BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, JANUARY 22, 2003 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES:

{ MEETING OF DECEMBER 11, 2002

III. PRESENTATIONS:

A. COMMUNITY URBAN CENTER ORDINANCE - Planning & Zoning

B. BISCAYNE CANAL RESTORATION REPORT - D. Henderson

C. IV. DISCUSSION ITEMS:

D. CHAIRMAN'S MEETING WITH PUBLIC WORKS DIRECTOR - T. Silver

E. BEACON TRAIL UPDATE - E. Rockwell, FDOT

V. INFORMATION ITEMS:

A. RICKENBACKER CSWY. UPDATE - J. Cohen, M-DPW

B. FIU BIKE PATH PROJECT - E. Rockwell, FDOT

C. KROME AV. BIKE LANES OPPOSITION - D. Henderson

D. BIKE & RIDE EXPANSION - J. Manzella

E. NOVEMBER & DECEMBER 2003 PROGRESS REPORTS - J. Manzella

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

M I N U T E S

MEETING OF WEDNESDAY, JANUARY 22, 2003

MEMBERS PRESENT		MEMBERS ABSENT	
Brian Hannigan	Amado Leon	Paul Schwiep	Sheila Boyce
Ted Silver	Bruce Henderson	Brett Bibeau	

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Jeff Cohen, Public Works Elizabeth Rockwell, FDOT
Lew Sayre, FDOT Lynda Kompelien, Homestead Stacey Stokes, Great Eskate 2003 Eric Tullberg, Engineer
Bill Best, Retired Bike Shop Owner Leslie Pope, Concerned Cyclist Claudia Schmid, Concerned Cyclist

The meeting began at 7:10 p.m.

ISSUE		DISCUSSION
APPROVAL OF AGENDA	-	DH: Requested to defer till next month the discussion on the Community Center Ordinance, since Planning Dept. staff could not attend tonight's meeting.
APPROVAL OF MINUTES		BHenderson: *Motion to approve the Minutes for December 11, 2002; seconded by AL; vote - unanimous.*
BISCAYNE CANAL RESTORATION	-	DH: The Army Corps. of Engineers and SFWMD plan to construct a path along the canal between NW 37 Av. and NW 17 Av. It is a standard policy to consider recreational opportunities during restoration projects. They propose a 5' path on both sides between NW 37 Av. - NW 32 Av.; only on the south bank between NW 32 Av. - NW 27 Av.; and only on the north side between NW 27 Av. - NW 17 Av., due to developmental restraints. The comment period closes on 2/10/3. He would prefer the paths to be at least 10' wide, (AASHTO minimum standard). This is part of the NDGP's Memorial Trail. TS: Agrees that 5' would not be sufficient. BHannigan: *Motion recommending the width of the path to be a minimum of 10', as per AASHTO guidelines; seconded by BHenderson; vote - unanimous.* He was curious about the phasing of amenities. DH: *It would all be done at once*. One park bench is planned for each ½-mile section. BHenderson: Concerned with connections between the segments of paths. DH: These are only conceptual drawings, which do not get into that level of detail. BHenderson: *Friendly amendment to consider incorporating suitable connections to each path segment, providing continuity along the entire facility; seconded by BHannigan; vote - unanimous.*
CHAIRMAN'S MEETING WITH PUBLIC WORKS DIRECTOR	-	TS: The recent meeting was beneficial. Topics included: Rickenbacker Cswy.; South Dade Greenways; sign development; attempts to anticipate bicycling needs during the inception of roadway projects, that they be added to a checklist for bids and plans, (rather than an afterthought). The Director acknowledged that past problems still exist and *will try to rectify them. Another liaison will be sought to supplement Mr. Cohen's role*. No decisions were reached, but this is a step in the right direction - opening better dialog. BHenderson: Inquired about the PW B/P Coordinator position. JC: He is being transferred from the Highway Div. to the Traffic Div. *A new Traffic Planning Div. will be created, where the B/P Coordinator would work under him.* This will allow b/p considerations/recommendations in projects before they reach the design phase. The Assist. Director is on leave, which freezes the hiring process.

