



**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

Eric Tullberg

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, JUNE 18, 2008

5:30 P.M.

STEPHEN P. CLARK GOVERNMENT CENTER

111 NW FIRST STREET

18th FLOOR - CONFERENCE ROOM 2

MIAMI, FLORIDA 33128

AGENDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES: May 28, 2008
- III. CITIZEN COMMENTS (5 minutes)
- IV. PRESENTATIONS
 - A. FLAGLER ST PEDESTRIAN SAFETY PROJECT – E. Espino, FDOT
 - B. RIVER OF GRASS GREENWAY – M. Bonness
 - C. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - D. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
- V. INFORMATION
 - A. COMMODORE TRAIL PUBLIC WORKSHOP
 - B. OGT OPPORTUNITY MAP WORKSHOP
 - C. PEDESTRIAN SAFETY LAW
 - D. MONTHLY REPORT
 - E. BPAC ATTENDANCE
- VI. MEMBER COMMENTS



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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, JUNE 18, 2008

MEMBERS

PRESENT

Theodore Karantsalis Larry Thorson
 Steve Greenberg Eric Tullberg
 John O'Brien

MEMBERS

ABSENT

Brett Bibeau Lee Marks
 Betty Trueba Robert Rodriguez
 Susan Kairalla

OTHERS PRESENT

David Henderson - Staff	Misleidys Leon, FDOT	Maureen Bonness, ROGG
Jae Manzella - Staff	Elio Espino, ATEC	Tom Blazejack – SF Triathletes
	Julio Boucle, URS	

The meeting began at 5:47 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- <i>Note: TK served as acting-Chair for the meeting. LT: Motion to approve the Agenda; seconded by ET; vote: unanimous.</i>
APPROVAL OF MINUTES	- <i>JO: Motion approving the 4/23/08 Minutes; seconded by LT; vote: unanimous.</i>
FLAGLER ST PEDESTRIAN SAFETY PROJECT	- <i>ML: This is one of the top corridors with high-frequency pedestrian crashes. The FDOT has received several requests for mid-block crossings. Rather than spot improvements, this is a corridor-wide project. Crashes take place all along the area, rather than isolated zones. The scope includes comprehensive education and enforcement components. EE: The limits are from 27 to 72 Aves. The study team is also enhancing an existing project from 2 to 27 Aves. with pedestrian enhancements. Within a 5-year period, there were 9 pedestrian fatalities and 107 ped. crashes along this 4.5 mile stretch. Most of the 27-72 Av. portion is 5-lanes, which contributes greatly to these crashes. Heavy traffic forces peds. to cross the 1st 2 lanes, then wait for a clearing before crossing the rest of the road. The center turn-lane is not safe as a refuge area. Many peds. are transit users; and many of them are elderly. HAWK signals will be installed near the shopping plaza on 64 Ct. Other HAWK signals are being installed at 34 and 38 Aves. The volume of peds. to warrant use of the HAWK is much lower than a traditional ped. signal. A median will serve as a ped-refuge; as well as eliminate the possibility of certain vehicle movements that may conflict with ped. mobility. HAWKS are activated on demand. Only one traditional ped. signal is planned in the corridor. Bus stops near the HAWKS will be relocated to ensure transit patrons use the devices. Along the 4-laned 2-27 Av. portion, a travel lane will be eliminated to allow for bulb-outs. Two traditional ped. signals, several HAWKS and 3 flashing beacons will be installed. This corridor already has several signals; but the HAWKS are highly visible, especially with marked crosswalks. LT: Concerned that the public is unfamiliar with the HAWK signal, and won't comply. EE: (Passed out flyers.) The educational component will try to inform them of the benefits to comply. Several jurisdictions are hoping the HAWK will be a major component in reducing ped. crashes. They cost the same as a traditional signal. JB: Signals can cost between \$35-50,000; the controllers add another \$100,000. EE: The issue isn't so much money, as it is picking the best treatment for the problem. ET: Motorists are supposed to yield to pedestrians by law. EE: Because of the HAWKS design, studies indicate a greater degree of compliance. There will be follow-up studies to determine effectiveness in this setting. JO: Enforcement of jaywalking laws can help; this is being done in N. Miami.</i>

