



Project Advisory Group Meeting No. 6

Date: Thursday, June 22, 2017
Time: 5:30 p.m. to 7:00 p.m.
Location: Miami Dade College
InterAmerican Campus
627 SW 27th Avenue
Miami, Florida 33135
Attendees: See Sign-in Sheets at the end of this document

MEETING DISCUSSION HIGHLIGHTS

ATTENDEE COMMENTS AND CONCERNS:

- What are the pros and cons of traffic diversion? Would this only occur during peak hours? How would it impact the quality of life?
- There are concerns about safety for children and seniors. How will the crosswalks be improved? Will there be traffic lights for crossing the street?
- What are the potential construction impacts to neighborhoods and commuters? Where will the cars go during construction? If you add more lanes, will there be more cars?
- What about traffic diversions: is Alternative #1 unfeasible? Can you show what the parallel network would look like? What are the constraints?
- There have been complaints related to the Coconut Grove, Miami-Dade County project, regarding traffic cutting through neighborhood streets.
- Several Project Advisory Group (PAG) members noted that Alternative 3A is their preference:
 - The sidewalks are comfortable and the merchants like this option.
 - The bicycle lane is protected.
 - Can the bicycle lane be raised to have a “lip” to protect bikes and pedestrians?
 - The travel lane/parking lane is good.
- There are concerns about tour bus impacts.
- There are concerns about the sidewalks on Alternative 2. The existing sidewalks are not compatible with the Americans with Disabilities Act (ADA).
- Some PAG members would like to have more trees added to the parking areas.
- There is not enough on-street parking – alternative parking areas are needed.
- Alternative 3 is not flexible. There are concerns about safety with the bicycle lane next to the sidewalk and parking to the outside of the travel lanes.
- If there’s a bicycle lane traveling east on Alternative 3A, how do the bicycles return to the west?
- Could you include landscape plans at the next meeting?

- What would the mid-block crossing impacts be? Will there be bus-bays for buses to stop?
- What historic designation coordination needs to be done?
- Will there be bus stop improvements, such as shelters, etc.? How much more space would be required for that? If 10-foot travel lanes are approved, could bus stop improvements be added?
- This is a commercial corridor. It includes large trucks, buses, time designations and noise ordinances. Would 10-foot travel lanes be a hazard?
- Could tour bus parking be provided in the green-space areas at the I-95 interchange?
- We could use better overall bus systems.
- Could reversible lanes be considered during peak hours? Could the traffic flow be reversed east of I-95?
- Would you please look into a different alternative for SW 8th Street versus the alternative for SW 7th Street?
- Is there a significant difference in the number of cars traveling on SW 8th Street compared to the number of cars traveling on SW 7th Street?
- What are the peak periods that have been used for this study? (The peak periods used are from 8 a.m. to 9 a.m. and from 4:45 p.m. to 5:45 p.m.) It seems like rush hours are from 6 a.m. to 9 a.m. and from 4 p.m. to 7:30 p.m.
- On Alternative 3A, could the bicycle lanes be moved to the other side of the street for fixed parking, bus bays, bus shelters, trees, etc.?

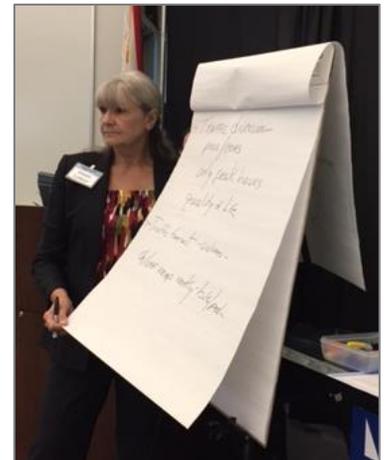
ACTION ITEMS:

- Complete the comparative evaluation matrix prior to the next PAG meeting and discuss the rationale at the meeting.
- Evaluate the potential to reduce travel lane widths to 10 feet instead of 11 feet. Would this require an additional safety analysis? Discuss this with the FDOT District Design Engineer.
- Have more information/renderings about potential landscaping.
- Schedule the next PAG meeting in six to eight weeks.

MEETING SUMMARY

Eileen LaSeur, Public Involvement Coordinator from Quest Corporation of America, greeted the attendees and opened the meeting. Ms. LaSeur welcomed Florida State Representative David Richardson and FDOT District Six Secretary James Wolfe and discussed the new meeting format. Ms. LaSeur will serve as a moderator and comments from the PAG will be written on a flip chart. The comments will become part of the meeting record. At the end of the meeting, the comments will be reviewed to make sure all concerns were addressed. The PAG members agreed to have the meeting discussion recorded.

Eileen LaSeur: The project team is working to set-up a meeting regarding the Flagler construction project. That meeting will be specifically set up for this PAG. The dates being considered are July 12 or 13. That's not cast in stone yet, but we wanted to let the PAG know it's being scheduled.



We have provided a handout describing the role of a Project Advisory Group (PAG) member. Hopefully, the handout will give the PAG members a better idea as to their role, what they can expect from the project team, and what we are looking for from them. The main thing we need from the PAG is community input. You live here; you work here; you are here every day, so you know better than we do what issues you face when you drive down these roads.

That's why we need your input, so we can design a project that is the very best alternative for your entire community. You know as well as we do that not everybody has the same wants or needs, but, hopefully, we can come to a consensus on the best option for the community.

Vilma Croft has prepared a presentation. The team has developed a new alternative that will be presented tonight, based on your comments. Hopefully, we can listen to that presentation, let her get through it, and then have a discussion at the end. Thank you again for coming. We appreciate your attendance and your support.

Vilma Croft: Thank you. To follow up on what Ms. LaSeur was saying, we've listened to your concerns. We've selected a facilitator; we've set up the room in the u-shape format as requested; we've also developed a new alternative that we think is an innovative solution; and we'll be discussing the construction impacts of each of the build alternatives during the presentation.

We've completed the traffic forecast for the 2045 traffic. We've also started the operational analysis which will analyze the intersections in more detail. The alternatives we are evaluating include the No-Build, the Transportation Systems Management and Operations (TSM&O), and six build alternatives. We added Alternative 3A. We think this an innovative solution. I'll be going over each of the alternatives during the presentation.

