



VILLAGE OF PINECREST  
Village Council Meeting

Village Council  
Cindy Lerner, Mayor  
Bob Ross, Vice Mayor  
Cheri Ball  
Doug Kraft  
James E. McDonald

Yocelyn Galiano Gomez, ICMA-CM  
Village Manager

Guido H. Inguanzo, Jr., CMC  
Village Clerk

Mitchell Bierman  
Village Attorney

## WORKSHOP AGENDA

TUESDAY, OCTOBER 6, 2015, 6:00 P.M.

PINECREST MUNICIPAL CENTER/COUNCIL CHAMBER  
12645 PINECREST PARKWAY  
PINECREST, FLORIDA

- I. CALL TO ORDER/ROLL CALL OF MEMBERS
- II. PLEDGE OF ALLEGIANCE
- III. DISCUSSION ITEMS:
  - A. 132ND STREET PROPOSED SIDEWALK PROJECT
  - B. 104TH STREET PROPOSED SHARED PATHS PROJECT
- IV. ADJOURNMENT

**TAB 1**

**TAB 2**

*IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, ALL PERSONS WHO ARE DISABLED AND WHO NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS MEETING BECAUSE OF THAT DISABILITY SHOULD CONTACT THE VILLAGE CLERK AT (305) 234-2121 NOT LATER THAN FOUR BUSINESS DAYS PRIOR TO SUCH PROCEEDING.*

*PURSUANT TO FLORIDA STATUTE 286.0105, ANYONE WISHING TO APPEAL ANY DECISION MADE BY THE VILLAGE COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING SHALL NEED A RECORD OF THE PROCEEDINGS AND, FOR SUCH PURPOSE, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.*

12645 Pinecrest Parkway, Pinecrest, Florida 33156  
T: 305.234.2121 | F: 305.234.2131  
[www.pinecrest-fl.gov](http://www.pinecrest-fl.gov)



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**TAB I**

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Yocelyn Galiano Gomez, ICMA-CM  
Village Manager  
manager@pinecrest-fl.gov

MEMORANDUM

Office of the Village Manager

DATE: September 29, 2015  
TO: The Honorable Mayor and Members of Village Council  
FROM: Maria Alberro Menendez, ICMA-CM, Assistant Village Manager  
RE: Proposed Sidewalk along SW 132<sup>nd</sup> Street, from US 1 to SW 77<sup>th</sup> Avenue

---

At the February 11, 2014 Village Council meeting, the petition received from residents residing along SW 132<sup>nd</sup> Street requesting sidewalk (on the south side) was discussed. The Village Council directed the Village Manager to analyze placing sidewalk on the north side to determine, which side, if any, may be considered for sidewalk at a future meeting.

The services of David Plummer and Associates were retained to analyze the impact of placing a sidewalk on the north and south sides of SW 132 Street. The analysis determined that the north side would cause the least impact to existing trees and utility structures along the public swales.

Some of the reasons to consider sidewalks along SW 132<sup>nd</sup> Street are to provide a safe pedestrian path for those commuting to and from the US 1 commercial corridor and those walking towards the schools in the area (i.e. Howard Drive Elementary School to the south, and Palmetto Middle and Elementary schools to the north). There is existing sidewalks along SW 77<sup>th</sup> Avenue, running north and south from SW 132<sup>nd</sup> Street that would provide a continuous safe path to the schools. Two traffic studies were conducted by the Police Department in 2013 and again 2014, which indicates an increasing volume of traffic along SW 132<sup>nd</sup> Street. The study in 2013 recorded an average of 1,953 vehicles per day, while the 2014 study indicates an increase to 3,240 vehicles per day. On both studies the speed limit at the 85 percentile indicated speeds in excess of the 30mph speed limit along the roadway (2013 at 39.1mph; 2014 at 38.5mph). In addition, the Pinecrest Parkway (US 1) Vision Plan adopted in 2012 encourages sidewalks to be extended onto side streets to improve pedestrian mobility and facilitate access to all commercial properties.

The Village sent letters (and a questionnaire) to approximately 62 affected residents on both sides of SW 132 Street, from US 1 to SW 77<sup>th</sup> Avenue, advising them of the October 6, 2015 Workshop. The results of the questionnaire, letters and emails received regarding placing a sidewalk on the north side of SW 132 Street, from US 1 to SW 77<sup>th</sup> Avenue, were as follows: 9 in favor, 21 opposed, and 32 did not respond to the survey.



The following provides a timeline of events regarding this matter:

On September 11, 2013, the Village received a petition from 56% of the affected property owners along S.W. 132 Street, from S.W. 77<sup>nd</sup> Avenue to S.W. 82<sup>nd</sup> Avenue requesting that sidewalk be installed (on the south side of the street). 18 of the 32 affected residents were in favor, 12 were against, and two (2) were nonresponsive. *The Village adopted a Sidewalk Installation Policy that requires 60% of the affected property owners support a new sidewalk when a petition is submitted. However, a request for sidewalk may be considered if the Village Council or Village Manager feels new sidewalk is warranted.*

The request and petition for the sidewalk was brought before the Transportation Advisory Committee (TAC) on September 30, 2013 for their review and comments. However, TAC took no action due to the lack of the required 60% of property owners to sign on the petition as set forth in the Village's Sidewalk Installation Policy. The TAC also suggested that the petitioner consider extending the sidewalk west, to US 1 to gain signature and provide connectivity with the commercial corridor.

At the February 11, 2014 Village Council meeting, Mayor Lerner placed the matter on the agenda for discussion, requesting that the installation of a new sidewalk along S.W. 132 Street be considered for the safety of pedestrians in the area. Following discussion, Village Council directed the Village Manager to arrange for a community meeting before the TAC, notifying affected property owners, along SW 132 Street, from US 1 to SW 77<sup>th</sup> Avenue before the Village's Transportation Advisory Committee to allow for public input.

A survey and preliminary layout of the sidewalk on the south side along S.W. 132 Street was completed. A letter was sent to sixty (60) property owners, representing both the north and south sides of S.W. 132 Street, from US 1 to S.W. 77<sup>th</sup> Avenue, informing them of the upcoming community meeting and requesting comments, if unable to attend. The Village received five (5) calls from residents not favoring the sidewalk installation.

On August 25, 2014, the Transportation Advisory Committee (TAC) held a community meeting to discuss the proposed sidewalk along the south side of S.W. 132 Street. Approximately twenty (20) property owners attended and provided their comments on the matter. Most property owners present were not in favor (18-2) of the sidewalk. Following public input, the TAC passed a motion on a vote of 4-1, recommending to the Village Council that the proposed sidewalk along SW 132<sup>nd</sup> Street, not be pursued.

The following materials are provided to facilitate discussion on this matter:

- Letter (s) sent to affected residents
- Copy of plans illustrating the sidewalk on both sides
- Letters and/or emails received
- Minutes of the TAC dated August 25, 2014
- Traffic studies (2013 & 2014) along S.W. 132 Street
- US 1 Vision Plan- excerpt regarding sidewalks
- Phase III- Safe Routes to School Program

# CONCEPTUAL PLAN

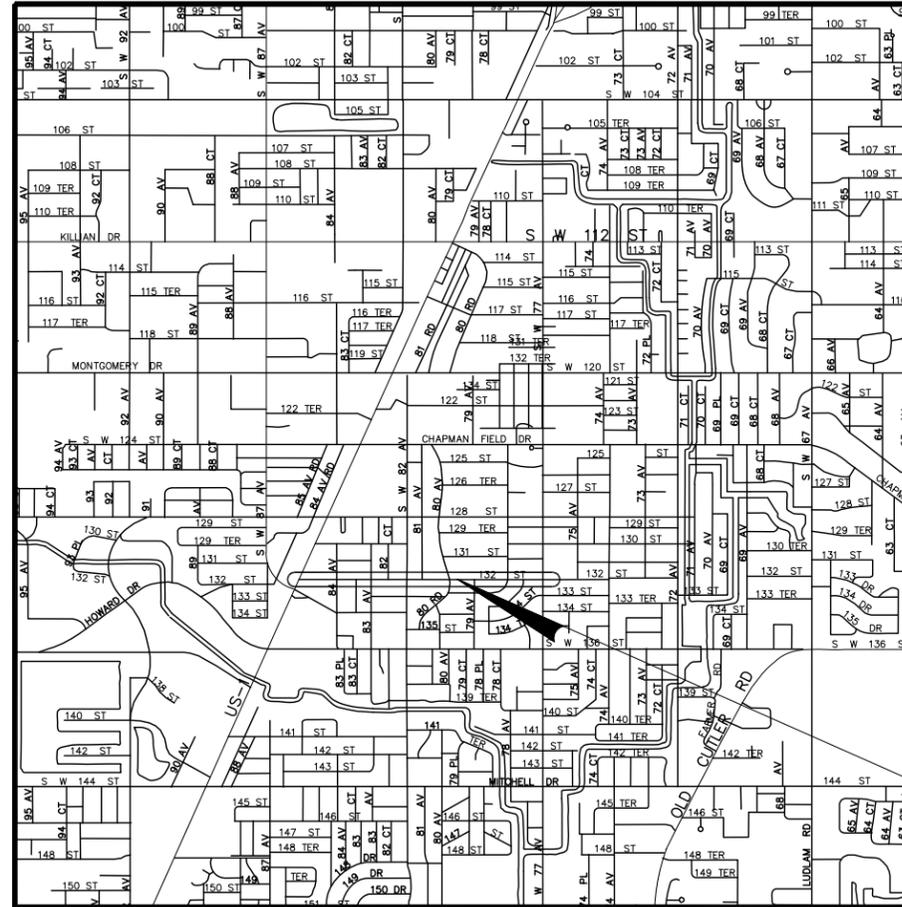
FOR

## PROPOSED SIDEWALKS ALONG SW 132 STREET FROM US-1 TO SW 77 AVENUE

### VILLAGE OF PINECREST, FLORIDA

#### INDEX OF PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-10	CONCEPTUAL PLANS



PROJECT LOCATION

PREPARED FOR:  
**VILLAGE OF PINECREST**

#### VILLAGE COUNCIL

CINDY LERNER - MAYOR  
BOB ROSS - VICE MAYOR  
CHERI BALL - COUNCIL MEMBER  
DOUG KRAFT - COUNCIL MEMBER  
JAMES E. McDONALD - COUNCIL MEMBER

