



**City of Coral Gables
CITY COMMISSION MEETING
JULY 7, 2009**

ITEM TITLE:

Citywide Traffic Advisory Board meeting of April 21, 2009.

SUMMARY OF MEETING:

1. The Secretary reminded the Board Members who have served their eight years on the Board that the City Commission will appoint new members at their May 26th meeting.
2. Update from the City's traffic consultant, Marlin Engineering.
3. Mr. Morrison shared with the Board Members the results of his meeting with Tim Plummer and Mr. Delgado trying to find a way to alleviate the traffic congestion in the downtown area at peak hours.
4. Mr. Delgado gave a brief report on the traffic calming installations that will be presented to the North Gables residents at 6:30 p.m., immediately following the Board business meeting.

ATTACHMENT(S):

1. Draft Minutes

TRAFFIC ADVISORY BOARD
CORAL GABLES YOUTH CENTER
CORAL GABLES, FLORIDA
APRIL 21, 2009

	M	J	J	A	S	O	N	D	J	F	M	A	
MEMBERS:													APPOINTED BY:
Ian Martinez	P	P	E	**	P	P	E	*	P	E	P	P	Donald D. Slesnick, II
Larry D. Kries	P	P	P	**	P	E	P	*	P	P	P	E	Maria Anderson
Douglas Yoder	P	P	P	**	P	P	P	*	E	P	P	E	Rafael "Ralph" Cabrera, Jr.
Frank Quesada	A	E	P	**	E	P	P	*	P	E	P	A	William H. Kerdyk, Jr.
Christopher Morrison	E	P	P	**	P	P	P	*	P	P	P	P	Wayne "Chip" Withers
Bertram Goldsmith, Jr.	P	P	P	**	P	P	P	*	P	P	P	P	Commission-as-a-Whole
Ramon Irigoyen	A	E	P	**	A	P	P	*	P	E	P	P	City Manager

(*) Board voted not to hold a meeting due to holiday vacations

(**) Board meeting cancelled due to threatening hurricane

A - Absent
E - Excused
P - Present

Staff

R. Alberto Delgado, P.E., Public Works Director
Esther Zabalo, Civil Engineer
Jesus Garcia, Police Department
M. Francomacaro, PW Central Division

This Traffic Advisory Board meeting was held at the Coral Gables Woman's Club, 109 E. Ponce De Leon Boulevard. Immediately following the Board meeting, at 6:30 p.m., a meeting with the North Gables area residents to discuss the City's traffic calming recommendations was scheduled to take place.

The Chairman called the meeting to order at 5:39 p.m. Dr. Yoder and Mr. Kries had previously requested to be excused from attending, since they had to go out of town. The Members approved their request. The Chairman asked for a motion to accept: Mr. Martinez made a motion to show Dr. Yoder and Mr. Kries as excused absences. Mr. Goldsmith seconded. Motion carried.

Mr. Goldsmith requested to be excused for the May meeting since he was going out of town.

Copies of the Minutes of March 17, 2009 were reviewed.

Mr. Goldsmith: "On page 4, third paragraph when talking about the bridge that it would be okay to add a circle, but "there is no room on the west side of the bridge" for a circle.

Mr. Martinez commented that there was more discussion on the parallel parking on Miracle Mile (Page 6) which was not reflected on the Minutes.

Mr. Delgado explained that we are trying to condense the Minutes because they are too lengthy, but to please let us know if you wish to have anything included.

Mr. Goldsmith asked Mr. Delgado that when the speed table on Madruga was installed, another one was to be added on Lugo. What was their (the County) explanation for not putting speed tables on Lugo...? People speed down that street for miles. He asked what the difference between Madruga and Lugo was. Mr. Delgado explained that Lugo is more like a service alley and they do not think emergency response would have enough room if a speed table was installed.

Mr. Goldsmith: "Maybe on the end but it is like a raceway. I don't know if you have noticed, on the main road that goes to Matheson Hammock they have these little speed bumps. They seem to scare people a lot. Whether that can be a possibility or not, I don't know."

The minutes were approved with one correction. Mr. Martinez was shown as an excused absence but he had attended the meeting.

Mr. Morrison asked Mr. Delgado about an e-mail he had forwarded to Mr. Delgado from a resident on Salzedo who wants the city to look at installing an additional circle at Navarre Street. Mr. Delgado noted that he had met with a resident about Salzedo and Sidonia who requested some additional circles. He says that the vehicles are running the stop signs.