This data shows the existing and projected traffic. The top of the chart shows the section east of I-95, and the bottom shows the section west side of I-95. The first column shows the existing 2015 traffic, and the next three columns show the forecasted traffic. When we look

SW 8TH STREET AND SW 7TH STREET 2045 TRAFFIC FORECAST					
Location		2015 Existing Traffic	Design Alternatives - 2045 Forecast		
			Three Lanes One Way	Two Lanes Two Way	Two Lanes One Way
East of I-95	SW 8 Street	21100	23800	20100	22000
	SW 7 Street	12000	15300	14500	13300
	Total SW 7 & 8 Street	33100	39100	34600	35300
	Total Increase from 2015		18%	5%	7%
	Volume Difference (Traffic Diversion)		N/A	4500 12%	3800 10%
West of I-95	SW 8 Street	21300	28400	19400	22000
	SW 7 Street	17000	24100	16400	18400
	Total SW 7 & 8 Street	38300	52500	35800	40400
	Total Increase from 2015		37%	-6%	5%
	Volume Difference (Traffic Diversion)		N/A	16700 32%	12100 23%

Diversion: Traffic that will seek alternate routes

at the first number highlighted in orange, we see 18%. That is the estimated increase in traffic in 2045 using the existing three-lane alternative. The next column shows the two-lane, two-way option. Again, highlighted in orange, we see that this alternative has a 5% increase, which means that this alternative can only accommodate a 5% increase in traffic. In green, you see 12%, which is the traffic diversion or the estimated percentage of traffic that will seek out other routes as congestion builds on SW 7th and SW 8th Streets.

The next column is the two-lane, one-way option, and we see 7% in orange. This alternative can accommodate a 7% traffic increase with a 10% traffic diversion. In the area west of I-95, we are forecasting a 37% increase in traffic due to proposed and approved developments in the area.

Moving on to the two-lane, two-way alternative, we see a minus 6%, which means that, in this section, this alternative cannot accommodate the existing traffic. We have a 32% traffic diversion, which means about one-third of the traffic will try to seek alternate routes.

In the two-lane, one-way alternative, again we see a 5% increase in traffic with a 23% traffic diversion.

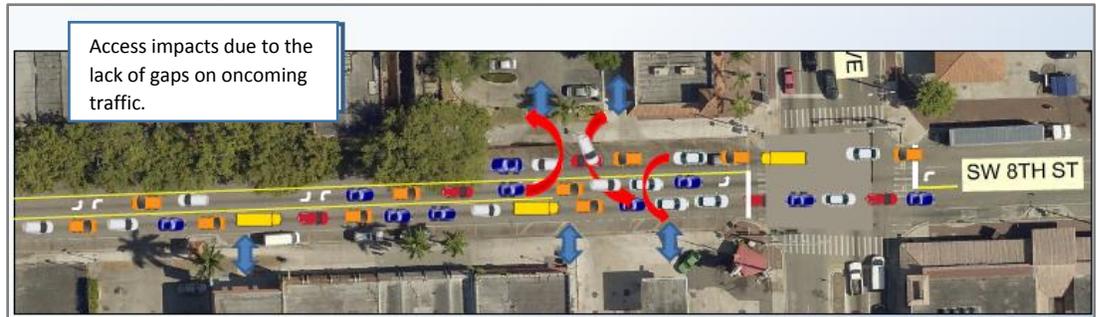
The no-build option maintains the existing conditions with three lanes eastbound on SW 8th street and three lanes westbound on SW 7th street. It means no expenditure of funds, no maintenance of traffic or environmental impacts, but it also means no improvements to safety, multi-level of service, or complete streets. It also means no improvements at the I-95 interchange. The no-build remains a viable option until the end of the study.

The TSM&O alternative includes minor traffic operations and/or safety improvements. The benefits are no maintenance of traffic or environmental impacts but also no improvements, including no improvements at I-95. Some of the elements that can be expected with the TSM&O alternative include new traffic controllers and cabinets. We will also be evaluating adaptive signal control and connected vehicle technology.

One concern of the two-way alternatives is the existing signals. The signals are currently designed for one-way traffic. Two-way traffic requires signal poles on both sides of the intersections, doubling the number of poles. As you can see in this example, the right of way is very limited. Accommodating the larger poles would be a concern and may also impact pedestrian accessibility. Environmental impacts are also a concern due to the historic character of the area and the number and size of the poles. Finally, every time you excavate, you have the risk of utility conflicts which can lead to construction delays.

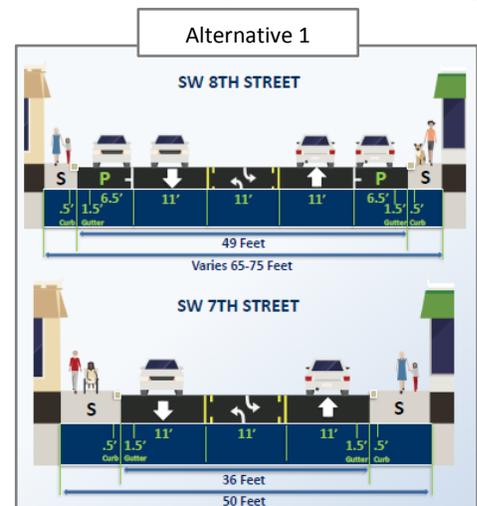


This is an exhibit showing the two-way alternative with one lane in each direction and a center turn lane. One of the benefits of the two-way alternative is access. However, access during peak hours is a concern. As congestion increases, access becomes a safety concern; not only on SW 8th Street but also on SW 7th Street where driveways are very close together. For example, to turn into this driveway you would have



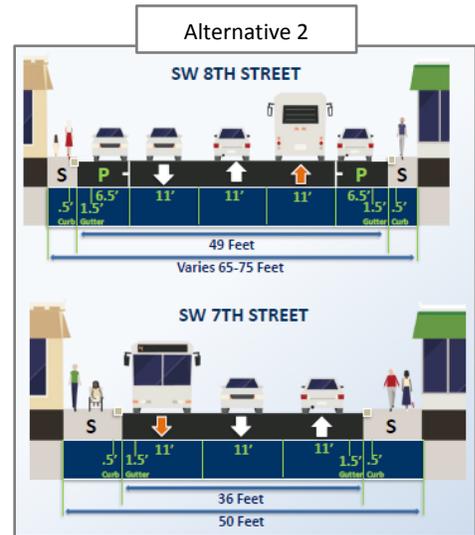
to cross three lanes of traffic to get there. Same thing with a dual-turn lane if you are trying to access a driveway on one side of the street. But the turn lane is occupied with cars turning to the opposite side. Of course, the more congestion, the smaller gaps drivers are willing to accept, which raises safety concerns. I discussed traffic diversion before, and right of way, environmental and construction impacts due to the new signals that would be required.

