

TRAFFIC ADVISORY BOARD
CORAL GABLES YOUTH CENTER
CORAL GABLES, FLORIDA
JULY 15, 2008

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

(*) Board recommended not holding a meeting due to holiday vacations

A - Absent
E – Excused
P - Present

STAFF

R. Alberto Delgado, P.E., Public Works Director
Esther Zabalo, Civil Engineer
Lt. Agustin Diaz, Police Department
Capt. John Curry, Fire Department
M. Francomacaro, Central

Guests:

Rafiq S. Alqasem, PIE, PTOE, PBSJ, consultant
Janet Gavarrete, University of Miami
Christopher Blair, University of Miami
Vivian Miller, University of Miami

Consultant:

Yamilet Senespleda, Marlin Engineering Consultants

Chairman Morrison called the meeting to order at 5:36. Copies of the minutes of June 17, 2008 were distributed. The Board Members were asked to please review the draft and send their approvals subject to the Minutes being corrected. Mr. Martinez had requested to be excused. Upon motion made by Mr. Goldsmith, seconded by Mr. Kries, Mr. Martinez's absence was excused.

PUBLIC WORKS DIRECTOR'S COMMENTS

Mr. Delgado informed the Board Members that he had met with the Miami-Dade Public Works Department to review the Impact Fees Program. Every year the TIP Committee presents a list of

projects that will be considered for the next five years. The County will be amending the list for this year to include the Segovia Median as that is an Impact Fee project. We submitted the estimate and the County approved it. The project is estimated to cost \$600,000.00. Some things that were not in the original plan, such as sidewalk extensions, are now incorporated in the TIP Program. The idea is to move along with that project so that the construction can start between the first and second quarter of next year, and be completed before the summer. The County has already collected the funds from the developer although that contribution is not quite enough to fully fund the project, so the rest will be paid out of Impact Fees.

The other projects are the roundabouts at Coral Way and Segovia and Biltmore Way and Segovia. They budget for these projects totals \$350,000.00. After we finish Coral Way/Segovia roundabout, the County wants us to move onto the Segovia/Biltmore Way Circle, which has already been designed in-house. These three projects will complete the Segovia corridor with the bicycle lanes connection to Alhambra.

The construction of the Coral Way/Segovia Circle will start by the end of July or the beginning of August to be completed by December. This will be a high impact project. Mr. Delgado noted that all the signal lights are going to be removed and when this project is completed the intersection will look very nice.

Mr. Morrison: “Then is the Biltmore Way/Segovia Circle is planned for next year as well? I just want to point out with the Junior Orange Bowl Parade; we definitely want to be finished before the Christmas Holiday.” Mr. Delgado confirmed that it will also be scheduled for the summer next year and that we definitely want to be finished before the parade.

At the meeting with the County they also discussed the De Soto Fountain roundabout and the \$200,000.00 for that project has also been allocated.

To Mr. Morrison’s question of what the project entailed, “to add more green space?”, Mr. Delgado noted that as a matter of fact, they would try and protect the fountain, because two weeks ago a driver hit several of the bollards surrounding the fountain, but not the bowl (or fountain.) It is hoped that the driver’s insurance company will pay for the damages. Mr. Delgado informed the Board Members that we are doing all the six approaches, with curbing, etc. In addition to that, the County is moving along with the \$200,000.00 City-wide Traffic Study for next year, but we are still not happy with the consultant they have hired to do the project. Mr. Morrison asked if the Board would have any input. Mr. Delgado confirmed that the Board could provide its input.

Mr. Delgado noted that for the other project, Ponce de Leon, Phase II, the monies are not coming in at the rate the County wanted, so we may have to move this project to the following year. Mr. Morrison asked if this was the phase north of Alhambra and Mr. Delgado said yes. Also Mr. Morrison commented that he would rather keep that money for residential neighborhood projects.

On the San Amaro and Alhambra and Blue Road Circles the bids are supposed to be in on the 6th of August. The idea is to award the contract at the August 26th Commission meeting. Those will be the projects the City will be concentrating on, but we are moving along with the other projects.

Mr. Morrison noted that he had not seen anything activity yet on the Trionfo/South Alhambra Circle in the Riviera Section, which it is awfully close to the Sunset School with the school year fast upon us. Mr. Delgado informed him that we are now doing the utilities check and they hope to be ready to go in August.