Mr. Morrison: "On Segovia there are two circles now, two blocks apart. The resident is complaining about the intersection between the two existing circles. Esther Zabalo pointed out that on the cross street there is actually a circle to the west of that intersection. Esther further explained that there is a circle on Segovia and Navarre; and there is one on Hernando and Navarre.

Mr. Morrison noted that the e-mail indicates what the complaints were and that we need to get back to the resident.

Mr. Delgado: "We did tell the resident that we had sent the request to our consultant for his recommendation. We will forward a copy of our e-mail to Mr. Morrison and we will follow-up on it."

At this point, Mr. Morrison addressed the corrections: Mr. Martinez attended the April meeting and that the minutes should reflect that there was no room for a circle on the west side of the bridge on Lugo. He asked for any other corrections. Hearing none, the Minutes were approved on Mr. Goldsmith motion and Mr. Martinez's second.

SECRETARY'S REPORT:

Mr. Delgado reminded the members that next month members that belong to the various City's Boards who have served for eight years will have reached their term limit. Mr. Delgado noted that Dr. Yoder, Mr. Morrison and Mr. Goldsmith have reached the eight-year limit. Mr. Morrison noted that this Board has not been in existence eight years and both he and Mr. Goldsmith were surprised

that it had been eight years. Mr. Delgado explained that the Board was established in November of 2001, but he will check with the City Clerk's office. The new City Manager asked for the names of all Boards' members.

Mr. Irigoyen asked for Mr. Delgado to check further since he had been appointed by the previous City Manager.

Mr. Delgado reiterated that he will check the date the Traffic Advisory Board was established.

The Members reviewed the Traffic Calming update report.

Mr. Delgado: "The Bella Vista circles are almost finished."

Mr. Goldsmith: "I do not understand people. I watch a lady go by the bike path, avoid the circle completely, just drive straight ahead down the bike path. What we need to do is put like little speed bumps with a space in between so that a bike can go through."

Mr. Irigoyen explained that they have the same problem on Alhambra, when he goes to the Gym; cars driving on the bike lane. Mr. Goldsmith suggested we place speed bumps there with a space in the middle of the speed bump so a bicycle could go through there and that should solve the problem.

Mr. Delgado noted that we need to look into that. Dr. Elbadrawi noted that we could not do that because we do not want bikes to go over the speed bumps. He further explained that the speed bump would go only to the edge of the bicycle lane. Mr. Goldsmith again explained that we could take a section of the middle so a bicycle can go through it and a car would have to hit it on both sides. If placed to one side, cars will try to get over them.

Dr. Elbadrawi explained further that the County does not allow placing anything on a bike path. Before they use to put bike markings for the bicycle lanes to warn the cars but the tape is maybe a quarter of an inch thick and therefore can be very dangerous for bikers.

Mr. Delgado asked if there was any possibility, in that particular location, bring the bike path a little bit further south and then create a small island, like a separator island that will avoid people from going to the bike path. In other words, when we are getting to the circle we bring the bike path a bit to the south, create an island like a curb that will prevent the cars from getting into the bike path.

Dr. Elbadrawi: "What about if the location of the speed table will create a little curbing, we have the speed table between 3" and 3-1/2 inches?"

Mr. Goldsmith: "I don't want a speed table speed on the road, I just want a safe bike path."

Mr. Delgado: "We cannot place speed bump on a bike path. The other possibility would be to move the bike path a bit to the south, into the mangrove area, if we have the room, and then create an

island. That way the cars will not be able to follow the bike path.” Mr. Goldsmith: “Okay it sounds good to me. Let’s take a look at that.”

The Members recommended doing the same thing on Alhambra (Mr. Irigoyen: “Alhambra up to Le Jeune.” Discussion ensued.

Mr. Delgado discussed that maybe by cutting some asphalt and making the lane a little bit narrower that would also help to slow down the vehicles. The asphalt is two wide between the circles.

Mr. Goldsmith: “The problem we have anyway is that going east through there does not slow people down. But if you really wanted to go like a race car, you could. Going west it is a lot harder to navigate the circle, but going east is pretty easy. I do not know what else you can do about it. I am not sure, but anyway.... Mr. Delgado, we will look into that. OK?”

Mr. Delgado noted that we will also probably look at the adjustment of the other circle. “Remember the reaction of the Riviera Neighborhood Association to the circles installed there.”

