

TRAFFIC ADVISORY BOARD
CORAL GABLES YOUTH CENTER
CORAL GABLES, FLORIDA
NOVEMBER 18, 2008

D J F M A M J J A S O N

MEMBERS:

Ian Martinez
Larry D. Kries
Douglas Yoder
Frank Quesada
Christopher Morrison
Bertram Goldsmith, Jr.
Ramon Irigoyen

*	E	P	P	P	P	P	E	**	P	P	E
*	P	P	P	P	P	P	P	**	P	E	P
*	P	E	E	P	P	P	P	**	P	P	P
*	P	P	E	P	A	E	P	**	E	P	P
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*	P	P	P	E	P	P	P	**	P	P	P
*	P	P	P	A	A	E	P	**	A	P	P

APPOINTED BY:

Donald D. Slesnick, II
Maria Anderson
Rafael "Ralph" Cabrera, Jr.
William H. Kerdyk, Jr.
Wayne "Chip" Withers
Commission-as-a-Whole
City Manager

(*) Board recommended not holding 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
Major Scott Masington, Police Department
Lt. Agustin Diaz, Police Department
Robert Lowman, PSB, Division Chief, Fire Department
Dr. Hesham Elbadrawi, Marlin Engineering
Yamilet Senespleda, Marlin Engineering
M. Francomacaro, Central

➤ **VISITORS**

Christopher Slade Blair, Project Manager, Real Estate and Facilities, University of Miami
Max Bunster, UM Facilities Design & Construction
Sanhita Lahiri, PE, PTOE, PBS&J, consultant for UM

The University of Miami requested to make a presentation of their proposed Miller Drive traffic modification (traffic light or roundabout).

✓ **RESIDENTS**

John Holian/Ada Holian
James Williams/Vivian Williams
Katie Lindsay

The residents attending the meeting wanted to present their request for the installation of traffic calming device at Palermo and Cardena.

Chairman Morrison called the meeting to order at 5:40 p.m. Copies of the September minutes and the two October meetings held (one business one public meeting) were distributed. The Chairman asked

that the Board Members take a moment to review same and then called for motion to approve set of minutes.

A motion was made by Mr. Chico Goldsmith and seconded by Mr. Larry Kries to approve the minutes of the September 16th. Mr. Kries asked for a correction on page 9, second paragraph "... which is \$150,000.00 – add over budget." The minutes were approved as corrected.

October 21, 2008, business meeting minutes: A motion was made by Mr. Chico Goldsmith and seconded by Dr. Doug Yoder to approve the minutes as written. The minutes were approved as distributed.

October 21, 2008, public meeting minutes: A motion was made by Mr. Chico Goldsmith and seconded by Frank Quesada. The minutes were approved as distributed.

Mr. Kries noted that the list of attendees to the public meeting was not attached to the minutes. The Board instructed staff to e-mail the list to the Members.

Mr. Kries asked for a copy of the schematic of what was presented at the public meeting as he was unable to attend. Mr. Delgado will forward it to Mr. Kries.

Mr. Morrison proceeded to acknowledge the UM visitors who would be making a presentation to the Traffic Advisory Board.

Mr. Delgado noted that UM had previously presented to the Board early plans for a signalized intersection at the intersection of Miller Drive and San Amaro Drive; however, in discussions with traffic engineers and with David Plummer & Associates, Inc., our traffic consultant, they are now contemplating the installation of a roundabout instead of a traffic signal at that intersection. They have been working for several months with different conceptual designs of roundabouts for that intersection and they would like to bring this Board up-to-date as to how far they have gone in the design of a roundabout that will fit in that intersection and also show a simulation of how that roundabout is going to work. After the presentation and with a recommendation from this Board, we will need to hold community meetings to show the affected area residents how the proposed roundabout will impact the vicinity. But as far as he knew, the neighbors are all in favor of a roundabout.

