



## Project Advisory Group Meeting No. 8

Date: Thursday, July 19, 2018  
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

Eileen LaSeur, Public Involvement Coordinator from Quest Corporation of America, opened the meeting by welcoming attendees.

Ms. LaSeur: Thank you for coming out tonight. We really appreciate you for taking the time to be here. I will now turn the meeting over to Vilma Croft. She'll go over the slides and the alternative updates. We have some new alternatives, so I hope there are some that you will like.

Vilma Croft, Consultant Project Manager, HNTB:

We will go over the project status and the alternatives since it's been a while since we got together. We will go over the traffic operations analysis, safety and the environmental analysis, and then go over the evaluation matrix and next steps.

The goal of this meeting is to go over the benefits and concerns for each alternative being evaluated and to get your input before we go to the Alternatives Public Workshop scheduled to be held on August 14, 2018. Two new alternatives have been added for evaluation. Alternative 5 is the reverse-flow alternative in which SW 8th Street traffic would be flowing west and SW 7th Street traffic would be flowing east. We also added Alternative 6, which has three lanes one-way on SW 8th Street and two lanes one-way on SW 7th Street. Both of these alternatives have been added to the matrix.



The Alternatives Analysis includes a No-Build option, a Transportation Systems Management and Operations option, and eight build alternatives.

The No-Build alternative would maintain the existing conditions: three travel lanes on SW 8th Street going eastbound with two parking lanes, and three lanes westbound on SW 7th Street with no parking. Some of the benefits of the No-Build alternative are no impacts to the maintenance of traffic, no expenditure of funds and no environmental impacts. The concern is that there would be no safety improvements, no access improvements and no complete streets improvements.

The No Build alternative is always the baseline by which every other alternative is analyzed.

The Transportation Systems Management and Operations alternative includes minor operational improvements to maintain and support the existing typical section. The benefits would include some minor safety improvements.

Question: Sorry to interrupt, but are you going to discuss what the safety improvements are? As far as I'm concerned, there have already been some safety improvements.

Ms. Croft: We will look at the crash data. There would be no access improvements at I-95 and that's one of the concerns. We'll look at those safety improvements later on in the presentation. Now we'll discuss the Build Alternatives.



Alternative 1 is the two-lane, two-way alternative. There is one lane in each direction with a center turn lane. There would be no impacts to parking. The benefits include access during off-peak hours and improvements at I-95. Some of the concerns regard safety, because of congested conditions, and that usually translates to more crashes. Compared to the No-Build option, this has a higher cost, maintenance of traffic impacts and environmental impacts due to contamination. This alternative may require a change in the historic designation law.

Alternative 2 is similar to Alternative 1 except that, instead of having a center turn lane, a transit-only lane would be provided on both SW 8th and SW 7th streets. Some of the benefits of this alternative are the improvements to transit because there is a transit-only lane. It also includes improvements at I-95. Some of the concerns would be safety and impacts to automobiles because of the congested conditions. Additional concerns are impacts to parking and, since this alternative does not have a turn lane like the previous alternative, in order to provide a turning lane at the intersection you would have to impact some of the parking. We estimate about 60% of the parking would be needed to provide left turns at every signalized intersection. On SW 7th Street, which does not have parking, in order to provide the left-turn lane we would have to do what we call a split (signal) phase. This means the eastbound traffic including the left turns, would move in phase I, and then the westbound traffic would move in a second phase.

Question: There is already a nightmare on SW 8th street with all the traffic. Imagine cutting one lane and having a lane specifically for buses. Would drivers have an alternative to use it when it is not being used by buses? Or, if a lane is just for buses, would we actually be losing a lane?

Ms. Croft: You would actually be losing a lane. The only time you would be able to use the lane would be if you are making a right turn. Later we will show the impacts to traffic. The concerns for

this alternative are high cost, environmental concerns, and a possible change in the historic designation law.

Alternative 2A is similar to Alternative 2 except, instead of the transit-only lane, we would turn one of the travel lanes into a bicycle lane. The bicycle lane would be 4 feet wide, with a 3-foot buffer, which equals 7 feet. The travel lanes are 11 feet wide, so that would give us the opportunity to widen the sidewalk by 4 feet. Some of the benefits would be improvements for bicyclists and pedestrians. Some of the concerns are safety conditions and parking impacts. In order to create turn lanes at the intersections, we would have to shift the travel lanes on both sides in order to create the space in the center for a turning lane. This alternative may also require change in the historic designation law.

Alternative 3 is a one-way alternative. It also provides bike lanes. There would be two travel lanes on both SW 8th and SW 7th streets. The third travel lane would be converted to a bike lane. Similar to Alternative 2A, there are four additional feet that could be used to widen the sidewalk. With this alternative, some of the benefits are improvements for bikes and improvements at I-95. Some of the concerns are very similar to the last alternative and include safety, congestion and impacts to automobiles, higher cost, maintenance of traffic and environmental impacts. This alternative would also require a change to the historic designation law.



Alternative 3A is also a one-way alternative. It has a shared travel and parking lane on SW 8th Street. Some of the benefits would be improvements for bikes and automobiles because there would be three travel lanes during rush hour, and then during non-peak times, you would have parking. Some of the concerns are that this alternative may require reconstruction and more elaborate maintenance of traffic plans. The reason it requires reconstruction is because the lane-slope toward the sidewalk is very steep. That's good enough for a parking lane, but it does not meet Florida Department of Transportation (FDOT) standards for a travel lane, so we would have to make the angle flatter.

Question: You keep mentioning a change in the historic designation law. Wouldn't that change have to be brought up in a vote?

Ms. Croft: It's legislation and it can be changed. However, it has to be requested by a local elected official. It cannot be changed by the FDOT.

Question: Well, yes, but my understanding is that if you want to change that, it has to be put up for a vote, is that correct?

Ms. Croft: Yes.

Question: I want to know, in the alternatives that change from traffic to parking, how does that work?

Ms. Croft: It could work well for SW 8th Street because it is one way, and peak hour is usually early, so it could have no parking, say, until 10 a.m. There would be a sign saying do not park before 9 a.m. or 10 a.m. as opposed to now, which is 4 p.m.

Question: I understand the “before”, but what about the “after?”

Ms. Croft: It would not apply because rush hour in the afternoon is westbound not eastbound.

Comment: I understand that, but you say before 10 o’clock. When does it start?

Ms. Croft: For example, you could say that from 7 a.m. to 10 a.m. you could not park. I’m just putting a time out there. We would have to work with the city to determine the actual times.

Comment: If it went from 7 a.m. to 9 a.m. in the morning, that’s only 2 hours.

Ms. Croft: Again, these are just hypothetical times. We would have to coordinate with the city.

Alternative 4 maintains the existing three-lane configuration, with three lanes eastbound on SW 8th Street and three lanes on SW 7th Street. Some of the benefits to this alternative are improvements for automobiles, as well as improvements at I-95. Some of the concerns are cost and maintenance of traffic. There are no improvements for bikes or pedestrians with this alternative. It still may require a change in the historic designation law because of the improvements at I-95.

Question: So, changes at I-95 and the cost are the only difference between this one and the No Build?

Ms. Croft: Yes, that’s right.

Question: Why would it require a change in the historic designation law to make improvements at I-95?

Ms. Croft: You’ll see when we cover the historic designation law later on. To change or add any lanes on SW 8th Street to enter or exit I-95 may require a change in the law.

Alternative 5 is the reverse-flow alternative. It maintains the existing three travel lanes on SW 8th and SW 7th streets. The change would be that 8th Street would be for westbound traffic and SW 7th Street for eastbound traffic. Some of the benefits would be improvements for automobiles because the three lanes would be maintained and improvements would be made to I-95. The concerns would be the high cost and maintenance of traffic. This alternative would have many changes because when you switch the traffic to come in to SW 8th Street eastbound, you would have to make a left turn, because you wouldn’t be able to continue east due to the traffic coming west. That would require a new signal at Beacon. With all that traffic coming east and having to turn left, that intersection would need to be what they call a “separated intersection.” This alternative would have additional right of way impact to provide that separated intersection.

Question: How can this be an improvement to automobiles?

Ms. Croft: When we compare it to the No Build, it is still better because it gives you improvements at I-95. Again, I-95 is a part of this project, and it is an improvement if there is less congestion.

Comment: I could see how it can be an improvement getting to Brickell from I-95 because that area is pretty congested. But is there any possibility of keeping the Little Havana portion in the same direction, and then reverse and do the Brickell section like a diamond set up at the interchange?

Ms. Croft: We would have to look at that. In order for it to work, you would have to have the same number of lanes going eastbound and westbound.

Comment: I think one of the potential benefits of the reversal is that you would have more afternoon traffic on SW 8th Street, and there was a feeling that it would benefit businesses because people would be going past the businesses and potentially having the ability to stop.

Comment: I see this as an actual deterrent to businesses on SW 8th Street. What's going to happen is that you're going to go through Brickell instead of going through SW 8th Street, and a lot of the businesses on Brickell are going to benefit a lot more than the ones on SW 8th Street. You have that new mall that opened up on Brickell, so you're going to have people going straight to that mall. That doesn't make any sense.



Comment: Of course, it doesn't make any sense. This is all about cars moving through Brickell. This has never been about improving Little Havana.

Comment: And, if I may, the businesses that would benefit from what the gentleman just stated would be the larger businesses like the mall at City Center. The smaller businesses close down at 6 in the afternoon. They are not there to attract anyone late in the afternoon, so it would not help Little Havana at all.

Question: Who decides these alternatives? How do these come about?

Ms. Croft: Some of the alternatives came from a previous planning study; some were developed with input from the Project Advisory Group (PAG); and some of them were implemented as we started the analysis. We made changes as the analysis progressed.

Question: Is the FDOT responsible for the entire right of way including sidewalks?

Ms. Croft: Yes

- Question: What about having the FDOT take the trees out of the sidewalks, put them in the parking lanes with small islands, and make the sidewalk wider?
- Ms. Croft: Alternative 4 is basically what you describe. Once you select the recommended alternative, landscaping is part of the project so we will be looking at improving that as well. Alternative 4 is maintaining the existing configuration and existing three lanes, but making improvements at I-95 and looking at landscaping opportunities.
- Comment: We have a lot of striped sections that can easily be converted into a curb.
- Ms. Croft: Don't forget the buses. The striped sections are where the buses are supposed to pull over.
- Comment: On every corner, there's a striped area so that when a car turns, it indicates the parking starts. Those areas are 10 or 15 feet long, and in those areas, we could have a curb instead of a painted line and a small landscaped area, transferring the trees to those sections and then freeing up the sidewalks.
- Ms. Croft: Transferring the trees sometimes gets tricky because after a while they cannot be transferred without damaging the tree. But we will definitely try to get any opportunity for additional landscaping.
- Comment: The problem we have right now is there are a lot of places where we have trees, but, because of that and the areas around the trees, we end up with a 2-foot or 3-foot section of sidewalk. With the congestion of people, everyone winds up walking on the green areas. For the handicapped, they sometimes don't even have enough space to get through with a wheelchair.
- Comment: And just to touch on reversing the flow of what we currently have, it would be a major construction project because we would basically have to flip every traffic light around and relocate every traffic pole and all the signals. I think that we would be creating another Flagler Street disaster on SW 8<sup>th</sup> Street.
- Ms. Croft: Yes, the two-way alternative, as well as the reversed alternative, require all new signals. They would all have to be replaced.
- Comment: That would be a project that would destroy every small business owner.

Ms. Croft: Alternative 6 maintains three lanes on SW 8th Street and converts SW 7th Street to two travel lanes. On SW 8th Street, the configuration is similar to Alternative 3A where there is a shared parking and travel lane, which then allows the opportunity to add a bike lane. Then on 7th Street, we converted one of the travel lanes into a bike lane. Some of the benefits of this alternative are improvements for bikes since you have a bike-only lane, and improvements for automobiles because we maintained the three travel lanes on SW 8th Street. On SW 7th street we removed one of the travel lanes, so we would have a little bit more congestion on SW 7th Street. There also would be improvements at I-95. The concerns are cost, especially with the improvements for I-95. It would also require reconstruction on SW 8th Street, similar to what we discussed with Alternative 3A to correct what we call a slope on the shared travel and parking lane. There would be concerns with maintenance of traffic and it may also require a change in the historic designation law.



What we see here is the area for the two-lane, two-way alternatives. The area shown in orange (on the slide) is the right of way that would be required. The area shown in green is the FDOT right of way. It is being utilized for parking right now, so the area would be impacted only during construction because you would not be able to park in the right of way. The benefits are safety improvements at the intersections. A lot of them are high-crash locations. There are also improvements to access to I-95. Concerns include cost, right of way impacts and environmental impacts because there may be contamination. This alternative also provides a northbound on ramp from SW 7th Street and a northbound on ramp from SW 8th Street.

Question: What would happen to the ramp on SW 8th Street?

Ms. Croft: Once we have a recommended alternative, we will focus on the analysis for I-95. We will get the Interchange Clarification Report of new ramps and existing ramps, to evaluate where the traffic works better and whether we would maintain the existing ramps or construct new ramps. That analysis will only be done for the recommended alternative.

Question: Potentially, could that become a surplus right of way?

Ms. Croft: Possibly. This is what's being considered for the one-way alternatives. It provides an on-ramp from SW 7th Street and an off-ramp to SW 8th Street. We do have some right of way impacts at Publix and all of the surrounding businesses.

Question: Is there an off ramp to SW 7th Street as well? So, there would be two off ramps, one for SW 7th Street and one for SW 8th Street?

