

Build the 87th Ave Bridge

Community Connectivity Committee: Paul Blake, Michelle Craven, Ileah Hoppner, Sandro Olivos



It is with great pride that the Community Connectivity Committee (CCC) is able to wholeheartedly recommend that the TPO to approve the building of the bridge project on SW 87th Avenue. The Community Connectivity Committee was created by Miami-Dade County Commissioner Danielle Cohen Higgins of District 8 to bring together the communities of Palmetto Bay and Cutler Bay to discuss the proposed bridge at 87th avenue. The members were appointed by their respective municipality's mayors and the goal was to "engage in substantive, meaningful discussion in a respectful manner". The CCC was originally comprised of 8 members 4 from each community; Palmetto Bay: Carmen Baker, AlJohn Farquharson, Joseph Miorelli, and Marcello Zinn; Cutler Bay: Paul Blake, Michelle Craven, Ileah Hoppner, Sandro Olivos. The committee was reconstituted after the second meeting due to Palmetto Bay Mayor Karyn Cunningham removing her members, citing her concerns over the decorum of the meetings and lack of support. The last two meetings of the CCC have been comprised of the 4 Cutler Bay residents. Our committee was able to speak with experts and get to the facts surrounding this controversial bridge. After hearing from these experts, we conclude that there is no other option for the connectivity in the area. The bridge must be built to provide traffic relief and bring safety to the residents in the area.

Southwest 87th Ave is designated as an arterial road and this bridge has been part of the master plan to be a part of a complete grid in Miami Dade County since 1978. It has been recommended many times by many different traffic studies (see addendum). In 2018 this item was brought to the TPO for consideration. There was a presentation by Alice Bravo (Director of the Dept. of Transportation and Public Works) explaining the merits of project and the TPO heard several comments from the public. At the time the District 8 Commissioner, Daniella Levine Cava, was not in support of the bridge and the item was not passed. Many Commissioners differed their votes to the District 8 commissioner who represented the area. Many believed that the bridge was not necessary if the Metrorail was extended to the South; however, that was not approved. The Town of Cutler Bay has passed 2 resolutions in support of the bridging of 87th avenue as it will provide "alleviation of traffic" to its residents. Palmetto Bay has passed 3 resolutions in opposition to the bridging of 87th avenue. The most recent resolution cites that the public was not afforded the opportunity to voice their opinions, however, the Village of Palmetto Bay has hosted many meetings over the past 4 years to try to deal with the issues of the lack of bridge and they are well aware of the many residents that oppose and support the bridge. In fact, former Village Manager Ed Silva reported that the Village of Palmetto Bay and the Town of Cutler Bay came to an agreement on how to deal with some of the traffic issues; however, Palmetto Bay Council voted down the project. Since 87th avenue is classified as an arterial road it was designed to bear the traffic. The homes are set back farther and there are sidewalks. The road also has yellow and white traffic markings to guide drivers.

The construction of this bridge will reduce cut through traffic and congestion in the area. Claudia Diaz from the Department of Transportation and Public Works said “The benefits that you will get in this area, due to the already install traffic circles. . . will provide tangible immediate improvement operationally to this area”. She stated that the traffic relief that is experienced during the summer when school is out is about 4% reduction in traffic and if the bridge on 87th avenue was built it would provide a 10% reduction in traffic at the 87th ave circle and a 40% reduction in traffic at the 82nd avenue circle. She concluded that “you will have better connectivity and will also solve a lot of the issues that we’re having with cut through traffic. The morning rush hour that exists on 87th avenue through 168th street and north on 82nd avenue is currently 4 hours in the morning and 4 hours in the afternoon. Meaning that there is bumper to bumper traffic for 4 hours on those roads every single day. The Department of Transportation and Public Works projects that the bridge will reduce the AM peak traffic period by 1.5 hours. The same reduction is projected for the PM peak traffic period. That is a total reduction of 3 hours from the current 8 hours of peak traffic period time. Ms. Diaz further stated that traffic has increased from 2017-2018 by 14% on 87th avenue and 16% on 82 avenue demonstrating the increase in traffic due to the developments that have come online in the past few years. She also made it clear that there are no other solutions to help traffic in the area.

The construction of this bridge will create a Safe Route to School. The National Center for Safe Routes to School “aims to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier.” This bridge will create sidewalks that will give students and parents a safe route to many schools in the area. It is also important to note that once school resumes to 100% capacity the traffic in the area will resume to the pre-pandemic levels. This will make it increasingly dangerous for students to walk or bike to school.

