



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

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Steve Greenberg

Ken Groce

Susan Kairalla

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MEETING OF WEDNESDAY, MARCH 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. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES: February 25, 2008
- III. CITIZEN COMMENTS (5 minutes)
- IV. PRESENTATIONS
 - A. OLD CUTLER TRAIL IMPROVEMENTS – M. Riera, MDPW
 - B. M-PATH EXTENSION PHASE 1 DESIGN – C. Wilson, MDT
 - C. SNAKE CREEK TRAIL DESIGN – M. Heinicke, MDP&R
 - D. MIAMI BIKE ACTION PLAN UPDATE – C. Worth, Miami OCI
 - E. FDOT PROJECT UPDATE – K. Jeffries, FDOT
 - F. MIAMI-DADE PUBLIC WORKS UPDATE – J. Cohen, MDPW
 - G. MAY BPAC MEETING DATE
- V. INFORMATION
 - A. BIKE MIAMI DAYS #6 (Coconut Grove): SUNDAY, APRIL 26
 - B. MONTHLY REPORT
 - C. BPAC ATTENDANCE
- VI. MEMBER COMMENTS



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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, MARCH 25, 2009

MEMBERS PRESENT

Brett Bibeau Lee Marks
 Jeremy Gauger Eric Tullberg
 Paul Yavis

MEMBERS ABSENT

Javier Betancourt Ken Groce Steve Greenberg
 Susan Kairalla John O'Brien Gabrielle Redfern
 Larry Thorson

OTHERS PRESENT

David Henderson – Staff	Carol Wilson – MDT	Hank Resnik – Green Mobility Net.
Jae Manzella – Staff	Mike Riera – MDPW	Laura White – Green Mobility Net.
Mark Heinicke – M-DP&R	Julio Boucle – URS/FDOT	Terence Connor – Green Mobility Net.
Colin Worth – City of Miami	Anamarie Garces – UofM/Walk Safe	Dina Weinstein – Walker
Richard Castro – City of Miami	Richard Horton – Green Dadeland Design	Ignacio Riveira – Cyclist
Kathryn Moore – City of Miami	John Hopkins – Green Mobility Net.	

The meeting began at 5:32 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
CITIZEN COMMENTS	- AG: <i>Walk-Safe Miami is hosting their annual conference on April 27th.</i>
OLD CUTLER TRL. IMPROVEMENTS	- MR: <i>The trail will be resurfaced/repared from SW 216 St. to Cocoplum Cir. Phase 1 is from SW 216th to 136 Sts. He will accompany a Palmetto Bay group on a field review tomorrow to hear their concerns. This phase is fully funded by PTP; and should be finished by early April. Phase 2 has not been approved.</i> ET: <i>Two years ago, he and other Palmetto Bay residents produced a report detailing their concerns. He will provide this to MR. There is a problem with automobile drivers using the path to circumvent delayed cars making a left turn. M-DPW plans to add passing lanes to reduce this problem. He is concerned that these lanes will be constructed too close to the path.</i> JC: <i>In no way will these improvements impair the integrity of the path.</i> ET: <i>The Palmetto Bay report recommended curbs and other treatments to prevent automobile intrusion onto the path. He requested to review the designs.</i> MR: <i>The designs are not finalized.</i> BB: <i>Inquired if any designs/documents were available today for review.</i> MR: <i>No.</i> BB: <i>Inquired if it seems ET's concerns can be addressed.</i> MR: <i>Most likely.</i>
MIAMI BIKE ACTION PLAN UPDATE	- CW: <i>The City of Miami is currently working on several greenway projects. Bike Miami Days will be held on April 26th in Coconut Grove.</i> BB: <i>Commends the City on these events. Moving it to Coconut Grove is great; however last week, the website did not indicate the new location.</i> CW: <i>Will have the web-mistress update this. The 1st project is the Grove Park Storm Sewer, which will enhance the future Marlins Stadium site, particularly a reconstruction of NW 3 St., from NW 17th to 22nd Aves. The City has asked that bikeways be included in the Marlins Stadium plans, especially a wide sidewalk and landscaping along NW 3 St. SW 3 Av. will have an extension of the current Coral Way project with bike lanes connecting to the M-Path.</i> RC: <i>He is Project Mgr. for NW 14 St. Streetscapes, from NW 1 Av. to NE 2 Av. This attempts to connect to the Venetian Cswy. by removing some left turn lanes and incorporate bike lanes. A traffic report is being finalized.</i> <ul style="list-style-type: none"> • He heads the Bird Av. Rd. project, from SW 27 Av. to US-1, (as well as

