



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

Chairman

Brett Bibeau

Members

Javier Betancourt

Jeremy Gauger

Steve Greenberg

Ken Groce

Susan Kairalla

Lee Marks

John O'Brien

Gabrielle Redfern

Larry Thorson

Eric Tullberg

Paul Yavis

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, FEBRUARY 25, 2009

5:30 P.M.

STEPHEN P. CLARK GOVERNMENT CENTER

111 NW FIRST STREET

18th FLOOR - CONFERENCE ROOM 3

MIAMI, FLORIDA 33128

AGENDA

- I. SELECTION OF VICE-CHAIR
- II. APPROVAL OF AGENDA
- III. APPROVAL OF MINUTES: January 28, 2008
- IV. CITIZEN COMMENTS (5 minutes)
- V. PRESENTATIONS
 - A. PARKS DEPT UPDATE – M. Heinicke, MDP&R
 - B. NEW DEVELOPMENT ADJACENT TO THE M-PATH
 - i. 405 South Dixie Highway: Scot Rosenbaum
 - C. CALL FOR IDEAS/ON-LINE BIKE ROUTING SYSTEM – Dr. F. ZHAO, FIU COLLEGE OF ENGINEERING
 - D. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - E. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
 - F. FLORIDA BIKE MONTH – D. Henderson
- VI. INFORMATION
 - A. FEDERAL ECONOMIC STIMULUS PROJECTS
 - B. TIP INTERACTIVE MEETING – Tuesday, March 31, 5:30pm
 - C. MONTHLY REPORT
 - D. BPAC ATTENDANCE
- VII. MEMBER COMMENTS

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, FEBRUARY 25, 2009

MEMBERS

PRESENT

Javier Betancourt	Jeremy Gauger	Gabrielle Redfern	Paul Yavis
Susan Kairalla	Steve Greenberg	Eric Tullberg	
Ken Groce	John O'Brien	Larry Thorson	

OTHERS PRESENT

David Henderson - Staff	Fhao Zhao - FIU	Tom Blazejack - Green Mobility Net.
Jae Manzella - Staff	Jennifer Fu - FIU	Hank Resnik - Green Mobility Net.
Mark Heinicke - M-DP&R	Henry Hockmaer - UofFL	Mark Lydon - Urban Planner
Colin Worth - City of Miami	Anamarie Garces - Walk Safe	Dina Weinstein - Walker
Julio Boucle - URS/FDOT	Scott Rosenbaum - 405 S Dixie Hwy., LLC	

MEMBERS

ABSENT

Brett Bibeau
Lee Marks

The meeting began at 5:35 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
SELECTION OF VICE CHAIR	- GR: (Taking role as Chair) Requested nominations. PY: <i>Motion to nominate GR as Vice-Chair; LT seconded; vote: unanimous.</i>
APPROVAL OF AGENDA	- SG: <i>Motion to approve the Agenda, as presented; LT seconded; vote: unanimous.</i>
APPROVAL OF MINUTES	- ET: The new path along SW 216 St. is not an extension of Old Cutler Trl., as it was referred to in the Minutes. <i>Motion approving amended January Minutes; LT seconded; vote: unanimous.</i>
CITIZEN COMMENTS	- HR: The Green Mobility Network is forming a stewardship for the M-Path. The current condition is a concern; it needs to be improved, and needs protection from incursions. The BPAC should take this stance as well. The driveway being proposed today is another hazard to the currently very hazardous US-1/LeJeune Rd. intersection. Once a pedestrian or cyclist crosses the intersection, they will be faced with another danger, most likely at the peak hour. He would prefer vehicles to access from US-1, then exit at LeJeune Rd. Stanchions can be installed to help the flow of traffic. He urged the BPAC to protect the integrity of the M-Path. It doesn't get much use as it should, because it is in terrible condition. There are plans and funding in place to improve it. TB: Any agreement regarding the M-Path should be formalized to ensure that future generations are able to use this facility as it was intended. There should be financial compensation for this use, using those funds for M-Path improvements.
PARKS DEPT. UPDATE	- MH: Thanked ET for his comprehensive documentation and considerations on the various M-DP&R projects he has contributed to. <i>The Biscayne Trl. is being upgraded. The tasks are broken down into several segments; each is in its own phase of development. Along the way, other trails cross it. There is \$850,000 in TE funds available. This portion is at 100% design; bidding will begin in a few months; construction is expected to begin in August, with a completion date in early Spring of 2010. Shelters, fishing spots, comprehensive signage and other amenities, as well as shoreline protection are planned. Bike racks are being reviewed for purchase/placement.</i> KG: Inquired if any of the road will be improved. Reminded MH that some cyclists will not use the trail. <i>Any cross sections should include adequate</i>

signage. This area becomes very popular during weekends.

