discussions on that, I'd like to have discussions with Traffic Advisory Board and allow the professional traffic

engineering firm that we hire evaluate that issue because I don't think it's as clear as it may seem.

Commissioner Cabrera: Did the Traffic Advisory Board have an opportunity to review this plan?

Mr. Kephart: The Traffic Advisory Board was aware of this program in the NRP and they are aware we are going to move forward with a paving program probably in two phases. We did not review the specific streets with them, which is because it's a maintenance item and typically we do not take the maintenance of streets to them. Now once this becomes a construction project we go to them or its about to be, we say we are about to embark on this construction project or there will be implications in this neighborhood, and we update them every month at our meetings on the progress of our construction and any major issues we have, but we typically don't take a maintenance program to them in advance for review and we did not this time.

Commissioner Cabrera Well 30 miles at \$3.5 million, that's not a maintenance program that's a pretty big project, but I understand that's certainly your decision and staff's decision.

Mayor Cason: Also I understand that both you all and people like FedEx that we asked the drivers that drive the streets everyday which streets are the worst in terms...and I think we got a couple streets that we hadn't found.

City Manager Salerno: That's correct Mayor. Thank you again for asking the FedEx driver that delivers your packages to give us his top 10.

Mayor Cason: (Laughter) There is an opportunity I gather now by what time do we need input from the public if they feel that their street should be a candidate for phase one or phase two?

City Manager Salerno: On Thursday when this Agenda Item went on the list we also put a notice on the home page of the City's web site identifying so that residents, anybody going on our web site could easily see, learn about today's meeting and it was a direct link to the Agenda Item that you saw there. We are going to be open – the sooner the better for any residents that are watching this show, we will put out a press release following the action, hopefully today of the Commission, letting them know that there is a window here that if they'd like us to particularly go out and assess their street; and we will also tell them that every street in the City has already been assessed by a professional engineering firm; and we'll steer them to the Agenda Item with the list of pages that they can check if they think their street is in need of repair, they can check it, they can call Glenn's office to find out the status, and if they'd like us to go back and they find its not on the list we'll go back and do a reassessment of that. We have that time, but we are going to, following this meeting, start a further initiative to inform the residents. Any letters that

we've received over the past couple of years from a resident that had been asking for a street to be resurfaced went into this program. So any communications we had received, that I had received, or Public Works had received over the past several years has gone in already, plus the top 10 from our noted FedEx driver, which was interested to note we had all the streets on the list already, that was our final check, that if we passed the FedEx driver's test that we knew we were pretty much on board there.

Commissioner Quesada: Let me just address something here. I'm still a little up in the air with the bike lanes here. Now this is a question for the rest of the Commission for those of you who have been on for more than six months like I have, is this something that we want to create a task force to take a look at bike lanes throughout the City?

Commissioner Anderson: You have my answer.

Commissioner Quesada: I see your answer there. Is it something we take before the Traffic Advisory Board to discuss traffic lanes throughout the City...?

Commissioner Anderson: That's the appropriate place.

Mayor Cason: And I would assume we'll look for all kinds of mechanisms to get the biking community to put their ideas in as we move forward on the other component, which is the bicycle lane separate from this.

Commissioner Quesada: Do we want to give a deadline to the Traffic Board if they are the one's that's going to be having the community meetings, receiving public input?- do we want to give them a deadline to get back to us to conduct these meetings?- so that by the time that those few streets that do have to get permanent paving, those two months are up, or three months however long that time period is, we have an idea, we have a plan laid out as to what we are going to do?

Mayor Cason: What's your view from a technical point of view?

City Manager Salerno: That needs to come to me frankly on the planning aspect to that. I think that the Traffic Advisory Board has a particular role in reviewing what we will come up with the traffic transportation consultant. Our consultant is going to be the first step, they have to do an assessment, a citywide assessment of the best opportunities; we want a professional traffic engineer because this is – we are dealing with creating cars and bikes when they mix they get too close we have problems. So, we got to make sure that what we are starting from is something that is soundly based from a safety standpoint. What Glenn has said, we don't have conflicts, we don't have to rush to judgment in this fashion here. We have enough time, we are proceeding,

it's only been a few months and we've now got a plan to address 30 miles of streets in the City; one of the next steps would be to issue the work for the bicycle path work to be done, but we don't have to rush it. We are going to move it because it's one of those projects that frankly is once you have the plan and it gets vetted through the public process, and there is more vetting needed on a bike path, because not only do you want to meet the needs of the bicyclists in the community, but you also have to go to the residents and make sure that they are OK with having a portion of the street in front of their homes, they should have an opportunity to have that input. I guess I would only say, I don't think we need to set a deadline in that fashion, we can move this expeditiously along and get the work done pretty quickly.

Commissioner Quesada: OK. That clarifies it for me and just so that I'm clear. I'm very much in favor of resurfacing of all these streets. I think we've seen a lot of potholes over the years that we want to address. When that consultant is being selected in that request, I want to see something, and I don't know if this is the proper procedure in asking for this, but I want to see something in there in the RFP that says that the consultant will also be tasked at looking into bike lanes and looking into more pedestrian-friendly streets when that bid goes out.

City Manager Salerno: It will be taken care of.

Commissioner Anderson: Can I make a quick comment?

Mayor Cason: Yes, go ahead.

Commissioner Anderson: It's kind of like, having sat here for a few years, my thought is this is just basically a resurfacing program with opportunities afterwards, we have to get the groundwork done, that's what I'm seeing, get the streets resurfaced; and then there are going to be ample opportunity for input into bike lanes, for striping, for whatever that needs to be done. So, I think one of the important things, I think of this, is to get this project started, that's my point of view today from that standpoint. I look forward to the opportunity of what comes afterwards and the involvement of others as to the issues of bike safety and the striping. Just wanted to put those comments in there.