Alternative 1: This is a two-way two lane alternative with a dual turn lane. This alternative maintains the existing pavement widths, sidewalks and parking. It includes improvements at the I-95 interchange and may require a change in the historic designation law. In terms of benefits, this alternative does not have any impact to the

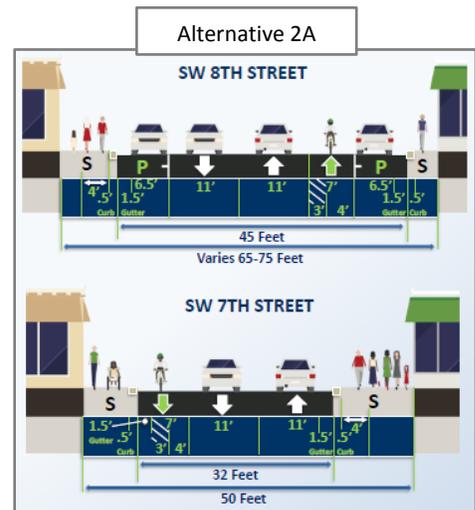


existing parking. The concerns, again, are access during peak hours, safety, traffic diversion, and right of way and construction impacts due to the new traffic signals required.

Alternative 2: This is similar to Alternative 1 except, instead of having the dual-turn lane, we have a transit-only lane. This alternative maintains the existing pavement width and sidewalks. We don't have any room for a turn lane. In order to have a turn lane, we would have to impact the parking. This includes improvements at I-95 and may require a change in the historic designation law. You can see the turn lane on this slide. If you notice, we have one lane in each direction and a transit lane. In order to create a turn lane, you would have to impact the parking at the signalized intersections. When you move away from the intersections, then the parking could be accommodated. Here we have a 60% reduction in parking. That's an estimate based on the number of signalized intersections. If impacting the parking is not an option, then another option would be to acquire right of way. On SW 7th Street there is no parking, so the only way to include a left turn lane on SW 7th Street would be to acquire right of way. The widest part of the right of way take would be an 11-foot strip. As you know, acquiring right of way on SW 8th Street would mean business impacts, and on SW 7th it would mean residential impacts. If we were to seriously consider this alternative, we would try to minimize impacts. We would look to see if it would be better to take right of way from the north side, from the south side, or some from each side.

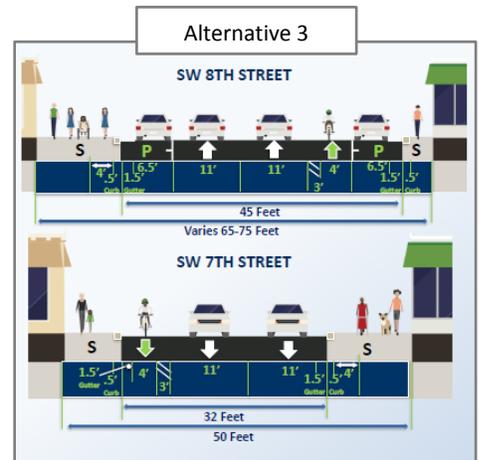


Alternative 2A: This is similar to Alternative 2 except, instead of having a transit-only lane, we have a bike only lane. The travel lanes are 11 feet wide and the bike lanes are 4 feet wide, with what we call a buffer area of 3 feet between the travel lane and the bike lane. That gives us the opportunity to widen the sidewalk by 4 feet. This alternative would reduce the pavement width by 4 feet. The parking impacts are similar to the previous alternative. We have one lane in each direction with a bike lane. In order to provide a turn lane, we would have to impact parking or acquire right of way. It also includes improvements at I-95 and may require a change in the historic designation law. One of the concerns with widening the sidewalks has to do with existing drainage structures. Depending on the type of structure and the condition of the pipes, we may need to replace the drainage structure and 1 or 2 lengths of pipe. Again, as we talked about new signals, every time we excavate there is the risk of utility impacts that may delay construction. Some of the benefits of this alternative include wider

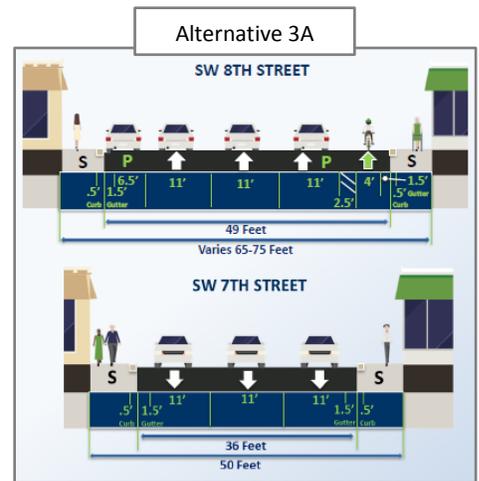


sidewalks and improvements for bicycle users. Some of the concerns include access during rush hour, safety, traffic diversion, drainage impacts and parking reduction to accommodate the left turns at the intersections.

Alternative 3: This is a two-lane, one-way alternative. We have two lanes in one direction with a bike lane. The bike lane is 4 feet wide with a 3-foot buffer, allowing the opportunity to widen the sidewalk. The pavement width would be reduced by 4 feet. Since this is a one-way alternative, we do not have the concerns with the turn lanes, so there would be no impacts to the parking. It also includes improvements at I-95 and may require a change in the historic designation. Some of the benefits of this alternative are: no impacts to parking, wider sidewalks and improvements for bicyclists. Safety is still a concern, even though this alternative can accommodate more traffic than the two-way alternative, it cannot accommodate the 2045 traffic and would still have traffic diverting to adjacent streets. The drainage and utility impacts would be due to widening the sidewalks.



Alternative 3A: This is a new alternative we recently developed. This alternative has three lanes with a shared parking and travel lane. During designated times, you would have a travel lane and the remaining time during the day you would have a parking lane. That is something we would coordinate with the city and the businesses to determine what those hours should be. This alternative maintains the existing pavement width and sidewalks. Parking would be reduced by 50% during peak hours. It also includes improvements at I-95. We looked at examples in other parts of the country and one, very close to us, is Las Olas Boulevard, where they have a shared parking and travel lane. Another example is in Arlington, Virginia, where they placed the bike lanes between the parking and the sidewalk. The benefits of this alternative include a travel lane during peak hours and the ability to provide a bike lane. It also has no right of way impacts. The concerns are that it reduces parking by 50%, and pedestrian crossings might be impacted to provide a continuous bike lane.