	<p>McDonald Av., from Bird Av. to US-1). <i>Traffic studies and a conceptual plan are being prepared. The results will be reviewed by the neighborhood.</i></p> <ul style="list-style-type: none"> • His 3rd project is NE 2 Av., from NE 20th to 84th Sts. <i>Bike lanes will be added. Federal Economic Stimulus Funds will be used for the design from NE 54 to 69 Sts. They are at 90%. Construction should commence this year.</i> • Another of his project's is along the NW South River Dr. in Little Havana, from NW 1st to 8th Sts. <i>A 15' greenway along the river will be constructed.</i> <p>CW: Other projects include: N. Bayshore Dr. Operational Improvements, from NE 15th to 17th Sts. There is potential for bike lanes; but, it may require negotiations with stakeholders to be constructed.</p> <ul style="list-style-type: none"> • <i>The Overtown Greenway will follow the Metrorail alignment from Culmer Metrorail station to NW 3 Av. Plans are very conceptual.</i> • <i>There will be drainage improvements along the Venetian Cswy. within the City limits, bike lanes are included.</i> • <i>The N. Spring Garden Greenway project, from NW N. River Dr. to NW 12 Av. will have a wide sidewalk.</i> <p>BB: The chart states construction started last year; but, this is not so.</p> <p>CW: <i>The construction should start soon.</i> Another project is the Miami River Greenway NW 5 St. Bridge Approach, which is under design. Expedited construction is contingent upon Federal Stimulus Pkg. approval.</p> <p>BB: Although the chart says "no" funding, <i>Congress has appropriated \$2.6 million for this project.</i> However, the FDOT has not yet turned the funding over to the City. The same is true for the next project: Miami River Greenway, along NW S. River Dr., from NW 10th to 12th Aves. The transfer of \$1 million from the FDOT to the City probably has not taken place. The MPO has also recommended \$1.5 million for the last project on the list: Miami River Greenway along S. Miami Av. Rd., from SW 1 Ct. to S. Miami Av.</p> <p>CW: Finally, the City is working on a <u>Bicycle Master Plan</u>. <i>The consultant will be moving forward soon. There will be 2 Bike Summits held to receive public input; possibly in coordination with Bike Miami Days to maximize participation.</i> He and the Mayor welcome bikeway comments at any time via <u>Bike-Miami.com</u>.</p> <p>BB: Encouraged CW to make future presentations as projects develop.</p>
<p>M-PATH EXTENSION PHASE 1 DESIGN</p>	<p>- RH: <i>The path would run from the Dadeland South to the North Metrorail Stations; from there, north to the intersection of SW 67 Av./US-1. The 1st phase is the canal bank, using TE funds.</i> MDT has already designed at least half of the southern leg, from Dadeland North to Kendall Dr. His firm picks-up the project through the existing parking lot to Dadeland Blvd. However, the canal phase has exhausted all the funding. <i>It constitutes narrowing the canal and adding bike path on the south bank. He will bid the project by April 1st, with construction to start in May.</i> The difficult portion will be north of Dadeland North Station, which constitutes crossing SR 878 safely. As long as a traffic study proves manageable traffic signalization, both the FDOT and MDX have indicated their preliminary approval. Alternatives to this treatment include an expensive bridge, or a route diversion along SW 80 St. Federal Economic Stimulus funds may become available to complete this work.</p> <p>ET: Three or four years ago, there was \$1.8 million appropriated for this project. Since then, only 400' of path has been designed in detail. This portion may not even be necessary in the overall goal to connect the M-Path to the S. Dade Trl. Now, the RH is saying there aren't any more funds for the rest of the project.</p>

RH: This is a TE project, not just a bike path connection; part is beatification to the transit station area. The canal design came first, because a lot of information was needed to be gathered regarding ownership of property. During these years, permits from SFWMD were obtained, which constituted many changes to the original design. Only design funds have depleted – *\$1.7 million in construction funds remain. Using the canal as phase 1 allows for future funding via the Federal Economic Stimulus Pkg.*

ET: The bike path cost is miniscule to canal reengineering costs. The objective is to connect the paths; yet, all the effort has been to reengineer the canal; and, this includes a superficial path on the north side that does nothing for mobility.