Mayor Cason: OK. We have six people that would want to speak in terms of public testimony. If you've heard enough and you don't think you need to make a comment let us know, but we'll start first with Robert Ruano.

Mr. Ruano: Good morning Mr. Mayor. Well first good morning and let me introduce very briefly, I'm with the Chair of the Cycling Committee and the Cycling Committee is not an official City Board, but I do want to tell you about it because we are the ones, and I saw you on

TV by the way talking about me a couple of times, I'm sorry I couldn't be here to talk about it when you were talking about Gables Bike Day, but we are the ones that put on Gables Bike Day and some of you that were there, Mr. City Attorney thank you, and I'm sure you and your family had a great time. But I do want to introduce very briefly though the Committee, which is Peter Schuetz, Debbie Swain, John Swain, Nicholas Sassy, Micki Witte, and Sue Kawalevski, and we have some others, but those people all came here today and they took off time from their jobs because we are concerned. We are concerned about this item and I appreciate the thoroughness of this item, and the fact that the streets are getting resurfaced. I think we all agree as long time residents, speaking of I need to clarify something. Cyclists are residents, they aren't a class of people that are separate from residents, I'm a cyclist and I am also a resident. So as a resident we really appreciate that a lot of the streets, including my street where I live on is actually being resurfaced, not that I asked, but it was just part of the plan. What we are concerned about is the way that it is being done. I think your decision to, several months ago to say, let's put a bunch of money aside to do a number of infrastructure projects, I think overall was a good decision, I think we needed some infrastructure work for a very long time, so I applaud you on that, but what I would caution you is that you then take that goodwill and that good feeling that people got because we are spending money on our streets and our infrastructure to then do it such a way that is going to kind of have a backlash. The backlash being, we are kind of rushing things as we've heard today, this is \$3.5 million, 30 miles of road and the Traffic Advisory Board have not been consulted on this. There have been no public meetings about this, I found out about this only Friday afternoon at 4 o'clock when somebody mentioned it to me, and then had to search online and found the item, and found the specifics on it. So, I'm sure there are a lot of people sitting out there watching today or just at home, a lot of residents in the City that don't know that this is happening. So I would say back-up a little bit, let people review it, let people vet it, don't slow it down in the sense that, OK, then we go in a year from now and do it, but just give it a little bit of time so people can look at it. I'm also concerned for another reason, and that is I've heard words today about this item that were not in the item; the item all it says, it allows, and I'll read you just the words, the phrase that talks about what it will do is, does hereby authorize staff to proceed with the implementation of the street resurfacing program, that's all it says. It doesn't say how you will proceed; it doesn't say what's in the resurfacing program. I heard other things that are included that are not in this item, like milling, milling is part of it, some striping is also part of it, none of that is mentioned in this. So, I would tell you as a cyclist too, I think that you have to look at these streets and not just as cars or asking the FedEx guy, I mean, we love our FedEx guy. My wife, I think, loves him too much because he's always at my house, but I'll tell you...

Commissioner Cabrera: That's a problem...(laughter)

Mr. Ruano: The UPS guy shows up too, so I don't know what's going on (laughter), but I think we need to look at the road, some roads in here I'll tell you, could be widened just a little bit,

let's look at it, let's at least have a plan before we move forward. I would say defer this item please. Thank you.

Mayor Cason: Thank you. Next, Sue Kawalevski.

Ms. Kawalevski: Good morning, I'm Sue Kawalevski, on Gretian Street, and my street is one of the ones that's being paved, and I'm very happy and I didn't ask for it either, and I'm very happy because it's in bad need of it. I'm pleased on that one hand, on the other hand I'm a little disappointed; I'm disappointed because as Robert found out about this, I found out about this through Robert, I didn't find out about it because I was notified by my City Commissioners that this would be a public hearing prior to a resolution; and let me just go back in time just a little bit here. The City Commissioners approved raising my City debt by over 30 percent this year with the intention of funding some 17 Neighborhood Renaissance projects. Some of them as I have stated in earlier meetings seem very frivolous, nevertheless you incurred 30 percent more debt for the City. One of the provisions, one of the things that Mayor Cason said that he would do prior to any of these projects going forward would be to have quote, "numerous public hearings on each project." This was seconded by Vice Mayor Kerdyk, everybody head nodded, yes we will have numerous public hearings before any resolution gets approved, and I find out about this resolution on the agenda today through Robert Ruano, who found out through a series of events that this was actually a public hearing. I'm gravely disappointed by this action or I should say the inaction of this Commission to honor its word to hold public hearings before any resolution is passed; and what I'm hearing today is, well boys and women, let's pass it and we'll talk about it later, we'll talk about that striping thing and that bike lane thing later. You know what?- I don't know, in my 59 years on the planet, once you say something is going to happen, there is no turning back, the shadow that comes afterward is very nice, but it never gets considered, because it's already a done deal. So, I echo Robert Ruano's suggestion, strong suggestion and by the way we have members of Bike Safe, a UM organization that acts on behalf of cyclists to make sure that our City and County streets are safe for bicyclists. I like Robert am a cyclist and a resident here, so we have lots of representation, not only from residents here today, but also from the larger community that's here to speak to this issue about holding off until you have an actual solid plan that integrates the safety of our community, but I don't want – I want to go back to my original thing that I came here to talk about, I don't want to be disappointed again, I don't want to find out from Robert Ruano that we are having a "lover's court" all of a sudden public hearing at a meeting and I can't come because I found out about it the morning of and I have to work. Mayor I am asking you to make sure that the residents are fully informed of public hearings prior to any resolutions being put on this agenda from here forth as promised.