Christopher Slade Blair:

Mr. Blair pointed to the board, showing the actual condition today: the location of the church, the University and the neighborhood. The traffic conditions in the morning and in the afternoon have caused the traffic light installation to fail. A perimeter road on campus land will be added with an entrance at Miller Road. So we are proposing changing a three-way intersection into a four-way intersection. What was presented the last time was this signalized intersection (pointing to the board) which included a turning lane and reconfiguration of the diagonal parking into parallel parking. This basically connects the new perimeter road with Miller, which is what the University has asked us to do. Since the time of the first presentation they have met with the City and discussed various issues. They have also been simultaneously developing a diagram of a circle that will work at that intersection. There are issues with loading so they had to go with two lanes instead of one lane which they thought

everyone involved would have rather have seen a one-lane circle, but they think that this will be a lot more effective. The simulation will show that.

Pointing to the board Mr. Blair indicated that right now the circle is going into the swale a little bit, and on campus as well, but is all still within the right-of-way.

Dr. Yoder inquired if they were going to have sidewalks; Mr. Blair confirmed that it will have sidewalks.

Mr. Quesada: "You mentioned that there are two designs you are working with currently, what are the potential problems you see and what are the differences between the two designs?"

Mr. Blair: "The two designs, one is the circle and one is the signalized intersection." Mr. Quesada: "Okay".

Mr. Delgado noted that they will move forward with the signalization if the circle does not go through. They are committed to making this a four-way intersection with an entrance to the University. Mr. Blair explained that the modifications to the road will have to be in place by the end of December and they will have to modify the intersection.

Dr. Yoder: "As I recall, the idea is to shift the entrance into the parking area (pointing to the board), from where it is to here, correct?" Mr. Blair: "Right".

Mr. Blair: "That part of the internal road which will provide access to campus and to re-align Miller; and, we will be re-designing this portion (again pointing to the board) rather extensively..."

Mr. Bunster, (pointing to the Board) explained that the movement will allow the traffic in that portion of San Amaro Drive to enter and exit using the internal road.

Mr. Morrison: "Everywhere a road contacts the circle it looks like it is double lane, is that correct?" Mr. Blair: "Yes".

Dr. Yoder asked what percentage of traffic was actually going into the University. Mr. Blair explained that it was undetermined because there is not a location there currently and there are other access points.

Mr. Quesada inquired as the effect this modification would have on the two houses adjacent to the proposed circle (pointing to the board). Mr. Blair explained that one of the houses has a circular driveway and they still have to work out the design.

Dr. Elbadrawi explained that with a signalized intersection you have people stopping completely and that that resident would not have time with the green light or the red light to pull in and out of his driveway due to these movements. Discussion ensued.

Mr. Blair noted that according to the counts they took and projections they made, the circle will work well for the next five years.

Mr. Bunster reminded the Members that this circle was designed for peak-hour loads, and there is a huge difference between peak and non-peak, and that no traffic will bother that neighbor between peaks, very minor.

Mr. Blair emphasized that they wanted the Members to focus on why the design that works i.e. the two-lane interior and two lanes merging.

Ms. Sanhita Lahiri, PE, PTOE, showed the simulation and went over what Mr. Blair had previously discussed.

The Board Members, Mr. Delgado, Fire and Police Department discussed the designs that were presented and reviewed the issues regarding this installation in detail. One lane will not allow the fire apparatus to travel around the circle, and Mr. Delgado noted that he had seen the simulation with one lane and it does not work. Mr. Blair noted that that was the reason they designed the circle with two lanes, to provide a 60' radius to allow access for fire apparatus to travel around the circle.

The presenters also noted that there is a mountable venue in the middle of the circle and the fire department vehicles can pretty much go straight through.

Mr. Morrison asked what was intended to be place at the approaches to the circle. Mr. Blair explained that since this is such a large circle they are thinking of probably a landscape or sculptural element, not specifically thinking UM related, but something nice since it is in the public right-of-way.

Dr. Elbadrawi asked if the circle itself that UM wants was 60' or ... Mr. Blair: The outer one. The internal circle is 36' in radius.