#### VILLAGE STAFF

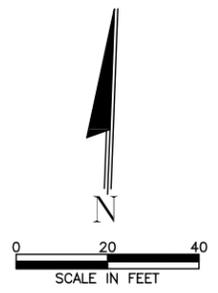
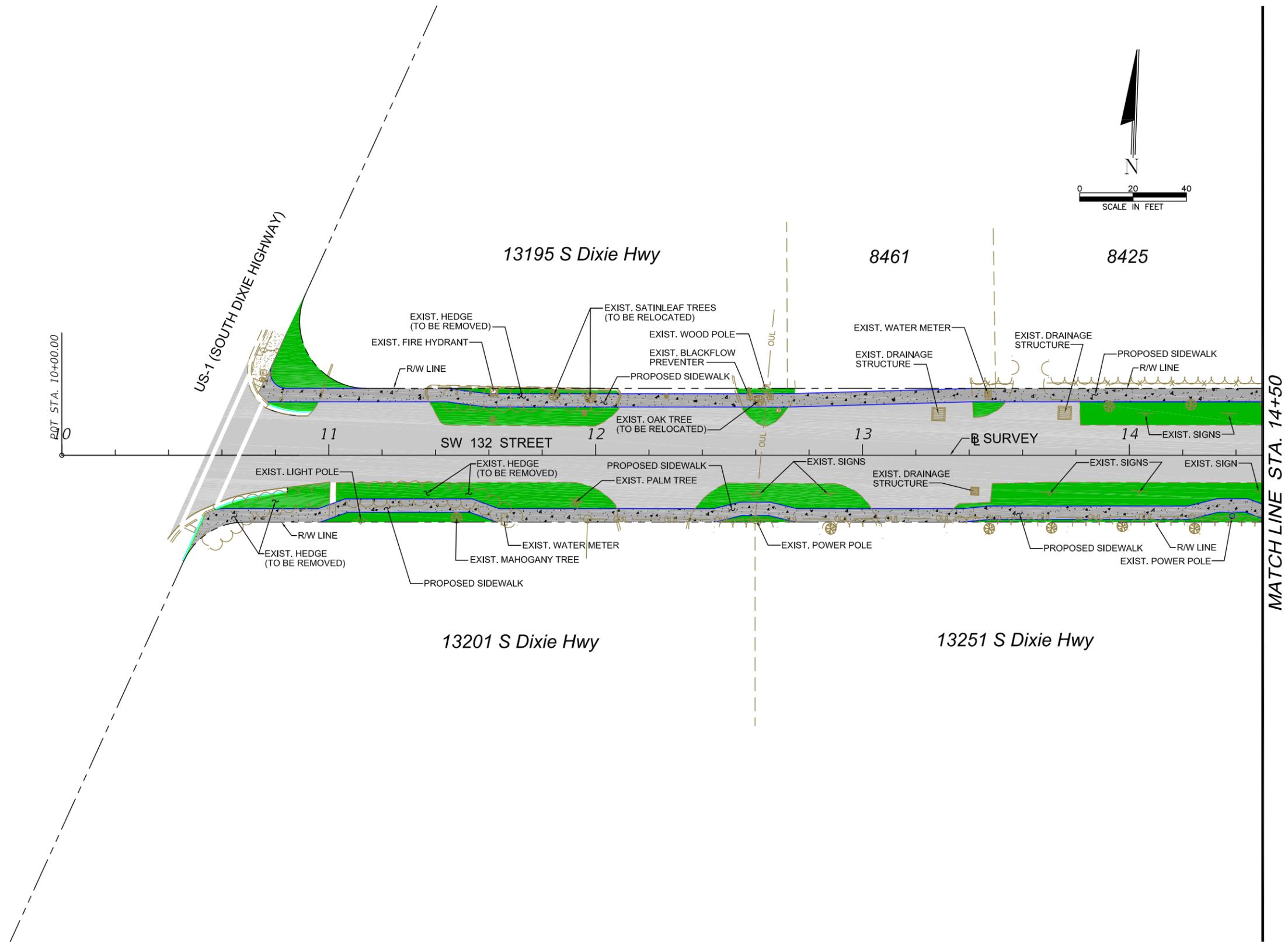
YOCELYN GALIANO GOMEZ - VILLAGE MANAGER  
MARK SPANIOLI, P.E. - PUBLIC WORKS DIRECTOR



PREPARED BY:  
**DAVID PLUMMER & ASSOCIATES, Inc.**  
1750 Ponce de Leon Boulevard  
Coral Gables, Florida 33134  
EB 2690

ISSUING DATE: 08/11/15

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**DAVID PLUMMER & ASSOCIATES, INC.**  
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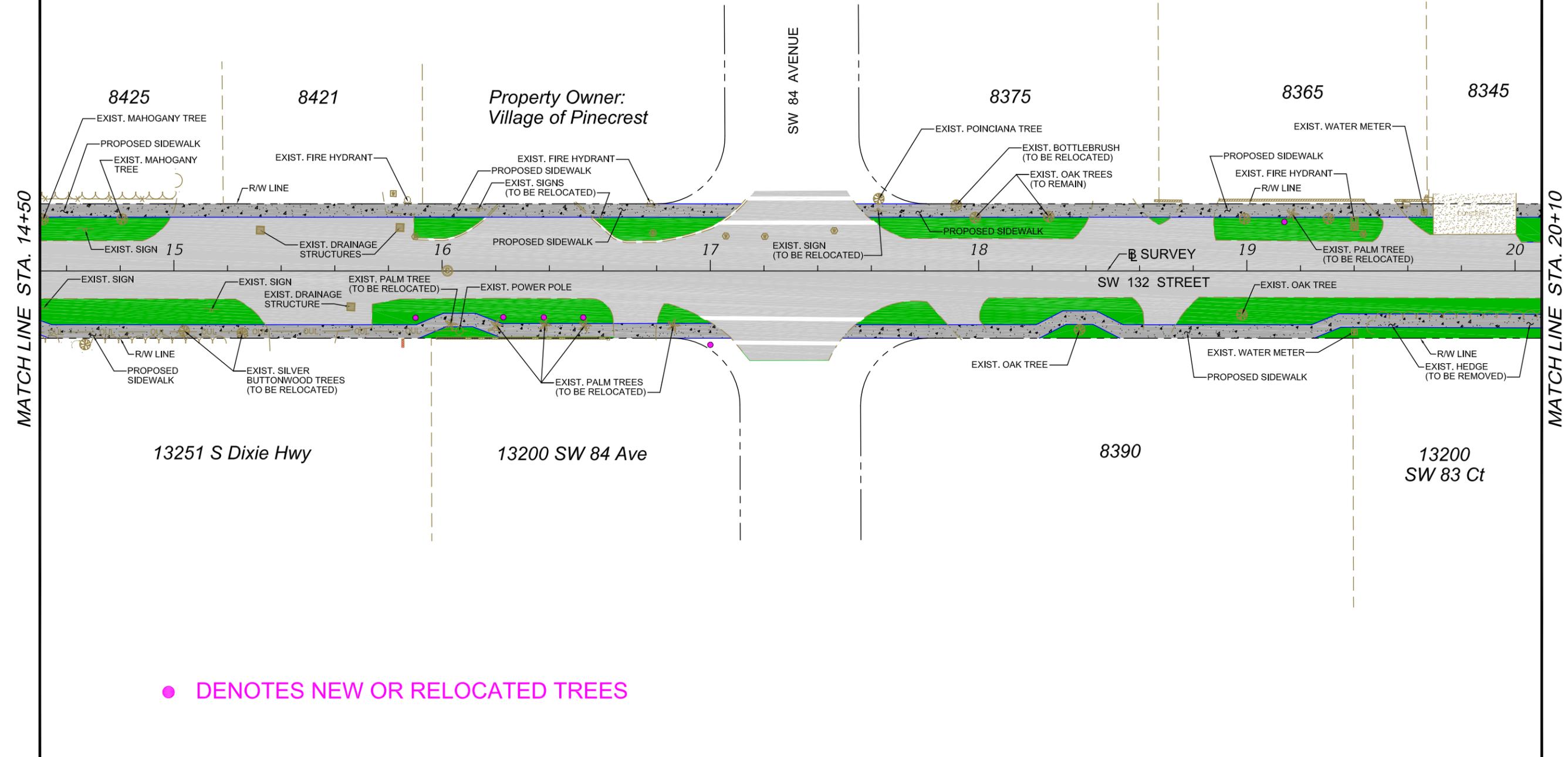
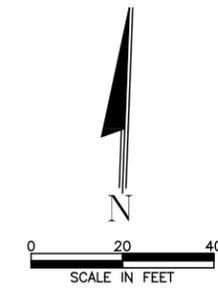
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TITLE: **CONCEPTUAL PLAN**

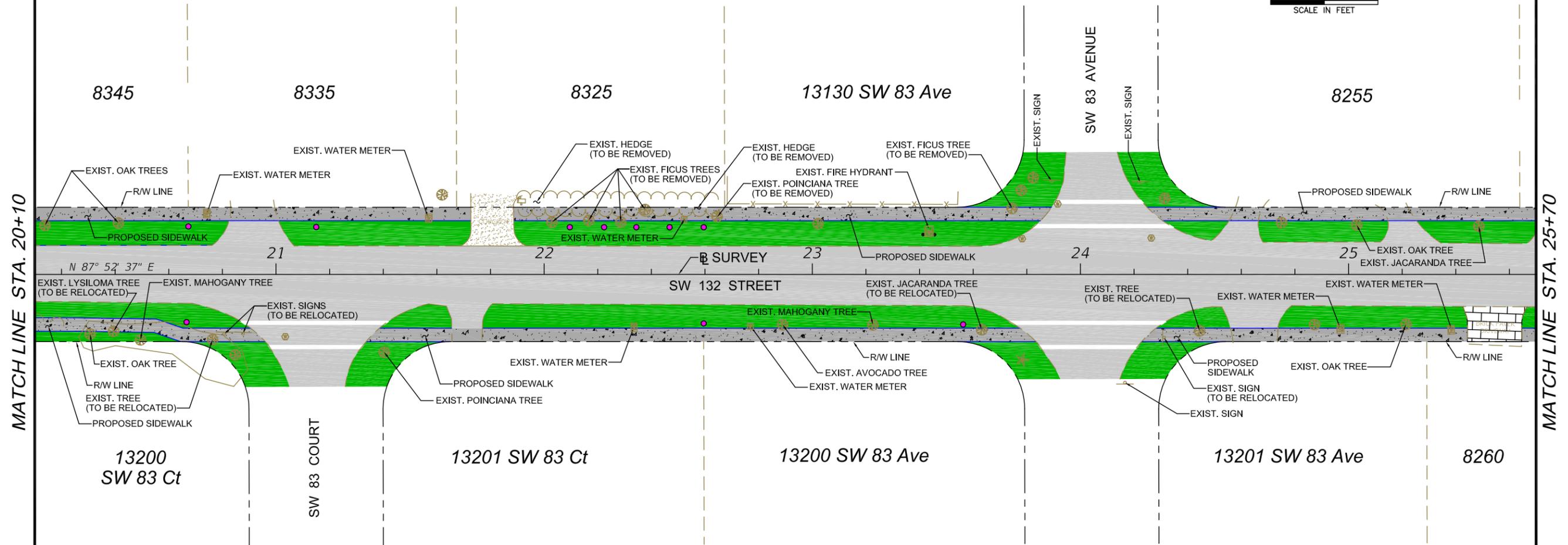
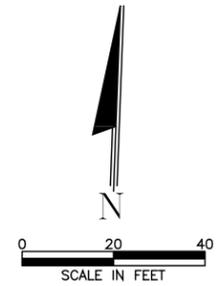
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● DENOTES NEW OR RELOCATED TREES

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 CERTIFICATE OF AUTHORIZATION EB 2690

