



Local Action Team (LAT) for Safer People, Safer Streets --An initiative of the USDOT Mayor’s Challenge
Stephen P. Clark Building, 18th Floor (#18-04)
September 15, 2015, 3-5 pm

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:

Brian Breslin, ReFresh Miami
 Alice Bravo, Miami-Dade Transit (Transportation)
 Claudius Carnegie, Ph.D , Florida International University, CTAC, NSM
 Benjamin de la Peña, Knight Foundation
 Tabitha Fazino, Miami-Dade County Public School Board
 Cesar Garcia Pons, Perkins + Will
 Alina Hudak, Miami Dade County Mayor’s Office, Public Works & Waste Management
 Ramiro Inguanzo, City of Bal Harbour

Kevin Kirwin, City of Miami Parks & Recreation
 Jimmy Morales, City of Miami Beach
 Nicholas Namias, MD, Jackson Memorial
 Harold Desdunes, FDOT- District 6
 Juan Perez, Miami-Dade Police Department
 Alyce Robertson, Miami Downtown Development Authority
 Paul Schwiep, Citizens' Independent Transportation Trust
 Eli Stiers, Aronovitz Law
 Honorable Philip Stoddard, City of South Miami
 Debbie Swain, Milian, Swain & Associates
 Peter Wood, Health Foundation of South Florida

Staff:

Kimberly Brown, AICP, RER, Planning Division
 Monica Cejas, Miami-Dade Transit
 Antonio Cotarelo, Miami-Dade Public Works
 Yanek Fernandez, Public Works
 Miguel Gonzalez, Miami-Dade County Attorney's Office
 Patrice Gillespie Smith Neat Streets Miami

David Henderson, Miami-Dade Metropolitan Planning Organization
 Fanny Navarro, Miami-Dade Parks, Recreation and Open Spaces
 Zak Lata, Florida Department of Transportation, District 6
 Stewart Robertson, Kimley Horn & Associates
 Joshua Rodriguez, Miami-Dade Police

I. Welcome and Introductions:

A. Hudak welcomed the Local Action Team, gave an overview of the USDOT Mayor’s Challenge for Safer People, Safer Streets. She said she has been working on this issue with many of the stakeholders at the table for years. She will be co-chairing this effort with the new Transportation Director, Alice Bravo.

II. Our Charge

PG Smith gave an overview of the Member's Charge: Contribute to your fullest ability to improve the overall safety of Miami-Dade's People and its Streets. She said it involves the OCD model: **O**ffer your expertise to find solutions; **C**hallenge the norm and **D**eliver results for our residents

P. Wood said that the Health Foundation of South Florida(HFSF) supports this effort because of its commitment to creating healthy communities whether looking at cancer, diabetes or healthy aging, HFSF is working to move the needle . In particular, increasing physical activity is a primary goal of HFSF.

III. Status Report

David Henderson presented the crash data and distributed a copy of maps where the highest incidents of pedestrian and bicycle crashes occur.

36% of roadway fatalities are bicyclists and pedestrians. However, there is a shift in the ages. It used to be among the youngest groups, now it is shifting to middle-aged populations.

Typically, bicyclist fatalities were more dispersed and more suburban than pedestrians and are higher specifically among middle-aged riders, whereas pedestrian fatalities tend to happen among older populations.

P. Schwiep asked who is causing the accidents? What percentage of the time was the driver cited?

B. de la Peña asked if the research would ever show the details of the bicyclist's behavior in the accident? There is cell phone data that can provide more details.

E. Stiers cautioned that we can't look at speed in a vacuum. How many of these accidents are happening where traffic calming measures have already been implemented?

P. Wood asked if the BikeSafe program is just for schools? D. Henderson responded, that there are no adult BikeSafe programs.

Dr. Namias asked if anyone has studied the bicyclists' behavior? There are the enthusiasts and there are risk-taking cyclists and it would be interesting to see which group is involved in crashes more.

M. Gonzalez provided an overview of the County legislation pertaining to bicycle and pedestrian safety. He explained that there is a level of preemption by the State legislature to ensure some traffic laws are uniform. The State wields an enormous amount of power. There are some areas where the state has ceded power to the local authorities. He added that any legislative change will require coordination at both the state and municipal levels.

P. Schwiep reminded us that we are here to challenge the norm. Thus, we should explore all possibilities and not be inhibited by existing legislation or code.

K. Brown provided an overview of the portions of the Comprehensive Development Master Plan pertaining to Complete Streets and indicated that the last time it was updated in 2013, many policies were written to encourage Complete Streets.

A. Cotarelo provided a handout that illustrated several of the County's recent Complete Streets investments. He explained that for every construction project the Public Works department considers

pedestrian needs first. Over the next five years the Public Works Department will invest \$180 million in Complete Streets type of projects.