Ms. Croft: Again, once we have the recommended alternatives for SW 7th Street and SW 8th Street, we will focus on the operation of the I-95 interchange. We have a separate report for that called the *Interchange Operations Report*.

Question: In prior meetings, you had shown a turbo lane for the interchange. Has that been eliminated?

Carlos Alba, HNTB:

Yes, currently the turbo lane is not being analyzed as part of the traffic analysis.

Ms. Croft: We had some geometric concerns with the turbo lane. But, again, once we have the recommended alternative, we will focus on the interchange in more detail.

Comment: That off ramp onto SW 8th street means that we will lose a portion of one of the three lanes that we have on SW 8th street. Is that correct?

Ms. Croft: Yes, that is correct. In this section you would have to start coming down in grade. But that is something we will have to look at later. As you're coming down to grade, you would lose one lane.

Mr. Alba: We want to look at safety first. We looked at the crashes from 2011 through 2015. As you can see (on the slide), on the left are the crashes for SW 8th Street, and on the right are the crashes on SW 7th Street. Most of the crash types are related to rear-end, angle and side swipes for both corridors. Typically, they are crashes related to pedestrian conditions.

We looked at the intersection level of service. We ran an analysis for SW 8th Street and SW 7th Street, and the numbers show intersection delays. The yellow highlights show where the delays are really high. During the a.m. hours there is a lot of traffic delay on SW 8th Street and also on SW 7th Street.

In the next graphic you will see a better picture of the different alternatives in terms of delay. Not surprising, when you look at Alternatives 1 and 2 and also 2A, those are the alternatives with the highest delay. Just to remind you, Alternative 1 is the one that has the dual left-turn lane in the middle, whereas Alternative 2 and 2A provide a short left-turn lane along SW 8th Street by taking away some of the parking spaces.

Question: So Alternative 1 and 2, plus 2A, are the ones with the highest delays in this study?

Mr. Alba: Yes. And you have traffic diversion, meaning the traffic that is going to be sent to the local roads basically follows the same trends as these graphics. The highest traffic diversion will apply to Alternatives 1, 2 and 2A. Those are the alternatives that are going to experience the higher traffic on the local roads.



Ms. Croft: The more delay that you have on the corridor, the more likely that people will take an alternate route, especially these days when people check the traffic on their phones.

Question: So, if we have that model, and we know that, then why do we continue to pursue Alternatives 1,2 and 2A?

Mr. Alba: Well, no, it's just the opposite. What these numbers are saying is that perhaps the two-way alternative is not the best way to go.

Comment: Well, we've been saying that from the beginning, but that's fine.

Ms. Croft: Also, you see how this relates to the matrix. The first item on the matrix is safety. Based on what Carlos was showing, safety looks at all modes of transportation, because the more safety problems you have, the more conflicts you have with pedestrians. It's not just safety for cars. Congestion affects all modes. You see the types of crashes in the safety analysis.

Mr. Alba: So, in relation to safety, we see from the crashes and the crash types that there are a lot of side swipes, which is sometimes related to parking, but then we found a lot of side swipes on SW 7th Street as well. We already have 11-foot lanes for vehicles. We have to be careful when we talk about reducing the lane width for vehicles, because we are already experiencing a lot of side swipes within the corridor. We also see a lot of angle crashes in the five years that were analyzed. At these intersections, there's a lot of congestion, and people are starting to use more of the yellow light time and even the red-light time, and that's where you have the angle crashes.

Comment: Also, the more congestion the more desperate people get.

Ms. Croft: That also affects pedestrians, because every time someone takes that red or yellow, you may have a conflict with a pedestrian who is trying to cross the street. As you can see, congestion affects everyone, because people start taking more chances they get more impatient.

Mr. Alba: Based on those findings, we are making decisions. In the case of the I-95 interchange, we are trying to improve the accessibility by providing those ramps. At the same time, we are bypassing the intersection where we have the highest crashes along the corridor. One

example is the intersection of 4th Avenue and SW 8th Street. That's one of the highest crash areas along the corridor. By creating the ramp for SW 8th Street we are bypassing that area.

Question: We go through all this process and realize that the No-Build and Alternatives 3A and 4, which are almost identical to what we have right now -- to get 3A and 4, which is a little bit better than what we have right now, would entail major construction because we would be redoing one lane and sidewalk to accommodate an extra lane. Do you take in consideration for that small gain the harm that it's going to do to the local community and local businesses?

Mr. Alba: Absolutely, and that's why in the matrix we have not only the automobile delays but also the cost. That is all being taken into consideration.

Ms. Croft: Remember that this is really the analysis for traffic. Alternatives 3A and 4 are in the same category because they provide the same number of lanes. They are grouped by number of travel lanes. In terms of traffic analysis, 3A and 4 are the same. But they each have different features.

Comment: The big part of the problem is people leaving Brickell to get to I-95. That's where the problem is. Also, with the congestion on 4th Avenue, many times it's just because people are trying to leave Brickell and it has nothing to do with Little Havana.

Ms. Croft: If you look at the traffic graphic with all the numbers, you see all the delays, and you see the worst ones as highlighted intersections all throughout the corridor. We don't just look at the Brickell area. We look at the entire corridor and all the intersections.

Question: With the last interchange options, the northbound ramp on SW 7th Street, would that eliminate the entire movement from SW 7th Street, to 4th, to SW 8th Street to get onto I-95?

Mr. Alba: Yes. These two ramps are addressing the safety concerns of the high number of crashes that we see at these intersections on SW 7th and SW 8th streets, and the main issue right now is that everybody leaving Brickell has to loop around to get on I-95. Actually, there are three ways that get people onto I-95. We are addressing that issue because we are proposing a direct ramp from SW 7th Street to I-95, so there is no need for people to keep doing the loop. Because there is traffic coming back from Brickell, people that live along Brickell have conflicts with traffic that is leaving Brickell and trying to take I-95. Both of those traffic flows are going through these two intersections.

Questions: So, potentially, you can even do a lane elimination on 4th Avenue right?

Mr. Alba: That could be, and that consideration will come when we look at the analysis. There may not be triple loops anymore because we will have the direct ramps that do not require that movement. That analysis will come in the Interchange Modification Report (IMR) when we look at the alternative on the arterial, and we can play with different possibilities for the interchange.

- Question: What about the proximity to 2nd Avenue. You will look at that in the IMR too? Because, if someone is coming southbound on 2nd Avenue and needs to get onto the ramp, it's a very short distance. They have to get on the left-most lane to get onto the ramp.
- Mr. Alba: Yes. It could be that we would need to keep one of those loop ramps for that.
- Question: The on ramp on 7th Street that you highlighted in yellow. That would probably require some eminent domain on the properties, no?
- Ms. Croft: The orange (one the slide) is eminent domain. The blue is temporary construction. The green is FDOT right of way. Even though it's FDOT right of way, it would only be impacting the parking and the construction.
- Question: Next week is a very important meeting. Far be it for me to be a conspiracy theorist, but I see a very conspicuous absence here of the non-small business owners. Honestly, I have seen in the past, in other meetings, where the non-business owners bus people in. They bus people to those meetings and try to get support that way. My concern is now, to get a consensus for a specific alternative, what is the necessary procedure for that? Is it a lot of people or a majority of people?
- Ms. Croft: It's not an actual vote. Whether you bring a bus load of people from, say North Miami Beach, it really doesn't matter. At the end of the day, part of the process is that we look at the stakeholders from the area. I mean, the first thing that you put in the form is your address. It still has to be the stakeholders within the corridor.
- Question: I have the same concern. How come no one else is here? We are confused. Have you guys actually contacted people by phone and asked if they were coming? I was expecting to see more people. To me, it's a concern. Those of us who actually live here and who have to suffer through traffic every day are not going to make the decision, and then somebody else who doesn't live in our neighborhood is going to end up getting what they want.
- Ms. Croft: That will not happen because in terms of public input, we gather that input from the stakeholders, whether it be the next Alternatives Public Meeting or at the Public Hearing. When someone submits a comment or makes a statement, we request their address.
- Question: What is the difference between the next meeting and this meeting?
- Ms. Croft: This meeting is about us gathering information and showing the PAG the analysis and where we are in the process before we go to the Alternatives Public Workshop. For the Alternatives Public Workshop, we send letters to everyone within 300 feet of the right of way throughout the project corridor. The requirement is 300 feet from the right of way, but sometimes we go beyond the minimum. At the next meeting we will be showing all of the alternatives that are being evaluated and we will be gathering information from all of the attendees and other interested people.
- Ms. LaSeur: The letters are going out to about 7,000 property owners and another 300 are going out to business along Calle Ocho. It's a pretty comprehensive mailing list.

Question: But is it just SW 7th and SW 8th streets that are receiving the letters? We live on 6th Street, and we see everything that has to do with 7th Street.

Question: Just to go back, what will be different in the next meeting? Is it a special meeting?

Ms. Croft: We will be showing all of the alternatives that have been considered for the project, and, based on all of the public input we've received and the engineering and environmental analysis, we will select a preferred alternative. We will have another PAG meeting after that, and then the next meeting is what we call a public hearing. At the public hearing, we will only show the recommended alternative and gather input on that alternative.

Question: So, at the public meeting, we will have narrowed it down from eight to one alternative?

Ms. Croft: Yes, and then we will call that the recommended alternative.

Question: How much will our opinion weigh towards whatever you folks decide to pick the best one?

Ms. Croft: Our goal is to go to the public hearing with an alternative that the community supports. Because it really does not make any sense for the department to go to the public hearing without a plan that the community supports. If support does not happen, you fall back to the No Build option. The No Build is a viable alternative throughout the entire process.

Comment: I know a few people that really like Alternative 4.

Ms. Croft: Keep in mind that between the No Build and Alternative 4, you have improvements at I-95, and those intersections are important. Also, with Alternative 4, you can look at opportunities for landscaping that you would not have with a No Build.

Question: What triggers the historic designation?

Ms. Croft: We have a few slides about that, so let's review them. We mentioned the environmental analysis also includes the social, cultural, natural and physical environment. For social and economic impacts, we look at impacts to social services, religious centers and group care facilities. We do not foresee any impacts to those social services with this project.

For cultural, we look at historic and recreational or Section 4(f), and then there are the natural and physical environments. The cultural and Historic Highway laws look at three processes: 1) Section 4(f) applies to recreational and public parks, 2) Section 106 applies to cultural resources, and 3) the Historic Highway law is a separate process.

Referring to recreational and historic resources, we have identified what is called potential Section 4(f) sites within the project corridor. One of them, of course, is Domino Park, the other is the Jose Marti Park. Section 4(f) is part of a federal law which requires that we make a special effort to protect publicly owned parks and recreational land. At this time, we do not foresee impacts with any potential 4(f) properties, but we have not completed the coordination yet.

Cultural resources are what we call Section 106. Needless to say, there are numerous resources within the project corridor that are considered historic structures or resources. As part of this section we look at significant resources and evaluate them in relation to the recommended improvements. Something to note is impacts to parking. If the parking has been there a long time, we take that into account, as well as an adverse effect. But again, we have not completed the coordination at this time.

Calle Ocho and Brickell are both considered State Historic Highways. As far as the Historic Highway law, it says that, “No state funds shall be expended by any public body or agency for any of the following: To alter the physical dimensions or location of Calle Ocho.” If you look at the second bullet it specifically states that you cannot alter the appearance of any structure, and it includes sidewalks and curbing. Any of the alternatives that widen the sidewalk would have an impact and may require a public hearing. So that’s another point to keep in mind. Brickell is a little different. It just says that, “No state funds shall be spent by a government agency to alter Brickell Avenue’s boundaries or extend its name.” So, each one has its own limitations, and it’s something else we need to keep in mind when we are weighing all the alternatives.

The natural environment is something else that we have to evaluate. We will be preparing a Water Quality Impact Evaluation due to the proximity to Biscayne Bay.

Question: Is that a special law that they would have to enact or is it legislation, because there are no special laws in Miami Dade.

Comment: It would have to be legislation.

Comment: It’s a statute, so they would have to do that before they even build.

Ms. Croft: If that determination is made, it would have to be in coordination with the state as well as the legal department and engineers. As the previous slide stated, it does allow changes for the sake of safety improvements. There would have to be a conversation and interpretation between the engineers and the lawyers if it requires a change in the law. That would have to happen with any of the build alternatives.

Question: Has any thought been given to raising the elevation of SW 8th Street because of all of the sea level rise? I’m thinking about what happened in Miami Beach where the street is now higher than a lot of the businesses. The project area is within that zone. I think it’s called Salinity Zone.

Ms. Croft: That’s something that will be evaluated as we do the drainage analysis. In terms of environmental analysis, the project is in a highly dense and urbanized area, so we do not foresee any impacts to wetlands and essential fish habitat or any wildlife habitat. As part of the physical environment analysis, we will be doing a contamination analysis. Especially in the area of I-95, there is the potential for contamination. We will also be preparing an air quality memorandum and a noise report.

As far as the Alternatives Evaluation Matrix, I don't know if you have any questions or comments. You may want to discuss some of the items in the matrix.

Comment: I love number 4.

Comment: Yes, I like number 4, but I think that 3 gives you a pretty good mix and a community feel. It's not just a highway. You get wider sidewalks; you get a bike lane.

Ms. Croft: Are you sure you don't mean 3A?

Comment: No, because you don't get the bike lane.

Comment: Yes. The problem is that pedestrians normally get run over by people trying to ride a bike on the sidewalk, so this is going to give them the chance to have a bike lane.

Comment: Yes. I hear that people get hit a lot by people riding their bikes on the sidewalk. You have pedestrian versus bike, and this would remedy that issue and create a safe place so bikes don't have to be on the sidewalk.

Comment: We have a bike lane on 6th Street.

