



**Bicycle/Pedestrian
Advisory
Committee**
of the
**Metropolitan Planning
Organization**
for the
Miami Urbanized Area

Chairman

Brett Bibeau

Members

Steve Greenberg

Susan Kairalla

Theodore Karantsalis

Lee Marks

John O'Brien

Robert Rodriguez

Larry Thorson

Betty Trueba

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, OCTOBER 29, 2008

5:30 P.M.

STEPHEN P. CLARK GOVERNMENT CENTER

111 NW FIRST STREET

18th FLOOR - CONFERENCE ROOM 3

MIAMI, FLORIDA 33128

AGENDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES: September 24, 2008
- III. CITIZEN COMMENTS (5 minutes)
- IV. PRESENTATIONS
 - A. BIKE MIAMI EVENT: NOVEMBER 9TH – Kathryn Moore, City of Miami
 - B. M-PATH EXTENSION – Carol Wilson, MDT
 - C. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - D. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
 - E. BIKE PARKING AT METRORAIL STATIONS – D. Henderson
- V. INFORMATION
 - A. RICKENBACKER CAUSEWAY CELEBRATION
 - B. BIKE MONTH: MARCH, 2009
 - C. TRAFFIC SKILLS 101 CLASS: NOVEMBER 7TH
 - D. MONTHLY REPORT
 - E. BPAC ATTENDANCE
- VI. MEMBER COMMENTS



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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, OCTOBER 29, 2008

MEMBERS

PRESENT

Brett Bibeau Susan Kairalla Theodore Karantsalis
 Lee Marks John O'Brien Larry Thorson
 Eric Tullberg Jeremy Gauger

MEMBERS

ABSENT

Steve Greenberg Robert Rodriguez
 Betty Trueba

OTHERS PRESENT

David Henderson - Staff Carol Wilson, MDT Richard Horton, Green Dadeland Station
 Jae Manzella - Staff Julio Boucle, URS Corp. Michael Lee, PBSJ
 Jeff Cohen, M-DPW Steven Grover, Elock Technologies Tom Blazejack, So. FL. Triathletes

The meeting began at 5:33 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Requested to pull the Minutes from the Agenda. There is some editing to be done. LT: <i>Motion approving the Agenda, as amended; seconded by JO; vote: unanimous.</i>
CITIZEN COMMENTS	- AUDIENCE: None at this time.
M-PATH EXTENSION	- RH: Phase 1 of this project is a bike path on the southern bank of Snapper Crk. canal within the Metrorail station limits. <i>This has been fully designed, and is going out to bid.</i> Phase 2 consists of the bike path connection Dadeland North to Dadeland South Metrorail stations. <i>Portions of this design are underway.</i> Phase 3 is the difficult configuration of the route for bicyclists to connect with the existing M-Path. The preferred solution is to cross SR 878 at US-1. The FDOT owns this ROW and has provided tentative approval for traffic signals for motorists approaching the X-way. <i>Traffic studies will need to be conducted.</i> There have been no meetings yet with MDX. He doesn't foresee any issues with them. The allotted enhancement funds for this work is diminishing; his team could only do so much engineering design before asking for more funds to complete the work. <i>He expects by Jan. 2009 to start construction of Phase 1.</i> BB: Inquired about conforming to the Enhancement Funds' timeline. DH: <i>There will be another Enhancement Funding cycle commencing in the Spring.</i> BB: Inquired as to the status of the M-Path Improvements project. DH: MDT staff are finalizing negotiations with the consultant.
FDOT PROJECT UPDATES	- JB: (Handed-out a list.) The 1 st project is NW 87 Av., from NW 74 to 103 Sts. This is a previously presented project. <i>There will be bike lanes between NW 74 to 90 Sts.</i> JO: Suggested the County provide funds to build bike lanes along the entire project. JG: Inquired if the funding shortfall is for ROW or construction. JB: The ROW was acquired years ago. The funding shortfall is for construction. JC: By replacing medians with center turn-lanes and reducing lanes to 11.5', bike lanes can fit. Yet, FDOT requires 12' wide lanes in trucking areas; but, trucks aren't 12' wide. JG: They are already specifying 11' lanes in some areas of this project. ET: Suggested using 11' inside lanes, and 13' outside lanes with sharrows. JC: Noted that the design speed is 45 MPH. By dropping this down to 40 MPH, the width of lanes, including the 15' median can be reduced. JB: <i>He will discuss these issues with the Project Mgr. to see if it can be resolved.</i> The 2 nd project is: a follow-up to the Flagler St. improvements. Several designs were

presented with bike lanes; but, the BPAC did not endorse any.