Z. Lata gave an update on the Florida Department of Transportation's Complete Streets policies and explained that FDOT's goal is to "right size" streets to reflect their context. He cited two road diets recently implemented by Fort Lauderdale.

M. Cejas gave an overview of the Transit Development Plan, which is updated every five years. Two major goals are to improve accessibility and to provide safe environments. She also provided examples of upcoming investments for bicycle and pedestrian accommodations at transit facilities—such as covered bike parking, a new pedestrian bridge on US 1, more bike storage options on buses and trains.

B. de la Peña asked how many bus and train riders use a bike? M. Cejas said she will get back with that information.

J. Rodriguez provided an update on the Miami-Dade Police Department's education efforts in the unincorporated portions of the County. They have a team of six educational staff members who influence parents, students, older adults about safety issues.

F. Navarro provided an overview of the Community's Open Space Master Plan and showed the Parks Department's vision of a network of 500 miles of greenways.

IV. Questions from the Local Action Team

A. Robertson expressed a need to just get something done. Citing two FDOT grants for pedestrian safety that have been mired in red-tape, she said, we've been making lots of progress over the last five years, but now we need to move faster.

Z. Lata pointed out that FDOT has dispersed a lot of grants to other communities across the state

A. Hudak said that at the highest levels, there is a commitment to get something done about bicyclist and pedestrian safety, but as the issue gets relegated down, it gets lost in other priorities. She said this is the first time we have had Police at the table and that already she is seeing opportunities to work together.

A. Robertson said this the right group of people at the table. She urged the group to focus on retrofitting our existing roads, as this is where there is a lot of opportunity.

B. de la Peña asked what is the goal of this group? PG Smith responded that it is to develop an action plan to achieve safer people, safer streets.

B. de la Peña asked what is the intended outcome of the action plan? PG Smith said that it will be a measurable reduction in bicycle and pedestrian crashes. The LAT will have to define what measurable means.

B. de la Peña suggested that the outcome was too narrow. If we just reduce crashes, what does that mean? What about creating livable communities? Is there a city we are emulating?

Dr. Namais asked what can this group do? What type of action plan will be the result? Is it going to be high level or detailed?

PG Smith responded, high level. She said with the help of Stewart Robertson of Kimley Horn, an assessment of existing practices, projects and procedures will be conducted to identify the missing links in the County. She also addressed Mr. de la Peña's question about a specific city we are emulating saying that when the Miami-Dade contingent went to Washington, DC they observed many amazing practices that can be adopted here.

J. Morales said that he wants to understand the problem better. We keep saying we are the worst, but why? Is there a unique aspect to this problem in Miami-Dade? Is there a cultural issue? He also encouraged a prioritization of modes. He and A. Robertson are working to prohibit right turns on red. Perhaps there is some basic procedure we can go through to implement this new regulation?

As for the US 1 pedestrian bridge presented by Miami-Dade Transit, he asked for the data. He said while it is beautiful, he'd like to understand why this bridge is merited in this location. It's a very expensive solution.

K. Kirwin said there is a big problem with the distracted driver. He cited Fred Grimm's column about biking along A1A. He said the Dutch are separating the bike lanes from the cars. We've got to do it. This is a step that would really bring out more cyclists.

H. Desdunes asked how many of these crashes involve tourists? We need to understand if these are mostly residents or visitors. He also asked when the county's Complete Streets work would be finished? He said that the planners and engineers need the Complete Streets guidelines as soon as possible.

E. Stiers said that it is great to see the city, county and FDOT all focused on bicycling and pedestrian issues, but how are we going to pay for it? Why isn't MDX at the table?

P. Schwiep said we need some sort of prioritization of the crashes.

A. Hudak said we really are at a critical point because the Mayor is focused on elevating mobility issues and bringing together the resources necessary to establish a comprehensive Transportation Department

The County recently gave the City of Miami \$13M toward the reconstruction of Flagler Street downtown. The county is also reviewing options of redirecting People's Transportation Plan funds toward alternative transportation projects. There's a real commitment to getting something done. Look at the Rickenbacker Causeway and the role Miami-Dade Police have played in enforcement.

J. Perez responded that we have to remember that enforcement is a band-aid and that his department can also play an educational role.

J. Morales said we also need to address the tension between bicyclists and pedestrians. We can't lump both users together.

V. Where Do We Go From Here?

S. Robertson introduced himself and gave a brief overview of the role Kimley Horn & Associates will be playing in writing the assessment, researching best practices and ultimately developing an Action Plan in collaboration with the LAT.

VI. Next Steps

- PG Smith encouraged the LAT members to send their thoughts about what was missing from today's presentations.
- What do they want to see?
- Send best practices to her and she will begin to catalogue them for Stewart's work.

VII. Moment of Inspiration

PG Smith showed Google Maps before and after images of street transformations that were implemented to better accommodate pedestrians. She said next meeting one of the LAT members will provide the moment of inspiration.