This bridge is also needed to reduce response times for Fire Rescue. Miami-Dade Fire Rescue Department (MDFR) conducted a study to determine the impact of this bridge. In the report (see addendum) and presentation by Fire Chief Cominsky it was stated that 23% of life-threatening incidents would have been positively impacted by this bridge being built. He continued on the record to state that 10 incidents were negatively affected by the lack of connectivity. Response times would be reduced, and this would lead directly to those patients getting the lifesaving treatment from first responders faster. During peak traffic times response by the MDFR for a life-threatening incident was over 10 minutes. This bridge will connect first responders with the people who need them faster.

Many opponents of the bridge argue that opening the grid will bring crime to their neighborhoods. However, Miami-Dade Police Department (MDPD) South Operations Division Chief Richard Amion stated that there would not be any negative change in the operations of the police force. That they will continue to “provide professional policing”. In reference to the Palmetto Bay and Cutler Bay area police “calls for service are very minimal. The response times are fantastic.” It could also be stated that any crime / criminal that would take the bridge would not

have an effect on the police response because the police could respond just as quick because they would be able take that same exact bridge to respond to an emergency call. The police chief also stated that the crime rate in all of Palmetto Bay was quite low citing “under 30 for the year to date for targeted crimes”. It was also stated that the existence of a bridge or not will not impact police response. “if something does occur, [they] will address it.” Another common misconception is that the property values of homes will be affected. The Office of the Property Appraiser concluded that there is no evidence to show that construction of this bridge will decrease property values.

The CCC listened to 44 comments from concerned citizens during the 4 meetings. There were 29 callers who were in support of the bridge being built. Out of the callers 35 were from Palmetto Bay, 7 were from Cutler Bay, and 2 were from Pinecrest. Of the callers from Palmetto Bay 62% were in support of the bridge. Overall, 65% of the callers were in support of the bridge (see addendum). This bridge has been a very polarizing topic in the area for many years. Clearly people are concerned about their quality of life, from traffic commutes to neighborhood charm. The simple answer is that no one needs to choose one neighborhood or another, or justify building a bridge to lower traffic commutes at the expense of neighborhoods. 87th Avenue is an arterial road and was designed to bear this traffic. The neighborhoods in the area were constructed to support this level of traffic. We the members of the CCC call on the TPO to approve this project and improve the public safety in the area.

ADDENDUM

Traffic Studies	Page 6
County Issue	Page 7
State Level Concerns	Page 8
Links for CCC Meeting Recordings	Page 8
Caller log	Page 9
Letter from Ed Silva	Page 12
Miami Dade Fire Rescue Report	Page 15



Traffic Studies/Sources

A Summary

1. Palmetto Bay Traffic Calming Report, 2004, done by Corradino Group:
 - a. <https://www.palmettobay-fl.gov/DocumentCenter/View/3256/Palmetto-Bay-Traffic-Calming-Report--2004?bidId=>
 - b. Please note that “traffic calming” is different from the TPO directive of improving traffic flow.
 - c. Many “creative solutions” were suggested, not all have been implemented in the past 17 years: Raised Intersections, Traffic circles, Raised crosswalks, Speed humps, Speed tables, Chicanes, Chokers, Neckdowns, Half Closures, Median Barriers, etc...
 - d. Page 24, Corradino group recommends a complete traffic grid: “ If the grid were complete, traffic would be able to flow north and south on 77th Ave, 82nd Ave, 87th Ave, 92nd Ave and 97th Ave. This cannot occur because 87th Ave is disrupted by a canal north of 164th Street, 77th Avenue is disrupted twice by canals, and 97th Avenue is interrupted by US-1. The result is that traffic flows on just a few of these streets as it attempts to find its destination. It generally flows along 87th Avenue, 168th Street, 82nd Avenue, 152nd Street, 77th Avenue north of 152nd Street. The pattern shows the heaviest flows northbound in the morning and southbound in the afternoon.”
2. Palmetto Bay Resolution No. 2016-131, December 2016: A traffic redirection pilot program
 - a. https://www.palmettobay-fl.gov/DocumentCenter/View/2781/Resolution-2016-131-PDF?fbclid=IwAR3I2kioWXi0kDHX7GXc36XlxsBzd_lvH24bnK58NG5W_KeM9vDtak4zrNw
 - b. **“Whereas, historical and recent traffic data studies of the above named streets indicate these streets are functioning as major arterial roadways and cannot continue to do so in a safe and effective manner; ...”** (Of course, the same holds true to the side streets that are functioning as arterial roadways due to SW 87th Ave not going through.)
3. Village of Palmetto Bay Village wide Traffic Calming Study, July 2017 done by Marlin
 - a. <https://www.palmettobay-fl.gov/DocumentCenter/View/3470/Marlin-Engineering-Traffic-Calming-Recommendations-Town-Hall-July-5-2017?bidId=>
 - b. After Corradino recommended the bridge in the 2004 report, Palmetto Bay specifically instructed Marlin to not address the SW 87th AVE bridge in their 2017 Traffic Calming Study. Again, they recommend all the other minor traffic calming items. Mostly duplicated from the 2004 Coradino study. Palmetto Bay has since implemented most, with no improvement to traffic flow.
 - c. Please note Pg. 25: Eligible Segments & Recommendations: “ **Primary Approach: Improve mobility and operational ratios on ARTERIALS and collectors, to redirect most of the traffic away from residential streets.**” (That is precisely what building the SW 87th Ave bridge would do. Help keep traffic on ARTERIAL roads.)

