

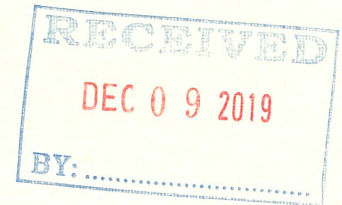
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December 6, 2019

City of Coral Gables
Via Electronic Mail and Hard Copy

Re: **Proposed Alhambra Circle Bicycle Path**

Dear Mayor Raul Valdes Fauli
Vice Mayor Vicente Lago
Commissioner Jorge Fors
Commissioner Patricia Keon
Commissioner Michael Mena
City Manager Peter Iglesias
City Attorney Miriam Ramos
Assistant City Manager Eduardo Santamaria
Assistant Public Works Director Jessica Keller
City Clerk Billy Urquia:



My husband and I have lived in Coral Gables for over fifty (50) years. We both grew up in North Gables and have lived at 3516 Alhambra Circle since 1996. We attended school in the Gables, rode our bikes under the beautiful tree canopies that symbolize our "City Beautiful," participated in team sports at the Youth Center, played tennis at Salvador Park, got married at the Church of the Little Flower and decided to raise our children in the same neighborhood. We love our city and cherish its historic ambiance and lush landscape that makes it so unique within Miami-Dade County.

During this time we have always relied on our elected officials to protect the historic nature and beauty of our city while respecting residents' concerns. Indeed, as we personally witnessed the city expand, we were pleased with our elected officials' commitment to preserve our founder's, George Merrick, vision of Coral Gables as a city with "wide tree-lined avenues, monumental buildings, winding roadways, green space, ornate plazas, and fountains" all in line with the Mediterranean Revival architecture style. As he is quoted in the Merrick House Brochure (<https://www.coralgables.com/coral-gables-merrick-house/>):

Coral Gables is not a thing of the moment, of the year or even of the passing period, but a wonderful monument to the achievement of worthwhile perseverance in the creation of beauty and in the coming true of dreams that will as solidly endure and as beautifully and bountifully age as does the everlasting coral on which this master development is founded.

While we have been fortunate to have elected officials that view Coral Gables not as “a thing of the moment” and truly seek to engage and address residents’ concerns, the proposed Alhambra Circle bicycle path plan has been a complete aberration. Not only has the entire resident stakeholder engagement been severely flawed, but the complete lack of expert studies (safety, environmental, traffic, historic, etc.) conducted regarding the impact that a bicycle path will have on this historic and winding corridor makes the project untenable.

Moreover, because of the misinformation campaign directed by a limited number of city staff members in conjunction with special interest bicycle groups, the residents’ ability to have meaningful input in the Master Bicycle Plan was severely hampered at every turn. Even the name of the project submitted for contractor bidding is far from transparent - “Multimodal Transportation Planning and Engineering Consulting Services.” Why is the construction of bicycle lanes hidden from the public under a secret name? Possibly to limit residents’ ability to recognize and object to the entire project.

Indeed, we experienced a dose of the misinformation campaign when several residents and I attended a Transportation Advisory Board (TAB) meeting on October 16, 2019. After raising several specific question regarding the Alhambra Circle project, both Asst. Public Works Director Jessica Keller and a Bike Walk member that was a member of TAB (he has since resigned due to a subsequently revealed conflict of interest), provided misleading and incorrect information.

For this reason, I submit this detailed letter in an attempt to correct the misinformation provided to our elected officials and make sure that all are fully aware of the significant lack of public awareness meetings conducted in relation to the Master Bicycle Plan and more specifically, the complete lack of stakeholder resident engagement regarding the Alhambra Circle bicycle path. After numerous public records requests and analysis over the past two months, it is evident that there is an concerted agenda by certain city staff members and special interest bicycle groups to forge ahead with bicycle lanes throughout the city despite the position of the residents and our elected officials. This wayward agenda must be reigned in by those that lead our city and residents who elect them because today it is bike paths but tomorrow it will be something else.

We are opposed to the Alhambra Circle bicycle path on both procedural and substantive grounds. On a procedural level, the city staff has systematically failed to engage the directly impacted residents over the course of the last five years. Since the Coral Gables Bicycle Plan was drafted by special interests groups such Bike Walk and Mack Cycle, and adopted by the Commission on June 10, 2014, the city staff did not reach out to the Alhambra Circle residents before starting the implementation process in September 2019. More telling, is the complete lack of public awareness and community support garnered before applying for a Federal Department of Transportation (FDOT) grant in 2015 that is specific to Alhambra Circle bicycle lanes. As explained in more detail below, this lack of due process and respect for residents’ position regarding a bike path that will impact our daily lives and change the nature of our neighborhood, is sufficient to cancel the proposed project.

On a substantive level, a bicycle path down this historic narrow corridor with big old trees and lush swales makes it a terrible idea. Alhambra Circle is one of the oldest streets in the Gables and has many large trees that form a beautiful canopy which we have enjoyed for decades. There is no question that in order to build a bike path many of these trees will have to be killed or pruned down leading to their eventual slow death. The result will be a concrete jungle with no shade or greenery. This environmental concern, along with the significant safety and traffic issues will have an enormous negative impact on Alhambra Circle and completely transform the ambiance of our neighborhood.

That said, you should understand that we are not against the bike path simply because it is on our street. Our objection is not based on a “not in my backyard” mentality; rather our position is based on substance, data and facts. We are against the bike path because the entire process has been flawed from day one. In fact, we are against any project that systematically seeks to exclude resident voices and forges ahead as if the residents’ views are insignificant. If our views are not sought or respected, then the pattern of ignoring stakeholders positions will continue throughout the city establishing an unacceptable precedent. This is just not right and runs contrary to our city’s commitment to the public engagement process.

Procedural Objection - Lack of Alhambra Circle Resident Engagement

As with many Alhambra Circle residents, the first time I heard of the proposed bicycle path was when one of my neighbors alerted me to a meeting that was scheduled for September 25, 2019, at the Youth Center. Prior to this, I had not received any notification regarding the meeting or the bicycle path. Indeed, after discussing the meeting with several neighbors on Alhambra Circle, they also had not been notified of the intended bicycle path.

My husband and I attended the meeting and voiced our objections regarding the lack of specific community engagement, safety issues and environmental concerns. Needless to say, there were few residents from the Alhambra Circle corridor and we were extremely surprised to learn how rapidly the plan was moving ahead without input from the directly impacted residents. In fact, consultants had been hired, plans drawn and we were basically informed this was a done deal. Indeed, at the meeting we learned that an “on-site walk through” was scheduled for October 19th, two weeks later, and a global ballot regarding the bike path to be mailed shortly thereafter.

Following the meeting, I spoke to more neighbors and contacted the city explaining that the Alhambra Circle residents had not been engaged in the process and that there were significant safety concerns placing a bicycle path along the bridge and winding roads in front of my house. In fact, over the years there have been numerous accidents and at least one death in front of my house as a result of the dangerous curve combined with the narrow bridge. I was told repeatedly that the project was in the “implementation” phase and led to believe that there was no way to stop the bicycle path on Alhambra Circle. This dismissive attitude towards a directly impacted resident was very disturbing and contrary to city’s commitment to the public engagement process.

In fact this was one of the main reasons the Riviera Drive bike path was removed from the

Master Bicycle Plan at the January 23, 2018 Commission meeting. As with the Alhambra Circle residents, the Riviera Drive residents were not specifically engaged and upon learning of the bike path objected to the lack of notice citing numerous concerns with the project. At the meeting, the former City Manager confirmed that there had been no specific or global engagement process when the bicycle routes were identified which was "inconsistent with the direction that you all [elected officials] want us to do in terms of community/neighborhood specific meetings." *See* Exhibit A. Following this introduction, the residents were allowed to speak, the Commission listened to the significant resident concerns, including lack of notice, and unanimously removed Riviera Drive from the Coral Gables Bicycle Plan. This was not, however, before over \$325,000 was spent on consultants to develop a bicycle plan for Riviera Drive without resident input.

It seems the city staff did not learn from the Riviera Drive experience that resident input was key to constructing a bike path in our city. Eighteen months later, without any Alhambra Circle resident input or specific community/neighborhood meetings, the city forged ahead with its September 25th bicycle path implementation meeting for Alhambra Circle. Again consultants were hired and paid without any outreach to the directly affected residents. I was completely baffled by the staff's complete failure to conduct specific community/neighborhood meetings prior to any implementation given our elected officials' clearly voiced concerns during the Riviera Drive Commission meeting.

After reviewing the records provided by the city in response to my public records request, the reason became clear. Much to my surprise, on March 20, 2015, the city applied for an FDOT grant specifically for "Alhambra Circle Bike Lanes." A copy of the FDOT Grant Application is attached hereto as Exhibit B. According to the project description it includes "4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive ... [that] would connect the University of Miami to existing bike lanes to downtown Coral Gables." p. 2. No mention is made that such a bike lane already exists on Red Road connecting both sections of the city.

More importantly, according to grant application public awareness activities and community meetings had been held (p.9) and evidence of community support was attached (p.5). Having lived on Alhambra Circle during this entire time I was completely surprised by this representation because no such meetings or activities had taken place. I confirmed this with my neighbors who were equally shocked.

As for the "evidence of community support" - there was none. The only item attached to the grant application was a letter from a special interest group, Bike Walk, obtained the day before the application was submitted. Essentially, Asst. Public Works Director Jessica Keller directly contacted her friends at Bike Walk and requested a letter from the organization as evidence of resident support. As demonstrated in the attached email chain, nothing is further from the truth. The entire "evidence of community support" was manufactured. *See* Exhibit C.

In addition to the lack of community support and public awareness activities, the grant application contains other misstatements. For example, under the Environmental Evaluation section of the application, it states that there is no wildlife or water fowl refuge, no navigable waterways and

no protected species. All statements are incorrect. The proposed bicycle lane would go through the Alhambra Circle bridge and over the Gables canal which is a navigable waterway where many ducks and other water fowl find refuge. Likewise, this area of the canal is a prime location for lounging manatees and the protected crocodile. Indeed, I came to learn that the project corridor is within the consultation area for the Florida bonneted bat, listed as an endangered species. *See Exhibit D.* None of these items were acknowledged in the grant application.

Relying on the misrepresentations contained in the grant application, FDOT awarded the city \$ 597,670.00 on November 2, 2015, for the specific purpose of the construction of bike lanes on Alhambra Circle. This explains why the city staff was forging ahead with the project despite our elected officials' clear directive to seek community awareness and resident input - it had been awarded FDOT funds for a specific project. I brought this to the attention of the Transportation Advisory Board and on October 16, 2019, TAB Chairman Gordon Sokoloff recommended that the project be placed on hold until these issues could be investigated and resident input properly sought. *See Exhibit E.* I do not know where this investigation stands but urge you to stop this project until the directly impacted residents have an opportunity to voice their position.

Negative Impact of Bicycle Path on Alhambra Circle Historic Corridor

In addition to the lack of public awareness meetings and refusal to engage the directly affected residents, the city failed to conduct any impact studies in relation to the viability of a bicycle path on Alhambra Circle. For example, prior to the implementation process there have been no safety, traffic, environmental or historic corridor impact evaluations. I was able to confirm this on November 1, 2019, when we met with Asst. City Manager Eduardo Santamaria, Asst. Public Works Director Jessica Keller and other staffers. Again, given the significant impact that such a bicycle path will have on our neighborhood, I was completely surprised by the lack of impact studies conducted prior to implementation. As demonstrated below, a bike path on Alhambra Circle will be catastrophic for our neighborhood.

First, there are significant safety concerns with a bike path down this narrow and winding corridor. We live two houses south of the Alhambra Circle bridge on one of the two winding curves. There are several blind spots within these double curves that make a bike path particularly dangerous. Sometimes I can barely see the cars coming around the curve, it will be even more difficult to see a bicyclist spinning through the curve. A path in this portion of the corridor will give a cyclist a false sense of safety when it is actually inherently dangerous..

Contrary to the mission statement of safety in the Master Bicycle Plan, a bicycle path in this portion of Alhambra Circle will create a corridor of serious accidents and worse, fatalities. Indeed, there have been numerous traffic accidents in this winding corridor and at least one death. Several years ago, a car crashed into the tree between our home and our neighbor's killing a young woman who missed the curve. Sadly, my neighbor pulled the young woman out of the car but she had passed away. These accidents have involved only cars but there is no question that a bike path will multiply the number of injuries in this portion of Alhambra Circle.

In addition, the bridge itself presents a significant hazard. The 1952 bridge is very narrow and already cars zoom through the bridge. A bicycle path that makes the bridge even more narrow is an accident waiting to happen. According to the consultants, the city plans to build traffic calming islands before and after the bridge to make it safer. The problem with that solution is that immediately upon crossing the bridge due south the road turns and no calming device will cure this dangerous curve. Simply put, a bike path in this area is inherently dangerous.

