Project Advisory Group Meeting No. 1

Date:	Thursday, November 17, 2016
Time:	5:30 p.m. to 7:30 p.m.
Location:	Shenandoah Park Rene Janero Recreation Center 1800 SW 21st Avenue Miami, Florida 33145
Attendees:	See Sign-in Sheet at the End of this Document

Florida Department of Transportation (FDOT) Project Manager, Bao-Ying Wang. P.E., welcomed the attendees. HNTB Project Manager Vilma Croft introduced the project team members and asked everyone to introduce themselves and describe their affiliations. Consultant Public Involvement Manager Eileen LaSeur gave a brief description about the purpose of a Project Advisory Group (PAG). The PAG will serve as an advisory board to help the FDOT and the study team gather local input and then disseminate information back to the impacted stakeholders and communities. Ms. Croft then reviewed a slide presentation about the Project Development and Environment (PD&E) Study and invited the participants to ask questions and provide comments.

Following is a summary of the meeting discussion:

Frank Schnidman:	Does the crash analysis include cars with cars and cars with pedestrians?
Carlos Alba:	Yes – it includes all types of crashes within the project corridor.
David Henderson:	Do you have details about the pedestrian accidents including injuries and fatalities?
Carlos Alba:	Yes – the crash reports include this type of information.
Frank Schnidman:	Do you get the crash reports from the City of Miami Police Department?
Carlos Alba:	Yes – FDOT and police reports are used for the analysis.
Joe Pena:	What do you mean by “sideswipe” accidents?
Carlos Alba:	Sideswipe accidents happen when two vehicles are driving next to one another in the same direction and the sides of the two vehicles contact one another. We get information about the types of crashes from the police reports.
Alfredo Bared:	Every accident that happens is reported and documented.
Joe Pena:	What causes sideswipe accidents?
Carlos Alba:	Where there is heavy congestion, combined with parallel parking and limited space, sideswipe accidents occur. Sideswipe accidents often happen when one driver makes a lane change without first looking to make sure there is no car already in the other lane.
Joe Pena:	What about economic impacts? Do you have any data on that?

Vilma Croft: We are mainly looking at level of service (LOS) and moving traffic. The FDOT doesn't prepare economic impacts.

Joe Pena: The different alternatives you are evaluating will each have different impacts.

Miguel Soliman: It's been a disaster on Flagler Street. We can't have the same results for this project. The businesses can't take the interrupted traffic flow along SW 8th Street. We need to have the work done section-by-section without destroying five to six blocks at a time. Businesses along Flagler Street have been forced to close down. The Miracle Mile project was done section-by-section and it had less impact to the businesses. You need to plan the entire project from the very beginning.

Bao-Ying Wang: This project is in the study phase. Maintenance of traffic (MOT) is developed during the design phase. We will come up with an alternative that will move forward into the design phase. First we need community consensus on an alternative.

Miguel Soliman: You need to address this from the beginning.

Vilma Croft: The purpose of this project is to improve safety within the project limits. Alternatives will be developed to address the purpose and need of the project.

Brenda Betancourt: If the goal is about LOS and moving cars, we're talking about traffic in front of our houses. Motorists want to drive 60 miles per hour through our residential neighborhoods. You do your analysis and decide what you want to do, then, you go ahead and do it. Are you going to give us the status of this project now?

Frank Schnidman: What we have tonight is not an agenda package. Where are the documents?

Vilma Croft: We are at the very beginning of the study. There are no documents to review at this point.

Frank Schnidman: What was the study they conducted before this one?

Vilma Croft: The earlier study was a "Feasibility Study." We're looking at the LOS for all modes of transportation: bicycles, pedestrians, automobiles and transit.

Miguel Soliman: Sometimes residents want different things. Some don't want to break up the street and make a mess. Some want the streets to be two-way. How does the FDOT facilitate all of these different opinions? This is just a "for show" meeting. Look what they already did to 8th Street.

Vilma Croft: This is the information we have at this time. We will share additional information as it becomes available.

Alfredo Bared: There will be impacts to traffic, businesses and the economy. This project could have a tremendous impact on the economy.

Vilma Croft: The FDOT's number one priority is safety.

Miguel Soliman: That is all good if we give you the benefit of the doubt. There are many businesses on SW 8th Street. I live on SW 6th Street. I don't want a repeat of what has been happening. I can only assume the same thing will happen. You need to prove to us that this project will be different.

Vilma Croft: First we need to select an alternative that will benefit the community and address the safety needs. The construction details will be developed during the design phase.

Colin Worth: You need to make a deal with the property owners and the businesses. The City of Miami does phased construction. I would suggest that the FDOT make a note that there are extreme concerns about the construction phasing. The business owners don't want to see a change if they'll be losing their businesses.

Bao-Ying Wang: This project is only a study. The construction phasing will be determined during the design phase.

Joe Pena: I've lived here for 30 years. The traffic has been going back and forth. This is about more than the traffic. You need to expand the services.

Brenda Betancourt: You say that this is an environmental study. Do you collect data about public transit use? This corridor is used heavily by transit. Do you see that debris and no sidewalk during construction are real issues? Could you also look at lighting as part of the environmental study?

Vilma Croft: Transit LOS is part of the traffic analysis for the project.

Brenda Betancourt: We need to know the number of transit riders and the transit routes, etc.

Carlos Alba: We will need to obtain the bus ridership and the bus stop locations in order to define the LOS for transit.

Brenda Betancourt: We have commercial and residential areas. The amount of lighting along SW 7th Street can be very disturbing for the residents. What about quality of life?

Vilma Croft: We will be conducting air and noise analysis. We will also evaluate the existing lighting.

Brenda Betancourt: When you look at the lighting, can you come up with something that would block some of the light from the residential properties? You also need to remember that this is a historic neighborhood.

Vilma Croft: The historic factor has more to do with the physical characteristics of the area. We will look into the lighting.

Jed Royer: The Shenandoah Homeowners' Association meets every month. Here is a list of some of their concerns:

- Safety – Parking on 8th Street helps shelter pedestrians from the through-traffic. There is less protection on 7th Street without the parking.

- Two-way Traffic –There are concerns that changing the traffic to two-way and having motorists going both ways will cause more of the traffic to cut through the local neighborhoods where there are speed bumps, etc. This is a big concern.
- City Planning – The streets don't line up.
- Merchant Impacts – The business owners don't want this project to happen. They don't want the two-way streets.
- Aesthetics – We want the streets to maintain their historic character. We would like to have attractive, period-style light fixtures and beautiful brick sidewalks/crosswalks.
- Maintenance -- We will need to press the residents into helping maintain and keep the area clean.
- Additional Parking – There is a need for additional parking. This would be up to the City of Miami.
- Left/Right Turns - There are many tour buses on 8th Street. Vehicles already have a hard time making right turns. It would even be difficult to make left turns if the streets have two-way traffic.

Colin Worth: These projects always cause disruptions. Are there are federal grants available for business owners? Does the FDOT have a plan when construction starts to have resources available for the community during disruptions so they can get help for their businesses?

Michael Roman: Have you started to look at alternatives for the Interstate 95 (I-95) ramps on SW 8th Street and SW 7th Street?

Carlos Alba: We will coordinate the alternatives for the interstate ramps with traffic modeling.

Michael Roman: On the pedestrian side, you should lower the speed limits and enforce them. There are concerns for the pedestrian crossings/crosswalks. There are no lights for the crosswalks. You may need to establish a pedestrian zone at some locations.

