

TRAFFIC ADVISORY BOARD  
CORAL GABLES YOUTH CENTER – CONFERENCE ROOM  
TUESDAY, AUGUST 19, 2014 5:30 P.M.

**MEETING MINUTES**

MEMBERS	S 13	O 13	N 13	D 13	J 14	F 14	M 14	A 14	M 14	J 14	J 14	A 14	APPOINTED BY:
Ignacio G. Borbolla	+	+	P	P	P	+	A	P	E	P	+ -	P	Jim Cason
Gordon Sokoloff	+	+	P	P	P	+	P	P	P	E	+ -	P	Patricia Keon
Deborah Swain	+	+	P	P	P	+	P	P	P	P	+ -	P	Vince Lago
Chris Morrison	-	-	-	-	-	-	-	P	P	P	+ -	P	William H. Kerdyk, Jr.
Albert Corrada	+	+	P	E	A	+	A	E	(#)	P	+ -	P	Frank C. Quesada
Donna Kupper	+	+	P	P	P	+	P	P	P	E	+ -	E	Commission-as-a-Whole
VACANT	+	+	-	-	-	-	-	+	+	-	-	+	City Manager

**P - Present**  
**E - Excused Absence**  
**A - Absent**  
**\* - New Member**  
**+ - No Meeting**  
**(#) Resigned**

**STAFF:**

Glenn Kephart, Public Works Director  
Ernesto Pino, Assistant Public Works Director  
Jessica Keller, Assistant Public Works Director  
Yamilet Senespleda, Public Works City Engineer/Senior Traffic Engineer  
Ludwik Janiga, Public Works, Civil Engineer  
Edward Hudak, Major, Coral Gables Police Department

**GUESTS:**

Ricardo Herran, University of Miami, Campus Planner  
William Hernandez, University of Miami, Vice President of Student Government  
Al Perez, Resident at 2224 Segovia Circle  
Dexter Dwight, Resident at Segovia Circle

**CALL TO ORDER:**

Mrs. Swain called the meeting to order at 5:30 pm.

**MEETING MINUTES APPROVAL:**

Mr. Morrison advised that on the 3<sup>rd</sup> page under Police Update after stop bar was still there it should read *now 20' from the intersection* he also noticed that the old sign, advising "stop at this point" is still there.

In the April minutes Mr. Morrison was included as a member not as a guest. Staff will confirm this.

**June 17, 2014 Meeting Minutes – Mr. Morrison made a motion to approve the minutes as amended, Mr. Sokoloff second the motion. The motion was unanimously approved.**

**ABSENCE:**

**Mr. Morrison made a motion to excuse Mrs. Kupper absence, Mr. Borbolla second the motion. The motion was unanimously approved.**

*University of Miami Pedestrian Safety Presentation:* Mr. Herran started by stating there will be 2 topics to discuss: 1-traffic (speed limit reduction on perimeter streets at the campus); and 2-installation of radar feedback signs on the campus perimeter as well as pedestrian safety improvements on the campus.

The University is always working on campus pedestrian improvements, to name a few: lowering the speed limit to 15 mph, refreshing the sidewalks, making sure the lighting is as good as possible, trimming the trees to make sure the lighting is effective and improving signage. This is why they are asking the City and the Traffic Advisory Board to support them in these improvements that are needed on the campus perimeters.

*Speed limit reduction:* To the South is Ponce de Leon Boulevard, on the West, San Amaro Drive, Campo Sano to the North and Pisano Avenue to the East. The campus is an active place throughout the year; they have an informal perimeter loop about 3 miles long that is heavily used by students, staff and neighbors. At any time of the day you will see people riding bikes, walking their dogs and on skate boards. It's a loop they want to enforce, reinforce and make safe as possible. There are about 44,000 students, 35,000 are at the academic campus and 900 are on the West side of San Amaro. 800 are at University Village, there is a neighborhood agreement that does not allow those students to use their vehicle during the day time. These students park their cars and get around the campus on foot, bike or shuttle. In addition, there are about 1,600 students and staff that live within a half a mile of the campus.

The corridors considered for speed reductions are:

- a San Amaro Drive, from Ponce to Sartosa
- b Campo Sano Avenue, from the Circle to University
- c Pisano Avenue, from Campo Sano to Granada
- d Ponce De Leon corridor, from 57 Avenue & LeJeune

Currently the speed limit is 35 mph on Ponce de Leon Boulevard, 30 mph on San Amaro, Campo Sano and Pisano. What they would like to see, is a reduction of 5 mph which will make Ponce de Leon 30 mph and the others 25 mph. In addition, Ponce de Leon Boulevard corridor, by the metro rail station and the strip by University Village & Levante. They would also like to see the installation of a couple radar feedback signs.

William Hernandez, the Vice President of Student Government, was the speaker of the senate last year. One of the projects tackled from the beginning of the year was improving pedestrian safety, especially along San Amaro Drive. They met with the UM team that helps with those types of changes, they were advised by the team that there will be no work done without factual evidence. Mr. Hernandez said they immediately got to work by sitting out at all hours of the day for a week, Sunday through Saturday gathering information and data.

