PROJECT ADVISORY GROUP QUESTIONS AND ANSWERS

1. What are the pros and cons of traffic diversion? Would this only occur during peak hours? How would it impact the quality of life?

The benefit of traffic diversion is that it helps balance the traffic demand on a roadway network. However, a more balanced network translates into increased traffic demand and higher speeds on residential streets, which impacts the comfort and safety of the community. Traffic diversion, in this case, is the result of saturated conditions on SW 8th and SW 7th Street as some alternatives are not able to accommodate the existing and/or projected traffic volumes. This case is different from traffic diversion due to temporary construction activities as it would be a permanent condition which will continue to worsen as traffic volumes increase impacting the quality of life and the character of residential streets which in many cases, were not designed for the additional traffic.

2. There are concerns about safety for children and seniors. How will the crosswalks be improved? Will there be traffic lights for crossing the street?

The FDOT pedestrian safety project, FM 437475-1-52-01, along SW 8th Street from SW 27th Avenue to SW 3rd Avenue, will add mid-block pedestrian crossing signals and Rectangular Rapid Flash Beacons (RRFBs) at multiple locations. The PD&E Study will evaluate recent crash data and will propose additional safety treatments if needed.

3. 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?

Traffic diversion during construction depends on the maintenance of traffic phasing which will be determined during the Design phase of the project. We are not proposing to add travel lanes with any of the alternatives being evaluated.

4. What about traffic diversions: is Alternative #1 unfeasible? Can you show what the parallel network would look like? What are the constraints?

Based on the travel demand forecasting model, Alternative 1 provides limited capacity for vehicular traffic which results in the highest traffic diversion when compared to the other alternatives. There are limited options south of SW 8th Street in the local street network. However, north of SW 7th Street, the street network provides continuity and may be considered a viable travel option to SW 8th and/or SW 7th Street.

5. 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

The proposed bicycle lane would be at the street level separated from the sidewalk. A "lip" would be considered a safety hazard.

6. There are concerns about the sidewalks on Alternative 2. The existing sidewalks are not compatible with the Americans with Disabilities Act (ADA).

Alternatives 1, 2, 3A and 4 maintain the existing sidewalk width. The existing sidewalk would be evaluated during the Design phase of the project for ADA compatible and will be designed to meet the current FDOT Design Standards at that time.

7. Some PAG members would like to have more trees added to the parking areas.

Landscaping will be considered for the recommended alternative.

8. Could you include landscape plans at the next meeting?

Landscape plans will be prepared for the recommended alternative.

9. 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.

Alternative 3 proposes the bike lane between the parking and the travel lane, not next to the sidewalk.

10. If there's a bicycle lane traveling east on Alternative 3A, how do the bicycles return to the west?

Sharrows (shared travel/bicycle lane) will be evaluated during the design phase of the project along SW 7th Street to provide the return westbound movement.

11. What would the mid-block crossing impacts be? Will there be bus bays for buses to stop?

Alternative 3A requires that the existing bulb-outs at the mid-block pedestrian crossings be removed to provide a continuous bike lane. To provide bus bays for buses to pull in along SW 7th Street would require additional right of way. Bus bays are currently provided along SW 8th Street in place of some parking spaces. Since all the alternatives, with the exception of Alternatives 2 and 3A, keep the same parking configuration as for existing conditions, existing bus bays will not be affected for those alternatives. Any bus bay located in the near side of the intersection will have to be relocated to the far side of the intersection under Alternatives 2 and 2A if there is a need to utilize the space dedicated to the bus bay to fit a left turn bay. Alternative 3A will 'remove' existing bus bays during the peak periods given that the parking lane operates as a travel lane. In that case, additional right of way would be necessary to keep the bus bays operational throughout the day.

12. What historic designation coordination needs to be done?

As part of the PD&E Study, FDOT is preparing a Cultural Resources Assessment Survey (CRAS) that will identify National Register listed or eligible properties as individual or as part of a historic district. We will work with the State Historic Preservation Office on the identification phase and to assess effects as well as coordinate with the Division of Historical Resources. SW 8th Street/Calle Ocho is a designated State Historic Highway from SW 74th Avenue to Brickell

Avenue. The State Historic Highway designation limits the types of improvements that can be done without requiring a change in the historic designation law.

13. 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?

The existing sidewalk width accommodates bus shelters, no additional space is required. Narrowing the travel lane to 10-foot is not needed to accommodate bus shelters. There are existing City of Miami bus shelters along both SW 8th and SW 7th Street. The City of Miami owns and installs all bus shelters within the limits of this project.

