

Monday, October 03, 2016 – 9:00 AM

Olympia Theater - 174 E Flagler St., Miami, FL 33131 Tel: 305.374-2444

www.miamidda.com

Minutes

Attendees:

*David Adato
Wilfredo Mulkay
Hector Badia
Jennie Rogers
Gerhard Zimmermann*

*Brian Alonso
Maria Porrata
Ariel Millan
Antoine Williams
Joseph Sternberg*

*Terrel Fritz
Eric Riel
Jose A. Otero
Robert Fenton
Omar Inchausti*

*Robert Geitner
Kenia Silva
Jeovanny Rodriguez
Rick Soria
Melanie Dawn*

City of Miami – Construction Update and Schedule provided by David Adato (City of Miami

Construction Manager):

- Mr. Adato stated that drainage 1 & 3 is completed. All underground and drainage is done.
- Mr. Adato stated that Miami-Dade Water and Sewer Department is still pending to finalize agreement to remove existing sewer line in between West 1st Avenue and Miami Court; and waiting on FPL to relocate existing light poles in front of courthouse and the ones in between La Lloya and Federal Building (This is pending for Phase 2).
- Phase 3 & 4 have been emphasized to contractor that phase 2 needs to be open as soon as possible. Everything from phase 3 & 4 underground is completed. Just pending the re-construction on roadway on phase 2 to move forward on phase 3.
- Mr. Adato received an updated schedule from contractor that has not been approved since there are multiple comments.
- Phase 2 projected for October 30 assuming that everything goes to plan and need a letter from the City of Miami stating to relocate existing light poles.
- Phases 3 & 4 projected for Dec 7 thru Dec 27 and it won't interfere with Macys during the holiday season; Miami Ave won't be touch in Dec and all traffic will be moving.
- Co-Chairman Alonso express his concerns on what needs to be done on phase 2 in order to open up phase 2? Mr. Adato responded what's holding up phase 2 is that an old Miami Dade Water and Sewer line that was upgraded in 2008 from a 10 inch to an 18 inch, however WASA never transferred services from 10 to 18 and through the designs they asked to transferred it. An agreement was original signed however since the job was amended on phase 13 for relocation of water

maintenance and they are asking to do an amendment to the original agreement that was signed by the City and back to the County Board. After this takes place a pre-construction meeting has to be held before the lights are touch and this is holding up project on the sewer removal. Also the light poles the lead time on special lights it will take 12-14 weeks; went back to FPL if lights can be relocated on phase two from West 1st Ave and Miami Court.

- Mr. Geitner asked if existing fixtures will be relocated until new one comes? Mr. Adato said “Yes”
- Mr. Fritz inquired if everything is going according to schedule at the end of the month on phase 2, it should be open and completed as it was supposed to be. Mr. Adato responded “Yes” on phase 2 and 3 planning to open Miami Court.
- Co-Chairman Alonso express if landscaping will be done? Mr. Adato stated per contractor trees are pre-cut and ready to go.
- Mrs. Rogers stated that sidewalk should be completed as well however Mr. Adato stated that by October 3 the inside portion should be completed.

Utility Coordination Meeting Update:

- Mr. Adato stated no formal meeting has been set yet. Contractor has not been communicating with utilities.
- Mr. Adato stated that FPL is working with contractor to put final decorative concrete slaps. Street lighting is ongoing and WASA has to approve final agreement.

Budget Update:

- Mr. Adato stated that budget is still the same 13.6 Million; 94 % of total budget has been approved
- Mr. Adato stated that Original Construction Services, CEI Services, Historical Conservancy services & BCC is an estimate of \$280K since BCC did not provide invoice.
- Construction Contingency amended to City Commission to \$969K; Total budget commitments to date is \$12.7 Million.
- Mr. Adato stated that Invoice tracking is through May 2016; latest one has not been approved until schedule gets approved and it's at \$1.9 Million and take into account that it has about \$500K in furnishings that are in a warehouse so it's not construction completed. All the chairs, trash cans silver cells, railroad tracks sitting on a warehouse.
- Construction Engineering inspection invoice about \$400k
- Historical Conservancy is on hold until we get close to SE 2 Ave; total budget invoice is at 18% and post design budget at \$80K

PIO Update:

- 4 new businesses signing leases and interested in project and have received personalized presentation on project.