Vilma Croft: You are telling us that the pedestrians feel safer with the on-street parking. If people want bicycle lanes, some of the parking would need to be removed. You would also like to have landscaping, etc. The improvements have to be done within the existing right of way.

Colin Worth: How will you facilitate compromise within the community?

Carlos Alba: The alternatives will be evaluated to see how they can best address the purpose and need for the project, while minimizing impacts and addressing community concerns.

Joe Pena: When was the last analysis done? Was it in 1995?

Carlos Alba: We are using the most recent traffic model.

Joe Pena: The volume of traffic relates to the vehicles. We need to look at safety. We appreciate you for listening to us. We are interested in safety, the aspects of the design and

beautification. The Miami-Dade College has over 90,000 students. These students are crossing the streets. We need street lights and bicycle lanes. The proximity of the traffic signals impede beautification. You need to look at one block further than 7th Street. Areas near the campus could be refurbished into green space with student drop-offs at the western tip of the project.

Katie Grant: There are numerous schools, churches and assisted living facilities within the project corridor. We need to have more crosswalks, not just improvements for the ones we already have. There are no crosswalks in many areas where we need them and there is no lighting to help pedestrians cross. Some of the schools don't even have crosswalks. Will you take that into consideration? There is no way to stop traffic to safely cross 7th Street. Lives are in danger when people need to cross the street. There are new development projects for apartments, shopping centers, etc. It will only get worse.

Carlos Alba: The traffic model incorporates the approved land uses.

Katie Grant: There are plans to build an additional 4,000 housing units on 7th Street.

Bao-Ying Wang: The traffic model we are using includes the planned communities, existing and future. We are looking into pedestrian crossings for that development.

Colin Worth: The FDOT uses a "cookie-cutter" approach. We want to have a complete streets plan which integrates land use in different contexts, as well as analyzing and evaluating different segments of the corridor. We need to discuss transit in the traffic demand forecast model. What is your assumption to an integrated approach? What are the details you will be presenting? We have not been shown what will go into the analysis.

Carlos Alba: We have a traffic and modeling forecast. We are looking at land use projects. As the project progresses we will have more information to share with you.

Jose Casanova: I was involved in city planning seven years ago. At that time, they were already anticipating tremendous growth.

Carlos Alba: We are using a new forecast model and coordinating with the City of Miami on the projections, using approved data.

Colin Worth: The city is using current traffic modeling and data.

Brenda Betancourt: What are the peak hours you are using for traffic counts?

Carlos Alba: We are using from 8 a.m. to 9 a.m. and 4:45 p.m. to 5:45 p.m. We are also using interstate traffic counts to determine peak hours. We are evaluating the overall system to determine peak hours.

Brenda Betancourt: I live on SW 7th Street and I see a different number for peak hours in pedestrian and bicycle activity. At 6:15 a.m. there are bicyclists going to work due to construction delays. You need to make sure your peak hours reflect the time between 6:30 a.m. and 7:30 a.m. on SW 8th Street. There is a lot of traffic at that time. You will lose a lot of

information if you don't keep these hours in mind. There are school buses, etc., at that time as well.

Carlos Alba: We are collecting a wide-range of data. We'll be looking at three to four hours in the morning and three to four hours in the evening.

Brenda Betancourt: Every morning and every evening there is a lot of bicycle traffic. Many residents park their cars in Little Havana and then bike to their jobs downtown. Please look at a wide-range of transportation.

Miguel Soliman: Have you considered automated cars as part of multi-modal transportation? They are the quickest way to get from A to B.

Vilma Croft: We count all traffic when we perform the traffic counts.

Miguel Soliman: How would an Uber-type system without drivers affect the traffic counts? You need to consider that as well. They are part of the future of transportation.

Steve Wright: Most millennials don't own a car. They prefer using Uber-electric vehicles. Technology will change. You need to consider this type of system.

Carlos Alba: We use the traffic models to project numbers. We are coordinating with the City of Miami and will continue to assess and collect survey data for projections.

Vilma Croft: The traffic model we are using comes from the Miami-Dade Metropolitan Planning Organization (MPO). The MPO comes up with a regional model. The MPO plans the projects area-wide and looks at the most recent trends.

Colin Worth: The charts you had in the presentation show changes.

Vilma Croft: The charts in the presentations show the crash data.

Colin Worth: The volumes will continue to increase in multi-modal transit and bicycle traffic as well.

Vilma Croft: We are not considering adding lanes. To maximize the existing space we would have to remove parking to add bicycle lanes or look at shared-use lanes.

Jed Royer: When you do your analysis, keep the kids in mind.

Brenda Betancourt: Some motorists want to park in front or residences.

Michael Roman: The data you have shown illustrates you can't create a unified voice. Some residents want parking, some do not. I don't know how you can compromise and come up with a plan.

Vilma Croft: If there is no consensus, the "no build" alternative is always a solution and no improvements would be considered.

Michael Roman: That is a valid point. You are trying to get the community to come together and come to a consensus, or nothing will be done.

Miguel Soliman: The FDOT needs that data. The FDOT is printing newspapers and putting information on the world-wide web. This is our living and it's our world. Be sensitive to our needs.

Pablo Canton: I know how the businesses and residents feel. We need to have a consensus. The businesses will be the most affected. We can't take the parking spaces. If the parking goes, it will kill the businesses. If you change SW 8th Street and SW 7th Street to two-way streets, the traffic will be bumper-to-bumper. Everybody is trying to get away from the City Center and Brickell area. The traffic will start to channel through the residential neighborhoods. We need more public transportation. If you take a lane off, it will narrow the traffic. Most are against taking the parking and two-way traffic is a safety issue. Start with the crosswalks, flashing lights, speed monitors, issue fines and enforce the laws. You need to look at all of the scenarios.

Miguel Soliman: Have you looked at an overhead light rail system? I'm talking about a small light rail system.

Carlos Alba: The MPO looks at regional transit mobility. This corridor project is not part of that.

Joe Pena: Maybe this is an opportunity for bicycle lanes and other improvements.

Brenda Betancourt: We're going off track here. What do we want to look at as part of this study? We have to come together and be specific. Saturday and Sunday traffic is important, too. There are a lot of tourists who are pedestrians. You need to consider that as well. That affects the overall usage.

Michael Roman: Look at the past and the current usage. Bicycling and walking have become more of a transportation norm. Not all residents want SW 8th Street and SW 7th Street to be a passageway to the Brickell area. If you look at other cities, you will see the changes they have made. Various modes of transportation are becoming the norm. We need to look forward. What will we see 30 years from now? There will be mixed types of usage – not just cars. We need to connect areas in other ways. What will be best for the community needs and be something we can take into the future. Think globally about businesses, residents, visitors, etc.

Brenda Betancourt: Why does Brickell have a walkability plan for the businesses and people who live there? Little Havana has businesses and residents. It's not only the business owners who are concerned. You need to think about the people who live there as well. You need to consider all of it. Where you have a walkable community you have a great economy. It's vibrant.

Brenda Betancourt: I'm a business owner. It's important to have parking spaces, but I would choose bicycling over parking. A lot of the businesses are used by the local residents. If I had to sacrifice a parking space to improve walking, I would do that.

Joe Pena: You should take a survey along SW 8th Street to see how the business owners feel.

Vilma Croft: We would like to select a chairperson for the group.

Group: Michael J. Roman, City of Miami Community Partnerships Manager and Live Healthy Little Havana, was selected as the PAG Chairman.

Michael Roman: I will accept the position of PAG Chairman. When will you have some additional data to show the PAG?