Mr. Morrison asked what the outcome of that meeting was. Mr. Delgado informed him that we will design a new realignment of the curbing on that particular location for the cars going in that direction. Eastbound is no problem; has a lot of deflection, but the westbound traffic barely slows down.

Mr. Morrison: “Did you mention my idea about adding raised pavers to the north side of the circle to the consultant?”

Mr. Delgado: “Raising the pavement over there?”

Mr. Morrison: “Yes, by using bricks like the ones used on the speed tables.”

Dr. Elbadrawi noted that pedestrian crossings are made out of brick pavers.

Dr. Elbadrawi: “Cars will be using the inner circle because we have just 1-1/2 feet from the existing edge of the pavement and that inner circle. So if we raise it much more than it is now, the cars will be using the inner circle. But, we could just bring the curb on the north side out to narrow the lane.”

Mr. Morrison: “And, the northeast side?”

Dr. Elbadrawi: “Both of them because you are not putting in any splitter islands.”

Mr. Morrison: “So the curb is going to be longer to force the cars to stay in the circle longer. Okay.”

Mr. Delgado: "We have two circles that are waiting to go. We already have the approval of the residents. The one on Palermo Avenue and Cardena Street, we expect to start that construction in May. Also Brighton Place and Ridgewood Road which has also been approved by the residents. And we are also working on the Salzedo Street and Majorca Avenue, which is the other one that we have the approval of the residents."

Mr. Martinez suggested that Mr. Delgado may want to address that later on at 6:30 p.m. because that is in the same zone.

Mr. Delgado: "All the ones that you see on the list are ready to go and we had a successful meeting today and the designs were approved. Remember we changed from crosswalks.

To Mr. Martinez question if the crosswalks were on Majorca, Mr. Delgado explained that we had changed the plans to neck downs instead of crosswalks.

Mr. Morrison asked if the neck downs had the County's approval and Mr. Delgado informed him that they had.

Mr. Delgado: "Let me show so you can see what they are."

Mr. Martinez: "Because there was something the County didn't approve also in that area – the bump outs."

Mr. Delgado pointed to the display and explained that they are going in two sections in the street. (Mr. Martinez asked Mr. Delgado to bring it closer to the table because of the glare.).

Mr. Delgado: "These are actually done in two cuts in the block. It is called a "neck down" because the cars the installation actually narrows the road to create like a neck and then we put a crosswalk across the street between the neck downs." Discussion and questions ensued.

Mr. Delgado: "This is a suggested alternative. We need to do that in coordination with the residents."

Mr. Goldsmith: "But by narrowing the road, are they just going to paint them or are they going to make them narrower with the pavers?"

Mr. Delgado: "They will be like bump outs and we are creating those bump outs with vegetation. And that is why it is called a neck down; because when you drive between them you need to almost squeeze your car through there..."

Mr. Irigoyen: "But the width of the road is exactly the same, it is just an illusion because the bump outs are coming out." Mr. Delgado: "The bump outs are coming out and they are taking the place of the parallel parking." Mr. Irigoyen: "Similar to the bump outs on Miracle Mile?"

Mr. Delgado: "It is more like an illusion ... when people will see a tree or whatever vegetation is planted there, they kind of slow down there. And, it is effective because what we have experienced there is speeding. These are long blocks and people go through there at high speed. Drainage is a consideration even though that will be less expensive than the bump outs. Bump outs are very expensive so we can probably save some money. But the problem with the bump outs was the street because there would not be enough room for a car to be able to enter and exist through there if they had been installed."

Mr. Martinez: "If speeding is a problem, are they going to talk about enforcement also?"

Mr. Delgado noted that we will ask the Police Dept. to send enforcement.

Mr. Goldsmith posed the question that if there is a requirement to stop if someone is trying to get cross between the neck downs and Mr. Delgado informed him that on all crosswalks you are supposed to stop when a pedestrian is crossing.

Mr. Goldsmith further commented that they should but that there is no sign indicating to alert the cars that they should (they are supposed to know it, but a sign might help.)

Mr. Martinez: "Can we put that in there?" – Mr. Delgado: "Sure." - Mr. Martinez: "Not that it helps, because remember at the last meeting I raised the question about the one on Ponce down here by US1. It has all of these lights and everything and nobody stops."

Mr. Delgado: "Let me tell you, the landscaping is also doing a lot because once you landscape a circle or roundabout drivers slow down. When they see a circle that is flat they go faster, but when they see a big palm ... Mr. Martinez: "Yes, you slow down."