	<p>JM: Inquired if bulb-outs would help in the western project's section.</p> <p>EE: Unsure if enough ROW exists; most of this section does not have on-street parking. The two sections are two separate projects with two different (undetermined) schedules.</p> <p>ML: <i>Enforcement efforts will link with the times that a majority of crashes occurred.</i></p> <p>EE: <i>Many signalized intersections will include: countdown signals, additional signage, and high-emphasis crosswalks.</i></p> <p>ML: <i>Requested any literature that may help, as well as contact information.</i></p> <p>ET: <i>Suggested handing the flyers to police for distribution.</i></p> <p>TK: Inquired who controls the signals; and how they determine the length of time.</p> <p>EE: M-DPW controls signals; timings are based upon road width/average walking speed.</p> <p>TK: Inquired how someone could request the timing changed for a signal.</p> <p>EE: <i>M-DPW should be contacted. They would review the timing for all modes.</i></p>
<p>RIVER OF GRASS GREENWAY</p>	<p>- MB: (Passed out brochures/maps) Representing the Naples Pathway Coalition, she would like BPAC support for this project, which tries to connect both coasts of Florida with 73 miles of new trails. <i>The project actually runs from Hwy 92 (in the Collier-Seminole State Pk.) to Krome Av. on the east side. It calls for a multi-use, separated, hard-surface trail. It would connect to other existing and planned paths. Eventually, it would be a Ft. Meyers/Key West link. There are already 7 trail-heads existing. An additional 2 are planned/funded, and others in the process.</i> Unfortunately, although equipped with benches and latrines, most don't have drinking water. Most of it is public land; but, several spots are private. Most public agencies are in favor of the concept. She is in the process of securing a grant from the RTCA for technical assistance. She needs written letters of support from public agencies, including: M-Dade County, and the Army Corp. of Engineers (ACE). <i>Their Everglades Skyway bridge has provisions to allow non-motorized transportation use. Rumble strips will be placed far to the right side. If you were cycling over them, you would probably be hitting the railing, too.</i></p> <p>ET: The BPAC recommended short, inverted rumble strips on US-1 to avoid problems associated with the bumps. <i>Bridge railings should be at bicycle-friendly height.</i></p> <p>SG: <i>Suggested DH could provide literature on bicycle-friendly design. Motion supporting the River of Grass Greenway; seconded by ET, with a notation regarding the Shark Valley path and plans for Krome Trl.; vote – unanimous.</i></p> <p>LT: Inquired if an ACE presentation regarding the Skyway bridge could be made.</p> <p>JB: <i>Will request information on that project.</i></p> <p>ET: <i>The Everglades Master Restoration Plan public comments session ends June 30th.</i></p> <p>SG: <i>Suggested B/P staff to send an e-mail regarding this project to the mailing list.</i></p> <p>DH: <i>Suggested MB to try to gain support from the Miccosukee tribe.</i></p> <p>MB: She's tried; but, that tribe, as well as the Seminoles have chosen not to respond.</p> <p>LT: They are not in favor of the Skyway.</p> <p>JM: Inquired how parking along the trail will be enforced.</p> <p>MB: This remains unanswered. A motorized, recreational group has voiced concern about their access; they don't want guardrails between Hwy 41 and the trail.</p> <p>ET: Typically, motorized off-road riders don't use paved trails. <i>Suggested the use of bollards, spaced at 36" apart" to restrict their access.</i></p> <p>MB: She hopes this becomes a facility that will enhance eco-tourism, even for local residents to make day trips. She would like to have the Sierra Club work with her group.</p> <p>SG: Added tourism could be one of the benefits for casinos in the area.</p> <p>ET: Warned against recycled pavement. It tends to be rougher; which slows cycling.</p>
<p>FDOT</p>	<p>- JB: (Handing out a list of projects) He added another column: "Response from Call."</p>

PROJECTS UPDATE

This is the Project Mgrs'. reply after inquiring whether the project aids B/P mobility. There are certain reasons why the exclusion of bikeways is justifiable (as per F.S. 335.065): 1) Their establishment would be contrary to public safety; 2) The cost would be excessively disproportionate to the need or probable use; and 3) Other available means or factors indicate an absence of need.

- *The 1st and 2nd projects are along the Palmetto Expwy., so B/P mobility is moot.*
- *The 3rd project are US-1 ramps in Monroe Co. The existing path is unaffected.*
- *The 4th project is NW 135 St. resurfacing with pedestrian enhancements. ROW costs eliminated the possibility of bike enhancements.*
- *The 5th project is along Hwy 112, so B/P mobility is moot.*
- *The 6th project along Biscayne Blvd., from NE 35 St. to I-395, is a resurfacing project with ped. enhancements. He waits for a response on bicycle enhancements.*
- *The 7th project runs along Krome Av., from SW 8 St. to Kendall Dr. This PD&E project addresses safety concerns. The typical section includes 5' paved shoulders.*

ET: The plans at the public meeting included a separate, 12' path along the levee.

DH: Plans call for the separate path to be done after the roadwork is completed.

JB: He requested the rumble strip design as per the BPAC request: (shortened, inverted, and only adjacent to the roadway). There are issues with the height/slope/liability of the levee in some areas.

DH: That project is unfunded.