Dr. Elbadrawi: "So what is the width of the circulating lanes?" He thinks 12' is a bit too tight since there will be buses using it. Dr. Elbadrawi recommended they check the width of the lanes. Ms. Lahiri noted that they had checked the radius of curvature.

Mr. Kries asked Mr. Delgado if UM is paying for that project and Mr. Delgado noted that they are.

Mr. Quesada asked if in these type of studies they only estimate five years or do they go beyond that, let's say 2015, 2020. Is this circle going to be too small or impractical for additional loads? For example, if the Law School wants to expand, or another department of the University, will this circle be able to handle those loads? University staff responded they had run the numbers and that the circle is expected to be able to handle future loads since the area is pretty much built up and they do not expect any new construction to take place.

Dr. Yoder asked if they had captured all of the developments on-going on the campus and across Red Road and they had.

Mr. Delgado noted that they are also doing other improvements inside the campus at the perimeter road, so in other words, there will be less traffic in the future in that area because cars going to UM will use the perimeter road once they have entered the campus.

Mr. Bunster noted that they would like to start construction in May of 09, because that is the timeline when they are doing the adjacent perimeter road and they would like to do it all at the same time, which could be between May and August 09 when the construction will be finished.

Mr. Morrison asked Mr. Delgado if May worked for him and he said it did.

Mr. Bunster noted that school would be out during the time of construction.

Dr. Elbadrawi asked Ms. Lahiri which software she used to prepare the simulation. Ms. Lahiri used VISSIM and Dr. Elbadrawi noted that she needs to use SIDRA for the level of service analysis.

Mr. Blair explained that they would like to submit the selected plan, whether the signalized intersection or the roundabout proposal, by the end of the year. This is starting to impact their road schedule which they are required to meet by the end of the year, because, obviously, the circle will have an impact on the right-of-ways and their agreement for parking. They are actually at 90% on construction of the road, but now they are talking about possibly putting a circle in.

Mr. Morrison: "We would like to hear from our consultant and from the Fire and Police Departments before we make a recommendation and we do not meet in December, so I'm not sure we can meet your we meet your schedule."

Dr. Elbadrawi asked about the sidewalk on San Amaro and Mr. Blair noted that as part of the perimeter road, they are looking at expanding the public sidewalk. The sidewalk now curves and it is a bit dangerous, especially for joggers and there are parking meters which make it even less useful.

Dr. Yoder suggested that we could have a community meeting between now and our next meeting. Mr. Morrison agreed and noted that we could have traffic consultant and the Fire and Police recommendations by then. Mr. Blair will submit the new drawings to the Fire and Police Departments and to obtain their comments.

Dr. Yoder moved that we call a community meeting in December and the City's traffic consultant, the Police and Fire make their presentations and that we get input from the affected neighborhood at that time. Mr. Goldsmith seconded, motion carried.

Discussion ensued as to a location to hold the meeting. The Coral Gables Youth Center Theater will be reserved. Mr. Delgado will be sending out letters to the affected area residents. To Dr. Yoder's inquiry as to what comprises the affected area, Mr. Delgado noted that two blocks on Miller Drive, from San Amaro all the way to Red Road, then one block north of the circle and one block south of the circle on San Amaro. The majority of the people affected live on Miller Drive. There probably will be a couple of residents from San Amaro south, about five residents from San Amaro north. From Miller Drive we will have approximately fifteen to twenty homes affected. After receiving the recommendations from the City's traffic consultant, the Fire and Police Departments, and the input from the affected residents, the Traffic Advisory Board will make its recommendation. Discussion ensued.

Major Masington questioned whether the circle design would not modify the parking spaces at all on the side of the church. Mr. Delgado noted that it would not. Mr. Blair pointed out that with this

modification (the circle) they will pick up more spaces than with the signalized intersection. With the signalized intersection they would have had to convert all the parallel to diagonal parking. With a circle, we are able to save some diagonal spaces.

