

TRAFFIC ADVISORY BOARD  
CORAL GABLES YOUTH CENTER  
CORAL GABLES, FLORIDA  
SEPTEMBER 16, 2008

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

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

(\*\*) Board meeting cancelled due to threatening hurricane

**A - Absent**  
**E - Excused**  
**P - Present**

**STAFF**

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

Chairman Morrison called the meeting to order at 5:37p.m. No business meeting was held in August due to Hurricane Fay. Mr. Quesada was out of town on business and requested to be excused.

Mr. Morrison brought up the meeting schedule for the year. Traditionally the Board has met the third Tuesday of every month except for the month of December. Mr. Morrison asked for a motion from the Members to continue meeting the third Tuesday of every month except for the month of December. Motion made by Mr. Goldsmith, seconded by Dr. Yoder. The motion carried unanimously.

**PUBLIC WORKS DIRECTOR'S COMMENTS**

Mr. Delgado asked the Members if they wished him to address the pending traffic calming installations or if they would like to first listen to the report from Carlos Sarmiento, Community Traffic Safety Coordinator, Florida Department of Transportation, and District 6. The Members asked to hear Mr. Sarmiento's report.

**MR. CARLOS SARMIENTO:**

Mr. Delgado introduced Mr. Sarmiento and that he was very eager to come before the Board to explain his role with the Florida Department of Transportation and District 6.

At this time Mr. Martinez informed those present that he represents FDOT in several cases, they are his clients, but he did not feel this would be a conflict of interest.

Mr. Morrison: "Thanks Ian. Duly noted."

Mr. Sarmiento continued to inform the Board that the main reason he was at the meeting was to present the Community Traffic Safety Program to the Board. Pertinent information is located in the packet he had distributed earlier to the Members. The program offers an opportunity to create teams throughout the County to address traffic safety issues; anything from traffic accidents caused by negligent drivers, improvements needed in our roadways, outreach, or enforcement. These are all combined through what they call the 4-E's approach: Law Enforcement, Emergency Services, Education and Engineering. They try to incorporate representation from each discipline on each team.

Coral Gables is located within FDOT's District 6, which covers Miami-Dade and Monroe Counties. There are 11 CTST, eight of that in Miami and three in Monroe. Each Team is different depending on the volume of attendance and participation. Some of the Teams seem to have more law enforcement and activities to their composition, some have more engineering, and some have more education, so it varies. But at least there are a couple of representations of every discipline.

He gave the example of the Northeast CTST Team which represents ten municipalities from the northeast part of the County and meets once a month. He explained that CTST Team meets once a month to discuss traffic safety issues, upcoming municipal events, and/or law enforcement issues they may have. A representative from Miami-Dade County comes to all the meetings as does Mr. Sarmiento. They discuss those issues that are troubling various neighborhoods and problems are addressed and corrected immediately. The advantage of these Teams is less red tape and we all are in the same page at the same time, and there is no hearsay when it comes to things that are needed.

Mr. Goldsmith asked who makes up a Team, and if it is made up of citizens of an area. Mr. Sarmiento explained that is mostly agencies and municipalities, although they are open for safety advocates, which is the public and they could attend or be placed on any meeting agenda for a particular date, if they have a particular complaint or concern which they want to bring to the CTST, which internally, as a Team, tries to find ways to resolve the issue. But, basically, the main components are: established municipalities, established law enforcement agencies, established Public Works, and engineering agencies.

Mr. Morrison asked if the program had been introduced to a City which has a standing Traffic Board. Mr. Sarmiento explained that all Teams are formed differently and they do not have a specific Board. They just work as a team and discuss those issues.

Mr. Goldsmith reiterated what Mr. Morrison was saying: "Do any of the municipalities have a Traffic Board that you talk to, like you are doing now?"

Mr. Sarmiento explained that as far as he knew some may have a board but he never had to make a presentation to them. He further explained that when he came on board 75% of the Teams were already established and he has since added three teams.

**Mr. Morrison:** “Not to get ahead of your presentation, but it seems that a lot of the things that you discussed and are concerned about are the same things that we, as a Traffic Board, have oversight. Now I’m just thinking out loud that maybe we should ask a member or members of this Board to serve on your CTST for central Dade or whatever new CTST you are trying to set-up.”