Mayor Cason: Thank you very much. Next, Dr. Witte.

Dr. Witte: Hi, thanks for having me, my name is Dr. Micki Witte; I come from the University of Miami Bike Safe Program at the Medical Campus. Not only as the manager of the Bike Safe Program, but also as a cyclist, as a commuter cyclist, as a member of the Bicycling-Pedestrian Advisory Committee of Miami-Dade County, I come to you with great concern. As Robert mentioned this resolution is scant on wording, which alarms me as I read it. I see a lot of resolutions and items that come forth to the Bicycling-Pedestrian Advisory Committee every month, this is probably the scantiest one that I've ever seen, and most of the time the Bicycling-Pedestrian Advisory Committee, which I'm sure would be willing to take a look at your plans and give you our feedback as well, we meet once a month on Tuesday and that's Miami-Dade County, so I know Coral Gables is included in that as well. One of the things at minimum I would add to the resolution, in Section 2 I would state, the City Commission does hereby authorize staff to proceed with the implementation of the street resurfacing program, which I think is fantastic. Right there I would say, provided it allows for adequate bicycling and pedestrian facilities as deemed appropriate by modern engineering standards. There is a manual by which the Public Works Department and the entire United States everybody uses, sharrows are the sharrow lane markings that Commissioner Cabrera kindly provided you guys with are mentioned in there as far as the guidelines to follow those things, to be able to implement those. Many of the Coral Gables streets, if not all of them are completely, what is the word I'm looking for?- eligible for sharrows. As a cyclist to me that's kind of like the compromise; if you can't widen the street and make a bike lane the minimum you can do is slap some paint on the ground and show the purpose of the sharrow, aka the shared lane marking, is for drivers to know when cyclists are on the road this is where they should be, and remember you are supposed to share the lane with them; and for cyclists to know this is where you are supposed to be when you are on the road. It's a reminder for both parties; to me it's the easiest compromise. I share the sentiments of Commissioner Quesada and others who mentioned it's silly to proceed with this when you are painting, you are putting on temporary paint to be later repainted, and then, Oh yes, we'll think this after thought of putting in bike facilities later on. I think that's backwards, I think that's unfair to people who rely on cycling as a means of transportation. I have a vehicle, I have one vehicle that I share with my husband that I prefer to sit in my parking garage while I cycle because it's safer and it's cheaper and it's more convenient frankly to get around town. So, I urge you to not move forward with abandon without stepping back first and maybe revising this resolution before going forward. I don't understand why it's so complicated to just add a few more words to get in writing that bicycle and pedestrian facilities will be taken into account. Lip service is just not enough, I mean that's something that we...

Vice Mayor Kerdyk: I'm not sure it's lip service we've spent \$400,000 on bicycle paths in this City, I mean, give us some credit sitting up here, I mean, \$400,000, I mean please – lip service, we are doing something.

Dr. Witte: Vice Mayor, I'm not saying that you are giving me lip service, I'm saying that people who are proceeding with this project, Public Works, OK sure, we'll look at that later, I don't see that is necessary.

Vice Mayor Kerdyk: But doctor, don't you think if we had no interest in bike lanes we'd appropriated \$400,000 for bike lanes? I thought you'd be kissing us coming up here and saying, \$400,000 for bike funds, you guys should be the leader up here - \$400,000.

Mayor Cason: Any other city around here that's put \$400,000?

Dr. Witte: I don't think that you have no interest, absolutely not; \$3.5 million...is all I ask is considering it and putting it in writing.

Mayor Cason: Thank you very much. Debbie Swain.

Ms. Swain: Good morning Mr. Mayor, Commissioners, Mr. Manager, and the folks from Public Works Department. I'm the Chair of the Traffic Advisory Board and I'm thrilled to hear that Traffic Advisory Board was mentioned on six occasions this morning with respect to this item and I look forward to having it brought before us. I want to clarify certainly what we did, certainly our committee was made aware of this upcoming project but certainly no specifics. We want to be aware of the specifics, and as Mr. Kephart can tell you the last several months at least one resident in virtually every single meeting who is concern is pedestrian safety. I think our Board is responsible for reviewing all projects that affect traffic, that therefore could impact automobile safety, pedestrian safety, and bicycle safety. So we're not closed minded on that, we want to see it all. I'm a cyclist, I'm also a walker, I live on University Drive. University Drive is identified on the Bicycle Lane Master Plan for striping as a traffic calming mechanism, and unfortunately there are a couple of spots on University Drive between Bird Road and Blue Road, they are a little bit too narrow to accommodate full bicycle lanes. However, we have a very small area that has sidewalk, people with families that try and walk on University Drive and I'm seeing the same thing on Granada with baby strollers, walking dogs, on the street and have to dodge out of the way of on-coming traffic. This has to happen citywide, it's not just my street, it's not just Granada. So there are many of the streets in this plan, I'm sure that could be improved by appropriate markings to increase the level of pedestrian and bicycle safety for all of the residents. So please, even if it's not on the master plan, the master plan as wonderful of a document as it is, it is twelve years old, it is just a photo at a point in time, let's make the City of Coral Gables take this opportunity to add those features for all residents throughout the City at every opportunity, and this is a great opportunity to do that. I would also urge you to amend the resolution to include the wording that Dr. Witte mentioned, I think that's general enough that it gives you a lot of latitude, but it demonstrates a sincere intention to do that, which I know you have, but at least

we have that included in the resolution; and we need to start saying some things – I don't want to see is that the paving is done and then we start talking about striping, how long is that going to take?- are we going to have a lot of public hearings starting at that point?- and it takes month after month, and now we look over the plans again. Let's go ahead and start that, let's start that process right away. So that's all I have. Thank you very much, thank you for your time.