This is a county issue

1. The Home Rule Amendment and Charter, Miami-Dade County, Florida
 - a. <https://www.miamidade.gov/charter/library/2018-11-06-home-rule-charter.pdf>
 - b. Article – 1, Board of County Commissioners (labeled page 11)
 - c. Section 1.01 Powers: “...The Board’s powers shall include but shall not be restricted to the powers to: 1) Provide and regulate arterial, toll, and other roads, bridges, tunnels, and related facilities; eliminate grade crossings; provide and regulate parking facilities; and develop and enforce master plans for the control of traffic and parking.”
2. Transportation Plan for Metropolitan Dade County, Florida, Long-Range Element – Supplemental Report – Recommended Staging of Implementation, December 1978, 200 Update Supplemental Report:
 - a. <http://miamidadetpo.org/library/reports/historical/lrtp-2000-update-supplemental-report-s1-1978-12.pdf>
 - b. Page 18, Item # 93 recommended SW 87th Ave bridge. The forward from 2000 notes that these are “long-range proposals.” Not short term solutions. Please note that while the SW 87th Ave bridge has been recommended for over 40 years, it is not the only or latest recommendation. Even the link provided has an update from the year 2000. Please see all the other sources on this page for additional and more recent recommendations.
3. Arterial Grid Analysis (Phase II Work Order # GPC V-05), January 2014 by Kimley-Horn and Associates, Inc.
 - a. <http://miamidadetpo.org/library/studies/arterial-grid-analysis-phase-2-final-report-2014-01.pdf>
 - b. Page 3: **“Study Objectives -- This study is intended to determine potential improvements to the arterial grid system for long- term traffic congestion relief, rather than short-term stop-gap improvements that may slightly improve traffic flow in one corridor while “shifting” the problem to a different corridor.”**
 - c. Pages 19-21 and pages 36-38 recommend the SW 87th Ave bridge.
 - d. Page 19: **“US 1 is the only north-south roadway that crosses the C-100 Canal between SW 117 Avenue and Old Cutler Road, which severely limits north-south mobility options in the area.”**
4. Miami Dade County Power point presentation, August 2017
 - a. <http://www.miamidade.gov/district08/library/canal.pdf>
 - b. This is the calculated time savings at important intersections based on their traffic study. Take away = individual vehicle time savings adds up 3 hour overall reduction in “Peak Rush Hour traffic.” (Cutting 1 ½ hours off both AM and PM rush hour peaks.)
5. Responses by the Dept of Transportation and Public Works to questions from SW 87th Ave Public Meeting, August 2017
 - a. <http://www.miamidade.gov/district08/library/FAQs.pdf>
 - b. Please note that research shows no decrease in property values.
6. TPO Meeting of Thursday, January 25, 2018 Documentation:
 - a. http://miamidadetpo.org/library/boards/TPO-Governing-Board/Agendas/2018-01-25-tpo-board.pdf?fbclid=IwAR1FSfddQe_20ikztR6_h9HiHhphXd_PCaidH_2kYvnLHjfnJfIW_MzYMakM
 - b. (pages aren’t labeled, but actually page 4 if printed) Letter from Transportation Planning Council officially recommending the SW 87th Ave bridge as part of the Long

Range Transportation Plan. The item was sponsored by Department of Transportation and Public Works and Dennis Fernandez, Bridge Engineering Manager. (pages aren't labeled, but actually page 6 & 9 if printed) Letter Alice Bravo, Director of Dept. of Transportation and Public Works, recommending the SW 87th Ave bridge.