**NEW DEVELOPMENTS
ADJACENT TO THE M-
PATH**

SR: He has tried to incorporate the BPAC's concerns of last month. The diagram depicts his property on the corner of LeJeune Rd. & US-1, where he plans to build an office building. *He has added speed tables on each side of the M-Path. The driveway would be raised to the height of the path.* Unsure if the edges of the path would need to be shaved to meet the speed tables. *Parabolic mirrors, flashing signage and lighting are envisioned.* Sensors will be tricky to meet the various speeds of the users. Also, the covenant proposal is written to protect cyclists from being hurt. He has spoken to many Coral Gables representatives, and they seem fine with the proposed configuration and treatments.

ET: Doesn't think the speed tables would be as effective as raising the path.

JG: Engineers can specify the details for the most effective treatment.

KG: Someone could sway off the drop if the path were raised.

ET: It would be advantageous to utilize the existing crossing; whereby creating a one-way driveway. This reduces potential danger.

DW: Sidewalks in this area are very narrow; this design has to be done properly.

GR: Inquired if a bridge would be feasible.

JG: There isn't enough space for a bridge.

GR: Inquired how the process proceeds, once BPAC makes a recommendation.

DH: Ultimately, it will be MDT's decision. They are taking suggestions from Public Works and their own Safety Division as well.

CW: Inquired why the alleyway couldn't be utilized in a more efficient manor.

SR: That would require costly-moving many underground utility wires.

JG: Inquired if the developer would be willing to fund planned M-Path improvements along the entire length of his property.

SR: At some point, costs will exceed reasoning. This is a safer option than routing automobiles in/out at US-1.

SK: *SR has already agreed to widen the M-Path for the entire length of his property.* It is obvious he does not want people hurt by all the safety treatments. Suggested to revisit the one-way possibility; but, didn't favor a raised M-Path.

JG: Inquired about the entrance shown on one of the plans.

SR: This conceptual design has been rejected by Coral Gables and the Fire Dept.

JG: This is precedent setting. The design eliminates 3 curb-cuts, potentially increasing safety. In this instance, crossing the M-Path can be justified.

SG: Besides the ground-based lights along the crossing, the BPAC had also suggested lights along the entire length of the property.

SR: *Will provide these.*

JavierB: *The covenant should include that wording.*

HR: Concerned that many other developments will be requesting M-Path crossings. Even if this proposal passes, the BPAC should send correspondence to the MPO Governing Board that this should not be repeated. The M-Path is sacrosanct and should not be subject to such modifications.

KG: *Motion recommending the 405 So. Dixie Hwy. plan, with a caveat that safety control features be engineered to the satisfaction of Miami-Dade Public Works and the BPAC. This includes: the covenant including ten foot width, as well as lighting, along the entire length of the property; seconded by SK.*

LT: Many members are reluctant that this sets precedent. Wording should be included to relay that the BPAC doesn't want to allow any developer to argue for a crossing. *Motion amending the resolution to include recommending MDT to*

develop a policy governing future requests of this nature; KG and SK accepts.

JG: Hopes to ensure that there is only one crossing, since the design also includes a 2nd one at the southern end.

SR: Any design has to be reviewed by Coral Gables and MDT.

GR: *For the record, and resolution, the approval today includes only one 2-way crossing, and that the BPAC only reluctantly recommends approval because of all the safety treatments being applied along the project length.* Calling the question, some members were against the proposal, a role call vote was put forth:

JB:	JO:	SG:	LT:	SK:
Aye	Aye	Aye	Aye	Aye
JG:	GR:	KG:	ET:	PY:
Aye	Nay	Aye	Nay	Nay

Therefore, the motion passes.

SR: This project is not being built tomorrow. *If any member of the BPAC thinks there are other options, please let him know.* He is open to suggestions.

GR: SR has been amazingly proactive as a developer.