Mayor Cason: Thank you very much. Marcus Wagner.

Mr. Wagner: Mayor Cason, Commissioners, my name is Marcus Wagner; I'm a law professor at UM. I want to thank you for your interest in this point and I also want to thank you for putting money on the table, so I very much recognize that the City is very much interested. I'm not a resident, but because of the strategic location of this City, I traverse the City every single day on a bicycle, and I have way too many near misses, every single day. I was hit four weeks ago, I'm still here, but I want you to take into consideration the safety, the paramount paradigm is safety. The City of Coral Gables is not safe. As a cyclist I invite every one of you to come with me and cycle and walk the City, not drive in a car, but cycle and walk the City, and hopefully you then see the issues that, if you chose to bike and I chose to bike that we all see every single day. So having said that, I've heard that nothing precludes anything from happening afterwards; when we make plans we should plan ahead, and not say we'll defer this and maybe we'll make something happen afterwards. So I ask you just like Dr. Witte did, to include this on the get-go. The game plan may change respectfully; the game plan should include this at the start. Residential streets, again, this is something that as a cyclist that I would like to make you aware, the arteries for cars may not be the road for cyclists, the arteries for cars may not be the arteries for cyclists. I look at this master plan from a few years ago and that's not the routes I would necessarily naturally traverse as a cyclist, it's in a different place to be. There's been a letter from UM is my understanding that you received, I hope, as of yesterday because we were not aware of this, before yesterday, so I'm slightly pushing back on the City Manager's point that this was very transparent and very open. The one thing that I would also like to point out in the end is, once a professional organization or professional planner is chosen that planner should actually be chosen on the basis that he or she or the firm has expertise in cycling issues, not in road building issues necessarily for cars only. With that I thank you for your time and hope you will consider this.

Mayor Cason: Thank you very much. Peter Schuetz.

Mr. Schuetz: Good morning, I'm Peter Schuetz, I'm a City resident, I live on Miller Road. I'm also an enthusiastic bicyclist, but I'm talking about this from the perspective not just about bicyclist but about all residents. The City is at a tipping point right now with enthusiasm for bicycling coming off of our Gables Bike Day. We have a lot of great components here in the

City to make it enjoyable to bicycle. We have these tree-lined streets, we have wide streets, we have destinations at our restaurants and stores, what we don't have are safe streets. We do not have safe streets here for pedestrians and bicyclists. What people need are networks to get from their home to a park to a restaurant by walking and bicycling, and by connecting a few streets, a few of our existing wide streets with markings, safety markings we can create a great network for pedestrians and bicycles, not just for going around the block, but for actually travelling about in the City. It requires a little bit of planning and planning would be much more efficient, \$3.5 million is a major project, but I think it's better to spend that money with some forethought about how bicycle markings, safety markings can be calming devices, rather than spending, what have we been spending Mr. Salerno?- \$350,000 a year recently on traffic calming, that was all enhancements to streets, you have to tear up the streets and add traffic calming devices. If we think about this in the beginning before constructing the roads, I think it will be a lot more efficient, we will get a lot more out of our \$3.5 million. So, I propose that the \$400,000 project that's proposed for markings be integrated with this, so that we don't have to say, Oh you know, if we had moved the lane here, or if we had added a couple of inches there, we don't have to go back and say well, we can't do it now, it's too late or its going to cost us twice as much now. I think these things need to be planned ahead of time. Thank you.

Mayor Cason: Thank you very much. Alex Adams.

Mr. Adams: Good morning Commissioners. I hope this, and I haven't been here for the entire time, but I hope this isn't coming across as a debate or something. I think that people are much closer than maybe what some of it comes across as. So, I want to say from my standpoint, I'm a resident here in downtown, I came to Coral Gables to study at the University of Miami, received a Post Master's Degree in urban design, it's one of the best schools in the country, and it's situated in one of the best city's. It's one of the cities that urban planners, people all over the U.S. come and study. So from my standpoint, I'm looking at quality of life, I'm looking at neighborhoods and how can you enhance the neighborhoods, and I think this is the design of this project, I think it's the design of the overall Renaissance Program, I think the design is to enhance what we have. I think we have the best neighborhoods in the Miami area, I think everyone of us come here and live here because of that. I think there is a small detail though that is being missed here, and that's basically that we are resurfacing a road for cars; we are resurfacing a road; however, the people, the ones who make the community need facilities as well, they need improved sidewalks, they need bicycle facilities, they need lighting for safety, they need these items to keep their neighborhood's value. At the end of the day we want value in our neighborhoods, we want places for our kids to be able to walk, to bike, to do all these things, it's not just one item; and yes, we need to resurface roads, we need to have roads without potholes, and all of these things, that is true, but I think we need to look at, and I don't know if the word came up today, but complete streets, we need to look at the entire right-of-way, so if

we're improving a two-block section let's do the street, but let's go ahead and add the ADA compliant crosswalks, let's make sure that the sidewalks are not broken, and people walking their dog do not trip at night. If it's in the bicycle master plan that's something that you guys approved previously, that should have been looked at in design, it's a master plan, it's approved by the City, it should have been looked at in design. If it's in there put it, we are not saying, or I'm not saying place them everywhere, so hopefully that gives you an overview. I think completing the entire street and making the entire neighborhood better quality is the intent, and to me it just needs to add these items, the sidewalk repairs, looking at the master plan, doing the other little things.