State Level Concerns

1. STAMP ACTION PLAN 2018 from FDOT Statewide Arterial Management Program) from the Florida Department of Transportation
 - a. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/doc_library/stamp-action-plan-2018.pdf?sfvrsn=a2cf7ac0_0
 - b. "As the interstate and toll road system's Intelligent Transportation System (ITS) infrastructure deployment is nearing completion and reaching the advanced maturity level, the arterial system should be given priority in management and operations." Page 5
 - c. "Arterial Performance Measures: Reduce Travel Time, Improve Travel Time Reliability Reduce Open-road Clearance Time, Increase Throughput, Reduce Secondary Crashes, Improve Uptime Availability, Emergency Vehicle Preemption, Transit, Freight Routing, Incident and Evacuation Planning, Special Event Planning and Inter-agency Collaboration" Page 8

Links for CCC Meeting Recordings

CCC #1:

<https://www.facebook.com/80499470744/videos/428489358388370/>

CCC #2:

<https://www.facebook.com/80499470744/videos/460533278410386/>

CCC#3:

https://zoom.us/rec/share/z6_AgpXkqqcVIHvGJfklFef4zx7z93uC5HuExRRhnmNhOplnkkNP900hOK4Pm9k.WHm3PT9x-sy8gdSd?startTime=1614297660000

CCC #4:

<https://www.facebook.com/townofcutlerbay/videos/259155215859821/>

CCC MEETING PUBLIC COMMENTS					
1st meeting, 2/11					
Name	Address	City	For	Against	Notes**
Mr. Fernandez					Never spoke up
Tullio Iacono	15241 SW 86 Ave	PB			wouldn't commit to being for or against, but made comments that sounded more against. Also, clerk called his wife's name, and she answered. Wife's name is Jessica Dolby.
Joachim Kiener	8540 SW 151 St	PB		X	non elected commisioner
Beatriz Herrmann	17251 SW 86 Ave	PB		X	non elected commisioner
Mary Pedet					never spoke up, twice
Nikola Patterson Molina	17854 SW 89 Place	PB	X		Why are there no PB CCC mebmers for the bridge? Representation.
Robert Johnson	16700 SW 83 Ave	PB	X		Hit all main facts and points
James Anderson	18025 SW 87 Ct	PB		X	rambled about purpose of roads
2nd meeting, 2/18					
Name	Address		For	Against	Notes**
Beatriz Hermann		PB			Was not allowed to speak, because spoke last time.
Joachim Kiener	8540 SW 151 St	PB			Lost his mind, when we tried to do the same as above.
Joseph Bierd					Never spoke up
Tullio Iacono	15241 SW 86 Ave	PB		X	Spoke last week, asked about COVID19, still never clearly stated if he was for or against, but sounds against.
Kathryn Abraham	20659 SW 91 Ct	CB	X		Spoke to need for emergencies. delivering kids to schools.
Nancy Crair	8190 SW 143 St	PB	X		District 1, Traffic down south doesn't move. Not a bridge to nowhere.
Chris Craven	8320 SW 164 St	PB	X		Why are there no PB CCC members for the bridge? Representation.
Beatriz Hermann	17251 SW 86 Ave	PB		X	Malbrook resident, doesn't like studies, or circle
Joachim Kiener	8540 SW 151 St	PB		X	Attacked Michelle Craven, wants me removed.
Kathryn Craven	8320 SW 164 St	PB	X		Buyers Beware, no representation

3rd meeting, 2/25					
Name	Address		For	Against	Notes**
Todd Koudelka	8740 SW 158 St	PB		X	Holistic solutions instead
Adrian Enriquez	18420 SW 87 Ave	CB		X	Attracting traffic
Miguel Vialba					Never spoke up
Antao Chen	8601 SW 140 Ter	PB		X	Doesn't go through to US1
Diane Hopkins	8720 SW 158 St	PB		X	Just moving the bottleneck up
Madeline Roman	9383 SW 182 St	PB	X		Safe route to schools, connects sidewalks, not just roads.
Bev Gerald					Never spoke up
Kathryn Abraham	20659 SW 91 Ct	CB	X		Traffic will disperse at circle because of schools
Chris Person	17220 SW 84 Ave	PB	X		Not a bridge to nowhere, bridge to 4 different arterial roads
Bev Gerald					Never spoke up
Robert Buzzelli	17140 SW 86 Ave	PB	X		Pass through traffic, not cut through, complete the grid
James Anderson	18025 SW 87 Ct	PB		X	Induced traffic
Madeline Roman	9383 SW 182 St	PB	X		Debunked Induced demand
Irene Echeverria	17200 SW 84 Ave	PB	X		Connect
Robert Johnson	16700 SW 83 Ave	PB	X		Says 22 for, 13 against, 1 undecided from PB task for meeting last night.
Beatriz Hermann	17251 SW 86 Ave	PB		X	Claims traffic flowed better with light, not circle.
Adrian Enriquez	18420 SW 87 Ave	CB		X	Questions about increased building, included in modeling?
James Anderson	18025 SW 87 Ct	PB		X	induced traffic vs. induced demand, talking about street lighting
Chris Person	17220 SW 84 Ave	PB	X		recommended by all experts, already using existing arterial roads
3rd meeting, 2/25					
Name	Address		For	Against	Notes**
Mariana Hinckley	17605 SW 84 Ave	PB	X		Safety issues, quality of life in Malbrook

