Transit Committee
February 13, 2008

Prepared by: Jill Thornton

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	02/13/2008		Memorandum from the County Manager re: Changes to the Agenda
2	02/13/2008	1F2	Report titled BICYCLE PARKING GUIDELINES
7	02/13/2008		Letter addressed to Chairman Rolle re: Efficient Transportation System and State-of-the-Art Technology in Miami-Dade County
8	02/13/2008	1F1, 1F2 & 3J	Speaker's Cards
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Memorandum

MIAMI-DADE COUNTY

Date: February 13, 2008

To: Honorable Chairperson and Members
Transit Committee

From: George M. Burgess
County Manager

Subject: Requested Changes to the
Transit Committee Agenda

Additions

3G SUB.

080447 RESOLUTION AUTHORIZING EXECUTION OF AN INTERLOCAL AGREEMENT BETWEEN MIAMI-DADE COUNTY AND THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA) FOR FINANCING OF THE COMMUTER RAIL PROJECT IN THE AMOUNT OF $7,036,950; AND AUTHORIZING THE COUNTY MAYOR TO EXPEND FUNDS AS SPECIFIED IN THE INTERLOCAL AGREEMENT(SEE AGENDA ITEM NO. 080353) (Miami-Dade Transit Agency)

Scrivener's Errors

2E Dennis C. Moss

080336 RESOLUTION RETROACTIVELY AUTHORIZING IN-KIND SERVICES FROM THE MIAMI-DADE TRANSIT AGENCY FOR TRANSPORTATION TO THE DECEMBER 16, 2007 DODGE CITY CHRISTMAS PARTY SPONSORED BY NARANJA OPTIMIST CLUB, INC., A NOT-FOR-PROFIT ORGANIZATION, IN AN AMOUNT NOT TO EXCEED $852.00 TO BE FUNDED FROM THE DISTRICT 9 IN-KIND RESERVE FUND

Note: ***The subject in the Manager's Memo should read: Resolution retroactively authorizing in-kind services for the December 16, 2007 Doge City Christmas Party sponsored by Naranja Optimist Club, Inc.***

2F Dennis C. Moss

080335 RESOLUTION RETROACTIVELY AUTHORIZING IN-KIND SERVICES FROM THE MIAMI-DADE TRANSIT AGENCY FOR TRANSPORTATION TO THE DECEMBER 16, 2007 DODGE CITY CHRISTMAS PARTY SPONSORED BY CENTRO CAMPESINO-FARMWORKER CENTER, INC., A NOT-FOR-PROFIT ORGANIZATION, IN AN AMOUNT NOT TO EXCEED $426.00 TO BE FUNDED FROM THE DISTRICT 9 IN-KIND RESERVE FUND

Note: ***The subject in the Manager's Memo should read: Resolution retroactively authorizing in-kind services for the December 16, 2007 Doge City Christmas Party sponsored by Centro Campesino-Farmworker Center Inc.***

3I

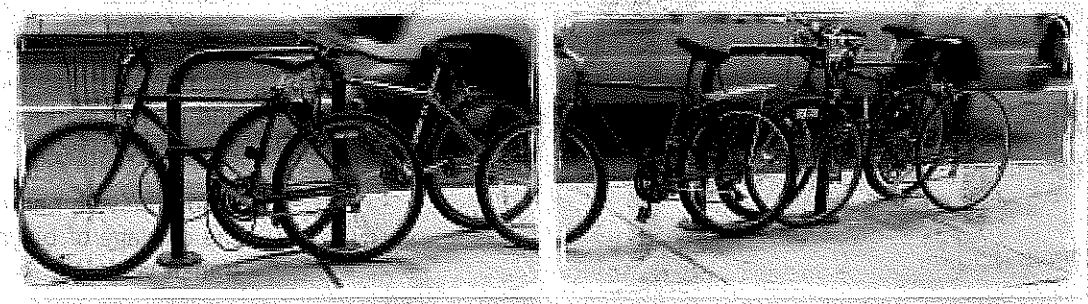
080374 RESOLUTION AUTHORIZING THE REJECTION OF ALL PROPOSALS RECEIVED IN RESPONSE TO REQUEST FOR PROPOSALS NO. 439 FOR PTP HEAVY RAIL VEHICLE REHABILITATION; AND WAIVING THE REQUIREMENTS OF SECTIONS 2-8.3 AND 2-8.4 OF THE MIAMI-DADE COUNTY CODE PERTAINING TO BID PROTEST PROCEDURES BY TWO-THIRDS (2/3S) VOTE OF THE BOARD MEMBERS PRESENT (Procurement Management Department)