Mayor Cason: Sidewalks, lights, traffic calming devices, those are all part of the NRP project, so those will all be addressed and I'm sure they are all going to be integrated, we'll have opportunities to hold other hearings on those, when we do the sidewalks, when we do the lighting, traffic calming devices and so on. Thank you very much.

Mr. Adams: I think if you are going to do a block, let's complete the block, let's do everything on that block and then move to the next block.

Mayor Cason: OK. Thank you. The final public input today will be from Linda Robertson, and I should mention as well that we have eleven pieces of correspondence and a letter from the University of Miami that will become part of the public record.

Ms. Robertson: Hi Commissioners, I just wanted to add my voice to what you heard already about this issue. I'm a long time Coral Gables resident, I have three kids, I'm a walker, I'm a runner, and a cyclist, and as you've heard this is not, the greater Miami area is not a safe place to be on your feet, so any help that we can get is going to enhance the quality of life here, and I think Coral Gables especially has a lot of unrealized potential as just a wonderful place for people to be walking, running and cycling with a little forethought and planning, I think you could really enhance the roadways and I think if we try to incorporate some vision and think about other cities around the country, around the world who have embraced sort of a progressive thinking about people who want walking, running and cycling, if you look at places like Palo Alto or Ann Arbor, or Boulder, look at other cities like Paris even New York City, those places have really embraced the idea of making their environments friendly for pedestrians, and I think Coral Gables has a huge opportunity here to do that; and I just wanted to add that another issue that could be a part of this whole bigger thinking is the sidewalk issue in Coral Gables, which to me like just a city of random sidewalks that just ends "willy-nilly", there are no curb cuts. As a person who used to push her stroller over the rugged areas they are not connected, I wish that's something that you all would also consider for people who are walking and running and don't want to get run over, you do take your life in your hands every day. So I hope that would be part

of the thinking as well, but as the others have said here, take this opportunity and really make it a place that really stands out because that's what I think Coral Gables has a chance to do that. Thank you.

Mayor Cason: Thank you very much, and thank all of you for the candid and provided public input. That ends the public testimony part.

City Manager Salerno: Mayor?

Mayor Cason: You want to say something Mr. Manager?- and then we'll have some more discussion if necessary.

City Manager Salerno: Thank you Mayor. I'd just like to put into context for folks that may not have been following the NRP since it was presented. The NRP is probably the single most significant plan for improving the quality of life of this City that it has seen in, with dollars a real plan in generations. This City Commission, this is about planning, if it is about nothing else. When we have backlog today of approximately ten years worth of street resurfacing, when a person calls today and asks that my street needs to be repaired, and we may agree with them, up till now we would say it's going to go on the list, OK. I can tell you that in years past what staff would say, and that's prior to the present director and me, we are going to get to it next year, that's what they were told, its next year. I don't know how many residents in the first six months called me and said, I was promised my street was going to be resurfaced next year, everybody said next year, that's what they were told; and because of that, that was the "planning" that was being done by staff we've got ten years worth of next years, next year, next year. This is a plan to bring us up to date, so that when this plan is complete of resurfacing, when the next resident calls after it's completed, when we say it's going to be done next year, that's going to mean something for the first time in this City in a long time. So when we say next year it will be next year, it won't be the indefinite next year. The purpose of this hearing today was to have people indicate if they thought that there was a road that was missed, this is their opportunity; they will have an opportunity over the next several weeks to do so. I'm very glad that what I heard here today, Robert, Sue, neither one of you coming are coming here today and saying, I'm glad, correct me if I'm wrong, you don't want your streets removed from the list I take it, OK, that's one thing we can count on that those 2,500 residents that are there that live on those streets. We are not going to get one of them coming to us saying, remove my street, I don't want that street to be done. I just have to say that the bicycle advocates in our community are alive and well, I would say that this is the first real planning that's going on for bicycle – the City hasn't appropriated funds to do bikes, bike lanes, bike paths, bike sharing, there hasn't been any money. I've looked back in the past history there has been no funds appropriated for this. This plan is the first time that the City is actually putting dollars behind the talk; you can talk about having a

“Bike Day” – great, but if you are talking about really making an improvement in the quality of life for bicyclists and pedestrians, you can’t do it without money, OK. Sue, I know you don’t like increasing the debt, but frankly we wouldn’t have any money to be putting toward these projects and making bicycling safer and addressing these needs if we didn’t. Again, I feel some of the comments today were from people talking about the importance of bicycling and there is no doubt about it, and that’s why this \$400,000 has been allocated for that. I want to remind folks that I thought I heard, a lot of these comments were made and written, I think, and intended to be made prior to the comments of the Public Works Director, who he said, we are not going to have to go back and redo any work, let’s make that very clear, we are not redoing any work that we are talking about doing here. We are talking about the next step being having a professional planner come in to advise on how to get the best “bang for the buck” with that \$400,000. Some folks want – I’ve heard folks say, you know, you shouldn’t redo your streets until you have a plan to put trees in the swale, you know, or the sidewalk. None of those items putting trees in the swale, which we have a plan to do, we don’t need to hold up these 30 miles of streets until we know where we are going to plant trees in the swale, that doesn’t need to happen. We don’t need to hold it up to determine what sidewalks are going to be repaired in the City, that initiative is going forward as well, and the Public Works Director, rest assured, the Public Works Director is going to make sure that as we go forward with this resurfacing initiative that as any item an opportunity comes up for bicycling to improve that activity in our City, it’s going to be fully vetted, it’s going to be considered, and if it’s the will of the Commission it will be included and addressed. So again, nothing here is going to preclude the best decisions being made as we go forward to make this a better, safer pedestrian community and cycling community. It is all part of the plan that’s laid out in June of this year; we are now getting into the implementation of it. That’s all I have Mayor.