The UM presenters thanked the Board and left the meeting.

Public Works Director's Comments

Mr. Delgado noted that the Board Members had been given a copy of the updated 2008-2009 projects to be reviewed and prioritized. He explained that the funding amount had not been changed; only projects that had not been addressed last year have been added to the list. He made emphasis that those projects have been carried over from the previous year.

The only one that has been approved from last year, that is the design is complete and the residents have already approved is the Palermo and Cardena Street. The other two Palermo projects on the list have not received the approval of the neighbors and that is why there is no status.

Mr. Delgado reviewed the list and pointed out which of the proposed installations have completed designs and approval from the neighbors. A copy of the list is attached and made a part of these minutes.

Fonseca crosswalks: Mr. Delgado noted that this project is on hold because there is not enough room to install the bump outs.

Intersection improvements: Some of them are being carried over from previous years and as can be seen some of these designs have already been completed.

Traffic Islands and speed tables: On Madruga Avenue the speed tables have been on the list for a while.

Mr. Delgado asked the Board Members to pay special attention to when those projects were originated, which in some cases are about two and three years ago; and, to also take note of whether they have received approval from the residents and if the designs have been completed. Based on that information the Board Members will be able to better make a decision. He proceeded to explain that the project for Palermo and Cardena is a carry over from last year.

At this point in the meeting, Mr. Morrison noted that we have residents from Palermo Avenue who would like to speak to the issue and he asked Mr. Delgado to give an update on the project and what is planned. Mr. Delgado noted that this project dates back to 2006. Public Works asked the City's traffic consultant, Dr. Elbadrawi from Marlin Engineering, to conduct a new corridor study along Palermo because residents on Palermo were complaining that there was speeding in the area. The consultant proceeded with the study and recommended another two installations on Palermo, which are also listed: one is a circle at Palermo Avenue and De Soto Boulevard and Cordova Street, and also a re-alignment of the intersection at De Soto Boulevard and Palermo Avenue. These installations will be addressed by our consultant. Mr. Delgado asked Dr. Elbadrawi to address the Board Members and residents on how his recommendations will alleviate the speeding in the area.

Dr. Hesham Elbadrawi: “When the City gave the go ahead, we took traffic counts at five locations: Palermo east of Cardena Street; Palermo east of De Soto Boulevard; two on De Soto Boulevard; one north of Palermo Avenue and one south, and one on Palermo Avenue, west of Columbus Boulevard. We found that the first one, which is east of Cardena Street, does not qualify due to the volume, but it does qualify due to the speed. It was found that cars go 37MPH, so we justified with the speed and the network. We must have consistency with the traffic calming within the network itself.”

“Cardena does not have a lot of traffic because it ends at this intersection (pointing to the board) down south. Then we looked at Palermo at De Soto and found that at the circle itself, because they do not meet at the right angle and it is a skewed intersection, there is an access from Palermo where cars are going at high speed on Palermo, so we are recommending to have the same similar installation that we have at Como and San Vicente, which we feel will calm the speed and also closing part of Palermo so everybody continuing to Palermo will have to go around the circle and go back to Palermo. This will reduce the speed tremendously. Also we are looking at the re-alignment of Toledo and Palermo because we have also a wide angle and cars go at high speed, especially going from the south to the north, so we could align that and use it as a counter point reducing the speed getting onto Toledo and also along Palermo. We feel this will take care of the existing situation that we have along Palermo.”

Mr. Morrison noted that we have an installation for Palermo approved and ready to go. He asked Mr. Delgado to confirm which one it was. Mr. Delgado: The one on Palermo and Cardena Street. Mr. Morrison noted that there is no reason not to start on that one right away. He asked for a time frame for construction. Mr. Delgado explained that he is in favor of doing all the Palermo circles at one time. We still need to get approval from the residents and if they are approved for this year, we can start getting the residents approval. Mr. Morrison explained that we could then go through the normal process: get the approval from the Police and Fire Department, but asked when the work would be done. Mr. Delgado noted that most probably construction of the Palermo and Cardena will take place at the beginning of the year; the other one in the spring and the other in the summer.