Note: ***In line 4 in the third full paragraph of handwritten page 2 of the Manager's memorandum, delete the words "additional items and" so that the parenthetical phrase reads "exclusive of contingency".***

BICYCLE PARKING GUIDELINES

RECEIVED
By the Clerk for the record.
FEB 13 2008
Item 1F2
Exhibit 1
Meeting TC

A set of recommendations from the Association of Pedestrian and Bicycle Professionals [apbp]



"I would ride to work if there was a safe place to lock my bike."

INTRODUCTION

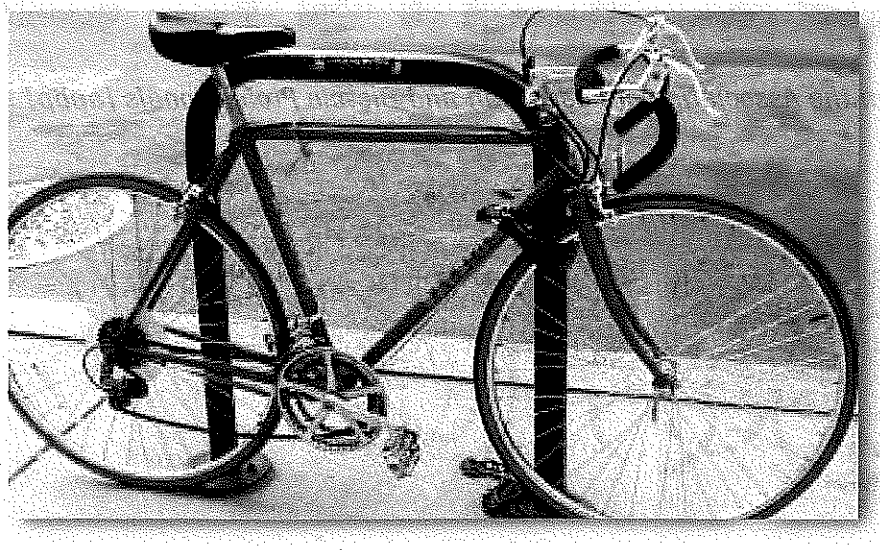
The lack of a secure parking space keeps many people from using their bikes for basic transportation. Leaving a bicycle unattended, even for short periods, can easily result in damage or theft. Finding a bike rack that doesn't work or isn't conveniently located makes for a frustrating experience.

The purpose of this document is to assist with the selection and placement of appropriate bicycle racks for short-term parking. Four major components will be discussed.

1. The rack element. This device supports the bicycle.
2. The rack. It is important to understand how bikes interact with each other when rack elements are assembled together.
3. Combining of multiple racks into a bicycle parking lot.
4. Locating the rack, and the relationship of the rack to the building entrance it serves and the cyclists' approach to that entrance.

The discussion will focus on outdoor installations. The racks are intended to accommodate conventional, upright, single-rider bicycles. It is assumed the cyclist will use a solid, U-shaped lock, or a cable lock, or a combination of the two.

The apbp Task Force that developed this guide is also developing recommendations for other important bicycle parking-related issues including:



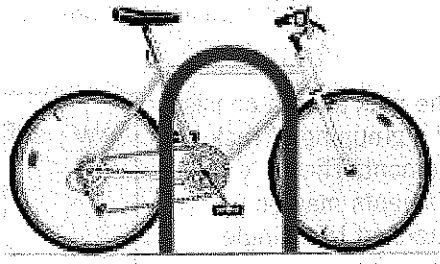
a. Assessing the appropriate number of bicycle parking spaces for different buildings and land uses, including the use of bicycle parking ordinances.

b. Long-term bicycle storage facilities such as lockers and bicycle parking garages.

c. Indoor bicycle parking and the carriage of bicycles in transit vehicles.

