



Local Action Team (LAT) for Safer People, Safer Streets –An initiative of the USDOT Mayor’s Challenge

Main Library Auditorium, 101 W. Flagler Street

November 16, 2015, 10:30 – 12:30 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:

Claudius Carnegie, Ph.D., Florida International University, CTAC, NSM
Carlos Cruz Casas, Miami-Dade Transit (for Alice Bravo)
Benjamin de la Peña, Knight Foundation
Xavier Falconi, City of Miami Beach (for Jimmy Morales)
Ramiro Inguanzo, City of Bal Harbour
Kevin Kirwin, City of Miami Parks & Recreation
Dr. Nicholas Namias, University of Miami School of Medicine

Secretary, Gus Pego, Florida Department of Transportation, (DIST 6)
Alyce Robertson, Miami Downtown Development Authority
Paul Schwiep, CITT
Eli Stiers, Stiers Law
Honorable Philip Stoddard, City of South Miami
Debbie Swain, Milian, Swain & Associates

Staff:

Kim Brown, RER
Yanek Fernandez, Public Works
Anamarie Garces, UHS
David Henderson, Miami-Dade Metropolitan Planning Organization
Mark Heinike, Miami-Dade Parks, Recreation and Open Spaces
Giani Lodi, RER – Development Services
Gasper Miranda, Miami-Dade Public Works

Leandro Ona, Miami-Dade Public Works
John McWilliams, Kimley Horn & Associates
Joshua Rodriguez, Miami-Dade Police
Sgt. Melcon, Miami-Dade Police
Pablo Castillo, Miami-Dade Transit
Patrice Gillespie-Smith, Neat Streets Miami
Madelyn Rodriguez, Miami-Dade Parks, Recreation and Open Spaces
Wanda Torres, Neat Streets Miami

I. Welcome and Introductions

A. Local Team members’ introductions and their charge to improve the overall safety of Miami-Dade’s People and Safer Streets. Each Member was asked to list one barrier they feel we face in the implementation of the Local Action Plan.

III. Assessment/Recommendation Overview

PG Smith gave an overview of changes made to the assessment:

- Page 15 – examples of funding
- Page 16 – Enforcement (additional examples of best practices)
- Page 36 – Public Works Manual (One cross section illustrated so readers can see the opportunity for complete guidelines)
- Page 39 – Early Wins (More examples such as the Age Friendly Initiative.)

LAT Team feedback on the Assessment needs to be wrapped up by the end of the week (Friday).

The Team offered the following feedback:

- 1) Make it abundantly clear that this group is developing actions in the first paragraph. WE need a very strong statement at the top.
- 2) Highlight data gathering best practices (not enough in here)
- 3) Add Bike305 under early wins
- 4) Add Bike safe to early wins
- 5) Add a discussion about road width
- 6) FDOT is working with Smart Growth to transition all of its documentation to ensure context sensitive design.
- 7) On page 39, Anamarie says you need to change 43 percent to 65%
- 8) Include more on the legislative section that highlights changing behaviors of staff

Ms. Gillespie Smith presented the initial Recommendations Matrix. Stewart Robertson prepared the matrix to reflect the ideas and recommendations that the LAT had been submitting since the group's formation. He formatted it according to the seven Mayor's challenge areas presented by the USDOT. The following is a list of comments the LAT offered in response to the Matrix:

- 1) Expand matrix to include an 1) Action Column (what are the exact steps that will accomplish these recommendations?), 2) Lead Column (Who is the lead agency or person that will ensure implementation) and 3) Outcome Column (which outcome is being achieved by the action?)
- 2) Need to empower staff to make these types of changes
- 3) Make goal of "separated" bike lanes wherever possible ("Go big or go home")
- 4) Be specific with where the ideas will take place. (i.e., in urban centers we will implement lowered speed limits.)
- 5) Create street classification map that guides transportation officials
- 6) Add new ways to gather data (there are lots of these around the world)
- 7) Need legislative changes from the state
- 8) Need legislative changes that empower local municipalities to make decision
- 9) Create a "fast track" system for certain efforts that would bypass or expedite the traffic study necessary for each change
- 10) Under CS approach, include more about the pedestrian
- 11) Create a process in which a complete street is the default and that you don't get public works \$\$ or MPO \$\$ without putting the pedestrian and cyclist first.

