



**SUBJECT**

Krome Avenue South PD&E Study – 5<sup>th</sup> CAC Meeting

**DATE & TIME**

June 9, 2005  
6:00 PM – 9:00 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, Alger Farms  
Katie Edwards, DCFB/Rep. Greater Homestead/Florida City Chamber of Commerce  
Mary Finlan, Greater Homestead/Florida City Chamber of Commerce  
Pamela Gray, Redlands Edge  
Mike Hatcher, CTAC  
Brian Kimball, Florida City State Farmers  
Medora Krome, Concerned Citizens Farmers and Nurserymen  
Bill Losner, Citizen Activist  
Alice Peña, The United Property Owners of the 8.5 Square Mile Area  
Michael Richardson, Vision Council  
Sally Stribling, Dade County Farm Bureau  
Miguel Uzquiano, FNGA  
John Wade, Citizen Activist  
Pat Wade, Redlands Citizens Association

**Public Attendance:**

Charlie McGarey, Redland Citizens Association  
Kelvin Moreno, Dade County Farm Bureau

**Project Team:**

Vilma Croft, FDOT - D6  
Phil Steinmiller, FDOT-D6  
Rafael Montalvo, FCRC  
Julio Boucle, URS  
Ana Sandoval, URS  
Raj Shanmugam, URS  
Mike Ciscar, TCG  
Ryan Solis-Rios, TCG  
Barbie Rodriguez, TCG





**MEETING SUMMARY**

The following is a summary of the meeting:

- Mr. Montalvo initiated the meeting by giving a brief description of the items listed in the agenda and he also presented a summary of the previous meeting.
- Mr. Ciscar gave a brief description of the project schedule, the upcoming CAC meetings and Public Workshop which has been moved to September 2005.
- Mr. Shanmugam gave a Power Point presentation on The Safety Analysis which had been previously distributed to the members.
- Mr. Wade asked Mr. Shanmugam what constitutes an injury and where is it defined?
- Mr. Shanmugam responded by reading the definition of injury from the Department of Highway Safety and Motor Vehicles.
- Ms. Gray asked if the causes of accidents been reported? Ms. Gray mentioned that it would be interesting to find out if accidents on Krome Avenue are caused by drunk drivers or by drivers that do not have driver's licenses.
- Mr. Shanmugam informed Ms. Gray that the causes of the accidents are found in FDOT's crash report.
- Mr. Hatcher asked what kind of average is used in the crash rate analysis?
- Mr. Shanmugam responded that the average used is a weighted average.
- Mr. Alger asked what AADT meant?
- Mr. Shanmugam responded that AADT stands for Annual Average Daily Traffic.
- Mr. Losner asked Mr. Shanmugam if the fact that the average crash rate in the state is much lower than the one for Krome Avenue ( $0.677 < 2.2$ ) means that the number of crashes on Krome Avenue are excessive?
- Mr. Shanmugam responded yes it does.
- Ms. Gray asked for the 2004 crash data and when will it be available?
- Mr. Shanmugam responded that he did not know.
- Mr. Uzquiano asked if we had a list of all the state roads where the crash rates were higher?
- Mr. Shanmugam responded yes although we do not have the list here.
- Mr. Uzquiano asked if there are state roads with higher crash rates.
- Mr. Shanmugam responded that he may not answer accurately without the list.





