

**City of Coral Gables City Commission Meeting
Agenda Item C-1
January 23, 2018
City Commission Chambers
405 Biltmore Way, Coral Gables, FL**

City Commission

**Mayor Raul Valdes-Fauli
Vice Mayor Pat Keon
Commissioner Vince Lago
Commissioner Frank Quesada
Commissioner Michael Mena**

City Staff

**City Manager, Cathy Swanson-Rivenbark
Assistant City Manager, Peter Iglesias
Assistant City Manager, Frank Fernandez
City Attorney, Miriam Ramos
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Public Works Director, Eduardo Santamaria**

Public Speaker(s)

**Paul Savage
Sebastian Almazan
Timothy Plummer
Amber Seidle-Lazo
Miguel Angulo
Carmen Olazabal
Eugenio Martinez
Cristina Diaz-Padron
Maria Cruz
Juan Lucas Alvarez
Allison Langer
Diego Lopez
Carmela Rebuelta**

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Agenda Item C-1 - Discussion regarding Traffic Calming Devices.

Eftichia Kontopoulos

Agenda Item C-1 [9:24:00 a.m.]

Discussion regarding Traffic Calming Devices.

Mayor Valdes-Fauli: Mayor's Comments. Discussion on traffic calming devices. And we have received -- traffic calming devices. And these are the traffic calming devices that were installed on Red Road a few blocks -- one, two, three -- south of Bird Road. And we have neighbors here that wish to speak on the matter. I will let the City make a presentation first, and then we will have neighborhood representatives -- as I told the people that contacted me, they will have a representative that will be allowed to speak or they will speak for 10, 12 minutes, and then after that, your comments will be limited to two minutes each, whether you're reiterating what -- you know, or expressing the community's opinions, et cetera. But we'll hear from the City first. And I have here cards from people who wish to speak. If you wish to speak on the matter, please fill out a card and I will recognize you in time. Yes, sir.

Public Works Director Santamaria: Good morning, Mr. Mayor, members of the City...

Mayor Valdes-Fauli: Good morning.

Commissioner Lago: Morning.

Public Works Director Santamaria: Commission. Ed Santamaria, director of Public Works. I'm here to talk about the temporary traffic diverter installation here on Red Road, in response to community requests, which date back a number of years. In 2015, the initial study for this initiative was submitted to the County for review. Based on that initial study, the County decided to proceed and asked us to implement a temporary installation, which started last year. The installation was for a period of 90 days and it was to demonstrate -- or to test how the traffic

diverters work in the area. This was in response to numerous community meetings. This was in response to a lot of community outreach that happened, and it is a process that takes place...

Mayor Valdes-Fauli: Excuse me. Will you close that door, please? Yeah, don't lean on that and the door will close.

Public Works Director Santamaria: And it is -- thank you, sir -- and it is a process that takes place working with our colleagues at the County. The County has very limited staff. There are over 30 municipalities in Miami-Dade County. There are also vast areas of unincorporated Miami-Dade County. And there was a competition for resources to review these studies and to render decisions on these studies. Right now, I can tell you that the County is still reviewing, but we do expect a response on the evaluation based on our latest responses to their questions that they submitted to us in terms of the post implementation study. So, I'm happy to answer any other questions you might have. I wanted to keep my comments brief to give the community an opportunity to speak, and I'm here to answer.

Mayor Valdes-Fauli: We have received a study from David Plummer & Associates, dated November 7, 2017, which you all have seen. Are there any questions from our staff, please?

Vice Mayor Keon: I only wanted to -- could you explain what the scope of the study was?

Commissioner Quesada: Commissioner, can you speak into the mike?

Mayor Valdes-Fauli: Yeah.

Vice Mayor Keon: Oh, I'm sorry. Could you explain what the scope of the study was, that the study wasn't just for three streets. What was the scope of the study -- of the traffic study?

Public Works Director Santamaria: The scope of -- there were a number of streets in that area. It was Algardi, Cantoria, Sarria, Garcia, Mendavia, Palancia. They were the streets in that corridor that are affected by some of the traffic that's crossing from the west in the mornings and crossing towards the west in the afternoons.

Vice Mayor Keon: It's my understanding that it went all the way to Blue Road. Is that right?

Public Works Director Santamaria: That's correct.

Vice Mayor Keon: So, the traffic -- and what you're waiting for the review from the County is that entire corridor from Bird Road to Blue Road.

Public Works Director Santamaria: That's correct.

Vice Mayor Keon: Alright. And we haven't received that yet, so we haven't taken action because we haven't received that yet.

Public Works Director Santamaria: Yes.

Vice Mayor Keon: Is that right?

Public Works Director Santamaria: That's correct.

Vice Mayor Keon: Okay, thank you.

Commissioner Mena: The scope of what the County's reviewing, is it simply the impact of the diverters on the three streets where they were implemented, or will it also account for the impact on the neighboring streets as a result of the installation of the diverters?

Public Works Director Santamaria: The County is going to be considering everything. In fact, there was a recent case involving the County and the City of Miami, Southwest 22nd Avenue, where temporary diverters were installed that the County has now removed based on their consideration of the impact on the community. And so, we're still waiting to see what it is that the County will eventually decide.

Vice Mayor Keon: Thank you.

Commissioner Lago: Quick question, Mr. Santamaria. In reference to the three diverters that were installed, were -- did the County recommend that additional streets receive diverters and were those installed or they weren't?

Public Works Director Santamaria: Well, throughout the process -- and again, as the Vice Mayor indicated, this is the entire corridor -- throughout the process, there -- all of these streets were evaluated and some of the other streets involved were recommended for some sort of traffic calming, whether it was diverters or whether it was traffic circles or speed tables. But the balloting process, which took place in January of 2016, resulted in that these streets opted not to take on any type of traffic...

Commissioner Lago: So, you have some that obviously opted in and some that opted out.

Public Works Director Santamaria: That's correct.

Commissioner Lago: And this was the last project that was adopted prior to the commencement of the multimodal transportation plan, correct?

Public Works Director Santamaria: That is correct.

Commissioner Lago: So, everything else has been frozen for about two years.

Vice Mayor Keon: Does -- once the study is completed and we actually know now what the impact is, do other streets have an opportunity to apply for whatever the recommended solution may be?

Public Works Director Santamaria: Certainly.

Vice Mayor Keon: So...

Public Works Director Santamaria: Certainly.

Vice Mayor Keon: So, it's -- so, until the County comes back with a recommendation, it begins another phase of this discussion with all of the affected parties. Is that right?

Public Works Director Santamaria: Well, if the County approves the permanent installation of diverters, then we'll proceed with that project. At the same time, if there are any objections or desires for reconsideration from other streets in the area, we'll go ahead and take those under consideration and start the process with the County.

Vice Mayor Keon: And start the process again.

Public Works Director Santamaria: Yes.

Vice Mayor Keon: Okay.

Commissioner Mena: Can you...

Vice Mayor Keon: I think it's important that everyone affected understands what the process is.

Public Works Director Santamaria: Sure.

Vice Mayor Keon: Thank you.

Mayor Valdes-Fauli: Can you say it -- can you repeat that?

Public Works Director Santamaria: I'm sorry.

Mayor Valdes-Fauli: I mean, this is a temporary measure...

Public Works Director Santamaria: Yes.

Mayor Valdes-Fauli: Being studied. The County will determine whether it works or not, and they will make it permanent. Another alternative is they will take them out, and the third alternative is that they will expand them south. Is that correct?

Public Works Director Santamaria: That is correct, Mr. Mayor.

Mayor Valdes-Fauli: Those are the three alternatives.

Public Works Director Santamaria: Yes, Mr. Mayor.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: So, the streets that did not follow the recommendation of the County to implement these temporary diverters will have an opportunity, if the data's there, to implement the diverters, if that's the route that...

Public Works Director Santamaria: That is correct. I...

Vice Mayor Keon: Or something.

Commissioner Lago: Yeah, because I think that was...

Vice Mayor Keon: It might not...

Commissioner Lago: Yeah, maybe...

Vice Mayor Keon: Necessarily be diverters.

Commissioner Lago: Diverters or maybe it be whatever it may be, but that was -- I wanted to clarify that. That was the main point because there was a lot of people that were confused about whether these were the last diverters or these were the last, you know, traffic calming devices that were going to be used and if they had missed the boat. And I told them they had not, but they weren't sure about that so...

Mayor Valdes-Fauli: Okay. I would like to call now somebody who is for the diverters to speak, a representative of the persons for the diverters to speak with a ten-minute maximum. And then I would like to call somebody who's against the diverters to speak with a ten-minute maximum. Somebody who's for the diverters, please. Your name?

Paul Savage: Good morning, and thank you, Mr. Mayor. My name is Paul Savage.

Mayor Valdes-Fauli: You wrote -- you filled out one of these?

Mr. Savage: Yes, Your Honor.

Mayor Valdes-Fauli: Okay.

Mr. Savage: I sure did. I have law offices at 2121 Ponce de Leon Boulevard, Suite 900, in Coral Gables, Florida. I'm here precisely representing Juan M. Diaz Padron and his wife, Maria Elena Diaz Padron, who have lived since the 1970s at 1528 Cantoria Avenue. Their daughter has a home across the street on Cantoria, and their son has a home and family -- his name is Juan Carlos Diaz Padron -- at 1520 Algardi Avenue. And so, those are the principals that I represent, and more generally, the other folks who live in the area on the first three streets from Bird Road who are in support of the diverters. I initially want to thank this Commission in its current iteration. This is a very strong Commission and I enjoy working with you. I've seen you on other matters and I cannot thank you enough for your responsiveness and professionalism, even though we don't always agree a hundred percent on every issue. So, thank you so much. And let me also begin by congratulating our new City Attorney, who I have not had the pleasure of appearing before. Congratulations. You represent, I think, the best city in the United States, and I congratulate you on your new job.

City Attorney Ramos: Thank you.

Mr. Savage: Now, down -- to get down to business on this matter, just to amplify a few things within the time that I have that was mentioned by your professional staff in the Planning Department is that he mentioned 2015 -- my review goes even back to 2014. The principal point being this has been going on for some years. My clients on the streets of Algardi, Cantoria and Garcia have participated in the -- and we all work with local government. It's long. It takes forever. As staff explained, the County is backed up. And these good people came to the Youth Center and came to the meetings and voiced their support for this because -- by the way, I live in this area generally, more on Vilabella that comes -- where Blue Road comes out to Riviera. And I have small kids. And the cars turn off of the main arteries and they hit the gas. And I know full well the horror -- what that's like when you have small kids. And my kids are horrible at bikes compared to other kids because I just can't let them out there. So, all of -- both sides of this, I really feel for them with the cars coming off of 57th. It's a serious, serious issue of public

policy. So, to respond to that, my clients, you know, participated in the process, going back to December 2014. February 2015, they had the meeting with Public Works. The study was commissioned. The study was performed by David Plummer & Associates. One point I would want to make is I have criticized David Plummer & Associates and other traffic professionals when they're working for a developer. And we need to sometimes read against the grain and remember who their clients are. In this case, their client is the City of Coral Gables. They don't have any point of advocacy to make here. They're just looking at the data, and we're just following where the data leads us. And in this case, the data led us to the traffic diverters to be installed.

Mayor Valdes-Fauli: Excuse me, Mr. Savage.

Mr. Savage: Yes, sir.