DH: *The BPAC did make a recommendation.*

BB: Resolution #2-2007: Endorsing either design alternative 2a or 2b. *The City of Miami should be notified that this project affects their Bicycle Master Plan. Requested the Minutes from that BPAC meeting to be sent to JB for review.* Resolution #3-2007 calls for the consideration of shared Bus/Bike lanes. This was a suggestion from JC.

JC: The concept was a shared bus bay that bike utilize while passing that area. The only thing necessary to do is realign the painted stripes.

JB: The 3rd project is another follow-up: Harding Av. The Project Mgr. (PM) has identified several obstacles along the way. He's been asked to provide a list of these, as well as where bike lanes can be included.

LT: This corridor is congested. The inclusion of bike lanes would require eliminating one side of parking in the Surfside business district. There are also bulb-outs.

JB: That is one of the PM's arguments, since these would have to be repositioned. However, it is still feasible to include a bike lane.

JM: The City of Miami Beach plans a bike lane on Harding, south of this project.

JB: That may be a reconstruction project; whereas this is only resurfacing. There are existing conditions that can't be changed.

- The next project: Miami Gardens Dr., from NW 57-68 Sts. This is a resurfacing project where the introduction of bike lanes would require ROW. The PM calculated that such improvements would go well beyond the project funding.
- The next project is NW 2 Av., from NW 176 to 215 Sts. This resurfacing project has limited ROW, with existing 11.5' travel lanes and a 15' median.

ET: This project crosses Snake Creek Trl., so there is significant bicycle travel.

JB: The next project is 71 St. in Miami Beach. He is awaiting the PM response.

- The next: Miami Gardens Dr., from NW 68 to 84 Sts. He is awaiting a PM response.
- The last project involves intersections affected by the 836/826 interchange. *Any cross streets will receive bike lanes.*

ET: Bike lanes should be marked property when they are adjacent to turn lanes.

BB: *Requested JB to present projects that are in the early stages.* Often BPAC requests become unfeasible, due to designs needing substantial changes.

DH: Last month JB brought a few Scoping Reports. Those are very preliminary.

**M-DPW
PROJECT
UPDATE**

- **LM:** He requested M-DPW to repair a hole on Main Hwy. It was done on the same day.

JC: The Rickenbacker project is nearly complete. Railings were installed, except at end points. Fencing was erected, in case someone falls over the rails. Bike lane striping is still pending. The ramp to Brickell Av. was improved. *M-DP&R will be assisting with the ribbon-cutting ceremony.* The City of Miami constructed bike lanes along Miami Av., from SE 15 to 25 Rds.; as well as along SE 15 Rd., from Miami to Brickell Aves. The original PM for the Commodore Trail project has moved out of state. She followed-up with MPO's Master Plan; designing from Cocoplum Cir. up to Aviation Dr. *The City of Miami is doing it from Aviation Dr. to Mercy Hospital.* The original alignment was adjacent to Bayshore Dr., north of McFarelane Rd. He requested the City of Miami to allow routing cyclists towards and along the Biscayne Bay shoreline. The route would transition back to (a widened) Bayshore Dr. sidewalk along Pan American Way. The City originally conceived Pan American Way to have bike lanes; but, there isn't a walkway. *So, he is suggesting a multi-use path on the north side.* In some areas, the bikeway along Bayshore Dr. cannot be widened/improved, except for resurfacing.

ET: There is a lot of vegetation encroachment. Edgewater Dr. has a lot of traffic from the apartment buildings; suggested using Sunrise Av.