Comment: No, you have shared lanes on 6th Street. That's not a bike lane.

Comment: Do you know the bikes that ride on SW 8th Street? Who are the people that ride on SW 8th Street? The local drug dealers. I guarantee you they are not going to ride on a bike lane.

Comment: You are talking about Little Havana. We are talking about the entire corridor. In the entire corridor you have people that want to get to the Metrorail.

Comment: It's not about relinquishing the problems you create on Brickell. You want to dump them in Little Havana, and we will not allow that.

Comment: I'm talking about getting people to the Metrorail.

Comment: We are talking from 27th Avenue to I-95.

Comment: All the bikes you see there are not just people riding bicycles. They are mostly drug dealers moving drugs, and thieves just riding and looking for what they're going to steal. I guarantee you they are not going to use the bike lane.

Comment: That might be a little short sighted.

Comment: No, it's not. I live there. Do you live there? I have a business there. I see it every day. I walk that sidewalk every day.

Comment: And there's a lot of development coming to that area. A lot more people would be working there and living there, and if you can make it safer for everyone, then that is a good opportunity.

Comment: If you want to address the bike issue, then don't condemn the possibility of having the trees out of the sidewalk and making it better for pedestrian traffic and having parking all day. We have restaurants there that do not open at 10 in the morning. We have restaurants there that open at 6 in the morning. So, when you get rid of a parking lane, you're going to be condemning them. All those are things to think about for a bicycle lane that currently is not used. If you stand there on SW 8th Street all day, you're going to see it's not regular people with bicycle outfits and thousand-dollar bicycles riding through there. It's the guy that stole the bicycle from the street. He's riding around on a bicycle from Walmart and he's on the sidewalk.

Comment: My opinion is that you get a safer street with Alternatives 3 than you do with Alternative 4, and that is an opportunity to create a safer street, reduce the crashes that you identified in your report, and create wider sidewalks for pedestrians as well.

Comment: But you also impact businesses negatively. A lot of what is happening here, and I see this on Flagler and a lot of other places, is gentrification. You have a lot of businesses that are generally Little Havana businesses that have been there for 40 years, and you want to get rid of a parking lane. What's happening now -- and most millennials don't understand because they want to do everything on line -- is you are affecting the people whose businesses are hurting because people are not going to them. This kind of stuff is going to affect those businesses even more. You are going to have businesses shutting down left and right.

Comment: The main thing is that you maintain the existing parking.

Comment: But you're getting rid of one lane.

Comment: No. You create a bike lane is what you do.

Comment: Let me ask you something, because I have actually seen this, and I want to appease as many people as possible to get a consensus that we can all live with. Aren't there streets that share a travel lane and a bike lane, and you don't get rid of an extra lane?

Ms. Croft: Alternative 3A, has a shared parking and travel lane.

Comment: No, I'm not talking about shared parking.

Ms. Croft: That's what we call a "shareo," I believe that's what we have on 6th Street where you share the lane with a bike.

Question: Isn't that an alternative that we can have?

Ms. Croft: Yes. That's an alternative that we can definitely look at with Alternative 4.

Comment: Shareos are not safe.

- Comment: I'll tell you something. When people see bikes, they get frustrated when traveling behind them. They are not going to stay in their lane. They are going to turn into the other lane and cause more accidents that way. That's why you see those safety numbers that are actually lower than when you see the extra lanes. It's dangerous.
- Comment: It's more dangerous now where you have three free-flow lanes. What you have now is a lot of traffic moving fast through SW 8th Street, except for those brief periods in the morning. If you are able to reduce the number of lanes you would slow traffic. You make it safer. You make your crossing distance shorter so that people don't have to cross 40 feet of travel lanes.
- Comment: It's not going to be safer because people get more anxious. If you are in traffic, your attitude changes and you become a little more violent in that car.
- Comment: The idea is that you don't need to take a car to go everywhere. This area has become denser, and that is the way to do it. Not to have to take a car. People need to walk more and bike more.
- Comment: This is crazy. They are building these buildings with all these units and no parking because they dream that people are going to be walking or biking. This is Miami.
- Comment: The problem with that, for small businesses, and I am looking from my aspect as well, is that you're taking away business. Your benefit is only local and not the entire City of Miami. You get a lot of businesses, and SW 8th Street is still the main attraction. People come to Little Havana from Westchester or South Dade or Palmetto Bay. They come and frequent these establishments and spend money in these businesses and, if you take away anything on SW 8th Street right now, like parking, or you make it undesirable to go there, which taking away a lane would, then you are affecting those businesses directly. I mean, if you like Starbucks on SW 8th Street, then go for it, because you're going to have Starbucks opening up and the little mom-and-pops are going to go away because you're going to have a lot less business. And this is not an opinion; this is already happening.
- Question: So, you are saying that if you remove a travel lane, people are not going to come to Little Havana?
- Comment: No. I'm not saying that people are not going to come. I'm saying that it's going to bring in less people.
- Comment: It's going to bring in less cars; not necessarily less people.
- Comment: We are in Miami. No one is going to come walking from Westchester.
- Comment: We don't have great public transportation in Miami. I mean if you live in the south in Palmetto Bay, the only way that you're going to get to Little Havana is not by bike, it's going to be by car. You want those people from Palmetto Bay and Pinecrest because that's where you're getting that income. Looking at it from a business perspective, I want people from Pinecrest, and I want people from Coral Gables coming to my establishment because I know

they are going to spend money. Alex wants people to spend money in his establishment and buy a car. If you can find a middle ground with a shared road or whatever, it would be better than what it is now.

Comment: Right. But right now, there is not a bike lane. What does the bike lane mark change when you see a driver behind you?

Comment: When I'm driving on the road and I see a mark, I respect the mark.  
 Question: Is everybody like you?

Comment: No, absolutely not, I wish they were.

Comment: What he is saying is that the marks bring an awareness to you, and I think that most people respect that and react to that awareness.

Comment: I don't think the FDOT process exists to convince each other of anything, so maybe we should move each other along.

Comment: I'm not trying to convince you. I am just telling you my side.

Ms. Croft: Let me tell you that the next meeting that's coming up is the Alternatives Public Workshop. Then we will have another PAG meeting after that just to go over some of the comments.

Question: Is the next meeting only open to PAG members or open to the entire community?

Ms. Croft: The Alternatives Public Workshop, like Eileen mentioned, is for the entire community. We sent out more than 7,000 invitations. It will be here at the college, just in a different room. We will have display boards with all of the alternatives. After that, at the next PAG meeting, we will share with you all the comments that we received during the workshop, and then we will present what we feel is the highest ranked alternative as the recommended alternative. That will be the one that we take to the Public Hearing, and, hopefully, we will have a build alternative and what we call a Location Design Concept Acceptance or a LDCA.

Comment: We've been coming to every meeting, but on the day you have scheduled the public workshop, we have booked a cruise for the week.

Ms. Croft: Just so you know, there will be no voting. We will be there to gather public opinions and comments about the alternatives.

Comment: We're going to make sure that the two major presidents of the two major residential zones are here that day. Because that will make a difference. There is a reason that we eliminated that bike lane thing because of what happens around that residential zone. People are afraid of biking because it's dangerous. I know they are not going to allow us to close the entire neighborhood, so nobody drives unless you live there, you know?

Comment: Basically, if we get rid of one lane on SW 8th Street, the traffic is still going to be there. It's just going to go into the neighborhoods, and we are not going to trade putting our children at risk in our neighborhoods to be able to allow the bikers to have their own lane.

Ms. Croft: Like they said, we are not going to convince each other, but one reason for the PAG is to provide information and share that information with others.

Ms. LaSeur: To be part of the public record for that workshop, there will be an open comment period for 10 days following the workshop. That will be open to you so that you can send Vilma or Bao-Ying a letter. You can send an email; you can telephone them because we are supposed to document telephone conversations. You may not be able to be at the meeting, but you can definitely submit your comments.

Question: Where is it that we can submit our comments? Send them to her?

Ms. LaSeur: You can send an email, you can telephone them or write a letter. Definitely, your voice can be heard.

Ms. Croft: You can also make a comment on the project website.

Comment: We've been talking about Alternative 4 because it allows for some beautification or adjustment. If we start leaning toward that, is there a way to add more traffic signals? I don't know if that is part of the scope of work, but if there is a way to make it safer for the residents so that it's not a highway and it slows down the cars so they can't just zip through the corridor. In the morning there is congestion, but it's pretty safe for pedestrians. It's at 5 in the afternoon when people are flying down the street at 60 miles an hour that it gets crazy, and I've had cars almost come into my building. They get into accidents and they come through the parking lane. We had a parking meter fly into our showroom one day from an accident.



It's not only the business owners but the residents. Yesterday I was standing on the corner of SW 7th Avenue and SW 8th Street, and a poor little old lady was crossing SW 8th Street. She did not see this car coming and the car just creamed into her at 60 miles an hour and she ended up in a palm tree in front of my dealership. There's a ton of traffic at that intersection, and I wish that those crosswalks would have been with traffic lights. Maybe those traffic lights can be free early in the morning, but then in the afternoon let's make those traffic lights slow people down. I don't think that would affect the business owners and it would make it safer for the people in the community.

Ms. Croft: There's a project going on right now that will have pedestrian crossings every half block.

- Comment: Yes, but who pays attention to those little lights to slow down?
- Comment: I'm glad we are getting something, and there's definitely one traffic signal that is getting installed between SW 7th Street and 6th Avenue, and there's going to be one between 6th and 5<sup>th</sup> Avenue. These are crosswalks. The poles are already up, and they are kind of in a weird spot, but I think it helps. The point is that there is a way to slow traffic down, which is a concern for business owners and residents in the area. So, if we do proceed with Alternative 4, I would love to see more stop lights.
- Question: Aren't there traffic lights at those intersections?
- Comment: No, those are flashing beacons.
- Ms. Croft: What he's saying is that it will turn to red when a pedestrian wants to cross, and when there are no pedestrians, it will be just flashing. You won't have to stop unless there's a pedestrian crossing the street.
- Bao-Ying Wang, P.E. Project Management Engineer Supervisor:  
There has to be certain criteria in order to construct a traffic signal. We can consider it and look into our traffic study. We can take a look and see what we can come up with. We'll see if there is really an issue out there. But all in all, traffic signals are not the way to reduce speed.
- Comment: Perhaps we can talk to our local police to get speed traps in place at certain times in the afternoon as a deterrent.
- Comment: We need it on SW 8th Street because there it looks like racing cars.
- Mr. Alba: In Brickell by SW 8th Street, there's the same problem. I live nearby, and when the traffic signal turns red, it's crazy. I mean sometimes the engineering is good, but it's the enforcement that we really need.
- Question: I have a question of Mr. Anderson and Collin. Is Brickell part of Miami Dade or part of the City of Miami?
- Comment: Brickell south of SW 7th Street belongs to the City of Miami and north of SW 7th it's a state road.
- Ms. Croft: Yes, it's really who maintains the roads. I want to thank everyone for coming.

### **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](mailto: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 - July 19, 2018 - SIGN-IN SHEET / HOJA DE FIRMAS

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## Alternatives Evaluation Matrix Criteria

Evaluation Criteria
<b>Traffic Operations and Safety</b>
<b>Safety Impacts:</b> Provides consideration for an alternative’s physical, geometric and operational features identifying to what extent they would minimize actual or potential safety hazards.
<b>Multi-modal Level of Service (LOS) (Pedestrian / Bicycle Facilities / Vehicle / Transit):</b> Measures all modes of transportation such as, pedestrians, bicycles, vehicles and transit to assess the efficiency of the corridor for each alternative.
<b>Access (Driveway):</b> Measures access impacts to existing driveways for each alternative.
<b>Access (I-95):</b> Measures access impacts and or improvements at the I-95 interchange for each of the alternatives.
<b>Project Cost</b>
<b>Design Phase:</b> Compares the cost of the design phase for each alternative.
<b>Construction:</b> Compares each alternative based on construction costs.
<b>Right of Way Acquisition:</b> Addresses variations in right-of-way costs between alternatives.
<b>Utility Relocation Cost:</b> Measures the utility relocation cost of the alternatives. This includes potential conflicts and relocation of the utility lines that are located within the existing and/or proposed right-of-way.
<b>Social and Economic Environment</b>
<b>Religious Centers:</b> This criterion identifies whether an alternative impacts religious centers along the corridor.
<b>Social Service Facilities/Schools/Group Care Facilities:</b> Identifies an alternatives impact to social service facilities, schools and group care facilities along the project corridor.
<b>Cultural Environment</b>
<b>Section 4(f):</b> Measures the alternative’s potential effect on Section 4(f).
<b>Historic Sites and Districts:</b> Measures the degree of impact associated with existing historic sites and designated historic districts within the project corridor for each alternative.
<b>Archaeological Sites:</b> Measures the degree of impact of each alternative on archaeological sites.
<b>Recreational Areas:</b> Measures the degree of impact associated with recreational areas.
<b>Natural Environment</b>
<b>Wetlands:</b> Measures the potential effect on wetlands for each alternative.
<b>Protected Species and Habitat:</b> Measures the potential effect on protected species and habitat for each alternative.
<b>Physical Environment</b>
<b>Parking:</b> Measures the impacts to parking for each alternative including modifications to existing parking.
<b>Pedestrians:</b> Measures accessibility of sidewalk on each of the alternatives.
<b>Air Quality:</b> Measures the ability of an alternative to meet pre-established air quality standards.
<b>Contamination:</b> Measures the impact on existing or potential hazardous material sites and or generators.
<b>Water Quality:</b> Measures the alternative’s potential effect on water quality for any surface or subsurface water resource within the project limits.
<b>Utility Impacts:</b> Measures the utility impacts of the alternatives. This includes potential conflicts and relocation of the utility lines that are located within the existing and/or proposed right-of-way.