Mr. Morrison: "The bump outs, the ones that originally were not agreed to by the County, they were at the ends of the blocks?" Mr. Delgado, yes, at the ends. Mr. Morrison: "Both ends?" Mr. Delgado showed their location on the board.

Mr. Martinez: "Alberto, let me ask you a question. The one on Ponce, the crosswalk on Ponce by US1, is that solar powered?" Mr. Delgado: "I believe it is...the one by US?" – Mr. Martinez, Yes. Just throwing this out, but since the Federal Government is throwing money out, you know, printing it like crazy, is there anyway the City can ask for these new signs to be solar powered since it is green energy?"

Mr. Delgado: "We need to check with the County to see if ..."

Mr. Martinez: "Because there is this whole thing that if Miami County is going to be the first green city in the United States. If we can get those crosswalks solar powered... Would you look into this?" Mr. Delgado – Yes. I think that the first one that the County helped us installed was that one on Ponce de Leon...

Mr. Martinez: "That's right. The County Commission actually did that, Commissioner Gimenez in fact."

Mr. Delgado informed the Members that the County gave the City \$7,000.00 for the installation and we paid the other \$7,000.00. Mr. Martinez: "But since they are giving away money...I don't know how to do it, but maybe you guys ought to know." Mr. Delgado noted that that was a good suggestion and we will have to check.

Dr. Elbadrawi: "Actually if the money is there and we submit it, they still have to be approved by the FDOT. and we have already submitted all the plans.

Mr. Morrison: "We were talking earlier about the crosswalk at the Youth Center that we wanted the same lights and nothing has come back from the County." Mr. Delgado: "No, they disapproved it." Mr. Morrison: "Why?"

Mr. Martinez: "And go figure; that's so dangerous because there are kids walking..."

Mr. Delgado: "I don't know. I asked that question of Mr. Hasan, before he retired – Mr. Goldsmith: "Now they have somebody new...."

Mr. Delgado: "The people who were provided the signs were to get DOT approval in California as well as Tallahassee, but they did not get it. So, the County said no."

Mr. Morrison: "I cannot think of another crosswalk that needs it more in the entire county than that one."

Mr. Delgado: "What they do not want to use (meaning the County) is the flashers. They can put a regular crosswalk..."

Mr. Morrison: "Why not the flashers? That's the whole reason we wanted the new signs... now, we are talking about duplicating the crosswalk at the Youth Center which sorely needs the flashers? Does everyone agree? Do we have a motion?"

Mr. Martinez: "I'll make a motion."

Mr. Delgado continued to explain that the City wanted the flashers over there because of the frequency of people crossing there.

Mr. Martinez: "Here is the deal. We need uniformity with the crosswalks so they look like the one on US1, which looks very pretty. If we can piggyback it and get federal funding or some sort of tie, we can definitely ask for these and definitely for the one at the Youth Center."

Mr. Delgado: "The one at the Youth Center costs over \$50,000.00. Mr. Martinez, but the government is giving away money... Mr. Morrison reminded the Board that Mr. Martinez needed to complete his motion and receive a second before discussion.

MOTION: The motion is to ask staff to ask for one of those solar powered crosswalks for the Youth Center and ask Mr. Delgado to see if there is any federal funding or any other moneys available. Mr. Irigoyen seconded, the motion carried.

Mr. Delgado informed the Members that we have received a lot of e-mails telling us how well the roundabout at Biltmore and Coral Way is working. Now you can notice why the one at Biltmore and Segovia is needed. One of the things that we noticed is that traffic lights accumulate cars. Circles do not. When you see Coral Way flows well. If we were to have circles at Red Road and Coral Way and Granada and Coral Way, you wouldn't have that accumulation of cars. The cars would be flowing in a very natural way, not in bunches and that is what happens when you have a light. A circle does not create that. The circle makes the traffic flow so nicely, that the cars are spread out in such a way that if all intersections were circles (think about that) how nice the traffic would flow. Very favorable comments were made by the Members.

Mr. Morrison: "I even threw that out once for Le Jeune Road and Ponce de Leon Blvd. Look at all the traffic that comes through there, but I was really cut off at the knees – "That's a State Road. Forget about it."

Mr. Delgado: "I think that Jeff Cohen is now working on a design of a big circle at that location."