RH: MDT has another consultant (with their own portion of the funding) for the southern portion of the path. Ownership details stalled much of the northern portion of the path design. Since then, costs have gone up. This grant does not allow transferring funds from one portion of the project to another. There are other funding sources to get this project completed.

TC: It seems the timeline and order of this process is flawed.

RH: There is still a need to perform traffic studies on various strategies to allow users of the new path the safe crossing of SR 878.

TC: Does not condone the crossing of SR 878 at grade under any circumstance.

RH: There have been several discussions where cyclists, including the BPAC frowned upon using SW 80 St. as a by-pass. There is already a well-worn dirt path that shows people are crossing this way, everyday. Signalization will stop traffic. **JC** indicated he believes it can be done safely. The consultant team's 1st approach was to provide a by-pass; the BPAC did not favor it.

BB: Maybe some members; but, the group as a whole was not against it.

RH: MDT and MPO staff expressed a desire to keep the path along the Metrorail alignment. This is the least expensive route and quickest to be done. If the traffic studies do not provide a level of comfort for the FDOT and MDX, other options will have to be explored, including an expensive bridge.

DH: Another alternative was to route path users along the eastern portion of US-1 from SW 67 Av., crossing at the SW 68 Ct. signal. Another was to use the SR 878 embankment. All options have negative consequences. The majority of people are accessing establishments along US-1. A by-pass would take them out of their way; and it would not change existing (US-1) behaviors to use it as a primary route. Therefore, it is prudent to make this US-1 route safe as possible.

RH: People always take the shortest route. Unsure if the traffic study is funded. It isn't possible to move many of the obstacles, since this path was not in the original design of Metrorail. This will be a livable inconvenience. *The Snapper Crk. Trl. will meet with the connector path at this juncture also.* Another inconvenience will be met at Dadeland South Metrorail Station, where cyclists will have to dismount and walk thru the station. There isn't any room to construct a new path. There is sufficient signalization for these crossings.

JH: Inquired how long would Phase 2 take to be built.

RH: *MDT already has part of the southern portion designed.* For the rest, from Kendall Dr. to Dadeland No. Station, *the design would take a few months*, once funding is in place. Construction for the entire southern segment is over \$1 million. Clarifying property ownership is daunting, because there are many small portions of land. *MDT will have to redesign the parking spaces.*

DH: That issue is going to be contentious among existing users of the parking lot, because some new spaces will be further from the station.

HR: The M-Path subcommittee of the Green Mobility Network (GMN) has not been formed yet; therefore, *a direction from the BPAC should be put on record to expedite the process for the completion of this project.*

BB: Thanked GMN members for their efforts. Inquired if there were BPAC resolutions regarding this project over the years it has been presented.

DH: Other than the original proposal, is unaware of any. The BPAC has a resolution on an M-Path Master Plan for the portion north of SW 67 Av.

ET: *Motion that all efforts are made to connect the north portion of the M-Path to the south portion (So. Dade Trl.); seconded by PY; vote – unanimous.*

LM: Doubts signalization of SR 878 ramps will be safe.

LW: She rides to Dadeland North station every day; using SW 70 Av. to reach it.

TC: Similar to Bird Rd. and Alhambra Cir. – although the route may be signalized, there will be many car drivers that will not obey the laws.

CW: *It is important that the signal is long enough to cross this wide section. Proposed staff to initiate a Bird Rd./US-1 study for proper signalization.*

HR: Suggested the BPAC take a position whether crossing SR 878 with safe signalization would be preferable to another alternative.

ET: He has issues with most of the funds being spent on canal improvements.

HR: The scope of the project always listed the canal portion as Phase 1.