The Youth Center imbedded flashing crosswalks did not get DOT approval. They do not like that technology. It is not a technology approved and the County claims that it may fail; so the City will probably be working with the County to see if we can install a solar panel. Mr. Morrison asked if it would be like the one on Ponce de Leon and Suarez, by the fire station. Mr. Goldsmith interjected "like the one in the Grove?" Mr. Delgado: Yes, and if we can do that, maybe we can get it. This is an experimental project and we may be able to get the County to pay half with the City to pay the other half.

Mr. Delgado informed the Board Members that David Plummer & Associates, the consultant, is approaching Mr. Vishnu, in the County, to ask if we can hire the same contractor that installed the one on Ponce, and see if he can install this one at the Youth Center. The cost of the crosswalk is \$53,000.00. The one on Ponce had a median and that complicated the installation, somewhat. Here they do not and so it may be only \$40,000.00.

Mr. Delgado ended his report by saying that the meeting with the County overall was very good.

Mr. Kries questioned whether a meeting with the neighbors had taken place, referring to Mr. Martinez's motion at the last meeting (June). The Police and Fire Departments were to meet to talk about options. Mr. Delgado informed him that the meeting has not occurred. Mr. Delgado will follow-up on this issue. Mr. Delgado noted that Ms. Anderson wanted to attend this meeting but Mr. Delgado informed her that we had not held the meeting. They will come next month. Mr. Delgado wants to make sure that the meeting with Major Masington (and Fire department) takes place to go over the different options. Discussion ensued.

Mr. Kries: "Do not take this verbatim, but I think the way it was left was, you guys were to confer, look at some different options that might satisfy the neighbors but also satisfy your needs and requirements; have a follow-up discussion with at least the leaders of the pack, right, before we have a group meeting."

Mr. Morrison thanked Alberto for his presentation and noted that we will discuss the rest of the projects when we discuss Traffic Projects on the agenda. He noted that we have a presentation this evening so we would now move to that.

Mr. Delgado introduced Rafiq Alqasem, with Post Buckley, who had been a consultant with the City sometime ago, and now represents the University of Miami. He is going to make a presentation of a project that has been in the making for many years, something that the City requested a long time ago, and that is the realignment of Miller and San Amaro. "You know when you come from the west on Miller Road to the University of Miami, you know that Miller ends at San Amaro; you have to make a left turn in order to go to the university entrance and then make a right turn to actually turn into the University. Now the idea is to make it straight so you can enter into the University directly without having to make a left turn".

This will require a complete modification of that intersection that will affect not only Miller but also San Amaro north/south, east/west bound to enter the University.

The University is also planning to create a perimeter road in the future that will allow vehicles to circulate the entire University without having to go back on to San Amaro. This realignment will be part of the connection to the perimeter road. The University had presented to the City's Planning Department and staff about five different configurations and between the Planning Department and our consultant, David Plummer & Associates, Inc. and their (University's) consultant, it was decided that **Option 5** was the best solution to the problem, as far as the impact to the neighborhood and also accomplishing everything they wanted to do.

Mr. Alqasem will make the presentation of Option 5 and describe the configuration. He will show you what they are planning to do at that intersection, and, of course, they are going to have some meetings with the community and the church, but before they wanted to show it to this Board so that they can get your recommendation.

MR. RAFIQ S. ALQASEM CONSULTANT WITH THE UNIVERSITY OF MIAMI

Mr. Alqasem thanked Mr. Delgado. "Picking up on what Mr. Delgado was referring to", he pointed to the board and indicated Miller Road – he continued: "a lot of traffic comes from 826 to enter the University that way. This is the existing condition. Currently what happens is there is a lot of traffic that comes directly from 826 also from the west, comes in here to San Amaro, and makes a left because there is no direct connection to the parking lot here. Traffic makes a left, makes a right and then enters into that parking lot. As we all know, left turns are not always, or never, efficient because you have to slow way down and negotiate that maneuver. Similarly, when the traffic leaves in the afternoon they make left turns to make a right, so what this project will do is basically create a connection directly to the parking lot here (pointing to another board), so traffic can easily enter and exit at this intersection without the need to make a left or to make a left back to come out. Thru movements are very efficient and then as a result of this realignment and the connection to the parking lot, what we are going to do is improve the operation at the intersection, and then, of course, as a design looking at the year 2012 or beyond. We basically took the traffic volumes that are projected that were done as part of the traffic study conducted by Keith & Schnars, P.A., consultants for the University of Miami. We took the volumes, looked at them, and found them reasonable. We looked at five different alternatives that we generated in our company. We completed a micro simulation of each one of those and this is one of the concepts that worked pretty well."