Mr. Kries noted that he was very pleased that we looked at all of Palermo corridor, instead of a spot here and spot there.

Mr. Morrison welcomed the Palermo Street residents.

Mr. Holian: He introduced all the Palermo residents in attendance. He related that his neighbors had started this project back in 2005. He also noted that he was a bit skeptical, but after listening to the UM presentation looking for May 2009, he was ecstatic.

He described briefly what is taking place on Palermo. He noted that Palermo has become a dangerous thoroughfare from east to west and west to east. Very dangerous for their families, children and pets. The Police have helped, but that is only a temporary solution. He further noted that the City had gone through three police chiefs which indicate how long the residents had started the process. They had met with the City Manager and they also met with the mayor and a numerous individuals, State Representatives and voiced their concerns. They had a Crime Watch meeting at their street and they had the largest, most well-attended crime watch meeting in the history of Coral Gables. Subsequently, the list of all the people that attended was lost. They have had the Police Department ticketing the speeders on many occasions and the Police Department has always been there to do whatever they can

to help them. Is a short-term solution, the traffic moves from our street to another street and when the police officers leave, the traffic comes back to Palermo.

Most recently they had the pet of an 11-year girl killed and the mother had to explain to her daughter why it had happened.

The residents all met and followed the traffic criteria. They had more than one study done. Then the Burger King Project came about and the Palermo Project was pushed to the side a little bit. Then the Burger King Project became the Bacardi Project. The Bacardi Project is soon to be completed. There are murmurs that they need to conduct another traffic study since it may change the traffic patterns. And, as we heard the traffic on Palermo drives at 37+ MPH.

Mr. Holian informed the Board that they had not only met with residents on their street, but also with residents on the adjacent streets on either side.

He explained that when they have events they hire off-duty police officers because they are afraid for the safety of their families. They cannot walk out on their streets without taking their lives in the hands. During any holidays, Halloween, St. Patrick's, etc. they reach into their pockets and hire the off-duty police officers. Mr. Holian noted that not everyone is in agreement, but they are aware of the situation.

In closing Mr. Holian reiterated that they were there to voice their complaint collectively in hopes that nothing more tragic takes place before action is taken. They did not know where they were on the calendar, what priority they had. After conversations today with Alberto in his office, his understanding is that this is happening, but they want to ask that it happens as early as possible.

Mr. Morrison explained to Mr. Holian and the other residents present that the Board is currently prioritizing the projects for fiscal year 2009-2010, which begins on October 1, 2009. "Some projects may fall from one year to the next because of the approval process; sometimes for example they are rejected by the County and sent back. There are a myriad of reasons. Whichever projects are not finished in the current year, are carried to the next. Next is the budget issue. How many dollars we are allowed to spend each year. As you might expect, this year we have a reduced budget to work with. We have only \$300,000.00 coming from the Street Improvement Fund. We have no special traffic calming moneys as have been provided to us in the past. All said, we have \$300,000.00. The projects we have listed here are about 20 in total. So, we have \$300,000.00 and there are 20 proposed projects." Mr. Morrison noted that this is the first meeting in the year where we have had documentation with the cost of each project is shown.

He also informed those present that the City is divided into seven (7) traffic zones. Each zone has a representative and Mr. Kries is the representative for their neighborhood. He noted that the Board tries to spread the dollars around the City as fairly as possible based on how long a project has been on the list. The Palermo/Cardenas circle has been on the list for some time, but the other two Palermo projects are in the conceptual stage.

He further noted that if something comes up that is a dire emergency, that project may be given a little heavier emphasis. Each zone representative is asked to prioritize the projects within his zone; the Board Members then get together again and decide the prioritization for the entire city. Now, as far as

when the devices are built. By the time all the statutes and guidelines requested by the County are followed, it could be up to six months before a given project can begin.

