



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

**Chairman**

Brett Bibeau

**Members**

Jeremy Gauger

Steve Greenberg

Susan Kairalla

Theodore Karantsalis

Lee Marks

John O'Brien

Robert Rodriguez

Larry Thorson

Betty Trueba

Eric Tullberg

Paul Yavis

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## BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, NOVEMBER 19, 2008

5:30 P.M.

STEPHEN P. CLARK GOVERNMENT CENTER

111 NW FIRST STREET

18<sup>th</sup> 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. BICYCLE PARKING ORDINANCE – Gianni Lodi, M-D Planning & Zoning
  - B. BIKE/PED PLAN UPDATE – D. Henderson
  - 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. BIKE MIAMI #2 – December 14
  - B. MONTHLY REPORT
  - C. BPAC ATTENDANCE
- VI. MEMBER COMMENTS



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# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, NOVEMBER 19, 2008

### MEMBERS

#### PRESENT

Brett Bibeau     Jeremy Gauger     Steve Greenberg  
 Lee Marks       John O'Brien       Larry Thorson  
 Betty Trueba     Eric Tullberg       Paul Yavis

### MEMBERS

#### ABSENT

Susan Kairalla     Robert Rodriguez  
 Theodore Karantsalis

### OTHERS PRESENT

David Henderson - Staff                     Orlando Raez, Gannett Fleming                     Carlos Cejas, Gannett Fleming  
 Jae Manzella - Staff                         Jitender Ramchandandi, Gannett Fleming         John Hopkins, Green Mobility Net.  
 John Voss, ORAA/EBC                         Ignacio Riveira, Citizen

*The meeting began at 5:45 p.m.*

<u>ISSUE</u>	<u>DISCUSSION</u>
<b>APPROVAL OF AGENDA</b>	- <b>DH:</b> <i>Would like to add the December 3<sup>rd</sup> Miami River Tour to the Agenda.</i> <b>ET:</b> <i>Motion approving the Agenda, as amended; seconded by LT; vote: unanimous.</i>
<b>APPROVAL OF MINUTES</b>	- <b>ET:</b> <i>Motion to approve the September Minutes, as amended; seconded by LT; vote: unanimous.</i>
<b>CITIZEN COMMENTS</b>	- <b>JH:</b> <i>Between 1000-2000 people attended Bike Miami. It was a very cooperative event. Another will be held on December 14<sup>th</sup>.</i> <b>LT:</b> <i>Although he enjoyed it; he would like more streets closed. Crossing Biscayne Blvd. to the parks along the bay was a bit difficult.</i> <b>JH:</b> <i>The closures were selected for the least amount of need for interagency coordination. Bus routes were a major consideration.</i> <b>LT:</b> <i>Inquired if retail/restaurants experienced more patrons.</i> <b>JH:</b> <i>At 11am, the Brickell Village Mgr. inquired when was the next event. All his merchants were delighted. Merchants on Flagler St. and Bayside expressed the same.</i> <b>ET:</b> <i>Green Mobility Network had 2 bike valets: Brickell Village and Bayfront Pk.</i> <b>BT:</b> <i>The Everglades Club is hosting a toy drive in conjunction with the next Bike Miami.</i>
<b>BICYCLE MASTER PLAN UPDATE</b>	- <b>JR:</b> <i>There were 2 public workshops in June. Policy recommendations and Bicycle Level-of-Service (B-LOS) collection is on-going. The B-LOS will greatly assist with the Bicycle Needs Plan to prioritize projects. He would like the group to review the documentation, and note any issues that have not been identified. Also, each BPAC member is to fill-out a priority listing to rank the criteria.</i> <b>ET:</b> <i>Inquired if there are efforts to coordinate with the Miami Bicycle Action Plan.</i> <b>JR:</b> <i>Funding/support by local municipalities is one of the criteria to be ranked.</i> <b>DH:</b> <i>There have been discussions with the staff from Miami and Miami Beach. The Cities of Doral and Palmetto Bay will also be solicited.</i> <b>JR:</b> <i>(Providing a presentation) Although some facilities are planned to be both on- and off-road, if a majority of it is off-road, it should be considered such for this exercise. Bicycle crashes are the 1<sup>st</sup> variable to rank. The MPO's Bicycle Safety Plan will be used as a guide. There is a direct correlation between the amount of bicycling and the number of crashes. Although Kendall Lakes has a lower population density, there is a high amount of crashes, due to the high amount of cycling in the area. This data is solely dependant on police reports through 2004. An update for 2005-7 is underway.</i> <b>ET:</b> <i>The Liberty City area has a high amount of crashes, and also no bicycle facilities.</i> <b>BT:</b> <i>In the last 4 years, bicycling has grown a lot in popularity.</i>