"So, this concept will reduce the width of the existing median going northbound, but we can preserve some of the median for sure because we have a fifty foot width there (pointing to the board). But in concept we have two lanes coming south; the whole model is a two lane operation, one north, and one south. That southbound lane will open up into two and you will have a choice which one lane will you go through, but with an option to make a right from the right hand lane and an option to make a left from the left hand lane. The operation here - the traffic that makes a left here (pointing to the board) is not really that heavy and typically the opposing traffic is not that substantial to cause enough impact, to make a difference, so the operation works."

Mr. Morrison: “Are these stop signs shown?” Mr. Alqasem: “No sir.” Mr. Goldsmith noted that they would have to put a light there and Dr. Yoder informed him that there is a light there. To the Members’ discussion on the light, Mr. Delgado noted that modifications to the existing light will take place.

Mr. Alqasem continued with his presentation: “This is a rendering of what it is going to look like. This is the approach from Miller going in you can see the light but with the existing landscaping and some additional landscaping it is going to be clear as where to enter. The light is already there, and it needs to be upgraded. Also we will incorporate in the same process what we are going to add in the future.”

Mr. Goldsmith commented that coming out of the parking lot they are going to need to adjust the lighting.

“We do have pedestrian crossings but they are not incorporated as part of the operation, so the thought here is that you would be able, as a pedestrian, to push a button when the pedestrian wants to cross and operation will make sure that the pedestrian will get the walk signal and time to walk, either concurrent with the traffic or in some cases exclusively, if it is safer for them to cross that way.”

Mr. Goldsmith: “As far as the parking lot where they come out now, what are you going to do with that?”

Mr. Alqasem informed him that is going to be closed.

Mr. Morrison: “You mean this entrance (pointing to the board)?” Mr. Alqasem: “The current connection, I was remiss not to mention this. The existing connection here, the plan is to actually close it. You will have a direct connection to Miller from the parking lot.”

Mr. Goldsmith: “Will you leave the right hand turn going north there, though? In other words, would you leave that there to alleviate people having to come down through the parking lot for the light? Does that make any sense or not?”

Mr. Alqasem: “Well, from the analysis that we have conducted, the traffic that comes out onto Miller can make a right at the light. It really is not consistent with the computation we would like to see. In a sense it takes the right hand traffic out of the intersection. It got a nice, easy operation.” Mr. Morrison clarified the point by saying that he did not think that was Mr. Goldsmith’s point. “I believe Mr. Goldsmith was referring to leaving a right hand exit northbound at the existing entrance/exit.” Discussion ensued.

Mr. Delgado asked Ms. Gavarrete to expand upon his comments

Ms. Gavarrete: “What we are being asked to do is also to connect all our parking lots, call it an internal (some call it infernal) road. The idea was that once you got into the campus you would be able to navigate from one parking lot to the next and have an internal road rather than to rely on an external road (Amaro Drive). That is the other part of the project that we are doing internal to the modification. I have a brief piece here that uses the same view that Rafiq presented with the re-

alignment of Miller. This is Miller coming down (pointing to the board), and this when the road comes in. But what you are not seeing, the University side of it, the road comes in and there is the ability to navigate, up to the circle, and lets you go up as opposed to coming in, coming out. So that is what is behind there. This piece which is right here and which is right now the current Miller Road or Miller Drive, we thought from time to time, well, maybe that's another way to come out, but if you want to leave - if you want to come out, you can also use this way. Right now we are showing that is being closed. One of the ideas has been that we consolidate the access to the campus with a signalized intersection. In this case, we believe that this piece over here can be replaced with this one (pointing to the board)."

Mr. Goldsmith: "North of there is where you go to the Law School, I know because I go there a lot; my son works there."

Ms. Gavarrete informed him that that will stay open.

Ms. Gavarrete: "The other thing that we are doing is our shuttle bus goes thru Miller Drive when it comes into the campus, and when it comes out which is, I guess, looks like there is a lot of traffic, and one thing we are doing, once we have this entrance into the campus on Miller, will be to relocate the shuttle bus entrance from the north side of the library to the south side of the library, so the bus will be coming in and out at a signalized intersection, so you really will have only a few cars."