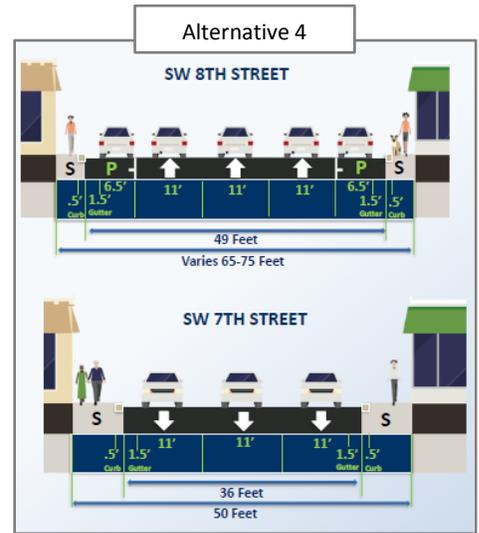


Alternative 4: This is the three-lane, one-way alternative. It maintains the existing pavement width, sidewalks and parking and it includes improvements at I-95. The benefits of Alternative 4 are no impacts to parking and the least construction impacts. Also, because it is one way, it does

not require additional signals. Maintaining the existing configuration would mean the easiest maintenance of traffic. The concern would be that it does not provide any improvements for bikes or transit.

Landscaping is a component of all the build alternatives. We will look at opportunities to enhance the existing landscaping.

Improvements at I-95 are similar for all the two-lane, two-way alternatives. We are evaluating an I-95 on-ramp at SW 7th Street as well as at SW 8th Street. For the one-way alternatives, we are also evaluating an I-95 on ramp for SW 7th Street and a new at-grade off-ramp for SW 8th Street. We are also looking at an elevated option for the SW 8th Street off-ramp.



Question: Could you go back to the previous slide? Would the I-95 ramps be added to the existing ramps? Would the grey area be eliminated or would the colored ramps be added to the existing ramps?

Vilma Croft: The colored ramps will be added to the existing ramps.

Question: Do you mean in addition to the existing ramps?

Vilma Croft: Yes, that's right.

This is a Sample Evaluation Matrix showing some of the engineering and environmental factors that will be considered, as well as community input. The No-Build option is the basis for all the other alternatives being evaluated. The No-Build has no impacts, but also no improvements. For example, there would be no safety improvements and no improvements to the multi-modal level of service. Then we

SAMPLE EVALUATION MATRIX							
Criteria	No Build	Alt. #1	Alt. #2	Alt. #2A	Alt. #3	Alt. #3A	Alt. #4
Safety							
Environmental Impacts							
Community Input							
Parking							
Access							
Construction Impacts							

+ Enhanced
 No Improvements/No Impacts
 - Impacts

would compare Alternative 1 to the other alternatives. Is Alternative 1 safer than the no-build, and so on? We would look at each alternative asking if it improves safety, for example. We would go through each one selecting the alternatives that enhance or improve safety, and address engineering, environmental and community input.

Vilma Croft: As far as next steps, we are looking to finalize the alternative evaluation in the summer, hold the Alternatives Public Workshop in September 2017, select a preferred alternative in October 2017 and hold Public Hearing at the beginning of 2018 to finalize the study early next year.

Question: Don't you have the answers yet for the Sample Evaluation Matrix, based on the alternatives that we've seen today?

Vilma Croft: Based on the information that we've shown, no, we have not completed the evaluation yet.

David Richardson
 Florida Representative, District 113:

I think that is the next part of the process. Secretary Wolfe, please correct me if I am wrong. If this is going to be the complete list of all the alternatives, then the next step would be to see if the community has any another ideas or additional alternatives that we should put in the mix for evaluation.

Comment: I know that is one of the big concerns as far as the evaluation matrix goes. Which alternatives would have the most impact during construction and what would the result be after construction? Also, if I can add something that has come up in all the meetings and I am not sure if it's been clarified. From the research we've done, we could make the travel lanes between 10 to 12 feet wide. We've been asking if we can reduce the lanes from 11 feet to 10 feet. I am wondering about the science behind it. I think the narrower the lane is, the safer it is and the less speeding there is. I am wondering if we can get an extra 3 feet by reducing the lanes to 10 feet. Why aren't we looking at that as well?

Vilma Croft: There is a lot of transit in the corridor. What would you propose we do with 3 additional feet?

Comment: Widen the sidewalks -- that's what the community would like. But, if we are looking at the alternatives that have a designated transit lane, why isn't the transit lane 11 feet and the other lanes 10 feet to compensate? That would give us a little wiggle room. My other question is, when we talk about traffic diversion, not assuming if it's good or bad (although when we say it, we think of traffic through the neighborhoods), but it might not be such a bad idea. People might use the highway more or Flagler Street more. But, when I hear that here, I hear it in a tone that sounds like a bad thing, so can you add some insight as to the pros and cons of it?



FDOT, District Six Secretary

James Wolfe: There's another replication to the diversion, which is that people are diverting because the operating conditions of the road are poor.

- Comment: Diversion only exists at peak hours. There would not be diversion the rest of the day, so we have to keep in mind, how much do we impact the lives of the people that already live here and is there a way to reduce the peak hours of traffic?
- Question: Could you go back to the forecasted volume of traffic and just briefly go over it and explain how much traffic would increase if we go from three lanes to two lanes?
- Vilma Croft: There are three columns for the 2045 traffic forecast. The first column is the three-lane, one-way existing traffic pattern and the forecasted traffic with existing conditions. For the three-lane alternative, 2045 traffic is expected to increase by 18% east of I-95 and 37% west of I-95. That's based on the traffic model which takes into account employment data, census, etc.
- Comment: Looking at the drawing, I'm wondering if you are planning on the elimination of the on- and off-ramps from a pedestrian standpoint. It looks like the sidewalks were eliminated between 4th and 3rd Avenues.
- Vilma Croft: The pedestrian safety project is adding sidewalks on the south side of the street. The ramps are on the north side of the streets, so it would encourage pedestrians to stay on the south side.
- Question: You would be eliminating an entire sidewalk. You're basically just shifting the sidewalk over to the other side but not providing additional sidewalk, so you're reducing the level of service.
- Carlos Alba
 HNTB: We aren't eliminating sidewalk on the north side. We are taking the right of way where the parking is at the interchange, but the sidewalk on the north side will remain.
- Comment: To me, the concern is safety when kids and seniors are crossing. They are not as fast as others. Are you guys going to improve the project with more crossings or lights, to make sure that it's safer to cross? Because SW 7th Street doesn't have any additional crossings, it just has the corners and the regular street lights. Since the last time we saw this, there was more safety for cars than for people. Could we put that as number one on the list?
- Vilma Croft: The safety project's main focus is on pedestrians, so we feel that the pedestrian safety concerns will be addressed during that project. We'll still look at it and see if there are further improvements that we can make.
- Comment: I just want to thank you because this is exactly what we were asking. This is extremely important for me. To have the ability to review this beforehand, it really does help. I have a brief question, and I have to say I am very pleased with all the alternatives. I think that, in general, they portray different approaches, which are necessary to find the right solution. So, thank you. My question/request is that I have been traveling down Flagler a lot lately, and I noticed something. The lanes are being shifted and people are extremely confused, but I'm not complaining. My point is, if there is any way that we can look at the effects on the neighborhood during construction: how traffic is intruding into the neighborhoods, and