SG: *Motion requesting the County to develop policy that would address decisions regarding crossing/modifying the M-Path in the future, subject to BPAC approval; seconded by LT.*

SK: Inquired whether the BPAC should develop the wording.

SG: Requested DH's position on this matter.

DH: Suggested allowing a draft to be made for the BPAC's review.

LT: Utility easements should be considered, since they affect B/P mobility.

GR: *Calling the question; vote: unanimous.*

CALL FOR IDEAS/ON-LINE BIKE ROUTING SYSTEM

- **FZ:** This application combines a geographic information system and the popular Google Maps application. The prototype was developed for Broward County. Since then, there have been other concepts developed that would be incorporated in the new version. One premise is that cyclists already have a great amount of information regarding cycling conditions for any particular area; this is a way to share that information. *Data layers that are unique to Miami-Dade areas will be incorporated, such as the bike Road Condition Index (RCI) and automobile Level-Of-Service, traffic signal locations, public transportation options, etc.* Cyclists' feedback is already improving the Broward version.

SG: Inquired if this data only pertains to the roadway network, rather than paths.

DH: No, *it includes separated paths as well.*

SG: Bike parking information would be useful.

FZ: Agrees. Anything related would be useful, such as bike shops.

HH: The Bike RCI rates the expected interaction of traffic. This will provide a safer route than other user-specified configurations. *Other factors becoming available include scenic routes, based on land-use; and tree shade, based upon analytical formulae using satellite photography.*

FZ: There is already extensive Google data on places of interest/destinations.

HH: An on-going effort is to include one-way information. Often roadway data does not include this. It is a tricky process requiring systematic review of each intersection in order to provide accurate routing. Miami-Dade's roadway data is a bit more sophisticated than Broward's; and there is a 3rd party dataset that is very robust. Additionally, a segment of the cycling community is adamant on keeping blogs and other information on their particular rides. *This application would allow them to create personalized layers for this purpose, as well as to*

provide a community forum for notices, calendars, photos, chat, etc.

SG: Inquired if the maps are mobi-compliant, (small-screen compatibility).

HH: GPS-capable devices can read the maps. Small-screen compatibility becomes a diligent customization process, which the team has not considered.

FZ: The personalized routes are exportable.

JC: Perhaps pieces of maps could be made available for small screens.

GR: Encouraged everyone to explore the prototype website at home.

HH: *Uploading GPS data can be done.*

CW: *Invited the team to meet with him to obtain any useful data he may have.*

DW: Inquired what monetary gain the team is receiving.

FZ: This is a university project, the students work for grades, and any costs are absorbed through grants. The final product will be the County's, which will provide this service to benefit its residents/tourists.

JC: To be realistic, most cyclists don't carry the devices that this application is compatible with. It is important to make it mobile-phone capable. Inquired if it synchronizes with the iPhone "Where Am I?" application.

HH: Yes.

CW: There is an on-line petition for Google to provide such service.

HH: They have not gone forward. Perhaps they don't think cyclists are a priority.

FZ: Developing layers for one particular area of the nation is fairly intensive. The process has taken a year, and there are more steps to take.

SG: *Try seeking sponsorships from retail/restaurants to keep the project going.*

ET: Reminded the team that shading is affected by time of day and direction of travel. Also, suggested adding "bicycling experience" as a factor for personalized rides. Families have a different desire than racers.

FZ: Hopes the cycling community can help out in this regard.

ET: *There should be a choice between viewing/printing overall route maps or smaller scale detail maps, as well as switching back and forth easily.*

HH: There currently is a zoom feature.

KG: *Suggested the team meet with cycling groups of all abilities.*

LT: He has been suggesting such an application for a while. There already is a lot of information available on the web. Inquired if a wiki byproduct is being considered, which would document all this information in encyclopedic form.

FZ: Considers this an interesting proposal. *Right now, the team is still undergoing development of the routing application.*

SK: Considers this a great idea and will be more widely used as gas prices go up.

JG: Inquired how much this would cost the County.

FZ: *Including the overhead charge: \$125,000.*

DH: The MPO Planning Program is large. The DDA made a separate proposal.