Vilma Croft: The next PAG meeting will be scheduled for January/February 2017. We will have more information to present to you at that time.

Miami-Dade College offered its facilities for future PAG meetings.

END OF MEETING SUMMARY

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

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

PROJECT ADVISORY GROUP MEETING - November 17, 2016 - SIGN-IN SHEET / HOJA DE FIRMAS

Name / Nombre	Affiliation / Conexión	Address / Dirección	Email / El Correo Electrónico	Phone / Teléfono	How Did You Find Out About This Meeting? Cómo se enteró de esta reunión?
Frank Schmidman	Retired	P.O. Box 11339 Fort Lauderdale 33339	SCHMIDMANF@EARTHLINK.NET	954-599-8715	E-mail
Katie Gant	The Roads	120 SW 19th Road Miami, FL 33129	gant.katie@gmail.com	305-243-3056	e-mail
Janelle Fernandez	Miami Dade College	627 SW 27th Ave. Miami, FL 33135	jferrana2@mdc.edu	305-237-6286	email
FABIAN DE LA ESPRIELLA	MIAMI DDA		delaespriella@miamidda.com		email
JOE PENA	Miami Dade Colle		joe.pena@mdc.edu	305-237-7208	wise
Michael Roman	City of Miami / Live Healthy Little Havana	444 SW 2nd Ave 5th Floor Miami, FL 33130	mroman@miamigov.com	(305)416-1618	email
Steve Wright	Miami Urban Futures Initiative	2916 SW 27 Ave Miami FL 33133	steve@pkurba.com	305 776 -7231	email from Juan Mullera
David Henderson	MPO	111 NW 1st St #920 Miami 33128	dhenderson@miamidadempo.org	305-375-1647	email
Collin Worth	City of Miami Office of Trans	444 SW 2nd Ave 8th FL 33130	CWORTH@miamigov.com	305-416-1022	CWORTH@Miamigov.com
DAVID COLLINS	Little Havana BID	Calle Ocho	davidbarrycollins@gmail.com	305-78-5238	
JED ROYER	(USNA) SHENANDOAH ASSOC	1530 SW 11th Ter Miami FL 33135	Royerart@gmail.com	305 979 5234	WOM + EMAIL
JOSE CASANOVA	ARCHITECT - URBAN PLANNER	8325 SW 132 St Miami, FL 33156	JCASANOVA@BELLSOUTH.NET	(305)298-5238	E-MAIL
ALFREDO BARED	Retired (MPD)	200 S.E. 15 Rd 4-C Miami, FL 33129	ALFBARED@Gmail.com.	305 807 6482	email.
Rosa Fernandez	Resident/Business Owner	1020 SW 7 Street #9 Miami FL 33130.	Rfern007@fiu.edu.	786 255 4644	Email.
MIGUEL SOLIMAN	RESIDENT	1436 S.W. 6 ST. MIAMI, FL. 33135	MIGUELGSOLIMAN@gmail.com	7/306-9454	EMAIL

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 - November 17, 2016 - SIGN-IN SHEET / HOJA DE FIRMAS

Name / Nombre	Affiliation / Conexión	Address / Dirección	Email / El Correo Electrónico	Phone / Teléfono	How Did You Find Out About This Meeting? Cómo se enteró de esta reunión?
Carlos Fausto Miranda		1110 sw 8th St Miami	CFMC faustocommercial.com	3054342258	
Brenda M. Betancourt	Representing Rep. David Richardson	1465 SW 8 St #104B Miami, FL 33135	brendabetancourt@me.com	(786) 523-1310	PAC
BAO-YING WANG	FDOT	1000 NW 111 Ave Miami, FL 33172	baoying.wang@dot.state.fl.us	305 470 5211	
Carlos A. Alba	HNTB		calba@HNTB.com	305-222-1456	
	GCA				
VILMA CROFT	HNTB		VCROFT@HNTB.COM	305-222-1457	

FDOT

Financial Management Number: 432639-6-22-01

Federal Aid Project Number: 0202-054-P

Efficient Transportation Decision Making Number: 14230

Project Development & Environment (PD&E) Study

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

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

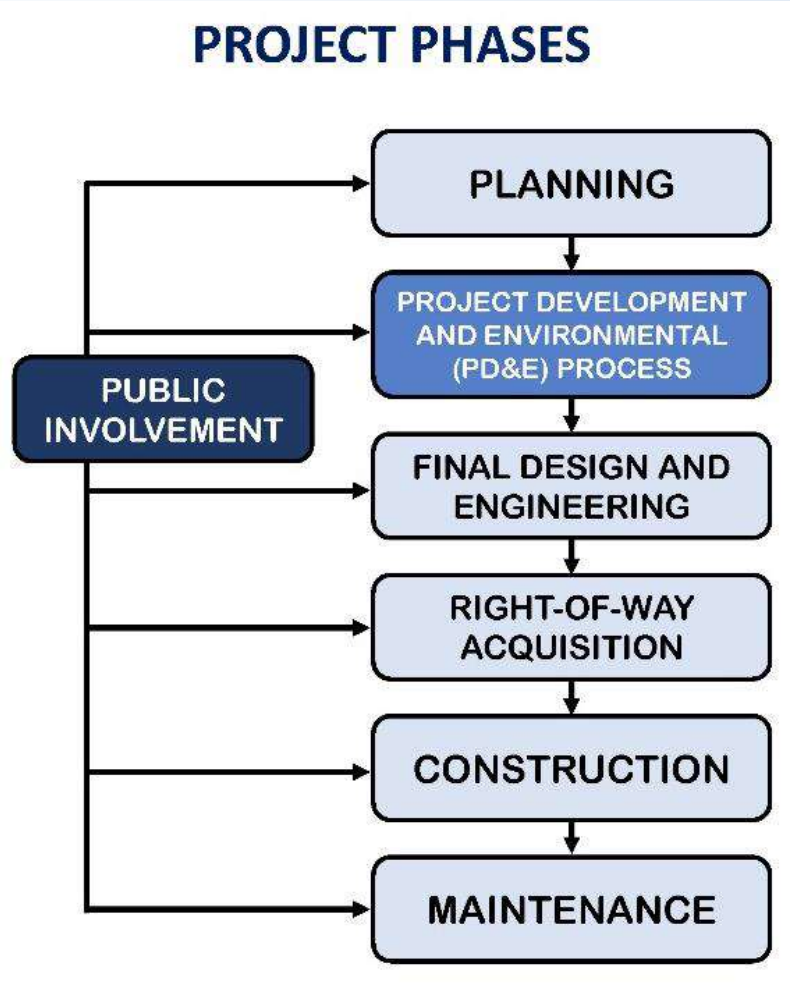
November 17, 2016

Presentation Outline

- Introduce the Project
- Outline the Study Process
- Project Discussion

Project Development & Environment (PD&E) Study

The objective of a PD&E Study is to develop viable engineering solutions that address the purpose and need for the project, incorporate community and agency input, and minimize effects to the natural and social environment.



PD&E Study Process

Study Area

From SR 9/SW27th Avenue to SR 5/US-1/Brickell Avenue

Study Area

SIX NEIGHBORHOODS

West Flagler Shenandoah Little Havana

The Roads Brickell Riverside

Study Area

STATE HISTORIC HIGHWAYS

- SW 8th Street/Calle Ocho
  From the Palmetto Expressway (SW 74th Avenue) to Brickell Avenue

- Brickell Avenue
  From the Miami River south to SE 25th Road

Purpose and Need

- Safety

  - Improve Safety

Crash data collected for 2011 to 2014
Crash data for 2015 will be collected

Data analyzed yearly by:

- Crash Type
- Severity
- Lighting Conditions
- Surface Conditions
- Weather Conditions
- Day of the week & time

Purpose and Need

- Traffic Operations
  - Improve traffic operations and multimodal level of service

Substantial growth in transportation demand is anticipated through 2040 – 0.89% to 1.9% annually.

