



### **SUBJECT**

CAC Introductory Meeting

### **DATE & TIME**

December 9<sup>th</sup>, 2004

6:00 PM – 8:00 PM

### **LOCATION**

Miami-Dade County

John D. Campbell Agricultural Center

18710 S.W. 288<sup>th</sup> Street

Miami, Florida

### **ATTENDEES**

#### **CAC Members:**

Richard Alger, Farming Industry

Katie Edwards, Dade County Farm Bureau

Mary Finlan, Greater Homestead/Florida City Chamber of Commerce

Pamela Gray, Redlands Edge

Cynthia Guerra, Tropical Audubon Society

Medora Krome, Concerned Citizens and Nurseries Association

Bill Losner, Citizen Activist

Paul Mulhern, Grove Inn and Guesthouse

Alice Pena, The United Property Owners of the 8.5 Square Mile Area

Mike Richardson, Vision Council

David Robbins, Americana Village

Dewey Steele, Tropical Fruit Growers of South Florida

John Wade, Citizen Activist

Pat Wade, Redlands Citizens Association

#### **Public Attendance:**

Julio Brea, City of Homestead

Sean McCracking

Sidney Robinson, Redlands Citizens Association

Barney Rutzke, Jr.

Barney Rutzke, Sr.

#### **Project Team:**

Julio Boucle, URS

Mike Ciscar, TCG

Vilma Croft, FDOT-D6

Rafael A. Montalvo, Florida Conflict Resolution

Barbie Rodriguez, TCG

Ana Sandoval, URS





### MEETING SUMMARY

The purpose of this meeting was to introduce the process and purpose of the CAC to the committee. The following is a summary of the meeting:

- The project team explained the project, the purpose and process of the CAC for this PD&E Study;
- Mr. Ciscar introduced the project to the CAC members;
- Mr. Julio Brea requested a copy of the CAC Binder;
- Mr. Montalvo discussed the guidelines of the CAC process;
- Mr. Losner asked if the State Legislature could shorten the time of the study if necessary;
- Mr. Ciscar explained that the time of the study could not be shortened. Only the gaps between the different phases of the study can be shortened.
- Mr. Losner asked if the PD&E study was related to the appeal of the Comprehensive Plan Amendment involving the Department of Community Affairs.
- Mr. Montalvo explained that there is no formal connection between the PD&E study and the appeal.
- John Wade mentioned that he expects that this process is based on actual data collected and not so much on 'feelings'. He would like to see the criteria and guidelines that apply to this study to make sure that all data collection is done in accordance with the established procedures.
- Ms. Wade asked if the raw data would be available to them.
- Mr. Boucle explained that the raw data would be available.
- Mr. Wade questioned why this PD&E Study stops at SW 296<sup>th</sup> Street and not at the Homestead limit;
- Mr. Ciscar explained that FDOT does not set the limits of the projects based on City boundaries. A logical limit is selected instead.
- Mr. Richardson explained that he had a similar question but regarding the transition between the two studies (North and South Krome PD&E Studies). He wants to make sure both studies are in consensus;
- Mr. Losner also mentioned that he hopes the necessary data is available when we discuss the above mentioned. Also, he mentioned that he expects that the study considers traffic projections going as far as year 2025;
- Pat Wade asked how their recommendations could be adopted if they would not be voting?
- Mr. Montalvo explained that the committee would not be making recommendations. The documentation would only try to reflect as accurately as possible what was expressed by the members;
- Mr. Mulhern stated that he would like to see a list of design guidelines and exceptions to the guidelines;
- Mr. Losner suggested that all members review the necessary documents prior to the meetings so that all issues and concerns can be addressed more effectively;
- Mr. Brea stated that the City of Homestead should have a representative in the CAC.