**Mr. Sarmiento:** “My main proposal was to start one for Coral Gables, exclusively. The advantage of having one exclusively for your City or if you want to pair up with a neighboring CTST team you can do so. Again, the issue is we want to make sure that the needs in your community are addressed.”

**Mr. Morrison:** “Given the Traffic Board’s responsibilities, I think we have some redundancy here. But, please, continue.”

Mr. Sarmiento explained that the Program also has incentives. They work through grants which fund the Program every year, educational materials like the sample in the packet he distributed which are distributed through the CTST’s. Events that they have throughout the year which are partnered with the County and the Cities such as health fairs. They also manage the Safe Route to School Program grants, which the schools can apply for, for such improvements as sidewalks, school crossing to encourage the kids to walk or ride bikes to school. Also, as the law enforcement liaison of FDOT, Mr. Sarmiento represents the law enforcement aspect. All that needs to be done once a year is submit an application with a report and we will have a chance of getting money for equipment such as radar, etc. He explained that our Board is already doing what the program does, and it will take a step further and assist in coming together.

Mr. Morrison asked Mr. Sarmiento if he personally attended all the meetings. He replied that he did.

Mr. Kries asked about how much money was involved. Mr. Sarmiento noted that he could not speak for law enforcement, but he had asked how much a fully loaded police car costs. The answer: about \$40,000.00. A radar gun ranges up to a couple thousand of dollars. Mr. Sarmiento receives \$50,000.00 a year for the various chapters. Out of the \$50,000.00, \$20,000.00 goes to the Seat Belt Campaigns to purchase materials, ads, presentations, and events, and to raise public awareness. The remaining \$30,000.00 is spent on educational brochures which are given to the schools, communities or at any events they may hold.

This is a statewide program. There are seven teams at the DOT level and each one has a coordinator that may have several teams within their own territories or districts. They also hold coalition meetings that are held quarterly throughout the State and that are a great venue of not only

on a statewide, but even on a national basis to learn what is going on as far as traffic safety. There is a life-saver conference that takes place once a year which is the largest safety event that takes place in the nation. A lot of useful information is presented on what is happening in various communities.

Traffic safety, as you know is very important, but unfortunately, Miami has the reputation of being the lowest user of safety belts in the State, aggressive drivers, impaired drivers, you name it, we are the poster child. But we are changing this impression.

Mr. Sarmiento also noted that through the CTST's efforts, some through in law enforcement, some through education, the end result is still the same. To educate the public. He is only asking to meet once a month with our local law enforcement, local Public Works and he will bring DOT and maybe others and we can talk about traffic safety.

Mr. Morrison again noted the redundancy and thought that the Coral Gables Citizen's Advisory Traffic Board should be the entity with which Mr. Sarmiento should work with.

Mr. Delgado noted that we could invite members of the public to such a meeting organized by the Traffic Board. We already have representation from the law enforcement; community leadership represented by Board members. It is not possible to have another meeting, but we can invite traffic safety organizations, Mr. Sarmiento from DOT, and emergency services. Actually, a representative from the City's Fire Department attends our meetings presently. Others who could be invited include: City/County Engineers, school leadership such as Vivian Villaamil, somebody from the Chamber of Commerce, the City Planner, or someone from the Planning Department, and the news media. But, he explained that the current Traffic Board meetings should be sufficient.

Mr. Morrison: noted that "his first thought was that, exactly. That one member of this Board would be part of the team. But, as he explained further, the things a CTST oversees and recommends, it seems that we are almost creating a parallel universe here, with the exception of the safety programs, which up to now we have not been involved with. He would not care to see confusion in the Public's eyes, as to whether they bring an issue to the Traffic Board or a Coral Gables CTST. And then there is the issue of communication. Would the two entities be connected in some fashion and how would they communicate with one another. Then he started thinking: since we already have the police here, the fire department here, Public Works here, community leadership here, and we also have news media, why not ask you to join us. Just place CSTS issues as an Agenda item?"

Mr. Sarmiento noted that he could attend our meetings in the evening, but normally the CTST are held during working hours, Monday through Friday, 10 a.m. to 11/11:30 a.m. Could be in the afternoons too, but anything after 5:30 p.m., would be difficult to get. He is only speaking for himself. But he didn't think we would have participation from the County after hours.