Mr. Quesada: "So the main purpose of this alteration is to promote this interior perimeter road?"

Ms. Gavarrete: "No. There are two different things. One is that you acknowledge there is already a signalized intersection there and you have two more north of that which are not signalized and it is a great opportunity to just come into the campus and connect them there. That is the Miller Drive connection. The other pieces connect the parking lots; this one in particular requires us to come to the City because it is outside of our boundaries, if you will, to get City approval."

Mr. Morrison: "Are the diverters further west of the intersection to be removed?" Mr. Delgado noted they are at the intersection of Miller at Alhambra. Mr. Morrison asked, "Or will they remain as is." Mr. Alqasem: "They will remain as is."

Ms. Gavarrete: "So, we are bringing this to you because we need to have this in place, constructed by December 2010."

Mr. Morrison asked if anyone would like to comment on the presentation. Hearing none, he asked for a motion.

Mr. Goldsmith moved that we accept the proposed project as presented. Mr. Quesada seconded. Discussion ensued.

Mr. Kries asked if this project has to go before the neighbors and Ms. Gavarrete noted that they have to go before the Community Relations Committee and the City of Coral Gables/University of Miami Community Relations Board which meets four times a year. Mr. Kries pointed out that was not what he was saying or asking. "In other projects you have an affected area, and you have to

have a certain percentage of the affected residents to agree with the project. That's what I am asking, Alberto."

Mr. Delgado: "Actually, in that particular case because we are not doing any modification really, just the same intersection that is going to be opened to the parking, the only thing we are concerned with is the adjacent residents in the area on the west side and the Church, and we are going to be meeting with them to discuss what would be the impact, because there is going to be some impact on Miller. And also, along San Amaro we are not sure what would be the impact due to the changes to the median. The rest we do not have to go thru the process and get 2/3's because this is not a traffic calming project, only a modification of the intersection."

Mr. Alqasem: "We are basically holding the edge of the street on the north side of Miller, that is not going to change and it is not going to impact the neighbors." Mr. Delgado: "But to the south we are doing some modification." Mr. Alqasem: "To the south there will be some changes to the angle parking. These will be impacted so we are recommending converting those to parallel parking, pushing some of those further down."

Mr. Goldsmith asked if the church will object to that. Mr. Delgado explained that they will meet with the church although all these changes will take place on the right-of-way.

Mr. Delgado asked Mr. Alqasem to discuss the proposed changes to San Amaro.

Mr. Alqasem: "On San Amaro, what we are basically looking at, is removing that median to allow for a left-turn lane, but we first will take a survey to ensure we have enough available space. Minimum for a separator is four feet, and we know we have more than that. The asphalt is actually six feet wide so we know we can accommodate some kind of median. This really depends at the design level, but, of course, that would require the involvement of the City. It will have to go to the City for approval at different stages."

Mr. Quesada asked if the Fire and Police Departments had any problems.

Captain Curry, Fire Department, asked for drawings to be brought to the Chief Reed.

Mr. Delgado: "What Public Works is trying to do is to cause minimum impact as far as the turning lanes, because we can always come back in the future and extend them. For example, if we measure and there are more cars, we can always come back and extend the lanes, but we can minimize the impact to the community by reducing the length of the lanes. We do not want over kill there."

Mr. Alqasem: "The fact that we are in the heart of the City, we have so many signs north, south, east and west of this, that control the amount of traffic that comes in here, basically having all these signals meters the amount of traffic that comes here. We don't really foresee a scenario that we are going to have a huge amount of traffic that is going to affect the area and that we will not be able to handle. There are two lanes physically on Miller west of here; two lanes on San Amaro north, so this is physically the limitations of the configuration of the section that we see here."

Mr. Quesada: "You have two lanes going south of the intersection?"

Mr. Alqasem: “North of the intersection is one lane in each direction. San Amaro is essentially two lanes. Currently, (showing the median on the board) there is enough width for us to say that we can take advantage of that and put in two lanes, because southbound immediately south of Miller you have the width of two lanes in the south even though north is only one. We only have one lane, because the second one is parking. But going south you have the width for two lanes. We will use that to widen that section into two lanes making that section more efficient.”

Dr. Yoder: “I apologize for being detained. The original rationale for doing this was to better manage ingress and egress from the parking lot, basically?”

Mr. Delgado explained that right now you have to make a left. Then you can go straight.