whether or not this affects the travel patterns and the commute. On Flagler Street, in some cases, it's just one-way/one-lane and then the other the same. In looking at some of the aeriels that are available -- obviously it's just a patch of dirt because it's under construction. One of the interns in my office took that took an aerial of that street and laid some trees in it in Photoshop and it was a wonderful boulevard. So, can we take a look at this and study the impact of that drastic reduction to Flagler, which not only impacts the neighborhood but also the commuters? We can take a look at the numbers as far as the impacts go. We have a perfect example right down the street.

Vilma Croft: Keep in mind that it would be for current conditions. When we do a PD&E study, we try to look at the traffic projections for 2045.

Comment: You're asking, basically, where did the cars go?

Comment: Yes. I am asking - where did the cars go? The more lanes you put in, the more traffic you have. The less lanes, the less traffic. In the end, more lanes just produce more volume and more traffic.

Comment: Which means diversion is not necessarily a bad thing. Right?

Comment: Maybe reduction is not necessarily a bad thing. And again, maybe I was not on Flagler Street during peak hour, but it really was not that bad.

Comment: No one wants to go through the hassle when the traffic is bad. Sometimes I use Flagler Street instead of going through SW 8th or SW 7th Streets. There's definitely less traffic.

Comment: This past weekend, I went to Flagler Street and spoke to some of the businesses and asked what impact the construction has had on their businesses. I got the shallowest reasons for people to stay away, from: "I don't want to get my car dirty," to "I just avoid it because of the construction." I agree that people are avoiding Flagler Street for many reasons. That's why I don't think there's a lot of traffic. People who normally take it are avoiding it.

Question: So how do they get from A to B?

Comment: That's a good question.

Comment: So one asks if they are not taking Flagler Street, where are they going and are those impacts significant enough that they are making those streets unfeasible.

Comment: That's a great segue to the comments I wanted to make. If we are talking about diversion, especially in Alternative 1, is there a point where you are going to be looking at a parallel network and using these impacts within the vicinity? You framed it as an unfeasible alternative because of the impacts, but is it really unfeasible?

Secretary Wolfe: I think that there isn't anything that is unfeasible.

Comment: I'm bringing up the diversion comment to really see the parallel network to have an educated or informed way of looking at the alternatives.

Vilma Croft: We don't have the traffic analysis for the city streets. We will be starting the traffic operational analysis for SW 8th Street and SW 7th Street which will analyze the intersections and roadway segments.

Comment: Just a quick comment. In Coconut Grove a few years ago, we dealt with this issue of diversion. Miami-Dade County kept talking about reducing traffic on the main arteries and diverting it through residential neighborhoods. I'm quoting you now, that when you talk about diversion to adjacent local streets my heart goes out to the people that live on those streets, who have children going to school at peak traffic hours. I just want to go on record alerting everyone about taking the flow of traffic and diverting it through much slower and laid-back streets that are not used to traffic traveling in excess of 40 miles per hour. That is a really rough way to plan, in my opinion.

Secretary Wolfe: I use the Waves app on my phone. I'm sure other people here do too. When I end up on one of the arterial streets, it's not what I would normally do, but it's faster. I'm just following the phone. If there are quicker ways, that's where it will send you.

Carlos Alba: What I want to say about diversion is, there is not a lot of connectivity south of SW 8th Street, so most of the diversion will happen north of SW 7th Street, on 6th or 5th Streets, because there is not a real alternative parallel route to SW 8th Street.

Comment: I think that even if it's a small percentage of the traffic that gets diverted onto other streets, even if it's 5% that goes south, imagine the impact. I can tell you about the impacts because we sell 700 cars a month and service maybe 2,000, so we are talking about 2,700 cars a month, which equates to 100 cars a day that end up travelling in that neighborhood. I am constantly having to deal with one of my employees or customers speeding through Shenandoah or The Roads and getting complaints from that. I know I don't want anyone speeding through my neighborhood. I can tell you that's just one business, so I can imagine that just a 5% or even a 1% diversion into that area would cause problems in those neighborhoods. If you get that one jerk that's speeding going through those neighborhoods, that's the last thing that anybody would want. I love the 3A alternative, I think that's a pretty cool option that we had not seen before.

Comment: It's a fact that you'll always have that jerk, regardless of the solution you have in mind.

Comment: In regard to Alternative 3A, one of the things that would be great is, if one lane were converted to parking at some point during the day. That would eliminate the parking lane that you have and would allow us to expand the sidewalk because now you have one less lane. That would make the sidewalks wider and make it more comfortable for the merchants and more usable for people to come and enjoy the area.

Comment: Also with Alternative 3A, I like the bike lane being protected most of the day. Alternative 3 has the buffered bike lane, kind of in between the traffic and the parking lanes.

Secretary Wolfe: Collin, I just want to point out that the bike lane only goes eastbound. We haven't figured out how to get the bikes going westbound.

Comment: But my question was about Alternatives 3 and 3A. If we could combine them to get the wider sidewalks, reduce the crossing distance and also have a place for bikes. They seem to be able to do it in other places. When you go to Bogota or Amsterdam.

Secretary Wolfe: That would be the partially raised bike lines. I would like to see that. I enjoyed riding bikes in Copenhagen, but you still have to come back to the regular street level at the intersections. It would be a good place to do it.



Question: Could these protected bike lanes, raised sidewalks, temporary parking, temporary lanes also be looked at as a solution to the other alternatives? Because I think that it's not exclusive just to one alternative or two alternatives. I love the fact that we can park during the day and when there is a lot of heavy traffic we just don't allow parking, that's perfect.

Secretary Wolfe: If you want to look in your Google maps at Alexandria, Virginia, they have US 1 going through Alexandria. Northbound, the curb lane is a traffic lane from 7 to 9 in the morning and 22 hours a day it has parking. When you go southbound, you get a travel lane from 4 to 6 p.m. and 22 hours a day you have parking. It works there.