Mr. Holian explained to the board that the only reason they attended the meeting was to help the board make the right decision and he hoped it would go in their favor. He encouraged the board members to visit the site. Mr. Kries noted that he was very familiar with the intersection since he lives one block over, and he supported this project last year, which is what Mr. Morrison was referring to. Everyone wants their projects funded and there is only a finite amount of money. He reiterated that he was more than happy to support their request.

Mr. Holian: “In these difficult times, even though it is a small circle - a two block area - but in order to make difficult decisions and allocating resources, resources should not be allocated in stone, they shouldn’t be allocated because of relationships, but he was not suggesting that, but only that they should be allocated on merit and if by being persistent, exceeding all the expectations, crossing our t’s and dotting our i’s, being consistent and following up is type of merit, they our project has a lot of merit. That is the only thing I ask you to look at. If there is anything that will cause you...that you are aware of right now...not to approve this circle...”

Mr. Morrison stated that if all the costs on the proposed projects are added together and we have over \$300,000.00 and if a project has a lower priority; it may not make the cut. He is not even sure that the list amounted to \$300,000.00, it could be more. Mr. Morrison asked Mr. Delgado how much the current total was. Mr. Delgado indicated that it involves a lot of money. Discussion ensued.

Mr. Morrison explained that traffic calming installations started before the Board was formed by the City Commission, but in the four years that the Board has been in existence the City has spent well over 1.2 million dollars. Mr. Delgado noted that there is good news and bad news. The bad news is that this project did not make it last year because there were only thirteen projects approved last year, and it did not make it as part of the thirteen. The good news is that even though this project did not make it last year, Public Works proceeded with the design; the Board has already approved it so this project is ready to go now. While other projects that were not approved, are not ready to go now.

Mr. Morrison asked Mr. Holian to come back to our January 2009 meeting and he will walk out of the meeting knowing exactly if one or three circles have approved for 2008-2009.

Mr. Holian asked at what point, if a project has not met the criteria, does the Board decide where to place the projects that have met the criteria. Mr. Morrison explained that obviously where the projects are in the process has a lot to do with their decision as to whether they are considered higher priorities. If we know that a given project is going to take six months before everything is ready for permitting than, it will be a lower priority than one that is ready for permitting now. And in some cases, because of delays, such as from the County, the project may be pushed to the next fiscal year, which again is October 1 to September 30. Then again, construction on most projects does not begin until January as there is a construction moratorium during the holidays. Mr. Morrison explained to Mr. Holian that he could not speak for the Board, as a whole, but it sounded to him that the Palermo/Cardena Circle was a no brainer, certain to be included in the budget with construction starting in early 2009.

Mr. Holian reiterated that he was very comfortable with the scenario and asked the Board that if there was anything the Board needed from the residents to help it along, they were willing to help; if the Board needed more information, whatever.

Mr. Morrison: “We appreciate that, but you must also realize that, we, over the course of four years, have had many different neighborhoods come to speak to us and not to diminish what you said tonight, but all of them have major issues; all of them have pets run over; all of them have children that have almost been run over; over and over again throughout the entire City. The only thing I would say, with the exception of your neighborhood, is the number of incidents have been significantly reduced over four years, as more and more traffic calming devices have been put in place. They work.”

Mrs. Holian questioned how long would the two traffic calming devices that have not been through the process take before their installation. Mr. Delgado explained to her that the designs are all done.

Mr. Morrison and the Board Members thanked the Palermo residents for their attendance and comments.

Mr. Delgado: “We have been receiving complaints about the circle at Palazzo. (Mr. Morrison noted that he received one as well). We also received an e-mail regarding the device south of Nervia Street which was very disturbing.”