- 12) Currently, when the county asks for a traffic study or an analysis that has a chilling effect on the request. Figure out a way to change that.
- 13) Encourage pilot projects just to get things done
- 14) Get away from an LOS analysis of projects (this is currently in the CDMP and I believe you were going to call this out in the assessment?)
- 15) Indicate how far into the future this action plan goes because we haven't discussed automated cars yet.
- 16) Discussed funding... could impact fees be directed to these improvements?
- 17) Change "fast track high crash areas," it should say all of the actions in the action plan
- 18) Educate all stakeholders—including businesses on the value of investing in all modes. Right now businesses are reluctant to give up parking.
- 19) Vision Zero: outline what it would take to achieve that?
- 20) Incorporate a change in culture...
- 21) Try to reflect the conflicting goals of the urban dense areas versus the suburban areas
- 22) Incorporate land use and planning, along with employment centers
- 23) Include specific guidance on how to incorporate bike lanes.
- 24) Include methods to compel the municipalities –county funding should be taken from the surtax.
- 25) Look into developing connected grids for all modes—selecting the right streets
- 26) Update statutes to reflect current mindset
- 27) Show the strategies to get this matrix into an action plan (addressed above)

Public Comment:

Ms. Chiu, Miami Dade College student, asked members, (C-3) how do you improve moving to a safe zone after a car crash?

- Secretary Pego responded, it is important to move to a safe location if your vehicle is not disabled
- Dr. Namias suggested getting away from the car and get behind the guardrail

Ms. Urbaez, another student, suggested to the members, Kendall Drive needs major improvement. Ms. Urbaez stated, there were no safety measures for pedestrians.

- Mayor Stoddard responded that we have to structurally stop the traffic for crossing. We should build attractive over passes
- Ms. Swain response there has to be safe measures

Ms. Ferbeyre asked, how do you test actions?

- Secretary Pego responded that much data is collected on each accident.

V. Public Involvement

Ms. Garces of Urban Health Solutions presented the Safer Streets Public Outreach Strategy. This will be a high-tech high touch strategy. That includes the following: A website

(www.completestreetsmiami.com) which will focus on the 7 USDOT Challenge Areas and multiple engagements of various target audiences.

Its target areas would be:

- Local Voices
- Civic Agencies and Elected Officials
- Voters
- Non-Voters

The Public Outreach Strategy will be an email based communication

There will be a Public/Elected Official Breakfast January 14, 2016, 8:30 – 10:30 a.m. featuring Gabe Klein, former Transportation Commissioner of Washington, DC and Chicago.

There will also be a public Meeting January 13, 2016

A student discussion will be facilitated with a high school. The Objectives of this outreach will be:

- Provide Students with knowledge
- Gain feedback on how to address each domain

Additionally, UHS will facilitate a dialogue with older adults as part of the Age Friendly Initiative. This discussion will address things such as, how to:

- Ensure every older adult can live independently without a car
- Increase mobility options

Questions

- P. Wood asked, are there specific objectives.
- P. Wood asked how this influences the Local Action Plan and the value it adds to the overall product?
- B. de la Peña asked that there needs to be clear goals for each activity. He also encouraged more technology approaches where there can be questions asked; Safe App Florida and we need to explore other ways to collect data

VI. Announcements

Ms. Gillespie-Smith announced the next meeting will be December 14, 2016 an explore tour. She asked if members wanted to conduct tour by bike, but couldn't get unanimous approval so it will be conducted by van. Everyone will meet at the Steven P. Clark Center, 1st Floor Lobby at 1:15 pm. Ms. Gillespie-Smith announced November 20th would be final edits and December 4th recommendations for Action Plans.

Ms. Gillespie-Smith announced per the request of Paul Schwiep, we would dedicate each meeting to a cyclist or pedestrian who was struck and killed. One cyclist was killed last week, but remains unnamed. However at the end of October a pedestrian was struck and killed. Her name was Jaliah Cross and this meeting will be dedicated in her honor.

VII. Moment of inspiration – Mr. de la Peña explained that the video the Team was about to see showed the power of advocacy in getting Green bike lanes in Pittsburgh. Due to volume issues, the members asked PG Smith to distribute the link to the video so everyone could hear the presentation.

Meeting adjourned at 12:20 pm