Second, the amount of traffic on Alhambra Circle is quite high. As a collector street, traffic on Alhambra Circle is not a "low impact" area as described in the Bicycle Plan. During the morning and afternoon hours, traffic is backed up all the way from Bird Road to the bridge. Sometimes it takes several minutes before I can exit my driveway during these hours due to the back-up traffic. If the roads are narrowed for a bike path, the traffic congestion will only increase making our daily commutes even worse.

Surprisingly, no traffic impact studies have been conducted by the city; a study that is required with most proposed construction. According to the city, the only evaluation conducted to date is a speed evaluation. Essentially they placed a wire across the street to assess drivers' speed. This speed analysis will not address or resolve the inevitable traffic congestion in front of our houses if the road is narrowed and a bicycle path constructed.

Third, although Alhambra Circle has been designated as a historic corridor, the city did not seek any input from the Department of Historic Preservation or the Historic Board. Unlike every other historically designated property, where approval must be obtained from the Board to even change a panel of a window, the city did not deem it necessary to obtain guidance regarding the impact of a bike path. Alhambra Circle was designated a historic corridor because of the number of historically significant homes on the street and the ambiance of the corridor. There can be no dispute that a bike path that cuts into the swales and trees on this beautiful corridor will completely change the nature and character of the street transforming it into a concrete bike path highway. That said, the historic preservation Board must be consulted.

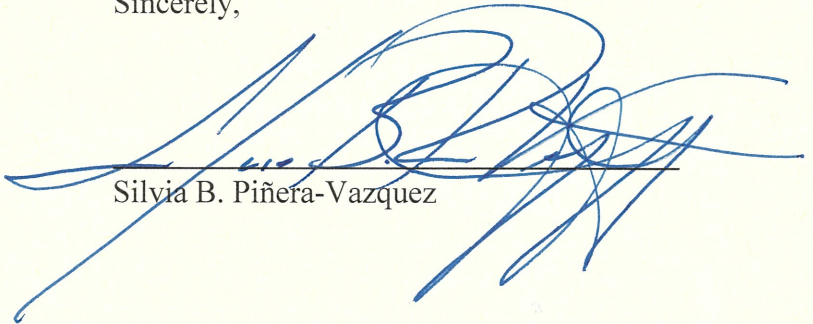
Fourth and most important are our precious long standing trees that line both sides of Alhambra Circle. It is these trees that form the beautiful canopy that George Merrick envisioned back in 1921. Many of these trees have been standing for over fifty years and any attempt to prune the roots or replant them will lead to their eventual death. A simple walk down this corridor confirms that in order to construct a bike path, multiple trees will have to be removed. No matter the explanations given by city staff, it is our big old trees that define our City Beautiful and we must fight any attempt to harm them and protect the historic nature of our city.

In addition, the lush landscapes found in the swales of many Alhambra Circle homes will be destroyed if a concrete bicycle path is constructed. While we acknowledge that this is city property, we are the stewards of the swales and they form an essential part of our neighborhoods' ambiance. More importantly, if the swales are minimized to place a bike path, where will visitors park? How about the water meters located on the swales, will they also be removed to make way for bikers? It just does not make sense.

Lastly, and the most obvious question is who is requesting a bicycle path? Quite frankly we see little to no bikers on Alhambra Circle that would use a bike path. The early morning peloton riders do not want and will not use a bike path. It is a mystery how this entire project began over five years ago without any actual demand from Coral Gables residents.

In closing, I look forward to the appearance at the Commission Meeting scheduled for December 10, 2019, where we can speak directly to our elected officials and highlight the significant adverse effects a bicycle path will have on our historic Alhambra Circle corridor.

Sincerely,



Silvia B. Piñera-Vazquez

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

City Commission

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

City Staff

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

Public Speaker(s)

**Scott Sime
Dickie Davis
Maria Iparraguirre
Richard Davis
Lillian Smuglovsky-Gonzalez
Jack Zacks
Gustavo Pupo-Mayo
Marta Hutson
Edward Lazzarin
Debbie Swain
Caroline Parker
Marlin Ebbert
Maria Cosculluela
Susan Kawalerski**

City Commission Meeting
January 23, 2018
Agenda Item E-1 - Comments regarding Riviera bike paths by concerned residents.

Exhibit A

Tina Herrera
Maria Cruz
Maria Valle
Ken Clark
Robert Ruano
Lord Toussaint
Ivette Arango O'Doski
Ignacio Granda
Michael Belaustegui
Rhett Cili
Dilian Sanchez

Agenda Item E-1 [11:14:04 a.m.]

Comments regarding Riviera bike paths by concerned residents.

Mayor Valdes-Fauli: I'd like to call the meeting to order. And this is Item -- whatever it is. Time certain, 10 o'clock, and we're, obviously, an hour and 15 minutes late because of the length of the prior matter. Comments regarding Riviera bike paths by concerned residents. And Madam City Manager, you wanted to say something?

City Manager Swanson-Rivenbark: Absolutely. Before we begin, the process of developing a bike route, most recently, began in 2013, as far as I can see. And there were meetings with bike advocate groups to help understand what the expectations were. A master plan was developed. Private consultants were hired in order to develop it. It was presented to you in June 2014. It was updated in November 2014. And unfortunately, I didn't come until December 2014. And so, when I went back in and dug into what was the public engagement process, the civic engagement process, both globally, as well as locally when routes are identified, I could not find specific outreach to the Riviera Drive when a route was expected or directed for that route, which is inconsistent with the direction that you all want us to do in terms of community/neighborhood specific meetings. The majority of the people that were involved are

no longer here. Philosophically, we have a new approach on how we respect the input of individual residents that are affected. I have committed to be involved in every specific local -- as in local as in Riviera specific meeting to hear the concerns and to understand the challenges and fears before we move forward with the process. And I'm going to ask you all not to come. And I'm going to ask you not to come because if you -- one -- if more than one of you come, then it's a public meeting. It's a Sunshine meeting, and then other -- then people outside of Riviera Drive will not -- will be as a part of that meeting. And when you hear the passion and concerns of Riviera Drive, they deserve to have their own specific exclusive meeting with City staff. And I have committed to do as many as we need to do in order to have that happen for that route. And quite honestly, if there are any other routes -- sometimes, we talk about, well, one alternate could be Maggiore. We are not going to create the same failure to include if we just relocate it to another area. So, you're going to see a lot of specific neighborhood meetings. I commit to you I will update you on what happens. I know how interested you all are in wanting to attend. But unless we can agree that only one of you attends, then I would rather not have the Commission attend those meetings so that I have the City Attorney and the City Clerk satisfied that I've met the public meeting requirements. But there is going to be plenty of time for us to sit down and meet with each of the groups that want to meet with us. And I have committed to staff and I've committed to spokespeople of the Riviera Drive, specifically the 113 homes that go from South Dixie to feed onto -- by Ingraham Park. But obviously, it will be all of the areas that have been identified as a possible route as a part of a master plan, a master plan that has not -- that has funding in place, but is not -- you know, it is not driven by deadlines of when we have to accomplish what. If the residents -- the residents have to be heard, and we promise that we will establish that time. I want to say that before the people speak because this has been difficult on them, difficult on staff. And it's also -- I want to commit to a level of civility and respect that is signature to the City. Respect and civility from staff, and I'm confident it will be also respect and civility with the neighborhoods. And we're going to work on creating that dialogue, establishing a trust that -- why people come to Coral Gables, why they choose to live in Coral Gables is because they don't want to have to worry about what is going on in their neighborhood and with their -- you know, on their street specific. So, I just wanted to frame that as we begin

hearing conversations. It's not the end of conversations. There will be many more, and I look forward to participating in them.

Mayor Valdes-Fauli: Thank you, Madam City Manager. I have 30, maybe, cards of people that wish to speak. And there are seven that do not wish to speak who are opposed and gave us some information on the cards having to do with safety and access to buildings, et cetera. Is anyone...

City Attorney Ramos: I'd also like to note that there were dozens of emails sent that have been made...

Mayor Valdes-Fauli: Yes.

City Attorney Ramos: Part of the record on this item, and the Commission was copied on all of them.

Mayor Valdes-Fauli: Yeah, the Commission was copied on them and they are part of the public record in the City Clerk's Office. They're available for your examination. But I think that we tried to respond to most of the emails that were sent. Is there a spokesperson for the group for or against or is there one person that wishes to speak?

Unidentified Speaker: Yeah, we have multiple speakers.

Mayor Valdes-Fauli: Yeah, but the multiple speakers are going to be limited to two minutes because, otherwise, we're going to be here through December.

Unidentified Speaker: I will respect the two minutes.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FISCAL YEAR 2019/2020

2015 APPLICATION CYCLE

Application Deadline:
5:00 p.m. on or before March 20, 2015

Exhibit B



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
2015 Application Cycle

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

A. APPLICANT INFORMATION

PROJECT SPONSOR: City of Coral Gables, Florida	
CONTACT PERSON: Jessica A Keller	
TITLE: Assistant Public Works Director	
ADDRESS: 2800 SW 72 nd Ave	CITY / STATE / ZIP: Miami, FL 33155
PHONE: 305-460-5618	EMAIL: jkeller@coralgables.com
WEBSITE: www.coralgables.com	
AGENCY LAP CONTRACT ADMINISTRATOR: Vicky Seigal	
TITLE: Grants Administrator	
ADDRESS: 405 Biltmore Way	CITY / STATE / ZIP: Coral Gables, Florida 33134
PHONE: 305-460-5277	EMAIL: vsiegal@coralgables.com

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS ¹

- a) ☐ Not LAP Certified
b) ☒ Currently LAP Certified LAP Certification date: 5/28/2009
c) ☐ Seeking project-specific certification
d) ☒ I certify that I have a copy of the Local Agency Program (LAP) Manual and District VI LAP Guide

B. PROJECT INFORMATION

1. PROJECT TITLE: Alhambra Circle Bike Lanes
PROJECT LOCATION: City of Coral Gables
PROJECT DESCRIPTION: Project includes engineering design services and construction of 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The overall project includes reducing automobile lane widths to ten feet to calm traffic, construction of adjacent bicycle lanes as identified in the adopted Coral Gables Bicycle Master Plan, repaving of the entire roadway surface and minor sidewalk upgrades for ADA compliance. This project would connect The University of Miami to existing bike lanes to downtown Coral Gables.
PROJECT LENGTH: 2.3 miles of roadway (2 bike lanes)
TERMINI: BEGIN: Coral Way END: San Amaro Drive

2. PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- a) ☐ Roadway construction within former interstate routes or other divided highway
b) ☒ Transportation Alternative, defined in 23 U.S.C. 101

¹ All Agencies will be re-certified according to the new certification / recertification process.
Details at <http://www.dot.state.fl.us/specificationsoffice/LAP/Default.shtm>



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

- c) ☐ Recreational Trail, defined in 23 U.S.C. 206
- d) ☐ Safe Routes to School (SRTS), defined in 23 U.S.C. 402 Notes: Public Law 109-59
- e) ☐ SRTS application is attached to this application (required)

C. TAP QUALIFYING ACTIVITIES - PROJECT CRITERIA

Select the Transportation Alternative activity that the proposed project will address. Please select one activity that represents the majority of the work proposed. **Eligible activities** must be consistent with details described under 23 U.S.C. 101(a) (29) and 213(b). (*Note: selecting more than one activity does not ensure or increase eligibility.*)

- 1. ☒ Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- 2. ☐ Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- 3. ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized Transportation users
- 4. ☐ Construction of turnouts, overlooks, and viewing areas
- 5. ☐ Community improvement activities, which include but are not limited to:
 - a) ☐ Inventory, control, or removal of outdoor advertising
 - b) ☐ Historic preservation and rehabilitation of historic transportation facilities
 - c) ☐ Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - d) ☐ Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23
- 6. ☐ Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a) ☐ Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b) ☐ Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats
- 7. ☐ SRTS program eligible projects and activities listed in section 1404(f) of the SAFETEA-LU:
 - a) ☐ Infrastructure-related projects
 - b) ☐ Non-infrastructure-related projects
 - c) ☐ Safe Routes to School Coordinator



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

- d) ☐ SRTS application is attached to this application (required) (SRTS Application.pdf)
8. ☐ Planning, designing, and constructing boulevards² and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

D. PROJECT DETAILS

1. Roadway Name and/or Number: Alhambra Circle

- a) ☐ The project is on a State roadway
- b) ☐ The project is on a Federal roadway
- c) ☒ The project is on a Local roadway
- d) ☐ Location map with aerial views is attached to this application (required) (aerial views.pdf)

2. Project Termini

- a) **Begin:** Coral Way
- b) **End:** San Amaro Drive
- c) **Project Length:** 2.3 miles

3. What is the Scope of Work?

Please describe in detail: The project funding request includes the cost to design and construct 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The overall project includes reducing automobile lane widths to ten feet to calm traffic, construction of adjacent bicycle lanes, as identified in the adopted Coral Gables Bicycle Master Plan, repaving of the entire roadway surface and providing ADA compliant sidewalk connections within the limits Improved Safety. By adding designated bicycle lanes, 5-feet in width, and narrowing the adjacent automobile travel lanes, the City of Coral Gables will provide cyclists an increased level of safety by defining the separation between automobiles and bicycles. Additionally, by narrowing the travel lanes for automobiles, it provides a calming effect thereby increasing safety for cyclists and pedestrians alike. In 2012, The American Journal of Public Health, identified that dedicated bike lanes cut injury risk by 90%. A 2006 University of Texas study shows improved safety for motorists when bike lanes exist, because drivers passing cyclists on roads without bike lanes veer farther left into the next lane of traffic. It also found that bike lanes promote safety for cyclists since bikers in bike lanes don't hug the curb as much as those on unmarked streets. Transportation Linkages 4.6 miles of new bicycle lanes on Alhambra Circle will provide connections from existing bicycle facilities located on Alhambra Circle to downtown Coral Gables, University of Miami and the MPath (future Underline), a regional bicycling link. It will also link to bike facilities that are to begin construction in May 2015 on Sevilla Avenue and Anastasia Avenue that will connect to bicycle lanes on Red Road, The Biltmore Hotel, an international destination and The Coral Gables War Memorial Youth Center. With these connections, these facilities provide safe bicycling and transit access to 400,000 residents and tourists within a 10 minute walk. Given the connection to Metrorail transit stations, this facility provide access to all county residents via public transit. The City of Coral Gables has previously allocated \$600,000 to bicycling infrastructure and plans to fund \$200,000 per year over the next five years.