14. This is a commercial corridor. It includes large trucks, buses, time designations and noise ordinances. Would 10-foot travel lanes be a hazard?

Ten-foot travel lanes are not recommended for this corridor due to the percentage of trucks, the presence of tour buses and the number of sideswipe crashes. Buses usually measure about 8.5 feet in width, and side-view mirrors extend about a foot on either side, making the mirror-to-mirror width about 10.5 feet. Even with the existing 11-foot lanes, there have been complaints from the community about the relatively narrow parking lanes and the difficulty when exiting parked vehicles, given how close parked vehicles are to the travel lane.

15. Could tour bus parking be provided in the green-space areas at the I-95 interchange?

The green-space within the I-95 interchange is needed for drainage improvements.

16. Could reversible lanes be considered during peak hours? Could the traffic flow be reversed east of I-95?

Reversible lanes are very difficult to implement on arterial corridors due to, the safety measures and signage required to ensure traffic entering the network from side streets and driveways does not travel in the wrong direction. Reversing traffic on a portion of the corridor (east of I-95) would require right of way to be able to change directionality.

17. Would you please consider a different alternative for SW 8th Street versus the alternative for SW 7th Street?

The build alternatives being evaluated consider the existing roadway geometry and are different for SW 8th Street and SW 7th Street.

18. 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?

Traffic during the morning peak is heavier in the eastbound direction and along SW 8th Street. On the other hand, traffic during the afternoon peak is heavier in the westbound direction and along SW 7th Street. The Average Annual Daily Traffic (AADT) which represents the total yearly traffic divided by 365 days in a year seems to be slightly higher along SW 8th Street.

19. On alternatives 2A and 3, could the bicycle lane be swapped for parking?

The FDOT Design Standards require that the bicycle lane be placed between the parking lane and the travel lane. We are coordinating with the DOT Design Engineer to determine if swapping the bicycle lane and the parking is a safer alternative.

20. On Alternative 3A, could the bicycle lanes be moved to the other side of SW 8th Street for fixed parking, bus bays, bus shelters, trees, etc.?

Alternative 3A is a one-way option. The bus stops on SW 8th Street are on the south side because the doors are on the right side of the bus. This configuration allows passengers to load/unload the bus on the sidewalk instead of the travel lane. The existing parking on the north side of SW 8th Street is not impacted with Alternative 3A.

21. Has there been any consideration to place the bicycle lane adjacent to the sidewalk for all the build alternatives and not just for Alternative 3A?

FDOT has a preference to place the bicycle lane between the parking lane and the travel lane. It is important to note that a bicycle lane adjacent to the curb will create a conflict between bicyclists and buses/transit users getting in and out of buses.

22. Would it be possible to consider shared lanes on the two-way alternatives?

Shared lanes on the two-way alternatives will necessary remove all the on-street parking during peak periods, which will have a dramatic impact for businesses along the corridor. The benefit of the shared lane consider for Alternative 3A is that it will not impact on street parking on the north side of SW 8th Street.

23. Could the PD&E Team evaluate 10 foot lanes to widen the sidewalk 2 feet?

The use of 10 foot lanes is not recommended along this corridor given the amount of sideswipe crashes recorded on both SW 8th Street and SW 7th Street, which are usually attributed to narrow lanes. In fact, according to crash data collected between 2011 and 2015, sideswipe crashes are the second most common crash type along SW 8th Street with a total of 611 crashes or 24 percent. Also, sideswipe crashes are the most common crash type at the intersection of SW 8th Street and SW 4th Avenue, which is in turn the intersection with the highest number of crashes for both SW 8th Street and SW 7th Street and categorized as a high crash location for all years between 2011 and 2015.

24. Is it possible to elevate the bicycle lane to create a lip and separate it from cars and pedestrians?

It is certainly possible but a raised bicycle lane often requires more than the 7 feet FDOT recommends for the bicycle lane width in the new standards. In fact, the Urban Bikeway Design Guide from the National Association of City Transportation Officials (NACTO) recommends that when a bicycle lane is next to a parking lane, there must be a minimum width for a parking buffer of 3 feet to allow for passenger loading and to prevent dooring collisions. Since the NACTO also recommends a minimum bicycle lane width of 6.5 feet, the total space allocated to the bicycle facility would add up to 9.5 feet. This extra 2.5 feet (when compared to the standard 7 feet) would have to be taken from the existing sidewalk or by acquiring right of way.