Robert Buzzelli	17140 SW 86 Ave	PB	X		Listen to what the fire dept. just said.
Madeline Roman	9383 SW 182 St	PB	X		PB is pitting us against each other. PB residents want bridge too.
Russell Jones	18121 SW 84 Ave	PB	X		Stop putting neighbor against neighbor
Chris Craven	8320 SW 164 St	PB	X		District 2, north of the bridge, still support it.
Jan Serig	13140 SW 82 Ave	Pinecrest	X		Safety, save lives.
Jimmy Abraham	20659 SW 91 Ct	CB	X		
Maureen Mulcahy	9383 SW 182 St	PB	X		
Todd Koudelka	8740 SW 158 St	PB		X	Just clogged up further north
Kate Craven	8320 SW 164 St	PB	X		Former police officer, safety matters.
Mark Meyers	8305 SW 205 Terrace	CB	X		Experts say build it, move traffic
Gilbert Palacios	8740 SW 182 Terrace	PB	X		Cut through traffic, safety
Amy Orsono					Never spoke up
Tim Meerbott		CB	X		Voices were heard, information was dissiminated
Chris Person	17220 SW 84 Ave	PB	X		Fire Dept. safety issues, not a bridge to nowhere.
Jim Craven	12940 SW 82 Ave	Pinecrest	X		Long time resident, bride should have been a while ago.
Amy Orsono	8705 SW 176 St	PB	X		Real estate agent, bridges do more for property values.

Good evening, I'm Edward Silva and am honored to be here tonight addressing the County Commissioners Committee.

It is a travesty that we have allowed discussion of a bridge to divide so many of us.

Henry Ford said "Coming together is a beginning. Keeping together is progress. Working together is success."

We simply cannot allow our mobility challenge to continue to break the bonds we have worked so hard in establishing with our County Commissioners' office and with the great Town of Cutler Bay.

Specifically, this bridge proposal is based on fairness, equality and mostly about mobility for the residents that live South of it. Mobility and all streets, which by County charter in section 1.01 states clearly that roads, etc. are to be designed to control (regulate) traffic. The County's transit department has numerous engineers working for them reviewing and making recommendations as to how to maintain and improve traffic flow. To the County's credit, and now also our County Commissioner they like to work with local municipalities as a common courtesy. It is important to state that by charter the County retained jurisdiction for all roads.

As the former Manager of Palmetto Bay my Council passed numerous resolutions against the construction of the bridge. In 2018 they sent me to provide testimony against the bridge at the transportation planning organization hearing. My arguments back then were based on following Council direction to protect those neighborhoods to the North of the proposed bridge from increased traffic. This argument has cost our village much angst and frankly lost funding opportunities. We continue to ignore the fact that this road is an arterial road as designated by the County.

After the vote to turn down the bridge in 2018, my staff went to work with the County transit department and with the Town of Cutler Bay on developing an alternative to the bridge. My administration felt the residents South of the Bridge deserved traffic congestion relief from the nightmare of traffic. Some communities had problems pulling out of a driveway during their morning and even had confrontations with drivers. This clearly was a quality-of-life issue for far too many residents. Residents south of our Village faced traffic that stretched for miles just to get to work or school. Clearly this route was and is being overwhelmed with huge volumes of traffic.

Palmetto Bay hired Marlin Engineering who devised a plan as an alternative to the bridge. This plan provided a dedicated right turn from SW 87th. Ave onto SW 168th. ST. through a merge lane; picture an on-ramp onto an expressway. Marlin Engineering, and the Village worked closely with the County and Cutler Bay, both of which endorsed the plan. They did provide a caveat, that if it did not work, they reserved the right to revisit the bridge. In fact, Cutler Bay even passed a resolution in favor of this compromise. Cutler Bay demonstrated that when you work together for the betterment of both of our community's good things can happen. Let's be clear though, this plan did little to address safety concerns or address afternoon commutes.

Unfortunately, both times and leaders change. What a stark contrast to today's climate of litigation and demeaning attacks on other elected officials and residents that simply divides neighbor against neighbor. Civility is always better than conflict.

Sadly, the alternative solution was turned down by the Village Council in 2019, closing the door to this joint effort to avoid the bridge. Our history in Palmetto Bay to date has been one of trying to delay the inevitable which has grown the seeds of distrust in our leaders.