Comment: These are solutions that are worth looking at because they create the flexibility we are looking for. They also are not exclusive to any one alternative.

Comment: There is an issue that we haven't dealt with, and that is the issue of the tour buses and the impact that they create.

Comment: Can I get an answer to this? Can we look at these options or solutions as part of the other alternatives as well?

Vilma Croft: With the three-lane alternative, the travel lane becomes the parking. It's not an additional lane. On the two-way alternative, it's a little different because you already have one lane in each direction along with a turn lane, so you are already using the existing three travel lanes. The only other solution is to utilize the parking. For example, on this alternative, if you wanted to use it as a shared lane, you already have one lane in each direction and the transit, so would it be a shared transit and travel lane, or is it a shared parking and travel lane?

Secretary Wolfe: I think the transit lane has to stay in the same place all day long, so is it feasible to have a vehicle on both sides of the transit lane? That's what is awkward.

Comment: The one thing I don't like about this alternative is that the sidewalks are 5 feet wide. For a commercial street that is terrible.

Comment: Just let me point out again that the existing sidewalks are in violation of regulations. They do not come close to 5 or 6 feet wide. Many of them in some places are only 3 or 3-1/2 feet wide, so try to widen them if you can.

Comment: I think if we move the trees to the parking area and create an island there, we would wind up with a wider sidewalk, better looking trees away from buildings, and a more beautiful green corridor -- just by moving the trees into the parking areas. There are a lot of striped areas where we could construct islands to wind up with a wider sidewalk and a better looking street.

Comment: I will argue with anybody that there is not sufficient on-street parking now, nor will there be in the future to sustain a viable corridor in Little Havana. It will not succeed. It is doomed to failure. What we have to fight instead -- I still see vacant lots for sale that can sustain garages. Stores die before they admit that they don't need parking directly in front of their business, but they don't. You need to move people safely and comfortably into a pleasant area, and on-street parking is going to hold you back forever.

Rep. Richardson: Let me get back to Collin's point, because I have the same question about the bike lane. If we are looking at Alternative 3 and the new Alternative 3A, I am wondering what the benefit is of 3 at all? Alternative 3 does not give us any flexibility. With 3A, if later you wanted to have a permanent travel lane you could do that, but with 3 you don't have any flexibility because you would have the bike lane on the left side of the parking. If you are going to have a bike lane, is having it on the left side of the parking safer than having it next to the sidewalk? Has there ever been a study?

Various: Yes.

Rep. Richardson: It's safer to have the bike lane on the side of the sidewalk. Given that, I would ask, do we want to leave number 3 on the list of possible alternatives?

Comment: The difference would be travel lanes.

Rep. Richardson: Yes it would be a partial, but it's the exact same lane. Whether or not you're using it for transit 24 hours a day or using it for transit/parking, the configuration is exactly the same.

Comment: I would say that the two-way also applies in the same way. You can flip the bike lane and the parking so it's a parking protected bike lane next to the sidewalk.

Comment: You have to go back to the point of how are the bikes going to come back? If the bike lane is going east on SW 8th Street, how are they going to come back on SW 7th Street? Having a bike lane is appropriate because there are a lot of people that use bikes. So, if they are going east on 8th how do they come back west?

Comment: I think that is the 3A deficiency; that it does not have the bike lane alternative whereas 3 does.

Carlos Alba: That is true, but there's a preliminary study that's proposing a bike lane on 6th Street.

- Comment: That's just a suggestion. It's not planned; it's not funded. At this point, there is no project.
- Comment: But 6th Street has two lanes. So, if you take one as a bike lane, that's it. Then you have only one travel lane.
- Secretary Wolfe: I was going to throw out that it's possible for us to spend the state funds on parallel routes, so that is not ruled out just because it's a different jurisdiction. It could be considered as part of this project even though it's a parallel street.
- Comment: Could you include landscape plans at the next meeting? Landscaping is a huge component to all of this, for of each of the alternatives. I remember, at some point we, also had a discussion about where the trees would go. That's really going to change the way that the solutions are developed.
- Question: If I could add, because I did not get a clear answer on this, looking at SW 7th Street and reducing the size of the lanes to 10 feet and maybe reducing the size of the sidewalks, does that give you enough room to incorporate another lane so it looks like 3A, but with a bike lane? Maybe not both sides, because in that image both sides are extended are they not?
- Vilma Croft: The way we tried to balance it is that we put a wider sidewalk on one side and the bike lane on the opposite side. This is when you eliminate a lane, so you have 11 feet, the bike lane plus the buffer is 7 feet, so it gives you an extra 4 feet.
- Question: Could I get some clarification as to why we are not reducing the lanes to 10 feet, except for transit, which I know that when it's a transit lane we can go up to 11 feet? But if it's not a designated transit lane, so why aren't we looking at the 10 foot option? Anybody?
- Vilma Croft: That would be based on the safety analysis and the types of crashes. We are conducting that analysis right now. So once we have that, we can make recommendations.
- Question: Do you know if there are any studies that show that 10-foot lanes have less speeding or accidents versus the 12-foot lanes?
- Secretary Wolfe: There are circumstances where we allow 10-foot lanes, but I am not the district design engineer, and I don't know off-hand what that response is going to be. But yes, there are circumstances where we decide that it's appropriate in some places and not others.
- Comment: I'm just wandering if those extra 3 feet would allow for less time to cross the street.
- Vilma Croft: The safety project is adding signals and additional bulb-outs for the pedestrians' mid-block crossings.
- Question: Are you guys taking into account the bus stops, which there are none, other than little signs? Are you guys going to make bus stop improvements? Because now there is nothing, not even garbage cans.
- Vilma Croft: Are you talking about bus shelters? If so, that would be up to the City of Miami.

Comment: I can answer that because we've been doing a project where we are planning to plant trees near bus stops to allow for shading, and the problem is the sidewalks. You need about 4 feet to break ground to plant a tree and, if you do that, then you're not ADA compliant. Wheelchairs can't pass by. So that's one reason why we talk about extending the sidewalk, because it gives you enough room to put the bus shelters; it gives you room to plant the trees. Shade at bus stops is important. There is easily a 20-degree difference. I'm a big proponent of extending the sidewalk for that reason.

Comment: Drier and cooler. I think it's a goal. I don't think we should eliminate something just because it is impossible in terms of the sidewalk.

Comment: Other than the right lane where the buses are going to flow, can we see whether the engineer can approve a 10-foot lane?