Mr. Morrison: "Well, that is a little bit of a conundrum, because public servants can meet Monday through Friday 9:00 a.m. to 5:00 p.m., and business people, who we all are, find it very difficult to meet then. But, it does sounds really interesting. Any thoughts?"

Dr. Yoder: "In the other groups that you have what are the predominant activities that have sort of generated as a result of the meetings of the group. What kinds of things?"

Mr. Sarmiento: "The most recurring are two things: PW improvements in the local municipality. We determine if it is a City, or County, or the State thing and address them and correct them. The next biggest thing, obviously, is law enforcement. Is there a need? What is the need?"

Dr. Yoder: "Those are two areas that we do a lot on."

Mr. Morrison explained that the Board is also very involved in the Budget process for improvements to which Dr. Yoder noted, "most of which are driven by citizens' concerns about traffic safety and frequently we get individual citizens or citizens associations who come in and who will identify a problem or problems, maybe a law enforcement issue to some extent. It may be the physical change in the configuration of a street. What, I think we haven't done so much is, more of a general outreach of safety issues where there may be a need"

Mr. Morrison, noted that there is some precedent for that. "I can think of our Senior Citizens' Advisory Board. They certainly participate in community outreach programs. They have a Seniors Fair and they sponsor a number of things in our community, so there are City Boards that do participate in community activities where the Traffic Board hasn't in the past; I am not sure whether we should or shouldn't. There is a case to be made that City Boards could be more proactive."

Mr. Martinez asked whether the funds that Mr. Sarmiento was referring to would be earmarked for Coral Gables projects only. Mr. Sarmiento noted that we can apply for them, but someone has to be the applicant and someone has to be the person that will ... Mr. Martinez, maybe the CTST team?

Mr. Sarmiento: "Maybe the CTST team or maybe, in this case, Miami-Dade Schools. If it is a private school or a charter school they can be the direct applicant and Public Works, let's say, will be the guarantor, I guess as they will do the actual improvements."

Mr. Martinez noted that it behooves us to tap into more funds. But to create redundancy and make more work for staff he did not think it would be productive because staff is overworked, as it is. By the same token he did not want to walk away from any money for the police department or other money that we can use for some of the programs that we have.

Mr. Sarmiento: "We have attended some of these meetings with other agencies and usually your concerns about 9:00 a.m. to 5:00 p.m. people who work, they usually have someone who is retired to come to these community meetings."

Mr. Delgado noted that we have identified three areas in the City of Coral Gables which we would like to have funding for. One is the George Washington Carver Elementary and Middle Schools, and Ponce de Leon Middle School. Those three areas have been identified as not being safe and the City does not have any funding. It is the School Board's responsibility.

Mr. Morrison: "You just stated a very good example. The Carver Middle School had an issue with the student drop-off and this Traffic Board and this Public Works Department really led the charge there. We got the City of Miami, the School Board, the County all to sit around to discuss the issue at a special meeting at Carver and came up with a plan that ultimately lead to a new drop-off area that was given to us by the Miami-Dade Water Department and a new traffic light at Loquat and Le Jeune Road to aid morning traffic heading to the south and west after dropping off or picking up at the school. As far as we know this eliminated the issue and solved the problem. So we, as a Committee, do get involved with items like that."

Mr. Sarmiento: "I do want to clarify one thing. I want to make sure you do not misunderstand me when I say funds, like I have a bank account. You have to go thru the process based on these (referring to the packet he had distributed). Based on the needs we take into consideration traffic data, we take into consideration how many kids are in those schools, how many kids walk to school and the potential of those kids walking to school. So if those stats show need, you will get priority on those kinds of projects."

Mr. Martinez: mentioned that that is working for Coral Gables Elementary and Carver because we have those two schools that are in urban center population where you have large pedestrian concentration, as a matter of fact, there was an accident today in front of Coral Gables Elementary. We have the statistics.

Mr. Morrison asked for examples of the community programs CTST put together.

Mr. Sarmiento: "The first page of the hand-outs is for your information, the second page is the calendar and information on the various CTST groups and the chair person and meeting dates. The last two pages are different calendars on which we base most of our activities. The last page is kind of the same, but we try to specify a bit more."