	<p><b>DH:</b> Although this is true, crash patterns tend to stay the same.</p> <p><b>JR:</b> The 2<sup>nd</sup> variable is B-LOS. This is based upon a statewide formula that takes into account: traffic/truck volumes; lane widths; speed; and pavement condition. The results signify how conducive the corridor is for bicycling. Some changes were made from the 2004 methodology; however, most of the County's B-LOS remains at E or F.</p> <p><b>DH:</b> <i>Roads with a worse B-LOS would be prioritized higher.</i></p> <p><b>JR:</b> The 3<sup>rd</sup> variable is Roadway Classification: Arterial, Collector and Local roads. Arterials typically lead to major destinations. A lower priority results in less bike lanes along these routes. Connectivity plays a major role in evaluation. The higher amount of connections, the higher priority. <i>Connections between Schools, Employment Centers, and Residential Areas will be analyzed.</i> Connectivity with Transit is important; however, only (existing) premium transit is considered. Connectivity with (existing) Dedicated Bicycle Facilities is another variable. Connectivity to Recreational Facilities is important. Higher points are given to direct connections; less to those within 1 mile or 2 from parks; and least to those outside of a 2-mile area. Local Funding was mentioned. Finally, Cost Feasibility considers Availability of ROW and whether a road has Planned Widening.</p> <p><b>ET:</b> Noted that National and County parks are not mentioned.</p> <p><b>DH:</b> County parks are considered Local. <i>Will include National Parks in the analysis.</i></p> <p><b>ET:</b> <i>Would like to have Viable Alternatives included.</i> Often road travel requires diverting from a preferred route, due to hazardous conditions or road endings.</p> <p><b>JR:</b> This relates to Roadway Classification. Most Arterials do not end abruptly.</p> <p><b>ET:</b> <i>Those areas that have less or no alternatives should be ranked higher.</i></p> <p><b>JR:</b> <i>Agrees that this will be considered for the Needs Plan.</i></p>
<b>BICYCLE PARKING ORDINANCE</b>	<p>- <b>DH:</b> (Handing out document) The Ordinance has been revised. Mr. Lodi from the Planning Dept. is presently attending another meeting. <i>He asked the group to review it, and provide comments. This item will be presented at a subsequent meeting.</i></p>
<b>FDOT PROJECT UPDATES</b>	<p>- <b>DH:</b> Mr. Boucle from the FDOT presented most of the current projects last month. So, there is nothing new to report this month.</p>
<b>M-DPW PROJECT UPDATE</b>	<p>- <b>DH:</b> The County Mgr., M-DPW and M-DP&amp;R is interested in hosting a ribbon-cutting event for the Rickenbacker Cswy. bike lanes. <i>This will be held some time in January, 2009.</i> The BPAC's role is yet to be determined.</p>
<b>BIKE PARKING AT METRORAIL STATIONS</b>	<p>- <b>DH:</b> After CUTR did the <u>Bicycle Parking Plan</u> for Metrorail stations, MDT used its own funding to implement the bike rack portion; while waiting for its approved grant funding to arrive. More funding has become available, <i>which will complete these installations from Brownsville to Palmetto stations, as well as various Park&amp;Ride lots the and Downtown bus terminal. More racks will be installed at Dadeland South station, which has always had a capacity problem.</i></p> <p><b>SG:</b> Cameras, even decoys, could help with vandalism/theft.</p> <p><b>DH:</b> While determining sites for the rack installations, visual clearance to the station guard post was a high priority. Shelters are another issue. It would be preferable to install them under existing roofs. These racks are the inverted-U type; <i>eventually more locker/bike lids will be introduced.</i> They would have to be user-friendly and address security concerns that MDT have raised, as well as affordable.</p> <p><b>SG:</b> Inquired about a bike-share system that other cities are providing.</p> <p><b>DH:</b> The City of Miami Beach issued an RFP, similar to the Washington D.C. model. He spoke to the vendor who manages the Paris system. Population density is a crucial component; Miami Beach may have enough; Downtown Miami probably does not. It is</p>