Mr. Morrison: “We all know the circles on either side of the Maynada Bridge work extremely well. However, a lot of the southbound traffic gets stopped by the light at Sunset. Drivers are looking for ways to divert, particularly to get to Sunset Elementary School. So traffic has been tearing down South Alhambra and then turning down any one of three or four streets. The Riviera Neighborhood Association was more vocal than the group we heard from tonight and have asked for years to add more circles, and we have add more circles. This last go around we added one on Trionfo, which is really a T intersection and the one at Palazzo. The complaint I received was that the circle at Palazzo is to close to the one at the bridge and is causing stacking back over the bridge and north on Maynada. The circle on Palazzo was not originally planned for that location, but further west on Mentone or Gratian.

Mr. Delgado explained that the circles are usually installed every two blocks.

Mr. Morrison: “The Riviera Neighborhood Association came back to the board and noted that because of this movement in the mornings, when they come off the bridge, turn right, and then immediately turn left on Palazzo to get to Sunset continues to be a issue. They thought if we put a circle on Palazzo that would mitigate the problem. What has happened since it was built is really too early to say because frankly it was just paved and completed today. But, some drivers have slowed down as they negotiate the circle under construction and others have gone that way as they see the line of traffic on Maynada at the light on Sunset. According to one resident on Maynada who lives north of the bridge, he and his wife are having difficulty getting in and out of their driveway”. He asked Mr. Delgado what was the nature of the complaint he had received.

Mr. Delgado: “The complaint was that the Trionfo Circle was not effective because of the width. We said that this had received the consideration of the Fire Department. The lanes are wider; the deflection is not as drastic because it is a T intersection. However, they are saying that because of that

it is not effective and that is one of the complaints. I explained that it is because is a traffic corridor and at that intersection is where fire trucks can make a left turn to Sunset.”

Mr. Morrison inquired as to whether the splitter paint had helped. Mr. Delgado informed him that it did a little bit but not too much. Esther met with some of the people from the Association and the agreement is that we are asking the County to reconsider the three-way stop signs that were there before.

Division Chief Lowman: “The traffic circle at the T intersection, I had a rescue unit contacted me two days ago, last Friday, they had a transporter. It is not the diameter of the circle; we still have to go over. At that particular circle, generally speaking there is about 1-1/2 to 2” step-up slopes back gradually onto the pavers. This comes up and the Medic in the back who was tending to the patient was literally thrown to the back of the truck, and the patient almost came right off of the stretcher. It is just too high and quick. When they build these things, doesn’t anyone from Public Works come out and look at those things?” Mr. Delgado noted that Public Works does look at the final product, but we will look at this circle again and correct any problems. Mr. Delgado noted that it might have happened when there was no asphalt over there. Division Chief Lowman reiterated that it happened on Friday and the asphalt was there. The discussed back and forth about the height and whether or not the rescue vehicles can negotiate the circle. Discussion ensued.

The conversation then turned to the Spanish Village. Division Chief Lowman noted that the calming devices are supposed to be mountable. Something is wrong. Mr. Morrison interjected that something has to be done about the curb heights. Mr. Delgado noted that the inspector in charge of the project is very well versed on traffic calming installations. Discussion among the members, the Fire Division Chief and Mr. Delgado ensued about all the calming installations throughout the City. Mr. Delgado noted that he will investigate.

Mr. Morrison commented that on the way to the meeting he had gone around the Palazzo circle, which he had done on Saturday as well but it was being paved at the time, and that he had no trouble negotiating it at all. He does not know if there will be stacking or not. He suggested we wait two or three months and observe before we make any changes. More discussion ensued.

Division Chief Lowman asked Mr. Delgado to remove the diverters that were placed at Anderson and Almeria. Those were left by the developer but Public Works will remove them.

Mr. Morrison: “The City of Miami is putting a traffic light at the intersection of Douglas Road and Ingraham Highway, which is probably needed, but what he believes will be a problem is the location of the new stop bars. What people have been doing for years, as they go southbound and bear right to Ingraham Highway, is they squeeze as far right as possible to pass traffic that is waiting for oncoming northbound traffic to allow them to continue south on Douglas. Now, that will change. The stop bar is further north and will prevent traffic heading for Ingraham Highway from passing on the right at all. He thinks we are going to end up with a huge stacking issue as soon as the light becomes operative.”