Mr. Herran touched up on some general safety improvements and then specifically improvements on Levante, San Amaro and the northern corridor or Pisano and Ponce. They will continue to work with the County and City to make sure all street markings on the crosswalks are refreshed, which they do regularly. When any improvements are made, they make sure it's ADA compliant and that bicycle facilities are always considered when doing any improvements.

*On Levante*, they would like to collaborate with the City on a street make over: organize parking, add bicycle facilities, widen sidewalks and improve lighting. Levante serves as a connector to all of the pedestrians coming in from Red Road and in terms of traffic, if coming down from Ponce and you want to head south on Red Road, this is the first access point. It is a very busy corridor and they would like to see it improved.

*San Amaro from Ponce de Leon Boulevard to Mataro*, there are a series of improvements they would like to see: new crosswalks are needed, installation of some push button crosswalks to help make it a safe environment during the day and night time. On the Northern corridor the pedestrian activity is not as heavy but there is opportunity to improve the lighting and pedestrian safety, again they are asking the City to collaborate for a solution in that area.

*Pisano between the University and Doctors Hospital* feels like an alley, there are no sidewalks. They will like to see a makeover of that street. An option would be to increase the landscaping, add sidewalks and narrow the traffic lanes.

*Ponce*, they are adding a new signal on Dickinson and on Merrick, which should be ready by August of next year. Also, the Mariposa Bridge will be ready by the summer of next year and they are exploring connecting to US1 from San Amaro underneath the Metro Rail.

Mr. Herran ended his presentation asking the Board for their support, moving forward and recommendations.

Mrs. Swain asked about the financial responsibilities and what is it exactly that they need from the City.

Mr. Herran used Lavante as an example, they are looking to collaborate with the city, and they are willing to pay for improvements on Levante. They're just waiting on a proposal from the city and working out how exactly it happens. The other improvements, they would like to work with the city, in terms of the financial aspect, they think if they could come to some sort of agreement. They are looking for suggestions and advice from the board/city.

Mr. Morrison questioned, how will they collaborate with the city, do they want the city to do the design. Mr. Herran said that on Levante they do have a design in mind and are willing to work with the city in adjusting it. They are looking to the city to give them estimates and budget information and they will figure out the financial side of it.

Yamilet advised that before figuring out the estimates and budget for this project, there needs to be a traffic study done and supported by the county. Mr. Morrison asked who initiates the study, Yamilet said UM can hire a consultant and through P.W. they can submit it to the county and they will either approve it or deny it. Mr. Kephart stated that in order for this project to flourish, they will need to take it to the city manager to see if there could be a collaboration and if it's the right project at the right time and if they think there can be a partnership, it will have to go in front of the commission in order to become a real project.

Mrs. Swain said UM is within her zone and she is familiar with the issues they are raising. She said it sounds like there is a combination of things. One simple change from a capital improvement stand point is reducing the speed limit, then do roadway improvements such as Lavante and then Pisano which is a bigger package. She suggested that they take a look at these issues separately when meeting with the city and others from the University and break it into segments. Mrs. Swain said that anything that improves pedestrian use of our roadways where there are currently pedestrians at risk is a step in the right direction.

Mrs. Swain asked to hear from Major Hudak some of the issues occurring at the University and how he feels about speed and more crosswalks. Major Hudak said he met with the University and the biggest issue on San Amaro Drive, and if he was going to pick one, it would be Lavante. The other issue would be on San Amaro Drive from Matara down. On any given day any time during the week there can be 5,000 people walking to and from their cars from the baseball stadium 2, 500 people that would be at the track and another 1,000 to 2,000 at the volleyball court therefore the pedestrian crosswalks are more so than just kids walking back to their dorms. Police recommendation would be to put self automated crosswalks signs or the signalized automated crosswalk signs - not just for the students but visitors as well. The bigger issue on San Amaro Dr. is not on the east bound side, it's on the west bound side. Police are enforcing, as soon as they are done with the first two weeks of school they will put up the trailers and get some numbers. Mrs. Swain asked Mr. Herran what he thought of the two projects Major Hudak mentioned. Mr. Herran said he agrees San Amaro is always a priority.

Mrs. Swain would like to see how this progresses.

Yamilet said that the County recently performed a traffic study on San Amaro south of Miller and are in the process of making a decision whether to change the speed limit or not. She said it can be mentioned to the consultant so they can check with the County. Major Hudak said that they can also mention to the consultant, and mention to the County about the center median yield signs for pedestrians and crosswalks; it's easier for both campus and C.G. Police to enforce no yield violations.