Mayor Cason: OK. Any further – Maria do you want to...?

Commissioner Anderson: Yes, I’d like to make some comments. Having sat here for ten years I’ve actually had the opportunity to live through a lot of public hearings, actually today didn’t have to be a public hearing. I want to thank the Mayor and I want to thank us for doing that because we didn’t actually have to have a public hearing for this, it’s a resolution. We did it because we thought it was important enough Sue, and for the folks who came out to be able to speak to it, so I think we honored our commitment from when we said these projects would be looked at and would allow public comment. It may be a different interpretation, but sitting from this side of the dais, I feel that I’ve kept my commitment and that I’m really proud that we at least had public comment. This is a street resurfacing program, following this there will be bike markings, there will be paving, but unless we take the first step we won’t get to that other step. The Manager is right; I lived through ten years of when you are going to promise my street, next year, ten years, they are still waiting for it, we are actually going to do this and that we made a

commitment and put monies toward biking, great, I'm all supportive, we've put monies toward things that I've never, ever, ever seen in this City, and so this is to resurface streets that will eventually be marked whenever appropriate and completed as appropriately when its necessary, but first you have to put the surface. There are streets there that are abominable, they are in the state of micro fiber, there are streets there that don't look like Coral Gables. So when everybody is done with their discussion I'm very happy and very proud to make a motion at the appropriate time to move forward with this initiative.

Mayor Cason: Ralph?

Commissioner Cabrera: Well, I looked at it as a public hearing item and all public hearing items allow the public to speak, so I'm not sure where the idea that this was not going to be a public hearing item came from. I listened to eight people speak this morning, six of them to the best of my recollection based upon what they said were Coral Gables residents, the other two are Miami-Dade County residents who traverse through Coral Gables, one of them works for the University of Miami. So, I consider all eight of you to be stakeholders, I think there are probably more people interested in speaking that could not make it because it's in the middle of the day or in the middle of the morning; but notwithstanding, the eight people that spoke that's six times more people that came to our two Budget Hearings this past fall, and that tells me that the people that I work for, six of them, have a vested interest in ensuring that this become the bicycle lane markings, the bicycle lanes themselves become an integral part of this project. That's all that they are asking for. I really came away, that was the message I heard today, I heard that they wanted to be incorporated into what's going forward. To hear somebody say, let me assure you, talk is talk, there is an opportunity to simply include it; it's an opportunity to include the verbiage that was articulated earlier that this be part of the core process, that's all it was, it wasn't anything more to that. I'm going to support it because, well I'm still torn about supporting this, but who wouldn't want their street to be paved?- anybody here in the room would not like their street to be paved?- well, that's because you don't want the FedEx guy to come by your house (laughter), but everyone would love their streets to be paved. It's hard for me not to support this, but I look at it as a part process; I look at it as cosmetics, OK, we are going to go and pave some streets because it's a surface project, a surface repaving project, its more than that, it's a safety project, it's a quality of life project, it's a project that means a lot to people. Hey listen, when you leave this building today, everyone of you, when you leave this building today at eye level look at all the windows, they look really nice, they've all been painted, but don't look above the eye level windows because second floor, third floor and fourth floor windows are not painted, so cosmetically City Hall looks pretty good to the eye, but it doesn't look good if you stand back from Miracle Mile and look at the entire building, that's how I look at this project. I look at this project as this is a good start and I have to commend staff and the City Manager for putting this together and moving so quickly on something that is going to augment the street paving program

for our City, but we could do so much more, and what's the rush here?- why are we not incorporating some of the things that the stakeholders, that the people who I work for took time from their day to come and tell us?- and you know what?- I would sit here and listen to 20 more of you, even if it was on the opposite side, because that's what I'm here to do, I'm here to represent each and every one of you; and so doctor, if you think \$400,000 is not enough, that's your prerogative, you are allowed to have that say and that opinion, I don't know if \$400,000 is enough for bicycle lanes, I don't, I'm not an expert when it comes to that. So for those of you that came, I appreciate it, and I'm going to now be quiet and listen to the rest of my colleagues' positions on this matter, but I'm disappointed because we have an opportunity to do something better than what we are doing.

Mayor Cason: Bill?

Vice Mayor Kerdyk: Just very briefly. I just want to thank each one of you for your valuable input. I am one, Linda, that is out jogging a lot around the City of Coral Gables along with my sisters and biking, so I understand the need of incorporating this in this project. I have to agree with Ms. Swain that this needs to be part of the Traffic Board. Opining on the issue, once we start the project I believe that we should get this project started now and take it immediately to the Traffic Board so that they can help us with integrating these bike lanes and running lanes as part of the issue, as part of the project, but overall I'm very, very happy that we are going to pave 30 miles of streets in the City of Coral Gables. I can sit up here and tell you the numerous occasions that people have called me and said to me, pave my street, it's a problem, and to be able to go ahead and do this is a good thing for the City of Coral Gables just like it's going to be a very positive thing to come back and put bicycle markings all throughout the City, and residents that patronize the streets that much more. I think this is a good day for the City of Coral Gables, I think it's a very positive input when we can improve the quality of life for community and I thank you for your input.

