



BONITA LAKES PROPERTY OWNERS ASSOCIATION, INC.

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www.bonitalakes.org

**AUGUST 23 SPECIAL MEETING OF THE BOARD OF DIRECTORS OF BONITA LAKES
PROPERTY OWNERS' ASSOCIATION, INC.
TRAFFIC CALMING PLAN**

Date: Monday, August 23rd, 2021

Location: Teleconference via Zoom

Board Members	<u>Name</u>	<u>Title</u>	<u>Present</u>	<u>Absent</u>
	Gary Clinton	President	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Winston Lucky	Vice-President	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Mark Ziemba	Treasurer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Bob Mulindwa	Secretary	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Miguel Bustamante	Member	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Miami Management:	Al Fontana	Property Manager	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Homeowners Present:

Dorie Mulindwa	Toni Patti
Jennifer Meizoso	Erik Alexander
Helena Barraza	Maria Estrada
S. Krupsky	Brett Adams
Henry Suarez	Juan Valdes
Sebastian Mejia	John Meizoso
Margaret Murray	Amalia
Simley Urena	Jaime Bernat

Meeting was called to order by Mr. Gary Clinton at 7:04 p.m.

- Mr. Clinton established that enough board members were present to have Quorum for the meeting to proceed.
- Mr. Clinton stated that the Board Meeting is the First Public Presentation of the Bonita Lakes Traffic Calming Plan to the Community. No action will be taken during this meeting. The process will be lengthy and community comments and concerns will be addressed. The Traffic Calm encompasses street signage, drainage, pedestrian counts, street narrowing, diverters, and rotaries that may ??? the community. After the presentation, comments and questions will be open to the Board Members and it will then be open to the community with a time allotment of 3 minutes, to allow the community's voice to be heard.

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- Juan Calderon, a licensed traffic engineer, will be the presenter on behalf of Caltran Engineering Group, Inc.
- Mr. Calderon expressed that traffic is one of the most important issues affecting the community. Mr. Calderon introduced a presentation based on the Traffic Calming Plan provided by Caltran Engineering Group, Inc.
- Caltran Engineering has been providing traffic calming plan services for the past 10 years, to different communities and cities in the Miami-Dade and Broward area.
- The agenda for the presentation includes the definition of traffic calming, field observations, examples of Miami-Dade County traffic calming criteria's, and the recommended master plan for Bonita Lakes.
- Traffic Calming Plan is the ability to best manage and control traffic. Guidance of how vehicles travel throughout the community.
- Data Collection – 50% of drivers in the community are driving above the community speed limit. Many of the drivers are traveling in the range of 25mph. The speed bumps in the community are close to intersections. Pedestrians used the street because of lack of sidewalks on both side of road. Speed Bumps are for areas where speeds are less than 15mph. Miami-Dade County is not in favor of Speed Bumps where emergency vehicles are to travel. Speed Humps are easier to travel, longer, less restrictive to emergency vehicles, 750 feet allocation – and in some uses 500 feet.
- The proposed master plan includes traffic diverters and example of a traffic circle at FIU were shown as examples of ways to address the community's traffic plan. The master plan calls for the removal of the current speed bumps by replacing with speed humps. The master plan also calls for traffic diverters in different locations of the community. Roundabouts can also be beneficial to the community. Crosswalks are necessary in the community at certain specific points.
- Estimate cost is potentially \$60,000.00 (\$3,500-\$5,000 per speed hump) with different alternatives for the traffic calming plan, the cost does not include indirect costs to the project like surveying, landscaping, utility relocation, lighting, permitting, design, etc. Presentation was concluded by Juan Calderon.
- Mr. Clinton asked Mr. Calderon to discuss the effectiveness of the humps vs the bumps? At present time Miami-Dade County no longer allows the use of traffic bumps by code and they are not currently effective in the community. Mr. Calderon stated that Miami-Dade County no longer considers the use of Speed Bumps, the criteria is presented in the guide of presenting permitting documents to Miami-Dade County. The transition and the positioning of the Speed Bumps in the community are not as per the current requirements of the county. The reference to the 85%, is the percentile of drivers that drive at a specific speed in a specific section of the road.
- Mr. Murray had some concerns regarding the origin of the report and the number of reports that were requested. Mr. Clinton explained that the genesis of the report started by the placement of over forty speed bumps in the community by the first board. Roads in the community are becoming deteriorated, and in order to properly attend to the road deterioration a Traffic Calming Plan is mandatory by the city to comply with permitting. Several Traffic Engineers were interviewed, and Caltran Engineering Group, Inc. was awarded the report process.
- Mr. Clinton opened the comment and question session to the attending board members.

