



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

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Brett Bibeau

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Steve Greenberg

Susan Kairalla

Theodore Karantsalis

Lee Marks

John O'Brien

Gabrielle Redfern

Robert Rodriguez

Larry Thorson

Betty Trueba

Eric Tullberg

Paul Yavis

Contact Information

David Henderson,
Bicycle/Pedestrian
Coordinator

davidh@miamidade.gov

Miami-Dade MPO

111 NW 1 Street, #920

Miami, Florida 33128

305-375-1647

www.miamidade.gov/mpo

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, DECEMBER 17, 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: October 29, 2008 and November 19, 2008
- III. CITIZEN COMMENTS (5 minutes)
- IV. PRESENTATIONS
 - A. BICYCLE PARKING ORDINANCE – Gianni Lodi, M-D Planning & Zoning
 - B. NEW DEVELOPMENT ADJACENT TO THE M-PATH
 - i. Gables Station
 - ii. 405 South Dixie Highway
 - iii. Artefacto Furniture
 - C. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - D. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
- V. INFORMATION
 - A. BIKE MIAMI #2 – December 14
 - B. RICKENBACKER CAUSEWAY EVENT – January 10, 2009
 - C. CICLOVIA REPORT
 - D. MONTHLY REPORT
 - E. BPAC ATTENDANCE
- VI. MEMBER COMMENTS



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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, DECEMBER 17, 2008

MEMBERS

PRESENT

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

MEMBERS

ABSENT

Theodore Karantsalis Robert Rodriguez
 Steve Greenberg Paul Yavis
 Betty Trueba

OTHERS PRESENT

David Henderson - Staff Julio Boucle, URS/FDOT Michael Garcia-Corrillo, GC Homes
 Jae Manzella - Staff Robin Bosco, R.Bosco Arch.&Planners Ken Groce – Member Elect
 Gianni Lodi, M-DP&Z Gloria Velazquez, Weiss, Serota, et al Javier Bentancourt, MDT
 Mark Heinicke, M-DP&R Jeff Berkowitz, Berkowitz Devel. Group

The meeting began at 5:37 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- BB: <i>Hearing no objections the Agenda was approved as presented.</i>
APPROVAL OF MINUTES	- <ul style="list-style-type: none"> • LT: <i>Motion approving amended October Minutes; ET seconded; vote: unanimous.</i> • ET: <i>Motion approving amended November Minutes; LT seconded; vote: unanimous.</i>
CITIZEN COMMENTS	- (None at this time.)
BICYCLE PARKING ORDINANCE	- <p>GL: <i>The Ordinance was revised to provide incentives for the private sector to provide showers and lockers for employees. It allows a reduction of required automobile parking spaces, if lockers and showers provided. Also, the formula now uses square footage of a building. M-DP&Z believes this is a fair formula and benefits cyclists more.</i></p> <p>LT: <i>Inquired what steps will ensure compliance for existing parking facilities.</i></p> <p>GL: <i>This has to be accompanied by an informational campaign</i></p> <p>DH: <i>That was done when the original Ordinance was approved in 1999. All commercial properties received a mailing. This only applies to unincorporated areas. Other municipalities make their own regulations. M-DP&Z checks for compliance during the permitting stage. Code Enforcement will respond to complaints.</i></p> <p>GL: <i>Expects a website will be developed to provide guidelines. There is an effort by the County to coordinate street design/furniture, such as the <u>Aesthetics Master Plan</u>; another effort is the TARC study. He asked DH to remind him of this issue to ensure parking requirement inclusion within the documentation.</i></p> <p>JO: <i>The city of Margate reduces parking quotas when bike parking is provided.</i></p> <p>ET: <i>The Assoc. of B/P Professionals (ABPP) has developed guidelines. Permit issuers should be referred to their site. This information should also be provided to private sector designers, etc. when the Ordinance is promoted;, as well as the Commission when it is being approved. Bicycle parking should be considered when variances to automobile parking are being considered. He was successful in lobbying Palmetto Bay officials to permit such mitigation in one of their projects.</i></p> <p>GL: <i>Community Councils should also be aware of this consideration.</i></p> <p>GR: <i>The City of Miami Beach requires all new buildings to have bike parking. The formula for automobile parking is based upon building use, not square footage.</i></p> <p>GL: <i>It becomes extremely complicated to attribute usage of each building to parking</i></p>

quotas. Staff wanted something that everyone could understand easily; and, this is how it is done in many other places. In the end, it seems everything works-out well.