² A boulevard is defined as a walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

Mobility enhancement or community development for disadvantaged groups The City of Coral Gables and its community partners, Bike Walk Coral Gables and the Coral Gables Museum have begun implementing the adopted Bicycle and Pedestrian Plan by providing bicycle programming for children and active adults over fifty. Some of this programming includes bicycling day camps, special events for all ages and developing confidence in older adults to use a bicycle as a means of transportation. Bike lanes have been cited by participants as infrastructure that makes these groups more likely to use their bikes. Additionally, where sidewalk connections do not exist at intersections, they will be provided to meet ADA standards. **Contribution of local funding** The City of Coral Gables will contribute no less than 20% to fund the project. **Improving neighborhood or community quality of life and reducing the need for single occupancy vehicle trips** In addition to implementing the adopted Bicycle and Pedestrian Master Plan, the City is beginning the process to develop its Comprehensive Multimodal Transportation Plan. One of the primary objectives of this this plan, once implemented, is to provide people with sustainable, viable and effective alternatives to personalized motorized vehicles, to reduce vehicle trips, and to manage vehicular congestion. The plan will provide a blueprint for developing a citywide system that serves all modal user groups, including commuting, recreational and utilization trips. It will provide for a well-integrated urban street grid providing access to existing job centers *without sacrificing the high quality of life* that exists within city neighborhoods. By developing a comprehensive multimodal transportation plan and continuing to build our bicycle network, The City of Coral Gables is demonstrating its commitment to improving neighborhood quality of life and reducing the need for single occupancy vehicle trips. **Evidence of community support Attached**

- a) ☒ Conceptual plans are attached to this application, if available (scope.pdf)
- b) ☒ A more detailed scope of work is attached to this application, if available (detailed scope.pdf)
- c) ☒ Typical section drawings are attached to this application (typical section.pdf)

4. Summarize any special engineering and environmental characteristics of the project, and describe the characteristics of the project location and surrounding community: None

- ☐ Typical Section drawings and descriptions are attached, if available (typical section.pdf)

5. Describe the project's existing Right-of-Way ownerships. Identify when the Right-of-Way was acquired, and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements) Click here to enter text.

- a) ☒ No right-of-way acquisition is proposed
- b) ☐ Documentation of any right-of-way acquisition or ownership documentation is attached (ROW.pdf)

6. Is Right-of-Way acquisition proposed?

- ☐ Yes ☒ No

a) If yes, describe the proposed acquisition, including expected fund sources, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way³: Click here to enter text.

b) Will temporary construction easements be required?

³ All right-of-way acquisitions must comply with State and Federal rules, regulations and procedures.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI

TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

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☐ Yes ☒ No

Please describe: Click here to enter text.

7. Are there any Design Plans for the project?

☐ Yes ☒ No

If yes, are Design Plans updated to Current Standards and Existing Conditions?

☐ Yes ☐ No

a) What are the dates of the Design Plans? Click here to enter text.

b) Who is the Engineer of Record? Include contact information: Click here to enter text.

8. What is the Project Schedule?

The schedule should include, at a minimum, consultant acquisition, plans preparation, environmental analyses and report preparation, plans submittal, FDOT review of project documents, and permit acquisitions: Click here to enter text.

☒ A detailed project schedule is attached (required) (detailed project schedule.pdf)

9. Identify any permits that might be required: Click here to enter text.

☒ Copies of each permit are attached (required)

10. Attach a detailed cost estimate, broken down into FDOT typical pay items, to allow for verification of eligible projects costs. Estimates must be prepared by a Professional Engineer⁴:

☒ A detailed cost estimate is attached (Cost_Estimate.xlsx)

11. Is there any additional project specific information that should be considered?:

Click here to enter text.

E. ENVIRONMENTAL EVALUATION

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act.

1. Does your Agency have a historic preservation planner?

☒ Yes ☐ No

⁴ Use the following links to access the Basis of Estimates Manual as well as historical cost information for your area:

<http://www.dot.state.fl.us/Specificationoffice/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>

<http://www.dot.state.fl.us/specificationoffice/Estimates/HistoricalCostInformation/HistoricalCost.shtm>



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

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If yes, please provide name and contact information: Dona Spain 305-460-5095

2. Is your proposed project located within or adjacent to a locally designated historic property or a National Register of Historic Places-listed historic site?

☒ Yes ☐ No

If yes, have any of these historic properties/places received Florida Department of State Historic Preservation Grant funds? Click here to enter text.

☐ Yes ☒ No

☐ Attach any preservation agreements, covenants or easements related to these properties

3. Are any archaeological sites or Native American sensitive sites or areas located within or adjacent to your project?

☒ Yes ☐ No

If yes, please describe: Click here to enter text.

4. Has there been any outside coordination with any Federal or State Agencies for this project?

☐ Yes ☒ No

If yes, include documentation and describe: Click here to enter text.

5. Are there any parks, recreation areas, and wildlife or water fowl refuges?

☐ Yes ☒ No

If yes, please describe: Click here to enter text.

6. Are there any navigable waterways?

☐ Yes ☒ No

If yes, please describe: Click here to enter text.

7. Does the project have any wetland impacts?

☐ Yes ☒ No

If yes, will wetlands mitigation be needed?

☐ Yes ☐ No

If yes, please describe: Click here to enter text.

8. What level of floodway or floodplain involvement is expected?

Please describe: None

9. Is there a potential for protected species / critical habitat involvement?

☐ Yes ☒ No

If yes, please describe: Click here to enter text.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
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10. What level of contamination involvement is expected?
Please describe: None

11. Are there noise sensitive areas?
☐ Yes ☒ No

If yes, please describe: Click here to enter text.

F. PROJECT IMPLEMENTATION INFORMATION

Attach documentation as Exhibits to this application.
List Exhibits here: Detailed Scope, LAP Certification, Resolution 2014-123, Resolution HPR95-LHD2007-05, BWCG Endorsement, Permits, Cost estimate, scope

- 1. Which project phases included in funding request:**
- a) ☐ Planning Activities
 - b) ☐ Project Development & Environment for major and minor projects
 - c) ☒ Study Preliminary Engineering/Final Design Plans
 - d) ☒ Construction
 - e) ☐ Construction Engineering & Inspection (CEI)

- 2. Are there any related project work phases already complete or currently underway?:**
Please describe: Click here to enter text.
- a) ☒ This is not a phased project
 - b) ☐ Previous phases of this project were constructed as LAP projects or JPA using the following FM numbers: Click here to enter text.

- 3. What is the proposed method of executing and administering each work phase of the project?** *Note: The Design consultant and Construction Engineering & Inspection (CEI) consultant shall not be the same if Federal funds are granted used for either phase.*
- Please describe:** The planning phase of the project will be conducted by City of Coral Gables Staff. Engineering, Design and Construction services will be executed by consultants hired through competitive bidding process.

Check all applicable boxes:

PLANNING	PD&E	DESIGN	R/W ACQUISITION	CONSTRUCTION	CEI
<input checked="" type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT



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If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid projects in accordance with the Department's Local Agency Program (LAP) Manual (Topic No.525-010-300)

Refer to Chapter 18 of the LAP Manual requirements regarding the use of consultants.⁵

4. Have any public awareness activities or community meetings been held, scheduled or planned?

☒ Yes ☐ No

If yes, please describe: This project is part of the Commission adopted Coral Gables Bicycle and Pedestrian Master Plan. The plan was presented at a public meeting held on November 13, 2013, the Traffic Advisory Board on May 20, 2014 and adopted at a Commission meeting on June 10, 2014.

5. Is there public and/or private support for the project, for example: petitions, written endorsements, resolutions, and letters of support)?

☒ Yes ☐ No

Please describe: Coral Gables Resolution 2014-123 adopts the Master Plan. Letter of Support attached.

6. What is the proposed maintenance and ownership responsibilities for the project when completed?

Please describe: The City of Coral Gables will maintain.

7. Are local funds being applied to the project?

☒ Yes ☐ No

If yes, explain the flexibility of those funds: The City of Coral Gables has allocated \$600,000 to bicycling infrastructure over the past two fiscal years and plans to appropriate \$200,000 each fiscal year moving forward. The City has the capacity to provide a 20% match equivalent to \$XXXX.

8. Is there any other specific implementation information that should be considered?

Please describe: Click here to enter text.

G. COST ESTIMATE

1. Provide a summary of estimated costs in the table below for the work being proposed. A detailed project cost estimate must be attached to this application (detailed cost_estimate.pdf)

Planning Activities	\$
---------------------	----

⁵ Refer to LAP manual at http://www.dot.state.fl.us/specificationsoffice/LAP/LAP_TOC.shtml



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

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Project Development & Environment Study for major improvements	\$
Preliminary Engineering / Final Design Plans	\$
Environmental Assessment (for minor improvements – including Programmatic and Type I Categorical Exclusions	\$
Permits (including application fees, mitigation, and permit acquisition work)	\$
Construction	\$
Construction Engineering & Inspection activities	\$
Other (describe) ⁶ Click here to enter text.	\$
Total Estimated Cost	\$

2. PROJECT FUNDING			
TAP FUNDS REQUESTED	\$	PERCENT TAP FUND	%
LOCAL FUNDS ALLOCATED	\$	PERCENT LOCAL FUND	%
TOTAL AMOUNT REQUESTED	\$	TOTAL % ALLOCATION	%

⁶ FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

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H. CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by The City of Coral Gables (municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with NEPA process prior to construction, this may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction. (Not at time of application) and (6) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs and/or failure to follow through on the project once programmed in the Florida Department of Transportation's Work program included herein are reasonable. I understand that significant increases in these costs could cause the project to be removed from the Work Program.

Name (please type or print): Jessica A. Keller

Title: Assistant Public Works Director

Signature: _____

Date: 3/20/2015

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Implementation Feasible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Include in Work Program	<input type="checkbox"/> YES	<input type="checkbox"/> NO

If you have any questions about this application, please contact:

Aiah Yassin

District Local Agency Program Administrator

Phone: (305) 470-5485

Aiah.Yassin@dot.state.fl.us



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
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David Henderson

Miami-Dade Metropolitan Planning Organization

dhenderson@miamidademopo.org

Phone: (305) 375-4507

RESOURCES

FDOT Local Agency Program Manual

http://www.dot.state.fl.us/specificationsoffice/LAP/LAP_TOC.shtm

EXHIBIT 1
The City of Coral Gables
Transportation Alternatives Program
Alhambra Circle Bicycle Lanes

The project funding request includes the cost to design and construct 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The overall project includes reducing automobile lane widths to ten feet to calm traffic, construction of adjacent bicycle lanes, as identified in the adopted Coral Gables Bicycle Master Plan, repaving of the entire roadway surface and providing ADA compliant sidewalk connections within the limits

Improved Safety

By adding designated bicycle lanes, 5-feet in width, and narrowing the adjacent automobile travel lanes, the City of Coral Gables will provide cyclists an increased level of safety by defining the separation between automobiles and bicycles. Additionally, by narrowing the travel lanes for automobiles, it provides a calming effect thereby increasing safety for cyclists and pedestrians alike. In 2012, The American Journal of Public Health, identified that dedicated bike lanes cut injury risk by 90%. A 2006 University of Texas study shows improved safety for motorists when bike lanes exist, because drivers passing cyclists on roads without bike lanes veer farther left into the next lane of traffic. It also found that bike lanes promote safety for cyclists since bikers in bike lanes don't hug the curb as much as those on unmarked streets.