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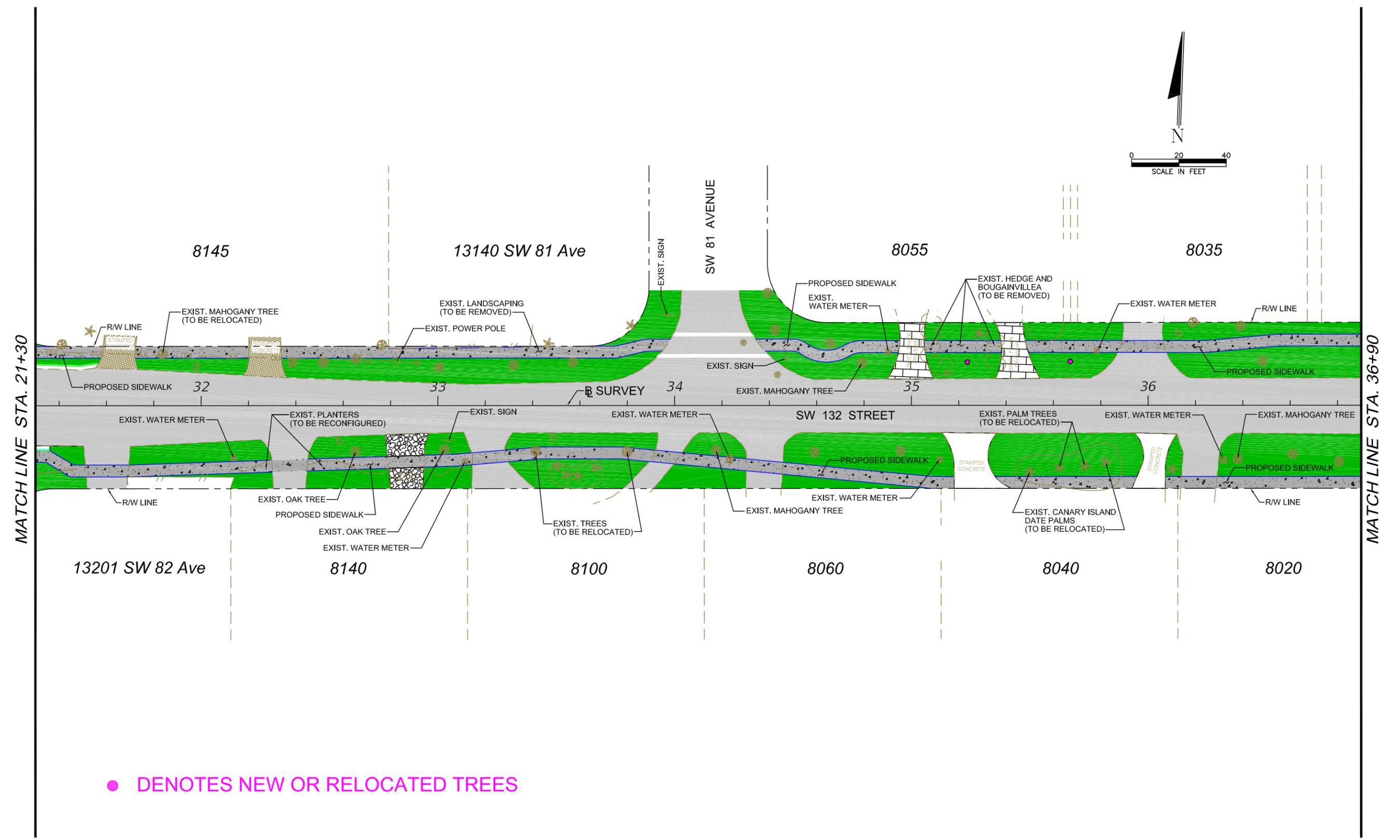
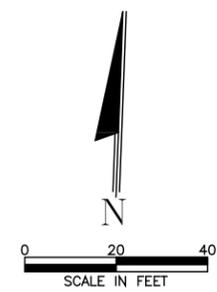
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TITLE: **CONCEPTUAL PLAN**

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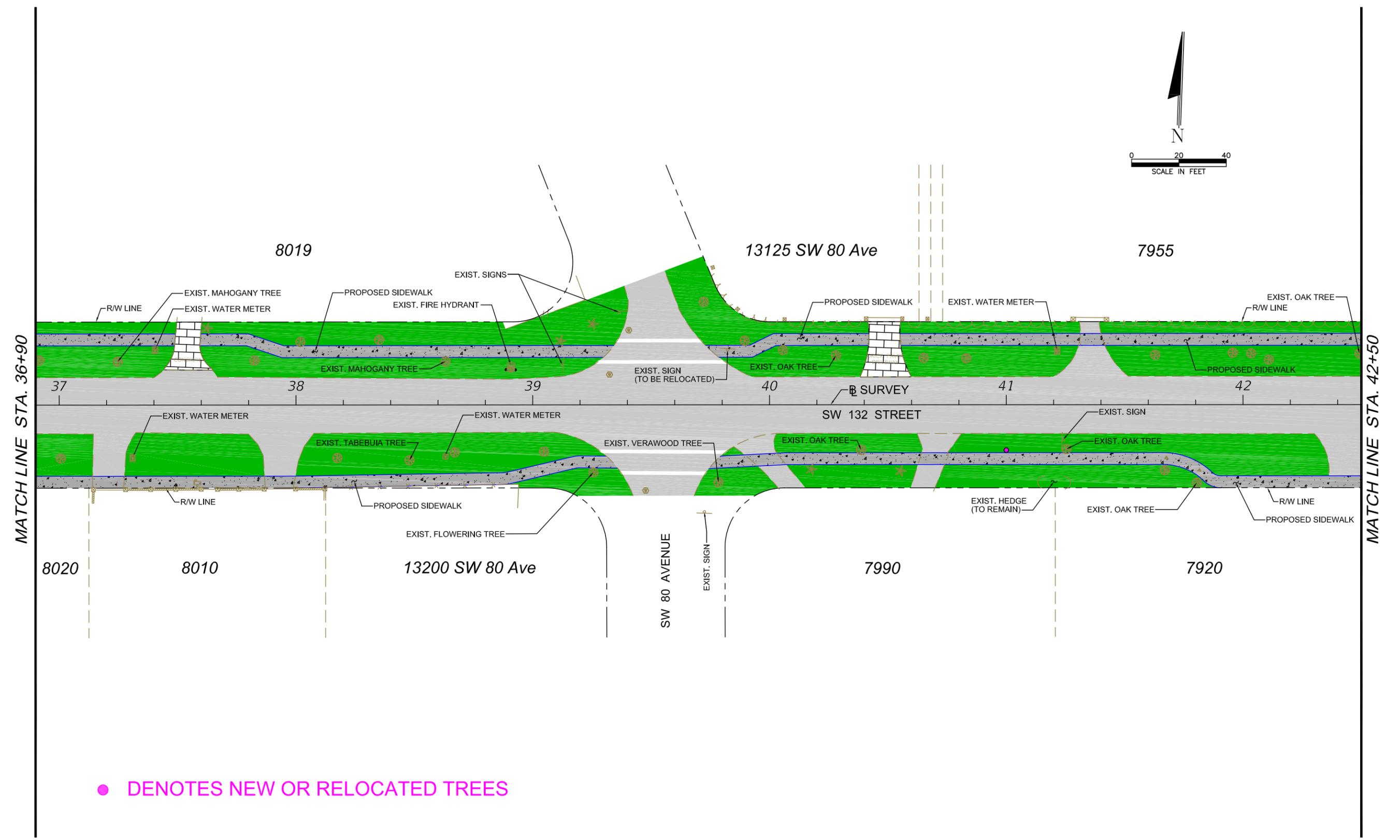
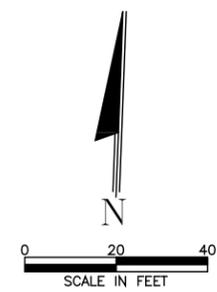




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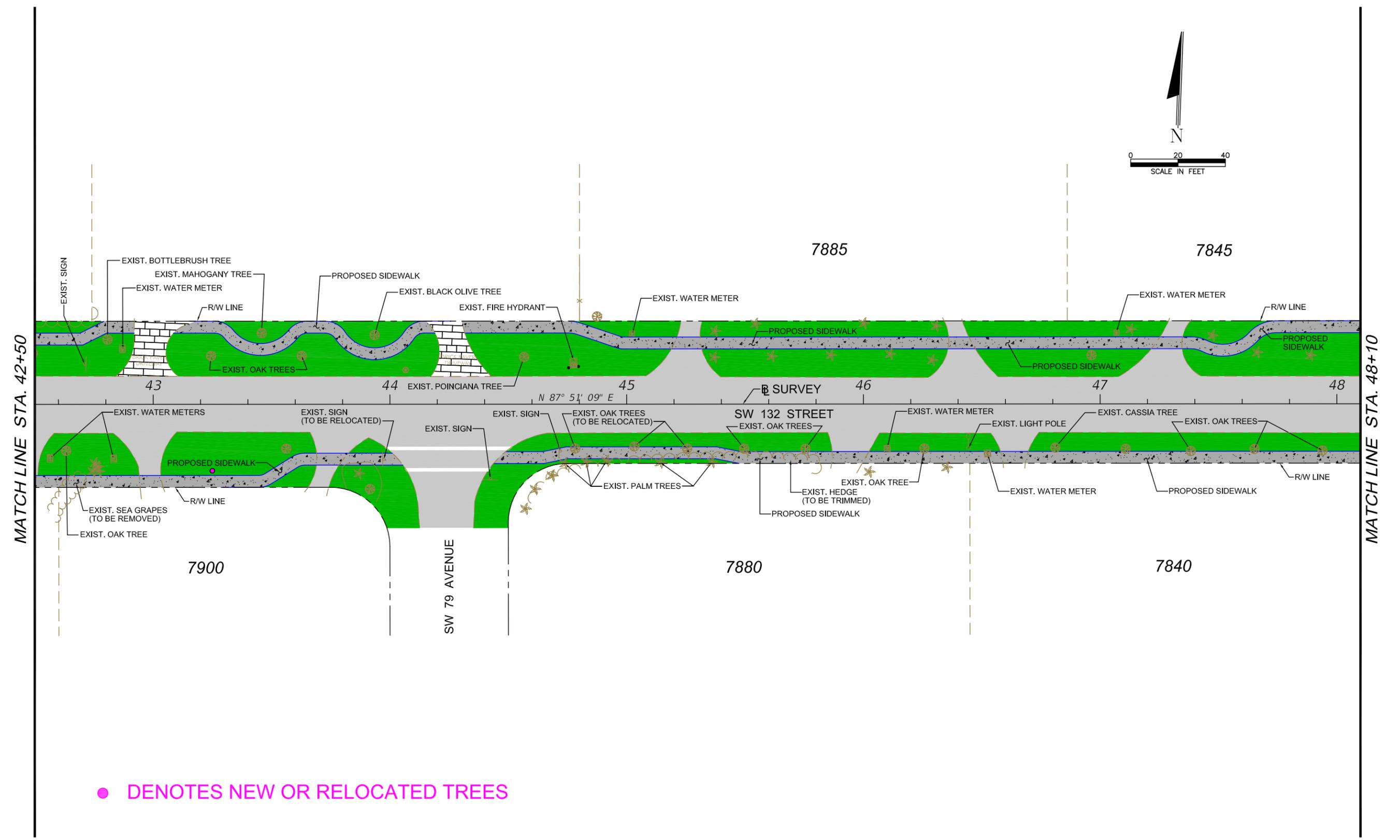
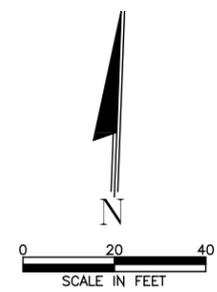
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● DENOTES NEW OR RELOCATED TREES

