

TRANSPORTATION ADVISORY BOARD
CORAL GABLES ECONOMIC DEVELOPMENT DEPT.
427 BILTMORE WAY
2nd FLOOR CONFERENCE ROOM
CORAL GABLES, FLORIDA 33134
TUESDAY, SEPTEMBER 17, 2019 @ 5:30 PM

MEETING MINUTES

MEMBERS	O 18	N 18	D 18	J 19	F 19	M 19	A 19	M 19	J 19	J 19	A 19	S 19	APPOINTED BY:
Steven Naclerio	P	+-	P	+-	P	P	P	P	+-	P	E-	P	Raul Valdes-Fauli
Gordon Sokoloff	P	+-	P	+-	P	P	P	P	+-	P	P	P	Patricia Keon
Robert Ruano	P	+-	P	+-	P	P	P	A	+-	P	E-	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:

Jessica Keller, Assistant Public Works Director of Sustainable Public Infrastructure Division
Melissa De Zayas, Senior Project Manager
Tiffany Hood, Support Staff

Guest

Mayor Dorothy Thomson
Roberta Neway

CALL TO ORDER:

Gordon Sokoloff, the vice-chair called the meeting to order at 5:31 pm and roll call was done.

MEETING MINUTES APPROVAL:

Motion: Debbie Swain motioned to approve the meeting minutes of August 27, 2019 and seconded by Sue Kawalerski. The meeting minutes were unanimously approved by the Board.

PUBLIC COMMENTS

CHAIRMAN'S ANNOUNCEMENTS

The chair opened discussion regarding the function of this Board. In the creation of the traffic advisory board, it was done to create a uniform way to address traffic volume speeds and patterns affecting the entire City of Coral Gables thus the reason for the nine zones changing that concept now may make sense. Mrs. Swain stated one of the reasons she supported the change from Traffic Advisory Board to Transportation Advisory Board was to effectively protect and maintain the effective use of public rights away safely and a list of all the different types of transportation. There should be an amendment to include all public rights-of-way, all public access, easements, sidewalks and curb-cuts.

The chair reminded the Board to submit their top three transportation priorities for each board member to Jessica to be discussed at a future meeting.

There was a lengthy discussion on the seven zone based appointments; the original concept was that someone was chosen in the city by every commissioner, city manager and the mayor from different sectors of the city which coincide with the police sectors. Suggestions were made in abandoning that criterion with that process as to not impede the process of City Officials finding candidates within specific zones assigned to each commissioner. The Board spoke of the need for each zone within the City of Coral Gables to be represented within the Board to ensure that the concerns of the residents in each zone are addressed.

The chair opened discussion regarding the Flexible Work Hour Initiative which was spearheaded by our former chairperson of the Transportation Advisory Board, the late Courtney Thompson. In Los Angeles they were really concerned about the huge influx of traffic during this time. So they approached businesses, the city and the county and orchestrated a flexible work schedule. It included changing people's work hours so that they weren't on the roads during high traffic times extending work hours or having them work from home; it was said that the strategy was very successful in alleviating traffic. The definition is alternative work schedules also known as variable work hours comprised of three main strategies flextime, compressed workweek and staggered shifts. It was basically getting people off nine-to-five and I'll tell you something when you do broach it employs love it. My employees work 7:30 to 4:30 they like coming in early and leaving a little earlier instead of the typical nine-to-five you can always find a parking spot. Jessica commented she is for this initiative, the City of Coral Gables should take the lead with an initiative like this similar to how we have lead the way with Sustainable

Initiatives. Robert Ruano stated the possibility of staff support in working to implement this idea, if the city can help with the largest employer in the city if we get the largest employers than the others might follow. Jessica mentioned when we initiated the multimodal transportation plan a number of years ago, we then interviewed each commissioner but there wasn't a whole lot interest they did not have a they didn't understand how they could make government work if we weren't here 7 a.m. to 5 p.m. Mrs. Swain stated that I worked with County government on going on flexible days and so there's a certain number of people that work 10-hour days Monday or Thursday another certain number they work Wednesday to Saturday or 10-hour days. So there's a huge interest, so it doesn't have to be just your change the hours that somebody works and then the public isn't helped, there's a way to accomplish it.

Motion: Debbie Swain motioned that the TAB develop the Courtney Thompson Flexible Work Hour Initiative, the first step is to develop a plan to identify opportunities and perform outreach within the City seconded by Steven Naclerio. The motion was unanimously approved by the Board.

Dr. Sokoloff reminded the Board members of the requirement to attend the ethics course, on September 27th 9am -12pm.

The chair shared documents from a DRC meeting with the Board regarding 220 Miracle Mile development where remote parking is being proposed.

