

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

**Wednesday, April 28, 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:**

Fred Sake, Chair  
Emily Rosenstein, Secretary  
Harvey Burstein  
Gabrielle Redfern

**Staff Present:**

Xavier Falconi, City of Miami Beach Trans. Dept.  
Keith Mizell, City of Miami Beach CIP

**Guests:**

Daniel M. Perez, Freelance Writer

Meeting Commenced at 2:05 pm

ISSUE	DISCUSSION
APPROVAL OF MINUTES	Minutes were adopted.
INTRODUCTION OF GUESTS	Daniel M. Perez, Freelance Writer
	UPDATES
COLLINS PARK	Mizell reported that the project remains ahead of schedule. The September 1 <sup>st</sup> completion date should be met. They are currently selecting bicycle rack locations within the park and towards the beach.
44 <sup>TH</sup> STREET BIKE LANE (SIGNS)	Sake brought up that there are bicycle lane signs in this area only, no marked or painted lanes. Redfern confirmed that this area has not been repaved, and that 44 <sup>th</sup> Street was left until the end of the project due to drainage issues in front of one specific home. Mizell advised he will check into this and speak with the project manager.
BAYSHORE ROW PROJECT	Mizell stated that the three bid packs that are out are currently on permanent hold waiting for regulatory approval regarding water drainage issues. Thus far, DERM has denied all projects. They have not recommended or requested changes, simply denied all the projects. The City departments are reviewing the guidelines again to determine if there is a way to get the projects approved by DERM.

	<p>Mizell also reported that there was a neighborhood meeting regarding 8A Central Bayshore. The community is investigating what would be required to narrow all roadways within this project to 10' lanes, which would, in their opinion, limit speeding. It would also, however, eliminate the planned bicycle lanes. The HOA is planning on coming before this Committee as well as the Commission in the future to determine the impact of the change.</p> <p>The Committee as a whole cannot understand how a single HOA can stall years of progress and ignore the existing Master Plan, which was approved by the Commission and upon which existing projects are structured. Redfern brought up the issue of connectivity, and the impact one HOA can make on the overall city.</p> <p>Falconi informed the committee that he has already requested a list inventorying what streets are slated to be wider than the requested 10' in the 8A project and which would directly impact bicycle lanes. He anticipates having this inventory by the next meeting.</p> <p>Redfern added that if the HOA forces the reopening of the Master Plan, then, as a committee, we should insist on adding lanes to all FDOT streets. The goal is to stop FDOT representatives from stating that no bicycle lanes are required on any of their streets because the Master Plan does not show any lanes on FDOT streets (this is because the original purpose of the Master Plan was to address City streets only).</p>
<p>DADE BOULEVARD BIKE PATH (GREENWAY)</p>	<p>Not addressed.</p>
<p>51<sup>ST</sup> STREET</p>	<p>Mizell reported that this project is out to bid; however, as in Bayshore, there may be a hold up with DERM. DERM has already denied the permit for La Gorce, and 51<sup>st</sup> Street is part of the La Gorce project. A key component of the design is upsizing outfalls for water drainage. 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.</p> <p>As bicycle lanes are installed after the underground work is completed, this is held up. The City is in the process of doing a re-design. This should be completed in two to three months, but as DERM offered no solutions or suggestions, there is no guarantee that the new design will be approved.</p>
<p>BIKE RACKS</p>	<p>Falconi advised that the Transportation department has hired a consultant for determining the locations, pulling the permits from the various governmental agencies, completing all paperwork and all the installations.</p> <p>Burstein asked that for the reinstallation of the racks at the Lincoln Road movie theater.</p> <p>Burstein also suggested that 1111 install racks, and Redfern advised that this is a requirement of their DRB.</p> <p>Sake requested another rack on the outside of the Miami Beach Botanical Garden.</p>
<p>ALTON ROAD FDOT PROJECT</p>	<p>Redfern addressed this item. She told the Committee that Commissioner Libbin wants to narrow the travel lanes on Alton in order to extend parking. He does not</p>