Mr. Mr. Morrison commented that he was referring to Le Jeune and Ponce and that he understood Jeff Cohen is working on two roundabouts at Le Jeune and West Ingraham Terrace and Ingraham Highway and Edgewater Drive.

Mr. Martinez: "That is the worst light in the world. When you go for gas – I'm on the other side..." Much conversation from the Members.

Mr. Morrison mentioned how well the roundabout worked on Ponce near the Village at Merrick Park and Mr. Martinez noted that that one never has any back-ups. Mr. Delgado indicated that that particular one did not have as much traffic.

Comments from the Members as to possible solutions.

Mr. Morrison asked as to whether we had invited a County representative to attend the meeting to bring the Board up to date on what they were planning for the Ingraham intersection. Also Mr. Morrison noted that we had asked to County to come to our meeting to discuss what they were planning to improve traffic flow at the new light on Douglas Road at Ingraham Highway. Ms. Zabalo noted that when we invited the County they noted that they only have two persons. Mr. Delgado asked Dr. Elbadrawi if he could share with the Board what may be going on at the County.

Dr. Elbadrawi noted that he could not provide an update at this time.

Mr. Morrison: "I know they are not happy with the Douglas Road light because I have seen survey crews out there three days in the last two weeks." Comments from the Members: "That's good."

Mr. Delgado commented that he knows the County is aware of what is going on, but refused to attend our meeting because they do not want to discuss it.

Mr. Morrison: "Can we make another request that they appear at our May meeting; that we would like to know what they are doing on north of the Le Jeune bridge and that we would also like to know what their findings are so far regarding correcting the situation at Douglas Road and Ingraham Highway. I know is out of the City of Coral Gables, but it is one of the entrances to our City and they have messed up the traffic terribly."

Mr. Delgado noted that the County had been invited, but we will keep insisting. Mr. Morrison reiterated that the Board wants the County to address those two issues.

The rest of the projects are actually going to be implemented in the months of June and July.

Mr. Goldsmith asked about Red Road and Lugo. Mr. Delgado noted that the problem we have is that we have to work on that project with Pinecrest. They want to be involved so we will invite them to the meeting.

The others are impact fee projects. The remaining projects were reviewed.

Mr. Morrison: "I met yesterday with Tim Plummer and Alberto on Aragon, by the Colonnade. If you recall from the last meeting, we are looking into the possibility of increasing the capacity westbound because of how bad Miracle Mile is during rush hour in the afternoon. We are trying to determine if an additional lane westbound, to relieve this situation, would be good thing, particularly when we take into account that we are about – may change – the parking arrangements on Miracle Mile. That is if the Commission agrees to go from angle parking to parallel parking. It's my contention that if that plan is approved it will create even more congestion on Miracle Mile.

So we wanted to pick up the ball on this and try to produce a plan to alleviate some of the traffic on Miracle to send to the Commission for their consideration. But whether we go through with parallel parking on Miracle Mile or not, we need some additional capacity westbound and as this Board agreed, this will be our recommendation.

So, yesterday we discussed a couple of alternatives for Aragon but the main "bugaboo" is that the Westin Colonnade Hotel's garage is located east of the hotel; so if Aragon became one way westbound that would create a problem for them. So we decided the next step is for Alberto to ask for meeting for us to meet with the General Manager of the hotel so that we can completely understand what their traffic pattern is; what the parking needs are for their guests; where traffic is

coming from; how many trips to the airport and whatnot, and then try to come up with a collective solution everybody can be happy with.”

Martinez: “When we decide to dedicate the street to go one way, in other States, in the Mid-Atlantic, especially in DC, when there is traffic going, usually at rush hour. They switch entire streets to go out of the district. For example: if it was 5:00 o’clock and they know all the traffic patterns are going to go west, the street becomes one way westbound.

Mr. Morrison: Mr. Delgado gave me a copy of a study that I’ll be glad to share with you, from 1994 completed by David Plummer and Associates. This report concerns the east and west traffic flows on Miracle Mile and interestingly, one of the scenarios talked about was in fact reversible lanes, but the signalization was extraordinary.”

Mr. Delgado noted that you have to have special signalization. In San Juan, Puerto Rico they have tremendous traffic jams. It is famous for that. And they have to switch lanes. The Expressways and all the major collectors have overhead signals that when they change the direction of the streets show an X. The X is red, so you know that you are not supposed to go that way.