Mayor Valdes-Fauli: There are seats out there with monitors. If you can please -- we don't want people standing in the chambers, so please take a seat outside. Thank you. I'm sorry.

Mr. Savage: Yeah. Thank you, Your Honor. So, the data led us -- according to David Plummer, according to the City of Coral Gables, and according to professional staff at Miami-Dade County, has led us to -- for these particular three streets -- diverters at the end of where those streets terminate at 57th Avenue. And it's -- again, it's the first three streets. It makes sense to me it's the first three streets coming from that busy Bird Road intersection. And that is where the data has led us. The latest report says that that's what should happen. For the other streets, the report doesn't say that they get nothing. It does discuss roundabouts and it does discuss traffic tables, which they don't call speed bumps anymore because they're more of a rectangle shape and they call them traffic tables, what I would call a speed bump. In February '16, there were ballots where all the members -- all the homeowners on our streets voted for these devices. So, without going through every single point of the procedural history, my point is these people did the hard work -- and it is hard work because while the rest of us may be down here, you

know, at 10 am on a Tuesday, everybody else is at their regular job or teaching school or taking their kids. So, for them to come after hours and participate, I can't emphasize that enough. I mentioned that the report is unbiased. There's no lucrative, you know, applicant who's paying them and the like. The City paid for the study. And lastly, I just want to -- I reviewed some of the emails that are in the public record that were sent to you from both sides. This is not a matter where I'm defending local residents against an out-of-town developer, as many of the matters I handle. These are both groups of our residents. They're both groups of parents. So, I'm not here to criticize them. I share their concern for their own pets and their own children. But I do want to say that we're all looking at one evil, which is the cut-through traffic. That wasn't caused by my clients. They're trying to protect their homes and family and street. That doesn't - they were not the initial cause of the cut-through traffic. It's a broader discussion for another day. I have to live with it, you know. It comes down to these traffic calming devices. It comes down to enforcement by our Police Department to -- you know, cut-through traffic is a discussion we have in many of our matters and it's paramount here. So, I -- as we debate -- and I think you're going to hear a lot of impassioned remarks from both sides -- I just want to make sure that all of the hot coals of the terrible people who are cutting through are not poured on our head. We're not causing that. We're just trying to mitigate it like everyone else. And so, with that said, I think that I've covered, you know, the thrust of my remarks. I would like to ask -- because there are so many people here and taking to heart the spirit of the Mayor's remarks to cut down on speeches...

Mayor Valdes-Fauli: Yeah, very much so.

Mr. Savage: Many of our people are not going to speak. Can they just either stand or raise their hand, the people who are in favor of the diverters on Algardi, Cantoria and Garcia? So, some of them will speak and some of them will not to cut down on the time. But these are the folks who are in support of the diverters.

Mayor Valdes-Fauli: Thank you.

Mr. Savage: So...

Mayor Valdes-Fauli: Thank you, sir.

Mr. Savage: Did you -- did I see a question forming from the dais or no...

Mayor Valdes-Fauli: Thank you, sir.

Mr. Savage: For me? Okay.

Mayor Valdes-Fauli: Thank you very much.

Commissioner Quesada: Maybe after.

Mr. Savage: Okay.

Mayor Valdes-Fauli: We have 19 people...

Mr. Savage: Okay. I'll be here if you have any questions after.

Mayor Valdes-Fauli: Great, please stay.

City Manager Swanson-Rivenbark: And Mr. Mayor, reference was made to David Plummer and Tim Plummer specifically. Just for your convenience, we asked them to be in the audience if you have any questions at any point for -- on the technical nature of the recommendations.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Alright, somebody who is -- who wishes to speak regarding diverters -- in opposition of the diverters the way they stand, please. Anybody? A representative. Mr. Almazan, welcome.

Sebastian Almazan: My name is Sebastian Almazan. I live at 1512 Dorado Avenue, in Coral Gables. Good morning to the Commissioners and everybody. I want to thank the Mayor for placing the item on the agenda so that we can discuss this issue that's been dragging for years. Like the previous speaker said, we have also participated in meetings over all these years regarding diverters -- regarding traffic calming devices because we all agree we have to get rid of the cut-through traffic from Red Road and the speed of the traffic that we have from west to east and from east to west in our neighborhood between Blue Road and Bird Road and Red Road and San Amaro Drive. We're not against the diverters except the word itself explains why we're here. They are diverting the problems to us. We are the streets immediately south of the three streets that had the temporary diverters. When the diverters were installed, the cut-through traffic came to Sarria, Dorado and Palancia, the streets due south of them. The study shows that the increase in traffic on Sarria has made Sarria qualify for traffic diverters with the latest study done. They were -- the pre-study in 2000 and -- in May of 2017, then the November 7 study, and then the November 7 was revised on January 15, so there have been three studies done in here. And every time that a study was done, more traffic was shown on the post implementation of the diverters report for Sarria, Dorado and Palancia. Dorado and Palancia are streets with signs for slow traffic during school hours. We have a 15 mile per hour traffic on drop-off and pickup for David Fairchild Elementary. The study doesn't even address that at all. They don't take into consideration the fact that we are streets where kids walk to school across 57th Avenue. We don't like the formula because it doesn't include the particular things that certain streets have. And the formula doesn't approve for Dorado and Palancia to have diverters. We're not against the diverters at the existing streets. What we want to do is to get diverters for our streets or some kind of calming device for our streets so we can avoid the traffic that has been dumped into us by Algardi, Cantoria and Garcia. Those streets have a semi blocking device that forces the rest of the traffic to come to Sarria, Dorado and Palancia. It's just that simple. We're inheriting their

headaches, and we would like the Commission to do something about it. In one of the meetings that I had, staff recommended that the Commission look at the possibility for an ordinance that will allow the staff to present it to the County to see what can be done at Sarria, Dorado and Palancia, or at least now at Dorado and Palancia because Sarria now qualifies for a diverter. All they need is the signatures of the neighbors, and I'm sure they're going to get it because Sarria's traffic is horrendous. That horrendous traffic is going to be on Dorado and Palancia. The figures on the report that you're privy to are very clear that Sarria had pre -- this is a pre-implementation figures. Sarria had 294 cars a day; Dorado, 255; Palancia, 322. The volume after the diverters were installed, it went from 294 to 563 in Sarria, from 255 to 371 for Dorado, and from 322 to 342 in Palancia. Respectively, Sarria got a 91 percent increase in traffic; Dorado, a 45 percent increase in traffic; and Palancia, a 6 percent increase in traffic. Algardi was reduced by 49 percent decrease in traffic. Cantoria was reduced by 38 percent decrease in traffic. And Garcia was reduced by 49 percent of decrease in traffic. Where do you think that percentage of decrease in traffic went to? They went to the streets to the south of Garcia; mainly, Sarria, Dorado and Palancia. Those are the facts in the report that are very hard not to understand. We have had neighborhood meetings with staff when we were told that the temporary diverters -- they were temporary because they were going to be studied about what problems the diverters will cause in other neighborhood streets. Well, here I am. Those are the problems that the diverters have caused, with the increase in volume and cut-through traffic through our streets of Sarria, Dorado and Palancia. If Dorado, for instance, didn't qualify for post study diverter installation by very few cars in speeding only because, otherwise, Dorado qualified under every other criteria except number of speeding cars by a few margin. So, if you take another survey in Dorado and Palancia today, you will find out that they probably qualify for diverters. What's the problem with that? The picture that I see is that the County is not going to allow diverters in all the streets between Red Road and Blue Road because it's like building a moat with alligators and don't let -- not letting any traffic come east into the Gables. The County knows that Coral Gables is in the middle of the city -- the middle of the County and we're going to continue to have east-west and west-east heavy traffic. So, they're going to try to protect some of these residential streets and they're going to keep them open for other reasons, too, for emergency vehicles. They have to get

through and we can't keep putting diverters that may be an object in the path of emergency vehicles. So, I urge the Commission to please study the problems for us that have been caused by the increase in traffic due to the existing diverters. I'm here to ask any questions that you might have.

Mayor Valdes-Fauli: Thank you.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you very much, Mr. Almazan.

Commissioner Quesada: You know, Mr. Almazan, listening to your comments and Mr. Mena next to me has the report done by Tim Plummer, but he's written in sort of a comparison of two different charts. So, I guess my question is for the Mayor. I would like to ask some questions to...

Mayor Valdes-Fauli: Of course.

Commissioner Quesada: Mr. Plummer. I don't know if now is the right time or if you want to wait...

Mayor Valdes-Fauli: Yeah, maybe you can do that, of course.

Commissioner Quesada: For all the residents to speak. So...

Commissioner Lago: You don't want to hear from the rest of the residents or...

Commissioner Quesada: I -- it's the Mayor's call. I mean, I could wait...

Mayor Valdes-Fauli: No, no. You can ask questions from Mr. Plummer, and then we'll continue, of course.

Commissioner Quesada: Alright, Mr. Plummer, if you can come on up. So, I'm going to ask Gables -- if you don't mind. Because it's kind of nice seeing it on one document. So, I'm going to ask Gables TV if you could focus in on this document that I'm holding. Can you zoom in over here so that everyone can see what I'm -- we're looking at? So, Mr. Almazan mentioned that the traffic got pushed over to Sarria and Dorado and Palancia. And what Commissioner Mena has written here on the document is the before and after impacts of the traffic diverters. So, what he's written in his lovely chicken scratch -- if you notice -- so, Algardi, it went down from 622 to 315, 500 to 300 on Cantoria, 430 to 177 on Garcia, and then you see the uptick starting on Sarria. From 294 to 563 -- is that correct? From 255 to 371 on Dorado, and from 372 to 342 on Palancia. So, it seems like Dorado and Palancia, a little bit of an uptick, not as much, but the one that's really getting the brunt of it is Sarria. My first question is -- Plummer, how are you, by the way?

Timothy Plummer: I'm well. How are you?

Commissioner Quesada: Haven't seen you in a while. I consider you to know traffic in Coral Gables better than anyone else. So, you've probably studied more streets than anyone else in my time here. When it comes to traffic issues, we've dealt with you more than anyone else. I just want you to talk to us about this because we've read the report. And it's funny, flipping through the pages, this information was there, but I hadn't put it next to each other, so it's a little eye opening for me. So, I don't want to talk about what my opinion is on this just yet. I just -- I want to hear some more facts from you in your analysis.

Commissioner Mena: Can I -- and let me add a couple facts that you may or may not be aware of. When I had the meeting with staff on Friday about this issue and wrote down these notes, the other thing I was informed of is that recommended as part of this was also that there be a circle

installed at Alhambra and Dorado. But the four neighbors -- we didn't meet the concurrency requirement. One of the four neighboring homes voted against that circle. There was a request for speed bumps on certain streets, which I think were also...

Mr. Plummer: Voted down.

Commissioner Mena: Voted down.

Mr. Plummer: Correct.

Commissioner Mena: And there was also a proposed diverter on Mendavia, which is a little further down, but there was another proposed diverter proposed there, which was also turned down.

Mr. Plummer: Correct.

Commissioner Lago: Mike, if -- I want to give you a little bit more background in regards to that traffic circle.

Commissioner Mena: Let me just finish with the picture, though, of all the requirements, and then let's go into the detail. And then there was also a request that they adjust the traffic light. I forget at which intersection that was. And that was actually done, is my understanding.