(LANE NARROWING)	<p>want bicycle lanes. Commissioner Libbin asked that the project be presented to FDOT, who responded that they will do so at the City of Miami Beach's cost of \$2.1 million. FDOT insists that it is not restriping Alton Road without remilling and resurfacing. This is how the price was determined.</p> <p>At the request of the Neighborhoods and Community Affairs Committee, City staff also investigated the option of moving the curb the sufficient width to accommodate for an 8-foot parking lane. This option would impact the trees currently placed on the swale. According to the FDOT new requirement of 4 feet for clearance of trees behind the curb, replacement of trees would have a tremendous impact on the existing sidewalk making this alternative very difficult to implement. The cost of this alternative for the remilling and resurfacing would be approximately \$1.4 million to the City.</p> <p>At Commissioner Libbin's request, the City sent a letter to Gus Pogo, Secretary of Transportation, asking that the City be able to proceed with one of these projects. The City is waiting for Pogo's response.</p> <p>Redfern offered to take this issue to BPAC and to the MPO. The general consensus is that narrowing the travel lanes on Alton will make the street more unsafe than it currently is.</p>
SCHOOL BOARD SAFETY PROGRAM FOR ELEMENTARY KIDS	<p>Rosenstein presented information regarding the City of Homestead's bicycle safety program for elementary students.</p> <p>Rosenstein telephoned the contact person at Miami-Children's to determine if one could be coordinated for City of Miami Beach. Lee Ann, at 786.624.4640, advised that although Miami-Children's is the contact, this is actually put together by the Dade County School Board. The area board member, Dr. Feldman, put this event on in both Pinecrest and Homestead.</p> <p>She suggested contacting the individual who coordinated both events for the school board. Mara: <a href="mailto:273174@dadeschools.net">273174@dadeschools.net</a>. In order to get a more positive response Lee Ann suggested that the request come from one of our City of Miami Beach employees.</p> <p>Lee Ann added that she believes that we will have a favorable response because they are looking for collaborators - especially since Miami Beach has 5 elementary that go into the middle school &amp; high school (South Point, Feinberg/Fisher, North Beach, Biscayne, and Treasure Island). Lee Ann added that Miami-Children's would provide free helmets and helmet fittings to the attendees.</p> <p>Falconi requested that Rosenstein e-mail him our school board member's information after the meeting so he can follow up.</p>
	NEW BUSINESS
MARRIOTT/ CONTINUUM AREA	Perez asked if the area behind the Marriott and Continuum was going to receive lanes. Falconi and Redfern responded that the area is under litigation, but it is proceeding.
BICYCLE PARKING ORDINANCE	Perez inquired as to the progress of the Ordinance Joyce Meyers of the Miami Beach Planning Department was working on. Falconi responded that it had not been completed yet, but it is being worked on.
BICYCLE PARKING	Perez inquired as to bicycle parking within the Lincoln Road Movie Theater

LINCOLN ROAD MOVIE THEATER LOT	parking lot. Falconi and Redfern explained that there is a law regarding the egress in parking lots, and that bicycles must have a separate entrance. Perez responded that this particular lot does have a separate entrance which is not being used. There is another entrance that was originally designed for the City to use for electric busses. As the contract was eventually given to the County, it remains unused. Redfern suggested that she will look up the building orders in order to determine what was required from the builder.
BICYCLE RENTAL PROGRAM	Perez requested an update on the bicycle rental program. Redfern advised that Deco Bikes has a storefront, but Falconi added that it is not complete as of yet. They are a bit behind schedule.
WASHINGTON, DC	Redfern told the committee that DC Transit opened a bicycle transit station at Union Station in Washington, DC with lockers, showers and a repair center.
DENVER, CO	Perez told the Committee that Denver, Colorado recently launched its Bicycle Share Program.
BIKE MIAMI	Sake and Perez brought up Bike Miami. Perez said that Bike Miami is now run and operated by the City of Miami. They created an NGO called Miami Open Streets to bring more attention to bicycle issues.
ADJOURNMENT TO DATE CERTAIN: May 26, 2010	

Meeting adjourned at 3:05 pm