- Mr. Richardson asked Mr. Shanmugam if he can say who determines the confidence level?
- Mr. Shanmugam responded that a constant reflects the confidence level. The used constant to be 1.645 for 95% or 3.291 for 99%, but now FDOT provides different confident levels.
- Mr. Alger asked in what way are the Krome Avenue fatalities different from the other state roads?
- Mrs. Wade mentioned that they had requested a standard deviation at earlier meetings although she still hasn't seen it. Also, she noticed that the analysis starts about 1/10 of a mile south of S.W. 296<sup>th</sup> Street. She suggested that this small segment be eliminated since it's urban.
- Mr. Shanmugam responded that we have followed FDOT's procedures. It can be done; however, the conclusion would still be the approximately the same. [The project team later agreed to conduct this analysis excluding the urban segment.]
- Mr. Wade asked to please investigate why crash rates for segments 2 & 3 have decreased in the recent years. Have any improvements been done that may have contributed to this?
- Mrs. Peña asked as to why this project is important now and it was not 10 years ago?
- Mr. Ciscar gave Mrs. Peña a brief history of this project during the break.
- Mr. Boucle responded to Mr. Wade's earlier question that as far as we know there hasn't been any significant improvement done on Krome Avenue during 2002 – 2003; the intersection improvements were completed in the year 2004.
- Ms. Gray would like to know how many officers are assigned to Krome Avenue? She mentioned that she drives on Krome Avenue everyday and she has not seen any highway patrols there.
- Ms. Gray is interested in statistics for drunk drivers, illegal drivers (suspended licenses, no licenses).
- Mr. Shanmugam advised that the information is available through the FHP accident reports.
- Mr. Richardson mentioned that the number of drunk drivers doesn't mean anything if we don't compare it with the same parameters within the rest of the state roads.
- Mr. Boucle mentioned that we can provide some of the information requested although we need to stay within our scope of services as much as possible.
- Ms. Edwards asked if there is a technical review committee? Is there going to be someone representing the law enforcement part of it?
- Mr. Boucle responded that there is no technical review committee other than FDOT technical personnel.





- Mr. Boucle stated that we will invite FHP Lieutenant Julio Pajon to participate and provide his input in the process.
- Mrs. Croft explained that there is no technical committee; FDOT hires a professional consulting firm to go through the PD&E process which includes coordination with other agencies, etc.
- Mr. Boucle gave a brief description of the scope of services for this project.
- Mrs. Croft and Mr. Ciscar explained the process of the PD&E Study to Ms. Edwards and Mr. Hatcher.
- Mrs. Wade mentioned that statistics say that Florida has a high number of people without basic driving skills.
- Ms. Peña asked if we have speed information for vehicles that travel on Krome Avenue?
- Mr. Shanmugam responded that we do have that information and it will be provided later in the study.
- Mr. Shanmugam said in response to the committee’s request, that we will do calculations excluding the urban portion just for comparison purposes. The valid methodology will still be what has been presented today.
- Ms. Edwards complimented Mr. Shanmugam’s presentation and hard work.
- Mr. Alger commented that with the safety presentation his understanding was that Krome Avenue is an unsafe road.
- Mr. Steinmiller began to answer the pending questions from the previous meeting in reference the modeling issues. The MPO model was not doing a good job on Krome Avenue. When comparing existing 2004 volumes to what was projected in the model, the numbers had been underestimated. That’s the reason why we collected information in the 1-mile radius – just for adjustment purposes. The entire model is still being used.
- Mr. Steinmiller also went over the 2004 Socio-Economic Data update.
- Ms. Stribling asked why we are looking at the dwelling data when we are looking at the usage of the road and crash data.
- Mr. Steinmiller explained that we are trying to provide as much data as possible.
- Mr. Montalvo mentioned that the request for data came from the previous meetings.
- Mr. Losner mentioned that he thought they were going to have an actual traffic count before the end of this study.
- Mr. Steinmiller explained the difference between a traffic count and through-traffic.





- Mr. Wade asked why the AADTs used in modeling are different from the AADTs used in safety analysis?
- Mr. Shanmugam explained that the AADTs used in modeling were obtained from project – specific counts conducted in late 2003 and early 2004, while the AADTs used in the safety analysis were obtained from FDOT’s routine traffic counts.
- Mrs. Sandoval also explained that the AADTs are estimated numbers. To obtain an actual AADT, traffic counts would have to be collected every day of the year. In District Six, three-day counts are done and the numbers are then adjusted to account for seasonal variations based on information obtained from permanent count stations. Therefore, an AADT may vary according to the dates when the data is collected, however the variation should not be significant. In the case of Krome Avenue, although the numbers used in modeling and safety are not the same, the difference is not significant.
- Mr. Montalvo then proceeded to ask the members to get together in groups and write their comments as groups.