Transportation Linkages

4.6 miles of new bicycle lanes on Alhambra Circle will provide connections from existing bicycle facilities located on Alhambra Circle to downtown Coral Gables, University of Miami and the MPath (future Underline), a regional bicycling link. It will also link to bike facilities that are to begin construction in May 2015 on Sevilla Avenue and Anastasia Avenue that will connect to bicycle lanes on Red Road, The Biltmore Hotel, an international destination and The Coral Gables War Memorial Youth Center. With these connections, these facilities provide safe bicycling and transit access to 400,000 residents and tourists within a 10 minute walk. Given the connection to Metrorail transit stations, this facility provide access to all county residents via public transit.

The City of Coral Gables has previously allocated \$600,000 to bicycling infrastructure and plans to fund \$200,000 per year over the next five years.

Mobility enhancement or community development for disadvantaged groups

The City of Coral Gables and its community partners, Bike Walk Coral Gables and the Coral Gables Museum have begun implementing the adopted Bicycle and Pedestrian Plan by providing bicycle programming for children and active adults over fifty. Some of this programming includes bicycling day camps, special events for all ages and developing confidence in older adults to use a bicycle as a means of transportation. Bike lanes have been cited by participants as infrastructure that makes these groups more likely to use their bikes.

Additionally, where sidewalk connections do not exist at intersections, they will be provided to meet ADA standards.

Contribution of local funding

The City of Coral Gables will contribute no less than 20% to fund the project.

EXHIBIT 1
The City of Coral Gables
Transportation Alternatives Program
Alhambra Circle Bicycle Lanes

Improving neighborhood or community quality of life and reducing the need for single occupancy vehicle trips

In addition to implementing the adopted Bicycle and Pedestrian Master Plan, the City is beginning the process to develop its Comprehensive Multimodal Transportation Plan. One of the primary objectives of this plan, once implemented, is to provide people with sustainable, viable and effective alternatives to personalized motorized vehicles, to reduce vehicle trips, and to manage vehicular congestion. The plan will provide a blueprint for developing a citywide system that serves all modal user groups, including commuting, recreational and utilization trips. It will provide for a well-integrated urban street grid providing access to existing job centers *without sacrificing the high quality of life* that exists within city neighborhoods.

By developing a comprehensive multimodal transportation plan and continuing to build our bicycle network, The City of Coral Gables is demonstrating its commitment to improving neighborhood quality of life and reducing the need for single occupancy vehicle trips.

Evidence of community support

Attached



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1000 N.W. 111th Avenue
Miami, Florida 33172

STEPHANIE C. KOPELOUSOS
SECRETARY

March 6, 2009

Mr. Alberto Delgado, P.E.

City of Coral Gables Public Works

2800 S.W. 72nd Avenue

Miami, Florida 33155

Reference: Local Agency Certification

Dear Mr. Delgado:

I am pleased to transmit to you the referenced agreement, which was executed by our District Six Director of Transportation Development Alice Bravo on March 6, 2009. This agreement provides Local Agency Program Certification to the City in the following areas: Planning, Design, Consultant Selection, Bid and Award Project and Construction Administration and commits the City's compliance with the Local Agency Program and the Federal Regulations contained therein.

To initiate a construction project identified in the Department's Work Program, it will be necessary for the City to prepare a specific project application in order for us to encumber the funds according to the Work Phase involved.

I will be available to assist your project manager with this effort and look forward to its successful completion.

Sincerely,

Danny Iglesias, P.E.

District LAP Administrator

Cc: Alice Bravo

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. 2014-123

**RESOLUTION AUTHORIZING THE ADOPTION OF THE CITY OF
CORAL GABLES BICYCLE AND PEDESTRIAN MASTER PLAN**

WHEREAS, on May 17, 2012, the Miami-Dade County Metropolitan Planning Organization (MPO) Board approved recommendations by their Municipal Grant Program Committee awarding the City of Coral Gables a grant of eighty percent (80%) of project costs to develop the *Citywide Bicycle and Pedestrian Master Plan*; and

WHEREAS, on August 28, 2012, by Resolution No. 2012-154, the City Commission authorized the execution of the Interlocal Agreement between the City of Coral Gables and the MPO for the purpose of funding the plan; and

WHEREAS, on October 30, 2012, the Department of Public Works selected Stantec, an existing continuing services consultant, who partnered with Street Plans Collaborative, an urban planning, design, and research-advocacy firm, to develop the plan; and

WHEREAS, The Consultant has developed the proposed *Bicycle and Pedestrian Master Plan* after meeting with key community stakeholders, reviewing existing planning documents, conducting intensive field work and developing recommendations based on best practices of cities across the country; and

WHEREAS, a public meeting was held on November 19, 2013, with minor comments that were incorporated; and

WHEREAS, the Traffic Advisory Board recommended approval of the proposed *City of Coral Gables Bicycle and Pedestrian Master Plan* on May 20, 2014;

**NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF
THE CITY OF CORAL GABLES:**

SECTION 1. The foregoing "Whereas" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution upon adoption hereof.

SECTION 2. That the City Commission does hereby approve and adopt the proposed *City of Coral Gables Bicycle and Pedestrian Master Plan*.

SECTION 3. That this resolution shall become effective upon the date of its passage and adoption herein.

PASSED AND ADOPTED THIS TENTH DAY OF JUNE, A.D., 2014.
(Moved: Quesada / Seconded: Lago)
(Yeas: Lago, Quesada, Keon, Kerdyk, Cason)
(Unanimous: 5-0 Vote)
(Agenda Item: H-5)

APPROVED:



JIM CASON
MAYOR

ATTEST:



WALTER J. FOEMAN
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:



CRAIG E. LEEN
CITY ATTORNEY

HISTORIC PRESERVATION BOARD
CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. HPR95-LHD2007-05

A RESOLUTION DESIGNATING THEREON AS A LOCAL HISTORIC LANDMARK DISTRICT, THE "ALHAMBRA CIRCLE HISTORIC DISTRICT," PROPERTIES LEGALLY DESCRIBED AS CORAL GABLES SECTION "B": LOTS 14 THRU 24 INCLUSIVE, BLOCK 5; LOTS 1 THRU 14 INCLUSIVE, BLOCK 6; LOTS 1 THRU 12 INCLUSIVE, BLOCK 11; LOTS 13 THRU 24 INCLUSIVE, BLOCK 12; LOTS 14 THRU 24 INCLUSIVE, BLOCK 20; LOTS 1 THRU 3 INCLUSIVE, BLOCK 21; LOTS 1 THRU 6 INCLUSIVE, BLOCK 22; UN-NUMBERED BLK MARKED PARK BOUND BY ALCAZAR AVE, ALHAMBRA CIRCLE & CASILLA STREET; LOTS 1 THRU 18 INCLUSIVE, BLOCK 23; LOT 1, W 96.39' LOT 2, W ½ LOT 12, LOTS 13-17 INCLUSIVE, BLOCK 24; ALL OF BLOCK 31; LOTS 10 THRU 22 INCLUSIVE, BLOCK 32; LOTS 2 THRU 6 INCLUSIVE, BLOCK 37; CORAL GABLES SECTION "C": LOTS 13 THRU 22 INCLUSIVE, BLOCK 3; LOTS 1 THRU 9 INCLUSIVE, N 45' LOT 10, BLOCK 4; LOTS 1 THRU 12 INCLUSIVE, BLOCK 15; LOTS 13 THRU 23 INCLUSIVE, LOT 24 LESS N 70', BLOCK 16; CORAL GABLES SECTION "D": LOTS 13 THRU 24 INCLUSIVE, BLOCK 10; LOTS 1 THRU 3 INCLUSIVE, LOTS 17 THRU 25 INCLUSIVE, BLOCK 11; LOTS 2 THRU 8 INCLUSIVE, BLOCK 12; LOTS 1 THRU 12 INCLUSIVE, BLOCK 13; CORAL GABLES SECTION "E": LOTS 17 THRU 32 INCLUSIVE, BLOCK 3; LOTS 1 THRU 16 INCLUSIVE, BLOCK 4; W 20' LOT 1, LOTS 11 THRU 15 INCLUSIVE, BLOCK 9; LOTS 6 THRU 10 INCLUSIVE, BLOCK 10; LOTS 6 THRU 10 INCLUSIVE, BLOCK 13; LOTS 1 THRU 7 INCLUSIVE, BLOCK 14; LOTS 1 THRU 11 INCLUSIVE, BLOCK 15; LOTS 5 THRU 9 INCLUSIVE, BLOCK 16; LOTS 22 THRU 31 INCLUSIVE, BLOCK 17; PARK BOUND BY MATANZAS, ALHAMBRA CIRCLE & FERDINAND; LOTS 11 THRU 18 INCLUSIVE, BLOCK 22; LOTS 1 THRU 15 INCLUSIVE, BLOCK 23; AND REPEALING ALL RESOLUTIONS INCONSISTENT HEREWITH.

WHEREAS, a public hearing of the Coral Gables Historic Preservation Board was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard; and

WHEREAS, Article 3, Section 3-1104 of the "Coral Gables Zoning Code" states that if after a public hearing the Historic Preservation Board finds that the proposed local historic landmark or proposed local historic landmark district meets the criteria set forth, it shall designate the property as a local historic landmark or local historic landmark district; and

WHEREAS, the following properties were identified as contributing properties within the local historic district: Alhambra Plaza(landscaped median), Alcazar Plaza @ Alhambra Circle, Granada Plaza, 400 Alhambra Circle, 407 Alhambra Circle, 410 Alhambra Circle, 414 Alhambra Circle, 415 Alhambra Circle, 419 Alhambra Circle, 426 Alhambra Circle, 427 Alhambra Circle, 430 Alhambra Circle, 434 Alhambra Circle, 446 Alhambra Circle, 500 Alhambra Circle, 501 Alhambra Circle, 519 Alhambra Circle, 520 Alhambra Circle, 522 Alhambra Circle, 525 Alhambra Circle, 533 Alhambra Circle, 536 Alhambra Circle, 600 Alhambra Circle, 601 Alhambra Circle, 617 Alhambra Circle, 621 Alhambra Circle, 625 Alhambra Circle, 633 Alhambra Circle, 634 Alhambra Circle, 638 Alhambra Circle, 639 Alhambra Circle, 644 Alhambra Circle, 645 Alhambra Circle, 656 Alhambra Circle, 700 Alhambra Circle, 716 Alhambra Circle, 717 Alhambra Circle, 721 Alhambra Circle, 724 Alhambra Circle, 728 Alhambra Circle, 733 Alhambra Circle, 743 Alhambra Circle, 748 Alhambra Circle, 749 Alhambra Circle, 756 Alhambra Circle, 760 Alhambra Circle, 768 Alhambra Circle, 800 Alhambra Circle, 803 Alhambra Circle, 804 Alhambra Circle, 808 Alhambra Circle, 812 Alhambra Circle, 816 Alhambra Circle, 817 Alhambra Circle, 820 Alhambra Circle, 832 Alhambra Circle, 836 Alhambra Circle, 900 Alhambra Circle, 907 Alhambra Circle, 1818 Granada Blvd., 1008 Alhambra Circle, 1016 Alhambra Circle, 1020 Alhambra Circle, 1021 Alhambra Circle, 1024 Alhambra Circle, 1025 Alhambra Circle, 1031 Alhambra Circle, 1043 Alhambra Circle, 1101 Alhambra Circle, 1106 Alhambra Circle,

1107 Alhambra Circle, 1110 Alhambra Circle, 1111 Alhambra Circle, 1117 Alhambra Circle, 1125 Alhambra Circle, 1126 Alhambra Circle, 1136 Alhambra Circle, 1137 Alhambra Circle, 1148 Alhambra Circle, 1200 Alhambra Circle, 1203 Alhambra Circle, 1212 Alhambra Circle, 1215 Alhambra Circle, 1225 Alhambra Circle, 1228 Alhambra Circle, 1229 Alhambra Circle, 1235 Alhambra Circle, 1245 Alhambra Circle, 1253 Alhambra Circle, 1258 Alhambra Circle, 1259 Alhambra Circle, 1302 Alhambra Circle, 1305 Alhambra Circle, 1311 Alhambra Circle, 1316 Alhambra Circle, 1317 Alhambra Circle, 1403 Alhambra Circle, 1409 Alhambra Circle, 1414 Alhambra Circle, 1415 Alhambra Circle, 2000 Alhambra Circle, 2003 Alhambra Circle, 2024 Alhambra Circle, 2027 Alhambra Circle, 2028 Alhambra Circle, 2039 Alhambra Circle, 1504 South Greenway Drive, 2103 Alhambra Circle, 2107 Alhambra Circle, 2111 Alhambra Circle, 2200 Alhambra Circle, 2203 Alhambra Circle, 2209 Alhambra Circle, 2401 Alhambra Circle, 2423 Alhambra Circle, 2501 Alhambra Circle, 2504 Alhambra Circle, 2516 Alhambra Circle, 2523 Alhambra Circle, 2606 Alhambra Circle, 2610 Alhambra Circle, 2615 Alhambra Circle, 2618 Alhambra Circle, 2623 Alhambra Circle, 2703 Alhambra Circle, 2714 Alhambra Circle, 2715 Alhambra Circle, 2718 Alhambra Circle; and