Mr. Plummer: Blue and Red Road...

Vice Mayor Keon: Blue.

Mr. Plummer: Yes.

Commissioner Mena: Okay. So, that was...

Mr. Plummer: That's...

Commissioner Mena: Sort of the holistic proposal of how to approach this, and certain elements of that were rejected. Is that right?

Mr. Plummer: Correct, by the residents.

Commissioner Mena: Okay, but I just wanted to give you the whole picture.

Commissioner Quesada: And what did you want to add?

Commissioner Lago: But just in reference to that traffic circle because I've been dealing with that issue also.

Commissioner Mena: Yeah.

Commissioner Lago: And I've been helping (INAUDIBLE) in regards to trying to figure out how we can address that circle because it's been ongoing for a few years now. The issue that they have there, like you mentioned, is that one resident who's opposed to it. That resident doesn't live there, so they rent the home out. So, what ends up happening...

Mayor Valdes-Fauli: And we can change that...

Commissioner Lago: So, to...

Mayor Valdes-Fauli: To make it 75 percent, as opposed to a hundred.

Commissioner Lago: I just -- I wanted to throw out -- say exactly what the Mayor just said right now because that type of approach really hinders neighborhoods from actually seeing some sort of the benefits that we're legislating. Because, if not, they'll get caught in this, you know, two, three, four-year process where they aren't seeing results and then our hands are kind of tied because of one resident who, for some reason, doesn't want to...

Mayor Valdes-Fauli: Doesn't live there.

Commissioner Lago: Have a traffic circle.

Commissioner Mena: I agree with you. And I think, at some point, I'd like to have Ed Santamaria address some of those concurrency requirements and what we can or can't do about it and how much of it comes from the County. Because I know that staff would be in favor of sort of loosening or getting rid of some of those...

Commissioner Quesada: But let's...

Commissioner Mena: Concurrency requirements.

Commissioner Quesada: If we can just hold off on the concurrency...

Commissioner Mena: But let's not get off topic, yeah.

Commissioner Quesada: Yeah, we can come back to it.

Commissioner Mena: Yeah.

Commissioner Quesada: And we have Mr. Plummer. And I guess I didn't really answer your question. That's a very open ended -- what we're seeing on the document on your study, do you

think that's a short-term experience, or do you think that's what the norm will be from now on? Because I -- in dealing with you and dealing with other projects and developments throughout the City, I understand there's a short-term experience and there's a long-term experience as drivers learn their new patterns. So, do you think this experience of this uptick on Sarria and Dorado primarily is something that we'll see into the future, based on your knowledge and your studies, or will we see something else?

Mr. Plummer: Let me just give you some general -- and just to answer Commissioner Lago's question, there is the ability through the County process for the Commission to make a recommendation and move forward with the traffic circle at that location without concurrence from all four...

Commissioner Quesada: Oh, okay.

Mr. Plummer: Neighbors, so you're always allowed to do that.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: Can you do me a favor? Can you prepare some sort of written statement, either via a memo -- and provide it to the Manager and to -- and copy the Commission?

Mr. Plummer: Absolutely, and I'll send it to Miriam, too.

Commissioner Lago: Because I've been dealing with Mr. Almazan on this issue probably for about two years now, and my hands have always -- my hands have been tied. I wish I would have known this a while back and we would have been able to deal with this.

Mayor Valdes-Fauli: Any other questions of Mr. Plummer?

Commissioner Quesada: Well...

Mr. Plummer: So, Commissioner Quesada...

Mayor Valdes-Fauli: Yeah.

Mr. Plummer: Let me just kind of give you the big picture on traffic calming, and you've heard this before. Let me just talk a little bit about that and then, in general, what's happening at this location. So, the reason for traffic calming comes up is residential streets lose their livability; too much traffic, the speed is too high. So, the traffic calming devices are trying to do a couple things. The main thing they're trying to do is to keep those drivers on the arterials and the collectors, not the residential streets, so that they're making their trips where they're supposed to be and not on the residential streets. So, that's what traffic calming's trying to do. So, in this instance -- and Commissioner Mena had a really good comparison, but let me give you some additional numbers. So, if you look at the three streets that got the temporary diverter and you look at the three streets to the south and you look at the daily numbers for both, the daily numbers for the three that got diverters went down about 700. The three streets to the south, their daily numbers combined went up about 400. So, we lost 300 daily trips into the system. So, the traffic calming kind of work where we're keeping them on arterials or collectors. There is always the issue -- and that's why we studied from Bird Road to Blue Road. You have to take a big section because traffic does get shifted a little bit.

Commissioner Quesada: So, you're saying 400 vehicles went down to Blue Road.

Mr. Plummer: We don't know where they went.

Commissioner Quesada: Okay.

Mr. Plummer: But they're not on these residential -- the three residential streets...

Commissioner Quesada: Got it.

Mr. Plummer: To the south because logic would tell you all 700 are going to move right to the three streets south, but they don't because the traffic calming does work on some level to keep these drivers on collectors and arterials.

Commissioner Quesada: Got it.

Mr. Plummer: So, that's a...

Commissioner Quesada: What about the impact to Sarria? Because I'll tell you this, I'm in favor of the diverters in those -- on those three streets. I mean, I need to hear more...

Mr. Plummer: Right.

Commissioner Quesada: But seeing the comparison of Sarria, I mean...

Mr. Plummer: Yeah. Sarria meets...

Commissioner Quesada: It makes it, you know, inequitable.

Commissioner Lago: And if I could just add some color to his comment and what he just said right now. I'm actually impressed by the fact that I usually see the goal of staff and the County to say, okay, we don't want to reduce volume; we want to reduce speed. So, you're telling me that actual volume went down.

Mr. Plummer: That's correct.

Commissioner Quesada: Yeah. That's big, huge.

Commissioner Lago: And we've talked about that that -- I mean, now, being on the TPO, you know, I'm pushing for more public transportation. And we're pushing the County. We're really taking it seriously, but the real bottom line -- I was going to make this statement before our residents here. Forget about the volume. We're not going to be able to deal with the volume. The County's not helping us deal with the volume.

Mr. Plummer: Right.

Commissioner Lago: We got to deal with the speed. We got to slow people down. So, now you're telling me that the volume has come down that significantly. I mean, that -- I kind of find it hard to believe, those numbers, because three diverters resulted in 700 -- how many cars did you say?

Commissioner Quesada: Yeah, because we never see that.

Commissioner Lago: We never see that.

Mayor Valdes-Fauli: No.

Commissioner Quesada: We never see that.

Commissioner Lago: Do you think it's the fact that the convergence of traffic on Bird and 57th Avenue and how there's so much traffic in that area that maybe people are saying, let me go to Miller. Let me go -- again, I live a block away from there, so...

Mayor Valdes-Fauli: And when were these studies conducted? Did Irma have anything to do with it?

Commissioner Lago: Was it during school hours?

Mayor Valdes-Fauli: School...

Mr. Plummer: While school was in session...

Mayor Valdes-Fauli: Year.

Mr. Plummer: Yes.

Commissioner Lago: Oh, so it was...

Mr. Plummer: Oh, yes.

Commissioner Lago: Done while school was in session.

Mr. Plummer: Always while school is in session.

Commissioner Lago: I'm just asking.

Mr. Plummer: We don't do it during the summer.

Commissioner Lago: I'm not a traffic professional.

Mr. Plummer: So, I think one of the things that probably happened is years ago, we used to do a street at a time, so you don't see a big adjustment. When you do three streets and you put the diverters in, you're going to see a bigger change.

Mayor Valdes-Fauli: But let me say something and interrupt. Because of fire regulations, we cannot have -- Mr. Diaz Padron, you've been standing there. We cannot have anybody standing in the hall. There are chairs outside. There are seats outside. There are cameras outside. Please either sit down or step outside the hall, please.

Commissioner Quesada: Yeah, just to be clear...

Mayor Valdes-Fauli: Thank you.

Commissioner Quesada: If you want to speak, you'll be given an opportunity to speak...

Mayor Valdes-Fauli: Yeah, of course. You'll be given...

Commissioner Quesada: Whether you're inside the chambers or not.

Mayor Valdes-Fauli: You will be called when you want to speak. And I also want to say that we had the bicycle issue time certain at 10 o'clock, but we're not going to get there before probably 11 with the number of people. I have 20 cards here. And the number of people that are going to speak, we're not going to get to that before 11. Thank you. Sir, can you sit outside?

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: What?

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: If you want to talk, fill out a card.

Unidentified Speaker: I did.

Mayor Valdes-Fauli: Okay, then please sit outside and I'll give you a call. Thank you.

Mr. Plummer: So, just to...

Mayor Valdes-Fauli: I'm sorry.

Mr. Plummer: Finish your question with an answer. We do the post implementation studies about five to six months after, so traffic's kind of normalized. It's been through a school session. We expect it to stabilize. I think when the County reviews what we're presented to them in the post implementation study, they're going to ask the question has Sarria been given the opportunity for traffic calming before we put these in permanently. So, we're going to have to probably go through that process, or they may allow the permanent installations to move forward with the understanding to work with the neighbors on Sarria and the rest of the neighborhood on traffic calming devices for those streets. The two to the south of Sarria don't meet the County's requirement for traffic calming. So, that's where they're at. So, you can't just put three diverters in because you want to. There's criteria and standards that have to be met.

Commissioner Quesada: Of course, okay.

Vice Mayor Keon: So, they -- can I just -- one clarification?

Commissioner Quesada: Yeah, of course.

Vice Mayor Keon: So, what you're saying is, according to the traffic studies that have been done, those streets -- the three streets where there are temporary diverters in place meet the requirements -- the County requirements for diverters or for some action. As a result of it, Sarria now does also, so the residents on Sarria can request or the -- who requests? City requests?

Mr. Plummer: City can request it with the residents.

Vice Mayor Keon: The City can request also...

Mr. Plummer: Residents (INAUDIBLE) with the City, yes.

Vice Mayor Keon: Okay, based on a conversation with the residents. And what about Dorado and Palancia.

Mr. Plummer: They do not meet the criteria.

Vice Mayor Keon: How much did theirs go up? How much is their increase?

Commissioner Mena: Dorado went from 255 to 371, and Palancia went from 322 to 342, so a pretty small amount.

Vice Mayor Keon: Not a whole lot. Do we know -- when I -- you know, when I look at this area, people aren't -- you can't go through. I mean, you can only go as far as San Amaro...

Mr. Plummer: Correct.

Vice Mayor Keon: Because of the golf courses. So, where are they going? Where is this traffic going to? Where are people trying to get to that are cutting through these neighborhoods?

Mr. Plummer: I think they're trying to bypass Bird Road and Red Road, and they're also trying to bypass Blue Road and Red Road. And I think one of the things that happened -- and someone alluded to it earlier -- the traffic signal timing changes on Blue Road at Red have helped. And that occurred during the post implementation period. So, there was more green time east-west for Blue Road. Blue Road used to queue up west -- excuse me, east of Alhambra significantly.

And now, when you go out there in the afternoon, because there's more green time, there's more volume coming through, so drivers are staying a little more patient and not turning -- when they get to Alhambra, turning north or right on Alhambra and using one of the side streets to...

Vice Mayor Keon: So, what you...

Mr. Plummer: Continue on.