BEACON TRAIL UPDATE	-	ER: The PD&E study concludes that there isn't enough ROW to provide a bike trail along with the 4-laning of NW 25 St. A 6' sidewalk being planned. TS: Inquired as to what type of facility was considered for this conclusion; if (a minimum of) paved shoulders were considered. Bike facilities are not just 10' trails. ER: The lanes will be 11' wide, there isn't enough room for another 2'. BHenderson: Inquired how wide the ROW was. ER: Wasn't sure. JC: PW staff stressed bikeway inclusion to the Project Mgr. and the consultant during the PD&E phase at the Public Hearing. This is actually 2 projects: the roadway and the canal viaduct. The viaduct was very conceptual, and the Project Mgr. was supposed to consider it an opportunity to provide a bicycle facility; either on top - if the canal was covered, or along side the retaining wall. FDOT staff needs to be reminded of this. ER: Didn't notice any record of such recommendations. JC: As an MPO project, *PW comments will include that past recommendations and the LRTP are being ignored*. The viaduct project should be revisited to incorporate the trail. DH: Perhaps more research needs to be done regarding the viaduct project. BHenderson: *Would like to review the ROW cross-sections*. There may be room for some type of accommodation that the consultant didn't recognize as bicycle-friendly. ER: The design is currently at 60%. The original Project Mgr. noted on the 30% design that this was part of the Beacon Trl. TS: A big part of the inherent problem is that most of the planning/design staff don't comprehend the full scope of accommodations available for bicycle mobility; such as: separate paths; bike lanes; wide curb-lanes; and simple, shared roadways. ER: Another issue raised was the high truck-traffic/volume along this corridor, which is incompatible with bicycles. JC: This is another reason to better address bicycle safety. Cyclists use this corridor now; it is one of the few roads in the area to provide access to the other side of Hwy. 826. TS: Requested guidance from staff as to what to do next. DH: This is a pattern of behavior where PD&E studies are disregarding policies. There may be a need for training. Lower mgt. seems to disregard upper mgt. directives. TS: Inquired whether the Project Mgrs. are required to review these issues with the BPAC before proceeding to design. DH: All modes are to be considered; discussing projects with the BPAC is not required. TS: In-house, undereducated, prejudiced decisions are being made, and the BPAC has to push these plans back to PD&E. JC: The BPAC should request the FDOT to review the canal project for inclusion of a trail. He considers the decision to exclude bicycle facilities, because the PD&E missed the opportunity, an embarrassment. It's not a valid excuse to leave them out of the design. BHenderson: The Chairman should meet with the FDOT District Secretary. TS: *Requested a meeting with the FDOT District Secretary; as well as the NW 25 St. Project Mgr. to make a BPAC presentation. He'll mention this at the next MPO meeting. Motion requesting the FDOT to reevaluate the exclusion of bicycle accommodations along the NW 25 St. corridor, by taking into consideration the broad scope of designs that could provide safe mobility for bicyclists; including, but not limited to the use of the future canal viaduct; seconded by BHenderson; vote - unanimous.*