Mayor Cason: Frank?

Commissioner Quesada: I agree with the other Commissioners when it comes to the bike lanes and moving forward. The bigger concern for me is Sue's statements as to the public input, and because this is – the issue by way of seeing this is, this is necessary maintenance, it's a way of seeing it, its maintenance, it's not policy, it's something we are dealing with here; and I thought that this public hearing was enough, but I'll tell you thinking about it I don't like it when our residents have that feeling, the feeling you have right now that we were just short-changed and it's not a feeling that any of us want our residents to have. So what I want to do is, I want to ask the City Manager if the future Neighborhood Renaissance Program items that come before us, I'm going to ask how we can set it up so we have more time, so rather than finding out on a

Thursday and then having the hearing on a Tuesday maybe if you give us an additional week, an additional two weeks, I would ask for another two weeks, and in between that time I'll try to set something up at least on my behalf maybe on a Saturday morning, maybe on a Saturday afternoon we'll do something, maybe we have staff present there. Again, this is something that I'm thinking of right now, so let me work out the kinks in my mind, but I think maybe that's something that I think we need to do or maybe what we do is we give an additional week's notice so that for that Commission meeting we know that, that issue is going to come up so that will give people a week and-a-half to prepare to be at the meeting, because I know it's absolutely all of our intent to be as open and transparent and listen in, but of course it's a Tuesday morning its difficult for a lot of people. So let me further think that through, I don' know if any of the Commissioners have any thoughts on that right now, but it's definitely something that at least I'll be speaking to staff about after this meeting. You can give me your thoughts on that.

City Manager Salerno: First thing, it's important to put this into context. I'm not aware that in the past the City has had a public hearing on the streets that it's looking to resurface, so this is a first I believe, that you've actually had a public hearing to that event. Vice Mayor Kerdyk can you recall that we had a public hearing to decide what streets gets resurfaced in the City?

Vice Mayor Kerdyk: Never.

City Manager Salerno: OK. It may have been on the agenda before, but actually a public hearing in that regard.

Vice Mayor Kerdyk: Do you remember one?

Ms. Sue Kawalevski: I may not remember a Neighborhood Renaissance Project...[inaudible – off mic]...

City Manager Salerno: Sue, Sue those promises every one of them are being kept, every one of them are being kept. You are entitled to your opinion on that matter just like anybody else, but the facts are the facts, this is a public hearing, we have no residents showing up saying, take my street off the list and certainly we are going to allow that if any resident as a result of viewing this meeting plus the other follow up communications we will do through E-NEWS and press releases, if they want us we will go out and evaluate their street, even if it's already been evaluated twice, we are going to do that.

Commissioner Cabrera: What's the point of that?- what's the point?

City Manager Salerno: With respect to Commissioner Quesada's opinion, I think that's a great idea Commissioner, we are going to follow up and on those items, we will find a way. I think a way to do that is we can perhaps put out a prior E-NEWS or press release in advance of the items, I think that might accomplish with your liking. So everybody will know about those items coming up, and we'd be glad to do that, I think that will give you that extra advance notice plus everybody else in the City that we are going to have discussions on, let's say the location of the senior center, so we'll add that. We are working right now on a separate web page in the City, web pages that are going to deal with the Neighborhood Renaissance Program and its going to have every one of these streets, and it's going to have every one of the projects that the Commission approves, so any resident in the City that has access to a computer is going to be able to go online. We are already in the draft stages of preparing that, this is a multi-year program that will be up and running soon, so everybody will be able to see and they will have the ability for them e-mail back to us their comments as to any of the particular projects that they'd like us to be aware of, anything they want on that. That will be up and running here fairly soon. So Commissioner we will follow up and if that meets your needs which we will put information out through either E-NEWS and press release letting them know that this item an item related to the NRP will be coming up to discuss these projects, we'll be glad to do that sir.

Commissioner Quesada: I like the idea of E-NEWS, e-mail blast, but I also want to give additional time.

City Manager Salerno: That will be in advance.

Commissioner Quesada: OK, but I'm not saying that Thursday, I don't want 4 days, 5 days, I want more than that.

City Manager Salerno: I understand.

Commissioner Quesada: OK. I guess we can work out the specifics after.

Commissioner Cabrera: Mr. Mayor before we vote on this...

Mayor Cason: OK, go ahead.

Commissioner Cabrera: No, you wanted to speak, sorry.

Mayor Cason: I just wanted to say that I read a study that was done in 1961 of the Junior Jaycee's on what people liked and didn't like about Coral Gables; and back then the biggest complaint was the state of the sidewalks and the corrugated nature of the streets, and I think that

it's been a long time since many of these streets that are on this map have been, maybe 20 years in some cases, and so this is the first step in improving the quality of life in investing our citizens' money, borrowed money into infrastructure. I looked at this for what it said, resurfacing the streets. We obviously, all of us up here support the bike program, we want to see it integrated well with this, it will be done, it can be done, there will be plenty of opportunity for the biking community and others to tell us what their thoughts are about what should go where and the safety angle as well. So, I appreciate the input we got today from the citizens, we will listen to you, we will make sure that the things that you are interested in are done as we move forward to the second, the third, the fourth, or the fifth programs on this, and I think sooner rather than later for the concerns of the biking community we should have those discussions pretty soon. I'm happy with this and I think it's a great first start and again, if anybody out there listening wants a street included please get back to us and we'll take a look at it.