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- Mr. Ziemba had a question regarding the diverters on the different locations. Mr. Calderon explain that a diverter is to condition the driver to follow a set movement of traffic. Some diverters may restrict movement to slow the speed at different intersections. Transitions in the intersections.
- Mr. Clinton asked that if diverters will allow emergency and service vehicles to easily maneuver on the road. Mr. Calderon expressed that different calming features can be used; the master plan provides possibilities to slow and calm the traffic by narrowing roads and placing roundabouts.
- Mr. Clinton stated that there are many concerned by the current rotary situation by the entrance gate, most of the concerns are regarding emergency vehicles and large trucks. Mr. Calderon explained that a curved skirt around the rotary will be a way of facilitating the larger vehicles to utilize the rotary features.
- Mr. Clinton opened the comments and questions session for the community residents.
- Ms. Barraza has witnessed people seeding in specific pocket areas, would like to know why highway patrol presence is not seen, even though it is in the budget? Mr. Clinton explained that prior to Covid the police patrol was effective, but no tickets for speeding or running stop sign tickets can be written at the present time. Use of funds will be discussed in the next budget meeting.
- Juan Garcia in looking into the presentation does not see how many of the solutions presented apply to the community. He is curious as which why the study was not procured prior to the painting and rebuilding of the current placed speed bumps. Mr. Clinton explained that in order to make any changes or alterations to the current roads a Traffic Calming Plan by a licensed engineer is necessary and required by Miami-Dade County. The work is intended to be addressed by phases and will be put to vote in November and completed in the next year of two depending on the funds available. The master plan is designed to provide the community with options.
- Mr. Alexander acknowledged that the plan was necessary, but comments that the study represents a mix use plan instead of a residential plan making the report of no use to the community. Narrowing existing roads to motivate speed reduction will create additional traffic issues. The utilization of speed humps seems to be available option, but he cautions that the expense is based on 15% of the problem. He would prefer the utilizing of the highway trooper and signage. He would prefer the report to utilize other residential communities as examples instead of commercial and educational facilities.
- Mr. Clinton acknowledged Mr. Alexander's comments. The reason all features were included in the study was to be aware of all the options available, from the best ideas to the worst ideas. Mr. Clinton also had concerns regarding the diverters, especially for the use of emergency and service vehicles. All options are on the table and does not want any option not being considered.
- Mr. Lucky expanded that the study is conceptual, it shows recommendations and was produced to identify current problems and propose potential solutions. The master plan presents suggestions, once the final project comes into fruition the project will be design feasibly by the engineer. Project will be designed as per Miami-Dade County Standards and Laws. The impact of cost will be put to comments and vote to the community.
- Mr. Alexander reiterated that the report needs to be updated and represent the residential community problems instead of commercial and educational facility issues. Mr. Lucky stated that he would advise Mr. Calderon as to updating the photographs to include residential communities

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for the final Traffic Calming Plan Report. Mr. Calderon stated that he will update the report and facilitate information that most closely resembles the community. Mr. Alexander addressed Mr. Calderon with the cost of the Concept Traffic Calming Plan. Mr. Clinton explained stated that the plan's costs was Eighteen Thousand Dollars (\$18,000.00) Mr. Clinton stated that any changes to the roads of the community require by law a Traffic Calming Plan Report. Mr. Alexander stated that he understands the reason why the report is needed, but the conceptual phase is one he does not see the residents agreeing with.

- Ms. Meizoso stated that she would extend her time to Mr. Alexander since his comments address her own. She also stated that her husband had written a letter to AI, and she wanted to make sure that his comments and questions are not being overlooked. Mr. Clinton stated that he had the letter in his possession and that all comments will be addressed. Ms. Meizoso also asked if the proposal is the only one at present time and if other companies will present additional reports. Mr. Clinton explained that the report from Caltran Engineering Group, Inc. will be the only received and at the time of project bidding for design engineering and construction will be bided to several vendors.
- Mr. Suarez, asked if other proposals were requested for the study. Mr. Clinton stated that the most cost effective proposal was awarded. Mr. Suarez was confused on the budget quoted by the report. Mr. Lucky explained that the report helps implement the budget for the future construction of the project. The project will be implemented in different phases and will be discussed and put into fruition as per funds availability.
- Mr. Krupsky stated that he agreed with Mr. Alexander's comments regarding the implementation of proposed changes. Speed control is important, and he agrees with the utilization of speed humps to reduce speeding. The use of highway patrol is necessary. Mr. Clinton once again explained that at present time highway patrol can only provide warnings.
- Mr. Mejia, agrees that the speeding in the neighborhood has increased. He is concerned about 119th Ave. Mr. Clinton stated that speed humps in the area are not allowed because the length of the street does not allow it. Mr. Clinton stated that he would
- Mr. Murray asked on why there was a need for a traffic Calming Plan? Mr. Clinton explained that any work to be completed in the roads of the community the study needs to be provided as part of the process, it is a regulation. Mr. Murray would like to identify the origin of traffic study. Mr. Clinton explained that the roads are starting to deteriorate in the front part of the community and to start the process of repairs. Mr. Murray asked if several studies were provided and if payment was made for the proposals. Mr. Clinton explained that only one contract was awarded to Caltran based on credentials and pricing- the most effective bid. Mr. Murray will submit questions in writing.
- Mr. John would like to know if we are using the 1996 County Policy, he would like to know which traffic level the community falls into. Mr. Calderon stated he would return a response to the board. He would like to officially volunteer to help with the bidding proceedings of the community. He also stated that as a firefighter he strongly disagrees with the implementation of diverters in the community. The fire department can legally pursue for any damages produced to an emergency vehicle. Some of the streets are not wide enough in our community and the costs is not feasible. The main problem is speeding, and he personally takes responsibility on helping the community remain safe by knocking of neighbor's doors and videotaping the culprits and posting into the Facebook page. The Community needs to take responsibility for their safety.

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Adjournment

There being no further business to discuss Mr. Clinton made a motion to adjourn. The Motion seconded by Mr. Lucky – All in favor – **Motion Passed.**

The Meeting was adjourned at 8:37 p.m.