RICKEN-BACKER CSWY.		JC: The contract is currently being reviewed for consistency and fiducial accuracy. This process should be over in 30 days. *Next month, he will be able to provide an update.*
FIU BIKE PATH	-	DH: The FDOT built a path within the FIU Bay Vista Campus. Funds were allocated many years ago by Congressman Lehman. Two other areas, (i.e., Aventura Bike Path around Turnberry Golf Course; and, Snake Creek Bike Path improvements) also were included in the appropriation. The City of North Miami planned to provide bike lanes along 135th St., but there was a lot of public opposition. The FIU path connects to NE 135 St's non-motorized facilty, runs along the Intercoastal Waterway shoreline, around the campus, and to the paved shoulders on NE 151 St., leading to Biscayne Blvd. There was an attempt to provide access into Oleta State Pk.; but, there wasn't enough money to proceed, due to inflation. The Park's staff is still interested in pursuing this link.
KROME AV. BIKE LANES OPPOSITION	-	DH: Sample letters were provided in the Agenda pkg. The MPO received about 40 letters against bike lanes. This FDOT project addresses the portion of Krome Av. from SW 296 St. in Homestead to US-1. The Chamber of Commerce has taken a lead role in opposition; requesting business owners to write in to the MPO. There is limited support from Homestead residents. The FDOT plans to keep Krome Av. two-laned within Homestead, but remove 1 side of parking to include bike lanes. Analysis shows that parking is underutilized; besides, the City is building a parking garage. The City was awarded funds to develop a bike plan, which would attempt to address bicycle mobility in a way to keep the existing parking on Krome Av. The City is in the process of hiring a consultant. He has drafted a response to the letters for the MPO Director. As this is not yet an MPO item, the response suggests waiting for the City's study to finalize. TS: Concerned that the City's research would be biased. DH: Will request presentations to BPAC & other committees. TS: This could turn into another fiasco, like Grand Av.; except, the bike issue is up-front. The MPO may find another "exception" to the policy without setting precedent. Thus, the Homestead study may not be the only way bike lanes could vanish from the plans. Although a parking garage will be constructed in the area, business owners think that if you loose space for cars in the street, then businesses will suffer. The Bank President states in his letter: "... cyclists never spend any money..." He also believes the South Dade Trail provides an alternative. Krome Av. and US-1 spread-out immediately in the area. The ability to safely ride between them is compromised. Cyclists coming/going to/from the northwest will never be anywhere near US-1. At the last meeting, he tried to get this point across to the Vice-Mayor. The opposition is somewhat hysterical, distorting any real data in order to come to their predetermined conclusion. He asked attendees to spread the word, attend meetings and contact their Commissioners; because, this seems to be forming into a political project. DH: The BPAC passed a Resolution in April 2002 regarding this issue. LK: *She will be performing the bikeway alternative study soon. An update will be made to the BPAC as soon a possible*. TS: There was a parking study done, but the business community said it was performed out of season, on the wrong days, and during off-peak hours. He's glad to see the new study being done now, when the RV parks are full. BHenderson: Also, the peak picking season is now, so there are more people in the area; and MDCC is still in session. TS: Maybe a tram from the parking garage would appease some opponents. BHannigan: *The study should include an estimate of RV owners that use bicycles for shopping*. Many of them have one or two bicycles attached.

		TS: *Questionnaires should be taken to RV parks*. They don't use RV's to go shopping.
BIKE&RIDE EXPANSION	-	JM: A map is provided in the Agenda pkg. depicting all the transit routes that provide Bike&Ride service. Over 40% of the bus routes are bike-accessible. *This map will be included in the MPO's website.*
MISCEL-LANEOUS	-	{ BB: Inquired if municipalities consult the BPAC when planning projects. TS: When projects mingle with bike plans, then coordinated efforts/communications take place. The BPAC doesn't have liaisons with each municipality. DH: BPAC members represent members of the MPO Governing Board: the 13 District Commissioners, and representatives of large municipalities. Smaller municipalities are represented by the League of Cities MPO member - currently Bill Kerdyk from Coral Gables. He hasn't appointed a BPAC member. TS reminds the MPO of BPAC vacancies each time he attends their meetings. BHenderson: If anyone in the audience would like to be a BPAC member, please contact your Commissioner. TS: You don't have to live in a district of a Commissioner who hasn't appointed anyone. { CS: Inquired which agency is responsible for M-Path maintenance. JC: That is MDT's responsibility. CS: Between Coconut Grove & Viscaya, the pavement is hard to skate on. DH: *Willing to forward an e-mail regarding this issue to the appropriate person*. { SS: Inquired if there was a telephone number to request sweeping streets. She is part of the Great Eskate 2003. JC: The PW Dept. has schedules and specific roadways they cover. Road & Bridge's number is 305-592-3115. BHenderson: There may be roads that are being maintained locally or by the FDOT. *If the group is coming to Miami Beach, he could help coordinate.* JC: *The group will be using Lincoln Rd. to the Venetian Cswy., heading south on Biscayne Blvd. to Brickell Av., then via Tigertail to Coconut Grove. They will turn back to the Rickenbacker Cswy. to Crandon Pk.* So, FDOT, County, Miami and Miami Beach roads will be used. SS: The Venetian Cswy. is one of the few places to safely skate in the county. She often drives up to W. Palm Beach to do so. BHenderson: There aren't sidewalks on island roads; the paved shoulders can't be designated bike lanes, until they are built. That project is funded, starting in a few years. JM: Perhaps a group of volunteers could clean the route before the event. TS: The BPAC has made requests to sweep areas differently. For instance, broken glass is always a problem on Friday nights into Saturday mornings, (when many cyclists cross the Rickenbacker Cswy.) PW has that corridor scheduled for Monday maintenance.

{ The meeting was adjourned at 8:15 p.m.