BCC Engineering to meet with Miami Dade County to revisit signalization issue:

- Co-Chairman Alonso express his concerns on modifications on the project and signalization issues to keep the whole design intact.
- Mr. Millan stated that BCC received a request to eliminate the traffic signals for the mid-block crossings. BCC was asked to move signal heads themselves and mass arms and leave the crossing without them and thought by removing some of the safety that signals provide. Mid-block crossings are not good no matter what because they are not natural since drivers are typically distracted and don't come to a full stop. Either remove crossing all together or maintain safety element with the existence crossing.
- Mr. Geitner express his concerns if BCC has observed how the cross walks work today? How it works? And how public interacts with it? Mr. Millan said "No", Mr. Geitner express that would be the key to understand why that particular mid-block crossing is one the signalization is remove from.
- Mr. Geitner express if BCC would observe people crossing at will and the way it's used now it doesn't provide any direct purpose or doesn't provide any level of safety; remove signalization and allow crosswalks to be there in a raise fashion so pedestrians can still do naturally on a slow street. Unnecessary traffic device is removed from the streetscape. The general concept of the way the midblock crossing.
- Mr. Fritz stated that having cross walk possibly raise to make it more understanding for pedestrian, it would respond to the business environment of the street today and what it wants to be.
- Mr. Millan suggested to have embedded censors- flashing yellow lights on the pavement for pedestrians as Miami International Airport does. Co-Chairman Alonso stated this is the right direction and get rid of what we have existing today; plus, the additional gigantic mass head has to create its own computerized and disconnect box on the sidewalk which is an obstacle and consequence to eliminate.
- Co-Chairman Alonso suggested to have what Mid-block Biscayne Boulevard which has strops on the side with minimal hardware and it's at the eye level of the pedestrian. Those would be the solutions we need with what we currently have.

- Mr. Riel stated if an elevated crosswalk has appropriate pavement markings in advance to let vehicle know would this perhaps reduce speed limit on the roadway? you still have concerns on the light for pedestrian? Mrs. Rogers & Mr. Otero stated that doing an elevated cross walk can cause a draining issue when raising and drainage is complicated as it is.
- Mr. Millan stated that this is not entirely a speed control roadway, still a thorough fair for cars. Elevating the green lights speed humps is not desirable from a safety prospective for drivers. Certain design speeds need to be maintained. Mr. Riel express his concerns that the pedestrian is the priority not the automobile. Mr. Riel stated that the Downtown has the “Pedestrian Priority Zone” which the City adopted so pedestrian is the priority and there is legislation in place.
- Co-Chairman Alonso stated if speed humps and drainage are a concern and the mid-block crossing are maintained flat the same elevation that they are today; however, the signalization change like the suggestion at Miami International Airport would be ideal, what would be the approximate cost.? Mr. Millan stated he has to check cost and email can be sent. Co- Chair Alonso would like to know a ball park on cost? Mr. Badia stated it would roughly be \$80K per system and we have 2 and it’s looking around \$160K for impact on a scale of projects which is worth it so it can save project money. Co- Chair Alonso stated on doing all asphalt intersections instead of concrete it could save project money; Co-Chairman Alonso stated if we agree from a design perspective or continue with what we have? Mrs. Rogers agreed it would be nice to remove mass heads and boxes but also think about safety. Flashing lights have been successful in Coral Gables and Youth Center; hump is not a good idea in a City street and would cause problems then solutions.
- Mr. Adato stated if the County can accept the second condition if we go to that option which is the flashing? Mr. Millan stated the jurisdiction has over signalization and this would-be City of Miami. Mr. Adato stated if there has to be a traffic study? Mr. Badia stated that would have to go to the County to be approve.
- A concern citizen in the Flagler area express how drivers don’t slow down when pedestrians have to cross. Mr. Millan stated that this will always be an issue with drivers who are not courteous to pedestrians or cyclist.
- Mr. Fritz express his concerns about cars stopping for pedestrians that this is commercial street to see in heathy condition so the street can be successful. Anything that enhances pedestrian experience should be a priority, not just for Downtown but for Flagler street.
- Co-Chairman Alonso stated he does not agree with eliminating the crosswalks and remove what we currently have; What are the next steps from an engineering perspective? Mr. Millan responded he