JO: *Motion supporting the Bike Parking Ordinance; seconded by ET, with three amendments: 1) that, ABPP Parking guidelines be referenced in an information package; 2) that, variances to reduce required automobile parking should increase the number of bike parking spaces; and, 3) that existing buildings are allowed to participate to reduce automobile parking spaces by adding bicycle parking; vote – unanimous.*

NEW DEVELOPMENTS ALONG METRORAIL GUIDEWAY – GABLES STATION

- **DH:** (Handing out design plans.) Three developments adjacent to Metrorail are requesting driveway use underneath it, and across the M-Path. The 1st is Gables Station.

GV: The project is located between Blue Rd. and Ponce de Leon Blvd. *There are two areas that would traverse the M-Path; one of them being a pedestrian way. During the construction process, the M-Path would remain open.*

BB: Inquired where other vehicle access points were.

RB: There are 3 other access points along other roads; these 2 are the only issues.

GR: Inquired what was the public benefit in granting the easement.

RB: This is a request by the City of Coral Gables. They wanted pedestrian access from the M-Path. The M-Path stays at the same elevation; and, *the driveway is raised to meet it – acting as a speed bump. Signage warns motorists of the approaching crossing.*

BB: Inquired if the City of Coral Gables would allow the development without the automobile driveway across the M-Path.

GV: The driveway makes easier access to the development; it also enhances the M-Path.

BB: Inquired if there were any other areas where a driveway crosses the M-Path.

JM: Parking lots at UofM do so.

DH: Coral Gables has a gas station; and, South Miami Hospital driveway does so.

GR: Inquired what MDT is receiving for this easement. This is greenspace being given-up and broken-up for a private development.

SK: Inquired if there was any benefit of the driveway for B/P mobility.

LM: Inquired if there are sufficient warning devices; such as: flashing lights to warn motorists of potential M-Path users crossing the area.

RB: The driveway is critical to accommodate traffic in/out of this structure. There is a 25% congestion reduction on nearby roads.

GR: *The stop sign is too close to the access road; it will create stacking.*

RB: This also benefits cyclists with a line of trees to enhance the area. Pedestrians are provided a beautiful transition into Gables Station.

ET: *Signage should be enhanced for the pedestrian walk as well. Motion recommending approval of the pedestrian walkway design with additional signage for all directions; seconded by JO; vote – unanimous.*

BB: *Requested the consultant to return with an enhanced design; as well as: 1) Whether the driveway across the M-Path is necessary for permitting the Gables Station development. 2) What benefits MDT will receive by allowing this easement?*

GV: *Asked to be placed on the January Agenda to bring the findings back to the BPAC.*

JavierB: *His group will be submitting their recommendations to enhance the security of the site to the MDT Director. Perhaps BPAC suggestions will be incorporated. These recommendations would be forwarded to the BPAC once the Director approves them.*

BB: Since the M-Path is planned for improvements, inquired if the developer would be willing to fund the share of reconstruction within the Gables Station area.