Mr. Morrison: "Let me pull one off of the list. March 30<sup>th</sup> to April 16<sup>th</sup>, Teen Driver Safety. What would CTST do?"

Mr. Sarmiento: "We would try to go over some plans locally to raise awareness. Who can we target; where is the nearest school; maybe dedicate a day or a couple of hours to get the information out. Use the Public Affairs Department to send information out, press releases and also work with our law enforcement to specific target through their efforts. So it is all encompassing: you have enforcement, you have education, and news media backing you up. We pretty much try, we all have ways..."

Mr. Goldsmith: "Who shows up, the whole team of CTST shows up in a place to try and help out and inform people about the safety?" Mr. Sarmiento: "No, no. There are sub-committees within the CTST teams. They utilize the resources from departments that would be involved in the subject of discussion."

Mr. Sarmiento involves himself with all the teams and is available as much as he can. Law enforcement usually does their enforcing late at night or early morning. It depends on the specific event.

Mr. Morrison: “Well, perhaps we should name a sub-committee to meet with Mr. Sarmiento to see if we can work out a way to get involved. It might be whole new structure than anything they’ve worked with before but would take care of our concerns about redundancy and probably expand some of the areas that this committee might become involved in. I am not sure what the structure would look like. Maybe we could even have another de facto committee that may be comprised of members of this committee and could bring some other citizens to work together on some of these community service projects. I do not know. I think we need to study this and look at it and see what really works for us. Are you willing to meet with a sub-committee? Sarmiento: You tell me when and where. I think it is worth a try, because I do see a need in the community. Coral Gables, you have a great infra-structure but you have commuters coming in and going out of the City. I know that they cut across.”

Mr. Morrison: “Just to give you some background. The City Commission formed the Traffic Advisory Board four years ago and traffic calming is the basic task we are responsible for: traffic calming to stop speeding, stop cut through traffic and that is why you see the myriad of different traffic calming devices throughout the City of Coral Gables (that commuters from other cities are complaining about) started right here. And, also because I guess we were the only committee involved with traffic, the City Commission charged us with oversight of the Trolleys. So those are the two major areas that we are involved in but we have gotten pulled into other things such as the Carver School situation which was not a traffic calming issue. But I do not see a problem with expanding the purview of this committee, as long as we do it in a logical method. So, would someone like to move to create a sub-committee to study a CTST committee for the City of Coral Gables?”

Mr. Martinez moved that we create a sub-committee to study a CTST committee for the City of Coral Gables. Mr. Goldsmith seconded.”

Mr. Martinez wanted to add to the motion: If we do, do this, he would like to hold the meetings after working hours because he feels we will get more citizen participation to be part of this sub-committee recommendation.

Discussion ensued as to who would chair the Sub-committee. Mr. Martinez noted that he would not mind chairing the Sub-committee as long as it is after hours. Mr. Martinez will chair.

Comment from Mr. Martinez: “Who in Government said – “He, who has the gold, sets the rules.”

Mr. Morrison clarified that this is a one meeting to determine how we can work together. That is the purpose of this meeting. Mr. Martinez will schedule the meeting. Mr. Morrison asked Mr. Martinez who else he would like to have attend this meeting and he noted that every board member is invited; whoever wants to attend.

Mr. Delgado suggested that Police and Fire Departments representatives be invited to attend, as well as an Engineer from Public Works (which Mr. Delgado said it could be him). Mr. Martinez noted that we should have the preliminary meeting and go from there. He will exchange e-mails with Mr. Sarmiento on date and time.

Dr. Yoder suggested everyone on the Board should be notified so anyone can attend.

Mr. Sarmiento noted that after this meeting and, if the concept works for everyone, we can take the next step. Mr. Martinez is to report back to the board at their October 21st meeting. Mr. Delgado is to work with Mr. Sarmiento as to who should be invited. Mr. Delgado also recommended we invite Planning Department, Maria Rosa Higgins-Fallon, and Vivian Villaamil, from the School Board.

The Members thanked Mr. Sarmiento for his presentation.