WHEREAS, the following properties were identified as non-contributing properties within the local historic district: 411 Alhambra Circle, 423 Alhambra Circle, 431 Alhambra Circle, 438 Alhambra Circle, 439 Alhambra Circle, 442 Alhambra Circle, 445 Alhambra Circle, 504 Alhambra Circle, 510 Alhambra Circle, 511 Alhambra Circle, 541 Alhambra Circle, 546 Alhambra Circle, 547 Alhambra Circle, 611 Alhambra Circle, 620 Alhambra Circle, 732 Alhambra Circle, 736 Alhambra Circle, 737 Alhambra Circle, 740 Alhambra Circle, 811 Alhambra Circle, 904 Alhambra Circle, 917 Alhambra Circle, 925 Alhambra Circle, 1030 Alhambra Circle, 1040 Alhambra Circle, 1100 Alhambra Circle, 1118 Alhambra Circle, 1130 Alhambra Circle, 1143 Alhambra Circle, 1207 Alhambra Circle, 1221 Alhambra Circle, 1232 Alhambra Circle, 1234 Alhambra Circle, 1244 Alhambra Circle, 1248 Alhambra Circle, 1251 Alhambra Circle, 1252 Alhambra Circle, 1320 Alhambra Circle, 1325 Alhambra Circle, 1329 Alhambra Circle, 1334 Alhambra Circle, 1341 Alhambra Circle, 1350 Alhambra Circle, 1402 Alhambra Circle, 1410 Alhambra Circle, 1420 Alhambra Circle, 1423 Alhambra Circle, 2010 Alhambra Circle, 2017 Alhambra Circle, 2020 Alhambra Circle, 2029 Alhambra Circle, 1501 South Greenway Drive, 2110 Alhambra Circle, 2120 Alhambra Circle, 2210 Alhambra Circle, 2222 Alhambra Circle, 2300 Alhambra Circle, 2301 Alhambra Circle, 2304 Alhambra Circle, 2325 Alhambra Circle, 2500 Alhambra Circle, 2505 Alhambra Circle, 2512 Alhambra Circle, 2515 Alhambra Circle, 2601 Alhambra Circle, 2620 Alhambra Circle, 2700 Alhambra Circle; and

WHEREAS, due to the high number of properties on Alhambra Circle constructed in the 1920s, 1930s and 1940s, the district possesses a high level of architectural integrity; and

WHEREAS, the period of significance for the contributing structures within the historic district are divided into the following eras: The Florida Land Boom (approximately 1920 – 1926); The Bust / Great Depression (approximately 1927 – 1941); Post WW II (approximately 1942 – 1949); and Modern (approximately 1950 – 1958); and

WHEREAS, the architecture for the contributing structures within the historic district includes the following styles: Mediterranean Revival, Colonial Revival, Mission, Mediterranean Transitional, Moderne and Ranch; and

WHEREAS, the "Alhambra Circle Historic District" is defined by the wide median that runs through it; this landscape feature exists nowhere else in the City and helps to create the unique feel of this important boulevard; and

WHEREAS, the District includes other Historic Resources that contribute to its importance including: bridle paths (part of George Merrick's original plan for the City), the Alhambra Water Tower (2000 Alhambra Circle), Granada Plaza (intersection of Granada Boulevard and Alhambra Circle) and Alcazar Plaza (intersection of Alcazar Avenue and Alhambra Circle); and

WHEREAS, notable architects that designed residences within the area include: Lewis D. Brumm, C.B. Deer, Walter de Garmo, L. Murray Dixon, H. George Fink, Martin L. Hampton and the firm of Hampton and Reimert, Martin Hauri, Howard Besson Knight, Marion Manley, William H. Merriam, Rufus Nims, Phineas Paist and the firm of Paist and Steward, the firm of John L. and Coulton Skinner, the firm of

John L. and Coulton Skinner and John Pierson, William Shanklin, Robert Fitch Smith, Frank Wyatt Woods and John Tracey, and Anthony Zink; and

WHEREAS, Dr. Desiderio Arnaz, II resided at 656 Alhambra Circle and was the youngest Mayor of Santiago de Cuba prior to arriving in Miami in 1934; his son Desi went on to achieve fame as a bandleader and, with wife Lucille Ball, as the creator and star of the ground-breaking television program "I Love Lucy"; and

WHEREAS, Roxcy O'Neal Bolton resided at 1302 Alhambra Circle and is a noted civic activist and feminist who founded the Miami Dade Chapter of the National Organization for Women and helped establish Women in Distress, the first women's rescue shelter in Florida; and

WHEREAS, Robert M. Davidson resided at 1415 Alhambra Circle and was the Coral Gables City Manager in 1927; and

WHEREAS, Carl A. Entrekin resided at 808 Alhambra Circle and was President of Entrekin Transfer and Storage Company; and

WHEREAS, Denman Fink and his wife Zillah resided at 2203 Alhambra Circle and Denman Fink, Artistic Director for the City of Coral Gables, was George Merrick's uncle and an accomplished painter and illustrator; and

WHEREAS, Harold H. Bailey resided at 820 Alhambra Circle and was a nationally known ornithologist; and

WHEREAS, U.S. District Judge William M. Hoeveler resides on Alhambra Circle and was appointed to the Federal bench in Miami by President Jimmy Carter in 1977; during his lengthy tenure on the bench, Judge Hoeveler has received numerous accolades and in 2002 the University of Miami created the William M. Hoeveler Ethics and Public Service Award in his honor; and

WHEREAS, Francis E. Kane resided at 646 Alhambra Circle and was a Coral Gables City Commissioner in 1929; and

WHEREAS, Senator Claude Pepper resided at 501 Alhambra Circle and was a member of the State House of Representatives in 1929 and 1930; in 1936 he was elected to the United States Senate and served until 1951; and

WHEREAS, W.L. Philbrick resided at 1258 Alhambra Circle and was a funeral home owner and Coral Gables City Commissioner; in 1966 he purchased the Merrick House and created the Merrick Manor Foundation to maintain the building as a historic site; and

WHEREAS, Clarence Reemlin resided at 1341 Alhambra Circle and was the Vice-President of the Bank of Coral Gables in 1928; and

WHEREAS, Dennis V. Renuart and Lucian Renuart resided at 446 Alhambra Circle and are both associated with the Coral Gables Lumber and Supply Company; and

WHEREAS, the properties satisfy the "historical, cultural significance criteria" as stated in Article 3, Section 3-1103 of the "Coral Gables Zoning Code" because they are associated in a significant way with the life or activities of a major historic person important in the past; they exemplify the historical, cultural, political, economic, or social trends of the community; and they are associated in a significant way with a past or continuing institution which has contributed substantially to the life of the City; and

WHEREAS, the properties satisfy the "architectural significance criteria" as stated in Article 3, Section 3-1103 of the "Coral Gables Zoning Code" because they portray the environment in an era of history characterized by one or more distinctive architectural styles; they embody those distinguishing characteristics of an architectural style, or period, or method of construction; they are outstanding works of

a prominent designer or builder; and they contain elements of design, detail, materials or craftsmanship of outstanding quality or which represent a significant innovation or adaptation to the South Florida environment; and

WHEREAS, the properties satisfy the "aesthetic significance criterion" as stated in Article 3, Section 3-1103 of the "Coral Gables Zoning Code" by being a part or related to a subdivision, park, environmental feature, or other distinctive area, should be developed or preserved according to a plan based on a historical, cultural, or architectural motif; and because of its prominence of spatial location, contrasts of siting, age, or scale, is an easily identifiable visual feature of a neighborhood, village, or the city and contributes to the distinctive quality or identity of such neighborhood, village, or the city. In case of a park or landscape feature, is integral to the plan of such neighborhood or the city; and

WHEREAS, it is the policy of the City of Coral Gables to preserve its architectural heritage by designating certain properties as local historic districts; and

WHEREAS, upon due and proper consideration having been given to the matter it is the opinion of this board that the subject properties meet the criteria set forth in Article 3, Section 3-1103 of the "Zoning Code of the City of Coral Gables," and approved that it be designated as a "Local Historic Landmark District"; and

WHEREAS, the Planning Director or the Director's designee has determined that there is no effect on the City's Comprehensive Plan or any other adopted planning and zoning policies; and

WHEREAS, the legal description of the district is as follows Coral Gables Section "B": Lots 14 thru 24 inclusive, Block 5; Lots 1 thru 14 inclusive, Block 6; Lots 1 thru 12 inclusive, Block 11; Lots 13 thru 24 inclusive, Block 12; Lots 14 thru 24 inclusive, Block 20; Lots 1 thru 3 inclusive, Block 21; Lots 1 thru 6 inclusive, Block 22; Unnumbered Blk Marked Park Bound by Alcazar Ave., Alhambra Circle & Casilla Street; Lots 1 thru 18 inclusive, Block 23; Lot 1, W 96.39' Lot 2, W 1/2 Lot 12, Lots 13-17 inclusive, Block 24; All of Block 31; Lots 10 thru 22 inclusive, Block 32; Lots 2 thru 6 inclusive, Block 37; Coral Gables Section "C": Lots 13 thru 22 inclusive, Block 3; Lots 1 thru 9 inclusive, N 45' Lot 10, Block 4; Lots 1 thru 12 inclusive, Block 15; Lots 13 thru 23 inclusive, Lot 24 Less N 70', Block 16; Coral Gables Section "D": Lots 13 thru 24 inclusive, Block 10; Lots 1 thru 3 inclusive, Lots 17 thru 25 inclusive, Block 11; Lots 2 thru 8 inclusive, Block 12; Lots 1 thru 12 inclusive, Block 13; Coral Gables Section "E": Lots 17 thru 32 inclusive, Block 3; Lots 1 thru 16 inclusive, Block 4; W 20' Lot 1, Lots 11 thru 15 inclusive, Block 9; Lots 6 thru 10 inclusive, Block 10; Lots 6 thru 10 inclusive, Block 13; Lots 1 thru 7 inclusive, Block 14; Lots 1 thru 11 inclusive, Block 15; Lots 5 thru 9 inclusive, Block 16; Lots 22 thru 31 inclusive, Block 17; Park Bound by Matanzas, Alhambra Circle & Ferdinand; Lots 11 thru 18 inclusive, Block 22; Lots 1 Thru 15 inclusive, Block 23; and

WHEREAS, a Designation Report, Case File LHD 2007-05, prepared by the Historical Resources Director containing information on the historic, cultural, architectural and aesthetic significance of the properties and which incorporates a Review Guide for use as a reference in determining the impact of future building permits, shall by reference be made part of this resolution; and

WHEREAS, a motion to approve the application was offered by Dorothy Thomson and seconded by Michael Beeman and upon a poll of the members present the vote was as follows:

<u>Board Member</u>	<u>Vote</u>
Michael Beeman	Aye
Lisa Bennett	Aye
Dolly MacIntyre	Aye
Shirley Maroon	Aye
Joyce Meyers	Aye
Ernesto Santos	Aye
Catherine Stewart	Excused
Dorothy Thomson	Aye

NOW THEREFORE BE IT RESOLVED, by the Historic Preservation Board of the City of Coral Gables that the Historic Preservation Board on January 17, 2008, has designated the subject properties in Coral Gables, Miami-Dade County as a Local Historic Landmark District pursuant to the City of Coral Gables Historic Preservation Ordinance – Article 3, Division 11 of the "Coral Gables Zoning Code" and the properties are subject to all rights and privileges and requirements of that ordinance.

BE IT FURTHER RESOLVED, that this designation is predicated on all the above recitations being true and correct and incorporated herein, but if any section, part of section, paragraph, clause, phrase or word of this Resolution is declared invalid, the remaining provisions of this Resolution shall not be affected.

Any aggrieved party desiring to appeal a decision of the Historic Preservation Board shall, within ten (10) days from the date of such decision, file a written Notice of Appeal with the City Clerk.

PASSED AND ADOPTED THIS SEVENTEENTH DAY OF JANUARY, A.D., 2008.



LISA BENNETT
CHAIRMAN, HISTORIC PRESERVATION BOARD

ATTEST:



KARA N. KAUTZ
HISTORIC LANDMARK OFFICER

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:



ELIZABETH M. HERNANDEZ, CITY ATTORNEY



Florida Bicycle Association's
Bicycle Business of the year - 2014

Bike Walk Coral Gables Inc.