## Comparative Alternative Evaluation

**LEGEND:** (++) Substantial Improvement = + 2 points    (+) Some Improvement = + 1 point    (o) No Improvement and/or No Impacts = 0 points    (-) Negative Impact = - 1 point    (--) High Negative Impact = - 2 points

Evaluation Criteria	No-Action Alternative		TSM&O		Build Alternative 1		Build Alternative 2		Build Alternative 2A		Build Alternative 3		Build Alternative 3A		Build Alternative 4		Build Alternative 5		Build Alternative 6				
	<b>Safety</b>		o		+	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	--	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	--	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	-	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	-	Shared parking/travel lane reduces conflict with parked cars during peak periods and improves safety. Bike lane improves safety for bikes.	++		+	Operational improvements enhance safety for automobiles.		+	Shared parking/travel lane reduces conflict with parked cars during peak periods and improves safety. Bike lane improves safety for bikes. Increased congestion on SW 7 <sup>th</sup> Street would most likely increase number of crashes.	+	
<b>Multimodal Level of Service (LOS)</b>	<b>Ped</b>	No improvements	o	No improvements.	o	No improvements.	No improvements.	o	Wider sidewalks on one side of the road improves pedestrian LOS.	+	Wider sidewalks on one side of the road improves pedestrian LOS.	+	No improvements.	o	No improvements.	o	No improvements.	o	No improvements.	o	No improvements.	o	
	<b>Bike</b>	No improvements	o	No improvements.	o	No improvements.	No improvements.	o	Provides bike only lane on both SW 8 <sup>th</sup> and SW 7 <sup>th</sup> Street.	++	Provides bike only lane on both SW 8 <sup>th</sup> and SW 7 <sup>th</sup> Street.	++	Provides bike only lane on SW 8 <sup>th</sup> Street.	+	No improvements.	o	No improvements.	o	No improvements.	o	Provides bike only lane on both SW 8 <sup>th</sup> and SW 7 <sup>th</sup> Street.	++	
	<b>Vehicle</b>	No improvements	o	Potential operational improvements.	+	Delays due to increased congestion.	--	Delays due to increased congestion.	--	Delays due to increased congestion.	--	Delays due to increased congestion.	--	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements on SW 8 Street. Delays on SW 7 Street due to congestion	-
	<b>Transit</b>	No improvements	o	Potential operational improvements.	+	Delays due to increased congestion.	--	Provides transit only lane.	++	Delays due to increased congestion.	--	Delays due to increased congestion.	-	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements.	++	Operational Improvements on SW 8 <sup>th</sup> Street. Delays on SW 7 <sup>th</sup> Street	+
<b>Access (Driveway)</b>	No impacts.	o	No impacts.	o	Improved access during off peak periods. Access impacts during peak periods.	+	Improved access during off peak periods. Access impacts during peak periods.	+	Improved access during off peak periods. Access impacts during peak periods.	+	No impacts.	++	No impacts.	++	No impacts.	++	No impacts.	++	No impacts.	++	No impacts.	++	
<b>Access (I-95)</b>	No improvements.	o	No improvements.	o	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	Improved access to I-95.	+	

TRAFFIC OPERATIONS AND SAFETY

## Comparative Alternative Evaluation

**LEGEND:** (++) Substantial Improvement = + 2 points    (+) Some Improvement = + 1 point    (o) No Improvement and/or No Impacts = 0 points    (-) Negative Impact = - 1 point    (--) High Negative Impact = - 2 points

Evaluation Criteria	No-Action Alternative		TSM&O		Build Alternative 1		Build Alternative 2		Build Alternative 2A		Build Alternative 3		Build Alternative 3A		Build Alternative 4		Build Alternative 5		Build Alternative 6		
			o		-	Requires roadway and signalization design costs.	--	Requires roadway and signalization design costs.	--	Requires roadway, signalization and drainage design costs.	--	Requires roadway, and drainage design costs.	--	May require reconstruction.	--	Only minor roadway design required.	-	Requires roadway and signalization design costs.	-	May require reconstruction.	--
<b>Design Phase</b>	No cost	o	Very low cost	-	Requires roadway and signalization design costs.	--	Requires roadway and signalization design costs.	--	Requires roadway, signalization and drainage design costs.	--	Requires roadway, and drainage design costs.	--	May require reconstruction.	--	Only minor roadway design required.	-	Requires roadway and signalization design costs.	-	May require reconstruction.	--	
<b>Construction</b>	No cost.	o	Very low cost.	-	New mast arms required.	--	New mast arms required.	--	Requires sidewalk widening, relocation of drainage structures and new mast arms.	--	Requires sidewalk widening and relocation of drainage structures. Maintains existing traffic flow. Does not require new mast arms.	--	Maintains existing traffic flow. Does not require new mast arms. May require reconstruction.	-	Maintains existing traffic flow. Does not require new mast arms. Simple MOT.	-	New mast arms required.	--	Maintains existing traffic flow. Does not require new mast arms. May require reconstruction.	-	
<b>Right of Way Acquisition</b>	No impacts.	o	No impacts.	o	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	--	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	--	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	--	Minor right of way acquisition at I-95.	-	Minor right of way acquisition at I-95.	-	Minor right of way acquisition at I-95.	-	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	--	Minor right of way acquisition at I-95.	-	
<b>Utility Relocation Cost</b>	No utility relocations.	o	No utility relocations.	o	Potential utility relocations due to new mast arms required and improvements at I-95.	-	Potential utility relocations due to new mast arms required and improvements at I-95.	-	Potential utility relocations due to new mast arms required, relocation of drainage structures to accommodate wider sidewalks, and improvements at I-95.	--	Potential utility relocations due to relocation of drainage structures to accommodate wider sidewalks and improvements at I-95.	-	Potential utility relocations due to improvements at I-95.	-	Potential utility relocations due to improvements at I-95.	-	Potential utility relocations due to new mast arms required and improvements at I-95.	-	Potential utility relocations due to improvements at I-95.	-	
<b>SOCIAL AND ECONOMIC ENVIRONMENT</b>	<b>Religious Centers</b>	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o
	<b>Social Service Facilities / Schools / Group Care Facilities</b>	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o
<b>CULTURAL ENVIRONMENT</b>	<b>Section 4(f)</b>	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o	No use.	o
	<b>Historic Sites and Districts</b>	No impacts.	o	No impacts.	o	No impacts.	o	Impacts to parking may be considered adverse.	--	Impacts to parking may be considered adverse.	--	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o	No impacts.	o

## Comparative Alternative Evaluation

**LEGEND:** (++) Substantial Improvement = + 2 points    (+) Some Improvement = + 1 point    (o) No Improvement and/or No Impacts = 0 points    (-) Negative Impact = - 1 point    (--) High Negative Impact = - 2 points

Evaluation Criteria		No-Action Alternative	TSM&O	Build Alternative 1	Build Alternative 2	Build Alternative 2A	Build Alternative 3	Build Alternative 3A	Build Alternative 4	Build Alternative 5	Build Alternative 6
CULTURAL ENVIRONMENT	<b>Archeological Sites</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
	<b>Recreational Areas</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
NATURAL ENVIRONMENT	<b>Wetlands</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
	<b>Protected Species and Habitat</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
PHYSICAL ENVIRONMENT	<b>Parking</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections. (--)	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections. (--)	No impacts. (o)	Reduced by 50% during peak periods but provides wider parking lane during off peak. (-)	No impacts. (o)	No impacts. (o)	Reduced by 50% during peak periods but provides wider parking lane during off peak. (-)
	<b>Pedestrians</b>	No impacts. (o)	No impacts. (o)	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility. (-)	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility. (-)	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility. Additional minor impacts during construction due to widening of sidewalk. (--)	Minor impacts during construction due to widening of the sidewalk. (-)	May impact medians on the north side. (-)	No impacts. (o)	No impacts. (o)	May impact medians on the north side. (-)
	<b>Air Quality</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
	<b>Contamination</b>	No impacts. (o)	No impacts. (o)	Potential impacts due to mast arms and I-95 improvements. (-)	Potential impacts due to mast arms and I-95 improvements. (-)	Potential impacts due to mast arms, widening of sidewalk, and I-95 improvements. (--)	Potential impacts due to widening of sidewalk and I-95 improvements. (-)	Potential impacts due to I-95 improvements. (-)	Potential impacts due to I-95 improvements. (-)	Potential impacts due to mast arms and I-95 improvements. (-)	Potential impacts due to I-95 improvements. (-)

## Comparative Alternative Evaluation

**LEGEND:** (++) Substantial Improvement = + 2 points    (+) Some Improvement = + 1 point    (o) No Improvement and/or No Impacts = 0 points    (-) Negative Impact = - 1 point    (--) High Negative Impact = - 2 points

Evaluation Criteria		No-Action Alternative	TSM&O	Build Alternative 1	Build Alternative 2	Build Alternative 2A	Build Alternative 3	Build Alternative 3A	Build Alternative 4	Build Alternative 5	Build Alternative 6
PHYSICAL ENVIRONMENT	<b>Water Quality</b>	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)	No impacts. (o)
	<b>Utilities</b>	No impacts. (o)	No impacts. (o)	Potential utility relocations due to replacement of mast arms and I-95 improvements. (-)	Potential utility relocations due to replacement of mast arms and I-95 improvements. (-)	Potential utility relocations due to replacement of mast arms, sidewalk widening, and I-95 improvements. (--)	Potential utility relocations due to sidewalk widening and I-95 improvements. (-)	Potential utility relocations due to I-95 improvements. (-)	Potential utility relocations due to I-95 improvements. (-)	Potential utility relocations due to I-95 improvements. (-)	Potential utility relocations due to I-95 improvements. (-)
	<b>Ranking</b>										

DRAFT



# Project Development & Environment (PD&E) Study

## SR 90 (SW 8th Street and SW 7th Street)

From SR 9/SW 27<sup>th</sup> Avenue to SR 5/US-1/Brickell Avenue

**July 19, 2018**

Financial Management Number:  
432639-6-22-01

Federal Aid Project Number:  
0202-054-P

Efficient Transportation  
Decision Making  
Number: 14230

# Presentation Outline

- Meeting Goals
- Project Status
- Alternative Analysis
- Traffic Operations and Safety
- Environmental Analysis
- Alternatives Evaluation Matrix
- Next Steps

# Meeting Goals

## Meeting Goals

- Benefits/Concerns of each alternative under evaluation
- Update on Engineering & Environmental analysis
- Alternative Evaluation Matrix

# Project Status

- Two alternatives added for evaluation

Alternative 5- Reverse Flow

Alternative 6- 3 lanes one-way SW 8th Street

2 lanes one-way SW 7th Street

- Comparative Alternatives Evaluation Matrix

# Alternative Analysis

## No Build

## Transportation Systems Management and Operations (TSM&O)

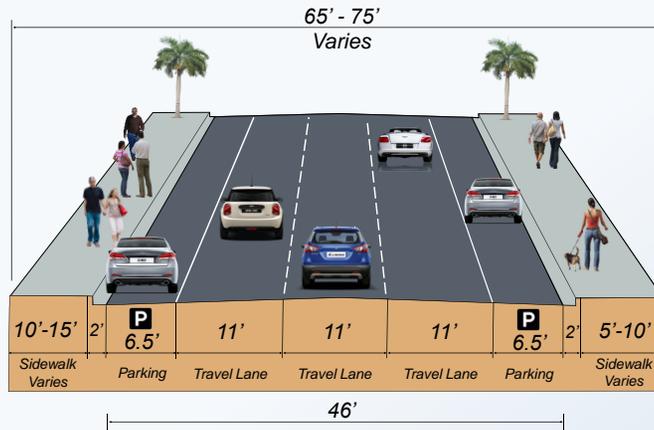
## Build Alternatives

- **Alternative 1:** Two Lane - Two Way Alternative
- **Alternative 2:** Two Lane - Two Way + Transit Alternative
- **Alternative 2A:** Two Lane - Two Way + Bicycle Alternative
- **Alternative 3:** Two Lane - One Way Alternative
- **Alternative 3A:** Three Lane - Shared Parking and Travel Lane
- **Alternative 4:** Three Lane - One Way Alternative- Existing Flow
- **Alternative 5:** Three Lane - One Way Alternative – Reverse Flow
- **Alternative 6:** Three Lane- One Way on SW 8<sup>th</sup> Street + Shared Parking  
Two Lane- One Way on SW 7<sup>th</sup> Street

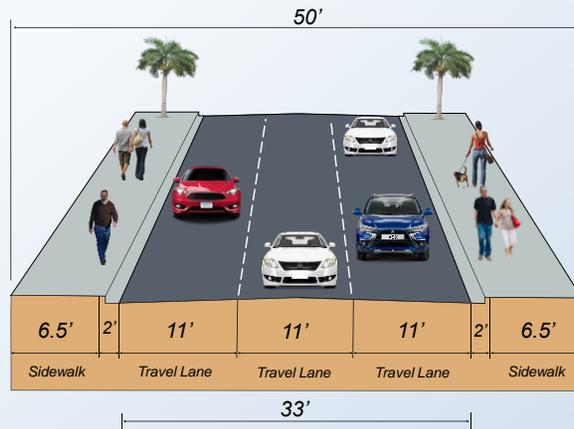
# No Build

## SW 8TH/SW 7TH STREET

### SW 8TH STREET



### SW 7TH STREET



### NO EXPENDITURE OF FUNDS

#### BENEFITS

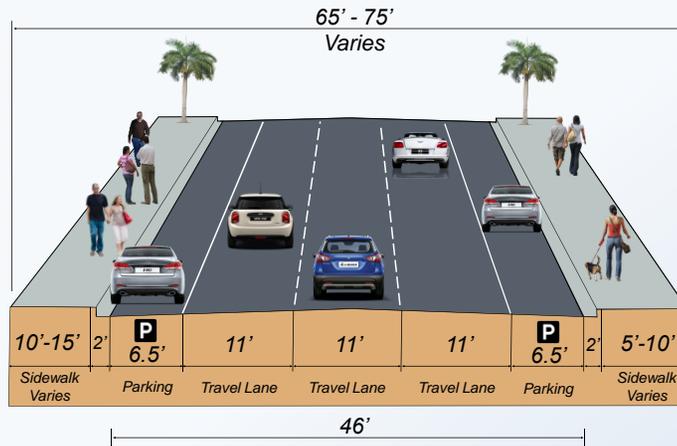
- MAINTENANCE OF TRAFFIC
- ENVIRONMENTAL

