

**City of Miami Beach
Mayor's Blue Ribbon Bikeways Committee**

Wednesday, March 24, 2010

Definitions:

- **Bike Lane:** A striped lane designated solely for cycling in a roadway.
- **Paved Shoulder:** The outer edge of a striped road which motorists are not expected to cross and bicyclists may use.
- **Wide Curb Lanes:** The right-most lane is wider than 12', which allows motorists and bicyclists to share (and pass).
- **Bike Path:** A surface near a road that usually has a physical separation between cyclists and motorists (as in a line of trees or a swale); or is unrelated to any road (as in within or through a park or along a canal bank).
- **Shared roads:** Although most roads are available for bicycle use, these roads are typically part of a bike route system, wherein there is no space to better accommodate bicycling.

Members Present:

Jack Ruiz, Asst. Chair
Emily Rosenstein, Secretary
Jae Manzella
Gabrielle Redfern

Staff Present:

Xavier Falconi, City of Miami Beach Trans. Dept.
Christine Bettin, City of Miami Beach Trans. Dept.
Keith Mizell, City of Miami Beach CIP
Joyce Meyers, City of Miami Beach Planning Dept.
Rhonda Gracie, City of Miami Beach Urban Forester.
Landscape Projects Coordinator

Guests:

Mark Lechter, *The Electric Bicycle Store*, Alton Road
business owner
Maria Baraley, Resident, Palm Island
Caroline Klesper, Resident
Adriana Manzanares, FDOT

Meeting Commenced at 2:07 pm

ISSUE	DISCUSSION
APPROVAL OF MINUTES	Minutes were adopted.
INTRODUCTION OF GUESTS	Mark Lechter, <i>The Electric Bicycle Store</i> , Alton Road business owner Maria Baraley, Resident, Palm Island Caroline Klesper, Resident Adriana Manzanares, FDOT
	UPDATES
COLLINS PARK	Mizell reported that the west side is well underway. To date, construction is ahead of schedule. A DecoBikes rental program kiosk is scheduled to be located in Collins Park.
44 TH STREET BIKE LANE (SIGNS)	Not addressed

<p>BAYSHORE ROW PROJECT</p>	<p>Mizell advised that there are five bid packs in this project; three of the five are out to bid. While the entire project has received Commission approval and exists on both the Master Transportation Plan as well as the Bicycle Plan, the Central Bayshore Homeowner's Association, which affects Meridian Avenue, recently stood up in front of the Commission and verbally requested that all of their roads be reduced to 10' widths as a traffic calming device. The discussion at the last CIPOC meeting was that the Central Bayshore HOA was requesting that all roadways within their neighborhood be no more than 10' for each travel lane. They requested that in instances where bike lanes were to be installed, the bikes lanes be removed and replaced with bike routes. This would eliminate the bicycle lanes.</p> <p>If this HOA wishes to accomplish this, they would have to put their request in writing, request Commission approval, and go in front of TPC, CIP-OC and Public Works for review and approval. It is important to note that the HOA has not attended any of the prior meetings and all the plans are already competed and approved. It is also important to note that Meridian Avenue was offered by the Commission as al alternative to Prairie Avenue.</p> <p>Manzella stated that the bike lanes along Prairie Av. have been installed. There are policies to protect what already exists. The treatments along these roads have gone through the planning process and that the HOA should not have the ability to simply eliminate portions of the bikeway network, just on a whim. Mizell added that the HOA has been asked to review the neighborhood again, and provide less-restrictive suggestions.</p> <p>Mizell is scheduled to present four separate items in from of CIP-OC, which is Chaired by Commissioner Gross, for review. These include 28th Street, Meridian Avenue, Sheridan Avenue and Prairie Avenue. Bettin suggested that the entire committee plan on attending this meeting.</p>
<p>DADE BOULEVARD BIKE PATH (GREENWAY)</p>	<p>Not addressed.</p>
<p>51ST STREET</p>	<p>Mizell reported that this project is ready to go out to bid; however, there is now a hold up with DERM. DERM has halted projects that may affect storm-water runoff. The EPA has initiated a stringent policy of 0% contamination for water turbidity and solids entering the bay during construction; which is impossible to accomplish. Unlike other municipalities, Miami Beach is required to obtain environmental permits for all City construction projects. Mizell has a meeting within the next two weeks with DERM to address the issue. Manzella suggested researching how other municipalities are dealing with this issue.</p>
<p>71ST STREET</p>	<p>Manzanares from FDOT presented preliminary plans for this project. During FDOT's milling and resurfacing project they plan on installing dedicated bicycle lanes in the 71st Street area. Taking into account changes in FDOT regulations, and as the speed limit of the area is 30 mph, the travel width can be limited to 10'. This</p>