4015 UNIVERSITY DRIVE

CORAL GABLES, FL 33146

Phone: (305) 962 6142

Bikewalkcoralgables@gmail.com

Bikewalkcoralgables.com

Board of Directors

John Swain

Chairman

Rick Smit

Vice-Chair

Debbie Swain

Treasurer

Nicolas Cabrera

Secretary

Robert Ruano

Founding Chairman

Alex Adams

Mari Gallet

Tony Garcia

David Henderson

Adhys Obeso

Chris Rupp

Nicola Stasi

Jonathan Ullman

March 19, 2015

The City Of Coral Gables is applying for grants under the Transportation Alternatives Program. One is for bike lanes on Alhambra Circle and another for sidewalk improvements around Carver Elementary school.

Alhambra Circle Bike Lanes

Project includes engineering design services and construction of a total 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The project connects existing bike lanes on Alhambra Circle from Coral Way to LeJeune Road to The University of Miami campus in Coral Gables, Florida. The overall project includes reducing automobile lane widths to ten feet on Alhambra Circle to calm traffic, construction of two 5' adjacent bicycle lanes as identified in the adopted Coral Gables Bicycle Master Plan and repaving of the entire roadway surface.

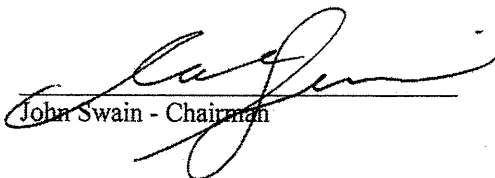
Safe Routes to School – Carver Elementary

This project includes the construction of ADA compliant sidewalks at various locations in the Historic Macfarlane Homestead District to provide safe pedestrian access to George Carver Elementary School located at 238 Grand Ave, Coral Gables, FL 33133.

Bike Walk Coral Gables is a non-profit community based organization. Our mission is to promote a safe and friendly environment for cyclists and pedestrians by sponsoring programs and events to educate the community. We envision a Coral Gables community that values cycling and walking as safe and healthy forms of transportation and recreation.

Bike Walk Coral Gables supports the two projects listed above.

Respectfully,



John Swain - Chairman

EXHIBIT 6

The City of Coral Gables PUBLIC WORKS PERMIT APPLICATION

DATE: _____

PUBLIC WORKS PERMIT #: _____

ALL OF THE FOLLOWING MUST BE FILLED IN BY APPLICANT ACCORDING TO FS 713.135

Building Permit # _____

Building Bond # _____

Application # _____

Control # _____

Square Footage: _____

Estimated Cost \$ _____

Type of Permit:

☐ Waterway Const.

☐ Paving

☐ Side Walk

☐ Other

☐ Utility

☐ Encroachment

☐ Obstruction of Right of Way

CONTRACTOR'S LICENSE NUMBER: _____

CONTRACTOR'S BUSINESS NAME: _____

Phone Number: _____

Address: _____ City: _____ State: _____ Zip Code: _____

ARCHITECT/ENGINEER'S NAME: _____

Phone Number: _____

Address: _____ City: _____ State: _____ Zip Code: _____

SITE ADDRESS: _____

Folio # _____

LEGAL DESCRIPTIONS: Lots _____ Block _____ Section _____

OWNER'S NAME: _____

Phone Number: _____

Address: _____ City: _____ State: _____ Zip Code: _____

WORK DESCRIPTION:

Obstruction of Right of Way.

Rolling MOT.

Off Duty Police as needed.

The undersigned affirms that the applicant is familiar with and agrees to conform to the standard specification of the City of Coral Gables and all regulations of the Department of Public Works concerning work to be performed in the public right-of-way.

OWNER'S AFFIDAVIT: I certify that all foregoing information is accurate and that all work will be done in compliance with applicable laws regulating construction and zoning.

Print Name: OWNER

Print Name: NAME/QUALIFIER

Signature: OWNER

Signature: NAME QUALIFIER

The foregoing instrument was acknowledged before me this _____ day of _____ by _____

who has taken an oath and:

☐ is personally known to me.

☐ has produced a _____ as identification

The foregoing instrument was acknowledged before me _____ day of _____ by _____

who has taken an oath and:

☐ is personally known to me.

☐ has produced a _____ as identification

NOTARY PUBLIC

My Commission Expires: _____

NOTARY PUBLIC

My Commission Expires: _____

CONSTRUCTION IN THE RIGHT -- OF -- WAY

DATE: _____

JOB LOCATION: _____

PROPOSED DATE OF
CONSTRUCTION: _____

PROPOSED DATE OF
COMPLETION: _____

SKETCH OF PROPOSED CONSTRUCTION

INSTRUCTIONS: Draw sketch above, showing building, existing facilities in right-of-way, as well as proposed work. Indicate address of building, and show North arrow and dimensions of work.

IMPORTANT: Call Engineering Division-Permits at (305) 460-5025/5026 for all required inspections and before backfilling or covering any structures.

W NO.	TYPE	QTY.	W NO.	TYPE
W310	ASPHALT PAVING (SQ. YDS)		W631	NEWSRACKS (QTY)
W318	BARRICADES (LF)		W645	SEWER CONNECTION FEE (OUTSIDE)
W327	COVERED WALKWAYS (SF)		W646	SIDEWALKS (SF)
W331	ENCROACHMENTS - MINIMUM FEE		W650	SP DRIVEWAYS/PAVERS TO INCLUDE STAMPED CONCRETE
W340	EXCAVATIONS FOR UNDERGROUND CONSTRUCTION (SF)		W652	TEMPORARY CRANE, TRAILER OR TRUCK ON RIGHT OF WAY
W352	FENCE (LF)		W654	SURVEYING TO ESTABLISH OR REESTABLISH POINTS
W363	WATERWAY. FILE IN AREA - 00 TO 40 ACRES		W656	TEMPORARY PUBLIC RIGHT OF WAY USAGE (SF)
W370	WATERWAY. FILE IN AREA - 41 TO 140 ACRES		W664	UTILITY PAVEMENT (QTY) POLES, ANCHORS, AND MANHOLES. ETC.
W379	WATERWAY. FILE IN AREA - 141 TO 240 ACRES		W672	TEMPORARY DRAINAGE INTO CITY STORM SEWER SYSTEM
			W688	DREDGING WHERE NO FILL IS CONTEMPLATED (MINIMUM)
W388	WATERWAY. FILE IN AREA - 241 ACRES AND OVER		W690	WATERWAY - PERMIT FEE - \$0 - \$1,000
W401	LANDSCAPING (SF)		W694	WATERWAY - PERMIT FEE - \$750 - \$7,500
W413	PARKWAY RESTORATION (SOD) (SF)		W695	WATERWAY - PERMIT FEE - \$750 TO \$7,500
W439	SEALING OR RESURFACING EXISTING ASPHALT PAVING (SQ. YDS)		W696	WATERWAY - PERMIT FEE
W622	ENCROACHMENTS - 2 1/2 TIMES EMPLOYEES SALARY		W697	WATERWAY - PERMIT FEE - \$11,001 AND OVER
			W698	STREET & ALLEY VACATION APPLICATION
P028	LAWN SPRINKLER SYSTEM			

The City of Coral Gables

PUBLIC WORKS

PERMIT APPLICATION

Page 3

By signing this application I hereby acknowledge my understanding of and compliance with the State of Florida Administrative Code regulations governing Erosion and Sedimentation Control Best Management Practices.

Print name:

Signature:

The foregoing instrument was acknowledged before me this Day

Of _____ 20____

By _____

Who has taken an oath and:

() is personally known to me

() has produced a _____ as identification

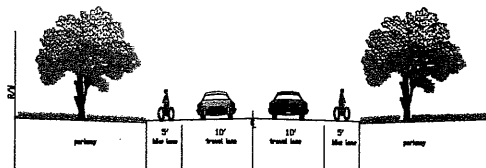
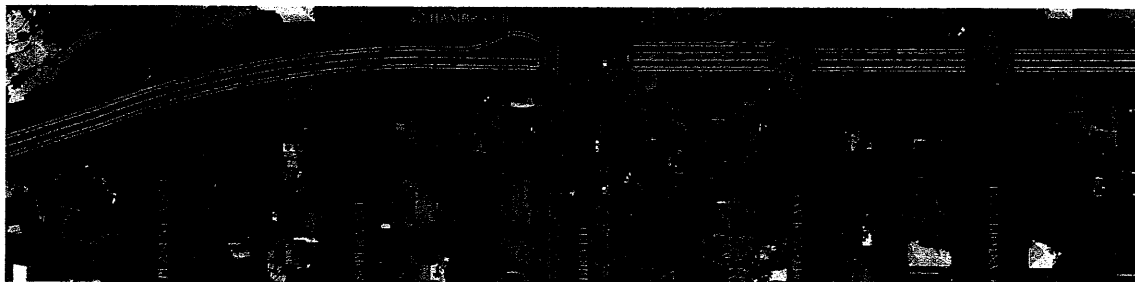
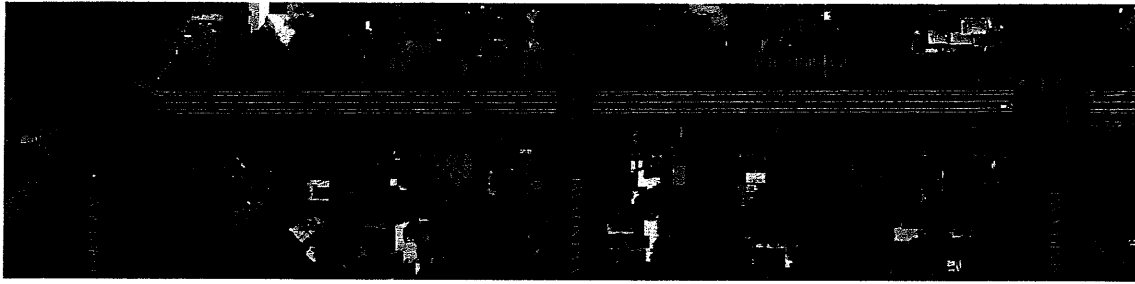
NOTARY PUBLIC

My Commission expire: _____

CONCEPTUAL COST ESTIMATE


PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
110-1-1	Clearing and Grubbing (Includes removal of existing sidewalk, flexible pavement, curb and gutter, drainage structures vegetation, trees and any debris to be posed of in legal areas provided by the contractor (Assume 10% of Base Estimate)	LS	10.00%		\$59,766.98
101-1	Mobilization	LS	10.00%		\$59,766.98
102-1	Maintenance of Traffic	LS	10.00%		\$59,766.98
				SUB TOTAL	\$179,300.94
0327 70 1	Milling Existing Asphalt Pavement (1" Avg. Dep.)	SY	\$2.00	5500	\$11,000.00
0334 1 13	Superpave Asphaltic Concrete (C)	TN	\$125.00	280	\$35,000.00
	Construct 1" asphalt concrete with 12" limerock base	SY	\$30.00	6000	\$180,000.00
	Construct 1" Asphalt Concrete finish course	SY	\$8.00	33000	\$264,000.00
	Remove and dispose concrete driveway or sidewalk	SY	\$20.00	800	\$16,000.00
0522 1	Concrete Sidewalk, 4" Thick	SY	\$54.00	420	\$22,680.00
0522 4	Bus Shelter Pad- Concrete	SY	\$54.30		
527-1	Detectable Warning Surface	EA	\$278.47		
				SUB TOTAL ROADWAY	\$545,680.00
653-191	Pedestrian Signal (LED COUNTDOWN) (One Way)	AS	\$565.87		
659-107	Aluminium Pedestal	EA	\$629.34		
665-11	Pedestrian Detector	EA	\$136.07		
0700 20 11	Single Post <12	EA	\$300.00	82	\$24,600.00
0711 11111	6" Solid Traffic Stripe (White)	LF	\$0.90	25000	\$22,500.00
0711 11123	12" Solid Traffic Stripe (White)	LF	\$1.66		
0711 11124	18" Solid Traffic Stripe (White)	LF	\$1.90		
0711 11131	6" Skip Traffic Stripe (White)	GM	\$596.48		
0711 11160	Pavement Message	EA	\$115.65	92	\$10,639.80
0711 11211	6" Solid Traffic Stripe (Yellow)	LF	\$0.90	12500	\$11,250.00
0711 11224	18" Solid Traffic Stripe (Yellow)	LF	\$2.29		
				SUB TOTAL SIGNING, PAVEMENT MARKING AND SIGNALIZATION	\$60,900.80
CONSTRUCTION COST					\$597,669.80
Design				15.00%	\$89,650.47
CEI				15.00%	\$89,650.47
Contingency (Price Fluctuation)				25.00%	\$149,417.45
TOTAL PROJECT COST					\$1,105,689