#### CONCERNS-NO IMPROVEMENTS

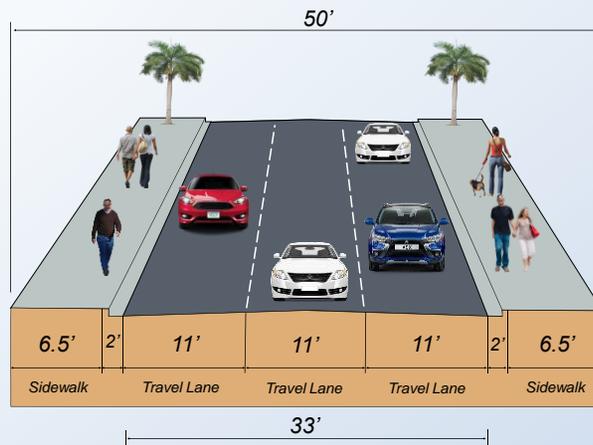
- SAFETY
- MULTIMODAL LEVEL OF SERVICE
- ACCESS IMPROVEMENTS
- COMPLETE STREETS

## TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) ALTERNATIVE –SW 8TH/SW 7TH STREET

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- MINOR SAFETY IMPROVEMENTS
- MULTIMODAL LEVEL OF SERVICE  
Improvements to Automobiles
- MAINTENANCE OF TRAFFIC
- NO ENVIRONMENTAL IMPACTS

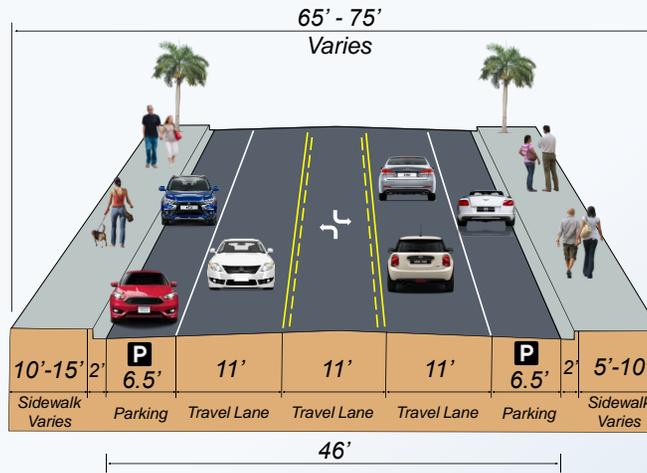
### CONCERNS

- NO ACCESS IMPROVEMENTS  
AT I-95

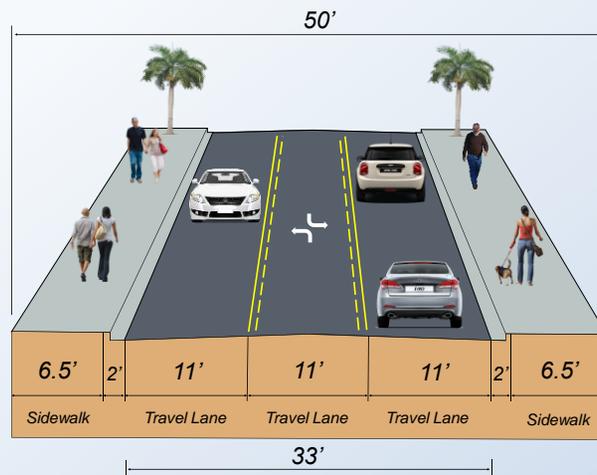
# Build Alternatives

## ALTERNATIVE 1 – SW 8TH/SW 7TH STREETS TWO LANES - TWO WAY

### SW 8TH STREET



### SW 7TH STREET



### BENEFITS

- **IMPROVED ACCESS**  
Better access during off-peak
- **IMPROVEMENTS AT I-95**

### CONCERNS

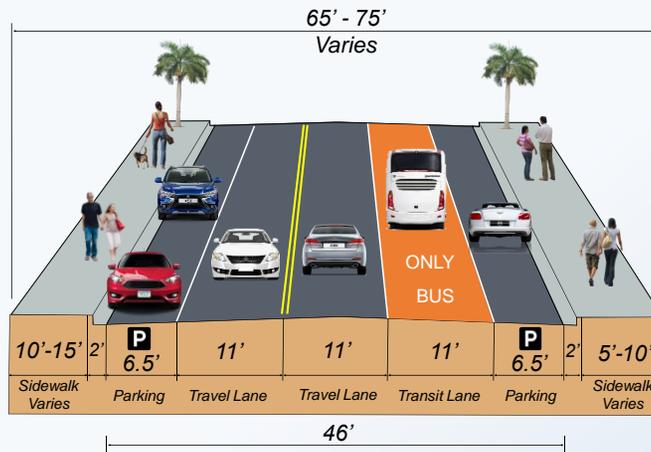
- **SAFETY**
- **MULTIMODAL LEVEL OF SERVICE**  
Impacts to automobiles
- **HIGH COST**
- **MAINTENANCE OF TRAFFIC**
- **ENVIRONMENTAL-** Contamination

*May require change in the historic designation law*

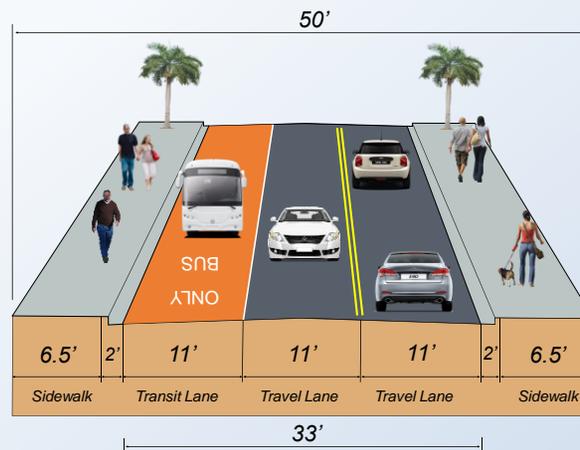
# Build Alternatives

## ALTERNATIVE 2 – SW 8TH/SW 7TH STREET TWO LANES - TWO WAY + TRANSIT

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to transit
- **IMPROVEMENTS AT I-95**

### CONCERNS

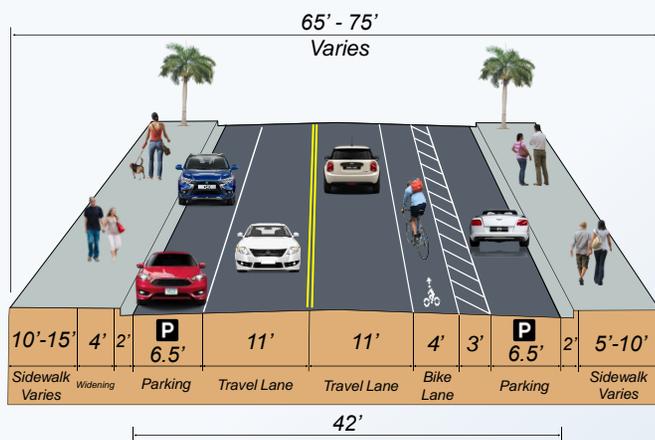
- **SAFETY**
- **MULTIMODAL LEVEL OF SERVICE**  
Impacts to automobiles
- **PARKING** - Impacts at intersections
- **HIGH COST**
- **MAINTENANCE OF TRAFFIC**
- **ENVIRONMENTAL**- Contamination

*May require change in the historic designation law*

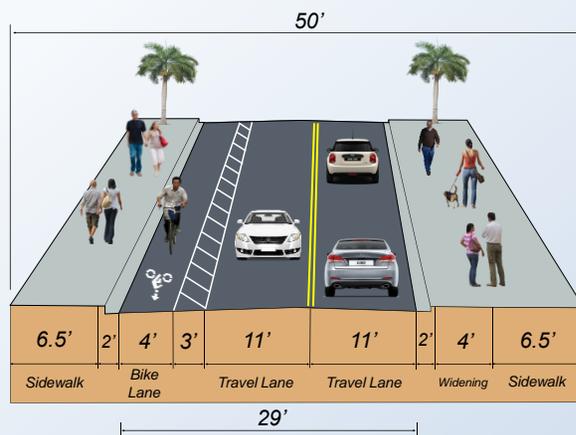
# Build Alternatives

## ALTERNATIVE 2A – SW 8TH/SW 7TH STREET TWO LANES - TWO WAY + BIKES

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to bikes/pedestrians
- **IMPROVEMENTS AT I-95**

### CONCERNS

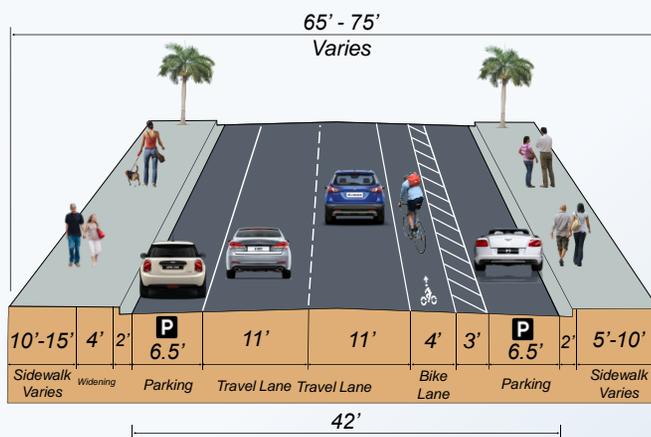
- **SAFETY**
- **MULTIMODAL LEVEL OF SERVICE**  
Impacts to automobiles
- **PARKING-** Impacts at intersections
- **HIGH COST**
- **MAINTENANCE OF TRAFFIC**
- **ENVIRONMENTAL-** Contamination

*May require change in the historic designation law*

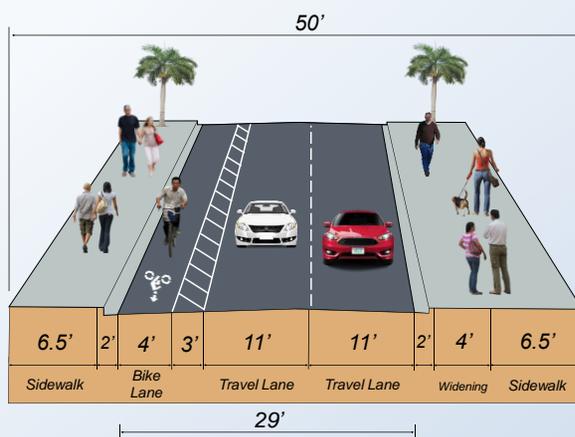
# Build Alternatives

## ALTERNATIVE 3 – SW 8TH/SW 7TH STREET TWO LANES - ONE WAY + BIKES

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to bikes
- **IMPROVEMENTS AT I-95**

### CONCERNS

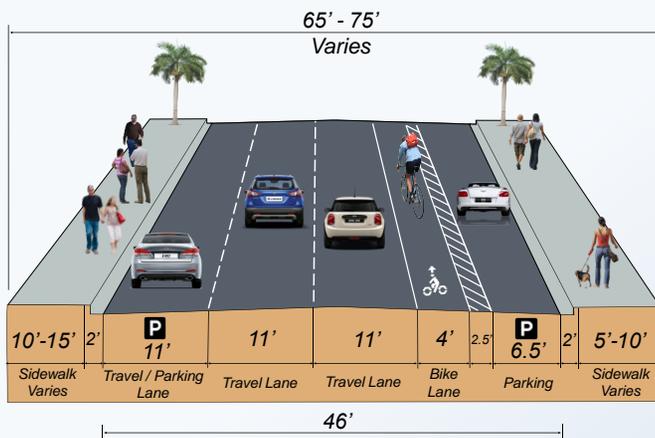
- **SAFETY**
- **MULTIMODAL LEVEL OF SERVICE**  
Impacts to automobiles
- **MEDIUM COST**
- **MAINTENANCE OF TRAFFIC**
- **ENVIRONMENTAL-** Contamination

*May require change in the historic designation law*

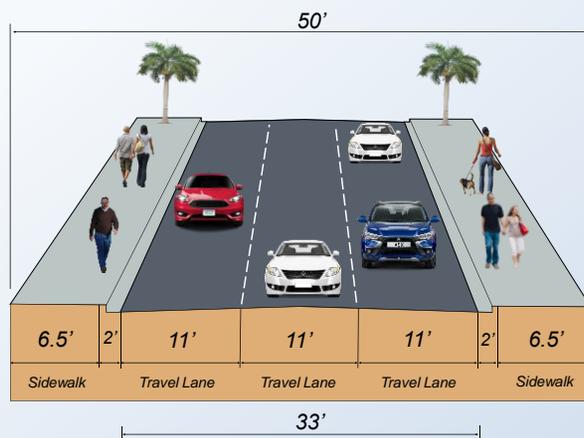
# Build Alternatives

## ALTERNATIVE 3A – SW 8TH/SW 7TH STREET THREE LANES – SHARED PARKING AND TRAVEL LANE

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to bikes/automobiles
- **IMPROVEMENTS AT I-95**