	<p>will allow lanes to be added to the majority of the 71st Street area, with the following exceptions, due to parking and width restrictions:</p> <ul style="list-style-type: none"> Rue Notre-Dame to Rue Versailles, eastbound Rue Versailles to Van Dame Court, eastbound Van Dam Court to East Bay Drive, eastbound Abbott Avenue to Rue Versailles, westbound Rue Versailles to Rue Notre Dame, westbound <p>These exclusions will have Share the road signs. Manzanares advised that the only way to include the excluded streets is to increase the scope of work from a milling and resurfacing project to a regular construction project that cuts curbs, narrows sidewalks, and includes drainage in certain areas. Some parking has been eliminated; but, business parking in the area and narrow roadway ROW constricts portions from being improved. If the committee feels compelled, it can request a parking utilization study to determine if the gaps can be eliminated. However, since it is only a milling and resurfacing project, ROW will cannot be affected. Meyers advised that Public Works will be leading a study through Falconi to determine if the area around the fountain can be utilized for bicycle lanes.</p> <p>Manzanares advised that ground breaking is scheduled for December 20, 2010 and should last 280 days. In order to complete the work more expeditiously, the work will be done by two contractors simultaneously.</p> <p>Klesper inquired if there were plans to install bike lanes west of this project, especially considering the number of driveways, and Manzanares added that some pedestrian relief is planned; however, the roadway is often congested and ROW is very limited.</p>
BIKE RACKS	Not addressed
ALTON ROAD FDOT PROJECT (LANE NARROWING)	Not addressed
	NEW BUSINESS
MACARTHUR CAUSEWAY	<p>Manzanares advised that FDOT is working on determining the feasibility of cyclists utilizing the entire shoulder from Watson Island to Terminal Island. Baraley attempted to stress the danger of the situation wherein only sporadic pieces of the shoulder are considered bicycle lanes. Manzanares reported that FDOT is looking at the drainage issues, treating storm drains with bicycle-friendly covers and the guardrails/ending lane by Terminal Island.</p> <p>Manzella stated his concern with the transition from bike lane to sidewalk at the eastern end. He suggested that the guardrail is hazardous because the radius does not take cyclist speed into account. Bettin said the City is reviewing this transition to improve conditions.</p> <p>Manzanares added that while the bicycle lane feasibility is being addressed by</p>

	<p>FDOT, the shoulder will continued to be utilized for vehicular breakdowns. It will remain a shared use zone. She added that several lanes of the causeway on the Miami side are being widened to accommodate the trucks entering the proposed Port tunnel. Baraley added that emergency vehicles regularly use the shoulder as regular traffic lanes and to avoid traffic.</p>
<p>WASHINGTON COURT</p>	<p>Gracie presented plans to the Committee for this federally funded project. She advised that the seawall work is currently being done, and exotic foliage and additional debris has already been removed. She is utilizing the multi-purpose paths in Europe as an example of how to utilize the space. She has design elements which bring in other elements throughout the City, especially Collins Park and the Holocaust Memorial, so that the project will meld with existing projects. Gracie is planning on utilizing scoring and flooring to delineate the bicycle riding area, but the space does in essence remain multi-use. Falconi explained that flooring selections are influenced by the Historic Preservation Committee, so there are some limitations. There are two raised modular deck systems for ADA compliance, modular lighting systems, benches, etc. planned, but they will be confirmed once drainage issues and prices are determined.</p> <p>Washington Court will be converted from two-way to one way. Parking, including handicapped parking, will be across the entire span of the work, but not along the water side of the street. A crosswalk will be provided at 21st Street. Manzella asked that directional signage to the Atlantic Trail should be provided.</p> <p>Klesper requested more bicycle racks and that a historic plaque be placed somewhere along the project, and Gracie advised that this could be possible. Manzella cautioned that landscaping at intersections should be minimized.</p> <p>This project will be reviewed by the Collins Park HOA around April 10th.</p>
<p>NTS STUDY ON WASHINGTON AVENUE</p>	<p>Falconi advised that a National Transportation Study will review bicycle usage along Washington Avenue between 16th Street and Lincoln Road and between 9th and 10th Streets; and eventually, 17th Street to South Point. The right-hand lane will be marked, and a camera will record where cyclists are currently positioning themselves within the lane. With this information, he can determine the best place to install the sharrows. As far as he is aware, this is the only Sharrow demonstration project in the USA. The median buffer will not be considered to provide more lane width</p>
<p>ADJOURNMENT TO DATE CERTAIN: April 28, 2010</p>	

Meeting adjourned at 3:40 pm