*Segovia Circle* - Resident Al Perez advised that he has been working with the city and Public Works regarding traffic calming on Segovia. Police did a traffic count study back in May of 2012 which was off the charts and traffic engineer Tim Plummer's counts also showed a significant amount of cut-through and high speeds. There was a neighborhood meeting last night with Mr. Kephart and a lot of neighbors were involved. This has been on-going for four years and they wanted to bring this to the Board. The last proposal was for restrictions on turning during rush hour traffic on to the street, two hours morning and night. Mrs. Swain said that the Board actually made a recommendation to make it a one way street or limited access to the streets. Mr. Pino said staff has been working with Tim Plummer, a temporary closure was done to show that plan and it demonstrated that most of the traffic was dumped onto to other streets, to Segovia then subsequently onto Giralda and LeJeune. When the studies were completed Tim Plummer started looking at other alternatives this is what was presented at last night's meeting, to open up both ends with geometric changes and turn provisions at both ends. Mr. Kephart said, after looking at the data and listening to what the residents had to say, he can no support the implementation of the turn restriction. He is in support of the project which includes brick pavers at the intersection with Alhambra Circle. Mr. Perez stated that they have gone from closing the street to turn restrictions and that's what they want. The reason they want the turn restrictions is that there is a queue of people that are waiting at LeJeune and Alhambra and backs up for a while that's where the cut through people whip around, to avoid that into Segovia Circle. The concept is, the geometry of the corners, also curbing that were going to be put in and an island so that it's harder for people to whip around into the next lane. They don't want to do away with the bump in the middle because it does slow down the traffic and it was in the design as well. If the determination is not to do the turn restriction then it is what it is but that's what they really want. Mrs. Swain said the board needs to see the design before they can take an action on it.

#### **SECRETARY'S REPORT:**

*Granada Pedestrian Bridge* – work is scheduled to begin on Monday, the foundation and anything related to the water must be completed by November 15<sup>th</sup> due to the Manatee season. Mrs. Swain asked how traffic will be diverted on Granada. Yamilet said when driving north on Granada you will have to detour west on Blue, north on University, then east on Bird and then again north. Mrs. Swain said this will be a problem since even without the traffic diverted going down University to Bird, the intersection is always blocked when University is trying to turn east on Bird. The only way she can go in the mornings is by going on to the left lane to make a right turn. This will be a problem come Monday morning. Mrs. Swain asked if it would be possible to have the timing changed on the traffic light so that the traffic does not block the intersection.

Mr. Kephart said staff will talk to the County, and if it is for only a short time, perhaps Police can direct traffic.

*Hammock Lakes Resurfacing* – was awarded to H & R Paving, currently on the contract execution phase.

*Miller Road & Alhambra Circle Roundabout* – planning to schedule another neighborhood meeting in September to present the landscape project on the roundabout. This will be done, together with the realignment project on San Amaro and Alhambra.

#### **TRAFFIC PROJECT UPDATES:**

*Red & Lugo* – will be finished this weekend, except landscaping.

*Segovia & Navarre intersection improvement* – finished

*Escobar & Anderson Traffic Circle* – finished

Mr. Sokoloff asked about the Publix project and its current status. Yamilet said the developer is trying to negotiate with a traffic consultant. Mr. Sokoloff also asked about the Urban Village and its status. Yamilet said it's practically the same as the Publix project, the site plans have been changed so much that it is still under discussion.

#### **POLICE UPDATE:**

Major Hudak reports that the second day of school and traffic is not flowing as well as it was last week. They had a two week plan in place and currently trying to do their best. They are not ticketing anyone right now, they are trying to educate the new people who have new routes to drop off, that will end next week. It normally takes about two weeks to get a normal heavy traffic drop off pattern at the school.

#### **OLD BUSINESS:**

Miracle Mile audible crosswalk lights – Yamilet provided the board with the e-mail going back and forth with P.W. and the County so they can see what the County thinks about it. The County said it's too expensive. The County would have to receive directly from the impacted party, their address, route they take and lots of details from the person in order for them to prove that it is necessary. Ms. Swain said she would have the person from the Lighthouse for the Blind that made the request contact the County directly.

Mr. Morrison stated he mentioned at previous meetings that the old stop bar and the signs that go with it at Ingraham Highway are still there. Yamilet said it will not be removed. She sent the request to Miami-Dade County and the answer provided was that it was done based on a safety issue because of the curve on Ingraham. They said when cars are driving south west bound, due

Traffic Advisory Board Meeting  
August 19, 2014  
Continued

to the curve the street has, the cars behind cannot see the signal. Mr. Kephart asked staff to ask the county do a follow up analysis.

**NEW BUSINESS:**

Mr. Kephart discussed Public Works' new organization chart. The following departments will now be under Public Works: Parking, Trolley, Fleet, Transportation & Sustainability, Landscaping and Waste. Jessica Keller is the Assistant Director for the Transportation & Sustainability Division and therefore will be attending the T.A.B. meetings from now. In addition, Mr. Kephart said that Bicycle Master Plan has been recommended and adopted by the Commission and that an advisory committee will be formed, he thought it would be good to have a discussion with this Board to see how it would look like, either starting a separate committee or integrate it into this board because it is a piece of transportation.

**ADJOURNMENT:**

*Meeting adjourned at 7:00 pm.*