### CONCERNS

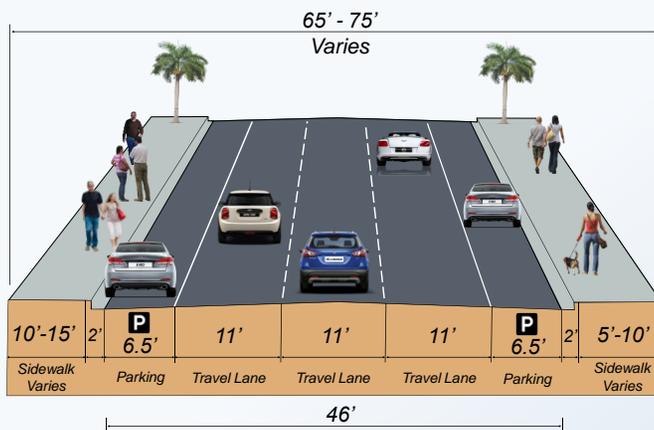
- **MEDIUM COST**
- **MAY REQUIRE RECONSTRUCTION**
- **MAINTENANCE OF TRAFFIC**

*May require change in the historic designation law*

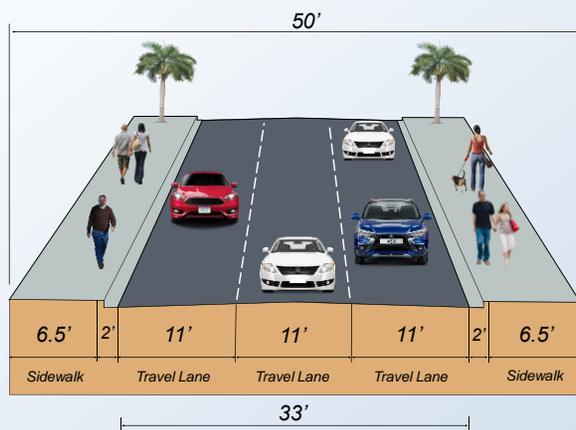
# Build Alternatives

## ALTERNATIVE 4 – SW 8TH/SW 7TH STREET THREE LANES - ONE WAY

SW 8TH STREET



SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to automobiles
- **IMPROVEMENTS AT I-95**

### CONCERNS

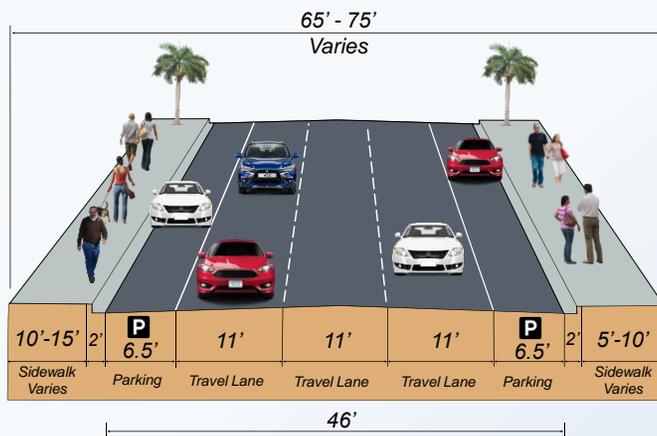
- **MEDIUM COST**
- **MAINTENANCE OF TRAFFIC**

*May require change in the historic designation law*

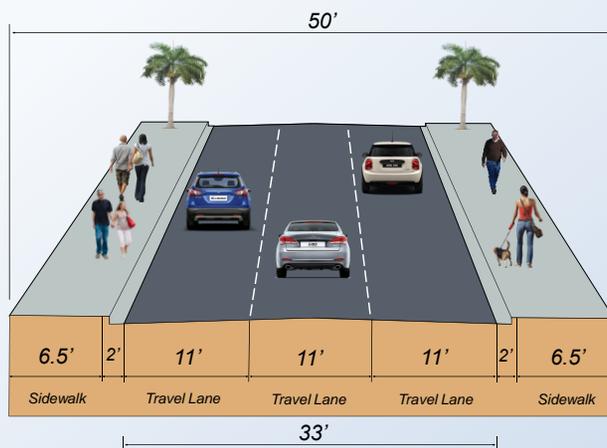
# Build Alternatives

## ALTERNATIVE 5 – SW 8TH/SW 7TH STREET THREE LANES - ONE WAY – REVERSE FLOW

### SW 8TH STREET



### SW 7TH STREET



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to automobiles
- **IMPROVEMENTS AT I-95**

### CONCERNS

- **HIGHEST COST**
- **MAINTENANCE OF TRAFFIC**

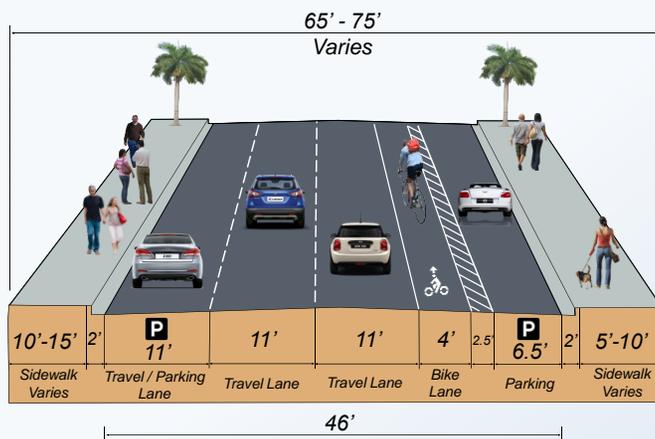
*May require change in the historic designation law*

# Build Alternatives

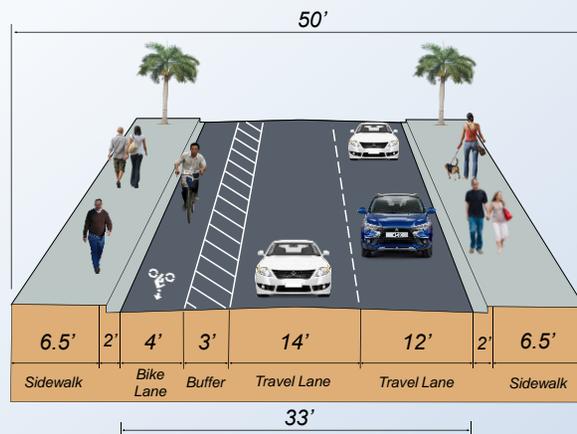
## ALTERNATIVE 6

**SW 8TH STREET- THREE LANES - ONE WAY + SHARED PARKING**  
**SW 7TH STREET- TWO LANES – ONE WAY**

**SW 8TH STREET**



**SW 7TH STREET**



### BENEFITS

- **MULTIMODAL LEVEL OF SERVICE**  
Improvements to bikes  
Improvements to automobiles on SW 8th Street
- **IMPROVEMENTS AT I-95**

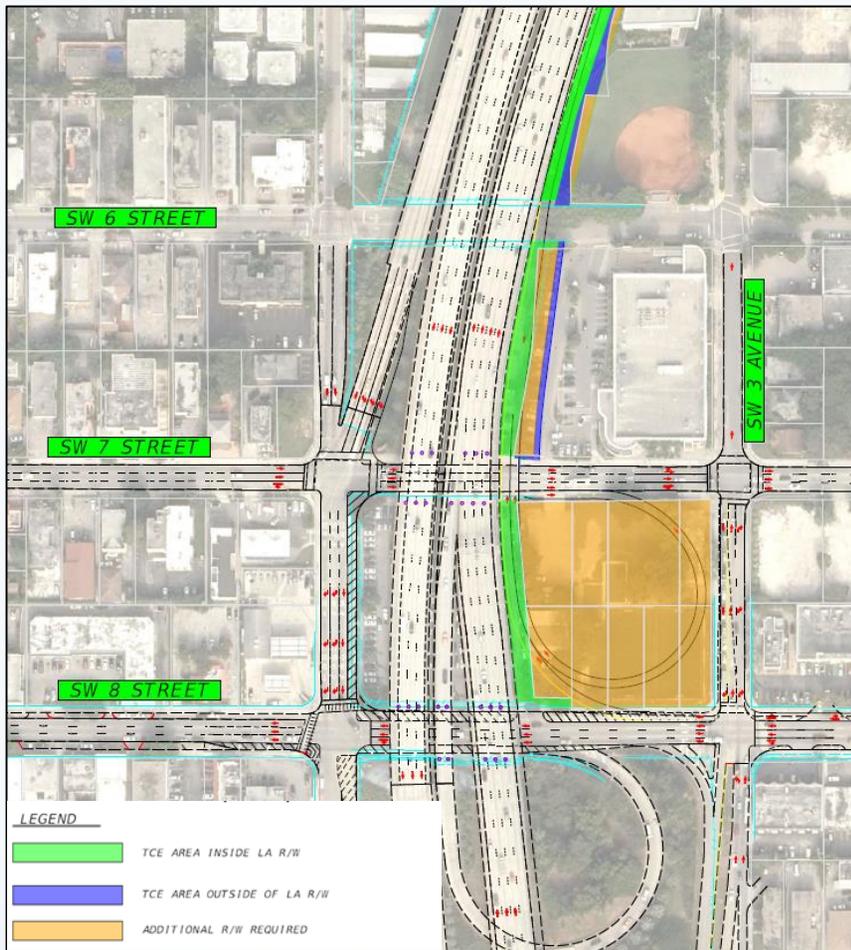
### CONCERNS

- **MEDIUM COST**
- **MAY REQUIRE RECONSTRUCTION**
- **MAINTENANCE OF TRAFFIC**

*May require change in the historic designation law*

# Build Alternatives

## I-95 INTERCHANGE TWO LANES - TWO WAY ALTERNATIVES + REVERSED FLOW



### BENEFITS

- SAFETY IMPROVEMENTS
- ACCESS to I-95  
From SW 8th Street, SW 7th Street and Brickell

### CONCERNS

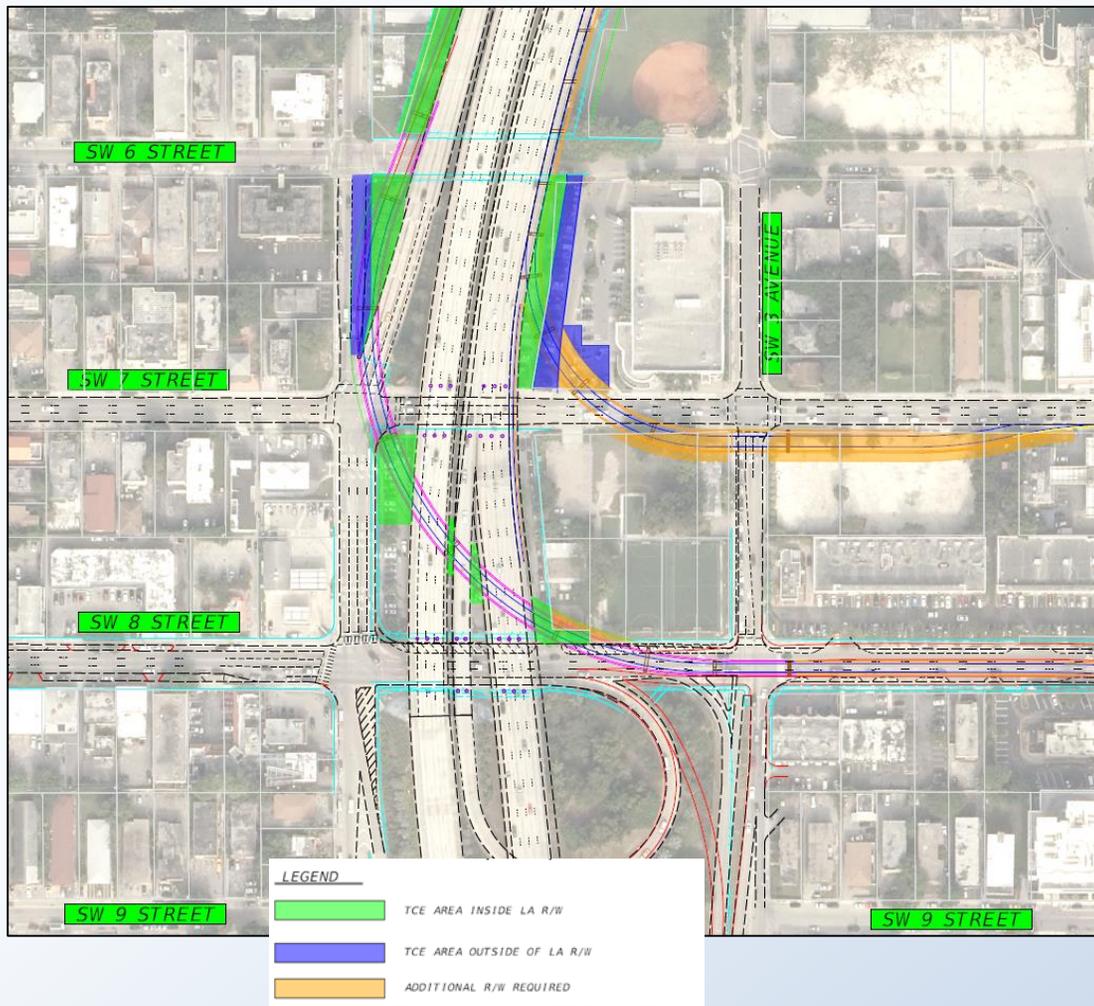
- RIGHT OF WAY IMPACTS
- HIGH COST
- ENVIRONMENTAL- Contamination

