

MIAMI-DADE MPO MEETING CALENDAR

	SEPTEMBER 2011	OCTOBER 2011	NOVEMBER 2011
MPO	9/29	10/20	11/17
TPC	9/06	10/03	11/07
TPTAC	9/07	10/05	11/16
CTAC*	9/21	10/19	11/16
BPAC*	9/27	10/25	11/15
TARC*	9/07	10/05	11/02
FTAC*	9/28	10/26	11/30
LCB	9/13	No Meeting	No Meeting

MPO Metropolitan Planning Organization
TPC Transportation Planning Council
TPTAC Transportation Planning Technical Advisory Committee
CTAC Citizens' Transportation Advisory Committee
BPAC Bicycle Pedestrian Advisory Committee
TARC Transportation Aesthetics Review Committee
FTAC Freight Transportation Advisory Committee
LCB Local Coordinating Board for the Transportation Disadvantaged

* To get involved with this committee, please call (305) 375-4507 or visit our website at www.miamidade.gov/mpo

"Get involved in your planning process by calling (305) 375-4507"

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MPO Secretariat

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METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA



Transportation Voice

Bicycling: A Viable Commuting Option

THE FIRST PERSONAL MECHANICAL VEHICLE

In 1790 the Celerifere (say-lay-ri-fair) machine was invented, which had two wheels and a wooden board that could only be driven straight forward. This was a precursor to the Laufmaschine (Running Machine), which had a steering wheel, but no pedals and weighed 48 pounds. The rider would push their feet against the ground to make the machine go faster. It was exhibited in 1818 and revolutionized the common citizen's mode of transportation.



They were commonly called "velocipedes" (Latin for "fast foot") until 1869 when the name "bicycle" was introduced. Prior to the bicycle being around, man was solely dependent on his own two feet or horses, oxen, or other animals for his personal means of transport. The bicycle gave citizens their first personal mechanical transportation.

Bicycles made a major impact on businesses, fashion, and women. Susan B. Anthony, women's rights advocate, said the bicycle had "done more to emancipate women than anything else in the world. It gives a woman a feeling of freedom and self-reliance." At the end of the nineteenth century, women immediately saw this new machine as a vehicle of emancipation. Women's "Bloomers" were created, which enabled women to wear clothes to move in without showing their legs.



The rapidly growing numbers of bicyclists soon became a potent political force for the creation and improvement of roadways. The League of American Wheelmen (LAW), co-

founded by Coconut Grove resident Kirk Munroe, became a leading national membership organization for cyclists. They petitioned for the "Good Road Movement", which was to build roads in rural areas to help them gain social and economic benefits enjoyed by cities where citizens already benefited from railroads, trolleys, and paved streets.

Another important motivation was all bicyclists wanted to ride on 'good' country roads. This also created the need for road signs, road maps, and rules of the road. Those rules are thought to be the foundation for all of the rules established later for the first automobiles.



Over 100 years later, the bicycle is still the most economical and efficient vehicle ever created. Every day bicycling improves the physical, mental and economic health of millions of Americans. Facilities for bicyclists improve the livability of our cities and help reduce pollution, energy consumption and climate change.

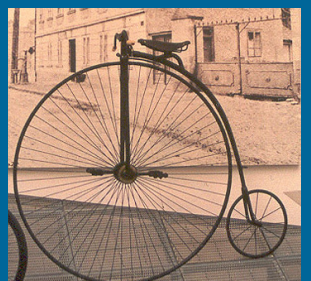
Today, the "Good Roads Movement" has been replaced by bicyclists advocating for "Complete Streets" that provide facilities for all travelers. By building roads that support driving, bicycling, walking and transit, people can choose the best way to get to their destination. The technology of the bicycle has changed. However, it still plays an important role in the modern transportation system.



FALL 2011

DID YOU KNOW?

- ⇒ Baron Karl Drais von Sauerbronn, invented the "Laufmaschine" or "Running Machine", a type of pre-bicycle that was unveiled in Paris on April 6, 1818.
- ⇒ The word "bicycle" did not exist until 1868. Prior to that, the word "velocipedes" was used for monocytes, tricycles and quadricycles.
- ⇒ The high-wheeled bicycle was called "the Ordinary" and was used as personal mechanical transportation from 1870 to 1892.



- ⇒ Automobile pioneer, Henry Ford, was a bicycle mechanic before he created the automobile.
- ⇒ Glenn Hammond Curtiss, "The Father of Naval Aviation", was a bicycle builder who created his first airplane using bicycle parts. From this venture he used his financial success to develop Miami Springs in 1923 and open a flying school and airport.

THE BICYCLE/PEDESTRIAN PROGRAM

In the mid 1960's Miami-Dade County established a bikeway system to assist with mobility. In 1986 the Bicycle Comprehensive Plan was adopted and a full-time bicycle coordinator was hired to implement and oversee an area-wide bicycle program. Shortly after, pedestrian concerns were included to focus attention on all forms of non-motorized transportation issues, and the program was organized around the following areas:

EDUCATION: Crashes involving bicyclists and pedestrians account for 30% of the traffic fatalities in the county each year. To reduce the number of bicyclists and pedestrians killed or injured each year, the MPO works with the transportation agencies and other partners to implement safety projects and programs.

ENFORCEMENT: The bicycle is a legal roadway vehicle in all fifty states. In Florida, cyclists must obey the same laws as motor vehicle operators. Pedestrians also have their own legal rights and responsibilities.