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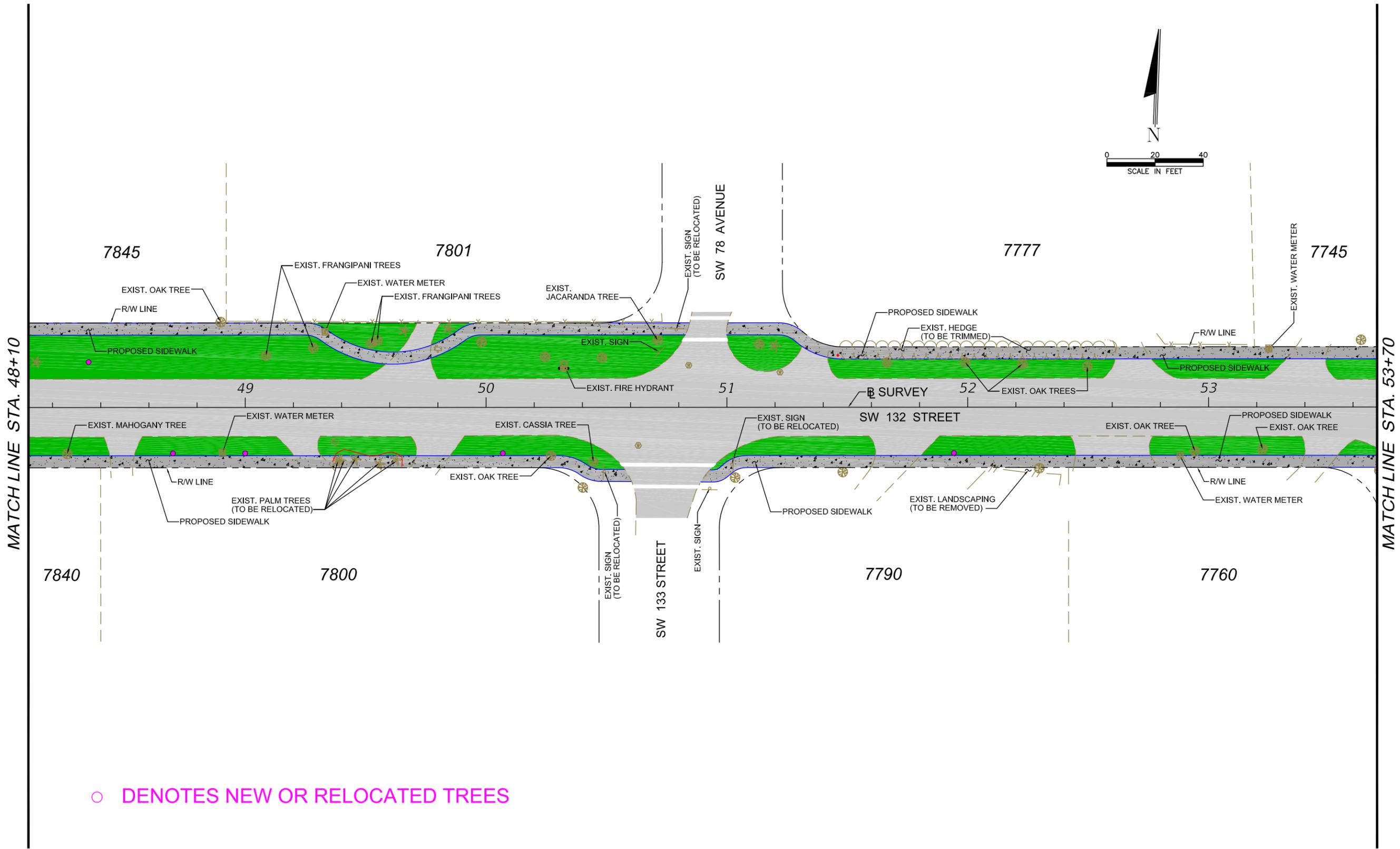


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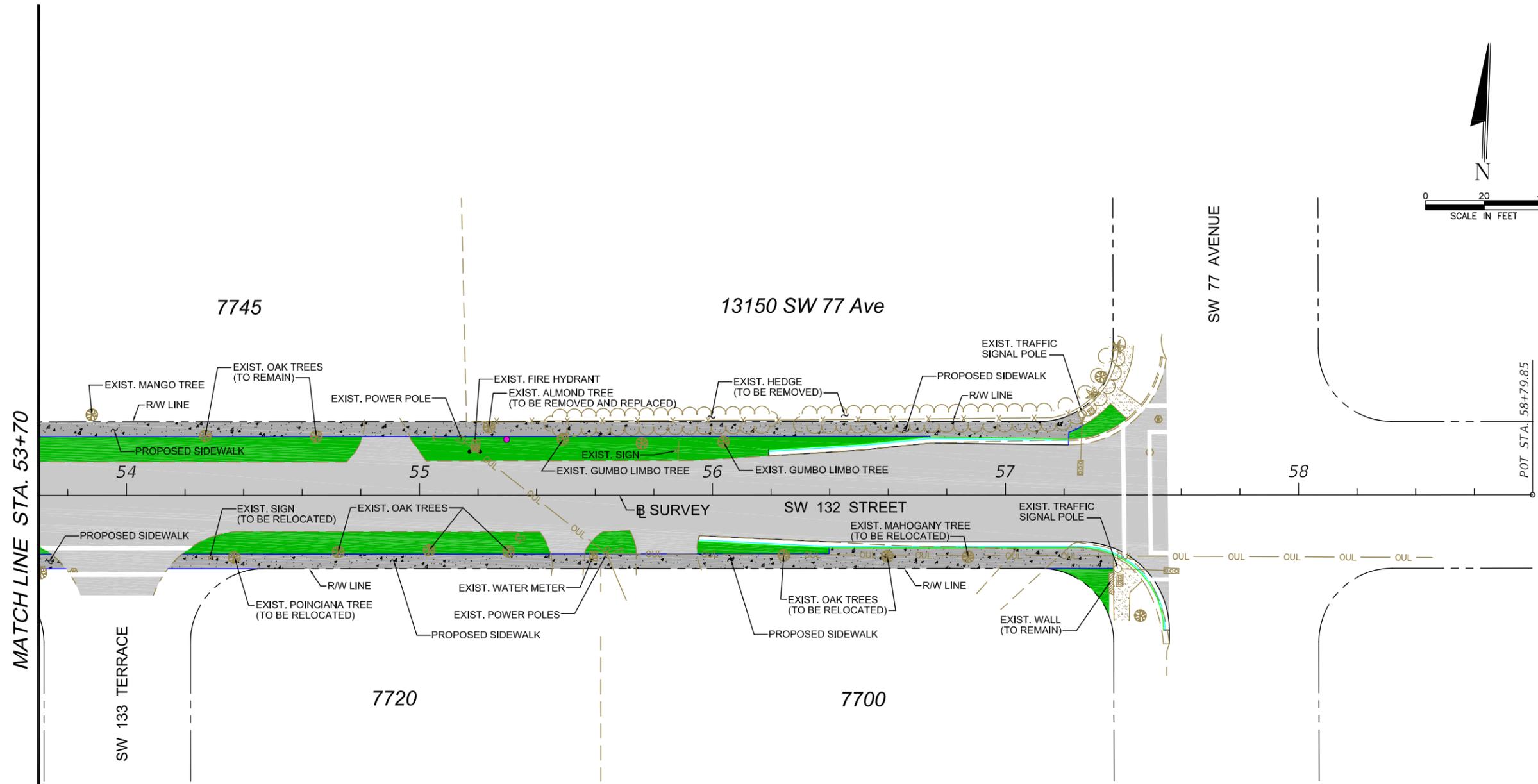
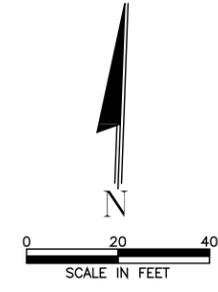
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PROJECT: **PROPOSED SIDEWALKS ALONG SW 132 STREET FROM US-1 TO SW 77 AVENUE**

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● DENOTES NEW OR RELOCATED TREES

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Yocelyn Galiano Gomez, ICMA-CM  
Village Manager  
manager@pinecrest-fl.gov

VILLAGE OF PINECREST  
Office of the Village Manager

September 10, 2015

Re.: Sidewalk along Southwest 132 Street (from US 1 to Southwest 77<sup>th</sup> Avenue)

Dear Resident:

The Village of Pinecrest has been evaluating the placement of sidewalks along Southwest 132<sup>nd</sup> Street, from US 1 to Southwest 77<sup>th</sup> Avenue.

As part of the Village's study, a public workshop has been scheduled to seek resident input; such will be held on October 6, 2015, at 6:00 p.m., at the Pinecrest Municipal Center, Council Chamber (Third Floor), 12645 Pinecrest Parkway.

The proposed sidewalk project documents are available to view on-line at [www.pinecrest-fl.gov](http://www.pinecrest-fl.gov), click on tab "Download Documents", then "Reports and Studies" and finally click on "Proposed 132<sup>nd</sup> Street Sidewalks." You may also review the documents in person at the Office of the Village Manager, by scheduling an appointment with Zobeyra Vargas, who may be reached at [zvargas@pinecrest-fl.gov](mailto:zvargas@pinecrest-fl.gov).

In addition, enclosed please find a short survey along with a self-addressed envelope, providing an indication of your support or opposition to sidewalks.

If you are unable to attend the meeting and wish to provide your comments, please contact Assistant Village Manager Maria Menendez via electronic mail at [mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Yocelyn Galiano Gomez".

*YGG*  
Yocelyn Galiano Gomez, ICMA-CM, LEED GA  
Village Manager

YGG/zv

Enclosure: Survey

12645 Pinecrest Parkway, Pinecrest, Florida 33156  
T: 305.234.2121 | F: 305.234.2131  
[www.pinecrest-fl.gov](http://www.pinecrest-fl.gov)





Yocelyn Galiano Gomez, ICMA-CM  
Village Manager  
manager@pinecrest-fl.gov

VILLAGE OF PINECREST  
Office of the Village Manager

August 28, 2015

Re.: Sidewalk along Southwest 132 Street (from US 1 to Southwest 74<sup>th</sup> Avenue)

Dear Resident:

The Village of Pinecrest has been evaluating the placement of sidewalks along Southwest 132<sup>nd</sup> Street, from US 1 to Southwest 74<sup>th</sup> Avenue.

As part of the Village's study, a public workshop has been scheduled to seek resident input; such will be held on October 6, 2015, at 6:00 p.m., at the Pinecrest Municipal Center, Council Chamber (Third Floor), 12645 Pinecrest Parkway.

The proposed sidewalk project documents are available to view on-line at [www.pinecrest-fl.gov](http://www.pinecrest-fl.gov), click on tab "Download Documents", then "Reports and Studies" and finally click on "Proposed 132<sup>nd</sup> Street Sidewalks." You may also review the documents in person at the Office of the Village Manager, by scheduling an appointment with Zobeyra Vargas, who may be reached at [zvargas@pinecrest-fl.gov](mailto:zvargas@pinecrest-fl.gov).

In addition, enclosed please find a short survey along with a self-addressed envelope, providing an indication of your support or opposition to sidewalks.

If you are unable to attend the meeting and wish to provide your comments, please contact Assistant Village Manager Maria Menendez via electronic mail at [mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Yocelyn Galiano Gomez", written over a faint, larger version of the same signature.

Yocelyn Galiano Gomez, ICMA-CM, LEED GA  
Village Manager

YGG/zv

Enclosure: Survey

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[www.pinecrest-fl.gov](http://www.pinecrest-fl.gov)



# SIDEWALK ALONG SOUTHWEST 132<sup>ND</sup> STREET SURVEY



NAME _____
ADDRESS _____
PHONE NUMBER _____

I SUPPORT the construction of a new sidewalk on the north side of Southwest 132<sup>nd</sup> Street

From \_\_\_\_\_ to \_\_\_\_\_

I OPPOSE the construction of a new sidewalk on the north side of Southwest 132<sup>nd</sup> Street

From \_\_\_\_\_ to \_\_\_\_\_

I am undecided/no opinion.