*May require change in the historic designation law*

# Build Alternatives

## I-95 INTERCHANGE

### ONE WAY ALTERNATIVES- SW 8TH STREET EB & SW 7TH STREET WB



#### BENEFITS

- SAFETY IMPROVEMENTS
- ACCESS TO I-95  
From SW 7th Street
- ACCESS FROM I-95 SOUTHBOUND  
Exit to SW 8th Street

#### CONCERNS

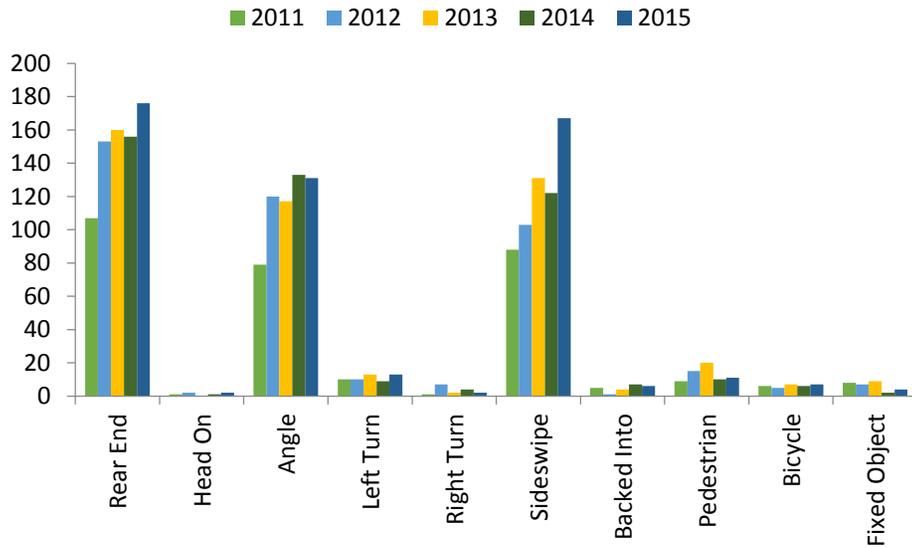
- RIGHT OF WAY IMPACTS
- CONTAMINATION
- HIGH COST

*May require change in the historic designation law*

# Traffic Operations and Safety

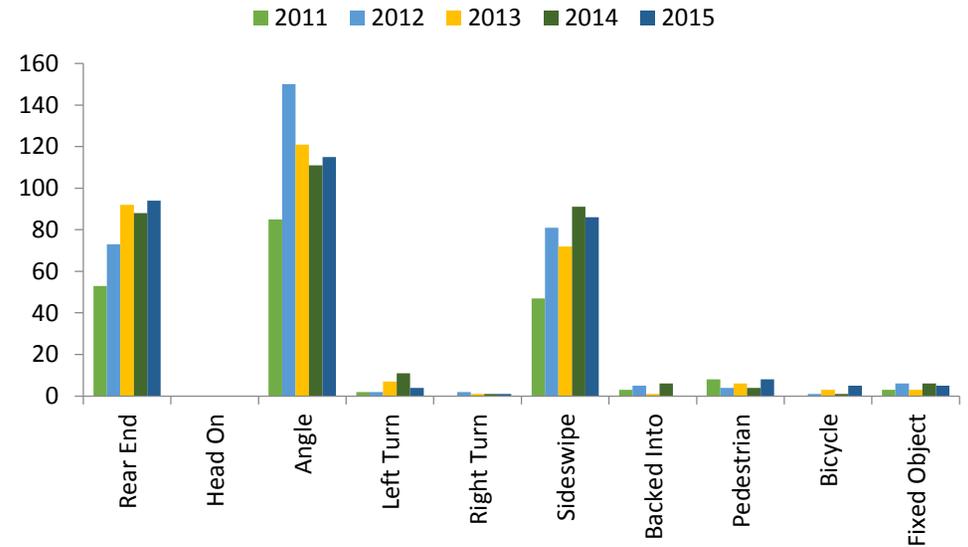
## SW 8<sup>TH</sup> STREET

### Crashes by Type



## SW 7<sup>TH</sup> STREET

### Crashes by Type



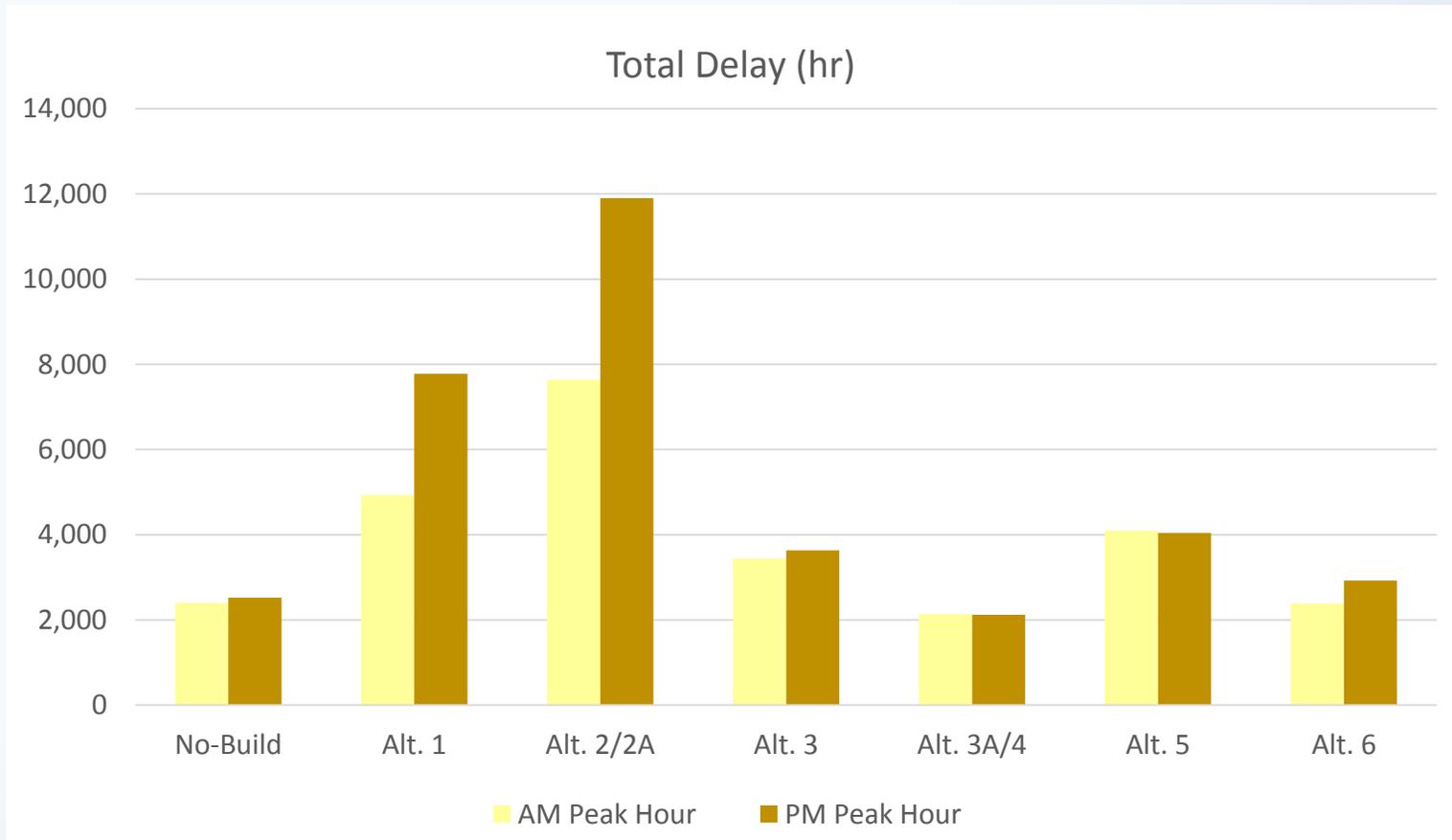
# Intersection Level of Service – AM Peak Hour

Intersection	No-Build	Alternative 1	Alternative 2/2A	Alternative 3	Alternative 3A/4	Alternative 5	Alternative 6
	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)
SW 8 <sup>th</sup> St. & SW 27 <sup>th</sup> Ave.	207.5	212.9	351.7	209.8	207.5	568.8	207.5
SW 8 <sup>th</sup> St. & SW 24 <sup>th</sup> Ave.	20.3	23.2	18.0	23.8	20.3	23.1	20.3
SW 8 <sup>th</sup> St. & SW 22 <sup>nd</sup> Ave.	83.8	146.0	145.5	173.5	83.8	123.7	83.6
SW 8 <sup>th</sup> St. & SW 21 <sup>st</sup> Ave.	20.3	10.9	13.5	43.0	20.3	8.9	20.3
SW 8 <sup>th</sup> St. & SW 19 <sup>th</sup> Ave.	44.3	39.8	38.5	85.0	45.7	50.0	45.7
SW 8 <sup>th</sup> St. & SW 17 <sup>th</sup> Ave.	75.3	133.9	136.7	153.7	75.3	110.6	75.3
SW 8 <sup>th</sup> St. & SW 12 <sup>th</sup> Ave.	29.4	92.4	96.4	122.2	29.6	33.9	33.0
SW 8 <sup>th</sup> St. & SW 11 <sup>th</sup> Ave.	6.8	8.4	11.0	10.6	6.8	34.8	6.8
SW 8 <sup>th</sup> St. & SW 8 <sup>th</sup> Ave.	25.0	60.8	68.5	92.9	25.1	52.4	24.6
SW 8 <sup>th</sup> St. & SW 5 <sup>th</sup> Ave.	73.7	35.9	47.6	132.6	73.7	33.2	73.7
SW 8 <sup>th</sup> St. & SW 4 <sup>th</sup> Ave.	56.7	252.6	247.7	98.5	55.9	22.5	60.2
SW 8 <sup>th</sup> St. & SW 3 <sup>rd</sup> Ave.	43.2	256.7	256.2	23.5	16.5	17.4	15.8
SW 8 <sup>th</sup> St. & SW 2 <sup>nd</sup> Ave.	153.2	301.8	309.1	229.7	117.4	45.2	118.0
SW 8 <sup>th</sup> St. & SW 1 <sup>st</sup> Ave.	71.5	254.7	254.2	189.8	71.5	18.1	71.0
SW 8 <sup>th</sup> St. & S. Miami Ave.	46.5	65.4	64.6	89.6	48.8	19.8	48.8
SW 8 <sup>th</sup> St. & Brickell Ave.	176.2	113.7	157.5	297.2	185.2	154.8	185.2
SW 7 <sup>th</sup> St. & Brickell Ave.	37.1	69.2	61.1	27.2	37.1	243.8	37.1
SW 7 <sup>th</sup> St. & S. Miami Ave.	9.2	39.5	80.9	9.6	9.7	38.9	11.4
SW 7 <sup>th</sup> St. & SW 1 <sup>st</sup> Ave.	31.8	184.7	319.9	30.8	31.0	45.4	33.7
SW 7 <sup>th</sup> St. & SW 2 <sup>nd</sup> Ave.	32.7	104.2	331.7	65.8	31.0	275.0	51.2
SW 7 <sup>th</sup> St. & SW 3 <sup>rd</sup> Ave.	37.4	29.5	186.8	34.6	29.8	57.4	28.9
SW 7 <sup>th</sup> St. & SW 4 <sup>th</sup> Ave.	94.2	342.2	783.2	51.1	30.8	116.6	46.3
SW 7 <sup>th</sup> St. & SW 8 <sup>th</sup> Ave.	24.9	133.4	339.9	47.8	25.6	119.1	40.2
SW 7 <sup>th</sup> St. & SW 12 <sup>th</sup> Ave.	45.3	125.3	312.2	108.1	45.8	107.5	100.2
SW 7 <sup>th</sup> St. & SW 16 <sup>th</sup> Ave.	29.2	4.5	51.7	38.0	29.2	48.8	33.0
SW 7 <sup>th</sup> St. & SW 17 <sup>th</sup> Ave.	70.9	175.7	348.8	125.0	70.9	149.4	124.5
SW 7 <sup>th</sup> St. & SW 19 <sup>th</sup> Ave.	19.6	22.3	135.2	25.7	19.9	70.2	23.0
SW 7 <sup>th</sup> St. & SW 22 <sup>nd</sup> Ave.	39.5	142.0	316.6	68.8	39.5	50.4	67.4
SW 7 <sup>th</sup> St. & Beacom Blvd.	45.7	180.9	357.4	99.7	48.4	50.6	95.1
SW 7 <sup>th</sup> St. & SW 27 <sup>th</sup> Ave.	33.7	66.1	90.3	17.8	13.6	45.7	13.6