Mr. Morrison: “That’s one of the two reasons.”

Mr. Alqasem: “This is the existing condition and this is San Amaro, you have to make a left and then make a right to enter the parking lot, and so left turns are never efficient, especially when you only have one lane. In anticipation of the potential future growth and looking at the re-alignment of this intersection and the connection to the parking lot here, essentially this operation would make that intersection more efficient. It is much easier for traffic to come in and out without really impacting much. It is also a safer operation inside the campus. Two movements are more efficient and a lot safer, especially when you cannot see the pedestrians.”

Mr. Morrison asked Ms. Gavarrete to share with Dr. Yoder the plan for the internal roadway.

Ms. Gavarrete: “This piece here (pointing to her board) with the San Amaro edge at Miller... what we are trying to show you is what happens inside the University and what we are doing is once we are able to reconfigure this intersection, this would allow us to come inside using the intersection, and we will be able to come into the campus and access our facilities and move the shuttle operations, which now come in and out of Memorial, and move down here (pointing to the board) so they would be coming in and out at Miller. And, that is really the most visible impact in terms of in and out. Cars you know, this is not a big parking resource. The traffic that you get on San Amaro, remains unaffected. It is what it is. So what it does do is it makes the approach to the campus from the Miller area more clean and it will allow us to come in and out at a signalized intersection.”

Mr. Morrison asked Ms. Gavarrete to talk about the “infernal” (internal) road.

Ms. Gavarrete: “The internal road is planned to connect the different parking lots that we have and change the circulation so you do not have to come back in and out. In essence what is happening with the internal road here is that we are connecting these two parking resources once you come thru the signalized intersection. Not that that is a big deal because once you come to the campus a couple of times you are not going to come in here and say: “Well I need to take my car and go somewhere else.” Most of the time once you come to campus and you know where you are going to go and where you are going to park and the rest of the time you are going to walk, once you are into the heart of campus. The other side of the coin is it will alleviate the congestion.”

Mr. Morrison recommended to amend the motion subject to approval of Fire and Police Departments and affected neighbors.

Mr. Kries moved: **To amend the original motion subject to approval of the Fire and Police Departments and affected neighbors.** Mr. Goldsmith seconded, motion carried unanimously.

Mr. Morrison asked for a vote on the motion as amended. The motion carried unanimously.

The University representatives thanked the Board Members and left the meeting.

TRAFFIC PROJECTS

Mr. Goldsmith inquired as to when Mrs. Mendoza was coming back before the Board. Mr. Delgado noted that we are setting up a meeting after the summer. We are going to call for a meeting. Mr. Morrison had asked to look into Ponce Middle School to hold that meeting. Staff will arrange date and time.

Mr. Morrison asked Mr. Delgado to go over the Alhambra/Blue Road project again for Dr. Yoder.

Mr. DELGADO: “The bids for the San Amaro, Alhambra/Blue Road project are due August 6. We have received approval from the County, and are ready to open the bids and hope to bring it to the City Commission meeting of Tuesday, August 26. After the award, the contractor should be there in three weeks, I would say September.” Discussion ensued.

The Board Members reviewed and discussed the projects in progress.

Mr. Kries: “Alberto, I have a request. I mentioned this in the past. It is the intersection of Cardenas, Biltmore Court and Valencia, the famous intersection. I know that you told me in the longer term that a developer is supposed to fund this project. But whenever that happens ... That funky traffic diverter, right, consists of three little concrete parking bumpers, right, is in the middle of the street and the tree is now growing up so is almost as big as the stop sign. Is there anything that we can do, even like...”

Mr. Delgado: “We were waiting for the developer. But now there is no project. We are going to deal with it next year. We know we have to address that intersection.”

Mr. Morrison: “Speaking of projects for next year, August is typically when we start the process to budget our projects for the coming year.” Mr. Delgado noted that we will begin that process and he will be ready to bring that list to the August meeting.

Mr. Kries: “My other question is somewhat related, on some of the projects that we prioritized (I hate that word) and they are sort of in limbo, like this one where we only have 20% in favor, which happens to be in my area. Are we going to be able to re-allocate those dollars so that we can actually....”

Mr. Delgado: “By the end of this fiscal year, which is September 30, if we have not come to an agreement with those projects, then we will move them to the next year and I will let you know. The problem is that I do not know yet how much money we are going to have in the Budget for next year. We are in the budget cycle. Tomorrow we have a meeting. And then we have another one in September.”