1. The Rack Element

Definition: the rack element is the part of the bike rack that supports one bicycle.

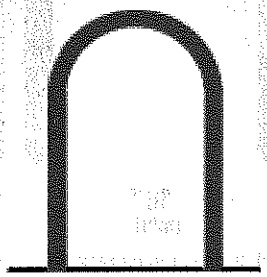


The rack element should:

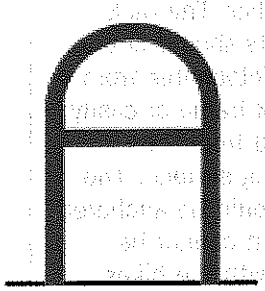
- Support the bicycle upright by its frame in two places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle

Comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are NOT recommended.

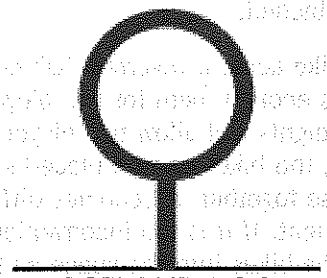
The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.



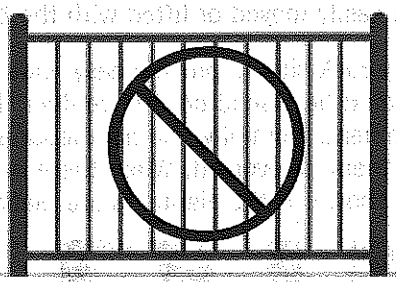
INVERTED "U"
One rack element supports two bikes.



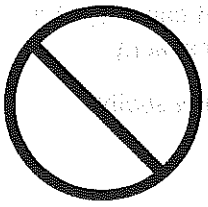
"A"
One rack element supports two bikes.



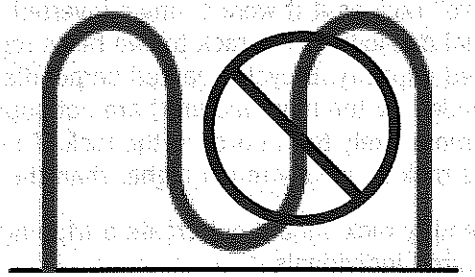
POST AND LOOP
One rack element supports two bikes.



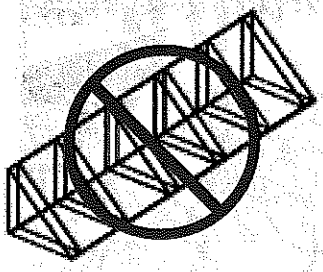
COMB
One rack element is a vertical segment of the rack.



Not recommended



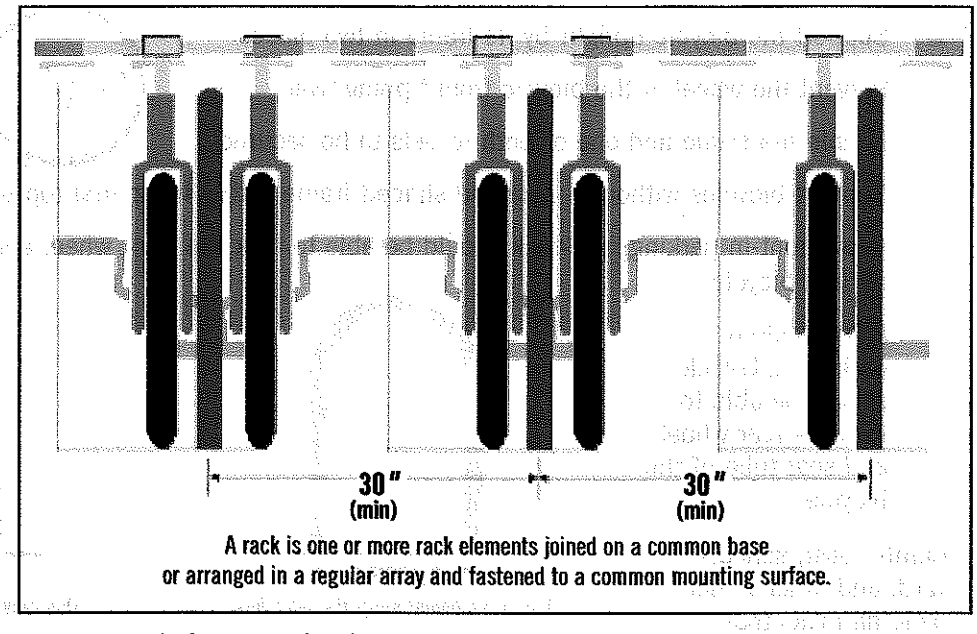
WAVE
One rack element is a vertical segment of the rack.
(see additional discussion on page 3)