# Intersection Level of Service – PM Peak Hour

Intersection	No-Build	Alternative 1	Alternative 2/2A	Alternative 3	Alternative 3A/4	Alternative 5	Alternative 6
	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)
SW 8 <sup>th</sup> St. & SW 27 <sup>th</sup> Ave.	159.9	163.6	354.8	153.0	154.7	474.6	153.3
SW 8 <sup>th</sup> St. & SW 24 <sup>th</sup> Ave.	20.9	43.8	65.4	28.3	17.7	24.2	16.6
SW 8 <sup>th</sup> St. & SW 22 <sup>nd</sup> Ave.	43.9	154.9	166.4	144.5	58.1	159.4	58.8
SW 8 <sup>th</sup> St. & SW 21 <sup>st</sup> Ave.	16.3	15.4	22.3	32.6	18.3	34.0	19.5
SW 8 <sup>th</sup> St. & SW 19 <sup>th</sup> Ave.	52.4	47.5	47.5	101.8	52.4	52.0	55.8
SW 8 <sup>th</sup> St. & SW 17 <sup>th</sup> Ave.	64.4	177.6	180.3	119.4	54.9	129.8	55.3
SW 8 <sup>th</sup> St. & SW 12 <sup>th</sup> Ave.	77.0	166.7	168.0	134.8	44.9	116.0	50.1
SW 8 <sup>th</sup> St. & SW 11 <sup>th</sup> Ave.	8.0	8.3	8.3	11.6	8.5	47.6	9.0
SW 8 <sup>th</sup> St. & SW 8 <sup>th</sup> Ave.	12.9	87.1	99.2	31.2	13.2	36.0	21.2
SW 8 <sup>th</sup> St. & SW 5 <sup>th</sup> Ave.	37.4	125.1	145.0	79.4	40.9	116.1	61.6
SW 8 <sup>th</sup> St. & SW 4 <sup>th</sup> Ave.	51.9	146.3	155.7	63.6	60.1	67.6	55.9
SW 8 <sup>th</sup> St. & SW 3 <sup>rd</sup> Ave.	45.6	193.1	222.6	29.5	25.3	39.0	23.3
SW 8 <sup>th</sup> St. & SW 2 <sup>nd</sup> Ave.	55.6	314.0	311.2	95.3	42.8	113.8	39.2
SW 8 <sup>th</sup> St. & SW 1 <sup>st</sup> Ave.	56.6	152.2	146.7	89.0	58.8	20.6	60.6
SW 8 <sup>th</sup> St. & S. Miami Ave.	45.7	58.2	59.3	57.1	49.3	22.3	52.9
SW 8 <sup>th</sup> St. & Brickell Ave.	195.0	96.2	123.2	202.9	125.1	82.0	120.1
SW 7 <sup>th</sup> St. & Brickell Ave.	75.7	135.5	139.7	72.7	75.9	406.7	72.7
SW 7 <sup>th</sup> St. & S. Miami Ave.	16.2	36.4	78.7	20.9	16.2	36.3	18.6
SW 7 <sup>th</sup> St. & SW 1 <sup>st</sup> Ave.	25.2	121.3	338.2	48.8	27.4	41.1	50.7
SW 7 <sup>th</sup> St. & SW 2 <sup>nd</sup> Ave.	115.3	120.3	326.6	108.6	127.2	164.0	108.6
SW 7 <sup>th</sup> St. & SW 3 <sup>rd</sup> Ave.	76.2	43.0	310.1	43.5	38.4	49.5	43.8
SW 7 <sup>th</sup> St. & SW 4 <sup>th</sup> Ave.	226.8	268.9	1,355.2	231.1	96.8	231.1	214.0
SW 7 <sup>th</sup> St. & SW 8 <sup>th</sup> Ave.	55.0	107.9	350.6	174.8	62.3	70.2	153.7
SW 7 <sup>th</sup> St. & SW 12 <sup>th</sup> Ave.	124.5	126.5	392.5	280.1	181.2	124.4	302.4
SW 7 <sup>th</sup> St. & SW 16 <sup>th</sup> Ave.	34.0	5.4	80.8	51.4	37.3	47.8	51.4
SW 7 <sup>th</sup> St. & SW 17 <sup>th</sup> Ave.	105.3	180.0	374.6	194.3	106.7	106.7	194.3
SW 7 <sup>th</sup> St. & SW 19 <sup>th</sup> Ave.	42.5	16.9	178.8	67.4	45.2	77.8	67.6
SW 7 <sup>th</sup> St. & SW 22 <sup>nd</sup> Ave.	62.9	204.6	394.1	127.6	64.0	46.0	128.4
SW 7 <sup>th</sup> St. & Beacom Ave.	143.9	161.6	429.4	113.8	46.3	10.9	113.8
SW 7 <sup>th</sup> St. & SW 27 <sup>th</sup> Ave.	33.1	46.8	86.1	25.2	22.7	20.4	24.8

# Network Statistics (Synchro Models)



# Environmental Analysis

- **SOCIAL AND ECONOMIC**

Social Services, Religious Centers and Group Care Facilities

- **CULTURAL**

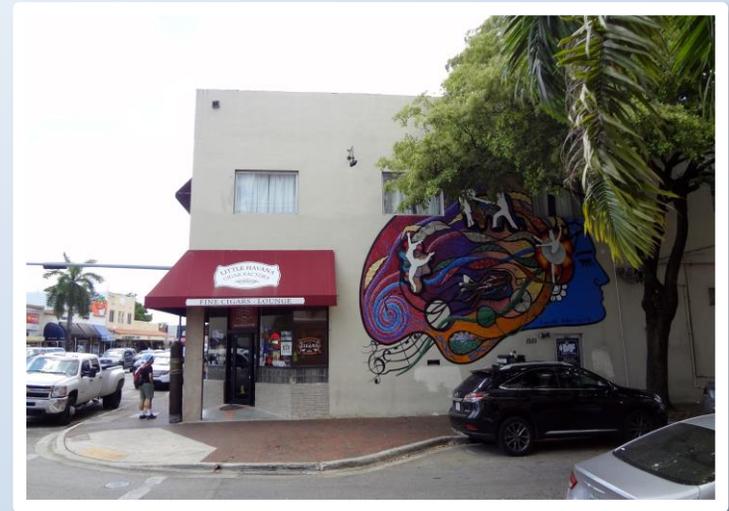
Historic Resources and Recreational,  
Section 4(f)

- **NATURAL**

Water Quality, Wetlands, and Wildlife

- **PHYSICAL**

Contamination, Air Quality, and Noise

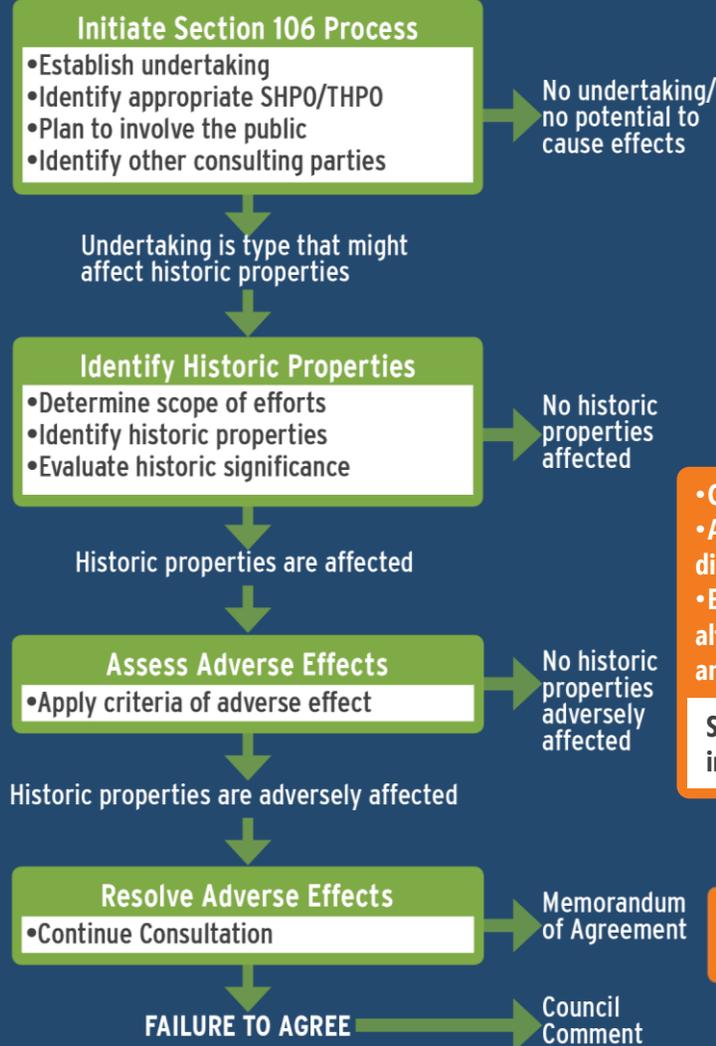


# Cultural and Historic Highway Laws

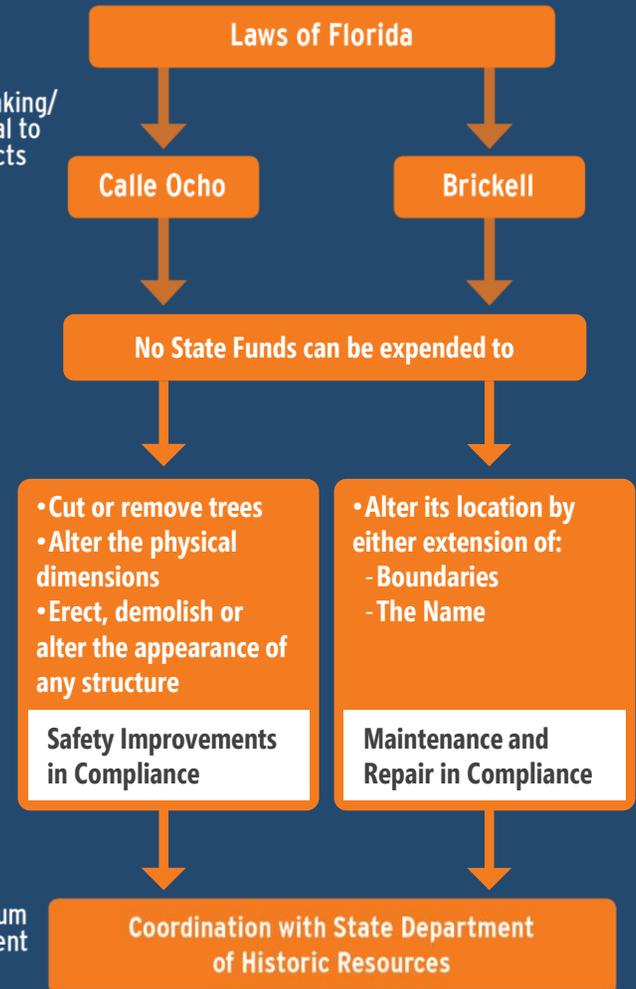
## Section 4(F)



## SECTION 106 PROCESS



## HISTORIC HIGHWAYS



# Potential Section 4(f) Resources

Section 4(f) is part of federal law that requires special effort be made to protect publicly owned parks and recreational lands.



# Cultural Resources – Section 106

## Historic Resources within the Area of Potential Effect

- 33 previously recorded buildings
- Possible historic district
- Over 400 unrecorded historic buildings
- National Register – eligible FEC railway
- Two state historic highways: Calle Ocho and Brickell Avenue



# Historic Highway Law - Calle Ocho

**LAWS OF FLORIDA - July 1986 - CHAPTER 86-308 - Brickell Ave. to SW 74<sup>th</sup> Ave.**

An act relating to preservation; designating Calle Ocho as a state historic highway; providing definitions; prohibiting the use of state funds for certain physical changes on or near Calle Ocho; requiring approval of the Division of Archives, History, and Records Management of the Department of State.

## **Be It Enacted by the Legislature of the State of Florida:**

No state funds shall be expended by any public body or agency for any of the following:

- To alter the physical dimensions or location of Calle Ocho, except for the addition of primary or secondary roads intersecting the limits of Calle Ocho.
- To erect, demolish, or significantly alter the appearance of any structure, including but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Calle Ocho.
- Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Calle Ocho or structures adjacent thereto, provide the physical dimensions and location of Calle Ocho and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency and local government having jurisdiction over the portion of Calle Ocho Involved.

# Historic Highway Law - Brickell

Legislation signed on June 2007, declaring Brickell Avenue a state historic road and prohibiting the Brickell Avenue name to be extended beyond its Miami River north boundary.

The state historic designation of the roadway recognizes that Brickell Avenue, stretching from Miami River south to 25th Road, has distinct cultural, historic, architectural, recreational, natural and/or scenic resources value.

No state funds shall be spent by a government agency to alter Brickell Avenue's boundaries or extend its name.

# Natural Environment

## WATER QUALITY

- Biscayne Aquifer is a sole source aquifer  
No adverse health or environmental impacts to the aquifer system anticipated. Regulatory concurrence from EPA will be requested.

## SPECIAL DESIGNATIONS

- Biscayne Bay Aquatic Preserve;  
Outstanding Florida Waters

Note: Includes Miami River in vicinity of project – ETDM Moderate Degree of Effect, due primarily to proximity to Biscayne Bay



## WETLANDS AND ESSENTIAL FISH HABITAT

- No direct impacts expected

## WILDLIFE AND HABITAT

- Assessment of wildlife and habitat will be conducted

# Physical Environment

## CONTAMINATION IMPACT ASSESSMENT

Potential contamination sites:

- Gas stations, dry cleaners, light industry
- Typical for dense complex urban environment

Main area of concern: I-95 Interchange

- Subsurface construction may impact soil and/or groundwater
- Evaluate underground utility work, stormwater pond locations, ROW acquisition

## AIR QUALITY

- Air Quality Technical Memorandum

## NOISE

- Noise Study Report





# Next Steps

- **Alternatives Public Workshop** August 14, 2018
- **PAG Meeting** February 2019
- **Public Hearing** March 2019
- **Location Design Concept Acceptance** September 2019

# Questions / Comments

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**[www.fdotmiamidade.com/CalleOchoStudy.html](http://www.fdotmiamidade.com/CalleOchoStudy.html)**