ENCOURAGEMENT: Each March the MPO takes part in Florida "Bike Month" and "Bike to Work Week". In addition, the MPO supports the annual "Walk to School Day" event each October when parents are encouraged to walk with their children, learn about pedestrian safety, and the conditions children face along their trip.

ENGINEERING: Creating safe places to walk and bicycle is extremely important as there are more than two hundred miles of paved paths, bike lanes, and unpaved trails in the county. While most major streets and many neighborhood streets have sidewalks for safe walking, the MPO's Bicycle Facilities Plan identifies new projects and supports the use of bicycle and pedestrian safe designs on all roadway projects. Bicyclists also need safe places to park their bike at the end of their trip. Since 2000 the county zoning code has required that multi-family residential and commercial properties in the unincorporated area provide secure bike parking close to their primary entrance.

BIKE AND RIDE PROGRAM

Miami-Dade Transit's (MDT) Bike & Ride program allows you to take your bike onto the fixed route transit system.

Using transit to extend your bicycle trip is easy. Cyclists can take a single-seat, two-wheeler bicycle with them on Metrobus, Metrorail, and Metromover and travel just about anywhere in Miami-Dade County. Cyclists who ride Metrobus and Metromover don't need a Bike & Ride permit. They just need to follow the simple rules to ensure a safe ride. However, to take a bike aboard Metrorail, a cyclist must have a Bike & Ride Permit.

Cyclists must be at least 12 years of age to obtain a Bike & Ride permit and a parent or guardian must accompany cyclists under 18 years of age who apply for the permit.

Bike racks are provided at Metro-rail stations and other transit hubs if patrons prefer to leave their bike behind. Some stations have bike lockers available for rent and new bike lids are being tested at the University Metrorail Station as shown in this picture.



For additional information and/or obtain a permit call (305) 770-3131 or visit www.miamidade.gov/transit

ENGAGING THE PUBLIC

The MPO's Bicycle/Pedestrian Program reaches out to the public about non-motorized transportation



The Miami-Dade MPO and the City of Miami hosted a two-day "ThinkBike Workshop" with members of the Dutch Consulate from the Kingdom of the Netherlands. Pictured left, Joseph Weterings, Consul General from the Kingdom of the Netherlands, speaks to workshop participants. Teams surveyed designated areas by bike and discussed how streets, intersections, and whole neighborhoods could be improved for optimal bicycle use.

David Henderson (pictured on the right) was a guest panelist on WZAB's 880 AM radio show "Let's Talk About It" where they discussed the advantages and disadvantages of commuting by bicycle in Miami-Dade County.



The Miami-Dade MPO co-hosted the "Building a Bicycle-Friendly Miami-Dade County" with the League of American Bicyclists. Participants discussed what communities, businesses, and universities can do to transform themselves by promoting bicycling.



David Henderson, MPO Bicycle/Pedestrian Coordinator (at left, next to the Broward MPO Bicycle/Pedestrian Coordinator Mark Horowitz), was a guest on WLRN's Topical Currents with host Joseph Cooper where they discussed strides taken in South Florida to make it more bicycle friendly, reduce gridlock, and lower emissions.

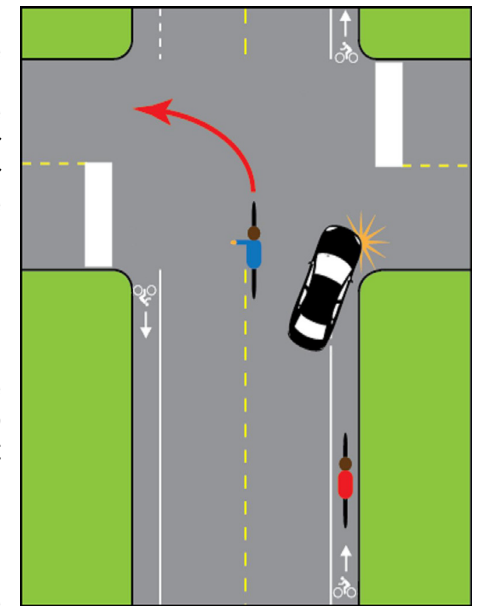


SAFE TRAVEL MEASURES FOR BICYCLISTS

BIKE LANES

A bike lane is a portion of the roadway that is designated for preferential use by bicyclists. Marked bike lanes can make passing safer for motorists and bicyclists alike. Under Florida law, bicyclists must use marked bike lanes unless they are traveling at the speed of other traffic, overtaking another vehicle, preparing to make a left turn, or avoiding a road or vehicle hazard.

Motorists should treat bike lanes like regular lanes that are too narrow to drive in. To make a right turn motorists should look first, yield to bicyclists, then merge into the bike lane before turning. Motorists should never park in a bike lane and always look for bicyclists before opening the door.



SHARED LANE MARKINGS

Shared lane markings help bicyclists and motorists share the road safety. Shared lane markings help bicyclists decide where to ride in a lane and remind drivers to expect bicyclists on the roadway. Under Florida law, all roads except expressways can be used by bicyclists (whether or not they have shared lane markings).

Bicyclists use the shared lane markings by riding over them in the same direction as other traffic. They should use the marking as a guide to stay away from the opening door of parked cars and to be more visible at intersections. To change lanes, make a turn, or avoid a hazard, riders should look behind other vehicles, use hand signals, and merge safely.

It is okay for motorists to drive over shared lane markings. However, they should yield to any bicyclists on the road in front of them. If a motorist needs to pass a bicyclist, caution should be used and at least three feet should be provided. When parked, a driver should look for bicyclists before opening their car door.