Vice Mayor Keon: Believe is that the traffic is going from Bird. It's cutting through these streets, going to Alhambra to try and get to Blue to go through on Blue?

Mr. Plummer: Correct. There -- yeah...

Vice Mayor Keon: Is that what you believe...

Mr. Plummer: There's traffic...

Vice Mayor Keon: That traffic...

Mr. Plummer: Leaving Blue Road, coming through the streets, and there's some traffic from -- destined for Bird Road and Red Road that are cutting through these streets as well.

Vice Mayor Keon: But where -- I'm asking you, where do you believe or from your studies, where are the people going that are cutting through these three streets off of Bird and Red. When they're turning on -- are they turning off of Bird, or they're on Red Road and they're trying to work their way through into the city?

Mr. Plummer: It's both.

Commissioner Mena: A lot of these streets come through.

Mr. Plummer: Yeah.

Commissioner Mena: A lot of the streets coming from the west go straight through.

Mr. Plummer: Go straight through, so the...

Commissioner Mena: Algardi turns into 41st Street or whatever the street is.

Vice Mayor Keon: Yeah, yeah, yeah.

Commissioner Mena: So, you have a lot of people coming east on these streets and cutting straight through. They can't do that with the diverters.

Mr. Plummer: Right, so...

Vice Mayor Keon: No, I know. But it's hard to cross Red Road without -- if there's not a light, unless you're already heading north on Red Road.

Mayor Valdes-Fauli: No, but if you're...

Mr. Plummer: It's not as hard as you think.

Mayor Valdes-Fauli: One block away from Bird, you can cross it when the...

Vice Mayor Keon: Oh, yeah, yeah.

Mayor Valdes-Fauli: The light is red.

Vice Mayor Keon: Yeah, yeah, yeah.

Mr. Plummer: And it's not as hard as you think.

Mayor Valdes-Fauli: Yeah. Alright.

Vice Mayor Keon: Well -- so, if you did a traffic study -- if you studied between Red Road -- I mean, sorry, between Bird Road and Blue Road, what do find on Alegriano?

Mr. Plummer: I'm sorry?

Vice Mayor Keon: What do you find on Alegriano? You must have measured traffic on Alegriano.

Mr. Plummer: We did. Yeah, and they meet the traffic calming thresholds.

Vice Mayor Keon: They meet them, too.

Mr. Plummer: They did in 2015.

Vice Mayor Keon: Okay, so what do we do there? Are we doing anything there?

Mr. Plummer: There were some suggestions for traffic calming devices and the residents voted them down. They didn't want anything.

Vice Mayor Keon: And what was the traffic divert -- what was the traffic calming devices they were offered?

Mr. Plummer: I believe, if I'm not mistaken, they were some speed tables.

Mayor Valdes-Fauli: Alright. Any other questions for Mr. Plummer? Alright, let's go on. We have...

Mr. Plummer: I'll be here if you have any questions.

Mayor Valdes-Fauli: What?

Commissioner Quesada: Thank you.

Mr. Plummer: I'll be here if you have any questions.

Mayor Valdes-Fauli: Yeah, please, please. We have twenty-some -- I would like to call Madeline Nuñez. Madeline Nuñez, please. Okay -- yes, please come up and speak. You have two minutes.

Commissioner Quesada: And it's okay if you filled out a card with your opinion and you don't want to speak, that's fine as well.

Mayor Valdes-Fauli: Yeah.

City Manager Swanson-Rivenbark: Mr. Mayor, you may wish to call the next two also so that they can be ready for when it is their time.

Mayor Valdes-Fauli: That's right. And after Ms. Nuñez, we have Mr. Diaz Padron, who has already spoken, through your attorney, I think.

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: What?

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: Oh, okay. Mr. Diaz Padron doesn't want to speak. And afterwards, Maria Elena Diaz Padron, who doesn't want to speak, I guess, either.

City Manager Swanson-Rivenbark: You're coming to the microphone?

Mayor Valdes-Fauli: Okay. And the next is Cesar Nuñez.

Vice Mayor Keon: She (INAUDIBLE)) want to speak, I think.

Mayor Valdes-Fauli: Afterwards, yeah. They don't want to speak?

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: Okay. Amber Seidle-Lazo, afterwards. So, Ms. -- oh, we have some more here. Madeline Nuñez, would you like to speak?

(COMMENTS MADE OFF THE RECORD)

Commissioner Mena: No. She sat down.

Mayor Valdes-Fauli: No. Oh, okay. She stepped out, okay. she's not going to speak.

Commissioner Quesada: Mr. Mayor...

Mayor Valdes-Fauli: Okay, Amber Seidle-Lazo.

Commissioner Quesada: Mr. Mayor, if they're not going to speak, can you check to see if they've given their opinion on the card, so we could just make it -- give it for the record.

Mayor Valdes-Fauli: Yes, they have. Yes, they have.

Commissioner Quesada: Will you let us know what it is...

Mayor Valdes-Fauli: Amber Seidle-Lazo wants to speak.

Commissioner Quesada: Because you know what it is, but we don't know what it is. Can you tell us what their opinion is on the card?

Mayor Valdes-Fauli: Yes.

Commissioner Quesada: For or against.

Mayor Valdes-Fauli: Madeline Nuñez, pro. Cesar Nuñez, her husband, pro. The Diaz-Padrons, two of them, pro.

Commissioner Quesada: Got it. Thank you.

Amber Seidle-Lazo: Hi. Good morning. I'm Amber...

Commissioner Lago: Good morning.

Ms. Seidle-Lazo: Seidle-Lazo. I'm a resident at 1521 Cantoria Avenue. I've been a resident of Coral Gables practically my entire life. And I've lived on Cantoria for 12 years. And I have to

say the impact of the temporary diverters has been -- I mean, it's unbelievable. The difference in traffic from before and after was noticeable immediately. I have two small girls. I have a 5 year old and a 4 year old. And before the diverters, I mean, I would never want them on the street playing. And now, we can actually go and ride bicycles on our street, which we were never able to do before. I just would hate to see this process start over. I think if we get the approval from the County, I would love to see these go permanent and I really hope you all do too. Thank you.

Commissioner Mena: Thank you.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you. And let me say something. Your 4- and 5-year-old kids should not be riding bicycles in the street. Sidewalks yes, but not on the street, regardless of diverters or not. Miguel Angulo is a proponent. Miguel Angulo. There he is.

Miguel Angulo: Good morning, Mr. Mayor...

Mayor Valdes-Fauli: Morning.

Mr. Angulo: Commissioners. My name is Miguel Angulo. I live at 1511 Dorado Avenue. I have been there for 35 years, 50 in the Gables. When I purchased my house 35 years ago, Dorado was a very nice, quiet, little street. Today, Dorado is a mess. There is too much traffic, especially coming from west to east. So, we have to do something about it. It is our city. It is -- we're talking about quality of life. So, I am here today to express my support to placing traffic diverters on Dorado to help slow down the traffic. Let's hope we can do something about this. Thank you so much for your time.

Commissioner Lago: Thank you, sir.

Mayor Valdes-Fauli: Thank you, sir. Thank you and welcome.

Commissioner Quesada: Am I correct in my recollection of the facts that Dorado and Sarria did not meet the minimum requirements for traffic calming?

Vice Mayor Keon: Sarria has.

Commissioner Lago: Sarria has.

Commissioner Quesada: Sarria has...

Commissioner Mena: (INAUDIBLE)

Commissioner Lago: But they adopt -- they opted out.

Vice Mayor Keon: Well, they didn't -- they opted out in the very beginning. But I think what the -- I think the study that has been done post implementation of the temporary diverters, when the effect of those diverters become known to all of the other neighbors, I think you need to -- you know, that is just part of the process.

Commissioner Quesada: Is it too late...

Vice Mayor Keon: It's that...

Commissioner Quesada: For Sarria...

Vice Mayor Keon: No.

Commissioner Quesada: To jump in?

Vice Mayor Keon: No, because it...

Commissioner Lago: No.

Vice Mayor Keon: Hasn't -- the County -- as Mr. Santamaria said, the study is still under review for -- from the County. That's why the study area was not limited to three streets. The study area is the affected corridor, which is from Bird Road to Blue Road. So, what they're looking at is, yes, does it reduce the traffic on the first three streets that were the initial applicants for this. But we know that it affects a much broader community than that. So, once we do the implementation and the City asks to expand the study to go all the way up to Blue Road. So, you know, in addition to -- this is an administrative process that we are currently going through, and until that process is complete in all of the information from the traffic studies and all -- and goes to the County and the County traffic engineers and they meet with our staff to make a recommendation with regard to what action should be taken, whether those should be -- if those first three are made permanent, what do we do about the other ones, and to what degree do we affect traffic on those streets based on the traffic (INAUDIBLE) we have post implementation of the temporary diverters. So, it's -- you know, I don't -- there's not really a decision for us to make today. It is really a matter of explaining where we are in the process to the community in waiting for the County to come back with a recommendation. And when the County makes that recommendation, I would imagine -- I would -- as the Manager, you know, what action at that time does the City take.

Commissioner Quesada: So, I'm sorry. I just want to clarify something. There are decisions we can make today. The question is what authority do we have to make certain types of decisions. So, I think I speak for all of us that we would love to have diverters all the way down so that there's...

Vice Mayor Keon: Yeah, but that's it...

Commissioner Quesada: No residential streets. But the question is whether that's feasible or not, whether the County will allow us...

Vice Mayor Keon: Right.

Commissioner Quesada: To do it, right? So, I think we're all on the same page there. Everyone hates the cut-through traffic, no matter where you live.

Vice Mayor Keon: Right.

Commissioner Quesada: That's an easy one.

Commissioner Lago: But there's an answer to all this.

Commissioner Quesada: But let me just understand one thing. So, if Sarria meets the minimum qualifications -- if -- I guess it's like a procedural -- it's a technical procedural issue, and I see Tim Plummer shaking his head yes. Is they opted out but now they satisfy it, so can we opt them back in...

Vice Mayor Keon: Yes.

Mayor Valdes-Fauli: Yeah, but the problem with opting them back in is that you're going to throw the...

Commissioner Lago: Swing the traffic on the other...

Mayor Valdes-Fauli: Problem to Dorado, which is then going to qualify, and the next one down, which is then going to qualify...

Commissioner Quesada: Then why can't we continue staggering it down to...

Commissioner Lago: But...

Vice Mayor Keon: Well, because that...

Commissioner Quesada: Protect the entire neighborhood.

Commissioner Lago: Frank, but that's...

Vice Mayor Keon: Because that's a decision...

City Manager Swanson-Rivenbark: Mr. Mayor, it's going to be really...

Vice Mayor Keon: For the County to make.

City Manager Swanson-Rivenbark: Difficult to get the minutes with everybody talking at the same time.

Commissioner Lago: Frank -- Frank.

Vice Mayor Keon: Because...

Commissioner Quesada: Yes.

Commissioner Lago: I agree with you, 110 percent.

Commissioner Quesada: Yeah.

Commissioner Lago: I know that we all agree with you, but there's a way to resolve this issue.

Mayor Valdes-Fauli: What is it?

Commissioner Quesada: Tell me.

Commissioner Lago: Finish the multimodal transportation plan.

Mayor Valdes-Fauli: Yeah, but...

Commissioner Lago: But wait, no, no. Let me -- wait. Listen, it's very simple.

Commissioner Quesada: Something that...