After tonight you will have concluded your meetings and have heard from the professionals. The facts are clear and for public safety reasons along with reducing traffic congestion there really isn't an alternative provided by anybody that justifies saying no to a bridge. What a shame that Palmetto Bay pulled out of these meetings denying those citizens the opportunity to question the professionals. Talk about divisive actions, last night's task force was all about resident opinion and not on professional studies.

The leading cause of traffic is population growth, Cutler Bay has grown to almost 50,000 residents and areas South of Cutler Bay have also increased in size dramatically. But the other factor is State mandated school choice legislation. This legislation passed in 2016 has contributed by allowing children to attend schools outside of its boundaries. It allows students to attend any school of choice provided that the school has openings. In Palmetto Bay our schools are all rated "A" and all have openings as our population continues to age in place. So, to our desirable schools those to the south and west travel into our Village mostly via the 87th. Ave corridor. This is evident when one looks at the traffic flow on school versus non-school days. This will only get worse with time and with our aging population and with the under-capacity enrollment at our schools continuing to grow.

We now are at the point where the rubber meets the road and the time for more delays is over, we need relief now.

The rhetoric and divisive policies coming from my village are painful. Seeing the attacks toward our County Commissioner smacks of disrespect and reflects poorly on our community. The facts are clear, our County Commissioner ran on a platform to complete the grid, she in fact stated it numerous times in her campaign. Danielle Cohen Higgins stated it in her first interview with the Miami Herald when she was appointed by the entire Board of County Commissioners. The Commissioner addressed it with the Palmetto Bay Mayor on December 22 and informed the Mayor of her intentions of moving forward with this bridge solution to help her constituents with the traffic nightmare they all face. She has taken the steps necessary to allow for public input in a completely open process through these committee meetings. She has added transparency by bringing this to the board of county commissioners. A meeting that no elected official from Palmetto Bay and no staff member attended to voice a contrasting point of view. And now it will be heard in a TPO committee and the full TPO board later this month. Certainly, rationale people must admit to the fact that transparency has not been an issue in this process and that Palmetto Bay was not blindsided by these actions. The question still remains in my mind as to how our Mayor Cunningham failed to have a call to arms when she met with the commissioner in December and has called this a last-minute surprise attack. This is just factually wrong.

There is no magic bullet to resolve our traffic issues, but divisiveness and combative actions currently employed by Palmetto Bay officials reduce our ability to seek compromise. We must ensure that County complete Marlin Engineering plan put forth on Old Cutler Road which is forecasted to reduce travel time through our Village by 50%. That the components that are the responsibility of Palmetto Bay like the turbo lane at Old Cutler Road and SW 174th. Street be implemented. My Village needs to work with rather than fight the County to minimizing cut through traffic into residential areas abutting Old Cutler Road. We cannot continue to antagonize those partners that can help our Community.

We must ensure that traffic signalization be completed because this will reduce traffic time by 10 to 15% along the US 1 corridor. This ongoing project has yet to be finalized and its vital for the commuters to the South.

We must also ensure that the BRT system is completed on-time and to a Gold Standard. Studies show that a marked increase in ridership from the gold standard BRT will help with traffic congestion. But I remind you all that as the Corradino Group plan clearly show, these corridors serve different finishing points. Some lead to Coral Gables, Dadeland and the Doral area and others lead to Downtown Miami. Some serve as a drop off route to local schools before merging into other arterial roads for the commuter's destination. The more point of connectivity and options provided reduce overall congestion time. County planners stated it clearly, the bridge isn't the cure all but studies indicate it can reduce rush hour by over 3 hours day. All these solutions and others to follow will be needed because growth will continue to our South increasing the strain of traffic in our communities.

This is why as then Mayor Gimenez stated we must do a comprehensive study for the region. My hope is that the Florida Department of Transportation be included and unique alternative solutions such as reversible lanes on US 1 be studied. I ask you all to remember that traffic isn't something that is cured by any one solution but requires many components and solutions.

Just look at the area just south of Cutler Bay that is seeing increased pressures by developers to be included within the urban design boundary line. If this area is opened up it and will potentially add thousands of more units into the mix. Where do you think this traffic will travel toward?

I must give kudos to the Town of Cutler Bay by promoting Smart Growth along the transit corridor and minimizing growth eastward in its city. Credit them for swapping land out to potentially build a community hub that they call central Park and by buying lands along Old Cutler Road to stop overdevelopment. Our Village should visit with your leaders and learn from these examples of good government.

Starting in 1978 professional engineers have been recommending that a bridge be built, this is not something that cropped up overnight; nor was it something that came to light at the last minute. How much longer do our residents and those South of us need to suffer?