- Mr. Montalvo explained that the Florida Department of Transportation (FDOT) decided that separate meetings would be held with the agencies.
- Julio Brea disagreed. He stated that everybody in the committee represents a large group and so does the City;
- Ms. Gray stated that the City of Homestead already has representatives in the committee;
- Mr. Montalvo asked the committee members to identify the issues they believed should be addressed in the study. Members were asked to write each issue on a post-it. The post-it notes were then collected and grouped in different categories as follows:

➤ **Effect on Community Character**

- Zoning – commercial/agriculture on roadway
- Wider road will precipitate moving of the urban development boundary.
- Preserving the rural character of adjacent community.
- Wider roads = increased development pressure.
- How will increased lanes and traffic impact the farming community?
- Roads are incompatible with farming practices.
- Protection of the area from development -- i.e. protecting the last agricultural area in Dade County – and 20,000 jobs. “If you build it they will come.”
- Restrict commercial development.
- Not doing anything to encourage urban sprawl.
- Wider or limited access roads = divide communities

➤ **Environmental Impacts**

- Consider the role of the area as an Everglades buffer – impact of wider road on this.
- Minimize environmental impacts of road (stormwater runoff, contamination, noise, wildlife impacts, etc.)
- Avoiding, minimizing if unavoidable, and mitigating any environmental impacts.

➤ **Design**

- Frontage roads.
- Can we plan to limit crossings to only intersections with traffic lights?
- Can we recommend where to put additional traffic lights?
- How do we deal with left hand turning? New Jersey has a system where traffic turns right so it is positioned to go when the light changes.
- Can we discuss the lighting situation on Krome Avenue?
- Limited access.
- Tractor lanes.





### ➤ Safety

- Wider roads = faster speeds = more fatalities and crashes.
- Is a four lane road safer than a two lane road?
- I have an issue with the policy that suggests four lanes are safer – many national studies suggest two lanes with landscaping are safer for cars and pedestrians.
- Enforcement.
- Lack of law enforcement (speeding).
- Speed.
- Minimum speed restriction.
- Safety (5 post-its were submitted with this).
- Krome Avenue safety issues.
- Traffic calming devices.
- Cars passing.

### ➤ Regional and Adjacent-Area Issues

- South area of the study – can it be expanded from SW 296 through Homestead where the bulk of traffic is, between SW 304 St. and SW 328 St.?
- Homestead truck bypass.
- Outcome of this project will have an effect on future projects north of here. Krome Avenue north of SW 8<sup>th</sup> St. to US 27 is most in need of expansion.
- Consistency between segments – between the study area and the road to the north and south of the study area.
- Transitions between the study area and the road to the north and south of the study area.
- Implications of the fact that the road is on the Florida Intrastate Highway System (FIHS).
- What was the outcome of the Florida City/Homestead PD&E?
- Highway capacity in south Miami – Dade County to accommodate population growth – look at Turnpike, US 1 and Krome Avenue.
- Alternative route to Krome Avenue - 167<sup>th</sup> Avenue, 162<sup>nd</sup> Avenue, 157<sup>th</sup> Avenue, 152<sup>nd</sup> Avenue, 147<sup>th</sup> Avenue, 142<sup>nd</sup> Avenue.

### ➤ Capacity

- Mix of vehicles that use the road.
- Identifying potential solutions in order to address concerns related to safety without expanding highway capacity.
- Project timeline is unrealistic – the growth is already here.





- Most of Krome is not in hurricane evacuation zone. This is a weak argument for widening.
- Can we adequately anticipate how much road is needed ten years hence?
- Access as an evacuation route.
- Capacity/volume.
- Truck access.
- Volume of traffic.
- If the one-unit-per-five acre zoning is enforced, why is a four-lane road necessary?

### ➤ **Process**

- This plan is Phase Two after the Krome Action Plan. The Krome Action Plan was finished, then changed after it was finished, and therefore is not a community consensus.
- Speak only with facts.
- Inability to reach consensus on issues.

### ➤ **Business Concerns**

- Impact of construction.
- Wider roads equal faster speeds equal less local business traffic.
- Eminent domain and its costs (dollars, land, etc.) -- relevant to all, not just businesses.
- Has a survey been done of businesses located on the corridor to find out what their concerns are?

### ➤ **Overarching Comments**

- We won't live forever. Consider future impacts of the decisions we make here.
  - Find the right balance.
- Mr. Montalvo proposed different dates and times for future meetings. All members of the committee agreed that weekdays at 6:00 PM are more convenient.
  - The meeting was adjourned at 8:00PM.