Commissioner Lago: You're not...

Commissioner Quesada: We actually have control over.

Mayor Valdes-Fauli: That's not going to solve anything.

Commissioner Lago: But why? Why wouldn't it solve anything?

Mayor Valdes-Fauli: Because it's not. We're talking about diverters in these three...

Commissioner Lago: No, but it will...

Mayor Valdes-Fauli: Particular streets.

Commissioner Lago: It will solve it because, again, the purpose of this -- and we talked about we're not going to reduce volume even though, for some reason, an anomaly here happened and you saw a reduction in volume. It's not going to happen across the street -- it's not going to happen across the board. So, why not finish the multimodal transportation plan? It's two years - - for some reason, it has not been completed. And then put a budget in place over the next five to ten years to implement what the study says. Put speed tables -- the speed tables work. You're slowing people down. So, why -- if you're thinking about, okay, let's put diverters everywhere. By the way, guys, the diverters help me. I want the diverters, okay, but you're only going to dump traffic -- more traffic on Blue Road. You're only going to dump more traffic on Alhambra...

Mayor Valdes-Fauli: What...

Commissioner Lago: Let me just finish, Mayor, one second.

Mayor Valdes-Fauli: Yes, please.

Commissioner Lago: Please, let me just finish, one second, and then I won't say anything else. The issue is you're resolving the problem on 57th Avenue and that corridor, but then you're going to have problems on Blue Road and you're going to have problems on Alhambra. Again, we're going to have the same meeting with the residents from Alhambra. What I'm telling you is -- we've said this a million and one times. Let's get the multimodal transportation plan done. It's been two years in the waiting, okay. That is going to give us a plan of attack on how to address speeding issues throughout the city. We're not going to address volume issues. It's not going to happen. So, that's what I'm pushing for, and I would like to see some support from the Commission because, to me, it's perplexing that this plan has taken two years and hasn't been delivered. When people come up here and they talk about -- for example, because I know you're in the same boat and so is Frank. I cannot take my two daughters out to ride bike on Urbino. And yes, we're very limited because I have a corner -- I have Urbino and I have San Amaro.

Where am I going to take my kids? To the park? Yes, I can, but it's -- sometimes I want to sit in my backyard and watch them ride bike or play on their scooter and it's a hindrance. But if we did have speed tables, at least you'd be able to have a little bit more control...

Mayor Valdes-Fauli: Let's...

Commissioner Lago: Of how fast people are going in your neighborhood.

Mayor Valdes-Fauli: Let's get back to the diverters...

Commissioner Lago: But does that...

Mayor Valdes-Fauli: Issue.

Commissioner Lago: Do any of my colleagues disagree with this?

Vice Mayor Keon: But...

Commissioner Lago: Because I saw...

Mayor Valdes-Fauli: No, but that doesn't...

Commissioner Lago: That Ed Santamaria wanted to stand up and answer.

Mayor Valdes-Fauli: Address this issue. No, I don't. And it addresses the issue in the very long term, but today we have twenty-some people here, and we have a full room and we have to deal with these diverters today.

Commissioner Lago: I'm not saying -- my impression is leave the diverters that are in place...

Mayor Valdes-Fauli: Okay.

Commissioner Lago: Number one. But number two, for the other remaining streets that are there, the concern is speeding. Let's put speed tables.

Commissioner Mena: Well, that's...

Mayor Valdes-Fauli: Okay. That's...

Vice Mayor Keon: Well, but wait.

Commissioner Mena: That's precisely why...

Vice Mayor Keon: That's why...

Commissioner Mena: Earlier I brought up...

Commissioner Lago: But I want...

Mayor Valdes-Fauli: Yeah.

Commissioner Mena: The other...

Mayor Valdes-Fauli: But why don't we...

Commissioner Mena: Recommendations.

Vice Mayor Keon: But we have...

Mayor Valdes-Fauli: Let's -- out of respect for these people, let's hear them, and then we will close the public hearing and then we will talk among ourselves. I have two more here that do not wish to speak. One, Rafael Lazo, who's a proponent, and his wife just spoke, I think. And two, Mr. Diaz Padron has filled a fourth card, and he doesn't want to speak and he's very much a proponent. The next I have here is Jose Rivero. No, do not wish to speak either, alright. And he's a proponent...

Vice Mayor Keon: He is -- a proponent.

Mayor Valdes-Fauli: Carmen Olazabal, who wishes to speak. Carmen, good morning.

Vice Mayor Keon: Good morning.

Mayor Valdes-Fauli: Two minutes, Carmen.

Commissioner Quesada: Good to see you.

Commissioner Lago: Good morning.

Carmen Olazabal: Good to see you. Good morning, Mayor, Commissioners. It's great to see you. For the record, I'm Carmen Olazabal, and I reside in 1420 Palancia Avenue. And since I have two minutes, I'll start with the neighborhood meeting that we had sometime early in 2017, where the community was informed that the temporary diverters were going to be installed. And at that point, there was about 20 to 30 residents that were really concerned about any traffic implications that would cause on their streets. We were told then that the model didn't show that we were going to be significantly affected, but that the diverters were temporary. And if there were adverse effects on those streets, the temporary diverters could be removed. Now, I shared with you some -- you know, some of the numbers that I saw. But if you look now, we've been

getting -- we had a report from David Plummer. And the report shows that daily volumes in Algardi, Cantoria and Garcia have reduced by 37, 26, and 33, which is great. This is wonderful. But the reality is that the volumes in Sarria, Dorado and Palancia have increased by 141 percent, 56 percent and 25 percent. And I'm basing this on the November 7 report because there's a revised January 15 report from David Plummer, which I don't understand what the differences are in one or the other, so, you know, David Plummer can explain that. But it is a significant diverse effect that these streets are seeing. And you know, I would want to say that, you know, the City should stand by its commitment to the residents in that meeting, where it said if there's significant adverse effects, the diverters will be removed. And you know, that would be my recommendation. I understand that it seems like the City wants to take a different approach. And if that's where you're going, which I'm opposed, please look at the process. The residents haven't been informed. There has not been a second neighborhood meeting to inform the residents of the effects on their streets. They have lived it, but they haven't seen it. There's a revised report. We don't understand why. And I have like four or five questions that I could ask David Plummer about the report that raise a lot of concern to me and are not being explained. I think the residents, at a minimum, deserve a neighborhood meeting where the overall impacts are being explained.

Mayor Valdes-Fauli: Thank you.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you very much. Next is Tim Grier, Cantoria.

Tim Grier: I'm not speaking.

Commissioner Lago: He's not speaking.

Mayor Valdes-Fauli: He's not speaking. I didn't have that here. Alright.

Commissioner Lago: Is he in favor or opposed?

Mayor Valdes-Fauli: He is a proponent, yes. Sara Courtney Baigorri, opponent, and she wishes to speak.

Sara Courtney Baigorri: Good morning, and thank you...

Mayor Valdes-Fauli: Good morning.

Commissioner Lago: Morning.

Ms. Baigorri: Good morning, and thank you for giving us an opportunity to speak on this issue. I, too, am a Dorado resident, and I also was at the Youth Center meeting with the neighborhood, where we were told -- the Dorado, Sarria, Palancia neighbors all voiced their opinions early before the diverters were put in of our concern that the traffic was going to be all diverted to our three streets. And I think that the resulting numbers have shown that that is true, particularly on Sarria. But if Sarria gets the temporary diverters, that's going to just move over to Dorado, especially because the school zone starts right at Dorado, so people are going to turn on our street to avoid going 15 miles per hour on Red Road. So, at the -- what I would propose if Sarria does end up getting that -- and it seems like maybe the opinion is swaying that way -- is then give Dorado another chance to be studied and check the numbers on Dorado afterwards to see if our traffic also goes up 91 -- which is almost a hundred percent. I walk my dogs every morning at rush hour in the morning and rush hour in the afternoon. And the difference from when the diverters have been put up is incredibly noticeable. It's four and five-fold easily. And...

Commissioner Mena: This is on which street, I'm sorry?

Ms. Baigorri: Dorado.

Commissioner Quesada: Dorado.

Vice Mayor Keon: Dorado.

Ms. Baigorri: Dorado. I'm also on the corner of Dorado and Alhambra and very much opposed the traffic circle. There were four -- all -- every single property owner there voted against it for, I think, obvious reasons. Anyone here that would get the traffic circle proposed on their house wouldn't want it either. So, just because that came...

Commissioner Quesada: Why is that?

Commissioner Mena: Disagree with that.

Commissioner Quesada: I have one at my house...

Commissioner Mena: Yeah.

Commissioner Quesada: And I like it. But why are you against it?

Ms. Baigorri: I think if you would bring the four neighbors that are on Blue and Alhambra Circle, which is what would happen on our street, would probably all say they wish that that wasn't there. I think it creates a backup of traffic in your yard that doesn't exist. Any accident that happens would happen in your yard. Any traffic, any honking, any -- all that stuff would be right in front of you where right now there's no stopping at that point. It would end up stopping traffic around our...

Commissioner Quesada: I'd ask...

Ms. Baigorri: Our yards.

Commissioner Quesada: That you -- I don't think I can change your mind right now considering the way that you phrased it and your tone. But I'd ask that you look into it a little bit more and go to maybe one of our Traffic Advisory Board meetings. I have a circle in front of my house. There's never any honking. There's never any backup. There's...

Commissioner Lago: And I have one...

Commissioner Quesada: The only kind of crash that ever...

Commissioner Lago: And I have one one street over. When I bought the house, the circle already existed, so it's literally one street over and it's not a problem whatsoever. There's no -- and I have a lot of traffic in front of my home because of...

Commissioner Quesada: He does...

Commissioner Lago: The University of Miami.

Commissioner Quesada: He probably has more traffic than all of us in front of his home.

Commissioner Lago: And there's no honking. There's no screaming. There's no crashing. It's pretty...

Vice Mayor Keon: There's very few accidents at those circles.

Commissioner Lago: It's pretty civilized. It's pretty civilized, you know. But again, we do have also some traffic calming devices in place already. For example, the circle, one on Miller and one two streets down from me.

Ms. Baigorri: Right.

Commissioner Lago: So, it actually works sufficient.

Commissioner Quesada: But I'd ask that you attend one of the Traffic Advisory Board meetings...

Ms. Baigorri: Well, I'd be happy to talk with...

Commissioner Quesada: So that they dive into some of the data and maybe it'll help you to smooth it over because it does improve things. We're not just -- we don't just willy-nilly put them out there into the neighborhood. And the previous Commission, before we were on, the ones that started the traffic circles -- and we've seen a lot of great improvements in residential neighborhoods because of it. Again, we're not doing it just because we think it's cool. We do it because it works.

Commissioner Lago: (INAUDIBLE) spend the money.

Commissioner Quesada: Yeah.

Commissioner Lago: That's not the way...

Ms. Baigorri: And one last thing on the Dorado issue. Dorado, Palancia and Sarria, just to go back to that. When this whole thing started, we weren't given an option of the diverters. And I think that if this is going to go forward, that's something that our neighbors would be interested in.

Commissioner Quesada: Yeah.

Mayor Valdes-Fauli: Thank you.

Commissioner Lago: And can I...

Mayor Valdes-Fauli: Thank you very much.