I remember a trip that Palmetto Bay officials and Cutler Bay officials did to Los Angeles to see firsthand how they were rolling out mass transit solutions. 3 things became obvious:

1. Transit relief and increased sales taxes to do so was only approved after verified promises made were accomplished
2. BRT line, while successful in terms of ridership did provide some economic development along the corridor but was eclipsed by the amount of transit-oriented development seen on the rail lines. There is evidence on how these transit corridors affect economic development but the truth is that elevated rail is no longer in the picture.
3. LA did not have regional authority on traffic decisions which led to some municipalities walling off communities and, in some cases, making rail systems stop at signalized intersections which added to the horrific traffic we witnessed.

This last sentence is important because for a brief time in our Counties history, some municipalities closed off residential streets that have unnecessarily led to poor traffic flow. This serves as proof as to why all traffic planners' recommendations conclude with completing grids wherever possible.

Our Village leaders failed to represent us in front of the Board of County Commissioners in protesting the closure of one of these grid points on SW 97th. Ave and SW 152nd. Street that occurred in September 2019. The board of county commissioners at that time voted against the recommendations of the traffic department to cede over to a private developer the right of way and therefore blocked the potential bridge and grid connectivity. This is one of those connectivity points we in the South so vitally needed. I passionately believe this has added further stress on opening the bridge on 87th. Ave.

I leave this Committee with this; we must provide as much connectivity as possible and we must stop asking the question on how to stop traffic but instead ask our leaders to promote better comprehensive plans that promote smart growth. Growth must focus on transit lines instead of car-centric design. I'm encouraged by the actions being undertaken by our County Commissioner and encouraged by our new County Mayor changing the dynamic on future transit and hopefully urban planning. that add to the continuing traffic problems that have been created by poor urban planning. Now if we could only work on ensuring sufficient parking at main transit stops like SW 152nd. Street, but for now this bridge is a god first step.

Any questions?



MIAMI-DADE FIRE RESCUE
87th Ave Connectivity Study
 February 23, 2021



In response to Miami-Dade County Legislative Item 210253, Resolution R-88-21, directing the County Mayor or County Mayor's designee to take all action necessary to construct a bridge to extend SW 87th Avenue from SW 164th Street to SW 163rd Terrace crossing over the Cutler Drain Canal, Miami-Dade Fire Rescue (MDFR) conducted a study to determine the impact the proposed bridge may have on fire-rescue service to this area.

MDFR created a polygon of the area between SW 163rd Terrace and SW 164th Street along SW 87th Avenue with an area view of the closest fire stations (**Attachment I**). There are two MDFR Fire-Rescue Stations within 1.5 miles of the area: Coral Reef Fire-Rescue Station 4 and Perrine Fire-Rescue Station 50. Coral Reef Fire-Rescue Station 4 is located at 9201 SW 152nd Street, 0.77 miles from the area to the North West and is staffed with three units, one Advanced Life Support (ALS) Engine, one Rescue, and one Battalion Chief. Perrine Fire-Rescue Station 50 is located at 9798 Hibiscus Street, 1.38 miles from the area to the South West and is staffed with two units, one ALS Engine and one Rescue. MDFR's GIS application was used to identify all life-threatening (LT) and structure fire incidents that MDFR responded to in this area from fiscal years (FY) 2017-2018 through FY2020-2021 through February 22, 2021. There were **44** life-threatening and no structure fire incidents within the area during this time period (**Attachment I**). Table I contains a summary of LT incidents and average response times for each fiscal year.

Table I

Life-Threatening Incidents	FY17-18	FY18-19	FY19-20	FY20-21	Total
Number of Incidents	10	16	12	6	44
Average Response Time*	8:23	7:30	8:33	8:07	

* In Minutes and seconds

MDFR identified **10 (23%)** of the 44 LT incidents that may have been impacted because the responding unit was located at the opposite side of the canal (Units from Station 50 responding to an incident South of the Cutler Drain Canal and units from Station 4 responding to an incident on the South side of the Canal) from where the incident was reported (**Attachment II**). Only one of the incidents occurred during the peak traffic times of 7 to 9am and 4 to 7pm, which contributed to the prolonged response time of 10:33 minutes. Incident 141920, which had a 11:36 minute response time, was a law enforcement matter. **Table II** depicts response time and first responding unit to each incident.