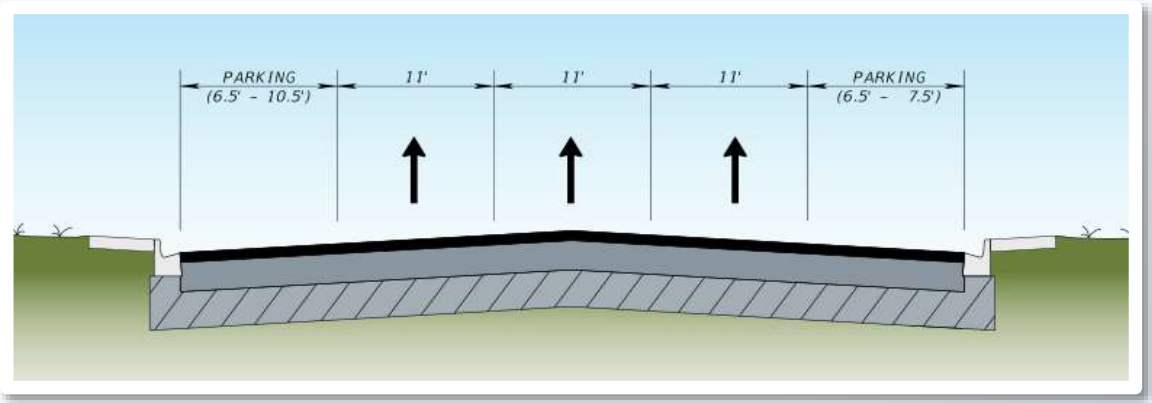
Note: Multimodal level of service (LOS) is a measure used to evaluate all modes of transportation (automobile, pedestrian, bicycle, and transit) in order to assess the efficiency of the transportation facility. A LOS A being the best and LOS F being the worst.

Purpose and Need

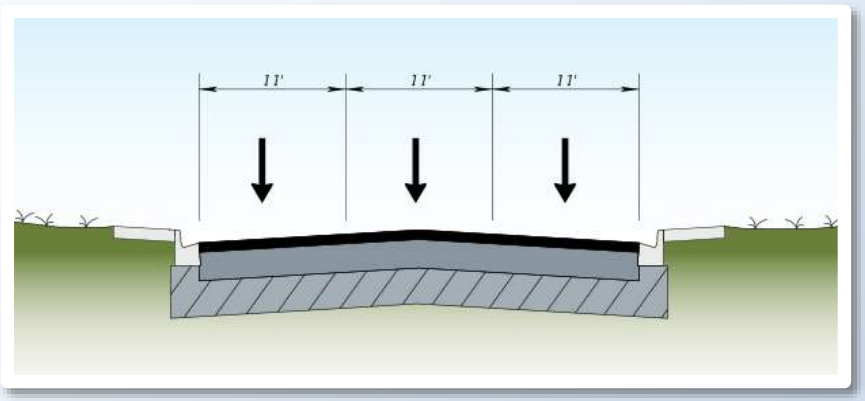
- Social Demands and Economic Development
  - Improve access to urban central business districts
- Modal Interrelationships
  - Improve multimodal connectivity

EXISTING CONDITIONS

ROADWAY



SW 8th Street



SW 7th Street

EXISTING CONDITIONS

STRUCTURES

- I-95 southbound over Miami River - 870356
- I-95 northbound over Miami River - 870453
- I-95 northbound over SW 1st Avenue - 870451

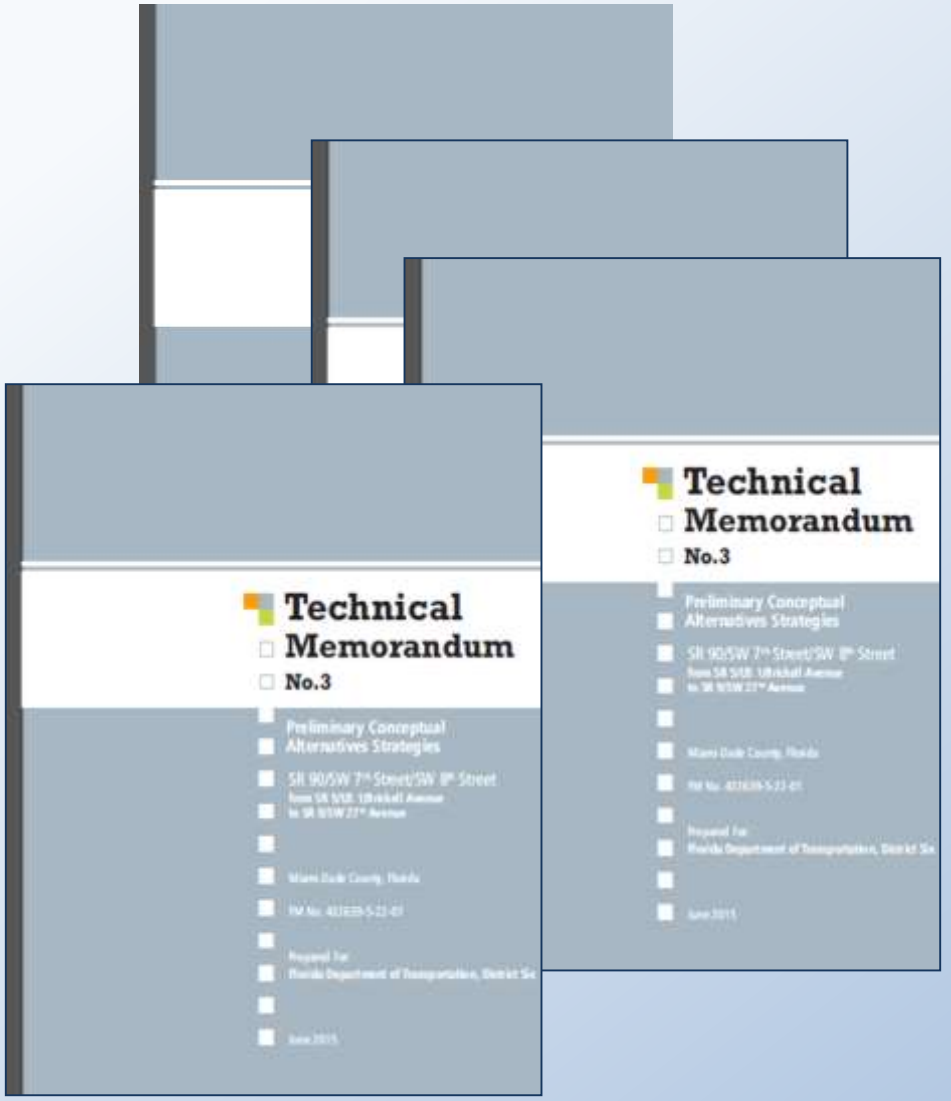
- Pre-stressed AASHTO beams
- No loading restrictions
- High sufficiency rating