Commissioner Cabrera: Before we vote on this item this morning, you said something very pointed and that is that everybody here supports cycling. What is so wrong about asking to amend this item so that it incorporates the importance of cycling so that this doesn't get lost? I think we are missing the message here, but look I know where this is heading, so obviously there is not an appetite to amend this ordinance or resolution. Excuse me, I misspoke, there is no appetite to amend it, so I think it's important that I state what my public position is going to be. I support repaving of streets, I support the expenditure for this particular item, what I don't support is the process that was utilized, nor do I support the lack of incorporating the integral portion that has been talked about. Nobody here today that came to speak to us was against the project, everybody here was for it, I don't believe that any one spoke against it, I believe everyone said, look, this is a great opportunity, but you are missing this chance to have this other part of it, but I've been here too long I know how it works. So is there an appetite from any one on the Commission to amend the motion or should we just go ahead and vote on it?

Commissioner Quesada: Commissioner you didn't finish your thought on how you would amend it.

Commissioner Cabrera: Commissioner maybe that's not why I'm a Ph.D., but Dr. Witte mentioned the wording to be incorporated which is very general in its nature, but it had to do with ensuring that we follow the principles as outlined in general traffic relating policies to include...Oh wait, somebody is bringing me something to read. Well, here it goes, this is what the doctor said, "The City Commission does hereby authorize staff to proceed with the implementation of the street resurfacing program, provided it allows for adequate bicycling and pedestrian facilities as deemed appropriate by modern engineering standards." I think that was very well written, but again, that's why I'm in the insurance business and that's why I'm not a Ph.D. I'm sorry, Mr. Manager you had a comment you'd like....

City Manager Salerno: Yes I do, but I'll wait till you finish sir.

Commissioner Cabrera: No, no, I'll stop, I'll stop. I don't want to take away from what you had to say.

City Manager Salerno: OK. I think you heard from the Public Works Director already that we are going to; he already has looked at the master plan. He knows that there are no conflicts; the problem with that kind of language is that it's so broad and it's misleading. I don't think we should mislead the public just to make a feel-good statement that we are going to pay attention to bike plans. The action that I've already said, this is the first Commission that has appropriated such a large sum of money for bike plans perhaps ever, perhaps ever, I believe it's the largest, I don't know people have been here a long time, but I doubt nobody that I can recall, I know I've talked and asked Maria about this, there has never been this dollar amount appropriated for bike paths, that's the commitment. To put a statement about as appropriate, as needed and so forth, and that we have to, somehow we've got \$400,000, we know we are going to spend at least that \$400,000 on bike paths, does that mean now we have to wait till do the traffic studies on the bike paths, etc., until those times that we can do that and spend this \$3.5 million and make it part of it? The two programs, as long as staff and you've got the commitment from myself and you've got the commitment from the Public Works Director that he's already reviewed it, he is going to make sure that as we go forward with the design work on the resurfacing, and let's see, design work on resurfacing is different than design works on other types of capital improvement projects. Those opportunities are going to be considered and we are not going to do anything here that is going to restrict our ability for making those changes in the future, but that language is – I can interpret that language 20 different ways, some of which would be detrimental to the road improvement program, the resurfacing program and I don't think – it would be very difficult for us to implement that language and be true to that language in following it out. So, I have to tell you that I don't believe that, that language, may sound like "feel-good" language, but I think it's problematic in going forward and its going to hinder the street resurfacing program. That's my concern with it.

Commissioner Cabrera: OK. And I appreciate you bringing it up and I appreciate the rebuttal, but you talk about misleading about interpreting something 20 different ways, I don't know how to interpret "resolution authoring staff to proceed with implementation of the Neighborhood Renaissance Program street resurfacing initiative", so "tit for tat" on this kind of stuff. Excuse me sir, I didn't interrupt you, I realize that this is something that you can't feel comfortable with and I understand why, it did not emanate from you, if it had, then it would be perfectly appropriate to approve it today. My role is not to rubber-stamp, my role is to question, my role is to provide oversight, my role is to challenge, I see that as my role as an elected official. So if

somehow I have offended staff or my colleagues it was not my intention, I simply look for language that I thought would be appropriate, if you want to call it “feel-good”, OK, go ahead, minimize it by calling it “feel-good”, it’s OK, I’m good with that.

Mayor Cason: Alright, I think we’ve had enough discussion. I would like to know if on the resolution that’s written, which says, “Resolution authorizing staff to proceed with implementation on the Neighborhood Renaissance Program Street Resurfacing Initiative”, do we have somebody that wants to make a motion?

Commissioner Anderson: I’ll make a motion.

Vice Mayor Kerdyk: Second.

Mayor Cason: OK, motion made by Commissioner Anderson seconded by the Vice Mayor. City Clerk please call the roll.

Commissioner Quesada: Yes

Commissioner Anderson: Yes

Commissioner Cabrera: No

Vice Mayor Kerdyk: Yes

Mayor Cason: Yes

(Vote: 4-1)

City Manager Salerno: Thank you Mayor. I’d like to say...

Commissioner Quesada: Can I just point one thing out?- sorry I’ll interrupt you here. The resolution is referring back to pages 8 and 9 of the Neighborhood Renaissance, that’s my understanding, that’s the way I read it; I just want to clarify that.

City Manager Salerno: Sure.

Commissioner Quesada: So the Neighborhood Renaissance Program item from the April 26, 2011 meeting, pages 8 and 9, this resolution is referring to that, the identified Section 2, the second and third line which says, the street resurfacing program as identified through the Neighborhood Renaissance Program...

City Manager Salerno: Yes.

Commissioner Quesada:...that's the reference, correct?

City Manager Salerno: Yes.

Commissioner Quesada: OK.

[End: 11:11:04 a.m.]