



**Local Action Team (LAT) for Safer People, Safer Streets --An initiative of the USDOT Mayor's Challenge
Stephen P. Clark Building, 18th Floor (#18-03)**

October 27, 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
Claudius Carnegie, Ph.D , Florida International University, CTAC, NSM
Benjamin de la Peña, Knight Foundation
Cesar Garcia Pons, Perkins + Will
Office, Public Works & Waste Management
Ramiro Inguanzo, City of Bal Harbour
Jack Kardys, MD PROS
Kevin Kirwin, City of Miami Parks & Recreation
Jose Gonzalez, City of Miami Beach

Nicholas Namias, MD, Jackson Memorial
Debora Rivera, FDOT- District 6
Juan Perez, Miami-Dade Police Department
Alyce Robertson, Miami Downtown Development Authority
Paul Schwiep, Citizens' Independent Transportation Trust
Eli Stiers, Stiers Law
Honorable Philip Stoddard, City of South Miami
Debbie Swain, Milian, Swain & Associates
Peter Wood, Health Foundation of South Florida

Staff:

Kimberly Brown, RER
Yanek Fernandez, Miami Dade Public Works
Patrice Gillespie Smith, Neat Streets Miami
David Henderson, Miami Dade MPO
Hector Llevat, MDPD
Gianni Lodi, RER

Eric Muntan, MDT
Stewart Robertson, Kimley Horn & Associates

I. Welcome and Introductions:

J. Kardys welcomed the Local Action Team and asked them to introduce themselves. Miami-Dade County Commissioner Dennis C. Moss, District 9 and Chairman of Neat Streets Miami, thanked the group for its efforts and reminded them that this is a very important job. He said looking around it looks like the right people are at the table to find solutions. Benjamin de la Pena provided booklets, entitled, "A brief history of modern transportation" to all of the members.

II. Vision and Outcomes

PG Smith asked the group to review the vision and the outcome as a follow-up to last month's discussion. She asked with the vision as a broader goal, is the outcome sufficient or is it too narrow? The idea was to have the LAT members to indicate a percentage when saying "measurable." B. de la Pena asked is it "Vision Zero?" Mayor P. Stoddard said focusing only on it could be problematic because we can reduce crashes by keeping children in doors. P. Wood agreed that we don't want any unintended consequences. B. deLaPena asked if we could add the outcome of increasing ridership and pedestrian activity? PG Smith asked the group. Dr. Carnegie suggested combining both outcomes into one. Dr. Namias requested that we keep the reduction in pedestrian crashes as the first outcome. After much discussion, the LAT members agreed to list two outcomes: 1) A measurable reduction in bicycle and pedestrian crashes. 2) An increase in both bicycle and pedestrian trips.

III. Overview of ideas received to date

PG Smith informed the LAT that to date, they have recommended 21 actions for the action plan. She provided one an example of one recommendation offered by P. Schwiep who suggested educating municipalities of the Complete Streets improvements that can be made by using their PTP funds. She said this is an example of an idea that doesn't cost anyone any money. She encouraged the LAT members to keep the ideas coming.

IV. Assessment Overview

S. Robertson provided an overview of the Assessment of National Best Practices and Existing Conditions in Miami-Dade. He provided highlights from the McKinsey Report, "Urban Mobility at a Tipping Point," which illustrates how car use is declining- especially among Millennials. He also discussed the disparity of Miami-Dade's crash breakdown and that of the US. While the US average for pedestrian fatalities is 15% of the total fatalities, in Miami-Dade they make up 31%.

K. Kirwin asked why are bike crashes going up but fatalities going down? S. Robertson said it may be because these crashes are happening in highly urbanized areas where traffic is not able to travel that fast.

J. Perez said that these numbers are a little misleading because while Miami Beach has a population of approximately 90,000, they have approximately 10 million visitors traversing on their roads, thus they face a lot more traffic than other cities of comparable size.

V. Deliverables and Timeline

PG Smith showed a matrix with the deliverables associated with the LAT. She said that our next step will be to prioritize potential action steps. She said the next meeting will be held on November 16 at 10:30 am in the Main Library. The Dec. 14 meeting will entail a hands on tour of two projects that are under consideration and that she hopes someone from FDOT will be in attendance. D. Rivera said often times the public offers recommendations too late. PG Smith said that a project like SW 7th Street/SW 8th street, which is under study right now, would be a good example of the type of project we would see.

VII. Moment of Inspiration:

PG Smith showed a TED talk from Janette Sadik-Kahn, the former NYC Transportation Commissioner regarding the transformation of Times Square. While she only showed five minutes of the video, people can watch all 14 minutes should anyone be interested. She also thanked Benjamin de la Pena for his video by Gabe Klein on reducing pedestrian crashes by 73 percent.