Previous Planning Study

- **Feasibility Study-**

  Completed June 2015

  SR 90 from SR 5/Brickell Avenue to SR 9/SW 27th Avenue



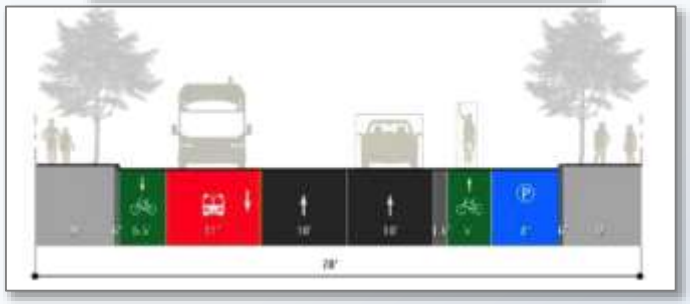
Previous Feasibility Study

PRELIMINARY BUILD SCENARIOS – SW 7TH/SW 8TH STREETS

2 Lanes + Transit

SW 7TH Street

SW 8TH Street



Mixed Traffic Flow Direction

Transit Flow Direction

2 Way

SW 7TH Street

SW 8TH Street

Mixed Traffic Flow Direction

Previous Feasibility Study

PRELIMINARY BUILD SCENARIOS – SW 7TH/SW 8TH STREETS

3 Lanes Reversed

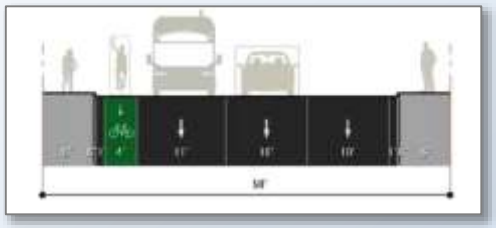
SW 7TH Street

SW 8TH Street

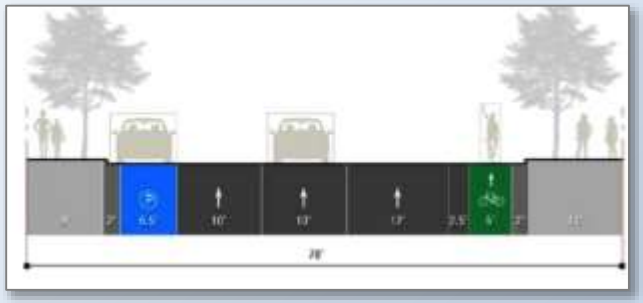
Mixed Traffic Flow Direction

3 Lane Alternative

SW 7TH Street



SW 8TH Street



Mixed Traffic Flow Direction

Previous Feasibility Study

PRELIMINARY BUILD SCENARIOS – I-95 INTERCHANGE

Alternative 1

Alternative 2

Alternative 3

Alternative 4

PD&E Study

STUDY COMPONENTS

- Engineering
- Environmental
- Public Involvement

Engineering – Complete Streets

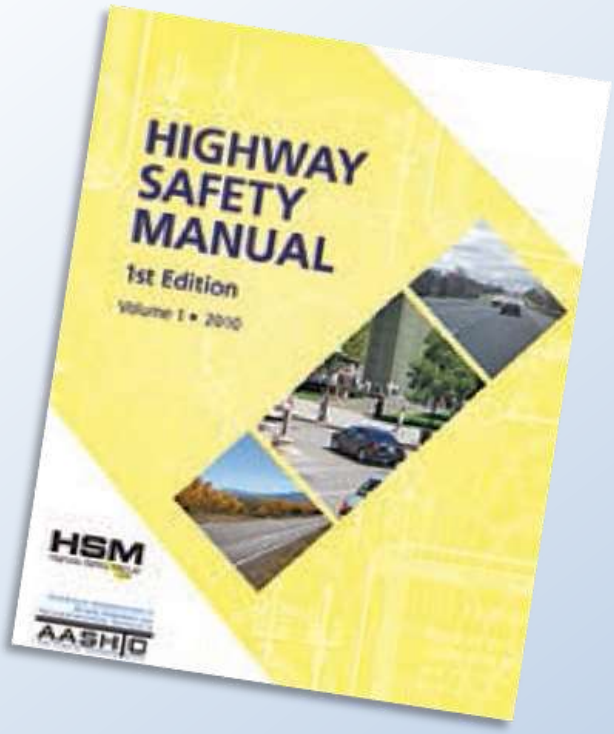
A street where the entire right-of-way is planned, designed and operated for all modes of transportation and all users regardless of age and ability.

- ADA accessible sidewalks with frequent and safe crossings
- Bicycle lanes
- Pedestrian lighting and accessible pedestrian signals
- Special bus lanes
- Comfortable and accessible public transportation stops
- Landscape curb extensions
- Roundabouts
- On-street parking

Engineering – Safety Analysis

Crash Analysis

- Highway Safety Manual
- Crash prediction procedures
- Analysis of Crash Types
- Calculation of Safety Ratio
- Identification of High Crash Locations
- Development of Mitigation Measures



Engineering – Safety Analysis

Crash Statistics – SW 8th Street

SW 8th Street from SW 27th Avenue to Brickell Avenue		Number of Crashes Year				4 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014			
CRASH TYPE	**Rear End**	**100**	**143**	**147**	**144**	**534**	**134**	**28.1%**
	Head On	1	2	0	1	4	1	0.2%
	Angle	86	114	115	131	446	112	23.5%
	Left Turn	10	10	13	8	41	10	2.2%
	Right Turn	0	7	2	4	13	3	0.7%
	Sideswipe	85	97	121	112	415	104	21.9%
	Backed Into	5	1	4	7	17	4	0.9%
	Pedestrian	9	15	20	10	54	14	2.8%
	Bicycle	6	4	7	5	22	6	1.2%
	Fixed Object	8	6	9	2	25	6	1.3%
	Other Non Fixed Object Collisions	14	21	22	17	74	19	3.9%
	Parked Motor Vehicle	11	20	18	16	65	16	3.4%
	Non-Collisions	0	4	2	2	8	2	0.4%
	Others	58	63	57	68	246	62	13.0%
	Total Crashes	**382**	**487**	**519**	**511**	**1899**	**475**	**100.0%**

Engineering – Safety Analysis

Crash Statistics – SW 7th Street

SW 7th Street from Brickell Avenue to SW 27th Avenue		Number of Crashes Year				4 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014			
CRASH TYPE	Rear End	54	75	96	144	369	92	24.6%
	Head On	0	0	0	1	1	0	0.1%
	Angle	94	164	132	131	521	130	34.7%
	Left Turn	2	2	8	8	20	5	1.3%
	Right Turn	0	2	1	4	7	2	0.5%
	Sideswipe	48	82	73	112	315	79	21.0%
	Backed Into	3	5	1	7	16	4	1.1%
	Pedestrian	10	4	6	10	30	8	2.0%
	Bicycle	0	1	3	5	9	2	0.6%
	Fixed Object	4	6	3	2	15	4	1.0%
	Other Non Fixed Object Collisions	3	1	3	17	24	6	1.6%
	Parked Motor Vehicle	3	1	3	16	23	6	1.5%
	Non-Collisions	5	2	0	2	9	2	0.6%
	Others	24	40	35	68	167	42	11.1%
	Total Crashes	**247**	**384**	**361**	**511**	**1503**	**376**	**100.0%**

Engineering – Safety Analysis

Total Crashes by Year – SW 8th Street

Engineering – Safety Analysis

Total Crashes by Year- SW 7th Street

Engineering – Traffic Analysis

Traffic Data:

- Review of TMCs from the Feasibility Study
- Calculation of Traffic Growth Rates
- Collection of Recent Signal Timing Plans