DH: *The improvements comprise of widening the existing 8’ path to 12’.*

	<p>GV: Will bring this issue to the consulting team for consideration.</p> <p>JG: Suggested consolidating the driveway and pedestrian walkway.</p> <p>RB: That configuration was considered; but, things came too close to MDTs 3rd rail.</p> <p>GR: Motion to defer, with another presentation in January, 2009.</p> <p>BB: Would like the developer to also consider maintaining their portion of the M-Path.</p> <p>SK: Requested that BPAC members receive a site plan prior to the meeting.</p> <p>LM: Willing to volunteer to keep abreast of any changes and work with the consultant to ensure that cyclists are properly accommodated.</p> <p>SK: Seconded the motion to defer; vote – unanimous.</p>
<p>NEW DEVELOPMENTS ALONG METRORAIL GUIDEWAY – ARTEFACTO FURNITURE</p>	<p>- MG-C: There are no design changes he wants from MDT. The only issue is access to his building via an existing driveway, which requires crossing the M-Path. <i>This would be done approx. once per week.</i></p> <p>BB: Inquired about a possible route from US-1 directly.</p> <p>MG-C: MDT figures that would cause back-ups along US-1.</p> <p>GR: Inquired about required sidewalks.</p> <p>MG-C: <i>He will be providing 10' of setback with sidewalks.</i></p> <p>JavierB: <i>There are still issues to resolve that have stalled any agreement.</i></p> <p>BB: Inquired if MG-C would be willing to reconstruct the M-Path around this area to 12' wide, as well as maintain it.</p> <p>MG-C: Maintaining it is out of reason.</p> <p>JavierB: This area is typically locked. MDT keeps it for future parking.</p> <p>SK: So, eventually, other people will be crossing the M-Path to park.</p> <p>BB: <i>Perhaps flashing lights, Stop signs and other crossing devises could be introduced.</i></p> <p>MG-C: This is a simple, occasional crossing; if it were more intense, he could understand the need. This crossing is already in place, and has a minimal impact.</p> <p>SK: The driver will be getting out of the truck several times to unlock and lock the gate; there will be plenty of instances where he would notice M-Path users.</p> <p>GR: Inquired about bike racks.</p> <p>MG-C: He is a cyclist also; <i>would be willing to place a rack in front of his building.</i></p> <p>GR: There is a major difference from the last proposal, wherein they were taking away greenspace, and the traffic volume will be much greater.</p> <p>JO: This project exemplifies the problem with using square footage as a factor with bike parking: the space is huge, because it is a showroom; but, there really will not be that many bicyclists showing-up at any one time.</p> <p>MG-C: <i>Agrees to perform this upgrade.</i></p> <p>ET: <i>Motion to recommend approval of the Artefacto Furniture request allow JeffB the right-of-way access for trucks crossing the M-Path, with the stipulations that the area in need would be repaired/widened by JeffB, and that bike racks would be placed in front of the building; seconded by GR.</i></p> <p>BB: <i>Called the vote: unanimous. The third presenter has not arrived.</i></p> <p>GR: <i>Motion to defer this item; seconded by SK; vote: unanimous.</i></p>
<p>FDOT PROJECT UPDATE</p>	<p>- GR: <i>The FDOT is finally constructing the Indian Creek pedestrian bridge, south of 41 St.; it was in the TIP for years.</i></p> <p>JulioB: Today's list is shortened by eliminating bridge repairs and landscaping projects. <i>Project #1 is NW 87 Av., from 74 to 103 Sts.</i> He hoped to have the bike lanes extended, at least 3 ½ blocks north, to a more hospitable ending. The project manager (PM) pointed-out that ROW was not included in the scope; and, this whole area is inundated with truck traffic, therefore he does not want to promote cycling in the area.</p> <p>ET: Noted that 87th Av. does not cross the Okeechobee Canal. South of the canal is all</p>