TOAST
One rack element holds one wheel of a bike.

2. The Rack

Definition: a rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface.



A rack is one or more rack elements joined on a common base or arranged in a regular array and fastened to a common mounting surface.

The rack should consist of a grouping of rack element. The rack elements may be attached to a single frame or remain single elements mounted within close proximity to each other. The rack elements should not be easily detachable from the rack frame or easily removed from the mounting surface. The rack should be anchored so that it cannot be stolen with the bikes attached—vandal-resistant fasteners can be used to anchor a rack in the ground. An exception is a rack that is so large and heavy that it cannot be easily moved or lifted with the bicycles attached.

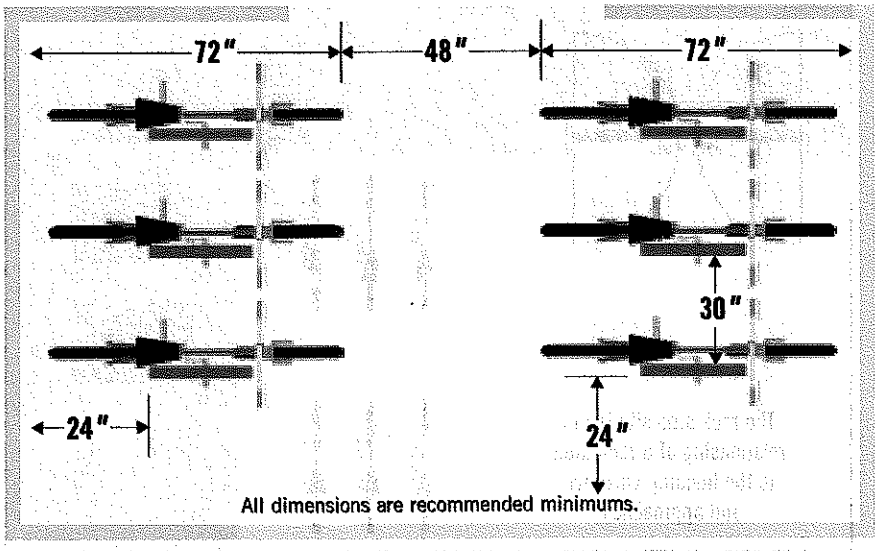
The rack should provide easy, independent bike access. Inverted "U" rack elements mounted in a row should be placed on 30" centers. This allows enough room for two bicycles to be secured to each rack element. Normally, the handlebar and seat heights will allow two bicycles to line up side-by-side if one of them is reversed. When there is a conflict, the bikes can be placed slightly offset from one another as shown. If the elements are placed too close together, it becomes difficult to attach two bikes to the same element. If it is too inconvenient and time consuming to squeeze the bikes into the space and attach a lock, cyclists will look for an alternative place to park or use one rack element per bike and reduce the projected parking capacity by 50 percent.

Wave style racks are not recommended. Bicyclists commonly use a "wave" rack as if it were a single inverted "U." This limits the actual capacity of the rack to two bikes regardless of the potential or stated capacity. Bicycles parked perpendicular to a wave rack (as intended by the manufacturer) are not supported in two places and are more likely to fall over in the rack. The advertised capacity of a wave rack is usually much higher than the practical capacity.

An empty rack should not create a tripping hazard for visually impaired individuals.

3. The Rack Area

Definition: the rack area is a bicycle parking lot where racks are separated by aisles.