Mr. Morrison: “If there are moneys left from this year, that was not spent, are they going to be considered by the Commission as next year’s dollars?”

Mr. Delgado: “I do not think we are going to have much left over this year. We are kind of running out... If the allocation is for Street Improvements and we do not have anything in the Capital Projects for calming devices, we will need to split the funds we have in the Street Improvement and see how much money we can spend on traffic calming. We would also have to do some paving and dredging using those funds.”

Mr. Morrison: “Will you be prepared to tell us that in August or do we have to wait until September?” Mr. Delgado noted August. Mr. Morrison then said, “By August could you at least have all of the projects by zone for distribution to the Board.” Mr. Delgado confirmed that he will have the list of projects ready, but moneywise we may have to wait until September. Mr. Morrison, “But at least everyone can start thinking about the projects and their priorities for their own zones.” Mr. Delgado noted that the list is ready, and we are trying our best to see if we can finish all the projects that we had allocated for this year. There are five or six that need to be finished this year.

Dr. Yoder: “What is the status of the trolley, as far as you know, for next year, budget wise?”

Mr. Delgado: “The situation with the trolley is really bad. We had to reduce our budget to \$1.35. That is what we are proposing for tomorrow pre-budget meeting. Which is exactly what we received from the County. We were able to cut \$150,000.00 because right now we are not going to operate the hybrids. Probably out of the five, three will be replaced with diesel trolleys. That reduced the cost of operation. The good news is that we received confirmation from the DOT that they had approved \$525,000.00 to pay for two or three more trolleys. The problem is that we have to match those funds and we do not know where the \$525,000.00 will come from. We are recommending the City Manager borrow that money. We should not lose that “free” money. The City should probably borrow that \$525,000.00 and that way be able to match that money. With that money we can buy three additional trolleys.”

Dr. Yoder: “I understand that that is not to increase the level of service, simply replacements. So it will not decrease your operation?”

Mr. Delgado: “Right now we have 11 trolleys, counting the five hybrids. Out of the five hybrids we only use two at a time. Comments from the Board Members: “They aren’t very good; not very efficient....?”

Mr. Morrison: “Well, if you retire three, do you have a market for them? Can we sell them?” Yes, Mr. Delgado replied.

Mr. Goldsmith asked what had happened to the advertising program and Mr. Delgado informed him that they are coming back again, because there was some problem with the bidding, so now they have to re-advertise it. This will come before the Commission at the August 26th meeting.

Mr. Delgado: “Our problem right now is that we need to match the \$525,000.00 because we need to enter into a JPA with the DOT, otherwise we will lose the money. We also have \$92,000.00 approved for the extension of the route, but this is a one-year only contribution. That is another thing that we need to bring to the Commission. The recommendation of the consultant and the recommendation of Ed Cox is to do it.”

Mr. Quesada: “Is the ridership still high on the trolley?” Mr. Delgado informed him that it is more than 5,000.” The same member asked: “Going back how has that changed, say two years... Mr. Delgado, 4,000 at the beginning of the year and 5,000 now. The Member noted: “One year.”

The Board Members discussed the advantage of riding the trolley because of the high price of gas these days. Mr. Delgado noted that it may even go to 6,000 riders by the end of the year.

Mr. Morrison: “I read that there are plans to lease the trolleys to third parties. Is that a week-end proposition, what is that?”

Mr. Delgado: “The idea is Ed Cox’s. The problem is that right now he needs to operate seven trolleys all the time.” Mr. Morrison asked how many would we have to operate if we extend the route to Flagler? “One extra trolley will do that. He is expecting more than 500 to 700 additional riders from the extension. It will connect to Route 11, which is the busiest and most heavily used Metro Transit route, one bus every 27 minutes. Those are the big accordion buses. That route is really traveled and it would provide a connection to the Metrorail in the south. So, if we do that - the problem is if DOT offers us \$92,000.00 - are we going to accept that? I don’t know.”

Mr. Goldsmith asked if we had to match that and Mr. Delgado told him that yes but through operation. So that would be in-kind. The other funds are capital funds and have to be matched.

Mr. Quesada: “You tell me that we are moving 5,000 people a day and no one pays anything.” Mr. Delgado noted that this is the most efficient transportation system in the State of Florida. Comments from the Board Members.

