



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

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

**MEETING OF WEDNESDAY, MARCH 19, 2008
5:30 P.M.**

STEPHEN P. CLARK GOVERNMENT CENTER
111 NW FIRST STREET
18th FLOOR - CONFERENCE ROOM 2
MIAMI, FLORIDA 33128

AGENDA

Chairman
Ted Silver

Members
Brett Bibeau
Steve Greenberg
Susan Kairalla
Theodore Karantsalis
Lee Marks
John O'Brien
Larry Thorson
Matthew Toro
Betty Trueba
Eric Tullberg

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES: JANUARY 23, 2008
FEBRUARY 27, 2008
- III. CITIZEN COMMENTS (5 minutes)
- IV. PRESENTATIONS
 - A. TRAFFIC CONTROL DEVICES – D. Rivera, FDOT
 - B. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - C. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
 - D. ALTERNATIVE TRANSPORTATION EDUCATION – D. Henderson
- V. INFORMATION
 - A. NATIONAL BIKE SUMMIT
 - B. UNIFIED PLANNING WORK PROGRAM PROJECTS
 - C. MONTHLY REPORT
 - D. BPAC ATTENDANCE
- VI. MEMBER COMMENTS
 - A. T. KARANTALIS PRESENTATION

Contact Information

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, MARCH 19, 2008

MEMBERS

PRESENT

Brett Bibeau Steve Greenberg Lee Marks
 Theodore Karantsalis John O'Brien Matt Toro
 Ted Silver, Chairman Eric Tullberg Betty Trueba

MEMBERS

ABSENT

Larry Thorson
 Susan Kairalla

OTHERS PRESENT

David Henderson - Staff Debora Rivera, FDOT Tom Blazejack - Team Hammerhead
 Jae Manzella - Staff Ana Sandoval, URS
 Ruben Arias, Comm. Gimenez Off. Elio Espino, ATEC

The meeting began at 5:36 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF THE AGENDA	- TS: <i>Declared the Agenda approved with addition of the Bicycle Town Hall meeting during Member Comments.</i>
APPROVAL OF THE MINUTES	- LM: <i>Motion to approve the Minutes of 1/23/'08; seconded by BT; vote – unanimous.</i> ET: <i>Motion to approve the Minutes of 2/27/'08 as amended; seconded by BB; vote – unanimous.</i>
TRAFFIC CONTROL DEVICES	- DR: <i>(Showing a presentation.) The FDOT is planning to implement innovative traffic devices to aid pedestrian mobility/safety. She's done research on these and traditional devices, evaluating their usefulness. Different treatments are effective for low-level ped. activity opposed to high-level activity; yet, the gap in the middle is an issue. No single treatment has been identified. Multiple treatments would be used: medians, islands, bulb-outs, etc. There are 2 places where activators will be used on Flagler St. The beacons will not flash all the time, like most do; drivers tend to ignore these over time. Either a button is pushed by a pedestrian, or sensors determine a pedestrian ready to cross a road. Adding red lights brings driver compliance rates to the best level. In-roadway lighting, which BPAC members have shown interest in, have low-driver compliance, as well as limited application abilities. The HAWK signal is overhead of drivers. It is composed of 3 lights which are not on until a ped. activates them. Then there is a flashing yellow; steady yellow; then flashing red (when the ped. is expected to start crossing); alternating flashing reds begin after an estimated 2/3 of the crossing has been made. At that time, if the ped. cleared the motorists' travel lane, motorists may proceed. The pilot program will be done near NW 38 Ct. and near the 6000 block. Extensive outreach to educate travelers about the HAWK signals will be done. This corridor experiences high-volumes with almost no gaps for pedestrians to cross. Along with heavy pedestrian activity, there are no medians, with many random crossings. Ultimately, there is a high-incident of ped. crashes. Another recommended treatment is median/refuge islands. Any treatment would be made corridor-wide; as opposed to the Tucson, AZ program, which started small and kept growing over the 4 years. All their school crossings use the HAWK.</i> SG: <i>Miami has many visitors and transient residents; reeducating them thru an ad campaign seems overwhelming.</i> DR: <i>The education campaign will be focused upon specific groups/areas. Tucson has similar demographics as Miami. Cost differentials have not been determined, since bids have not been received back.</i> BT: <i>Inquired about the crash reductions experienced in Arizona.</i> DR: <i>She didn't bring these numbers; but, can supply them.</i>

