



Local Action Team (LAT) for Safer People, Safer Streets

An initiative of USDOT Mayor's Challenge

Stephen P. Clark Center, 111 NW 1st Street, Room 18-4

February 5, 2016

2-3:30pm

Vision: A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes.

Goal: To create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

Attendees:

LAT members:

Carlos Cruz-Casas, Miami-Dade Transit
Cesar Garcia-Pons, Perkins + Will
Benjamin De La Pena, Knight Foundation
Honorable Phillip Stoddard, City of South Miami
Jack Kardys, MDPROS
Dr. Nicholas Namias, University of Miami School of Medicine
Stewart Robertson, Kimley Horn & Associates
Alyce Robertson, Miami Downtown Development Authority
Dr. Claudius Carnegie, FIU
Alice Bravo, Miami-Dade Transit
Eli Stiers, Stiers Law
Debbie Swain, Milian, Swain & Associates
Peter Wood, Health Foundation of South Florida

Staff:

Patrice Gillespie Smith, Miami Dade Parks, Recreation and Open Spaces
Madelyn Rodriguez, Miami Dade Parks, Recreation and Open Spaces
Miguel Claro, Miami Dade Parks, Recreation and Open Spaces
Sgt. Melcon, Miami-Dade Police

I. Welcome and Introductions

Patrice Gillespie Smith opened the meeting. She asked everyone to introduce themselves.

II. Overview of Progress to Date

A. Patrice Gillespie Smith – Neat Streets Miami

- December walk tour

- Plan to improve South Miami Avenue
- Pedestrians not taken to account
- Slow cars

B. Stewart Robertson – **Kimley, Horn & Associates**

- Challenging acts
 - Fund - recommend local
 - Leadership – issue memo, public announcement
 - Empowerment
- Safe innovate- partner with local universities
- Track people, bike data/behavior
- Design
 - Connect, extend net paths
 - Buffered bike lanes
 - Establish speed based on context
- Create network with maintenance
 - Add pedestrian warning signs
- Improve legislation
 - Overarch policy for vulnerable users
 - Require right of way based on sensitive vision of corridor
 - Penalty for not stopping at stop sign
 - Increase violation cost of pedestrian and bike laws

C. Assessment/Recommendations - **LAT**

- Target high volume areas (schools, parks-priority)
 - Children, elderly
- Increase time to cross street
- Decrease waiting time to cross street; decrease jaywalking
- Shift culture, social media influence
- Many actions have sub-actions
- Set deadlines
- Check status often
- Have assigned department decide who is responsible for action
- Allow local experiment
- Require public officials to transport on streets in wheelchairs, braces, cataract glasses, to empathize with people
- Add timeline
- Wider crosswalk

III. Transitioning to Action (Making this Plan a Reality)

D. Transportation and Public Works Updates

- i. City bike share at stations?
- ii. Enhance first, last mile bus lane- connectivity
- iii. Bike share counts as public transit-needs fund

b. MDPD Enhancements

- i. Texting and driving primary offense; insufficient to stop by police
 - 1. Unless driver creates traffic, swerves, or creates accident
 - 2. Phillip Stoddard – police radar distance between bike and vehicle during overpass
 - 3. Partner with Bike 305
 - 4. promote bike safety and have cars with tags on front

c. NHTSA Grant for High Crash States

II. Deliverables and timeline Future Meeting Dates

- a. Mid-March
- b. April 5, 2016 Target Board City Commissioners