	<p>industrial area. The bike-laned portion is adjacent to two lakes; so, this would be a nice recreational ride. He does not think the BPAC should pursue extending the lanes.</p> <p>JulioB: <i>The 2nd project is Flagler St.</i> He did not realize the BPAC passed a Resolution requesting a bike lane. He did some preliminary design and determined, in order to construct the bike lane, it would entail major reconstruction; which is out of the project scope. However, a portion of SW 1 St. can be enhanced with a (eastbound) bike lane. <i>He will be making this proposal to the PM.</i></p> <p>BB: Inquired if Mr. Boucle was aware of the City of Miami's desire to have bike lanes along these twin one-way pairs.</p> <p>ET: This is a critical western link from downtown Miami.</p> <p>JulioB: There are many cyclists in the area. <i>The next project is Harding Av., in the Downtown Surfside district.</i> The PM states that introduction of bike lanes in this 2-block, Milling&Resurfacing project would cost over \$300,000.</p> <p>LT: This is a congested road. <i>Suggested a road west of it to be designated a bike route.</i></p> <p>JulioB: <i>The next project is along 71 St., from Bay Dr. to Collins Av.</i></p> <p>GR: She was informed that this bridge project is necessary because of heavy traffic. There is another complimentary project west of this.</p> <p>JulioB: <i>That project is under design with bike lanes in the residential areas.</i></p> <p>ET: <i>The BPAC previously suggested lowering speed limits in the area to make auto-traffic more compatible with cycling.</i></p> <p>JulioB: Unsure about this proposal. The PM stated bike lanes across the bridge would require reducing lane widths, which is undesirable because of its classification; and would also conflict with right-turning traffic at Indian Creek Dr. At one point, removal of on-street parking was suggested; the City of Miami Beach rejected that.</p> <p>GR: Constantly annoyed that FDOT complies with storing automobiles in their ROW.</p> <p>JG: On-street parking is pedestrian friendly, since it creates a buffer from traffic.</p> <p>GR: Bike lanes also provide this benefit.</p> <p>JG: There is greater risk of crashes with bike lanes.</p> <p>JulioB: A response from the PM for the Miami Gardens Dr. project states that adding bike lanes would require more than a 20% increase in the project cost.</p> <ul style="list-style-type: none"> • <i>The next project is Collins Av., between 26 St. and Indian Creek Dr.</i> This is only Milling&Resurfacing; adding bike lanes would require reconstruction. <p>GR: <i>Requested JulioB to reconsider the addition of bike lanes along Collins Av.</i> If there is not enough ROW, <i>parking can be removed from one side.</i></p> <p>JulioB: The ROW is 60'; but, it is up to the City of Miami Beach to approve new bike lanes. <i>The BPAC should put this request in a resolution.</i></p> <p>BB: <i>Requested DH to include this as a separate item for next month,</i> since it was not necessarily advertised nor presented as an exclusive item.</p> <p>JulioB: <i>The last item is the publication of design guidelines for the FDOT.</i></p> <p>DH: <i>This should be an agenda item for a future meeting.</i></p> <p>JulioB: <i>It would be more appropriate to present it when it becomes a final draft.</i></p> <p>DH: <i>Agrees.</i></p>
BIKE MIAMI #3	- DH: The next one will be on Jan. 18, 2009. The City has also scheduled the events thru May; but, he does not have that information.
RICKENBACKER CSWY. EVENT	- BB: <i>The ribbon cutting ceremony will be Jan. 10, 2009.</i> DH: <i>This will be done in the morning. Half of the causeway will be closed-off.</i> BB: Encouraged all BPAC Members to participate.
CYCLOVIA	- DH: Commissioner Souto requested MPO staff to investigate. They separate cyclists

REPORT		from pedestrians along off-road paths. The County and nation typically use shared-use paths. <i>This report will be included in the next MPO Governing Board Agenda package.</i>
MONTHLY REPORTS	-	BB: The October and December, 2008 reports are in the Agenda Pkg.
BPAC ATTENDANCE	-	DH: <i>Requested members to keep-up with their attendance.</i> LT: Inquired if he is in danger of membership, if he misses another meeting.
MEMBER COMMENTS	-	<ul style="list-style-type: none"> • BB: Inquired about the greenspace under Metrorail, north of SW 7 St., that was once proposed to be converted into more parking. JavierB: He has only recently inherited that type of planning during the MDT reorganization. <i>He will research this issue.</i> BB: To be clear, the Miami River Commission hopes to keep this green, as part of the Miami River Trl. Several volunteer projects have enhanced that greenspace. ET: <i>A connection to the existing M-Path is still needed.</i> • MG-C: <i>Requested light installations along the Black Creek Trl. He rides it often.</i> MH: <i>Currently, the path is being upgraded; lights are being considered.</i> • ET: He has provided comments to M-DP&R regarding new bridges for trail projects. <i>The bridge for Biscayne Trl. at Biscayne National Pk. is critical; since it is the only way to access the other part of the trail. The proposed Black Creek Trl. bridge, south of the Cultural Arts Ctr. is not necessary. At more than \$600,000, it should not be built with trail funds. Perhaps the Cultural Arts Ctr. could fund it, since it benefits this project more than the Black Creek Trl.</i> • BB: <i>Would like to have an Agenda item to review the possibility of a trailhead at the Miami Circle site. It has been over a decade since this site was purchased, and there is not access, or a Riverwalk. Another item he would like is the implementation of the <u>Miami Bike Action Plan</u>. It was only an outline when it came to the BPAC. The Plan states that the BPAC will be involved.</i> • SK: Thanked Mr. Henderson for his work with the School's Traffic Safety Program. He treats members in such a respectful manner that it is a pleasure to attend. • JO: <i>The CITT Board needs training regarding the benefits of bicycle facilities. Funds each municipality receives from the Transit Tax are typically not used for bikeways. Even allocating funds to purchase inexpensive bike racks is a challenge.</i> • JG: Disappointed that Biscayne Blvd. does not have bike lanes, although it is wide. <p style="text-align: center;">• <i>The meeting was adjourned at 8:20 p.m.</i></p>