SECRETARY'S REPORT:

Signal Timing Discussion with Miami-Dade County

Jessica mentioned that she has brought a few legislative priority items one of which, a resident brought forth as concerns at the TAB last month of prioritization of pedestrians and bus transportation for Miami Dade County Students for your consideration along with a draft of the City Coral Gables Strategic plan to show how these items are aligned. Melissa presented the handout on the prioritization of pedestrians to the Board in which a long discussion ensued regarding the pros and cons such as:

- Cities that want to be walkable and safe for pedestrians should adopt a different approach
- Pedestrian time must be considered (and prioritized) in the traffic signal timing algorithms so that their weight is equal to or higher than the weight of a passenger car.
- Pedestrians should get the maximum feasible amount of green time on a phase, rather than the minimum, so that pedestrians arriving on the phase have a chance to take advantage of it, and slower moving pedestrians are not intimidated by cars.
- Pedestrians should get a 'leading interval' so they can step into the street on a 'walk' signal before cars start to move on a green light, increasing their visibility to drivers.
- Pedestrian phases should be automatic, even if no actuator is pushed. Instead, the actuator should make the pedestrian phase come sooner.

- Many more intersections should have an all-pedestrian phase (what is referred to as a ‘Barnes Dance’) in addition to existing phases so pedestrians can make diagonal intersection crossings without having to wait twice.

Pros for shorter signal cycles

- Reduction of pedestrian wait times at intersections
- Reduction of wait times for side street traffic
- Reduction of motorists cutting through neighborhood streets
- Discourages speeding
 - Longer green intervals typically encourage speeding
- Encourages pedestrians to wait for the signal
 - Increases pedestrian safety as they will not cross the street at times or locations that are not “protected”

Cons for shorter signal cycles

- Increase vehicular traffic delays/congestion on arterial roads
- Potential increase in automobile collisions
 - *Even though it seems as though it would be in conflict with our goal of reducing the crash rates by 5%, shorter signal cycles would reduce incidents of pedestrians crossing the street at times or locations that are not “protected” which would increase pedestrian safety*
- Potential increase in fuel consumption

Strategic Plan Alignment

- Attain overall community satisfaction score of 87% satisfied / very satisfied by 2022
- Achieve 80% of residents who are satisfied / very satisfied with the downtown experience by 2022
- Decrease incidence of pedestrian accidents, injuries and falls by 16% by 2022
- Decrease vehicle trips within the City annually by 4.75% by 2022
- Increase Active Living opportunities within the City

Alhambra Bike Lane project Community Meeting

Jessica reminded the Board members of the upcoming community meeting to discuss the project, from Coral Way to San Amaro where we will be widening the roadway to include bike lanes. The community meeting is set for September 25th at the Coral Gables War Memorial Youth Center at 6:30pm to gather community input.

Parking Day Event

Jessica reminded the Board members of the upcoming event, where parking spaces will be converted the entire day to another use. PARK(ING) Day is an opportunity for people to

temporarily turn on-street parking spaces into public places. This international event raises awareness about the importance of a walkable, livable, healthy city and helps people re-think how our streets can be used, on September 20th 7am to midnight.

TRANSIT UPDATE

There were no updates at this time.

FUTURE MEETING DATE

October 15, 2019.

POLICE UPDATE:

There were no updates.

NEW BUSINESS:

1. Handout on Coral Gables Waterway at Cocoplum Circle proposing a pedestrian walkway.
2. Sue Kawalerski would like to discuss at a future meeting the Gables Redevelopment Infill District (GRID) that is part of the City's Comprehensive Plan.

OLD BUSINESS:

The chair shared documents from a DRC meeting with the Board regarding 220 Miracle Mile development where remote parking is being proposed. Dr. Sokoloff stated that I spoke to the Planning and Zoning commission as the chairman of this Board. I said this was not something we voted upon it was a discussion item; the consensus seemed to be that we were against it because of the parking because of the congestion it will bring to this area. Ms. Kawalerski stated that there were two-hundred and seventy parking spaces required in which the developer wanted zero parking. They eventually agreed to eighty-seven remote parking spaces and that was a 3-3 tie because you can't have eighty-seven remote parking spaces for building this size, so then it came back for a vote because they raised it to 120 they would have greet you leasing one-hundred and twenty offsite parking spaces for something that requires two-hundred and seventy parking spaces by code. The remote parking spaces are being proposed at the Ocean Bank nearly two blocks away from the Hotel with two valets. This developer needs to go back to the drawing board and make a wider larger driveway with some to accommodate some parking and more developed drop off area that doesn't impose on the alleyway.

Motion: Robert Ruano motioned that the TAB not support 220 Mile project in its current state and the developer should review it to address the many concerns of the residents. The motion was seconded by Sue Kawalerski. The motion was unanimously approved by the Board.

Transportation Advisory Board
September 17, 2019
Continued

Action Item: For the City Commission to consider the Transportation Advisory Board position of opposing the development plan as is located at 220 Miracle Mile and request the opportunity to provide input on this item.

ADJOURNED: 7:04 pm.