The rack area is a bicycle parking lot where racks are separated by aisles.

A rack area or "bicycle parking lot" is an area where more than one rack is installed. Aisles separate the racks. The aisle is measured from tip to tip of bike tires across the space between racks. The minimum separation between aisles should be 48 inches. This provides enough space for one person to walk one bike. In high traffic areas where many users park or retrieve bikes at the same time, such as a college classroom, the recommended minimum aisle width is 72 inches.

72 inches (six feet) of depth should be allowed for each row of parked bicycles. Conventional upright bicycles are just less than 72 inches long and can easily be accommodated in that space. Some rack types will allow the racks to be mounted closer to the wall. This will not change the space required by the bicycles or the aisles.

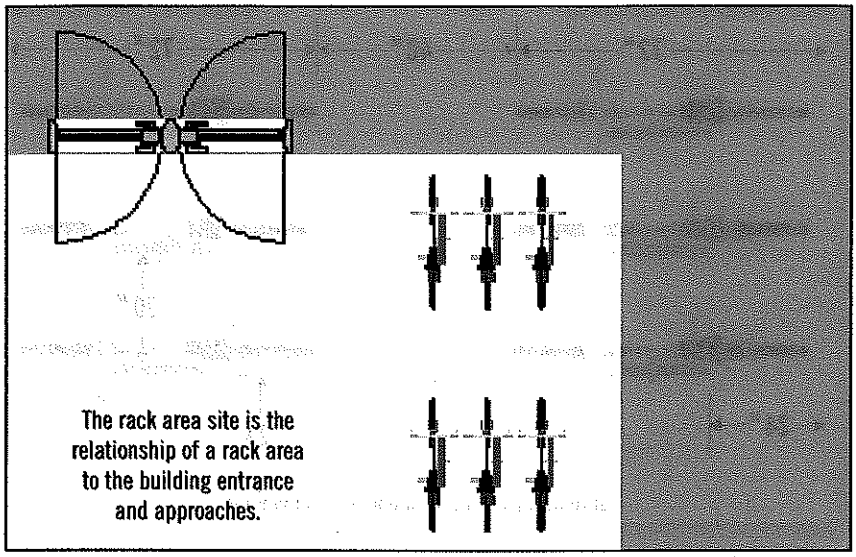
Large rack areas with a high turnover rate should have more than one entrance. This will help facilitate the arriving and departing of cyclists and pedestrians.

If possible, the rack area should be protected from the elements. Racks along building walls can be sheltered by an awning. Even though cyclists are exposed to sun, rain, and snow while en route, covering the rack area keeps the cyclist more comfortable while parking, locking the bike, and loading or unloading cargo. An awning will also help keep the bicycle dry, especially the saddle.

4. The Rack Area Site

Definition: **the rack area site is the relationship of the rack area to a building entrance and approach.**

The location of a rack area in relationship to the building it serves is very important. The best location for a rack area is immediately adjacent to the entrance it serves. Racks should not be placed so that they block the entrance or inhibit pedestrian flow in or out of the building. Racks that are far from the entrance, hard to find, or perceived to be vulnerable to vandalism will not be used by most cyclists.