**Please return completed survey by SEPTEMBER 25, 2015**

**Village of Pinecrest  
12645 Pinecrest Parkway  
Pinecrest, Florida 33156**

## Maria Alberro Menendez (OVM)

---

**From:** Aaron Zielski <aaron@adzhomes.com>  
**Sent:** Wednesday, September 23, 2015 11:54 AM  
**To:** Maria Alberro Menendez (OVM)  
**Subject:** Re: Sidewalk along 132 Street  
**Attachments:** image001.jpg

Sure thing - 8260 SW 132nd St

Sent from my mobile, please excuse the brevity.

On Sep 23, 2015, at 11:20 AM, Maria Alberro Menendez (OVM) <[mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov)> wrote:

Hello Mr. Zielski,

Thank you for taking the time and providing your comments. Please provide me your address, so that I may properly record your comments. Thank you, Maria

**Maria Alberro Menendez, ICMA-CM**  
**Assistant Village Manager**

Office of the Village Manager  
Village of Pinecrest  
12645 Pinecrest Parkway  
Pinecrest, Florida 33156  
T: 305.234.2121 F: 305.234.2131  
Email: [mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov)



---

**From:** Aaron Zielski [<mailto:aaron@adzhomes.com>]  
**Sent:** Wednesday, September 23, 2015 9:19 AM  
**To:** Maria Alberro Menendez (OVM)  
**Subject:** Sidewalk along 132 Street

Hi Maria,

I'm unable to attend the meeting on October 6th to discuss the sidewalk proposal on 132nd St, but wanted to touch base on a couple of points for reasons opposing the sidewalks.

It's no secret that Pinecrest has a crime problem. The rash of break-ins in the area are well known. Having spent a large amount of time at my parents' house on 117th St, also in Pinecrest, I can comment that at night time, the sidewalk has brought them a few problems. On two separate occasions the police were called for troublemakers that appeared to be of an altered state of mind. On both occasions, they were passing by on foot, and on both occasions did not leave until the threat of being arrested was conveyed. The one major difference is that the lot sizes are much smaller on 132nd St. The sidewalks are even closer to the front doors of the houses, and give even less of a buffer between one's home and the people walking by.

Additionally the sidewalks are quite frankly, ugly. They are a straight lines of concrete, that due to property sizes and right of ways, are always in conflict with the trees along the road. Pinecrest has a vegetation issue where most of the beautiful large trees are absent, unlike Coral Gables, where many of the roads are covered by beautiful shade trees. Given the small allowable area for the sidewalk, it falls right in line with many of the trees on 132nd. South Miami already looks like a concrete city... for the Village of Pinecrest to add more, and at the same time reduce vegetation is a very poor choice.

Thanks for the time, hope to have added a few points of perspective.

Sincerely Yours,

Aaron Zielski

| aaron d. zielski | adz homes inc . jupiter . miami | 561.512.5566 | [aaron@adzhomes.com](mailto:aaron@adzhomes.com) |

## **Maria Alberro Menendez (OVM)**

---

**From:** tboccio@comcast.net  
**Sent:** Sunday, September 13, 2015 2:50 PM  
**To:** Maria Alberro Menendez (OVM)  
**Cc:** Zobeyra Vargas (OVM)  
**Subject:** Sidewalk along 132 Street  
**Attachments:** Sidewalk.doc

I have attached a letter outlining my opposition to the proposed sidewalk. Please share with members of Village Council.

Thank you.

Linda Boccio

September 13, 2015

Ms. Yocelyn Galiano Gomez  
Village Manager  
Village of Pinecrest  
12645 Pinecrest Parkway  
Pinecrest, FL 33156

Re: Sidewalk along Southwest 132 Street (from US 1 to Southwest 74<sup>th</sup> Avenue)

Dear Ms. Gomez:

As a longtime resident of Sunniland Manor and Pinecrest (1982), I do not believe that a sidewalk is needed along the stretch running west from 82<sup>nd</sup> Avenue to US 1. This stretch I am very familiar with.

I am against the sidewalk for several reasons. There is not enough pedestrian traffic to warrant the cost of installation and maintenance. I was home for three days this past weekend and wanted to be attentive to the pedestrian flow. I know the flow having lived here for the past 33 years. As there has come to be, there was heavy auto traffic along 132<sup>nd</sup> Street all week end, however, I counted three pedestrians on the stretch. This is the norm, not the exception. People wanting to go to e Sunniland and Greer Parks, use the existing sidewalks along 82<sup>nd</sup> Avenue and 128<sup>th</sup> Street and 124<sup>th</sup> Street. There is nothing down 132<sup>nd</sup> Street on the north side anyone would want to walk to. On the south side, Burger King and Publix, perhaps, but you would need to cross over a very busy 132<sup>nd</sup> Street to get to them. There is not even a crosswalk at the corner of US1 to get to the west side. I know, my husband had to cross at 128<sup>th</sup> or 136<sup>th</sup> to get to the Walgreens at 132<sup>nd</sup> street or a bus stop.

The existing sidewalks in the Village are in disrepair. My husband, who was in a wheelchair, often went to shop at Sunniland. He could not use the sidewalks to ride on because of the fallen debris and unevenness of the cement and had to go into the streets on several stretches from 128th Street to the shopping center. Bicyclists do not even use the sidewalks. Perhaps repairs were attempted, but trying to smooth the uplifted cement with some type of grinder doesn't work. Let's take care of what we have.

All of the main water lines and hydrants are on the north side. Are we going to have to dig up sidewalks if maintenance and repair are needed down the road?

You are taking away our green space slowly by putting down cement on our green grass, allowing zoning for denser home sites and commercial properties in our neighborhood. Maybe residents of “east” Pinecrest are not aware of the intrusions into our little residential stretch over the past years. We have noticed yours, traffic lights on “main” avenues (those used as bypasses off the main arteries to get south to Cutler Bay and beyond) fabulous two story homes being built next door and overlooking our 1 story what we always thought of as a retreat. Yes, property values, excellent schools, I’m well aware. Again I’ve lived here 33 years. However, quality of life; listening to the birds when you sit out, watching the wildlife (now only squirrels) playing in the trees. At night you listen to the toad, the owl perched on the fence. Please remember, we are still a residential stretch and should be respected as such.

Please be considerate of us, especially those of us who live in the areas west of 82<sup>nd</sup> Avenue. We seem to be overlooked as a residential area and looked upon as a bypass between US1 and the “backroads” headed south. We still continue to deal with traffic speeding through our area even after our concerns have been voiced many times over the years. I’d rather funds be spent on controlling increased auto traffic speeding through our neighborhoods.

Many of us purchased our homes years ago because the area was country like in many ways but close enough to the metro area for an easy commute. Boy has that changed! Our raccoons, opossums, foxes – gone! Please, we need to preserve, not tear up and build upon whatever green space we have as small as it may seem.

The Boccio family, is against the sidewalk!

Thank you.

Linda Boccio  
8225 SW 132<sup>nd</sup> Street  
Pinecrest, FL 33156



VILLAGE OF PINECREST  
Committee Action Form

<b>COMMITTEE:</b> Transportation Advisory Committee
<b>MEETING DATE:</b> 08/25/2014
<b>MEMBERS PRESENT:</b>  Steven Silverman, Chair Jorge R. Martinez Gregory Borgognoni Gary P. Simon Stephanie Voell  Maria A. Menendez, Assistant Village Manager- Staff Liaison
<b>OFFICIAL ACTION (ATTACH DOCUMENTATION IF NECESSARY):</b>  Chairman Silverman called the meeting to order at 7:08 p.m.  Board members discussed the March 31, 2014 minutes and a motion was made by CM Voell to amend the minutes by striking out the statement "not recommending SW 67th Avenue for a bike lane". Only making reference to SW 120 Street as recommended for a bike lane as part of Phase II of the Bicycle Master Plan. The motion was seconded by CM Simon and passed by unanimous vote.  Assistant Village Manager provided a background to the sidewalk request along SW 132 Street as well and explained the Village's sidewalk policy, which requires a community meeting inviting the affected residents to review and provide comments regarding the proposed sidewalks. In attendance were approximately 20 residents (of the 60 residents that were notified of the meeting). The sidewalk along SW 132 Street is proposed on the south side, from South Dixie Highway to SW 77th Avenue, connecting at SW 77th Avenue with the sidewalks running north and south. Chairmen Silverman explained some rules to follow and opened it up for public comment. Mr. Isaac Mizrahi, 7800 SW 132 Street expressed his desire for the sidewalk primarily for the safety of the children and other pedestrians in the area. Mr. Joseph Lowenstein, 7700 SW 132 Street, expressed his opposition to the sidewalk, felt it was not needed. Mr. Sam Goll, 13200 SW 83rd Ct., wondered what the sidewalk was going to be made of and the distance from the street. AVM Menendez explained that the sidewalk would be made out of concrete, a 5x6 square and in some cases due to trees it may be reduced to 4' in width. The Village tries to maintain 4' from the edge of pavement, to provide a safe zone between the sidewalk and the street. Mr. Goll was concerned for his existing hedge and whether they would be required to be removed. Mr. Joaquin Fardales, 13201 SW 83rd Ct., expressed concerns that sidewalk invite additional pedestrian and perhaps undesirable on the streets. Mr. Fardales questioned the estimated budget to install the sidewalk and the commercial look that it would give to the area. Mrs. Goll spoke and expressed concern over the width of the sidewalk. She is not opposed to the proposed sidewalk, as long as it does not affect her hedge or trees on the swale. Question was raised, "why does the sidewalk end at SW 77 Avenue". It is tied to the original petition that requested sidewalks, west to SW 77th Avenue. Mr. and Mrs. Ruiz of 13200 SW 82 Avenue are against placing the sidewalk, due to the lack of swale that exist along SW 132 Street at SW 82nd Avenue (adjacent to their home). The swale adjacent to the Ruiz' property was reduced when a turning lane was created at SW 82nd Avenue. According to the Ruiz' the sidewalk will create an unsafe environment and cause undesirable to walk in the area. Mr. James Derrick of 7840 SW 132 Street expressed concerns for installing the sidewalks due to the increase of foot traffic and it would create a commercial look to the area.  (Continues on separate sheet-attached)  <u>Official action by a committee shall be in the form of a motion, approved by the membership, making a recommendation to the Village Council.</u>
<b>OTHER COMMENTS/NEW BUSINESS:</b>
<b>NEXT MEETING DATE:</b> 09/29/2014
<b>APPROVED MINUTES OF LAST MEETING OF _____ ATTACHED</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>SUBMITTED BY:</b> Maria A. Menendez, Assistant Village Manager

PLEASE SUBMIT THIS FORM TO THE CLERK'S OFFICE IMMEDIATELY FOLLOWING THE MEETING.

THIS FORM SHALL SERVE AS AN INTERIM RECORD OF THE MEETING UNTIL SUCH TIME AS THE MINUTES HAVE BEEN APPROVED.