	<p>also important to have many kiosks throughout the area to support both trips (to/from).  <b>BB:</b> Inquired what reasons cyclists prefer parking bikes, rather than taking them onboard.  <b>DH:</b> He can think of two examples: there may not be a place to store them at their destinations; or, there may not be an available space on the bus or train.  <b>BB:</b> Inquired if placing racks inside the turnstiled area could be attempted.  <b>DH:</b> <i>This is going to be tested at Dadeland South station.</i> If successful, it could replace the need for lockers. Most stations have plenty of space.  <b>JG:</b> <i>Suggested racks at Omni Terminal.</i> It and Government Ctr. are the main terminals.  <b>SG:</b> The placement of racks at other Metromover terminals may not be wise. There is much less use, and there aren't security guards.  <b>DH:</b> One way of determining the placement of racks is when you observe a significant number of bikes tethered to trees/poles in the area.  <b>SG:</b> This is true at Omni terminal and the Metromover station near M. Brickell Village.</p>
<b>BIKE MIAMI #2</b>	<p>- <b>DH:</b> Most of the information was already covered during the Citizen Comments.  <b>JH:</b> <i>It will take place between 9am – 3pm.</i> There has been considerable demand for an extension of the area; however, the City Police Dept. don't favor changing, other than more police presence.</p>
<b>MONTHLY REPORTS</b>	<p>- <b>BB:</b> The September, 2008 report is in the Agenda Pkg. <i>The Oct-December reports will be submitted in December.</i></p>
<b>BPAC ATTENDANCE</b>	<p>- <b>BB:</b> The attendance sheet is in the Agenda Pkg. He noted that several vacancies are available; and, urged BPAC members to reach out into their communities to fill these.  <b>DH:</b> <i>Mayor Bell of Homestead is expected to nominate someone in December.</i></p>
<b>MEMBER COMMENTS</b>	<p>-</p> <ul style="list-style-type: none"> <li>• <b>BT:</b> <i>The Everglades Club is hosting a toy drive in conjunction with Bike Miami.</i></li> <li>• <b>BT:</b> Inquired if police will ever enforce the new 3' law. She's seen several incidents.  <b>ET:</b> It is hard to enforce, since the police have to witness the action.  <b>BT:</b> When a cyclist is hit, this should be one of the counts against the motorist. Mr. Henderson had mentioned banners.  <b>LT:</b> Perhaps the Hwy. Information signs could be used. They usually say nothing.  <b>JM:</b> FDOT is very stringent in their use of those signs.  <b>BB:</b> A lot of messages could be displayed on them. Looks forward to discussing the 3' law with County and State Police representatives.  <b>BT:</b> <i>When she gets her car back, she is planning to wrap it in a banner; and attend various events to promote awareness.</i>  <b>JG:</b> Has seen jerseys with this message.  <b>DH:</b> A banner has been made, and bumper stickers were handed-out at Bike Miami.  <b>LT:</b> Inquired if the ad could be displayed on the MPO website.  <b>JO:</b> Suggested hanging the banner at the Rickenbacker tollbooth.</li> <li>• <b>LT:</b> Suggested an attempt to place bicycle facilities on a map that mobile phones can access. He uses this function often.  <b>JM:</b> Google maps already lists some of the County's bikeways. This was done without any request from the County.  <b>JR:</b> An iPhone application has been developed to track your bike ride with GPS and upload it as a trip, so others can view/use it.  <b>ET:</b> It is called "Map My Ride".</li> <li>• <b>LT:</b> Would like to bring about a change in the installation of bulb-outs. Just like along the Mac Arthur Cswy., they can be hazards to cyclists. Would like the general public to be aware of this, and have engineers reconsider their use.</li> </ul>

	<p><b>DH:</b> Will follow-up with the Mac Arthur issue; as well as put together materials for a presentation at a future meeting.</p> <p><b>LT:</b> Bulb-outs in northern Miami Beach are forcing pedestrians into the streets.</p> <ul style="list-style-type: none"> <li>• <b>ET:</b> Suggested all members to participate in a Road 1 course.</li> <li>• <b>ET:</b> In field-reviewing the plans for the Black Creek and Biscayne Trails, he suggests that 1 planned bridge could be eliminated by utilizing an existing, renovated bridge at SW 112 Av.; It has a high railing and a 2' buffer between the sidewalk and vehicle lane. Otherwise, a ramp could connect to the 6' wide sidewalk on the US-1/Black Creek bridge.</li> <li>• <b>ET:</b> At an MDT meeting, he stated the expensive trolley infrastructure is unnecessary. The transit system should be better integrated with bikeways and sidewalks.</li> <li>• <b>ET:</b> A sidewalk was constructed along US-1, south of SW 88 St.; this could be used as a temporary by-pass connection for the M-Path.</li> </ul> <p><b>BB:</b> Attributes this new facility to Mr. Tullberg's unfailing attention.</p> <ul style="list-style-type: none"> <li>• <b>ET:</b> He made a complaint regarding the new fence at the South Miami Metrorail station. It borders the recently-constructed path and has gates.</li> </ul>
<p><b>MIAMI RIVER BOAT TOUR</b></p>	<p>- <b>BB:</b> The Miami River Commission is paying for this tour using funds from a Miami-Dade grant. Since members from 3 MPO committees are attending, it must be publicly noticed.</p> <p><b>DH:</b> Will check with the organizer to ensure this.</p>

- The meeting was adjourned at 7:20 p.m.