Travel Demand Forecasting

Arterial Traffic Analysis (ARTPLAN and Synchro)

Interchange Modification Report (IMR) (Synchro and VISSIM)

Engineering – Traffic Analysis

Travel Demand Forecasting

Review and Development of Existing Year (2015) AADT, and AM and PM Peak Hour Volumes

↓

Subarea Model

↓

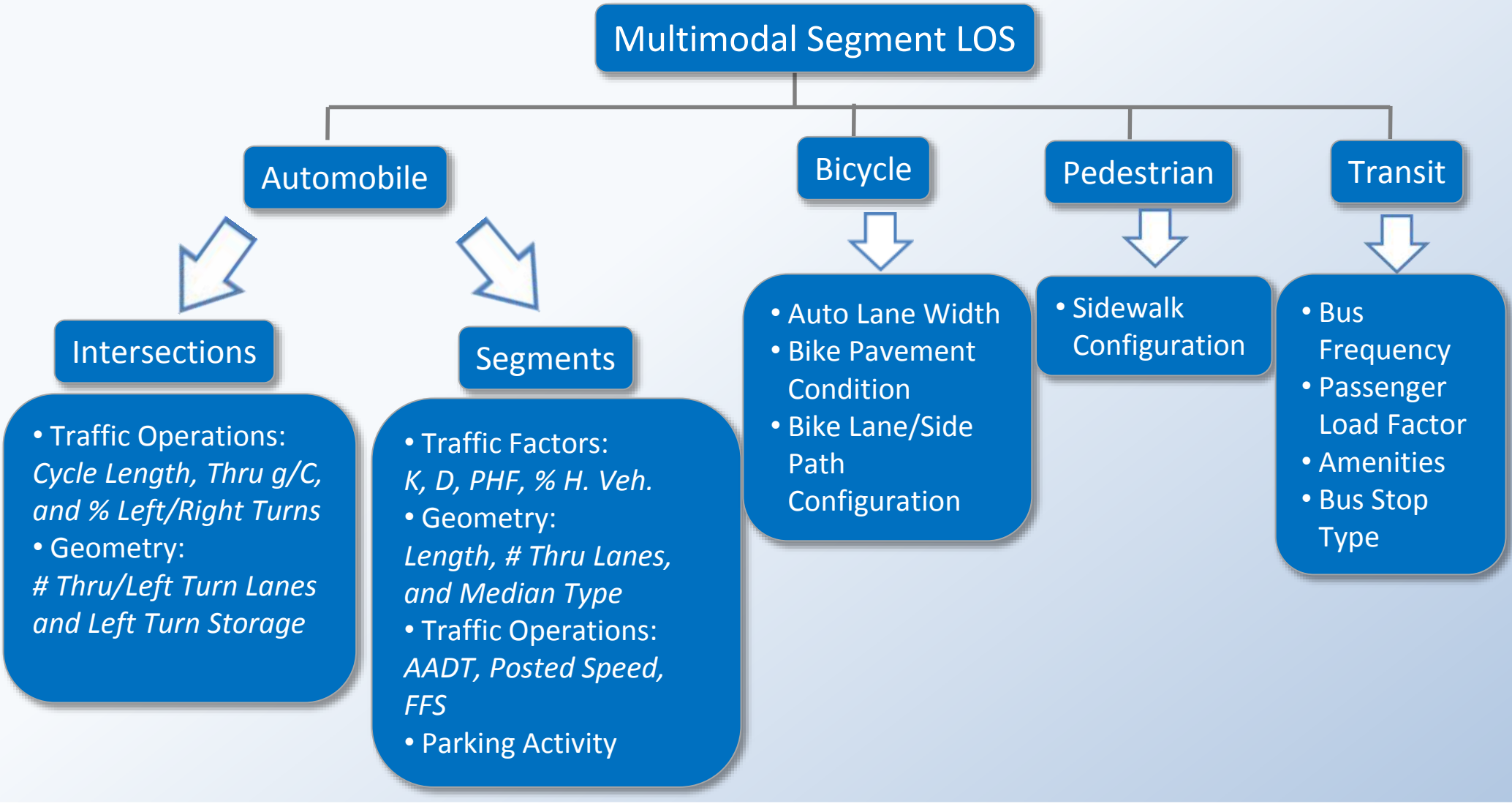
Design Year (2040) AADT, and AM/PM Peak Hour Volumes
(Using SERPM 7 and TmTool/TURNS 5 tools)

Interim Year (2030) AADT, and AM/PM Peak Hour Volumes
(Interpolated from 2015 and 2040 Traffic Volumes)

Opening Year (2020) AADT, and AM/PM Peak Hour Volumes
(Interpolated from 2015 and 2040 Traffic Volumes)

Engineering – Traffic Analysis

Arterial Traffic Analysis (ARTPLAN)



Engineering – Traffic Analysis

Arterial Traffic Analysis (Synchro)

Input Data:

- Detailed signal timing plans
- *Roadway Geometry (# of lanes, left/right turn storage lanes)*
- *Traffic Data (peak hour volumes for existing and future conditions)*
- *Traffic Factors (PHF, % T)*

Automobile Segment and Intersection LOS

Engineering – Traffic Analysis

Interchange Modification Report (IMR)