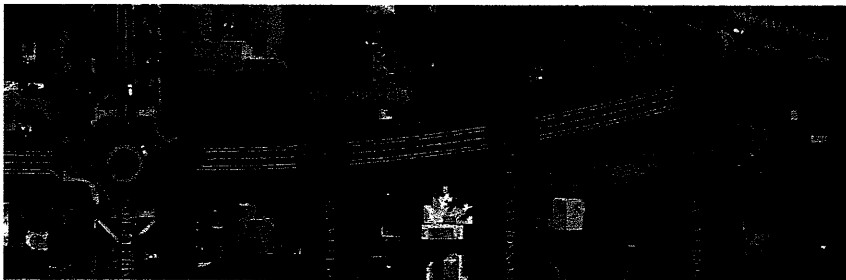
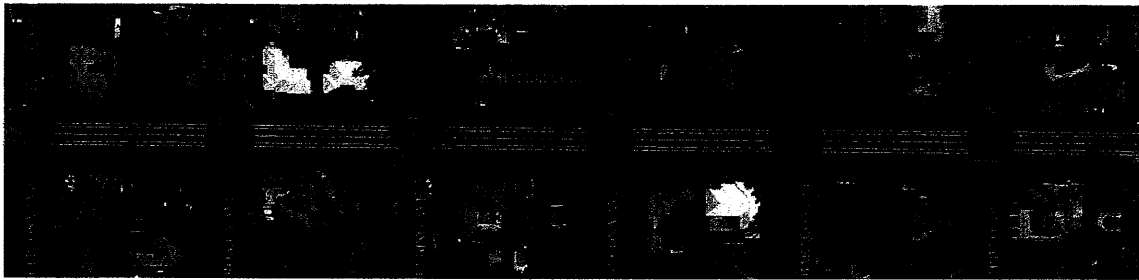
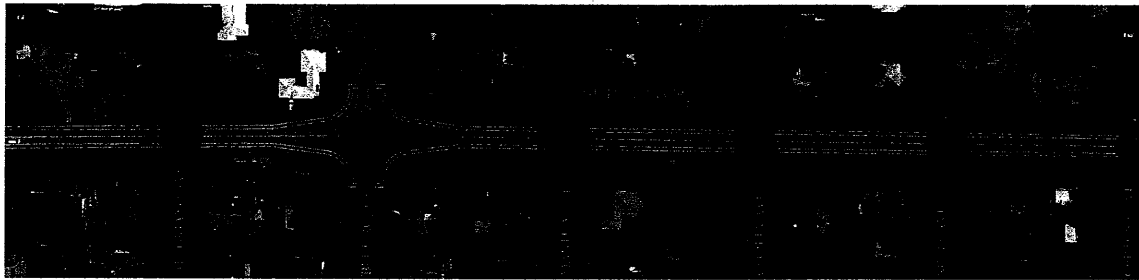
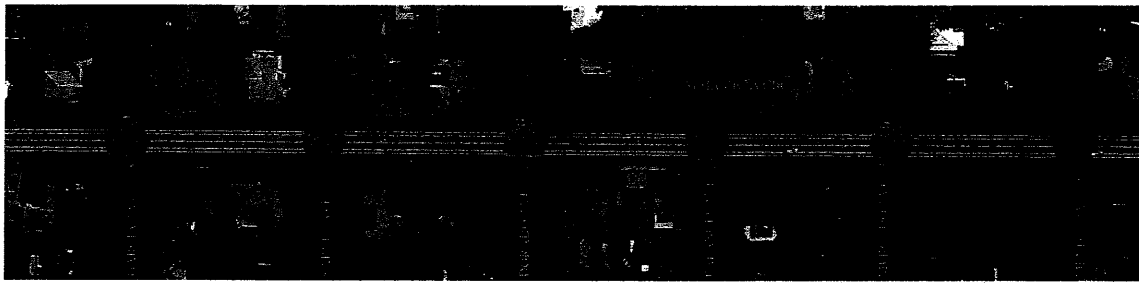
Note: Cost of Clearing and Grubbing, Mobilization, and Maintenance of Traffic each are assumed to be 10% of the construction cost
Construction cost includes the cost associated with signing and pavement markings and signalization
P.E.C.E.I was assumed 25% of the construction cost



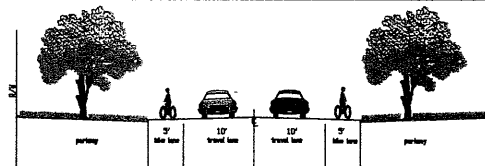
PRELIMINARY

STREET SECTION
nts

DATE: 1/1/11 BY: [Signature] CHECKED: [Signature] APPROVED: [Signature]		PROJECT: ALHAMBRA CIRCLE LOCATION: FROM CORAL WAY TO SAN AMARO DRIVE		STREET IMPROVEMENT PROGRAM ALHAMBRA CIRCLE FROM CORAL WAY TO SAN AMARO DRIVE			
COMMENTS:		PROPOSED BIKE LANES					
NO.		DATE		REVISION			
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							



NOTE:
 PROPOSED WIDENING OF ALHAMBRA CIR.
 FROM CORAL WAY TO SAN AMARO DR. TO
 ACCOMMODATE TWO 10 FT DRIVING LANES
 TWO 5 FT BIKE LANES - NORTH AND SOUTH
 BOUND.
 PROPER SIGNS WILL BE REQUIRED AS PER
 MUTCD PART 9 - TRAFFIC CONTROL FOR
 BICYCLE FACILITIES.



PRELIMINARY

STREET SECTION
 nts

ALHAMBRA CIRCLE

DATE	2013
BY	1
CHKD	1
DATE	2013
BY	1
CHKD	1

PROJECT	ALHAMBRA CIRCLE
LOCATION	FROM CORAL WAY TO SAN AMARO DRIVE
DATE	2013
BY	1
CHKD	1

CONTRACT	
DATE	
BY	
CHKD	

REVISIONS	
NO.	
DATE	
BY	
CHKD	

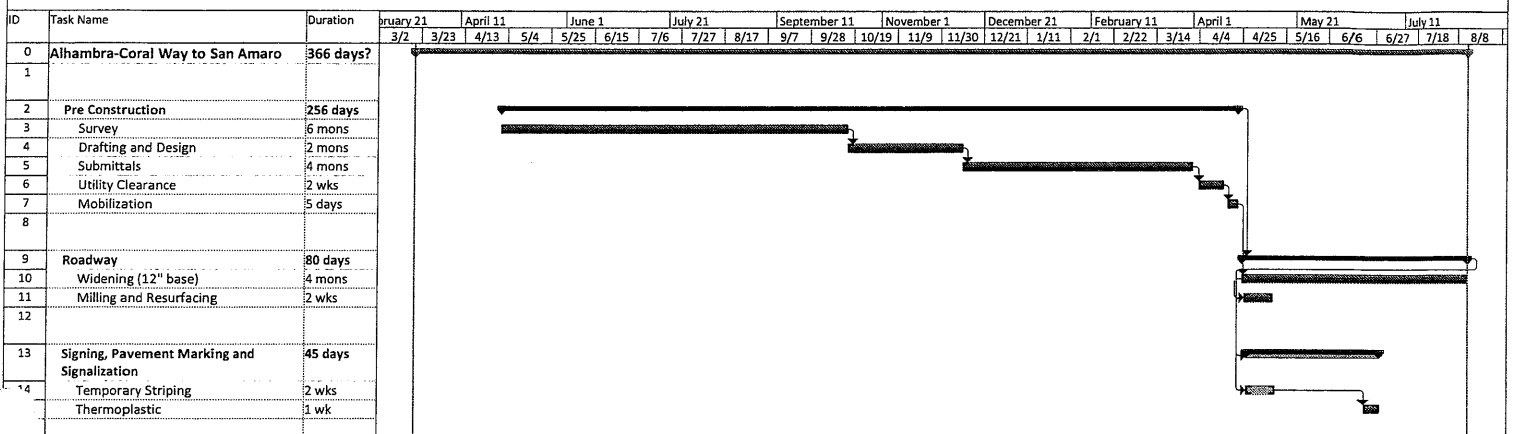
PROPOSED	BIKE LANES
DATE	
BY	
CHKD	

STREET IMPROVEMENT PROGRAM
ALHAMBRA CIRCLE
FROM CORAL WAY TO SAN AMARO DRIVE



Bicycle Lane in Alhambra Circle from Coral Way to San Amaro Drive

NOTE:
START DATE DEPENDANT ON FUNDING



Project: Alhambra-Coral Way to S Date: Fri 3/20/15	Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
	Split		External Tasks		Inactive Summary		Manual Summary		Progress	
	Milestone		External Milestone		Manual Task		Start-only			
	Summary		Inactive Task		Duration-only		Finish-only			



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Miami-Dade MPO
111 NW 1st Street, Suite 920
Miami, Florida 33128
305-375-4507
mpo@miamidademp.org
www.miamidademp.org

November 2, 2015

Ms. Jessica Keller
Director of Public Works
City of Coral Gables

Dear Ms. Keller:

Ref: 2015 Transportation Alternatives Program Project Selection

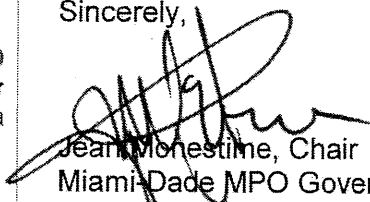
This is to inform you that your application for the 2015 Transportation Alternatives Program (TAP) cycle has been selected and approved for funding. The following project is included in the Florida Department of Transportation (FDOT) 2017-2021 Tentative Five-Year Work Program, which was approved by the Metropolitan Planning Organization (MPO) Governing Board by Resolution No. 42-15, on October 22, 2015. In the pertinent fiscal year, the funds will be administered through the FDOT Local Agency Program (LAP) to ensure compliance with Federal and State requirements and policies.

Project	Applicant	FM #	Year	Phase	Amount
Alhambra Circle Bike Lanes	Coral Gables	438621	FY 2021	Construction	\$597,670

This selection process was a collaborative effort between the MPO and the FDOT with input from a staff review committee and our citizen advisory committees.

We appreciate the efforts of all the applicants in submitting projects through the TAP process. The MPO is committed to funding transportation alternatives projects that help improve safety and mobility for our residents and visitors. If you have any questions, please contact David Henderson at 305-375-1647 or dhenderson@miamidademp.org.

Sincerely,



Jean Monestime, Chair
Miami-Dade MPO Governing Board

c: Jesus Guerra, MPO Interim Executive Director
Gus Pego, P.E., Secretary, FDOT District VI
Harold Desdunes, P.E., FDOT District VI
Aiah Yassin, FDOT

From: [Keller, Jessica](#)
To: ["jsswain" \(jsswain@aol.com\)](#); [dswain@milianswain.com](#); [Robert Ruano \(riruano@ecostratas.com\)](#)
Subject: Letters of Endorsement
Date: Thursday, March 19, 2015 9:06:56 AM

All-

I'm submitting two applications for the Transportation Alternatives Program.....due tomorrow, 5pm. I understand you may not be able to provide a BWCG endorsement letter without a board meeting but a resident letter with signatures would be great. Interested?

Projects described as follows:

-
[Alhambra Circle Bike Lanes](#)

Project includes engineering design services and construction of a total 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The project connects existing bike lanes on Alhambra Circle from Coral Way to LeJeune Road to The University of Miami campus in Coral Gables, Florida. The overall project includes reducing automobile lane widths to ten feet on Alhambra Circle to calm traffic, construction of two 5' adjacent bicycle lanes as identified in the adopted Coral Gables Bicycle Master Plan and repaving of the entire roadway surface.

[Safe Routes to School – Carver Elementary](#)

This project includes the construction of ADA compliant sidewalks at various locations in the Historic Macfarlane Homestead District to provide safe pedestrian access to George Carver Elementary School located at 238 Grand Ave, Coral Gables, FL 33133.

Jessica A. Keller
City of Coral Gables
Assistant Public Works Director
Transportation, Sustainability & Sanitation Division
2800 S.W. 72nd Avenue
Miami, FL 33155
Cell 305.733.0122

[Go Mobile!](#) You can now use the Coral Gables' mobile app to submit questions or report concerns directly to the City. It's easy, reliable, and available 24/7. Download the app [here](#).

Exhibit C



Florida Bicycle Association's
Bicycle Business of the year - 2014

Bike Walk Coral Gables Inc.
4015 UNIVERSITY DRIVE
CORAL GABLES, FL 33146
Phone: (305) 962 6142
Bikewalkcoralgables@gmail.com
Bikewalkcoralgables.com

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Nicola Stasi
Jonathan Ullman

March 19, 2015

The City Of Coral Gables is applying for grants under the Transportation Alternatives Program. One is for bike lanes on Alhambra Circle and another for sidewalk improvements around Carver Elementary school.