**Group No. 1**

Alicia Peña  
Mike Hatcher  
Richard Alger

- Team is validating data.
- Laymen expect results.
- 4 lanes will increase capacity, will it improve safety?
- How could this group convey the information to our neighbors without being overwhelmed?
- Krome Avenue is an unsafe road.
- Happy with the numbers and presentations.

**Group No. 2**

Medora Krome  
Katie Edwards  
Bill Losner  
Mary Finlan  
Sally Stribling  
Kelvin Moreno

Thoughts and Concerns:

- Too much dialogue spent on discrediting the experts.
- Written comments and requests are not addressed.





- Presentation of the modeling thru-traffic data was difficult to interpret.
- We must maintain our focus on the needs of corridor.
- We conclude that 4-laning of Krome should start immediately.
- Move on with project.

**Group No. 3**

Miguel Uzquiano  
Brian Kimball  
Michael Richardson

- The safety analysis was very good!
- We're frustrated by the continuing requests for more models.
- The time taken to go over questions about the data will fail to show any great variation in the information presented.
- The presentation of the modeling thru-traffic data was somewhat obscure and hopefully will be corrected.
- Again we feel that precious time is wasted on semantics.
- We're happy with the presentations.
- Would like to move on faster.

**Group No. 4**

Pamela Gray  
John Wade  
Pat Wade

Analysis:

- Problem with using urban models in rural slow growth area.
- Would like updated projections on Z DATA 1 and 2 for 2010 & 2030 model for South Corridor.
- Would like data on corridor since road enhancements were completed.

Conclusion:

- Without current data, (2004 enhancements on Krome Avenue) it's difficult to rely on information.

Question:

- How do the increased traffic projections on Krome Avenue compare with increased traffic projections for other state roads in Miami-Dade County?
- Happy with presentation but still questioning modeling results.





- Mr. Losner asked if all this data is necessary for this study.
- Mr. Ciscar and Mr. Montalvo responded that yes this data is necessary.

**Flip Chart Issues:**

Questions/Concerns Regarding Analysis/Conclusions

- Police enforcement (# of officers)
  - Injury definition?
  - Who determines an injury?
  - How many drunk driver accidents? (without license or with suspended licenses)
  - AADT? Annual Average Daily Traffic
  - Fatalities “Krome vs. Statewide”
  - Standard deviation values
  - Effective 0.05 – 0.10 miles (contribution from an urban area “Homestead”).
  - Differences: Segments (1,2,3) and (years)
  - Request for accident data 0.10 mile.
  - Speed data collection
  - AADT differences: “Crash data vs. Projections”
  - AADT Sources “FGDL – FDOT”
  - Revise handout – graphics traffic.
- Meeting adjourned at 9:00pm

**Comments received from Katie Edwards:**

Enclosed are my comments from last night's Krome Avenue South CAC meeting. Thanks for the opportunity to provide feedback.

- 1) Raj did a great job at presenting the safety information and statistics.
- 2) I noticed that the majority of accidents occur at night. I try to avoid driving on Krome Avenue at night for safety reasons. I would like to know if there are sufficient light poles, in the opinion of the DOT.
- 3) A representative from the Florida Highway Patrol and/or law enforcement should be invited to and included in all the discussion at all meetings.
- 4) After last night's meeting, I am even more convinced that some CAC members are trying to obstruct the process by asking questions meant to do nothing other than confuse other CAC members or cast shadow on the experts' methodology. Questions should be phrased as questions, not long-winded speeches that hop from topic to topic.





5) The charts, tables and graphs needed a lot of explanation and clarification. Is there a more concise and clearer way to present the data? Perhaps try including some written explanation of the statistics and jargon with the data. I don't think we ever received a glossary of transportation terms or lingo.

6) Mrs. Wade has been repeatedly disrespectful by making audible negative comments and using gestures in response to CAC members' comments. The facilitator needs to address this if all CAC members are to feel comfortable voicing concerns.

I provided written comments and questions previously that were not addressed at last night's meeting. Do you know when I might expect to receive answers to my questions?

Katie A. Edwards