SG: That project does not reduce the need for bicycle enhancements along Krome Av. Inquired why the 5' shoulders could not be designated bike lanes.

JB: The design speed requires shoulders for emergencies; bicyclists may use them.

SG: Suggested paving the entire shoulder section.

JB: Perhaps a 7' paved shoulder could be proposed.

SG: Motion requesting the FDOT provide 7' or wider paved shoulders along the Krome Av. project, from SW 8 St. to Kendall Dr., to provide safer, undesignated bike lanes; seconded by LT; vote – unanimous.

JB: Sometimes a wide shoulder tempts motorists to use it as a passing lane.

- *The 8th project is within Monroe Co.*
- *The 9th project is along Biscayne Blvd., from I-395 to NE 35 Ct., is a resurfacing project with ped. enhancements. He is waiting for a response regarding bicycle enhancements. The (4) lanes are 12' wide, there is a sodded area that varies in width.*

ET: The bikeways map indicates there are currently wide outside-lanes.

JM: This section is part of M-D Bike Route 1.

JB: This new design went through the public input process. The public and elected officials often choose enhanced landscaping over bike lanes.

ET: It seems along this section both can be accommodated.

SG: Using landscaping as a priority over bikeways is not an excuse listed. Inquired about the NE 2 Av. project.

DH: Agrees, this seems like a conflict of the intended laws.

JB: Sidewalks range from 6-8'; the landscaped areas range from 10-15'. He will follow-up on this issue.

- *The 10th project is the study that was just presented today.*
- *The last project along US-1, from SW 304 to 328 Sts. calls for median landscaping with no B/P enhancements.*

ET: Noted that the Biscayne-Everglades Grnwy. crosses this corridor at Mowry Dr.; any landscaping should not pose an obstacle; also, there should be a median refuge.

	<p>TK: Inquired what recourse the public could have if F.S. 335.065 is violated.</p> <p>JB: The FDOT was recently challenged in W. Palm Bch.; the judge was on the public's side; but they lost due to a technicality. Often public meetings decide the design; that is why it is important for cyclists to attend them and voice their concerns.</p>
COMMODORE TRL. PUBLIC WORKSHOP	<p>- DH: The workshop will be held on June 30, 2008 at Miami City Hall. <i>This phase calls for bikeway improvements between Cocoplum Cir. to Aviation Dr. There is approx. \$1 million available. North of Aviation, a scheduled drainage project will assist.</i></p> <p>ET: The Commodore Trl. Master Plan is available on the MPO website.</p>
OGT OPPORTUNITY MAP WORKSHOPS	<p>- DH: (Passed out a flyer) <i>The closest workshop will be held on June 26, 2008 in W. Palm Bch. He has already provided input. The website has a comments section for easier use.</i></p> <p>ET: The Florida Trl. ends at Loop Rd.</p>
PEDESTRIAN SAFETY LAW	<p>- DH: <i>This year, the Fl. Legislature amended Section 316.075 to mandate drivers stop for pedestrians at signalized crosswalks, rather than simply yield to them.</i></p> <p>LT: The retrofit of landscaped islands/bulb-outs along A1A in Miami Beach causes people crossing some intersections to veer dangerously into the road. In an area where crosswalks are well marked, the western side of Harding Av. at 75 St. isn't. He questioned how the new law relates to people crossing at this point.</p> <p>ET: A crosswalk exists anywhere there is extra ROW on both sides of any intersection, even if isn't marked. Of course, many motorists aren't familiar with this law, nor obey it.</p>
MEETING ATTENDANCE	<p>- DH: He asked everyone to be aware of his or her status.</p>
MEMBER COMMENTS	<p>-</p> <ul style="list-style-type: none"> • LT: He participated in the Ride of Silence; there were many cyclists. • ET: He attended the Bike Town Hall meeting. <ul style="list-style-type: none"> • He attended the B/P Plan Update meeting, where he proposed several new projects, such as an extension of Old Cutler Trl., and Palmetto Bay sidewalks; in addition to reminding the group of the need for an M-Path Connector, the Biscayne-Everglades Grnwy., and several other planned projects. He provided cost estimates and engineering suggestions as well. • He attended the Snapper Crk. Trl. workshop. Many people support this project. There is currently only \$1/2 million in funds. • (Handing out photos) He surveyed the path construction along SW 216 St., between Old Cutler Rd. and the HEFT. It is nearly complete. The path along SW 328 St., between SW 152 to 162 Aves. is done. The curb-lanes on SW 117 Av., from SW 152 to 184 St. are 13' wide, even though there is enough ROW for bike lanes. • <i>Note: Due to tape failure, the rest of the comments are inaudible.</i> <ul style="list-style-type: none"> • <i>The meeting was adjourned at 8:15 p.m.</i>