### **PUBLIC WORKS DIRECTOR'S REPORT**

Mr. Delgado reported that Commissioner Anderson has asked for an update on the Segovia Median and the Segovia/Coral Way Roundabout. He further noted that the Segovia corridor is actually five projects in one.

To Mr. Morrison's questioned if Commissioner Anderson had requested the update prior to the start of construction of the Segovia/Coral Way Roundabout. Mr. Delgado noted that the request had been made before but he was not sure what had happened with the previous two Commission meetings.

Mr. Delgado: "From Bird Road to Alhambra Circle, we have two projects: one is the median and bike facility which extends all the way to Biltmore Way to connect into the Segovia Circle. A nice median in the center and two bike paths on each side plus all the intersection improvements that accompany such projects. The other project is the Segovia/Coral Way roundabout which is under construction right now and moving along pretty well. Then we have an additional project that the county is supporting (and we already have a JPA) for the Segovia/Biltmore Way roundabout which compliments the other circles in the area and will allow cars to circulate more easily. In addition to that we have two other re-alignments going north on Segovia, passed the circle (Segovia Court) which goes straight to Alhambra Circle and then makes a turn. Those intersections at Segovia Court and Segovia, and Segovia Court and Alhambra Circle, are going to be re-aligned to make the intersection 90 degrees instead of the current slight angle because right now cars coming from Alhambra Circle shoot through there at high speed to get onto Segovia. Once those intersections are re-aligned the cars will have to stop. Is similar to what we did in Alhambra and Cadiz. Plus we are extending the bike path all the way to Alhambra making a perfect connection. You will then be able to ride a bike all the way to Alhambra, then take Segovia and then all the way to Bird Road in a bicycle facility that will be interconnected through the circles and through all the lanes. This is a very interesting project which we call Segovia Corridor and Bicycle Facility Project."



Mr. Morrison asked what the impact had been and if we had received many complaints regarding the construction of the Segovia/Coral Way roundabout. Mr. Delgado noted that actually people were upset that the project was taking so long, but it was a long process. We had to go through the public information portion of the project, then to the County for funding and the County's funding was not sufficient, \$300,000.00. Finally the project came to over \$700,000.00. The schedule right now is that this project hopefully will be completed the end of December. Then by May we will sign the JPA for the Segovia Median. We want to do that when the traffic is lighter. This will be completed May, June, July and August and the Median in September. So, by the end of next year everything will be complete. It is expected that the two re-alignments will be done the end of this year.

Regarding the one on Blue Road and San Amaro, unfortunately, it came to \$399,000.00 which is \$150,000.00 over budget. We need to rebid it. The County knows that this should not be more than \$250,000.00. We are removing some items and we will re-bid the project and try to invite more bidders since we only had two bidders. Unfortunately, it will take some time. The funds are there but it will take time.

Mr. Kries inquired whether we had had any traffic problems relating to the Segovia/Coral Way roundabout, thus far. Mr. Delgado noted that the only problem we had were the residents on Cardena complaining that traffic was going on Cardena, but that was taken care of this week-end by placing signs "local traffic" only.

Mr. Kries also noted that he had sent an e-mail to Mr. Delgado asking Public Works to put another temporary stop sign in the middle of Anderson and Biltmore Way. Drivers continue to speed through the intersection

Mr. Delgado presented the projects proposed for next fiscal year and mentioned that we do not have any capital funding for traffic calming projects. We will be using the Street Improvement Program funds up to \$300,000.00. The other \$800,000.00 have to be used for street improvements, drainage, etc.

Mr. Morrison pointed out that there were still traffic calming projects this year that had to be addressed. Mr. Delgado noted that Public Works is trying to complete all the projects that are in progress, or are going to start very soon. We are a bit behind but we plan to complete all these projects by the end of this calendar year with the exception of some of the Bella Vista circles, because we have been delayed. It may be that they will take longer than the end of the year, depending on when we start.

Mr. Kries: "The first page of the 2007-08 list has some circles in white and some shaded. The ones shaded are the ones that were prioritized last year. So we still have the ones that are not shaded. Zone 2 has one that is shaded, but only 27% of affected residents are in favor. My question is, if we do not have a majority, can we shift projects and go forward with one of the others in the Zone?" We can do that, Mr. Delgado informed him.