Mr. Quesada asked if the rental of the trolleys has given us any return at all and Mr. Delgado said: No.

The Board Members discussed the advertising, but Mr. Delgado noted that advertising inside does not bring revenue. It’s the advertising outside that does.

Mr. Delgado noted that the City is looking at some kind of transportation tax, maybe even pennies per square foot, so that we can tax properties along the Ponce de Leon corridor that benefit from their employees using the trolley. If some can pay \$100.00 or \$200.00 a year, it is not much. The Board Members agreed that it would be a good idea affecting the companies that use it most.

Mr. Delgado suggested to take an inventory in the main corridor on Ponce de Leon and let's say you charge 2 cents. **Mr. Kries:** "In lieu of parking. Somebody has to pay for parking."

Mr. Morrison noted that going back to the Mr. Delgado's previous comment, he thinks we are going to see a big surge in ridership this summer and fall with the gas situation and Mr. Delgado mentioned that Mr. Cox is very concerned that at the end of August, when school starts, we are going to see a jump in the ridership. Actually the University has estimated that by this summer we may have 6,000 riders per day.

Mr. Quesada: "Is there anything that this Board can do to help the trolley survive, I guess? Can we make some sort of a proposal to the Commission saying that..."

Mr. Delgado noted that not all the Commissioner were in favor of spending the **1/2 Penny Surtax** on the trolley program. They would like to see the money used on other projects.

To Mr. Quesada's question that if the trolley project was the most successful traffic project that we have had, Mr. Goldsmith answered yes. Mr. Delgado noted that we even had a meeting a week ago with MTA. Ten people from the County attended. The problem is they wanted our proportional share and it requires a lot of forms to be maintained. The City's Trolley Program is being operated with a staff of two, Ed Cox and Elizabeth Gomez. They are very good, but only two people. You never see Ed Cox because he is always out in the field. Elizabeth Gomez is in the office preparing charts, handling the radios and coping with any eventualities. The Trolley Program is part of Public Works and we supply support (Jim Kay and I) but MTA requires a lot of forms and we do not have the staff and/or the time to do them. It will require additional personnel.

Mr. Goldsmith asked if we could not go to the University of Miami and get some kind of assistance to collect that data so we can get the \$100,000.00.

Mr. Quesada: "Is that matched equally what we would get or is it proportional on ridership or is it proportional on City residents?"

Mr. Delgado: "It is the City's residents and the population in the Gables. We are limited. When we went to Ft. Myers and Naples they have a staff of 15 people and many of them are dedicated to writing those reports that are required by the Federal Government. We do not have that and cannot afford to hire them. The only thing is DOT has been very helpful and very supportive. They have given us \$800,000.00 so far; money for capital improvements such as the trolley depot remodeling, and operations. DOT has been very good. Through Commissioner Kerdyk and Gary Dunn, they have always found money for us. But as far as the rest, we have even asked the CITT for any money left from other municipalities that have not used and they said no."

Mr. Goldsmith asked about receiving some money from parking. Mr. Delgado informed the Members that the problem right now is to get a decision from the commission regarding the required reporting. He will keep the Board Members informed so that they can approach their respective Commissioners recommending that funding for the trolley is kept. He continued, "the trolley is so successful because of its reliability. Right now you can move quickly, get in and get out." Discussion ensued.

BOARD RELATED COMMISSION OR CITY UPDATES

None

OLD BUSINESS

None

NEW BUSINESS

None

The Chairman noted that Board will adjourn this meeting and convene the Annual Meeting to elect a Chair and Vice-Chair. The meeting adjourned at 6:33 p.m.

ANNUAL MEETING

The Chairman called the Annual meeting to order at 6:33 p.m.

Mr. Morrison addressed the Board Members and told them how much he had enjoyed being the Chair and that he would be pleased to continue in this position.

Mr. Goldsmith moved to re-elect Mr. Morrison as the Chair of the Traffic Advisory Board. Mr. Kries seconded. Motion carried unanimously.

Mr. Morrison advised the Board Members that they needed to select a Vice-Chair and he would recommend Dr. Yoder stay, unless someone else would like to try for the position.

Mr. Goldsmith moved to re-elect Dr. Yoder as the Vice-Chair, Mr. Quesada seconded. Motion carried unanimously.

The newly elected officers thanked the Board Members and Mr. Morrison adjourned the annual meeting at 6:34 p.m.