Synchro Analysis

- Peak Hour Analysis
- Determines the Performance of Signalized Intersections

HCS Analysis

- Peak Hour Analysis
- Determines the Performance of Freeway Segments

VISSIM Analysis

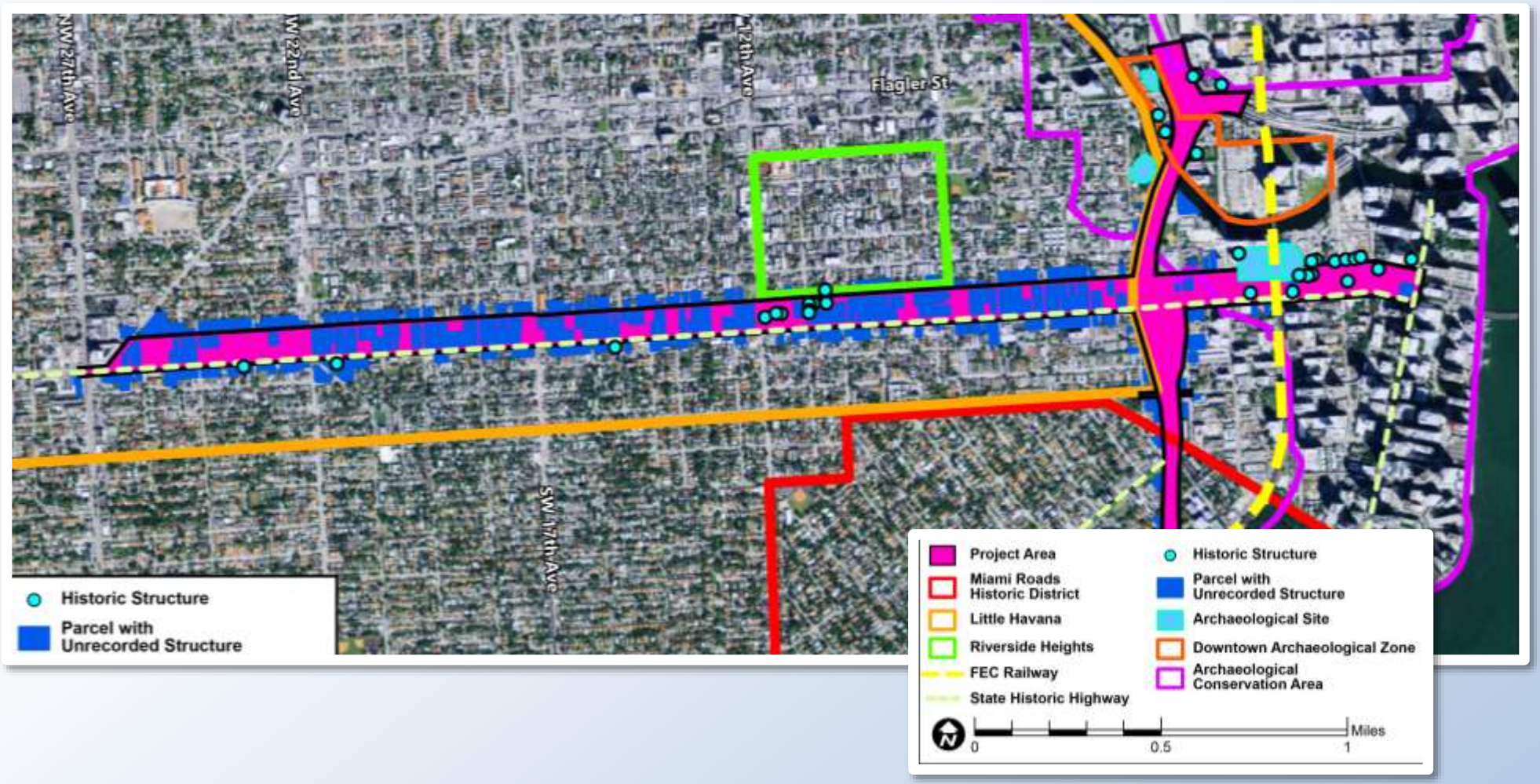
Model Calibration

- Peak Period Analysis
- Determines the Performance of Freeway Segments
- Provides Additional Information on Unmet Demand, and Network-wide MOEs.

Environmental Analysis

- **CULTURAL RESOURCES**
- **PHYSICAL EFFECTS**
  Contamination, Air Quality, Noise
- **NATURAL RESOURCES**
  Water Quality and Wetlands

Environmental- Cultural Resources

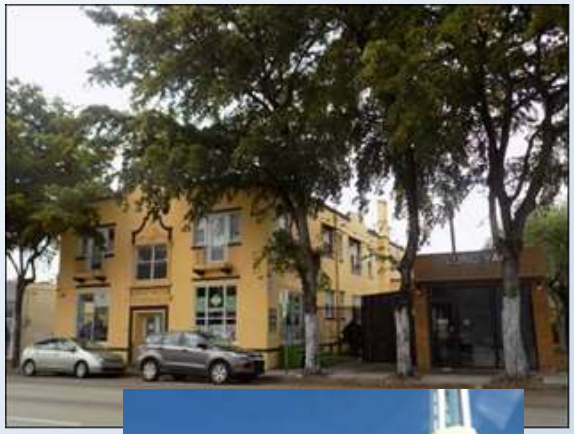


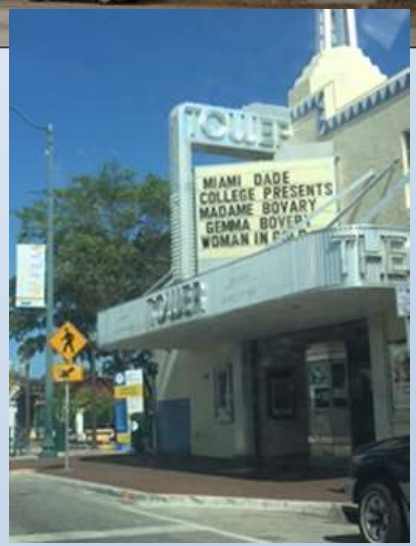
Environmental- Cultural Resources

CULTURAL RESOURCES

Historic Resources within the Area of Potential Effect

- 33 previously recorded buildings
- One previously recorded historic District: Miami Roads
- Two potential historic districts: Riverside Heights/Little Havana
- Over 400 unrecorded historic buildings
- National Register – eligible FEC railway
- Two state historic highways: Calle Ocho and Brickell Avenue



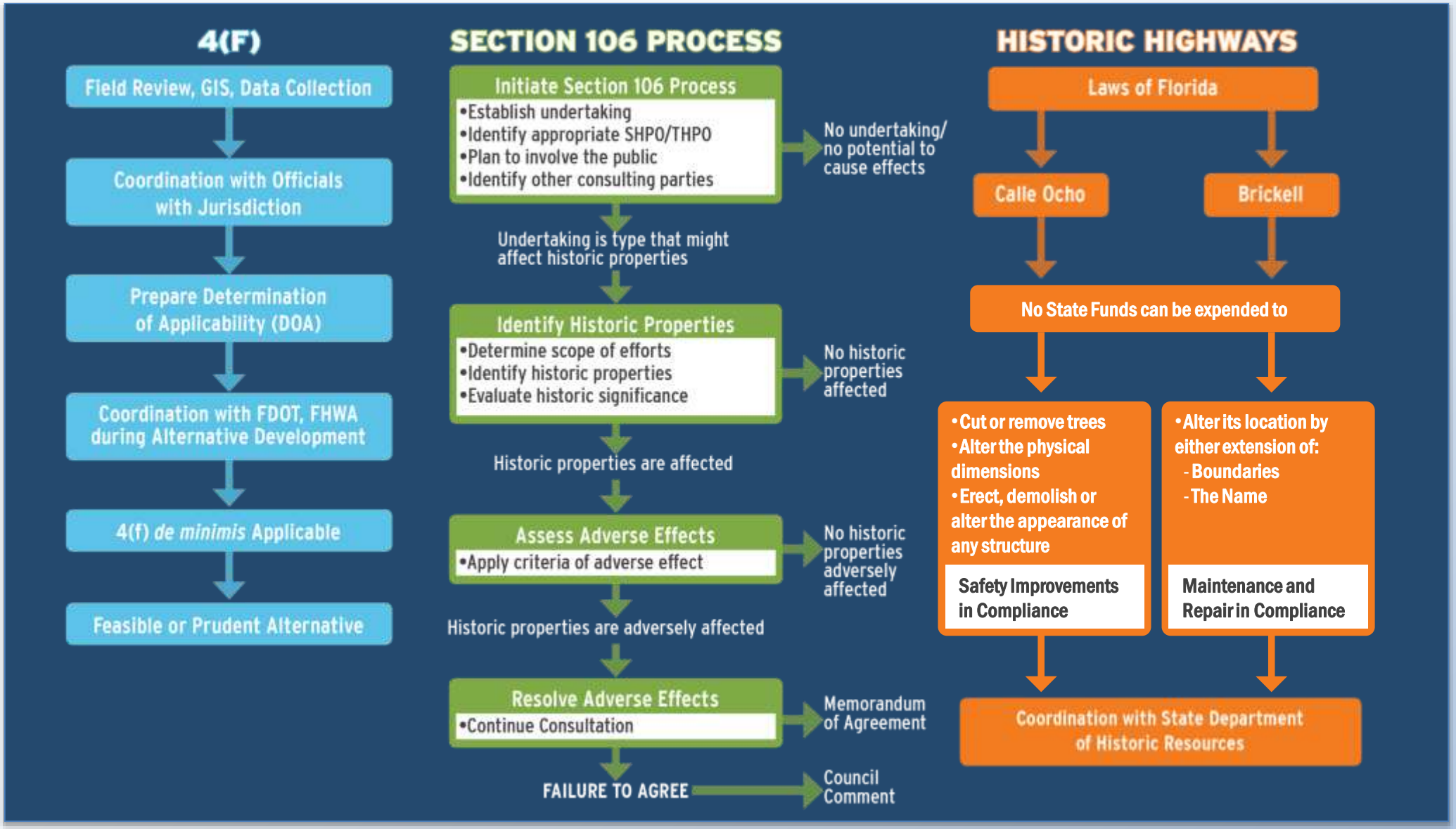


Environmental

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.