SNAKE CREEK TRL. DESIGN

MH: This project started in 2005. *Now, the construction documents are being developed by URS consultants; they are currently at 50%.* About 1.3 miles were already improved. M-DP&R staff try to follow the Parks and Open Space System for design guidelines, which attempts to make Miami-Dade more livable thru: Equity, Accessibility, Seamlessness, Sustainability, Beauty, and Multiple Benefits. Snake Creek Trl. is a product of the North Dade Greenways Master Plan. It runs 18.6 miles, from Collins Av. to Krome Av.; where it meets with the future Krome Av. Trl. The current project scope is from the existing, enhanced section at Miami Gardens Dr., west to the HEFT. The City of North Miami Beach developed the trail within their city limits; and, the Army Corp. of Engineers has developed a study for a small area west of the HEFT to NW 37 Av. Most of that is restoration of the canal bank. There is \$2.2 million in GO Bonds, and \$3.7 million in TE funds available to construct 3.4 miles of the trail. *By September, the construction documents will be at 100%; with actual construction to begin in June, 2010. Shelters, bike racks, benches, fitness stations, landscaping, crosswalk and intersection improvements are included.*

BB: Inquired if there were homeless problems in the area. Seating installed along the Miami River Trl. includes armrests that make lying down uncomfortable.

MH: Unsure, except for I-95 bridge. No seating is expected in this area.

ET: Inquired about a bridge over I-95.

MH: That is under a different study; it would be very expensive to build an overpass. The 1st priority (phase) of this project is from Ives Dairy Rd. to Hwy 441. *Staff intends to maintain a 40' setback to any improvements to satisfy SFWMD requirements.* There are some ROW issues to be resolved. The 2nd phase runs from Hwy 441 to the HEFT. During initial public meetings, neighborhood parks were a big request. *These will be constructed, for instance, in the Sierra/Norwood Civic Assoc. area.* Phase 2 includes a connection at the HEFT to future extensions of the trail towards the west. Currently, *a turn-around would be provided.* It is unsure how the connection to the west will be done; perhaps with a (cantilevered) boardwalk. There are 18 encroachment issues in

this area, most of which are unpermitted. Phase 3 runs from Ives Dairy Rd. to Miami Gardens Dr. *Some of the existing trail is enhanced.* The I-95 underpass is part of this phase. One issue is routing users off the canal bank to N. Miami Av./Ives Dairy Rd. A house's driveway was built in the trail's alignment. *In some areas, intersection and crosswalk improvements will be made. Neighborhood connections will be attempted, as well. The steps leading to the I-95 underpass will be removed.* Bicyclists will have to dismount, because the clearance is inadequate. The best solution would be an overpass; but, they are expensive. After I-95, the trail runs along Sky Lake and meets with the North Miami Beach portion at Miami Gardens Dr.

ET: Inquired about routing users under the Miami Gardens Dr. bridge.

MH: That is not possible, due to lack of overhead room.

ET: *Large frond, and fruiting or nut trees should be avoided.*

JG: *There should be more shading of the pathway – more shade trees/less palms.*

BB: Inquired if there were outstanding permitting issues.

MH: Most of the design passed thru SFWMD review. Whomever is in line first receives the development permits first. SFWMD was disappointed by previous M-DP&R maintenance efforts; so, they are requiring dedicated sources of maintenance funding to obtain permits. SFWMD field staff are stipulating anything built within a 40' setback requires reinforcement of the canal bank. This seems to contradict the Permit Manual and information provided by the W Palm Bch. headquarters. *The path itself will be 10' wide asphalt, with a centerline.*

FDOT PROJECT UPDATE

- **JB:** (Handing out a list of projects.) The only BPAC conflict he can see is the Harding Av. project #5. *He is waiting for the Project Mgr. to respond officially.* The design proposes bike lanes; but, the Traffic Control division is reviewing the elimination of a few turn lanes and parking. Between 71st and 72nd Sts., the turn lane is a priority. Eliminating parking on one side of the street would be required as well. *Crosswalks and sidewalks would be enhanced/reconstructed.*

PY: That area has a parking problem to begin with.

ET: Under the impression that Brickell Av. has bike lanes already.

JC: For the record, Brickell Ave's. eastern sidewalk, from the I-95 flyover to SE 15 Rd.; and north from SE 12 Rd., across the Brickell Bridge, to SW 4 St. is M-D Bike Route 1. The FDOT approved this designation more than 2 decades ago. It is important that the bike lane project does not eliminate the bike path. Over the years, the apartment buildings started planting trees within it.