	<p>ET: Flashing yellow lights don't provide a dedicated time to cross. Crosswalk signs are often placed too far from the actual signal. Stop bars are ineffective.</p> <p>JM: Bulb-outs and narrowing the lane widths would be complimentary treatments where HAWKs are installed.</p> <p>DR: Agreed; but, traffic designers have many constraints to follow.</p> <p>EE: <i>The medians will provide landscaping that calms traffic.</i></p> <p>TS: Narrowing lanes and bulb-outs can have a negative effect on bicycle mobility. This should be considered when this project is underway.</p> <p>TK: Inquired what he could do to move this project forward.</p> <p>DR: Bringing this issue with your Commissioner and relaying the message that more medians are beneficial to pedestrian safety; and that, businesses should not have as much influence as they do. Ped. safety is a mounting concern that has been discounted.</p>
<p>FDOT PROJECTS UPDATE</p>	<p>- AS: (Handed-out a list of projects) The 1st project is Okeechobee Rd. at NW 154 St., where a traffic signal is being installed. <i>The 4' shoulders will be resurfaced.</i></p> <ul style="list-style-type: none"> • The 2nd project is I-95 landscaping, which typically cannot aid in B/P mobility. • The 3rd, is NW 57 Av., from Okeechobee Rd. to W 18 St. <i>Two lanes will be added, and sidewalks will be reconstructed with ADA improvements.</i> <p>ET: It is important that sidewalk ramps do not lead people into the intersections, or bend around the corner. (He provided a diagram of bad examples.)</p> <p>AS: This roadway already has 11' lanes, so improvements are limited.</p> <p>TK: The pedestrian bridge in that area is heavily used, because the Okeechobee Rd. intersection is so hazardous. He hopes B/P mobility is enhanced in the final design.</p> <p>AS: The next project is along Mac Arthur Cswy., <i>which is Milling & Resurfacing.</i></p> <p>TS: Inquired whether bus-bays would be modified. This has been a source of contention ever since the causeway was redesigned.</p> <p>AS: <i>Will note this problem to the engineers;</i> but, needs specifics.</p> <p>TS: <i>Reduce bus-bay widths so cyclists stay in the shoulder, rather than being forced into the travel lane.</i> Although there was much discussion about this topic, this is the 1st opportunity to reiterate these concerns. Unfortunately, the redesign is at 100%.</p> <p>JM: <i>The BPAC also recommended ramps to access/exit the raised portion.</i></p> <p>AS: Inquired about back-up materials that illustrate the BPAC's concerns.</p> <p>DH: These would be dated during the reconstruction of the cswy.</p> <p>AS: The next project is sidewalk replacements in Sweetwater's SW 4 St. This is a JPA. There was a past proposal to provide an alternative bike path along SW 109 Av. The City did not endorse the project, because there wasn't continuity.</p> <ul style="list-style-type: none"> • The next project is a PD&E study along Alton Rd. <i>One alternative is for bike lanes, the other has 13' sidewalks.</i> <p>JM: <i>The BPAC has made it clear they favor bike lanes.</i></p> <p>ET: Many cyclists use Alton Rd.</p> <p>DH: A Resolution was passed and forwarded to the Project Mgr.</p> <p>AS: The last project is <i>Milling and Resurfacing US-1 in Monroe County.</i> The Overseas Heritage Trl. accommodates cyclists in this area.</p> <p>JM: <i>Any rumble strips should be bicycle-friendly; the inverted type are better.</i></p> <p>TS: During the "18-mile stretch" presentation, the BPAC made it clear that cyclists use the shoulder. We were given assurances that the rumble strips would be inverted and only 2' long. <i>The use of rumble strips on any project should follow this design.</i></p>
<p>MEMBER COMMENTS</p>	<p>- TS: There have been issues about the Rickenbacker Cswy. They can be aired now, or summarized for a representative to attend another meeting.</p> <p>LM: The Village of Key Biscayne has developed a "zero tolerance" enforcement</p>

campaign. Residents have complained about cyclists taking more than one lane, as well as impeding traffic. Last week, a 100-strong peloton was crossing the traffic signal at Rosenstiel school; at least 60% went through the red light. A police officer stopped the pack by veering in front of a group of them, (nearly causing a crash), and declared all cyclists would receive a ticket. A vocally outraged cyclist was felony arrested for "corruption of a public official". This happened in front of him, and he heard no such threats or wording. *Subsequently, he has suggested to Comm. Gimenez' office that the signal should flash yellow prior to 7:30 am.* He had brokered a deal with toll plaza staff that, on certain days/times, cyclists could ride through the travel lane without paying toll. Recently, if cyclists pass the booth 5 minutes before the allotted time, they receive a \$175 citation. He believes this violates Federal policies to provide unfettered access to cyclists. *The Town Hall meeting is 4/14/'08.*

BT: At the Card Sound toll booth, cyclists are required to use the shoulder.

LM: *That should be addressed, also.* Key Biscayne is being inundated with group riders on the weekends. Residents are used to speeding along the causeway; when they meet-up with cyclists, they have to slow down, (then, become enraged).

TS: Peloton groups often use all bridge lanes. Cyclists behaving badly are not reprimanded by their peers; common sense is trounced animal-pack mentality. Then, all cyclists receive a tarnished reputation.