Dr. Yoder: "The 2007-2008 list is sort of a compilation of everything that was requested. Yes, the shaded ones were prioritized."

Mr. Morrison: "Everything that is shaded we have money for, right?" Mr. Delgado replied, "yes".

Mr. Kries suggested going over the 2007-2008 list of projects that are not shaded before proceeding to prioritize the 2008-2009 proposed projects.

Mr. Morrison: "Well, yes and no. Chronologically they carry some weight, seniority means something, but also maybe there are some more critical projects that will surface in the new plan which we have not reviewed yet. These may have some import and may move up the list. We need you as Zone Representative to look at what is proposed for your area, compare that with what has yet has to be completed for your area and then prioritize. If the oldest ones are the ones that need to be done first and you recommend that, fine, but I think we need to look at it that way."

Mr. Kries: "I am looking at my Zone. There is \$50,000.00. If the two shaded projects do not proceed, is there still \$50,000.00 to spend in my district?" Yes.

Mr. Martinez noted that he shifted money around for his projects. For example, there was a project that the County said was not feasible, so he moved that money to other projects. He recommended Mr. Kries look at that project that only has 27% in favor, which is something you may want to consider. Mr. Kries noted that the project has had the 27% in favor for the past six months, so Mr. Martinez suggested he move the funding to the next project in line, Anderson and Escobar. Mr. Kries asked Ms. Zabalo to shade the Anderson and Escobar project.

Mr. Morrison suggested that since we are short of funds (compared with previous years) for next year, we may want to look at moving those funds to next year's projects, you may want to look at the total for your area and decide which ones you really want to get done, and then we will figure where the dollars are.

Dr. Yoder: "But it is not necessarily either from one zone to another, it is sort of an overall list. I think, as I recall, we have to put together all of the projects that were identified to the extent that we had money available, which isn't to say that if one project ultimately fell by the wayside because residents did not want it, that that money was somehow earmarked for that particular zone. There could be another project that comes up in another zone we feel would have a higher priority."

Mr. Morrison: "For two years I have felt that Zone 4 has been treated very, very well. There were a lot of projects on Hardee Road, Maynada and South Alhambra and we spent a lot of money there, so last year I said, well Riviera Neighborhood Association still has a long list of requests, but we need to look at this on a City-wide basis, so we backed off some."

Zone 4 ended up with \$75,000.00. Mr. Martinez noted that Zones 6 and 4 are the ones that get the most money.

Mr. Morrison asked to go over the 2007-2008 list by Zone. We just covered Zone 2. Mr. Delgado would you please give us updates on the rest of them?

**Zone 1** - All in progress. Mr. Delgado noted that Cortez Street and Mendoza Avenue is under design. Cortez and Segovia will be completed. Dr. Yoder asked about Cortez and Majorca. That was not prioritized. Dr. Yoder noted that he did not want to raise an issue, but since nothing had happened since 2004, at this point it is off the table, unless there is evidence to show that it is a particular safety problem, but I don't even remember what the basis of it was.

**Zone 2** - We have one in progress pending one vote. The majority of the residents are in favor, but for a traffic circle the residents on the four corners have to be in favor, but there is a resident that we have sent notices to twice and we have not received a response.

Morrison suggested to move those projects to a wait list so they are not under consideration for this coming year.

Mr. Kries: "I know for a fact that Palermo gets that east/west traffic so I know why they are asking for that, and Anderson gets the north/south because it is a straight shot, and also gets east/west but not a whole lot."

Ms. Zabalo: "De Soto and Cordova and Palermo are on the new list for 2008-2009...the whole corridor, including Palermo and Cardena."

Morrison: "So, for Zone 1 and Zone 2 so far, the recovered money is from the Riviera and Banos project. Everything else is correct."

Dr. Yoder: "Is there money available for the projects that were not prioritized by this Board?"

Mr. Delgado: "That money is available. The money allocated to a particular project is available."

Dr. Yoder: "I am talking about for the ones that are not..." Mr. Delgado: "No, no, is included in the total, but not to the project."

Mr. Morrison: "Here is the issue; if it is white nothing has been done with it. So if we move the money from Riviera and Baños to Palermo and Cardena it is not going to happen before next year, anyway. It won't be completed this year. Dr. Yoder asked if the money was going to be carried over if it is not spent this year."