Table II

Fiscal Year-Total LT Incidents	Incident #	Response Time *	Peak Time?	First Unit Responding
FY17-18 - 2	8090568	9:30	N	E4
	8176212	9:21	N	R4
FY18-19 - 5	9000564	10:33	Y	R4
	9090621	8:24	N	R4
	9119345	6:51	N	R50
	9152373	9:03	N	R50
	9183318	8:42	N	R50
FY19-20 - 3	55831	8:22	N	E4
	95200	8:33	N	R4
	141920	11:36	N	R50

* In Minutes and seconds



MIAMI-DADE FIRE RESCUE
87th Ave Connectivity Study
February 23, 2021

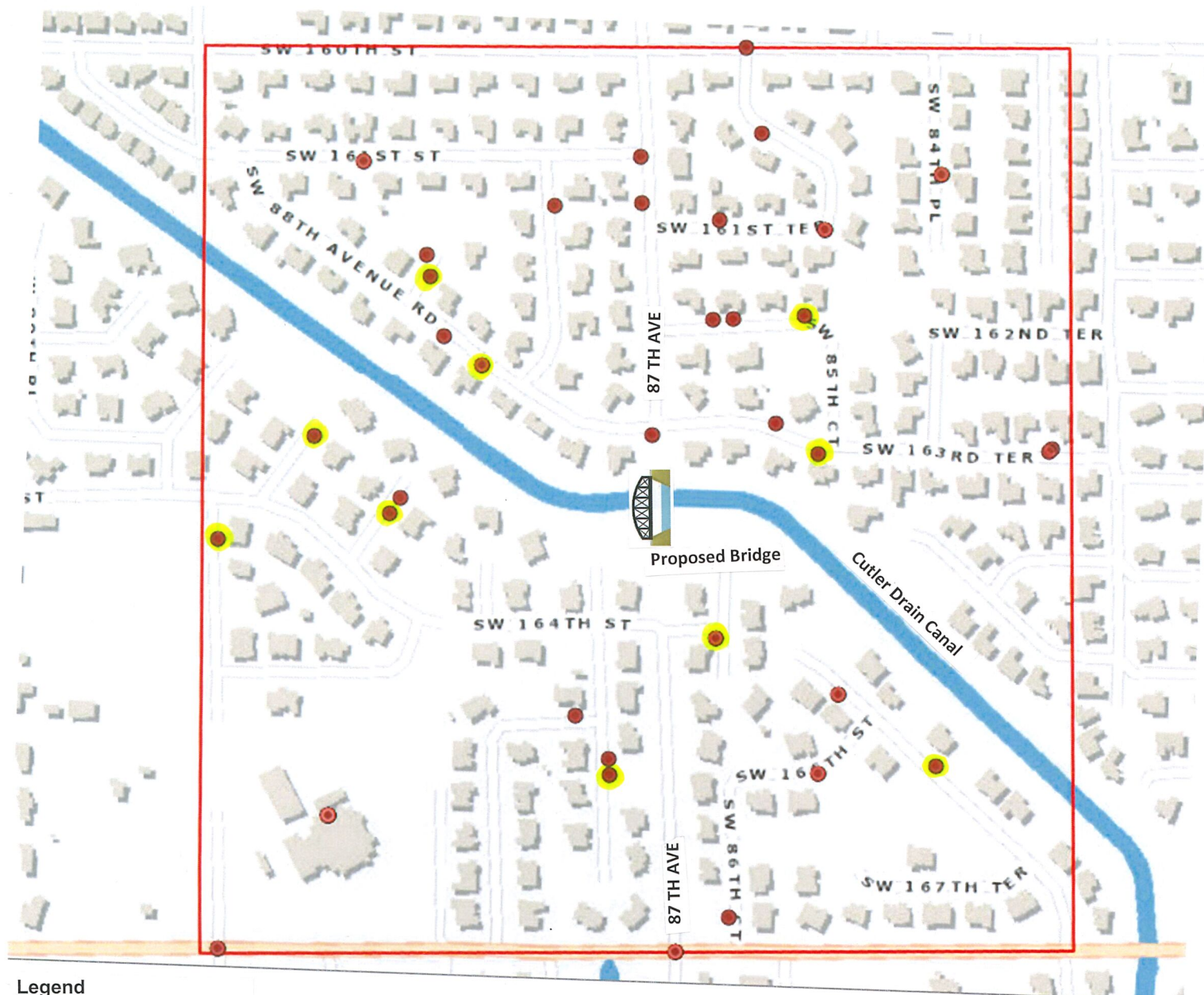


Conclusion

MDFR concurs that a bridge to extend SW 87th Avenue from SW 164th Street to SW 163rd Terrace crossing over the Cutler Drain Canal would provide connectivity for public safety and emergency service vehicle and enhance fire-rescue response to the area.



Miami-Dade Fire Rescue
87th Avenue Connectivity Study
February 23, 2021



Legend

- All 44 Incidents in Area
- 10 Incidents in Table II



MIAMI-DADE FIRE RESCUE
87th Ave Connectivity Study
February 23, 2021



Legend

- All 44 Incidents in Area