	<p>JC: Vegetation will be cleared. Sunrise Av. leads to Ingrahm Hwy. He will not steer cyclists on to that hazardous road. A multi-use path along Edgewater Dr. thru the park is better. The City of Coral Gables chose a 10' wide bridge; but, he will insist on 12' width.</p> <ul style="list-style-type: none"> • Old Cutler Trl. is being reviewed. <i>Curbing, left-turn lanes or bollards will be installed in areas where motorists are using the bike path to avoid congestion.</i> <p>ET: The Town of Cutler Bay has funds to improve the path from SW 87 to 97 Aves. <i>He requested JC to coordinate this effort.</i></p> <p>JC: Roundabouts are being considered for SW 87 & 97 Aves. <i>The path will be realigned, including a bike roundabout when Old Cutler meets Biscayne Trl.</i></p> <ul style="list-style-type: none"> • SW 216 St. is nearly complete. <p>ET: <i>The light poles need realignment.</i> Suggested a sign for the HEFT's eastern frontage road warning motorists of cyclists' intentions to cross.</p> <p>JC: <i>Will review this issue. M-DP&R will extend the path to US-1.</i></p> <p>ET: At the HEFT exit, motorists are stopping on the path, rather than at the stop line.</p> <p>JC: <i>Bike lanes are planned to be installed in that area.</i> The project to improve the path along Snake Creek canal is being scrutinized by SFWMD, whom have issues.</p> <p>BB: Requested JC to contact him if these efforts fail.</p> <p>JC: He was presented with the FBA's Bicycle Professional Award.</p>
<p>BIKE MIAMI EVENT</p>	<p>- BB: Concerned with bridge operations during this event.</p> <p>JC: <i>Will relay this concern with that division.</i></p> <p>BB: Concerned that SE 5 St. is being closed, although it goes under the bridge. The restaurants in the area will loose a lot of business.</p> <p>DH: <i>Will relay this concern with City of Miami staff.</i></p>
<p>BIKE PARKING AT METRORAIL STATIONS</p>	<p>- DH: MDT ran out of funds to complete the installation of racks at all the stations. A new funding source is available for the remaining stations: Brownsville to Palmetto, and a few Park&Ride lots. <i>The inclusion of lockers will be reviewed and types of storage will be researched.</i> All the racks are within sight-distance of the security guards. MDT and Tri-rail staff were given the same presentation today that will be shown now.</p> <p>SG: (Showing a presentation.) He represents Bikelink – an on-demand bike parking/vending system. A couple west coast cities have adopted it as a standard for existing/future operations. It uses Smartcards to access the lockers and track use. The traditional pattern of assigning a locker to one person does not match the flexibility provided by Bikelink; over the course of a year, 5-7 times more cyclists are served. Users have more than one location to store their bikes; and, they only pay when in use. By requiring an up-front payment; users are reminded that they do not own the unit. A tiered payment option takes place, once the user's time has depleted. <i>Early returns are rewarded with refunds. The 1st ½ hour is free.</i> Personnel need to field-check each unit periodically for repairs; if a unit has been rented for a long time; or has expired. Lockers encourage demand; yet any program requires subsidies to sustain any long-term service. <i>Through a website, a central database is available to all the various vendors providing this service.</i> Tracking users allows for identifying key areas to expand or reduce service. Transit agencies can see where the transition from bike to bus is happening. There is an initial slow progression for 1st time uses; eventually capacity plateaus. The most common rental duration is 10 hours. The website provides locker locations, as well as provides users various options: from ordering a Smartcard, which is sent by mail; tracking their own use; adding more value to their card; or corresponding with Bikelink staff. Area vendors also sell Smartcards. An advanced reservation system is being developed, so a cyclist can ensure a locker is available once arriving at a destination.</p>

Each unit works co-dependently with one other to avoid an entire system outage.

JO: Suggested covering the areas to combat weather conditions.