Secretary Wolfe: Yes, we'll talk that through.

Comment: It's a great idea and thank you for the commitment, but that does not change the alternatives. It modifies a few dimensions, but the concept is the same.

Comment: Always keep in mind that it is a commercial corridor, and that there are 18-wheelers parked in the middle of the street at any given time. That creates a lot of accidents.

Comment: It's hard enough right now with 11 feet, and it's difficult when you have an 18-wheeler, or a tour bus, or both of them together on each side, and you're trying to navigate around that.

Comment: But that's typical with regard to city enforcement, which should indicate that deliveries have to be done within a certain timeframe.

Comment: Then there are noise ordinances and you can't unload at certain times.

Comment: Usually it's the merchants that get together and say that they can unload within certain hours and just limit it to those times.

Comment: They do have noise restrictions. The trash trucks can't stop before 7 a.m. because they make noise and wake up everybody in the neighborhood. I'm saying that we are going to live with those deliveries whether we have 11 feet or reduce it to 10 feet. That 1 foot might make a difference between more safety and less safety, I don't know.

Comment: If we look at the build alternatives around the interchange, another thing I've been thinking is that instead of creating an ecosystem in that space around the interchange, that space should be to provide a place for the tour buses to park. Get them off the streets. I don't know how it would work, but take that space and provide parking and not allow any of the tour buses to do the pickup and discharge in the middle of the street. As we've discussed before, it's the second largest tourist attraction in Miami Dade County, and there is no other place in the world where they would allow the tour buses to park in the middle of traffic.

Comment: Or, like they do in so many places, pick up the passengers or leave them off and it can only be for a few moments. Say you have two buses in position on SW 8th Street, and then they have to go away or go park. They would just be there for a few minutes. It works.

Comment: I was asked by our planning department to follow up on reversing the lanes east of I-95 versus west of I-95. There are issues that happen east of I-95 that don't happen west of I-95. So, they want to know about reversing the flow east of I-95. The County Commissioner for the area suggested it as an alternative to spending a million dollars on a tunnel to cross the Miami River. And ideally you would have them switch, I guess at I-95. Is that a feasible solution or not?

Bao-Ying Wang, P.E.

FDOT Project Manager:

Right now, the traffic pattern is based on the current direction. If you reverse it, it's going to impact all the business access and entrances. We are talking about a complete change.

Comment: That's why they asked if it's even feasible.

Question: For the next meeting can we narrow this down? Is there any direction that you are seeking? I think that you heard a lot of the comments, is there anything that we should be giving you at this point?

Secretary Wolfe: What are we going to do about that table with the characteristics? I'm sure the PAG would like to comment on that. Could that be at the next meeting?

Vilma Croft: Yes. I'm sure we can have that at the next meeting.

Rep. Richardson: I think that the most important thing that we can have when we leave this meeting is an agreement as to what are the alternatives are that we want to evaluate. If you all have any suggestions that you want to put on the table, this would be the time to do it. At some point we have to just lock down the number of alternatives we want to evaluate so we don't do this work and then have to re-open that process again. So, from my perspective, that would be a really important thing.

Question: If we narrow it down, can we see a matrix? I know that some of the alternatives need to be paired for SW 8th and SW 7th Streets. If you reverse the traffic on one, you have to do it on the other, right? If we narrow it down, can we see the matrix at some point, so we can work at pulling them apart and can choose some options for SW 7th Street and some for SW 8th Street?

Comment: I know that what I would like to see on SW 7th Street is the bike lane Alternative in 3A. I have a business on SW 8th Street and I would like on-street parking. But, at the same time, I have been struck by bikes running on the sidewalk. There are actually people that go to work on a bike.

Question: Do you think it's actually better to sacrifice a car lane for that?

Comment: There may be an option with 6th Street.

Comment: In other words to make SW 7th Street the same as Alternative 3.

Comment: Yes, and maybe on that side, which is the bus lane, we can use part of the space for what we want, you know a shelter or a tree, because it's not nice to walk 7th Street in the middle of the day with no shade.

Question: Are there currently more cars using SW 8th Street or more on SW 7th Street? It may be that SW 8th Street has 3 lanes and SW 7th Street has two, or vice versa.

Secretary Wolfe: One of the differences is that the evening rush tends to peak sharper than the morning rush, which means that leaving town has got to be worse in the evening than entering town in the morning, right? It's because people tend to get off at 5 p.m. or somewhere around there, but starting times vary more. So you would want the extra lane leaving town, not the other way around?

Bao-Ying Wang: What I would like to see going forward is what we mentioned, like interacting different alternatives. Such as taking SW 8th Street and SW 7th Street, and flipping alternatives, things like that. I think from that point on we will be able to lock down those alternatives and move forward with evaluation matrix. Otherwise, it would be really difficult to move on to the next stage.

Comment: We want to work on a bike lane and more green space with a bike lane, so we are trying to push everyone to go more eco-friendly. There are a lot of people who would like to ride a bike, but we are not crazy to do it right now. I have a bike, but I never use it. Where am I going to ride it?

Comment: A good idea that we thought of a couple of years ago is that a bike can be stored for almost nothing at their small garages. If you do get a garage here, it's a great idea with video security to store your bike. It's perfectly safe, and I think it's a great idea that you don't have to worry about where you're going to put your bike or if it's going to get swiped.

Bao-Ying Wang: Can we move on with the alternatives and, next time when we come back, show you the evaluation matrix based on the alternatives that were presented today? We will also look into that 10-foot lane to see if that's feasible. But, 10 feet versus 11 feet does not change the configuration.

Comment: I remember when we saw how the study rated SW 7th Street worse for cars than for pedestrians. We need to know the rationale and reasoning behind that matrix and why it's evaluated the way it is. It would be very helpful. I still grapple how SW 7th Street was safer for pedestrians than for cars, and I don't understand the rationale.

Secretary Wolfe: It might be that there aren't many pedestrians on SW 7th Street.

Question: We can pick one alternative for SW 8th Street and another one for SW 7th Street, right?

Comment: Yes, we can do that.

Question: What about Alternative 3A? Is there an opportunity to take, say three lanes, and bring them down to two lanes, and then, if we took the parking lane on the other side and assume that at 10 o'clock we shut that one lane down till 10 o'clock in the morning, after the rush, then from 4 to 6 in the afternoon the other parking lane on the other side is a westbound bike lane on 8th Street?

Comment: But it could also be SW 7th Street.

Comment: There are examples of that, such as on NW 7th Avenue.