Environmental



Environmental - Physical Effects

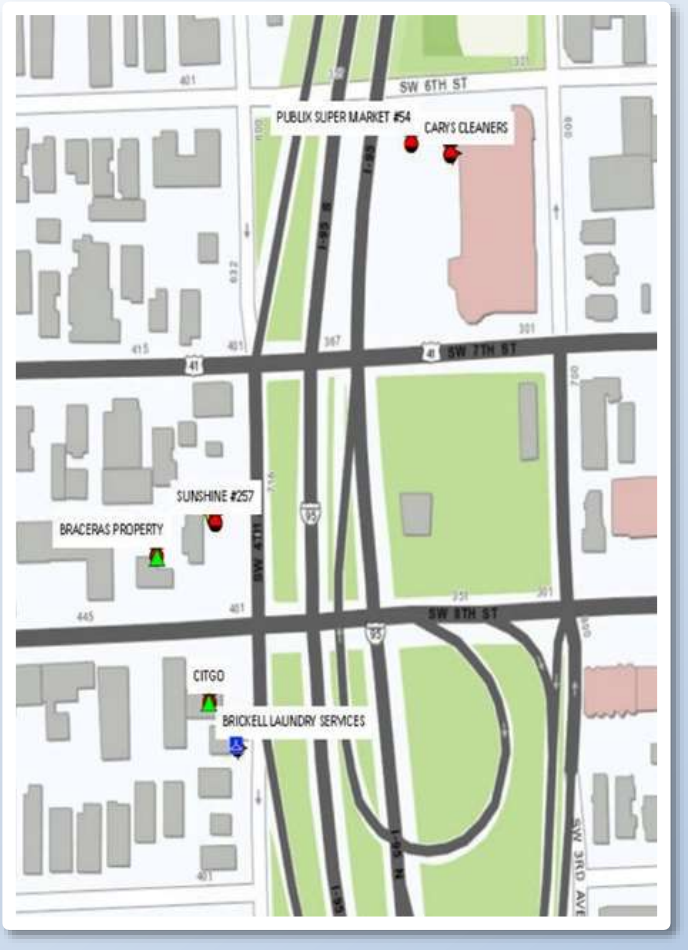
CONTAMINATION IMPACT ASSESSMENT

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

Environmental – Natural Resources

WATER QUALITY

- Biscayne Bay is a sole source aquifer

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

Public Involvement

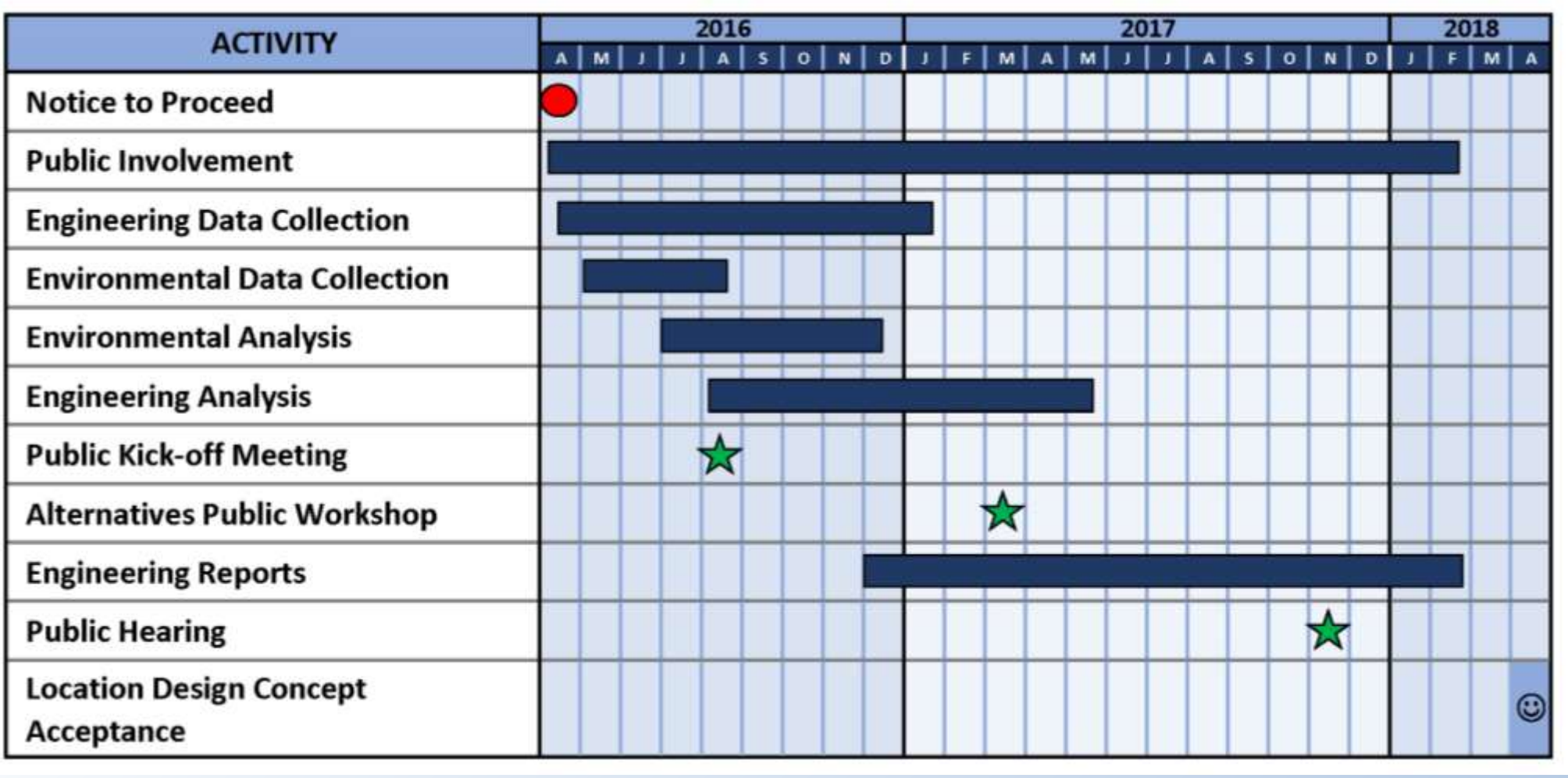
MEETINGS

- Elected Officials/Agencies/Public Kick-off Meeting
- Project Advisory Group (PAG)
- Alternatives Public Workshop
- Public Hearing

PROJECT WEBSITE

- www.fdotmiamidade.com/CalleOchoStudy.hmtl

Project Schedule



Questions / Comments

Bao-Ying Wang, P.E.
Project Manager
Consultant Management Office
Florida Department of Transportation – District Six
1000 NW 111 Avenue, Room 6251
Miami, Florida 33172
Phone: 305-470-5211
Email: BaoYing.Wang@dot.state.fl.us

Vilma Croft, P.E.
Project Manager
HNTB Corporation
Phone: 305-222-1457
Email: VCroft@hntb.com

www.fdotmiamidade.com/CalleOchoStudy.html