- has a meeting with Miami Dade County with the signals division and will bring it up with Arlene what is required to remove pedestrian signal or replace it with a flashing beak.
- Co-Chairman Alonso stated if County will require above ground disconnect or can we eliminate box? Mr. Millan stated we need some type of control or service point. Mr. Millan stated they will do as much as they can within code for removing all elements.
 - Co-Chairman Alonso express that doing an all Asphalt roadway intersection will accommodate utility conflicts in addition to future service of intersections, general maintenance, flexibility and markings.
 - Mr. Riel gave a short presentation on “Pedestrian Priority Zone” examples of intersections and crosswalks. Mr. Riel express there are some challenges with FDOT in terms of colors but the DDA is working with DOT to change that thinking and working on a new project “The Biscayne Green Demonstration” (A different type of a crosswalk). Different types of asphalt designs were shown across several states that can be incorporated for the Flagler project. Mr. Riel express he doesn’t want to lose the concrete band of the design.
 - Mrs. Rogers express that the integrity of the design is kept as much as possible and putting concrete is not practical since it would not hold up.
 - Mr. Mulkay express that the whole problem in the concrete intersection came just on the first crosswalk which is across Miami Court that crosswalk is right on top of an existing FPL vault it is in possible to build 9.5 inches of concrete on top. It’s better to have a concrete intersection layout in asphalt.
 - Mr. Badia stated that FPL vaults are not adjustable and it has to be replace and lowering it would be an option since raising them is not an issue.
 - Mr. Fritz concern if Concrete Banding is not possible? Mr. Riel said “yes” and to look at the intersection and find something positive for a solution. Mrs. Rogers understands the frustrations but they are looking into color asphalt and application of it. If product is used differently it might be a good solution.
 - Mr. Mulkay has been in contact with Atlantic Paving providers for a solution and handed them pavers samples that were approved and to replicate pattern colors. Samples will be provided soon. Mr. Mulkay stated they have a design as the presentation in the design district area 24 & 2nd (in front of Joeys Italian Restaurant)
 - Mr. Fritz express if raising intersections would give flexibility in the committee’s decision? Mr. Otero stated they looked at the Miami Court building furnishing abiding the right away line and it will create a nightmare because of drainage issues.
 - Co-Chairman Alonso stated that raising intersection on 2nd & Flagler will impact flow on traffic.

- Mr. Adato stated final pattern is not needed right away. Need to know the final decision on material if it will be concrete or asphalt? Co-Chairman Alonso stated to committee if we can make a decision. Mr. Rodriguez stated that a resolution and research needs to be done and see a sample on this material to see how it looks to re-evaluate the options.
- Mr. Riel stated weathered its asphalt or concrete to keep the \$500K and use it on something unique on the intersection and focus on a great design. Mr. Fritz would like to amend the motion to reflect that. Mr. Fritz stated he would like to move motion to asphalt instead of concrete with the preference to keep money save on intersections for appropriate intersection treatments. Co-Chairman Alonso and Committee all in favor of Asphalt.
- Co-Chairman Alonso stated if any other design modifications need to be address? Mr. Geitner stated if the wayfinding program will overlay it into Flagler street? Mr. Riel and Mrs. Rogers stated “Yes” since 240 signs are deployed throughout the Downtown and Committee would like to see presentation or renderings. Mr. Riel express that an issue with permitting with FDOT. Mr. Riel stated DDA went back into the re-evaluation to make sure names are correct and DDA is getting on to bid in the next few months.
- Mrs. Rogers stated she would like DDA input on the signage for the arms and explore if the image reed is something to keep to identify the street. Co-Chairman Alonso stated there will be a Flagler branded art work pattern going forward that will identify district.
- Mrs. Rogers stated that the wayfinding signage is much more modern looking. Co-Chairman Alonso stated if we should hire a marketing company or work with our existing resources? Mrs. Rogers stated that a public contest was threw to the logo and the public voted for it and it was a free design and it engages the community. Mr. Riel proposed to talk to DDA Marketing to bring some design ideas.
- Co-Chairman Alonso express on the intersection design and explore the products and have a presentation, what would be the next steps finding these asphalt products? Mrs. Rogers stated for next month meeting products can be presented. Committee proposed to bring different options in 2 months and ask manufactures for samples.
- Mr. Fritz stated that parking presentation will be given in next meeting.

City of Miami to prepare chart indicating an associated **Cost** and **Time** impact for each of the FSTF opportunity items:

- Mr. Otero stated that utility companies don't want to provide anything in paper that later they would have to commit too; Met with Karry Lint from FPL and she brought up some issues that there are 9 vaults with in our subject order which are part of basement building structures, which is a "no go" since we would have to purchase buildings. Co-Chairman Alonso express his concerns with loosing electricity a month ago due to faulty equipment. Co-Chairman Alonso stated that some maintenance should be done to not have problems on the future intersections on Flagler.
- Mr. Otero stated that construction schedule of roughly 8-11 years for the design, permitting, construction, and installation of FPL facilities. (Critical path items on the schedule).
- Mr. Otero stated Level three guys won't answer call, return email or visit site.
- Co-Chairman Alonso stated that utility chart is very helpful to where we are in the project.
- Co-Chairman Alonso express that there are a number of man holes covers on Flagler street that are thin sheet metal because the lid on vault cannot support regular manholes covers; it was committed to taskforce those lids were reinforce to put proper manholes cover on top. Mr. Mulkay stated that FPL is already included on utility work schedule. Mr. Mulkay walked the streets with FPL and identified the sheet metals and will be replaced by US Boundary Covers.
- Mr. Adato stated if we should keep the 1929 covers lids? Committee said "Yes" and to give a couple to History Miami.

Adjourn:

- Next Meeting: Nov 7th, 2016