Question: As far as reversible lanes, not just going east, but also west. Is that even feasible?

Bao-Ying Wang: That's one of the options that we had to begin with, and that one has been dropped.

Vilma Croft: In terms of traffic, it was actually worse in the a.m. peak hours, and it had other concerns. So, from the beginning, it was decided that it was not something that was desirable.

Comment: No. But I am talking about the reversible lanes.

Secretary Wolfe: You can only use reversible lanes if you go with a two-way street. The two-way options have left turn turns at the signalized intersections. So how do you do a reversible lane on two-way streets with left turns?

Comment: I always look for an opportunity to say something really stupid, so what would happen if we just made SW 7th Street and SW 8th Street two lanes and run SW 7th Street and SW 8th Street going downtown in the morning and in the evening have them do the opposite? You would get a lot of sidewalk and a lot of trees.

Question: Isn't that the same as the reversible lanes?

Secretary Wolfe: Well, not exactly, because you would not need the left turn lanes any more under that scenario. I think it's a lousy scenario, but it would be easier to make it work because you would not need the left turn lanes. The issue is whether there is a strong split between the inbound and the outbound, there is still a reasonable amount of traffic going both ways all day.

Question: What are the parameters that you are using for the peak hours? When does it begin and when does it end?

Secretary Wolfe: It's something like a three-hour period.

Question: Three hours in the morning and three hours in the afternoon. Beginning at what time in the

Secretary Wolfe: 6 a.m. to 9 a.m.

Question: Six to nine in the morning and then in the afternoon what? Four to seven?

Secretary Wolfe: Well, I'm just making this up. Actually, on I-95, I was just looking at the data. It's more like 4 p.m. to 7:30 p.m.

Carlos Alba: There is a peak period, but the peak hour is from 8 a.m. to 9 a.m., based on the data we have collected. From 8 to 9 in the morning, and from 4:45 to 5:45 in the afternoon.

Comment: Just to wrap things up. When we discussed the swapping of the parking with the bike lanes in Alternatives 2A and 3. It then becomes a parking-protected bike lane, right? But from an alternatives perspective, it does not matter if it's protected but it's on the sidewalk. I guess the order flips right?

Bao-Ying Wang: Right. With that flip, it's not like changing alternatives. It's more like switching elements.

Comment: And in the evaluation of your alternatives, do those kind of subtle changes get accounted for? The fact that the protected bike lane has a high utility. Also, are you able to account for the fact that on-street parking is permanent and would allow for pedestrian crossings and trees? Or would that be lost in the argument?

Bao-Ying Wang: No, of course that will all be considered.

Comment: I guess there are a lot of subtle things that are important.

Comment: I think that if all that is a possibility, I am happy with these alternatives, with subtle changes.

Comment: Also, looking at the 10-foot versus 11-foot travel lanes.

Representative Richardson:

Do we have an idea when we might reconvene to talk about that matrix? Is it two months away or six weeks away? We don't have to have an exact date now but I'm just curious what we are looking at.

Vilma Croft: I would say probably a month and a half away.

Question: Okay, and how many more of these meetings are we having?

Vilma Croft: That depends on all of you. At the next meeting, we'll go over the matrix and we'll look at the options and mix and match, and whether they require additional traffic analysis. That could take six to eight weeks.

Bao-Ying Wang: Basically, we are anticipating one more PAG meeting prior to the Alternatives Public Workshop.

Comment: Can I ask one question about Alternative 3A? If we move the bike lanes over to the other side of the street, it would create a fixed parking lane on the other side. Where the bus stops

are, it would allow backups. I know that where we have the dealership, we have a place for the bus to stop, but there is no place to put a shelter or a bench. If we had those scenarios at a couple of locations on SW 8th Street, could we make the sidewalk wider?

Comment: That's a good idea because the tourists have to get off on the right side, and if you switch the bicycle to the other side, then the buses could just stop and unload the tourists without interruption. Hopefully, we can come up with a procedure later on where those buses can go somewhere else, wait a certain amount of time and then come back and pick them up. But moving the bikes to the other side could allow that.

Question: For the next PAG meeting, could we invite one or two of the bus people just as observers? That might be a really interesting conversation.

Representative Richardson:

When we get to the Alternatives Public Meeting let's invite them. Secretary, I know that many times we have to follow federal guidelines as well, so on the question of the bike lane, I've never seen a bike lane on the left side. . .

Secretary Wolfe: It's unusual, but it's not ruled out. Bicyclists will expect to be on the right hand side and drivers will expect a bicycle to be on the right hand side. But it's a possibility. The bike lane could be on either side.

Representative Richardson:

So that would not violate a federal law. Let's wrap up. First of all, thank you, Secretary, for being here. I really appreciate your involvement in the process, and all your team and the contractor. Thank you very much. I think we've all agreed that these are the alternatives that are going to be evaluated with the tweaks that we talked about, and then we look forward to having a meeting in about six weeks or so. We'll make sure that it gets noticed a couple of weeks before so that everyone has an opportunity to get it on their calendars. Is everybody good with that?

Comment: Good meeting.

Comment: The best meeting.

Eileen LaSeur: Is everybody okay with what I wrote on the flip chart? Does anyone have any comments? I have a couple more announcements. Some of you were not able get here right when we started, so I wanted to let you know they are scheduling a meeting for the Flagler project. They are going to try to get this same room and they are looking at July 12th or 13th. That's not finalized, but I wanted to let you know that it's in the works. Another thing is that we've updated the website with all of the previous PAG meeting minutes and presentations. It takes a lot of time to put together all the renderings and prepare these presentations, so we couldn't get tonight's presentation done in time to upload it before this meeting. We will have it posted early next week. Then we'll complete the minutes for this meeting so you will have that for review as well. So thank you again for your participation. We appreciate it.

END OF MEETING SUMMARY

This meeting summary is not a word-for-word transcript; it is a summary of the comments. If you feel that clarifications are necessary, or if this differs from your understanding, please notify Eileen LaSeur by telephone at 407-883-8257 or by email at eileen.laseur@qcausa.com within five (5) working days upon receipt of this summary.



SR 90/SW 7th Street/SW 8th Street PD&E Study from SR 5/US 1/Brickell Avenue to SR 9/SW 27th Avenue
 Project Development and Environment (PD&E) Study, Miami-Dade County, Florida
 Financial Project ID No.: 432639-6-22-01, ETDM No.: 14230, FAP No.: 0202 054P



PROJECT ADVISORY GROUP MEETING - June 22, 2017 - SIGN-IN SHEET / HOJA DE FIRMAS

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