Mr. Delgado reminded the Board Members that the funds are not from the Capital Projects account but from the Street Improvement Program and the money that is not spent is carried over.

**Zone 4** - Trionfo is complete. Palazzo... Mr. Morrison asked about the splitter islands that have been painted at the Trionfo Intersection, but have not been installed. Public Works is not putting in splitter islands. Only striping and RPM's. Mr. Morrison noted that a resident had informed him

that the buses cannot negotiate the circle, so they have been turning left in front of the circle to get to Sunset. Mr. Delgado/Zabalo noted they all do that. Big trucks and buses. Do we look the other way then? Mr. Morrison asked.

Mr. Morrison asked if we had received any input from Mr. Jullie. Ms. Zabalo informed him that she met with Mr. Jullie and he was very happy. The other circle on Palazzo is already marked. It will be completed the end of the year.

The complaint was that the one on Trionfo the cars were going through, but now that all the pavement markings are in place, drivers have to slow down.

Mr. Delgado: "If we need to add curbing, we will do it. The one on Palazzo is being marked already for construction."

Mr. Morrison: "Veronese, how close are we ...? Mr. Delgado noted that we have to meet with the residents again to present the new plan. The new plan is going to be very expensive because they are requesting another circle to the west so it may be that we will have to move it. This is becoming a big project. Why don't we meet with them and explain the situation because originally we were talking about meeting at Ponce in September."

Mr. Delgado: "The original plan was very simple."

Mr. Morrison: "Before I start getting calls about when we are going to have the meeting..."

Mr. Delgado: "Do you want to bring the neighbors here?" Mr. Morrison noted that since all the neighbors are down there he thought the School might be the better meeting place. It was decided that a meeting at the Youth Center would be easier to schedule.

#### **Zone 5 - San Vicente and Marmore.**

Mr. Goldsmith: "Bella Vista, aside from the fact that there are still two circles to go in and I hope they go in pretty soon. They marked off the bike path at that one circle that is there now. Is the bike path going to go all the way down?" Yes, Mr. Delgado replied.

Mr. Delgado: "I would like to meet with the residents to see if they are happy with that circle, because we do not want..." Mr. Goldsmith: "On the south side by the mangroves, some people are driving straight. There is good and bad with that. The people who do not have trailers can do that, but the people with big trailers need to do that because it is very difficult for them to go around. My suggestion would be to put a speed bump in the middle of bike path with a space in the middle so bikes can go through, but cars cannot. A speed bump right across the bike path, but with a gap in the middle." Discussion ensued.

Mr. Morrison: "In sum, of the projects approved for this year all will be completed with two exceptions, Riviera/ Baños Court and Veronese, we recapture \$50,000.00. Some of the projects

have not been finished, but we have been told by Public Works that they will be completed by the first of the year, with two exceptions, one in Zone 2 and one in Zone 4, that are not going anywhere. Those two projects will go back to square one to be considered with other projects.”

Mr. Martinez suggested we contact the residents of those two projects that have been removed and Mr. Delgado noted that he will be meeting with the residents on the Veronese issue.

Mr. Delgado also noted that the Board Members should take the 2008-2009 list of projects to study at home and come back with their recommendations.

Mr. Kries asked to be excused for the October meeting and he will submit his list of projects to Mr. Delgado.

Mr. Goldsmith: “On Zone 6 there is one on Lugo where the five stops signs are at Lugo and Red Road. They were thinking of putting a big circle. It never got any place yet. Also, on Lugo Bridge, something has to be done there. We have several accidents there. San Pedro is not as bad as Lugo.”

Mr. Delgado asked for their suggestions and they will be added to the list.

Mr. Morrison: “The intersections of Anastasia and Granada and Andalusia and Granada, might be candidates for traffic circles. These are four way stops which are heavily used right now.”

Mr. Kries: “I can come up with a list and spend everybody’s money.”

Mr. Morrison recommended if any of the members had any further questions to please call either Alberto or Esther.

Mr. Kries and Dr. Yoder will not be attending the October meeting. Mr. Martinez moved to approve Mr. Kries and Dr. Yoder’s absence at the October meeting, seconded by Mr. Goldsmith. The motion carried unanimously.