JG: *Motion recommending grant approval for the FIU On-Line Bike Routing System; JO seconded; vote – unanimous.*

CALL FOR IDEAS/DOWNTOWN MIAMI BICYCLE/PEDESTRIAN MOBILITY PLAN

- **JavierB:** He works for the DDA, as an Urban Transportation Coordinator with a primary focus on B/P mobility. The DDA has done 100's of studies; but, none primarily on B/P needs. That's what the DDA proposal would do. Also, by having it funded by the MPO, there is more opportunity for it to come to fruition.

ET: Inquired how this plan would differ from the City of Miami's Bike Plan.

JavierB: The DDA plan addresses pedestrians as well.

LT: *Motion recommending approval for the DOWNTOWN MIAMI*

	<p><i>BICYCLE/PEDESTRIAN MOBILITY PLAN; JG seconded; vote – unanimous, with JavierB recusing himself from the vote.</i></p> <p>ET: Noted that at the last meeting, he and Mr. Bibeau had proposed two separate projects. He inquired if he should submit his without a BPAC pre-review.</p> <p>DH: Responded that this would be fine.</p>
<p>FDOT PROJECT UPDATE</p>	<p>- JulioB: (Handing out a list of projects.) The 1st item on the list is a report for FDOT’s <u>Livable Communities Enhancement Corridors Planning</u>.</p> <p>ET: Inquired how the group can obtain a copy to be able to comment on it.</p> <p>JulioB: He believes DH was provided a copy.</p> <p>DH: The draft is on the Internet. <i>He will provide BPAC members the link.</i></p> <p>JulioB: The 2nd project is the Dadeland South Metrorail Parking Expansion. <i>This includes a new M-Path segment. This project is at 100%.</i></p> <ul style="list-style-type: none"> • <i>The 3rd project is Alton Rd. at Alison Dr. drainage improvements. There aren’t B/P improvements.</i> • <i>The 4th project is US-1 at Lake Surprise landscape improvements. There aren’t B/P improvements.</i> • <i>The 5th project is US-1 lane widening, from Ships Way to Palmetto Av., and County Rd. to Roosevelt St. The adjacent path is in good shape.</i> • <i>The 6th project is the US-1, from MM 121.32 to MM 124.35 (18-mile stretch). It will have a 10’ paved shoulder for bicyclists’ use.</i> • <i>The 7th project is NW 135 St., from NW 6th to 7th Aves.; which adds a turn lane. (It contains pedestrian improvements.)</i> • <i>The 8th project is Kendall Dr., from SW 98th to 99th Cts.; which adds a turn lane. (It contains pedestrian improvements.)</i> • <i>The 9th project is landscaping along the Palmetto Expwy., from NW 31st to 47th Sts. (No B/P improvements.)</i> • <i>The 10th project adds a turn lane on NW 54 St. at NW 22 Av. (No B/P improvements.)</i> • <i>The 11th project is Collins Av., from 63rd to 75th Sts. It calls for resurfacing and some sidewalk improvements. There are ROW constraints and on-street parking that inhibit any bikeway improvements.</i> • <i>The last project is a turn lane on US-1. (No B/P improvements.)</i> <p>JC: Regarding the 2nd project – <i>M-DPW requested an extension of the existing sidewalk to provide a connection to Kendall Dr. Regarding the last item – it ties into S. Dade Greenways Network plans. Paved shoulders would assist this effort.</i></p> <p>LT: Regarding the Collins Av. project – this is the same area where the North Shore Recreational Corridor is expected; but, the project has stalled. Inquired whether FDOT funds could be used to get this project started.</p> <p>GR: Funding can’t be switched. FDOT removed the bulb-outs and parking at the 63rd St. Flyover, and Miami Beach staff do not want them replaced. She attended 2 FDOT meetings in order to have them install a bike lane along this one-way street. They continue to say it isn’t safe. If there is room for bulb-outs, there is room for bike lanes. Every time bulb-outs are installed, it makes it hazardous to cyclists. Since this project is at 60%, <i>she requested JulioB to meet with the PM to consider a bike lane from 63rd to 79th Sts. She further requested JulioB to start presenting PD&E Miami Beach projects in the TIP in a timely manner, rather than at 60, 90, or 100%.</i> The last time a bikeway was built by FDOT in Miami Beach was 7 years ago, for 7 blocks Alton Rd., and this is the only one. <i>FDOT needs to conform to its mission and build bikeways.</i></p>

KG: From Boca Raton to Jupiter, there are bikeways along US-1. The traffic volume is the same as in Miami-Dade.