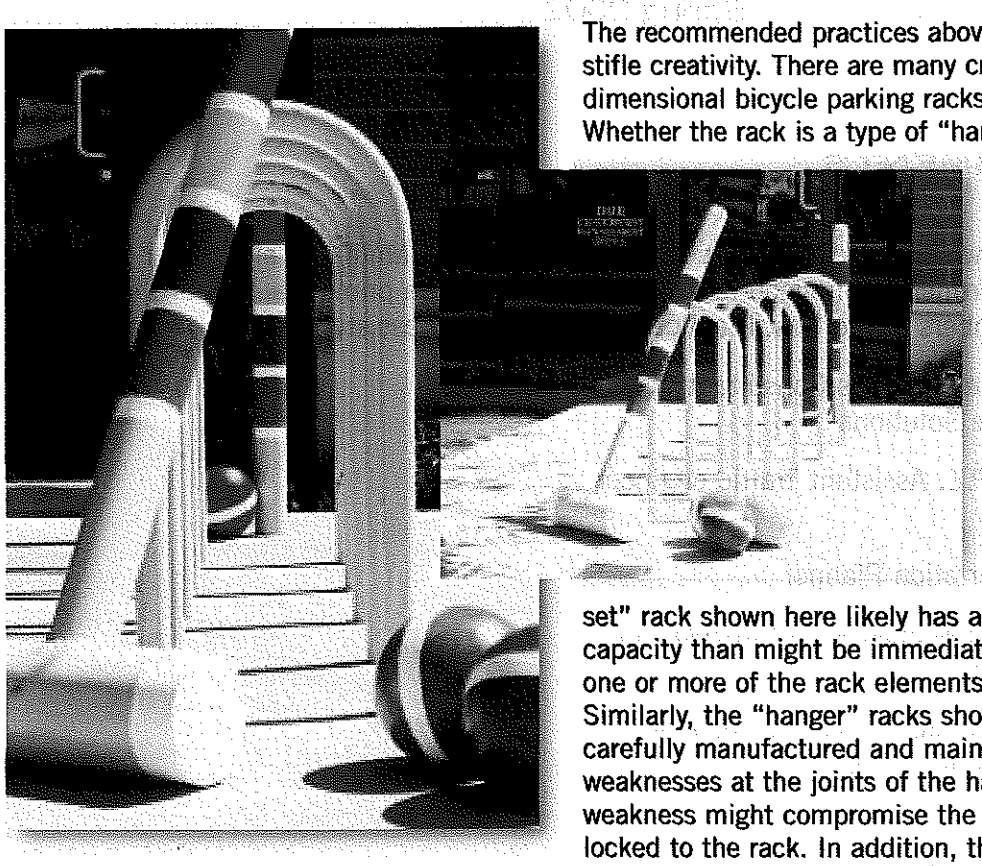
The rack area site is the relationship of a rack area to the building entrance and approaches.

It is important to understand the transition a cyclist makes from vehicle to pedestrian. The cyclist approaches the building mounted on the bicycle. At some point, the cyclist stops, dismounts, and walks the bike to a rack. The bicycle is attached to the rack and any cargo is removed. The cyclist now walks into the building carrying the cargo. Adequate space must be provided to allow for this transition.

The rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet.

A rack area should be as close or closer than the nearest car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

5. Creative Designs



The recommended practices above are not intended to stifle creativity. There are many creative, three-dimensional bicycle parking racks that work very well. Whether the rack is a type of "hanger", "helix" or another configuration, the critical issue is that the rack element supports the bike in two places and allows the bicycle to be securely locked.

Creative designs should carefully balance form with function. For example, the distinctive "croquet set" rack shown here likely has a smaller effective capacity than might be immediately apparent because one or more of the rack elements is not accessible. Similarly, the "hanger" racks shown below must be carefully manufactured and maintained to prevent weaknesses at the joints of the hanger and rack—such weakness might compromise the security of bicycles locked to the rack. In addition, the "coat hanger" elements should be spaced at least 30" apart.

Conclusion

More information about bicycle parking is available from a wide variety of sources. Visit www.bicyclinginfo.org to access many of those sources, and to find a list of bicycle parking manufacturers.

More information about the Association of Pedestrian and Bicycle Professionals is available at www.apbp.org.

BICYCLE PARKING GUIDELINES

Adopted by the Association of Pedestrian and Bicycle Professionals
Spring 2002

ACKNOWLEDGMENTS

apbp wishes to acknowledge and thank Reed Kempton, Bicycle/Multi-modal Planner with the Maricopa County Department of Transportation, for his work as the primary author of the recommended practice. Members of the Best Practices Task Force ably assisted Reed in this task.