Dr. Yoder: “The 2008-2009 projects, are these all funded? We do not have enough money. \$300,000.00 and whatever we carry over from this year, \$350,000.00. What will our priorities be on these?”

Mr. Morrison: “No, each of us needs to look at those for our Zones and prioritize.”

Mr. Delgado informed the Board Members that most small circles are \$25,000.00/\$35,000.00.

Mr. Martinez would like to know if he can move funding from 2008-2009 and add them to projects that are pending for 2007-2008? Apply the projects backwards. Yes, but they need to be added to the new list, Mr. Delgado noted.

Mr. Delgado noted that sometimes the residents make a request, even though the residents have requested a circle, they lose interest and that is what usually happens. Mr. Morrison emphasized the need for all Zone Reps to pay close attention to the proposed projects.

Mr. Morrison commented that on Page 3 of the 2007-2008 list there are shaded items for traffic calming improvements such as crosswalks and he asked if all those are going to be completed. Mr. Delgado noted that they are going to be completed with one exception. The one on West Ingraham Terrace and Le Jeune Road, the City will coordinate with the County and their Commodore Trail Project.

Mr. Morrison commented that before the meeting Esther told him that the Commodore Project was a very long term project. Mr. Delgado reiterated that is the reason why the City needs to establish that with the County. If this is something that will take two or three years, the City will proceed.

The Ponce de Leon and San Lorenzo Avenue device is going to be paid by the DYL developer who has agreed to pay for a split crosswalk and signal. It is going to be approximately \$80,000.00. The Fonseca bump outs are on hold.

Mr. Morrison questioned if the two \$10,000.00 items will be done this year and Mr. Delgado answered yes. He wants the Le Jeune Road crosswalk completed.

### **BOARD RELATED COMMISSION OR CITY UPDATES**

None.

### **OLD BUSINESS**

Lt. Diaz: "You asked us for our recommendation on the bump outs by (Burger King then) Bacardi Project. The recommendation from our Major and the Fire Department is not to add those concrete curbs. They prefer compacted grass so that we can go over it in case of an emergency. They don't want it to be completely built up with concrete. That is their recommendation. It will still be curbed with concrete, but then on the other side where they can't go through, they want that side to be grass so they can go through. Discussion ensued.

Mr. Delgado explained that this would only be "right out".

Mr. Kries: "So, basically, let me paraphrase you, (referring to Lt. Diaz comments) I think. You are okay with the diverters so long as you guys can easily drive from the opposite side. The opposite side would be west side..."

Lt. Diaz: "The west side should be compacted grass."

Mr. Delgado informed the Board Members that Public Works needs to have a drawing to see if it can be designed.

Mr. Delgado: “I met with Tim Plummer yesterday, the consultant for the Bacardi Project, and he presented the signalization at Sevilla and Le Jeune Road to the DOT and they are requesting the turning lane southbound on Le Jeune Road be extended to allow for left turns onto Sevilla. They say that this turning lane has to be extended past the street north of Sevilla, which is Almeria. That means that nobody will be able to make a left turn going northbound onto Almeria, because now we are going to have a dedicated lane. The only way you can turn into Almeria is if you are going southbound on Le Jeune Road you can make a right turn, if you do not put a choker down there. But the people going northbound will not be able to make a left turn. Also, we are preventing drivers coming southbound from making a right turn onto Sevilla. So those two streets, Almeria and Sevilla are being blocked from that type of movement. This has been partially addressed, but what David Plummer & Associates, Inc. is proposing to do is ask both Wendy Cook and Rhonda Anderson to attend our next meeting so that they can make a presentation of what DOT is requesting.”

Mr. Kries asked to see the presentation even though he is not going to be at the next meeting and Mr. Delgado suggested that maybe the meeting should be moved to the following month when Mr. Kries will be here.

Mr. Morrison: “Is there a problem with moving this issue to November? We are postponing the ultimate neighborhood meeting, for the entire affected area until all these issues have been resolved. To Mr. Delgado’s comment that we are still addressing the individual streets, Mr. Morrison noted that we want to present the final plan to all the neighbors anyway.” Discussion ensued.

### **NEW BUSINESS**

None.

The meeting adjourned at 6:55 p.m.