Commissioner Quesada: One last thing. I'm sorry, I keep harping on this. I saw former Commissioner Cabrera, which I assume may still be outside. He did a lot to improve traffic in the city. He was one of, you know, the first individuals with traffic circles. So, maybe get -- from another source. He's right outside, maybe ask him about it. And Commissioner Cabrera, sorry for putting you on the spot, but he did a lot of good things to help improve traffic in the city, so he's got more information for you.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Baigorri: Thank you.

Mayor Valdes-Fauli: Eugenio Martinez. He wishes to speak. Good morning. You're a long-term resident and a very distinguished resident.

Eugenio Martinez: My name is Eugenio Martinez. The address is 1535 Garcia. And I tend to talk a lot, so let me be real brief. First, I want to tell you a story -- a human story that relates to this. I used to live at 4920 Biltmore Drive, for about seven years. We were in contact with the people -- Coral Gables in charge of trees and everything and trying to get diverters, circles and speed bumps in our street. We've got a lot of traffic. And the problem we had is that coming out of the bridge on Blue Road, people were coming at high speeds. It took the death of a football player at the University of Miami, number one draft choice that came out of the bridge, ran into a tree and died, okay. This is the human side of what I think we're dealing with here. It

took about five years after that before they put a diverter at the end of Biltmore and Riviera and a circle. And then it took another five years because -- before they put the speed bumps. And I think that this gives us an example of what's happening here. You know, we're waiting and waiting and waiting, and we're exposing to residents, my grandchildren -- they're all exposed to this. We had meetings, I believe, about four years ago, where studies were made and then it was decided that they were going to put temporary speed bumps into these three streets, and that they were going to do it at the end of the school year. Well, it took two years before they did that. Now, we have temporary things that really, people violate it. My daughter -- my youngest daughter violated it one day. So, you need to, I believe, put permanent speed bumps there, permanent, in those three streets. And then you need to do something for these other people. And I think that if you cannot get diverters for all those streets, you should put speed bumps on all those streets.

Mayor Valdes-Fauli: Thank you, Mr. -- thank you, Eugenio. Yeah, I agree with you.

Mr. Martinez: Thank you very much.

Commissioner Quesada: Thank you.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you very, very much. We have another, Cristina Diaz-Padron. This is the fourth card for the Padrons.

Cristina Diaz-Padron: Good morning, everyone.

Commissioner Quesada: Morning.

Commissioner Lago: Good morning.

Ms. Diaz-Padron: Yes, I am the sister of...

Mayor Valdes-Fauli: Oh, the sister. Oh, I'm sorry.

Ms. Diaz-Padron: Yes.

Mayor Valdes-Fauli: Good.

Ms. Diaz-Padron: I live at 1521 Garcia Avenue. We're missing something very important here this morning. Why Algardi, Cantoria and Garcia? Very simple. If you put your car facing westward on Algardi, Cantoria or Garcia, what do you see? The opposite streets on the other side of 57th Avenue. This is why our streets are dangerous because the majority of the traffic that we get on our highways -- before the temporary diverters were installed -- come from the other side. Why were these numbers different on the streets south of us? Why didn't the streets south of us qualify, the grand majority of them? Because David Fairchild Elementary is a buffer. There are no cut-through streets. There are no parallel streets on the streets south of us. Okay, Mr. Plummer now opines that Sarria now qualifies for a diverter, too. We love our neighbors. We wished that Sarria had voted unanimously the way we did and the way that only we did, unanimous votes. Algardi, Cantoria and Garcia, per the City's requirements, were given. Sarria didn't vote unanimously. We wish they did. We hope that now they do. We wish for them -- they get a diverter, too. We are tired of this quid pro quo approach that we're hearing from our neighbors. All or nothing, all or nothing, no. Because the City asked from us two things. Qualify. We did qualify. David Plummer has told you. Our streets were very dangerous. The second thing, the City says vote unanimously. We did. Enough already. We have complied and complied and complied and we want action. We don't want to continue to be exhausted with these quid pro quo threats of maybe not, now, we don't know. Now, the City hired an expert, paid for by the City in the City's own hands, you all have the report. It says the diverters should be made permanent. I trust that the City will not ignore that very clear opinion.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Diaz-Padron: Thank you.

Mayor Valdes-Fauli: Thank you very much.

City Attorney Ramos: I'd just like to state for the record that quid pro quo is an illegal act that is certainly not what's happening here. I just want to correct for the record that I understand the way it might have been used...

(COMMENTS MADE OFF THE RECORD)

City Attorney Ramos: I understand. But I just want to make the record clear.

Vice Mayor Keon: It's not quid pro quo.

Mayor Valdes-Fauli: Next is Ms. Maria Cruz. Good morning, Ms. Cruz.

Maria Cruz: Good morning.

Commissioner Lago: Morning.

Ms. Cruz: And obviously, I do not live in any of those six streets, but I do live on Miller. And you know what, when this process started, it was clear that it was -- they were going to be affected. They voted not to participate. Guess who's getting the traffic? We're getting the traffic, but we have no say because we're a big street. My whole issue here is once these people -- these three streets took the time -- what she just said. They did everything they were asked to do. If you want to get the other three involved, that's fine, but that should not interfere with the

three that did everything that they were required to do, that went through the process, that got the votes, that had the study made. They're in, and you should not backtrack. They did everything as asked. They should do -- if you can help the others, it'll be wonderful. If you can do something for Miller, I'll be ecstatic. But you know what, at least let the three that did everything move on with the process, get it done, and then let the others go through the process the same way. Let them vote. Let them do everything they have to do.

Mayor Valdes-Fauli: Thank you, Maria. Thank you. Juan Lucas Alvarez. Good morning, sir.

Juan Lucas Alvarez: Good morning, Mr. Mayor and Commissioners.

Mayor Valdes-Fauli: Proponent, yeah.

Mr. Alvarez: Thank you for the opportunity. My name is Juan Lucas Alvarez. I live on 1532 Algardi, and we've been dealing with this issue, traffic calming devices on our street, going back to your last stint as Mayor, just to give you an idea of how long we've had to deal with this. I have three kids; 15, 13, 10. I missed that opportunity of riding bike, playing outside. It's impossible on Algardi before we had the situation. The thing most frustrating to me over the years is that it's obvious that Algardi is going to stay in favor of the diverters. And it's obvious that there's going to be other residents that are being affected that are going to be against it. But the most frustrating thing is that the process on this side continues to change. The finish line for the Algardi residents to get these diverters continues to change. I don't want to go back into the history, but diverters on Algardi have been being recommended for years and years and years. Every time we get to this finish line, when we think we're done and we're going to get it, it changes. The process, for some reason, changes, as Ms. Garcia-Padron indicated earlier. We've done everything we've asked -- everything you've asked of us. It's been going on now for four years, since 2014. Pre-implementation test, temporary implementation, post implementation test. Commissioner Quesada indicated the expert, Mr. Plummer -- please, he's the expert. We want your opinion. But what did Mr. Plummer say? There's been 300 cars going less in that area.

That's a good thing. He's recommending it to be permanent. And what do we do? Are we talking about let's get it done, let's make it permanent? No, we're talking about what do we do about opting out other streets. What do we do about starting the process all over again. As Garcia-Padron said, we're not against the other streets getting a traffic calming device, but why is that slowing our process down, our process that we complied with, our process that's been approved by everyone, our process that's been approved by all the statistical evidence? If they want diverters, do exactly what we did, start the process. Go through the process. Fight for three and four years, like we've done. And then if you meet all those requirements, then come in here and argue to the City and to the Commissioners and to our Mayor that we're entitled to these diverters because that's what we've done, and we've been doing it now for over ten years.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you, sir. Thank you. Allison Langer. Good morning.

Allison Langer: Morning.

Commissioner Lago: Morning.

Ms. Langer: I have a picture of our street.

Mayor Valdes-Fauli: Sarria.

Ms. Langer: Full of kids -- yes, I live on Sarria. And it's clear there's an issue -- an obvious issue. The reason we did not vote -- I just want to clear this up. We opted out because we, as neighbors, did not want to push our problem onto another street. It was very unclear as -- was it a -- then, it wasn't. It was do you want this, and we said no. We really just wanted to share the problem. we didn't want to take the problem -- we know there's a huge problem on those first three streets, and I'm really happy for them that their kids can now play in the streets, but they

just pushed it to our streets and made it very unsafe. I have two children who walk to David Fairchild. Every morning before they leave, I say, you guys please walk on the grass. Please don't get hit by a car. I want to commend -- I just want to talk about the things that haven't been discussed. Number one, I want to commend the City of Coral Gables Police. They have responded every time I have called. Please put somebody on our street. There's no left turn on the first four blocks. That's not being enforced. It's now being enforced and it has helped a lot. I think if that was being enforced on all the streets, we wouldn't even need the diverters. People would stop going down there. So, that addressed -- that has not been addressed. The other thing I noticed driving up Red Road or going south on Red Road, people are doing a huge U-turn in the middle of the street and going onto the diverted streets. That is a huge safety problem, and that has not either -- also been addressed. So, people are doing the turn...

Commissioner Quesada: I'm sorry. Explain to me the U-turn.

Vice Mayor Keon: Yeah.

Ms. Langer: So, there's a...

Commissioner Mena: You can't go straight through, so if you're coming south...

Commissioner Quesada: Oh, so they'll make a U-turn...

Vice Mayor Keon: They go past it.

Commissioner Quesada: Got it.

Ms. Langer: I have even seen...

Commissioner Lago: They do the same...

Ms. Langer: People go in the out...

Commissioner Lago: They do the same thing on my street.

Commissioner Quesada: Got it.

Ms. Langer: In the out down those streets. I mean, that is huge. That's a huge -- so, no one's talking about that, and that's a problem with these diverters. People are going to go there even -- because that's where they want to go, if they can, and they're doing that U -- so that's a problem. So, I definitely, definitely want to say thank you to the police force because that really has helped. And I think it would help the other streets, too. No one's talking about what else we can do instead of the diverters, and I think that's also a problem. I'm not saying they want to come down -- that I want them to come down necessarily, but are we willing to close all the streets -- you guys brought it up. Are we willing to close all the streets? How does that look safety wise? How do we get, you know, emergency vehicles in and out? I mean, there are huge things going on that are not being addressed, so...

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Langer: I just want to say that.

Mayor Valdes-Fauli: Thank you very much.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you. Diego Lopez, next, wishes to speak. Mr. Lopez.

Diego Lopez: Hello. Good morning.

Commissioner Lago: Morning.

Mr. Lopez: I just moved into Sarria Avenue about a year and a half ago. I was honestly pleasantly surprised when I saw those diverters being put on the first three streets. I was like, hey, hooray. It's going to get put on Sarria, never happened. Then I started getting in touch with Allison, which is the neighbor that I have in front and she's lived in the Gables for so long. I was like, hey, when are we going to get this? I want to put it on the record I'm glad that those first three streets have it. I think, as the study reports, volume and speed has come down. Now, I want it for my street as well because I have three kids -- 5, 3, 1 -- we are taking right now the measurement of putting cones on the street because, if not, our kids won't play safely. Cars are still coming by. Do you guys want an accident to happen? Is that -- we're in Coral Gables, one of the best cities and of the world. Let's please stop the bureaucratic process and let's get things done. Appreciate it.

Mayor Valdes-Fauli: Thank you, sir.