LM: His group has made some educational efforts; but, some cyclists are beyond control. It's out-of-line that the police are making efforts to cite innocent cyclists and staff at the toll plaza are becoming prudish on raising the toll arm.

TS: The BPAC has adamantly expressed disdain over the design of the shared path at that plaza. They finally agreed to design the ramp to accommodate roadway riders at a reasonable speed. *There are other treatments planned to better accommodate cycling;* most will never satisfy a peloton. Previously, cyclists had more restrictions, and toll workers raised the arms. However, they were also pocketing money; so, now sensors count anything that passes the arm; and they can't tweak the computer program without spending a lot of money. He is unsure how they accommodate cyclists using the lane now.

LM: *Would like to discuss these issues and the Town Hall meeting at the next meeting.* He is under the impression that Federal dollars that are used to provide B/P access can be taken away if the access is denied.

TS: The Causeway Authority recognizes the issue. It's similar to a Parade permit.

LM: At times, front riders have to yell to raise the arm. If staff don't respond quickly, cyclists will take over other lanes and squeeze through the arms, because they don't want to lose their placement in the pack.

TB: Peloton groups are not the only ones with bad behavior. The toll booth is an obstacle for triathlon groups also. The sidewalk is always littered with glass.

BT: It is unfair that individual cyclists are receiving \$175 tickets for running the toll, while big groups receive preferential treatment.

TS: His perspective is that an agreement was made to avoid the possibility of major incidents. Triathlon groups could probably negotiate a time for themselves.

TB: The option is carrying a bike on a car, leading to more traffic and pavement wear. Inquired if the zero-tolerance policy includes motorists violating the 3' clearance law.

TS: Village residents are becoming critical of the amount of events that block off roads.

BT: The sprint between Sunday's restaurant and Village limits is where cyclists are often the most competitive and careless. They often take over more than 1 lane.

ET: Once they do that, they are breaking the law.

BT: This is completely different from the Card Sound toll booth requirements; where

	everyone has to ride one at a time, (between the actuator and the edge of pavement.)
NATIONAL BIKE SUMMIT	- DH: He attended the Summit in Washington, D.C. It consisted of conference sessions hosted by the LAB for the 1 st day; then, meetings with Representatives the 2 nd .
UNIFIED PLANNING WORK PROGRAM	- DH: <i>The BPAC request for a Maintenance Study has been recommended for approval.</i>
MIAMI SPRINGS BIKE PATH	- TK: (Presenting a video.) He attended a M. Springs Commission meeting requesting connection of the existing paths along Ludlam and Okeechobee canals. After this was denied, he produced this video regarding the issue. It starts with a person crossing a railroad bridge while a train passes closely next to him. This is a route many students take to school, the Okeechobee Metrorail station is across the canal. The next scene shows the route the missing path segment would take along Royal Poinciana Blvd. A Councilman is heard to say: “Make that the point where cyclists turn around.” Although the property owner is willing to concede the land for the missing segment, the City has not taken action. The existing, alternative route is inefficient. <i>He filed a Federal Civil Rights suit for a sidewalk, which has trickled back down to the City level.</i>
CROSSWALK LEGISLATION	- DH: Several MPO Directors are attempting to change wording for the crosswalk law. Currently, motorists “yield” to pedestrians; they want it changed to “stop”.
MEMBER COMMENTS	- ET: (He passed-around photos.) He attended the Snake Crk. workshop held on February 27, 2008. Few NIMBY protesters were in attendance. <i>He continues to review the plans.</i> <ul style="list-style-type: none"> • He attended a Biscayne-Everglades signs discussion. He emphasized the benefits of the greenway to the Homestead Council, as well as provided suggestions to improve the ROW and obtain funding. He provided comments on the Master Plan. • The South Dade Trl. is complete with crosswalks. However, along Krome Av., striping for the shoulder is on the wrong side of the bike path, leaving no separation between the path and the road. There aren’t any “No Parking Signs” along the route. Poor quality of the pavement is apparent where wiring protrudes the surface. One crosswalk, crosses the Busway, where it abruptly ends at a fence. A stop sign has been placed in the middle of the path. • The path along SW 216 St., connecting to Old Cutler Trl. is 90% complete. • The crossing at SW 107 Av., near the HEFT, is being improved. • The path along SW 328 St., near SW 152 Av., is 90% complete. MT: Inquired what can be done about these deficiencies. TS: Disks detailing issues are forwarded to the appropriate agencies for action. ET: <i>The Deering Estate Seafood Festival will have bike valets. He has built racks. They will be used for Miami River Day also.</i> <ul style="list-style-type: none"> • <i>He is organizing a family-style, Palmetto Bay Earth Day ride, which will start at the C-100 canal.</i>

- *The meeting was adjourned at 8:00 p.m.*