JulioB: Northern counties allocated more ROW in the past,. He cannot force Project Managers to include bikeways.

JG: *Motion requesting the FDOT to incorporate a bike lane along Collins Av., rather than bulb-outs, from 63rd to 79th Sts.; seconded by SG.*

JC: Regarding the funding of alternative corridors – on SW 107 Av., from Flagler to 8th Sts., a six-lane project forced proposed bike lanes out of the ROW. The FDOT proposed SW 109 Av. as an alternative. Unfortunately, the neighborhood opposed that; but, FDOT did look off-system.

GR: She would rather see something along the Collins Av., rather than a beachwalk that may erode someday. *Called the question; vote: unanimous.*

KG: Inquired how Livable Communities Report correspondence should be sent.

JulioB: *Suggested sending all comments to DH to compile.*

DH: *He will consult Mr. Korros, from FDOT, on how to proceed.*

JG: Regarding drawbridges – typically, the open grates are filled-in and paved. Inquired if this could be done along the edges to create bike lanes.

JulioB: Typically, no.

ET: Regarding the Metrorail project – *he urge coordination between FDOT and the landowner to bring the M-Path to Dadeland South.*

DH: That is an MDT project.

ET: Regarding the 18-mile strip, inquired whether the proposed design is still on.

JulioB: Northbound, bicyclists will have a 10' paved shoulder; southbound only 6' will be paved with another 4' unpaved. Inverted rumble strips would be added only 2' into the shoulder.

ET: Regarding the pedestrian improvements, *he requested JulioB to ensure that there aren't obstructions, such as: signs, poles, and shelters.* Often these treatments limit B/P mobility.

JC: *FDOT should review ADA designs.* There are several areas that are deficient.

JulioB: *Requested a list of these be sent to his office.*

JC: *Noted Bird Rd. and SW 74 Av.*

SG: *Noted along Brickell Av.*

ET: *Recommended a wide sidewalk where the US-1 road project meets with the proposed Biscayne-Everglades Greenway.* Also, FDOT and AASHTO specify curb ramps to be the full width of the adjacent path. The curb-cut designs that were provided several months ago do not depict this; nor are paths included. *Such designs should be made available to contractors.*

GR: *Requested JulioB to provide her copies of project lists for the last 3 months.*

MIAMI-DADE PUBLIC WORKS UPDATE

JC: The County Mayor has been turning pro-bicycle lately. Staff have identified about \$1/2 million of bike lane projects. The challenge is to identify another \$1/2 million. These cannot be ROW acquisitions; just restriping. When a road has a lane 15' in width, this can be reconfigured to 11' and a 4' bike lane; or, if a municipality will allow for the removal of on-street parking on one side of the road, and bike lanes can fit in, these qualify. *He has already spoken to Miami Beach staff about West Av.; as well as the Miami staff for NW 1 Av.*

ET: *NW 47 St., between NW 137th and 142nd Av. qualifies.*

ML: When there isn't space for a 4' bike lane, perhaps sharrows can be used.

JC: M-DPW will not propose sharrows until they are approved in the MUTCD.