Mr. Morrison: “Actually I grew up with one of the classic applications of changeable lanes and that is the floating bridges on Lake Washington, in Seattle. They all had changeable lanes.”

Mr. Delgado: “They work very well because actually you may have for example, four lanes on each direction, eight-lane road like Kendall Drive. You could have six lanes going that way in the afternoon and only two coming...”

Mr. Morrison: “If you recall, in the mornings we have two lanes eastbound by Andalusia, plus we have two lanes eastbound on Miracle Mile and the stores aren’t open, so we do have a problem with capacity eastbound until where Andalusia, Douglas Road, Miracle Mile interconnect. The traffic does not flow through those intersections very well at all.”

Mr. Martinez: “The problem is the afternoon traffic.”

Mr. Morrison: “Yes, but the traffic getting from Douglas to Le Jeune is a problem. In the afternoon we only have two lanes on Miracle Mile, but some drivers elect turn onto Merrick Way to continue on Aragon. When these drivers reach Le Jeune there is a light that allows them to turn south to continue west on Coral Way. So all we are trying to do is take this study (that is 10 years old...14 years old) and see if we can get it re-worked.”

Dr. Elbadrawi made a comment that Marlin Engineering came up with a possible alternative which is in use northbound on Red Road between Sunset Drive and US1. At that location capacity was increased by eliminating the parking during the rush hour, maybe from 3:00 to 7:00 p.m., so the parking lane could be used as a travel lane. Mr. Morrison noted: “That’s something we didn’t consider.”

Mr. Delgado noted that we cannot eliminate parking for those small businesses on Aragon. Parking is a major problem. The reason that Miracle Mile has never grown is because of the parking. Mr. Delgado proceeded to tell the Members of a small paper goods store (Paper Concept, or something like that). The owner of that store complained every time that the elimination of parking spaces came up for discussion.

Mr. Morrison: "I can appreciate that. If someone said: "Well, let's go with two lanes and take the parking I would say, no, no, don't do that". But we didn't talk about doing that for only a couple of hours..." Mr. Delgado: "No, but still those are the hours of operation."

Mr. Irigoyen: "Four to Six?"

Parking is the problem in downtown, noted Mr. Delgado - on side streets, despite the parking garages. Discussion ensued.

Mr. Goldsmith: "Let's put it up and let's take a look at it, to see if it is possible."

Mr. Morrison: "I think we should look at it. I think we should mention it to Tim (Plummer)."

OLD BUSINESS:

Mr. Irigoyen: "There is a traffic light on Granada before you get to Ponce, before you pass Dixie (the flashing light?). I'm alluding to the flashing light. When you press the button to cross it doesn't change. It just stays flashing.

Mr. Morrison: "Are you talking north of Ponce? That was brought up at the last meeting when we asked the consultant to look at the crosswalk and see if it could possibly be relocated. The problem is the traffic coming from Doctors' Hospital that takes a right and glides through the stop sign there.

Mr. Irigoyen: "You are absolutely right - they just blow thru the stop sign and the crosswalk."

Mr. Morrison: Alberto, remember I had a resident complaining about that and we were going to have the consultant look into that. Has he done so?"

Mr. Irigoyen: "I was trying to cross that intersection yesterday with my two daughters..."

The Members were trying to identify the street. Mr. Morrison noted that he was talking about Pisano Avenue where it meets Granada.

Mr. Delgado thought that what Mr. Irigoyen was talking about the turn from Pisano Avenue onto Granada.

Mr. Irigoyen: "It is the first light you get to I think, it is the same thing. The first light you get to which is flashing. Years ago it was either green or whatever. And you could press the button..."

Mr. Goldsmith told Mr. Irigoyen that he carried a card with him and whenever he sees a light that is not working properly he reports it to that number.

Mr. Morrison: "At the last meeting we asked that the consultant look at the crosswalk situation and report back. And to be specific, when you leave Doctors' Hospital eastbound over the bridge on Pisano, you take a right at the stop sign at Granada to drive south to Ponce and US1. The crosswalk in question is just south of the intersection of Pisano and Granada. The next light southbound is actually at Ponce. The resident complained that he and his daughter use that crosswalk to reach the park and they have almost been hit by right turning traffic on several occasions.

NEW BUSINESS:

Mr. Morrison addressing residents who have just entered the room: "We are just concluding our business meeting. The neighborhood meeting will start will start in approximately 10 minutes".

There being no further business to come before the Board, the meeting adjourned at 6:29 p.m.