SG: That can be a problem, since it is desirable to see inside the lockers. Even a translucent covering can cast shadows, hiding the contents. The lockers are made of a high-tech material (FRP), which provides light to show through. This meets/excels all required strength/safety tests. Retrofitting existing lockers with the opening mechanisms has been done. Often units are placed in groupings to maximize space. His units are slightly taller to accommodate high-positioned handlebars. The controllers can be adjusted to administer bike rental transactions as well. The system also allows access prohibitions/privileges to lockers/facilities/card holders. Stainless steel materials are used for the controllers. The cost is approx. \$2800/unit. Although that is 2-3 times the conventional lockers – that includes installation; eliminates a lot of administrative costs; and, since they can serve many more cyclists each, the number of units needed is reduced. Only very high-grade materials are used. The cost is also higher because his firm needs to recoup research/development costs. The units are designed to last at least 20 years. Future prototypes include: locker-less kiosks, off-grid operations, and cell-phone interoperability. Information/reports on users, etc. are generated in real-time. Costs are low because the goal from most vending organizations is not to generate revenue; but, to persuade people use bikes instead of automobiles.

ET: MDT is transitioning to a smart card; inquired if the system could be compatible.

SG: Bikelink is already compatible with a few different transit systems, this would not be a problem. However, the political/economic hurdles are huge. One agency is putting aside a financing structure, so that bikelink operations are separate. One way to avoid a bureaucratic nightmare is the use of cellphones. The integration of this technology into Bikelink controllers is nearly ready. The controllers can operate by battery for 2 years.

TK: He uses the Metrorail lockers. He has to maneuver his handlebars to fit the bike in. Often homeless people congregate around the lockers.

SG: A few private corporations use Bikelink; several more made inquiries. However, the business model is geared towards public service, rather than profitable leasing.

SK: Inquired if the high cost is due to construction or the high-tech components.

SG: Both contribute – these units/components are very high-end. The technology is cutting edge. R&D costs are slowly being reduced. There are two websites to visit: BikeLink.org, which is the public portal; the other is: ELockTech.com, which provides technical data. *Recommended spacing diagrams can be found there.* There is no active marketing division; presently, the company has more demand than can be handled.

CW: Inquired if recumbents, tandems, tricycles, etc. could be accommodated.

SG: There has not been a demand to produce such. Although a retrofit was done by eliminating an inside panel to accommodate a delivery tricycle.

TK: Inquired if agencies are allowing storage of non-bike items.

SG: Some allow scooters, etc.; but, typically they restrict it to bicycle use.

BPAC ATTENDANCE	- BB: The attendance sheet is in the Agenda Pkg. He welcomed the newest member: JG, a landscape architect at Arquitectonica. He was appointed by Commissioner Sarnoff.
MEMBER COMMENTS	<ul style="list-style-type: none"> - SK: There is an excessive amount of signage along SW 97 Av. - JC: There have been several complaints regarding the signage. The contractor was overzealous, and Traffic Operations staff went by code. However, he has come to agreement that some of the No “U” Turn signage can be removed. A number of poles were eliminated simply by using both sides of some of those erected. - SK: The existing palms drop fronds on the bike lanes. Now, there are more palms being installed in the median, which will drop fronds on automobiles.

JC: The landscaper should have his crew pick-up debris.

SK: Inquired if the school in the area could volunteer to keep this under control.

JC: The use of children to do this task is prohibited. *The local PTSA could sign-up for the Adopt-A-Road program.*

- **ET:** People using the baseball field in that area are parking their cars in the bike lanes.
- **ET:** The 8' sidewalk on SW 127 Av. has been extended from SW 120 to 108 Sts., except for a gap at the C-100 canal. Unfortunately, the placement of utility poles far from the curb hinders further extensions.
- **ET:** The Village of Palmetto Bay has agreed to bike rack installations at the Public Works Dept. Starbucks near Old Cutler Trl. is installing racks to compensate for the lack of required automobiles spaces.
- **BB:** Every member received the invitation to the Miami River boat tour on Dec. 3rd. It is important to depart at 9:45am to be on-time for the bridge openings.
- **BB:** Miami has adopted their *Bicycle Action Plan*. *He requested this item to be brought back before the group;* so, that more in-depth information can be provided. The BPAC is considered a partner in this plan to help implement it. He asked that BPAC members be provided a copy of the Plan, prior to the meeting.
- **JG:** He offers a view from the developers angle. He would like more bicycle language introduced into the zoning codes, etc., such as incentives to reduce required automobile parking. He has not read the County's draft ordinance. As a commuter, he would like to see more bicycle commuting options in the downtown area.

- *The meeting was adjourned at 8:20 p.m.*