John Ciccarelli, Bicycle Facilities Consultant
TransSight LLC/Bicycle Solutions

Michelle DeRobertis, P.E. Assistant Traffic engineer
City of Alameda, CA

Joe Gallagher, Transportation Planner

Daphne Hope, Program Manager—Cycling/Walking
City of Ottawa, Canada

Christopher Johnson, Assistant Deputy Secretary
Pennsylvania Department of Transportation

Jim Lazar
Microdesign Northwest

James Mackay, P.E. Bicycle Planner
City of Denver, CO

Heath Maddox, Transportation Planner
Santa Cruz County Regional Transportation Commission

Arthur Ross, Pedestrian/Bicycle Coordinator
City of Madison, WI

Timothy Witten, Transportation Planner

For additional information contact:

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Executive Director, apbp
P.O. Box 23576
Washington, DC 20026
pedbike@aol.com

ASSOCIATION OF PEDESTRIAN AND BICYCLE PROFESSIONALS

apbp

PRODUCTION AND DESIGN BY LEJ GRAPHICS ★ LEJGRAPHICS@YAHOO.COM

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Exhibit
Meeting TC

View SW to 10 bike racks at Dadeland S. Metrorail Sta.

These 6 bike racks at the Dadeland South Metrorail Station were later removed.

Clever Devices
137 Commercial Street
Plainview, NY 11803
voice: 516-433-6100
fax: 516-433-5088

RECEIVED
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Item
Date
Meeting

February 7th, 2008

Faxed and Mailed

The Honorable Dorrin D. Rolle
Chairman, Miami-Dade Transit Committee
Miami-Dade County Commission
111 NW 1 Street
Miami, Florida 33128

RE: Efficient Transportation Systems and State-of-the-Art Technology in Miami-Dade County

Dear Commissioner:

We would like to make a citizens presentation at the Transit Committee meeting on Wednesday, February 13, 2008. This request is in direct response to the comments made by Chairman Barreiro this week, as well as by other commissioners over the last several weeks, regarding the overwhelming need to plan efficiently and invest now for the future of transit. It is abundantly clear there is a greater need for Miami-Dade Transit to utilize state-of-the-art technologies, which are necessary for Miami Dade's transit systems to operate in a more cost effective manner.

Also, if Miami Dade does not make these investments now, it will undoubtedly cost more later. These investments are especially important as they undisputedly are required to allow transit to expand efficiently and practically, to adequately accommodate a growing ridership long into the future.

We would like to discuss what the industry is doing to tackle these problems and challenges, as well as how comparable transit systems are implementing cost-saving technologies for their future.

Thank you for your attention and consideration.

Sincerely,

Bill Long

Bill Long, President

Agenda Item — 2/13/08 TC

INFORMATION

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 2/13/08 BCC Mtg. Date _____ Agenda Item # 1F1

Subject: Ordinance pertaining to rapid transit zone (Coconut Grove Metrorail station)

Name: Janice Tarbert

Address: 2220 SW 24 Terrace Miami FL 33145

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No: ✓

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No: ✓

INFORMATION

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 13 FEB 2008 BCC Mtg. Date 13 FEB 2008 Agenda Item # 1F1

Subject: Metrorail Station site Development Standards

Name: John Steger

Address: 2430 Trapp Ave; Miami 33133

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No:_____

If yes, please list name: Coconut Grove Park Homeowners Assoc. / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No: ✓

INFORMATION

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 2/13/08 BCC Mtg. Date _____ Agenda Item # 1F1

Subject: Amending Section 33c-2 Code

Name: JAMES G. McMASTER

Address: 2940 S.W. 30th Court, Miami, FL 33133

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No: X

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No: ✓

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 2/13/08 BCC Mtg. Date _____ Agenda Item # 1F1

Subject: _____

Name: GUS GIL

Address: _____

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: X No:_____ Coconut Grove Station Development

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 2/13/08 BCC Mtg. Date 2/13/08 Agenda Item # 1F2

Subject: bike parking at Metrorail stations

Name: John D. Hopkins

Address: 9192 SW 128th Lane

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 13 Feb '08 BCC Mtg. Date 13 Feb '08 Agenda Item # 1F2

Subject: Bike Parking

Name: Eric Tullberg

Address: 7884 SW 174 Ter. Palmetto Bay, FL 33157

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 2/12/08 BCC Mtg. Date March Agenda Item # 3J

Subject: Resolution Authorizing the Execution of Crosseasement

Name: Ben Solomon

Address: 1666 Kennedy Causeway, Suite 302 33141

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No:____

If yes, please list name: G.C. Homes, / /
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :____ No:____