12645 Pinecrest Parkway, Pinecrest, Florida 33156  
T: 305.234.2121 | F: 305.234.2131  
www.pinecrest-fl.gov

Rev. 2/26/2013



August 25, 2014

Mrs. Smith of 7845 SW 132 Street expressed opposition to the installation of sidewalk due to the effect it may have on the trees. He does not encourage people walking in the area due to the high speed of traffic. Ms. Maria Tsaliki of 8255 SW 132 Street stated that ultimately she would like to have sidewalks, but concerned with the effect that it may have on the trees. She lives on the north side, so she is not impacted as compared to the neighbors on the south. Ms. Barbara Ray of 8235 SW 132 Street stated that she too lived on the north side and was wondering if the sidewalk could be placed around the trees to save the trees. Cherri Ball of 7396 SW 128 Street explained her experience living close to a school and the process that was undertaken to place sidewalks in her area. She stated that reaching a consensus on this issue is always a challenge, but at the end the Village worked well with residents and they would be respectful to the trees and other challenges that were encountered. Sidewalk should be encouraged in school areas and where there is a lot of traffic to provide a safe path. Kathryn Ross of 6701 SW 94 Street questioned why the area for sidewalk included SW 82 Avenue to US #1 if the petition did not cover this location. She also question the 60% in favor of the sidewalk not being applied, and also inquired to why the SW 77 to SW 72 avenue, along SW 132 ST was not incorporated if it formed part of the Safe Route to School program. She requested that each member of the TAC physically visit the site and determine if the sidewalk can be physically placed. Mr. Doug Kraft complimented the process of allowing residents to provide input on matter affecting their area. Ms. Edna Aviles of 8210 SW 132 Street does not want sidewalks because she feels it will invite more people to the area.

CM Borgognoni asked if there were any studies on pedestrian travels in the area. VM Menendez answered no, and stated that it would require someone to physically be there to observe the pedestrian activity, and given there are no sidewalks at this time, the reading will not provide the numbers associated with those person that would walk, if in fact there was sidewalk along SW 132 ST. CM Borgognoni asked if the staff could research to determine if sidewalks does in fact invite more people to the area, and more importantly undesirable, that otherwise would not be in the area, as expressed earlier. CM Voell asked about the petition and the fact that the larger area was not surveyed. VM Menendez advised that all affected residents were notified of the meeting and asked to email or call to provide input. CM Martinez asked for a show of hands from those residents living along SW 132 Street who are in favor (1, possibly 2) and those opposed (13). CM Simon made commented on the need for pedestrian to walk in a safe way. He stated that on a life safety point of view those 2 blocks coming in from US#1, adjacent to commercial presents a serious problem today for pedestrians. Given the approximately to the schools, SW 132 street seems to be a natural for sidewalks to be placed. The goal should be protecting the pedestrians, and therefore CM Simon feels that the sidewalk should go in. CM Simon further explained the 60% petition requirement, stating that residents do not have the veto power for the installation of the sidewalk. The Village Council makes the ultimate decision, not the residents. It is only when the residents would like us to consider something; they have to come up with the 60%. If they don't come in with 60% it is not discussed by the TAC. Therefore, to have another survey of the residents is not the issue. CM Borgognoni stated that on the 60% requirement, it is important to know what everyone thinks. When addressing the life and safety issue, it's important to know who is using SW 132 Street, if there is one or more kids riding their bikes or walking to the schools or to the commercial area. AVM Menendez explained a rating sheet that forms part of the Village's sidewalk policy. The purpose of the rating sheet is to rank the importance of the sidewalk to determine ranking of sidewalk requests, what sidewalk should be done first, not necessarily to determine if the sidewalk should go in, however, some of the criteria used in the ranking helps demonstrates the merit for considering a sidewalk at a certain location. The criteria includes, the daily average traffic for the area, current pedestrian use, school proximately, public park/recreation facility proximity, mass transit, existing sidewalk connectivity, and other factors, such as width of the right-of-way and tree location (s). Chairperson Silverman made a motion that the Village not pursue the sidewalk

issue at this time, that there is no adequate reasons to pursue it. The motion was seconded by CM Borgognoni and approved on a 4-1 vote, with CM Simon voting against the motion.

Committee Members discussed the proposed transportation projects for fiscal year 2014-15. AVM Menendez provided an update on the Village's paving project scheduled to commence in October 2014. The Village will be considering "piggybacking" on a County paving contract with H & J Asphalt, Inc. and inspections services by Stantec. The Village anticipates spending \$1M annually, funded by the Transportation Fund. The initial streets selected are based on the condition of the streets, streets that have water mains and no drainage issues, streets that have no bike lanes planed, and streets that have no utility improvements plan for the next five (5) years. Other projects discussed were the mobility study, paving of the bike path along Old Cutler Road, median beautification of US#1, Kendall Drive median beautification. Members asked and discussed the new signal light along Kendall and SW 69<sup>th</sup> Avenue.

Committee Members discussed the new traffic calming circle at SW 104<sup>th</sup> Street and SW 60<sup>th</sup> Avenue, and the integration of bike lanes along SW 104<sup>th</sup> Street. Discussion ensued on the request from residents related to the traffic impact from the new Baptist facility that has access to SW 132 Street. The Village intends to review the possibility of providing traffic calming techniques along SW 132 ST based on the existing traffic analysis and the possible impact the new facility may have. CM Simon commented on the traffic calming circle and the fact that it works. No complaints have been received by the Village regarding the circle. The traffic calming circle will be evaluated prior to the consideration to move forward with the other 2 circles. Question was raised about the traffic circle at Old Cutler and SW 136 Street; AVM Menendez advised that following a traffic study of the area, the County did not approve the traffic calming circle at SW 136<sup>th</sup> Street.

Meeting was adjourned at 9:32 p.m.



Samuel Ceballos, Jr.  
Chief of Police  
police@pinecrest-fl.gov

MEMORANDUM  
Department of Police

DATE: October 5, 2013  
TO: Chief Samuel Ceballos, Jr.  
FROM: Sergeant Heather Setter ~~1384~~ 1384  
RE: Traffic Survey conducted on 7900-blk of SW 132<sup>nd</sup> St

**FILE**  
*HSB*  
10/07/13

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The results of the traffic survey conducted on the 7900-blk of SW 132<sup>nd</sup> St

September 25<sup>th</sup>, 2013 to October 1<sup>st</sup>, 2013\*

- The Monday thru Friday average on a one-week period was 2,197 vehicles daily.
- The week average on a one-week period was 1,953 vehicles daily.
- The weekend average was 1,344 vehicles daily
- On average, 61.9% of the vehicles traveled eastbound and 38.1% traveled westbound on SW 132<sup>nd</sup> St.
- The heaviest traffic (peak times) were 7:30AM and 2:15PM.
- The average daily speed on this road was 33.1mph, the minimum speed recorded was 2.9mph, and the maximum speed recorded was 59.7mph. The 85 percentile was 39.1mph.
- The speed limit at this location is 30mph.

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\*The survey box and tubes were in place from 7pm on September 24<sup>th</sup> until 7am on October 3<sup>rd</sup>. During the afternoon on October 2<sup>nd</sup>, there was locally heavy rain including flooding and it appears to have affected the data collection after 4pm on that day. Calculations for the volume statistics used the data collected between the 25<sup>th</sup> to the 1<sup>st</sup> providing exactly one full week of data.



132/79:  
132/79:  
132/79:

# Box B

Site:

## Weekly Volume

Interval	Mon 9/23/2013		Tue 9/24/2013		Wed 9/25/2013		Thu 9/26/2013		Fri 9/27/2013		Sat 9/28/2013		Sun 9/29/2013		Mon - Fri Average		Week Average			
	eastbound	westbound	eastbound	westbound	eastbound	westbound	eastbound	westbound	eastbound	westbound										
12:00 AM	-	-	-	-	6	4	3	2	7	2	7	2	11	2	3	5.3	2.7	6.8	2.6	
1:00 AM	-	-	4	0	4	0	1	2	4	3	7	2	3	2	3	3.0	1.7	3.8	2.0	
2:00 AM	-	-	0	2	0	2	1	0	4	2	2	2	4	1	3	1.7	1.3	2.2	1.6	
3:00 AM	-	-	1	3	1	3	2	2	1	4	1	3	1	3	1.3	3.0	1.2	3.0	3.0	
4:00 AM	-	-	3	1	3	1	1	2	1	2	0	0	3	0	1	1.7	1.7	1.6	1.2	
5:00 AM	-	-	3	1	1	1	4	3	5	5	3	4	1	0	4.0	3.0	3.2	2.6	2.6	
6:00 AM	-	-	24	14	14	14	23	17	16	13	5	3	2	1	21.0	14.7	14.0	9.6	9.6	
7:00 AM	-	-	133	49	133	82	125	44	109	41	10	9	3	8	122.3	44.7	76.0	30.2	30.2	
8:00 AM	-	-	175	82	175	82	146	71	154	77	34	22	21	17	158.3	76.7	106.0	53.8	53.8	
9:00 AM	-	-	62	52	62	52	55	61	56	58	45	35	36	24	57.7	57.0	50.8	46.0	46.0	
10:00 AM	-	-	43	43	43	43	46	40	46	32	74	39	44	27	45.0	38.3	50.6	36.2	36.2	
11:00 AM	-	-	79	40	79	40	67	47	65	36	95	50	64	30	70.3	41.0	74.0	40.6	40.6	
12:00 PM	-	-	79	37	79	37	105	61	59	46	79	35	62	27	81.0	48.0	76.8	41.2	41.2	
1:00 PM	-	-	90	49	90	49	115	93	81	60	69	34	65	32	95.3	67.3	84.0	53.6	53.6	
2:00 PM	-	-	104	96	104	96	85	53	84	73	69	36	79	36	91.0	74.0	84.2	58.8	58.8	
3:00 PM	-	-	103	72	103	72	87	85	104	82	78	44	63	22	98.0	79.7	87.0	61.0	61.0	
4:00 PM	-	-	88	83	88	83	83	64	92	90	68	33	77	25	87.7	79.0	81.6	59.0	59.0	
5:00 PM	-	-	91	85	91	85	66	75	69	68	76	38	70	29	75.3	76.0	74.4	59.0	59.0	
6:00 PM	-	-	85	58	85	58	80	63	79	61	70	46	69	30	81.3	60.7	76.6	51.6	51.6	
7:00 PM	-	-	64	49	64	49	71	44	58	42	52	31	66	24	59.7	41.5	59.4	36.2	36.2	
8:00 PM	-	-	51	19	51	19	51	26	48	25	36	13	56	23	50.0	23.3	48.7	21.5	21.5	
9:00 PM	-	-	53	11	53	11	48	20	39	17	26	10	31	11	43.8	15.5	38.7	13.8	13.8	
10:00 PM	-	-	27	9	27	9	20	7	35	12	13	10	16	6	26.3	8.8	22.3	8.5	8.5	
11:00 PM	-	-	7	8	7	8	11	3	14	5	14	4	13	5	11.5	5.3	12.2	5.0	5.0	
Totals	-	-	139	47	1359	869	1296	885	1230	856	933	504	860	390	1292.5	864.6	1136.1	698.6	698.6	
Combined Split (%)	-	-	186	74.7	2228	39.0	2181	40.6	2086	41.0	1437	35.1	1250	31.2	2157.1	40.1	1834.7	38.1	38.1	
Peak Hours	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 PM Volume Factor	-	-	-	-	7:45 AM 8:15 AM	8:15 AM	7:30 AM 8:15 AM	8:15 AM	7:30 AM 8:15 AM	8:15 AM	10:30 AM 11:00 AM	11:00 AM	11:00 AM 9:30 AM	9:30 AM	7:30 AM 8:15 AM	8:15 AM	8:00 AM	8:15 AM	106.0	64.6
12:00 PM - 12:00 AM Volume Factor	-	-	8:45 PM 8:00 PM	8:00 PM	2:15 PM 3:45 PM	3:45 PM	12:45 PM 1:00 PM	1:00 PM	2:15 PM 3:15 PM	3:15 PM	3:30 PM 5:30 PM	5:30 PM	4:30 PM 1:30 PM	1:30 PM	2:15 PM 3:15 PM	3:15 PM	2:15 PM	3:15 PM	106.0	0.73
	-	-	60	0.88	106	0.78	115	0.85	116	0.74	82	0.76	80	0.83	104.3	0.90	90.0	67.4	67.4	
	-	-	19	0.79	99	0.67	93	0.86	0.74	0.57	0.76	0.84	43	0.83	0.90	0.67	0.91	0.72	0.72	