Commissioner Lago: Let me ask you a question because I don't go through your neighborhood, Mike, or Frank, that often. We're having the same situation where basically when you drive down the streets nearest to my neighborhood, like all the parents just putting out cones or putting out, you know, some sort of -- they're even moving cars onto the street to kind of block people off from potentially being an issue. Are you doing similar -- or are you having similar issues like that or...

Commissioner Mena: Yeah, you see some parents, I think, putting out, you know, either those signs that say, you know, drive like your kids live here; drive slowly, those type of things. We don't have diverters. We have circles and things like that, but not the type of diverter we're talking about here. But yeah, it's definitely an issue. I mean -- but as you know, the end of my

street is the extended parking lot for Sunset Elementary, so it's really not much you can do other than addressing that issue as we've discussed, so...

Mayor Valdes-Fauli: Alright. Next is Carmen (sic) Rebuelta. Good morning.

Carmela Rebuelta: Good morning. I also live on Sarria Street.

Mayor Valdes-Fauli: Please close that door. Thank you.

Ms. Rebuelta: We just moved to Sarria Street six months ago. And the traffic -- I guess everything has been pretty much explained. What I just wanted to say is we have the police every morning or at least three mornings, there's the police putting fines to everyone that turns. I wish they could come in the evenings because the evenings -- the cars know -- they do that every single day. So, they know -- in the morning, they don't turn. You should put that in your traffic studies. I mean, maybe the 300 cars that are not reflected and that you all think are not going through the little streets, every single morning, they get a fine, so they stopped turning because they get a fine in our street. But if you did that in the evening, you would get a lot of fines, too. It's crazy the amount of traffic in the evening, and they speed up and they don't care if our children are playing. There's always ten children playing in the street, and they don't care. They just slow when they see them and then they speed up. And they can't be in the driveway -- they're kids, so it's -- our street, now it's crazy. And if we put the diverters, it will only go to Dorado, so you will have the same problem. In six months, they will be here asking for the diverters and it will go down. So, I'm glad for the ones that got the diverters, but it's -- I think it's taking the problem down to the other streets. Thank you.

Mayor Valdes-Fauli: Thank you very much. Arturo Abascal, Cantoria. Oh, he does not wish to speak. I'm sorry. Dr. Kontopoulos.

Eftichia Kontopoulos: Hi.

Mayor Valdes-Fauli: And he's a proponent, Mr. Abascal.

Ms. Kontopoulos: My name is Efti Kontopoulos. I live in Dorado Avenue. And like the other residents of Dorado Avenue that spoke before me, one of the reasons I purchased a house there was because it was a beautiful tree-filled street that was quiet. This has changed tremendous. Not over the past -- only over the past, you know, few years, but also, since the diverters were placed in the streets prior to us. One thing that I wanted to comment on is that the diverters are consecutive, so that diverters on the prior streets are one after the other, without leaving a little gap of one street at least. So, what happens is there's a bottleneck effect to the street after that. So, we're really experiencing the negative effects of that. Like most of us on Dorado Avenue, we would be proponents of a either traffic diverter -- even a speed bump, which I didn't -- I don't think that's a popular idea in this crowd, but I think we should not exclude it. If it's not right in the front of the residence of somebody, it could be at the sidewalk in the beginning of Red Road, for example, and that would automatically reduce the speed. Definitely, we want something. And we think it's a little bit unfair that, you know, this was done. Personally, I don't know how the people voted, but I've asked the people on our street. Nobody has been in any of these meetings or voted. Please try to make this a little bit more of an open process. Perhaps, I'm the only one who hasn't been notified and the other people on my street, but we would like to make this a little bit more open and for people to know about it. For me, I had to cancel my office this morning to be here. It's not easy for people to be here to voice their opinion.

Mayor Valdes-Fauli: Of course.

Ms. Kontopoulos: So, if you want to just note that I do want speed bumps or I vote for...

Mayor Valdes-Fauli: Traffic calming.

Ms. Kontopoulos: Speed di -- yes, absolutely, for Dorado. And the other thing is that if a street has opted out -- I noticed that there's a lot of push to go for it. Can you -- why is that?

Commissioner Quesada: I'm sorry. I missed the last portion.

Ms. Kontopoulos: I said that Sarria, I heard, has opted out for it.

Commissioner Quesada: Yeah.

Ms. Kontopoulos: And now you're saying that you consider redoing it.

Commissioner Mena: They opted out pre-implementation and...

Vice Mayor Keon: Right.

Mayor Valdes-Fauli: Yeah, pre-implementation.

Ms. Kontopoulos: Of the streets before?

Commissioner Mena: Post implementation...

Mayor Valdes-Fauli: So, that is something to consider, yes.

Ms. Kontopoulos: Okay, so -- and the other question I have is if we all put diverters, where is this going to go then? You know you have a new park now at (INAUDIBLE).

Mayor Valdes-Fauli: It's going to go to Fort Lauderdale, if we all do diverters.

(LAUGHTER)

Mayor Valdes-Fauli: Thank you, ma'am. Thank you for your opinion. I have had 23 people fill cards, of which 17 have spoken, and 23 opinions. Is there anybody else who wants to speak? Alright, then we will close the public hearing part of this proceeding. And Madam City Manager, you want to say something?

City Manager Swanson-Rivenbark: I think that we were not expecting this item to come forward yet.

Mayor Valdes-Fauli: Yes.

City Manager Swanson-Rivenbark: It was still a part of the process with the County. If you would like us to continue through that process, we're expecting to do so. If you want us to go back with neighborhood meetings, which clearly, we owe the neighbors, it would be our privilege to do so, and we'll work with staff on setting those up.

Mayor Valdes-Fauli: Okay. We have heard many ideas here. One, closing Sarria. Two, have traffic calming devices, speed bumps or speed tables or whatever it is, on these streets; traffic circle on Alhambra Circle, and we don't require unanimity for the traffic circle to be installed. We've heard many ideas here, and I'd like to hear the Commission express some ideas. And I think a neighborhood meeting with the neighbors on Sarria would be good, as well as Dorado and streets south. But I'd like to hear the Commission.

Commissioner Quesada: Mr. Mayor, I just -- a few procedural, I guess -- I don't want to say hurdles, but I need some more education. I think the rest of us do up here, to tell us what the process is related to Sarria, Dorado, Palancia, any other streets. But -- so, I'd like to hear from someone from staff tell us exactly what to do on that. However, I was told the speakers have considered everything where I'm at here -- Ms. Padron and the -- I'm sorry, I forgot your name, from Algardi with the little kids. One of the worst things that we talk about all the time here is

the moving target, and it's the worst type of bureaucracy you could have in any kind of government. And the fact that we've had this goal line that we've given to residents over the last four years and it keeps changing is one of the worst things that we could do to continue a moving target. So, I'm 100 percent in favor of allowing them to complete the process because I guess the question for today is, are we going to prevent it from happening or not, from continuing. Because right now, it's at the County, whether we're going to stop it or not. My vote is going to be to continue that process to move forward so they can bring that to a finality. At the same time, I'm still -- I'm sensitive to what's happening on the other streets, as well. So -- and that's where the procedural questions come into play. I don't know if it's on us because Sarria preliminary voted against it. I don't want to prevent them from doing it. I don't know if we can expedite that. I don't know if it's got to go back up to the residents, so that's a procedural question. And then my last thought is, you know, Ms. Olazabal has a unique experience in the city. She worked here for a while. She knows -- she's got specialized knowledge. I know she had mentioned she had five questions or thoughts she wanted to have to Mr. Plummer. I realize we don't have the time to get into all of that, but I would like to hear that -- I mean, I don't know if it's for today, but I definitely want her to speak to Mr. Plummer and get back to us on what the concerns are there for moving forward on the other streets with that. Also, I'm in agreement with Mr. Lago -- with Commissioner Lago that the multimodal plan -- I'm not against it. I'm a hundred percent for it, but I just want to make sure that we don't prevent something from happening -- why can't -- that'll be in addition to. So, those are all my thoughts, as I've taken them from today's proceedings.

Commissioner Lago: I'd like to just reiterate all the comments made by Commissioner Quesada I agree with 110 percent. But I want a commitment from staff, and I've been talking about this already for almost two years. This was supposed to take one year. I want to be able to deliver, in the next three months, the transportation plan because what we're seeing today is just going to be exacerbated over and over and over again as this community continues to grow. And I'm not talking about Coral Gables. I'm talking about the hundreds of thousands of cars that drive through the city every single day. South Florida is growing, and it's growing incredibly. So,

what I need to do is to be able to stop this, you know, micro, you know, corrections that we're doing, which we're not allowing anymore and really proceeding in a holistic approach. We need to provide -- because I know that every single Commissioner on this Commission is getting the same emails I am. Hey, I have a lot of traffic on my street. Hey, I'm having accidents. It's unsafe. I don't have an answer for them. And what I'm answering now is very simple. I copy you, I copy Jessica, and I copy the City Manager. I said, we've been waiting two years for the multimodal transportation plan. I know it's forthcoming any moment. This plan will give us an approach on how to deal with speeding, not volume. I think people here are very reasonable people in this community. They just want an answer to be able to have safer streets. But if we don't come to an end with this project and start budgeting it over the next ten years to address whatever that plan says, we don't have an answer for the residents. Or we keep running into this type of situation -- and I'm going to keep saying it over and over and over again until I get that plan. So, I need to know when is that plan going to be delivered. When is it going to be in my hands, and when am I going to have a plan from staff on how to address speeding in this community? I know people don't want speed humps in front of their homes. I know people don't want circles in front of their homes, but we're going to have to put speed humps and we're going to have to put circles in front of people's homes because, you know, you're going to have that tragic accident.

Mayor Valdes-Fauli: Supporting what you're saying, this Commission, in January or February of last year, passed a reduction of the speed limit to 25 miles per hour, first reading. Second reading was when I was elected mayor, in late April/May. We are in January of 2018 -- what is that, eight months later, and we still don't have the signs. We still haven't done anything, and I think that's shameful, and I support what you're saying...

Commissioner Lago: And I...

Mayor Valdes-Fauli: A hundred percent.

Commissioner Lago: And if I...

Mayor Valdes-Fauli: There's always an excuse...

Commissioner Lago: And if I may...

Mayor Valdes-Fauli: That we put it out for bid, that we're doing whatever. Where are those...

Commissioner Lago: But let me tell you...

Mayor Valdes-Fauli: Signs?

Commissioner Lago: I always...

City Manager Swanson-Rivenbark: And so...

Commissioner Lago: I always -- because it's not only about the signs. It's also about enforcement. Our police department does an exceptional job. But this is -- we're going to have to address this issue of speeding and volume and multi -- you know, a multiprong attack, you know, lowering the speed limit, enforcement, you know, addressing the multimodal transportation plan. And on my Commission initiatives here, item number one, I want to find out where's my transportation master plan. And number two, 25 miles an hour. We've had multiple conversations about this.

Mayor Valdes-Fauli: Where are they?

Commissioner Lago: So, I need to know -- and I want an answer from staff. It doesn't have to be today, but I'd like to have it by Friday. When are our consultants going to deliver it? Or am I missing something? Is the County -- I need an answer of where I can point the finger to and how

I can help you address this issue. If it's in the County, tell me. Commissioners, we'll call a sunshine meeting and we'll go meet with Commissioner Suarez or we'll go meet with Alice Bravo. If we have to meet with the Mayor, we'll meet with the Mayor. I just don't have an answer for the residents. And we're in this predicament today because this is the last group of streets that were approved prior to moving in this direction. But now, we're not doing anything for the rest of the city.