Alhambra Circle Bike Lanes

Project includes engineering design services and construction of a total 4.6 miles of bicycle lanes on Alhambra Circle from Coral Way to San Amaro Drive. The project connects existing bike lanes on Alhambra Circle from Coral Way to LeJeune Road to The University of Miami campus in Coral Gables, Florida. The overall project includes reducing automobile lane widths to ten feet on Alhambra Circle to calm traffic, construction of two 5' adjacent bicycle lanes as identified in the adopted Coral Gables Bicycle Master Plan and repaving of the entire roadway surface.

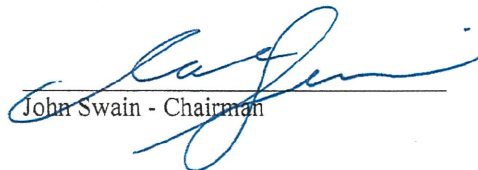
Safe Routes to School – Carver Elementary

This project includes the construction of ADA compliant sidewalks at various locations in the Historic Macfarlane Homestead District to provide safe pedestrian access to George Carver Elementary School located at 238 Grand Ave, Coral Gables, FL 33133.

Bike Walk Coral Gables is a non-profit community based organization. Our mission is to promote a safe and friendly environment for cyclists and pedestrians by sponsoring programs and events to educate the community. We envision a Coral Gables community that values cycling and walking as safe and healthy forms of transportation and recreation.

Bike Walk Coral Gables supports the two projects listed above.

Respectfully,


John Swain - Chairman

From: [Gonzalez, Gabriel](#)
To: [Keller, Jessica](#)
Cc: [D6-Local Programs](#)
Subject: RE: FM 438662-1 Alhambra Circle LAP project
Date: Friday, October 18, 2019 3:06:46 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[EXHIBIT 8 Alhambra bike lines p2.pdf](#)
[EXHIBIT 8 Alhambra bike lines p1.pdf](#)
[FDOT TAP Application 2015 + all attachments.pdf](#)

Hi Jessica,

Hopefully this helps.

Sincerely,
Gabriel Gonzalez

From: Keller, Jessica [mailto:jkeller@coralgables.com]
Sent: Friday, October 18, 2019 2:40 PM
To: Gonzalez, Gabriel <Gabriel.Gonzalez@dot.state.fl.us>
Subject: RE: FM 438662-1 Alhambra Circle LAP project

Gabriel-

I am having a difficult time finding an executed copy of our application. Do you have one?

Jessica A. Keller, ENV SP • Assistant Public Works Director
Department of Public Works
Sustainable Public Infrastructure Division
2800 SW 72nd Avenue
Miami, FL 33155
T: 305.460.5618



Go Mobile! Use the Coral Gables' mobile app to submit questions or report concerns directly to the City. It's easy, reliable, and available 24/7. Download the app [here](#)

 Think Green! Please do not print this e-mail unless it is completely necessary.

From: Gonzalez, Gabriel <Gabriel.Gonzalez@dot.state.fl.us>
Sent: Monday, October 14, 2019 10:28 AM
To: Keller, Jessica <jkeller@coralgables.com>
Cc: D6-Local Programs <D6-LocalPrograms@dot.state.fl.us>; Condell, Kelsey <Kelsey.Condell@dot.state.fl.us>; Starnes, Emily <Emily.Starnes@dot.state.fl.us>; Gomez, Jorge

Exhibit D

<jgomez2@coralgables.com>

Subject: FW: FM 438662-1 Alhambra Circle LAP project

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jessica,

As discussed in our call, below is the information provide to Mark Brown. Please let me know if you have any questions.

Sincerely,

Gabriel Gonzalez

Local Program Coordinator
Florida Department of Transportation
District VI-Adam Leigh Cann Building
Program Management Room 6112B
1000 NW 111th Avenue - Miami, Florida 33172
(305) 470-5485
Gabriel.gonzalez@dot.state.fl.us



From: Starnes, Emily

Sent: Wednesday, September 4, 2019 4:59 PM

To: mbrown@coralgables.com

Cc: Culhane, Barbara J <Barbara.Culhane@dot.state.fl.us>; Condell, Kelsey <Kelsey.Condell@dot.state.fl.us>; Kelley, Shannon <Shannon.Kelley@dot.state.fl.us>; Rudy Westerman <rudy_westerman@janus-research.com>; Miller, Michael <Michael.Miller@dot.state.fl.us>

Subject: RE: FM 438662-1 Alhambra Circle LAP project

Good afternoon Mark,

Please see below for Environment Section's comments on the 10% concept plans for the subject project. I am also attaching a copy of the Florida bonneted bat survey protocol, and copies of the State Historic Highway laws that pertain to this project (see below).

Environmental:

1. The project corridor crosses/is adjacent to the Coral Gables (C-3) Canal. Please show

and label the limits of the canal in the plans. Will any work be proposed within or immediately adjacent to the canal?

2. As discussed, please be aware that the project corridor is within the consultation area for the Florida bonneted bat, which is listed as an endangered species. A field review is warranted to determine if roosting or foraging habitat exists within the project area for any tree and/or bridge impacts (including tree removals, relocations, or trimming/pruning of existing trees), and coordination with the U.S. Fish and Wildlife Service may be required. Please note that the City of Coral Gables will be responsible for coordinating the field review and providing a memo of findings to FDOT upon completion of the survey. Please see the attached Florida bonneted bat survey protocol to facilitate the field review for any proposed tree and/or bridge impacts.
3. Please be aware that the project corridor is adjacent to Betsy Adams and the Coral Gables Garden Club Park. In addition, the project corridor is in the vicinity of Ferdinand Plaza and the Biltmore Golf Course. If any work is proposed within or immediately adjacent to these recreational resources, then Section 4(f) coordination with the Official Jurisdiction (OWJ) and the FDOT Office of Environmental Management (OEM) will be required.

do not need
bat"

Cultural Resources:

Janus Research has conducted a preliminary cultural review for the subject LAP project to assist in determining the likely scope of coordination with the State Historic Preservation Officer (SHPO) that will be required under the Section 106 Programmatic Agreement.

Based on a review of the FMSF GIS data, FGDL data, FDOT Bridge data, and local cultural resources data, work is proposed within the previously recorded Alhambra Circle Historic District (8DA10897), which SHPO has not evaluated for National Register eligibility. Numerous previously recorded historic buildings both within and outside of this district have been recorded yet unevaluated for National Register eligibility by SHPO. The proposed improvements are also within a historic segment of Bird Road (8DA4584) which SHPO has not evaluated for National Register eligibility. Improvements are within 20 feet of a segment of Coral Way that is recorded as a historic roadway (8DA11932), but not evaluated for National Register eligibility. It appears that work is not currently proposed within the National Register–ineligible historic FDOT Bridge 875300 (8DA13363) or within the unevaluated historic Coral Gables Canal (8DA15697). Work is also proposed adjacent to numerous historic buildings that have been locally designated by the City of Coral Gables. Based on a review of the Miami-Dade County Property Appraiser's data, there are many parcels with historic AYRB dates (c. 1971 or earlier) that have potential to contain unrecorded historic buildings. This concentration of historic resources also suggests that there may be potential for unrecorded historic districts to be present. For these reasons, and due to the federal involvement with this LAP project, the City of Coral Gables will need to hire a cultural resources consultant approved by the D6 Cultural Resources Coordinator to prepare a cultural evaluation for this project under Stipulation VII of the Section 106 PA. The resultant report must be forwarded to PLEMO, who will coordinate this LAP project with the SHPO. The SHPO will have 30 days from receipt to review and comment on the document.

Furthermore, the segment of Bird Road within the project limits has been designated Bird Road

State Historic Highway (SHH) per Chapter 80-433 of the Laws of Florida. Proposed improvements are also within 20 feet of a segment of Coral Way which has been designated Coral Way SHH per Chapter 76-304 of the Laws of Florida. These laws contain certain restrictions for work on or within certain proximities of the segments of roadway designated as SHHs. Therefore, the Engineer of Record will need to prepare a memorandum to the project file which considers the proposed improvements in conjunction with the restrictions contained in the applicable SHH laws and confirms that the improvements comply with, or are necessary notwithstanding the restrictions contained in the SHH laws. Approval of work by the Florida Division of Historical Resources may also be required by these laws. Please let us know if you have any questions. Thank you.

Contamination:

1. There are no known contaminated sites within a 500-foot radius of the project corridor, therefore contamination impacts are not anticipated.
2. It should be noted that the Northern portion of the project is adjacent to a golf course. Golf courses are potential sources of contamination. If drainage is proposed or subsurface activities that would require dewatering are added to the scope Level II contamination assessment may be warranted in the vicinity of the golf course.

Emily Starnes, M.S.

In-House Consultant – Stantec Consulting Services, Inc.
Planning and Environmental Management Office
Florida Department of Transportation – District Six
1000 NW 111th Avenue
Miami, Florida 33172
(305) 640-7467
Emily.Starnes@stantec.com
Emily.Starnes@dot.state.fl.us

From: Brown, Mark [<mailto:mbrown@coralgables.com>]

Sent: Friday, August 23, 2019 11:06 AM

To: Reyna, Alfredo <Alfredo.Reyna@dot.state.fl.us>; Nunez, Xiomara <Xiomara.Nunez@dot.state.fl.us>; Gonzalez, Gabriel <Gabriel.Gonzalez@dot.state.fl.us>; Condell, Kelsey <Kelsey.Condell@dot.state.fl.us>; DeAngelo, Jacquelyn <Jacquelyn.DeAngelo@dot.state.fl.us>

Subject: RE: FM 438662-1 Alhambra Circle LAP project

EXTERNAL SENDER: Use caution with links and attachments.

Hi,

Can you give me a list of your requirements for the bat survey? We may be able to do this in-house.
Thanks.

Mark

Mark Brown, AICP, PTP

Senior Multi-Modal Engineer
City of Coral Gables Public Works Department
Sustainable Public Infrastructure Division
2800 S.W. 72nd Avenue. Miami, FL 33155
Office: 305-460-5049
Cell: 786-494-8135
www.coralgables.com/sustainability



Please Note: Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

This message has been scanned for malware by Websense. www.websense.com

Davis, Yolande

From: gordons360@aol.com
Sent: Wednesday, October 16, 2019 4:29 PM
To: Keller, Jessica; Ramos, Miriam; Santamaria, Eduardo; City Clerk; DeZayas, Melissa; snaclerio@richmangreer.com; nicholas.barshel@akerman.com; rjruano@ecostratas.com; dswain@milianswain.com; peternealwood@gmail.com; tvpeople@ymail.com
Subject: TAB meeting, 10-15-19

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Jessica, Melissa, and TAB Board,

Last night's meeting turned out to be much more than expected, as guests appeared to present their grievances about the Alhambra Bike project. As Board Chair, I can tell you that this is precisely what our Board is about. It provides, by right, the opportunity for any resident to attend our meetings and present their issues. This is the way the process is supposed to work, - and our guests were well prepared and made cogent points. I did my best to maintain an orderly meeting, and I was glad to allow for resident input.

Over the years, I have witnessed other bicycle-plan projects presented, and then subsequently aborted due to public outcry, lack of public support, lack of sufficient planning, - and/or a deficiency in communication between the city and its residents. The infamous 'concrete barricades along Salzedo', - was the last such project that terminated abruptly. Most of all, it's sad to see these failed attempts absorb so much of our tax-dollars.

The Alhambra bike-path project seems to contain inconsistencies and 'mis-truths' in the FDOT application that Ms. Pinera-Vazquez illustrated last night. Certain residents along Alhambra, - where the bike path is slated to be built, - claim that they had not heard of the project. To me, what I gleaned from last night's meeting was that due-process is not being followed and must be called out. The FDOT application needs to be investigated for any alleged inaccuracies. The residents should ALL be necessarily and definitely accounted for, so that ALL homeowners at the proposed "affected sites" be duly informed and their inputs heard and considered. Lastly, a fair and equitable form of accountability should be agreed upon and established, - so that any "voting tally" of those who are in favor or opposed to this project is not skewed by polling more residents whose homes will not be affected at all, or very little by bike-lane construction. I am not an expert in this arena, - but I am sure that there are ways to assign more "votes" or weight to those who live on the directly impacted properties.

As Chairman of the Transportation Advisory Board, - I am asking staff to provide the FDOT application and all substantiating evidence and information that defends the application process. While our Board has been asked, by staff to support this project, - it is important that our advocacy for any project be based upon accuracy, truthfulness, and transparency. Due process must be followed and residents that are in the affected area must be duly notified.

I'm not exactly sure where this project stands at this point. I was told that we were presenting information to the residents and only gathering information thus far. This project should be slowed down accordingly (or placed on "hold"), - to be certain that due process and thorough notification to all affected residents occurs in an accountable fashion.

Sincerely,

Gordon D. Sokoloff, DDS
Transportation Advisory Board Chairman

Exhibit E