	<p>ML: If enough roads aren't found to provide bike lanes, <i>then the intersections of existing bike lanes should be improved with dashed lines or colored surfaces.</i></p> <p>JC: Agrees that some areas can be enhanced, for instance with signage.</p> <p>DW: <i>Suggested focusing on a mile radius of educational centers.</i></p> <p>JC: Some of the roads he has already identified do service educational centers. Unfortunately, many others are located along neighborhood streets. <i>M-DPW is requesting the Miami-Dade County School Board to provide bike lanes on NE 151 St. to service FIU – North, as well as the elementary and high schools being constructed.</i> Any road that is not owned by the State is eligible.</p> <p>ET: Inquired about the possibility of left-turn enhancements for cyclists.</p> <p>JC: These designs have not been published in the MUTCD. Along multi-lane roads, there is a grinding technique that will eliminate the existing stripes without severely affecting the rest of the asphalt.</p> <p>GR: <i>Requested JC to bring the new designs for the Venetian Cswy. to the next meeting. She will invite Venetian Homeowners Assoc. representatives. She also requested JC to invite a Miami representative to discuss this project.</i></p>
FLORIDA BIKE MONTH	<p>- DH: This is the 3rd year that Florida will celebrate Bike Month in March, as opposed to National Bike Month in May. The City of Miami is expected to follow along. The BPAC can make a recommendation to the MPO Governing Board to declare March as Miami-Dade County Bike Month. Their March meeting is during the 1st week of the month.</p> <p>JG: <i>Motion recommending the MPO Governing Board declare March as Miami-Dade County Bike Month, KG seconded; vote – unanimous.</i></p>
FEDERAL ECONOMIC STIMULUS PACKAGE	<p>- DH: (Handed out a list of 3 projects – M-Path Extension: \$3M; Miami River Greenway: \$1.5M; and 3 Greenway Bridges: \$1.5 M.) At the MPO Governing Board's February 20th Emergency Meeting, the Board prioritized the list of projects proposed by various agencies for funding. <i>These projects are expected to be fast-track constructed.</i> All the B/P projects on the list are already "Federalized," since they are part of the Enhancements list.</p>
TIP INTERACTIVE MEETING	<p>- DH: This is an annual event hosted by the Chairs of the four Citizen committees. The various transportation agencies will make presentations on their respective programs. Public questions/comments are the highlight throughout the session. These are brought from the audience, e-mailed, phoned, and faxed. There isn't a need for BPAC members, other than the Chair, to attend.</p>
MONTHLY REPORTS	<p>- DH: <i>The report is included in the Agenda Pkg.</i></p>
BPAC ATTENDANCE	<p>- DH: <i>The attendance sheet is included in the Agenda Pkg. Since this is a new year, all past absences have been wiped clean.</i></p>
MEMBER COMMENTS	<p>-</p> <ul style="list-style-type: none"> • LT: Last month, there was discussion with a policeman. The original topic was covered; yet, his presentation was too long. Hopes to avoid future monologs. • JavierB: <i>Bike Miami Days will be held on March 14th.</i> It is on a Saturday, so it doesn't interfere with Calle Ocho, the next day. • KG: Would like to know the process to get a safety issue resolved. • DH: The 311 phone service is the best way to get safety and maintenance problems resolved. <i>They will provide a contact person and a case number.</i> • GR: She recently started to commute by bike. While going to an MPO meeting, the bus driver wouldn't allow her to load her bike. She persisted, and

the police were called. They impounded her bike; both the bus driver and Surfside police treated her with disrespect. Although the bus was stopped at a bus stop, at a stop signal, the driver refused to permit her to board. It was a humiliating experience. Half the passengers gave her kudos for sticking up for her rights, and were tired of MDT drivers treating them like dirt.

DH: *The MDT complaint line should be used to report the driver.*

SG: *Motion suggesting MDT provide sensitivity training, as well as a review of the Bike&Ride rules to all its bus drivers; seconded by JG.*

SK: Considers this too lenient. The rules for Bike&Ride are simple. The bus driver has no defense for the poor behavior.

SG: The random chance to have this happen to one of the group probably means it is happening more often.

GR: When the City of Miami Beach gave-up their shuttle service to MDT, one of the stipulations was that those drivers would receive Enhanced Service training; *this should be extended to all MDT drivers.* Ever since she started telling her story, people have been offering their own transit horror stories: not stopping after being hailed; leaving old ladies out in the rain. This is public transportation, the public have a right to be served with respect. The MDT representative who followed-up on her complaint stated that the bus driver has the right to refuse service. She called the question; *vote: unanimous.*

- **ET:** He has been assigned to Village of Palmetto Bay Bicycle and Pedestrian Master Plan Advisory Committee; and attended a few meetings already. He provided staff with details on Old Cutler Trl. deficiencies.
- **ET:** He made a presentation on the M-Path for the Green Mobility Network.
- **ET:** He provided M-DP&R with comments on Biscayne Trl. Segments A&B, as well as the C&D Alignment Study.
- **ET:** SW 127 Av. is under construction; it will have paved shoulders.
- **ET:** Notes that there are 10' sidewalks on both sides of SW 104 St., between SW 122nd to 127th Aves. *He suggested this as a revision to the Bike Map.*
- **ET:** He requested (via 311) a pavement extension to alleviate the sharp turn of the path to the crosswalk at SW 152 St./SW 117 Av.
- **ET:** He is proposing two Call for Ideas submittals.

- *The meeting was adjourned at 8:53 p.m.*