Mr. Quesada noted that that intersection is near his zone and he sees Mr. Morrison’s point. That is a route he drives that four and five times a day.

Mr. Morrison: “I am not saying that the light isn’t needed, but the solution to this soon to be experienced problem is at the intersection of Main Highway and Douglas just to the north. At that location there is a huge right-hand turn lane (which should be longer, but there is a tree in the way) to go to the commercial area in the Grove. This is similar to Granada as you approach Bird Road from the South. If the tree wasn’t there the turning lane could be longer. But I digress. IF there were three lanes where the new light is about to be activated, it wouldn’t be a problem.

Then you would have a southbound on the right which could have a permanent right green arrow; a center lane with a light to proceed south on Douglas and a northbound lane which would alternate for northbound traffic from Douglas Road or Ingraham Highway. I predict gridlock during the afternoon rush hour. And, can’t begin to guess what kind of accidents or what other kinds of problems we are going to have due to the congestion. Mr. Delgado reiterated that that is in the City of Miami. Mr. Morrison agreed, but said it will have a negative effect on many Coral Gables residents. The Members discussed this issue at length.”

Mr. Quesada asked which were the boundaries of the City of Coral Gables in that area. Mr. Morrison noted that Battersea Road was the last Miami Street as you head south. Mr. Delgado shared a map of the City with the Members. He noted that Ms. Zabalo will check with the City of Miami Public Works Department to see if we can obtain drawings for that project. Mr. Morrison noted that we need to do that.

Mr. Morrison informed the Members that he had received an e-mail from Mr. Martinez asking to be excused tonight. Mr. Goldsmith moved to excuse Mr. Martinez, seconded by Mr. Kries, the motion carried.

Dr. Yoder noted that there was an e-mail from Mr. Carlos Jorge regarding the area near Cellini, who wants to close a street near Ponce de Leon Middle School. Mr. Delgado informed the Members that he had met with the resident and had discussed what they want, which is actually the elimination of an intersection. We will have the traffic consultant check and come back with a recommendation as to what can be done.

Mr. Irigoyen asked Public Works check into the lighting at the newly built public garage, behind John Martin’s, which are out, as well as the lighting in the public garage by Fritz and Franz. Not only are the lights out, there is a very strong urine smell. And everything you touch, doors, etc. is dirty. He asked Mr. Delgado to please have someone take care of this. Mr. Delgado explained that the Parking Department is in charge of cleaning the garages and he will communicate with the Parking Director.

Division Chief Lowman what was the device on Salzedo and Majorca and Mr. Delgado informed him that it is a road modification.

Mr. Goldsmith asked who is putting the devices at the Spanish Village project. The developer is doing it. Division Chief Lowman noted that he had approved all the radiuses when they were going in, but something does not look right to him. He wanted to know if someone is going out to check them, but he is going to go and look at them. Mr. Delgado noted that these are being designed by David Plummer & Associates, Inc.

Mr. Morrison reminded the Board Members of the upcoming meeting in early December with the UM presentation and the affected area residents. He also urged the Members to please review the proposed projects within each of their zones and come prepared to prioritize the list of traffic projects at the January meeting. If we end up with too many items on the Agenda, he will recommend holding a separate workshop to discuss only the projects. In that case it would not be a public meeting, just a workshop.

Mr. Goldsmith asked who was doing the work on Old Cutler from Fairchild Gardens south. Mr. Delgado noted that it was our contractor and Mr. Goldsmith noted that he hopes they fix the road and the sidewalk after the work is completed. Mr. Delgado reiterated that whatever they break they will repair.

Dr. Yoder noted that the January business meeting falls on the inauguration day. No member felt the need to change the date of the Traffic Board meeting.

OLD BUSINESS: None.

NEW BUSINESS: None.

The meeting adjourned at 7:00 p.m.