132/79:  
132/79:  
132/79:

Site:

Weekly Volume

Interval	Mon 9/30/2013		Tue 10/1/2013		Wed 10/2/2013		Thu 10/3/2013		Fri 10/4/2013		Sat 10/5/2013		Sun 10/6/2013		Mon - Fri Average		Week Average	
	eastbound	westbound	eastbound	westbound	eastbound	westbound												
12:00 AM - 1:00 AM	4	4	11	1	6	3	0	0	-	-	-	-	-	-	5.3	2.0	5.3	2.0
1:00 AM - 2:00 AM	3	3	0	1	2	0	0	0	-	-	-	-	-	-	1.3	1.0	1.3	1.0
2:00 AM - 3:00 AM	0	2	7	0	0	1	0	0	-	-	-	-	-	-	1.8	0.8	1.8	0.8
3:00 AM - 4:00 AM	0	0	0	0	0	0	0	0	-	-	-	-	-	-	0.3	0.3	0.3	0.3
4:00 AM - 5:00 AM	0	1	1	1	0	2	0	0	-	-	-	-	-	-	0.3	1.0	0.3	1.0
5:00 AM - 6:00 AM	5	4	2	2	3	7	0	0	-	-	-	-	-	-	2.5	3.3	2.5	3.3
6:00 AM - 7:00 AM	17	8	21	19	21	11	0	0	-	-	-	-	-	-	14.8	9.5	14.8	9.5
7:00 AM - 8:00 AM	119	51	111	52	139	46	0	0	-	-	-	-	-	-	98.4	39.7	98.4	39.7
8:00 AM - 9:00 AM	152	86	173	79	165	81	-	-	-	-	-	-	-	-	163.3	82.0	163.3	82.0
9:00 AM - 10:00 AM	59	50	49	55	48	59	-	-	-	-	-	-	-	-	52.0	54.7	52.0	54.7
10:00 AM - 11:00 AM	41	34	47	31	43	41	-	-	-	-	-	-	-	-	43.7	35.3	43.7	35.3
11:00 AM - 12:00 PM	85	47	74	60	62	47	-	-	-	-	-	-	-	-	73.7	51.3	73.7	51.3
12:00 PM - 1:00 PM	75	54	56	48	74	41	-	-	-	-	-	-	-	-	68.3	47.7	68.3	47.7
1:00 PM - 2:00 PM	82	48	80	46	85	43	-	-	-	-	-	-	-	-	82.3	45.7	82.3	45.7
2:00 PM - 3:00 PM	108	65	106	76	106	60	-	-	-	-	-	-	-	-	106.7	67.0	106.7	67.0
3:00 PM - 4:00 PM	119	89	107	99	7	2	-	-	-	-	-	-	-	-	77.7	63.3	77.7	63.3
4:00 PM - 5:00 PM	95	93	92	77	1	0	-	-	-	-	-	-	-	-	62.7	56.7	62.7	56.7
5:00 PM - 6:00 PM	122	86	92	81	0	0	-	-	-	-	-	-	-	-	71.3	55.7	71.3	55.7
6:00 PM - 7:00 PM	107	57	79	64	0	0	-	-	-	-	-	-	-	-	62.0	40.3	62.0	40.3
7:00 PM - 8:00 PM	73	53	90	41	0	0	-	-	-	-	-	-	-	-	54.3	31.3	54.3	31.3
8:00 PM - 9:00 PM	55	34	70	14	0	0	-	-	-	-	-	-	-	-	41.7	16.0	41.7	16.0
9:00 PM - 10:00 PM	27	19	32	11	0	0	-	-	-	-	-	-	-	-	19.7	10.0	19.7	10.0
10:00 PM - 11:00 PM	23	11	18	8	0	0	-	-	-	-	-	-	-	-	13.7	6.3	13.7	6.3
11:00 PM - Totals	9	10	13	4	0	0	-	-	-	-	-	-	-	-	7.3	4.7	7.3	4.7
Totals	1380	909	1331	870	762	445	0	0	-	-	-	-	-	-	1124.5	725.5	1124.5	725.5
Combined Split (%)	2289	39.7	2201	39.5	1207	36.9	0	-	-	-	-	-	-	-	1850.0	39.2	1850.0	39.2
Peak Hours 12:00 AM - 12:00 PM	7:45 AM	8:15 AM	8:00 AM	8:15 AM	7:45 AM	8:15 AM	12:00 AM	12:00 AM	-	-	-	-	-	-	7:45 AM	8:15 AM	7:45 AM	8:15 AM
Volume Factor	156	92	173	94	175	89	0	0	-	-	-	-	-	-	165.0	91.7	165.0	91.7
	0.95	0.85	0.86	0.73	0.91	0.82	-	-	-	-	-	-	-	-	0.94	0.86	0.94	0.86
12:00 PM - 12:00 AM	5:00 PM	3:15 PM	2:30 PM	3:15 PM	1:45 PM	1:45 PM	-	-	-	-	-	-	-	-	2:00 PM	3:15 PM	2:00 PM	3:15 PM
Volume Factor	122	118	109	112	114	77	-	-	-	-	-	-	-	-	106.7	77.0	106.7	77.0
	0.95	0.64	0.85	0.82	0.98	0.74	-	-	-	-	-	-	-	-	0.93	0.72	0.93	0.72

132/79:  
132/79:  
132/79:

Site:  
Tuesday, 9/24/2013, 7:57:37 PM -  
Thursday, 10/3/2013, 7:32:00 AM

Speed Grand Totals  
A Tube

mph	Hourly Averages										ADT			
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55		55 - < 60	60 - < 65	65 - < 70
12:00 AM	6.2	0.1	0.0	0.2	1.0	2.0	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.1	0.0	0.1	0.0	0.2	1.2	0.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.9	0.0	0.0	0.3	0.3	0.8	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.8	0.0	0.1	0.0	0.4	0.6	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.1	0.0	0.0	0.0	0.1	1.6	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.1	0.2	0.4	0.7	1.6	1.6	1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 AM	22.6	1.4	0.8	1.4	4.8	6.7	4.9	2.3	0.2	0.0	0.0	0.0	0.0	0.0
7:00 AM	76.9	1.6	1.1	2.7	13.1	27.7	21.6	7.6	1.3	0.3	0.0	0.0	0.0	0.0
8:00 AM	103.6	2.9	1.1	5.3	19.6	39.1	25.9	7.9	1.4	0.5	0.0	0.0	0.0	0.0
9:00 AM	65.1	1.3	1.3	3.9	12.9	22.9	17.8	4.3	1.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	62.0	1.0	0.3	4.4	12.6	20.5	15.6	5.9	0.9	0.8	0.1	0.0	0.0	0.0
11:00 AM	78.3	1.1	1.4	5.0	14.3	24.6	19.3	10.0	2.0	0.5	0.1	0.0	0.0	0.0
12:00 PM	77.5	0.5	1.9	5.6	11.6	26.9	21.1	8.5	1.0	0.4	0.0	0.0	0.0	0.0
1:00 PM	89.3	1.4	2.3	3.5	16.3	31.1	24.0	9.0	1.4	0.3	0.1	0.0	0.0	0.0
2:00 PM	99.9	0.8	1.9	5.9	17.4	36.3	27.1	8.9	1.4	0.4	0.0	0.0	0.0	0.0
3:00 PM	96.6	1.4	2.6	8.1	17.5	31.0	25.3	9.1	1.4	0.1	0.1	0.0	0.0	0.0
4:00 PM	91.1	1.8	1.4	4.8	15.3	31.5	26.3	7.9	2.3	0.1	0.0	0.0	0.0	0.0
5:00 PM	88.5	1.6	0.8	4.9	13.8	27.1	28.5	9.6	2.1	0.0	0.1	0.0	0.0	0.0
6:00 PM	85.8	0.6	1.1	3.8	16.3	30.8	24.3	7.9	0.6	0.4	0.1	0.0	0.0	0.0
7:00 PM	59.3	0.8	0.6	3.1	9.1	22.0	16.4	5.4	1.2	0.6	0.1	0.0	0.0	0.0
8:00 PM	44.0	1.1	1.0	2.0	7.9	14.8	11.4	4.2	1.1	0.2	0.2	0.0	0.0	0.0
9:00 PM	34.2	0.4	0.3	2.4	7.2	11.4	7.0	4.2	1.0	0.1	0.0	0.0	0.0	0.0
10:00 PM	21.2	0.4	0.2	2.2	4.1	6.2	5.4	1.6	0.4	0.4	0.0	0.0	0.0	0.0
11:00 PM	13.2	0.4	0.1	0.7	2.9	4.7	2.8	1.2	0.3	0.1	0.0	0.0	0.0	0.0
ADT	1231.3	20.8	20.7	70.8	220.2	422.9	330.8	117.3	21.7	5.2	1.1	0.0	0.0	0.0

Percentile Speeds  
(mph)

10% 25.5  
15% 27.2  
50% 33.4  
85% 39.1  
90% 40.6

10 mph Pace Speed  
Number in Pace

28.7 - 38.7  
6325 (62.4 %)  
Average Minimum  
Maximum  
33.1 mph  
2.9 mph  
59.7 mph

Speeds Exceeded

30 mph 73.0 %  
40 mph 11.8 %  
50 mph 0.5 %  
Count 7405 1199 52

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
A Tube	10144	173	170	582	1814	3484	2722	967	180	43	9	0	0	0
		1.7%	1.7%	5.7%	17.9%	34.3%	26.8%	9.5%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%



Samuel Ceballos, Jr.  
Chief of Police  
police@pincresst-fl.gov

MEMORANDUM  
Department of Police

DATE: May 10, 2014  
TO: Chief Samuel Ceballos, Jr.  
FROM: Sergeant Heather Setter ~~1388~~ 1384  
RE: Traffic Survey conducted on the 8300-blk of SW 132<sup>nd</sup> St

---

The results of the traffic survey conducted on the 8300-blk of SW 132<sup>nd</sup> St were as follows:

May 3, 2014-May 9, 2014

- The Monday thru Friday average on a one-week period was 3523 vehicles daily.
- The week average on a one-week period was 3240 vehicles daily.
- The weekend average was 2533 vehicles daily
- On average, 60.4% of the vehicles traveled eastbound and 39.6% traveled westbound on SW 132<sup>nd</sup> St during the weekdays. On the weekends, 35.3% traveled westbound and 64.7% eastbound.
- The heaviest traffic (peak times) were 8:30am and 5:15pm on weekdays and 11:00am and 3:00pm on weekends.
- The average daily speed on this road was 32.7mph, the minimum speed recorded was 5.1mph, and the maximum speed recorded was 60.0mph. The 85 percentile was 38.5mph.
- The speed limit at this location is 30mph.