Mayor Valdes-Fauli: What is the pleasure of the Commission?

City Manager Swanson-Rivenbark: Excuse me, Mr. Mayor, if I can just clarify.

Vice Mayor Keon: I think we all have things to say.

Mayor Valdes-Fauli: Go ahead.

City Manager Swanson-Rivenbark: We had -- at the last meeting, we had an update on the multimodal transportation study, and we also said that on the next meeting -- not this meeting -- but the first meeting in February, we would be bringing forward the implementation plan with the bid documents for the implementation of the signs citywide that moved not -- only neighborhood small streets to 25 miles per hour. We have the bid documents in place. We have a plan in place with the police enforcement. We have a plan in place on where do we start on a 14-square mile city, when we will have it as a grace period, when we will have it actually ticketed. And that plan is what is coming to the next Commission meeting, which we committed to at the last meeting. I just wanted -- on the matter of 25 miles per hour, there's a clear plan in place. On the issue of when is the implementation on the multimodal citywide highly-complicated plan, we'll get that to you all in memo as to what the deliverable timelines are with the consultant, and we'll get it to you...

Mayor Valdes-Fauli: Thank you.

City Manager Swanson-Rivenbark: By the end of Friday.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you.

Commissioner Lago: Thank you, Madam City Manager. Appreciate that.

Mayor Valdes-Fauli: Commissioner Mena.

Commissioner Mena: Just to get back to the topic of the diverters, you know, we've heard from a lot of people today. I, too, found Mr. Alvarez's comments, you know, persuasive; Mrs. Diaz-Padron, as well, which is that these neighbors have gone through the process and they've done everything we've asked them to do. And I'm not about to pull the rug out from under them at the last minute, so I'd like to move forward with the diverters. I'd also -- without delay. And I'd also then, secondly, like to move forward with working with the neighbors on Sarria and Dorado and Palancia to figure out what we can do to improve the situation. We have to be careful that we don't put the cart before the horse. We don't know that the County's going to approve this. We'd like them to, we're going to propose that they do, but none of these impacts on Sarria, Dorado and Palancia even come to fruition unless the County approves this. So, I think we need to move forward with that, see if we get that approval or not, and then once we do, then we can address the impact on these other streets. The other thing I noticed, I had at least one mother tell me that, you know, her street with the volume that has gone down to I think it was 315 is almost utopian. And then another neighbor whose volume on Palancia who are at 342, not significantly more...

Commissioner Lago: Says it's chaos.

Commissioner Mena: That it seems like chaos and the Indianapolis Motor Speedway. So, there's a perception issue, as well. Obviously, when you see an increase on your street, you feel that increase. And obviously, vice versa, when you see that decrease, you feel that as well. But when you look at the numbers here and how this issue has been spread out and when you account -- as Ms. Diaz-Padron pointed out -- for the fact that a lot of these streets don't have cut-through because of David Fairchild, I think what you see is that the clear impact is to Sarria. And so, we need to work to solve the issue of Sarria, assuming that we get approval from the County on these other streets. And I'm confident that if we work with Mr. Plummer, we work on some of the concurrency issues, and maybe we can discuss that at the next meeting what our requirements are and what we do about that to make it easier to do the things that Commissioner Lago is suggesting, traffic circles, speed bumps, where appropriate, et cetera.

Commissioner Lago: I agree with you.

Mayor Valdes-Fauli: Can I briefly -- give me the map. Can I -- if I can rephrase what you're saying and bring this to a conclusion, and we'll hear from the Vice Mayor in a minute. But what you're suggesting -- and I fully agree with it -- is -- well, before I get there, there are two issues here. One is volume and the other one is speed. And we will deal with speed in later meetings. Speed tables, speed signs, et cetera, and all of this is superseded by the comprehensive traffic study. But volume, your suggestion, Commissioner Mena, is that we do everything that we can to make permanent the closings that -- I mean, the diverters on Algardi, Cantoria and Garcia, number one. So, we support that. And if the County asks for our opinion, we do support it. Two, we have to deal with Sarria, and we should have meetings with Sarria to see whether, as Mr. Plummer said, Sarria would be justified to have another diverter, and see what that effect on Dorado and Palancia and the other streets will be if we decide to continue. But that depends on neighborhood meetings, which we should be expeditious in conducting to see what's going to happen. But there are a lot of things here -- and make -- the three is make Algardi, Cantoria, Garcia permanent, deal with Sarria, with neighborhood meetings, and then Dorado and Palancia,

again, have neighborhood meetings. Deal with the volume through these diverters, and also, see what, you know, what we're suggesting does. Is that fair?

Commissioner Mena: Yes.

Vice Mayor Keon: Well, you know...

Mayor Valdes-Fauli: Yes, Vice Mayor.

Vice Mayor Keon: Again, the issue when they -- the whole discussion along this corridor began with Algardi, Cantoria and Garcia because of their proximity to Bird Road. They were most affected by this cut-through traffic, so they came first. So, you know, these are -- they're individuals. They live on a given street. Their concern is that given street, and they are certainly entitled to it. Now, you know that the closer you live to an arterial, the more likely you are going to have traffic on your street. So, I would think anyone who bought a house on any of those streets would recognize from day one that the likelihood is you are going to have more traffic than if you buy a home seven or eight blocks from that street. So, generally, yes, you're going to have more traffic. As we have built and developed to the west of us and traffic has increased to the west of us, the effect is overwhelming and certainly far greater than you had ever anticipated, although, you still knew you were close an arterial. So, granted, yes, I think you started the process. I think what you have to accept is the process is not only your three streets. That's why the study was expanded to go from Bird Road to Blue Road, and that hasn't finished yet. And just as someone in the audience that spoke said that they were told that if it increased the traffic on their street, the diverters would be removed. So, there's a whole contingent of people that are saying if the traffic shifted to my street, you're going to remove these diverters. So, we are saying to them now, no -- wait a minute. We're not going to do those rules. We're just going to do the rules that say you get the diverters. What I'm saying to you is this is an administrative process. And instead of intervening at this moment, we shouldn't intervene. We should allow

the process to continue. It shouldn't be that much longer. How much longer do you anticipate it will be before you get an answer from the County regarding this corridor?

Unidentified Speaker: I believe that would be within weeks, if not...

Vice Mayor Keon: Within weeks, so...

Unidentified Speaker: If not days.

Vice Mayor Keon: Okay.

Unidentified Speaker: We're not talking a month.

Vice Mayor Keon: This is -- so by the end...

Unidentified Speaker: I had a conversation...

Vice Mayor Keon: Of February, we should know. Yes, it has been a very long time, but part of the problem in it being a very long time or it being four years is when this started, whoever -- and a lot of people that are here now, and particularly, staff and management and whatever, were not in place at the time that it was done. I mean, hopefully, going forward, we have the good sense to not look at issues in isolation. That when we look at a problem on one street and we know that if we solve that problem it is going to create a problem on the next street, we need to look at things holistically. We need to look at streets as corridors and not individually. Yes, these first three streets are most affected. Yes, this -- the likelihood -- I'm going to assume -- is that these diverters will be approved and they will be installed. But until that happens, until we know what the plan is so you deal with this corridor holistically and we should know within a month what that is. And once you get the -- you have the results from David Plummer. You have submitted it to the County. You're waiting to get remarks back from the County. Once we

get the remarks back from the County, you should begin to establish neighborhood meetings with all of these streets between Bird Road and Blue and talk about where, from a professional opinion from our traffic experts, where is this likely to move, where is it likely not to move, when is it going to reach -- you know, when are people just going to give up and say forget it. I'm staying on Blue. I'm going to stay on Bird. Because that's what happens. They know those things. And come back with a plan that says we need to move forward with this on Sarria. We need to move forward. We would recommend this for Dorado. We would recommend this for this street. We believe these two streets maybe are not going to be affected one way or the other. They will stay open. So, that you're not -- you know, in public administration, one of the golden rules is that you don't make someone worse off when you make someone better off. You can make someone better off, but not at somebody else's expense.

Mayor Valdes-Fauli: Thank you.

Vice Mayor Keon: Not at someone else's expense.

Commissioner Mena: I'd like...

(APPLAUSE)

Vice Mayor Keon: So, what I'm asking you is that you wait. They are giving you -- I mean, I know we're getting a lot of letters because the people on these first three streets are beginning to be fearful that you're going to take away the diverters. Or after all they've gone through, which they rightfully have done and correctly have done, you know, that it's -- does it take a little longer? Yeah, it takes a little longer. And you need to allow staff, the professionals, that do the work for us to go through and finish that process.

Mayor Valdes-Fauli: Will you make a motion.

Vice Mayor Keon: And then come back and tell us in February and make -- and we will make a permanent recommendation based on the information provided to us by our staff, by the -- what the County is going to allow or prevent and whatever (INAUDIBLE) may have another conversation with...

Mayor Valdes-Fauli: I hear a motion...

Vice Mayor Keon: David Plummer...

Mayor Valdes-Fauli: In the making.

Vice Mayor Keon: And do that.

Mayor Valdes-Fauli: Will you make it?

Vice Mayor Keon: So, that's what I would ask that you would do.

Commissioner Mena: And that is -- I think that is what we're saying.

Mayor Valdes-Fauli: Will you make a motion?

Commissioner Mena: Just proceed with...

Vice Mayor Keon: Okay.

Commissioner Mena: The process with the County...

Mayor Valdes-Fauli: Okay.

Commissioner Mena: To make the diverters at these three streets permanent.

Vice Mayor Keon: And you will hold -- I will -- I have all the faith in the world that our staff will, once they hear back from the County, they will start to hold meetings, they will notify all these people. We have a lot of addresses now because we've had a lot of letters.

Mayor Valdes-Fauli: Okay, but we have...

Commissioner Mena: I'll make a motion.

Mayor Valdes-Fauli: Wait, wait. Make a motion.

Vice Mayor Keon: And so, I would move that we would wait and allow our staff to do their jobs.

Commissioner Lago: I will...

Mayor Valdes-Fauli: Make a motion, Commissioner Mena.

Commissioner Lago: I will second that motion.

Commissioner Mena: Yeah. And then to be...

Mayor Valdes-Fauli: Make a motion.

Commissioner Mena: The motion is to proceed with the process with the County to make these diverters permanent, and also, with a direction to staff, that once we have a response from the County, as suggested by Commissioner Keon, that we do whatever it takes to address the impact on the neighboring streets.

Commissioner Lago: On Sarria and Palancia, and on Dorado.

Mayor Valdes-Fauli: Yeah.

Commissioner Mena: Yes.

Mayor Valdes-Fauli: Okay, will you second that?

Commissioner Lago: I second the motion.

Mayor Valdes-Fauli: Will you call the roll, please?

Vice Mayor Keon: Yes.

Commissioner Lago: Yes.

Commissioner Mena: Yes.

Commissioner Quesada: Yes.

Mayor Valdes-Fauli: Yes.

(Vote: 5-0)

Mayor Valdes-Fauli: And I want to thank everybody who was here for your participation. This is what local government is, allowing you to express your opinions and hearing us, our reasoning process. And thank you very much for participating. We'll take a ten-minute break, please.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you.

[End: 10:59:21 a.m.]