JB: That is a simple RRR project, (which will not affect the current design.)

JC: The SW 152 St. project must not affect the 13' multi-use path on the southern side of the road. It connects the South Dade Trl. to Metro-Zoo.

JB: This project is only a special lane improvement.

JC: The FDOT eliminated some of the path to create a right-turn lane. Additionally, *every bicycle ramp should be the full width of the adjoining path;* not to taper down in width. There aren't any diagrams that depict the correct design in any of the ramp designs provided in FDOT manuals.

DH: Often **JB** and **JC** have a long wait before presenting their project lists, due to other items on the agendas. Inquired if these monthly FDOT & MDP&W reviews would be better handled on a quarterly basis, with an expanded emphasis on the details, and less other items for the agendas.

	<p>BB: <i>Would prefer moving these monthly items to agenda beginnings. Quarterly reports would not bring these items up in a timely manner. For instance, out of the 8 FDOT items – 3 are at 90%. The BPAC would like to review them at 30%.</i></p> <p>JC: <i>Doesn't mind coming every month. Would welcome being closer to the beginning; even before JB, who often has more to report.</i></p> <p>JB: <i>A new set of scoping reports will be coming out; the BPAC will have an opportunity to review them from the beginning. He will try to keep up with new projects for the BPAC to review earlier. Suggested coming every other month, unless something special comes up.</i></p> <p>ET: <i>Requested information to arrive several days before the meeting for review.</i></p> <p>JG: <i>Receiving the list of projects every month to read over is desirable.</i></p>
MIAMI-DADE PUBLIC WORKS UPDATE	<p>- JC: <i>The Old Cutler Trl. project is big in scope; so, it has been moved over to the Highway Div. The portion in Commiss. Sorenson's district is relatively simple, compared to Commiss. Jimenez'. A big problem is limited ROW.</i></p> <p>ET: <i>The banyan trees pose a challenge also.</i></p> <p>AG: <i>Inquired about progress regarding the County Mgr's. Bike Lane project.</i></p> <p>JC: <i>Most of the responses he received from cyclists were projects that need preparation. The roads he is looking for do not have ROW or other restrictions, and simply need for the lanes to be restriped.</i></p>
APRIL BPAC MEETING DATE	<p>- BB: <i>Typically, the BPAC meets on the 4th Wednesday of each month. The annual calendar lists the April date on the 5th Wednesday. He would like to continue the reoccurrences similarly to avoid confusion. Additionally, he will be out-of-town on April 29th. He inquired what other members consider proper.</i></p> <p>PY: <i>Motion to change the April BPAC meeting to the 22nd; seconded by JG; vote: unanimous.</i></p> <p>BB: <i>Requested staff to send two notices to the BPAC mailing list; one 2 weeks ahead of time; another 1 week before the April meeting.</i></p>
MONTHLY REPORT	<p>- BB: <i>The monthly report (not included in the Agenda) is being handed out.</i></p>
ATTENDANCE REPORT	<p>- BB: <i>The BPAC member Attendance Report is included in the Agenda.</i></p>
TIP INTERACTIVE MEETING	<p>- DH: <i>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.</i></p>
MEMBER COMMENTS	<p>-</p> <ul style="list-style-type: none"> • ET: <i>Provided MDP&R with signage comments on Old Cutler Path and Biscayne Trail. Field reviewed the Dadeland Gap.</i> • PY: <i>The enforcement of bicycle laws should be stepped-up by discussing this issue with the Chiefs of Police.</i> <p>ET: <i>Suggested handing out FBA Law Enforcement Guides to police.</i></p> <p>DH: <i>Will think of a strategy to discuss at the next meeting.</i></p> <ul style="list-style-type: none"> • BB: <i>(Handed out flyers.) Invited everyone to the 13th annual Miami River Day. He thanked GMN for providing the bike valet service. He was surprised to be given a survey questionnaire regarding the MPO's <u>Bike Path Maintenance Plan</u>. Expected the BPAC to have a chance to review this.</i> <ul style="list-style-type: none"> • <i>The meeting was adjourned at 7:45 p.m.</i>