# Box B

132/83

Site:

132/83:  
132/83:  
132/83:

## Weekly Volume

Interval	Mon 4/28/2014		Tue 4/29/2014		Wed 4/30/2014		Thu 5/1/2014		Fri 5/2/2014		Sat 5/3/2014		Sun 5/4/2014		Mon - Fri Average		Week Average			
	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou		
12:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.5	15.5
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0	9.5
2:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.5	7.5
3:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.5	1.5
4:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.5	1.5
5:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.5	6.5
6:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.0	4.0
7:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.5	19.5
8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28.0	36.0
9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56.5	56.5
10:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74.0	98.5
11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.5	113.0
12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94.0	139.5
1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85.5	148.5
2:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0	133.5
3:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69.0	167.0
4:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61.5	131.0
5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60.5	116.5
6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54.0	116.0
7:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42.0	98.0
8:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30.0	84.0
9:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24.0	76.5
10:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17.0	35.0
11:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.5	24.5
<b>Totals</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>893.0</b>	<b>1639.5</b>
<b>Combined Split (%)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>2532.5</b>	<b>64.7</b>
<b>Peak Hours</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9:45 AM	11:00 AM
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0	113.0
Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.94	0.87
12:00 PM -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:30 PM	3:00 PM
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95.5	167.0
Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.80	0.89

Weekly Volume

Interval	Mon 5/5/2014		Tue 5/6/2014		Wed 5/7/2014		Thu 5/8/2014		Fri 5/9/2014		Sat 5/10/2014		Sun 5/11/2014		Mon - Fri Average		Week Average	
	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou	westbou	eastbou								
12:00 AM	7	10	4	12	1	11	2	10	4	13	-	-	-	-	3.6	11.2	3.6	11.2
1:00 AM	0	6	1	3	3	3	2	5	1	5	-	-	-	-	1.4	4.4	1.4	4.4
2:00 AM	3	3	2	2	3	2	2	1	6	2	-	-	-	-	3.2	1.8	3.2	1.8
3:00 AM	2	2	2	1	3	3	0	4	2	3	-	-	-	-	1.8	2.6	1.8	2.6
4:00 AM	3	1	2	3	5	1	2	4	0	2	-	-	-	-	2.4	2.2	2.4	2.2
5:00 AM	14	4	15	4	10	3	10	2	14	2	-	-	-	-	12.6	2.2	12.6	2.2
6:00 AM	19	20	25	22	25	18	17	15	19	22	-	-	-	-	21.0	19.4	21.0	19.4
7:00 AM	46	86	53	87	51	74	40	82	48	92	-	-	-	-	47.6	84.2	47.6	84.2
8:00 AM	89	116	95	136	88	127	84	125	97	119	-	-	-	-	90.6	124.6	90.6	124.6
9:00 AM	82	116	97	106	96	96	83	98	96	96	-	-	-	-	91.0	102.4	91.0	102.4
10:00 AM	71	101	84	100	89	104	90	119	94	91	-	-	-	-	85.6	103.0	85.6	103.0
11:00 AM	83	108	86	93	75	107	90	114	75	128	-	-	-	-	81.8	110.0	81.8	110.0
12:00 PM	108	138	99	133	93	128	110	135	117	165	-	-	-	-	105.4	139.8	105.4	139.8
1:00 PM	101	159	96	134	82	124	73	133	113	262	-	-	-	-	93.0	162.4	93.0	162.4
2:00 PM	113	152	107	164	127	138	119	138	101	271	-	-	-	-	113.4	172.6	113.4	172.6
3:00 PM	124	201	115	162	93	134	107	194	131	178	-	-	-	-	114.0	173.8	114.0	173.8
4:00 PM	157	173	154	165	138	157	133	171	130	184	-	-	-	-	142.4	170.0	142.4	170.0
5:00 PM	109	202	141	200	139	190	114	183	132	147	-	-	-	-	127.0	184.4	127.0	184.4
6:00 PM	138	182	101	159	84	175	75	142	101	158	-	-	-	-	99.8	163.2	99.8	163.2
7:00 PM	75	166	53	145	62	127	59	132	65	121	-	-	-	-	62.8	138.2	62.8	138.2
8:00 PM	47	108	34	83	59	136	40	95	43	99	-	-	-	-	44.6	104.2	44.6	104.2
9:00 PM	27	78	17	83	20	74	28	66	29	109	-	-	-	-	24.2	82.0	24.2	82.0
10:00 PM	14	46	11	36	16	44	18	51	27	60	-	-	-	-	17.2	47.4	17.2	47.4
11:00 PM	6	19	5	14	3	17	20	25	8	34	-	-	-	-	8.4	21.8	8.4	21.8
<b>Totals</b>	1438	2197	1399	2042	1365	1993	1318	2044	1454	2363	-	-	-	-	1394.8	2127.8	1394.8	2127.8
<b>Combined Split (%)</b>	3635	60.4	3441	59.3	3358	59.4	3362	60.8	3817	61.9	-	-	-	-	3522.6	60.4	39.6	60.4
<b>Peak Hours</b>																		
12:00 AM - 12:00 PM	8:00 AM	9:15 AM	8:45 AM	8:15 AM	8:30 AM	8:15 AM	10:15 AM	8:15 AM	8:30 AM	11:00 AM	-	-	-	-	8:30 AM	8:15 AM	8:30 AM	8:15 AM
Volume	89	123	112	139	108	137	92	127	117	128	-	-	-	-	101.2	129.6	101.2	129.6
Factor	0.70	0.88	0.93	0.81	0.84	0.88	0.85	0.84	0.86	0.94	-	-	-	-	0.88	0.90	0.88	0.90
12:00 PM - 12:00 AM	3:30 PM	2:45 PM	4:00 PM	5:00 PM	4:45 PM	5:30 PM	3:30 PM	3:30 PM	3:30 PM	1:45 PM	-	-	-	-	4:00 PM	5:15 PM	4:00 PM	5:15 PM
Volume	162	206	154	200	145	198	134	200	136	295	-	-	-	-	142.4	185.2	142.4	185.2
Factor	0.74	0.84	0.65	0.94	0.82	0.95	0.73	0.82	0.79	0.96	-	-	-	0.79	0.95	0.79	0.95	

132/83:  
132/83:  
132/83:

Site: 132/83  
Saturday, 5/3/2014, 12:00:00 AM -  
Friday, 5/9/2014, 11:59:59 PM

Speed Grand Totals  
A Tube

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	15.7	0.0	0.0	0.6	2.9	4.9	4.6	2.0	0.6	0.1	0.0	0.0	0.0	0.0
1:00 AM	7.4	0.0	0.0	0.3	1.4	2.6	1.4	1.1	0.4	0.1	0.0	0.0	0.0	0.0
2:00 AM	6.9	0.0	0.0	0.7	2.1	1.1	1.7	1.0	0.1	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.0	0.1	0.4	0.4	0.9	1.1	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	4.3	0.0	0.3	0.3	1.1	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.0	0.0	0.9	1.7	4.4	4.0	1.4	0.6	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.4	0.0	1.3	2.9	5.0	6.4	6.0	3.3	1.3	0.3	0.0	0.0	0.0	0.0
7:00 AM	73.0	0.0	1.1	5.9	17.0	20.7	19.6	6.6	2.0	0.1	0.0	0.0	0.0	0.0
8:00 AM	104.9	0.3	2.9	10.3	19.9	32.0	28.1	9.0	2.0	0.3	0.1	0.0	0.0	0.0
9:00 AM	113.7	0.7	2.4	10.3	22.1	39.1	28.7	8.7	1.1	0.3	0.1	0.0	0.0	0.0
10:00 AM	119.4	0.1	1.9	9.4	25.0	43.4	27.3	9.3	2.4	0.4	0.1	0.0	0.0	0.0
11:00 AM	120.0	0.7	2.1	10.4	26.1	41.3	28.7	8.6	2.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	138.3	0.6	2.4	10.4	27.0	49.1	36.3	9.9	1.7	0.7	0.1	0.0	0.0	0.0
1:00 PM	138.9	0.6	2.1	10.9	33.1	52.4	30.3	8.3	0.9	0.1	0.0	0.0	0.0	0.0
2:00 PM	140.1	0.4	2.1	11.1	24.9	53.1	35.4	10.9	2.0	0.1	0.0	0.0	0.0	0.0
3:00 PM	147.4	0.7	1.9	8.6	31.7	50.6	38.4	13.0	1.9	0.7	0.0	0.0	0.0	0.0
4:00 PM	145.4	0.0	1.9	7.0	30.6	54.9	39.3	9.6	2.1	0.0	0.1	0.0	0.0	0.0
5:00 PM	148.3	0.3	1.4	9.1	29.0	53.3	41.4	11.6	2.0	0.0	0.1	0.0	0.0	0.0
6:00 PM	137.4	0.1	2.4	10.6	30.3	46.4	34.7	11.0	1.4	0.1	0.3	0.0	0.0	0.0
7:00 PM	124.9	0.0	2.0	8.6	26.0	47.0	30.0	9.3	1.4	0.3	0.3	0.0	0.0	0.0
8:00 PM	96.0	0.0	0.6	9.1	24.9	36.3	18.6	4.9	1.4	0.3	0.0	0.0	0.0	0.0
9:00 PM	79.0	0.0	0.9	5.7	16.4	30.1	17.1	6.7	1.3	0.7	0.0	0.0	0.0	0.0
10:00 PM	52.7	0.3	0.7	4.6	10.7	19.0	12.1	3.9	1.0	0.3	0.0	0.0	0.0	0.0
11:00 PM	28.6	0.1	0.4	2.3	5.6	8.9	6.9	2.9	1.3	0.3	0.0	0.0	0.0	0.0
ADT	1985.7	5.1	31.3	150.3	415.4	699.3	492.1	153.7	31.0	5.1	2.3	0.0	0.0	0.0

**Percentile Speeds**  
(mph) 10% 25.3 15% 26.8 50% 32.8 85% 38.5 90% 39.9

**10 mph Pace Speed**  
Number in Pace 8745 (62.9 %) Average 32.7 mph  
Minimum 5.1 mph  
Maximum 60.0 mph

**Speeds Exceeded**  
Count 30 mph 69.7 % 40 mph 9.7 % 50 mph 0.4 %  
9685 1345 52

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
A Tube	13900	36	219	1052	2908	4895	3445	1076	217	36	16	0	0	0
		0.3%	1.6%	7.6%	20.9%	35.2%	24.8%	7.7%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%

# VILLAGE OF PINECREST

PINECREST, FLORIDA  MIAMI-DADE COUNTY

## PINECREST PARKWAY (US1) VISION PLAN

OCTOBER 2012



BELL DAVID PLANNING GROUP, INC.  
Planning • Public • Planning • Design • Research



## 1.1 GENERAL OVERVIEW

In April 2012 the Pinecrest Village Council initiated a process for the creation of a vision and community consensus for the future development, redevelopment, beautification, and enhancement of Pinecrest Parkway (US1).

This effort stems from the Council's completion of a 5-Year Strategic Plan in 2010 and a subsequent update to the Plan in March 2012. A critical recommendation of the updated Strategic Plan was to develop a Vision Plan for Pinecrest Parkway.

This Vision Plan will serve as a framework for the accomplishment of those goals. It will enumerate and describe a series of recommendations formulated to address redevelopment opportunities, land development regulations, landscaping, aesthetics, parking, public safety, improved pedestrian and vehicular circulation, and economic incentives.



Village Boundaries



#### 4.4 SIDEWALKS

The sidewalks along US1 throughout southern Miami-Dade County experience little usage by pedestrians, especially when located at the front of large lots with buildings set toward the rear.

To better define a Pinecrest brand in the future, sidewalks within the right-of-way could potentially be constructed in another color or pattern – preferably the beige color introduced in the gateway and parks signs – to differentiate the Village in a manner that is subtle yet elegant. It should be noted that a wider shared use path will be incorporated within the “Village Area” of each commercial property, allowing for a safer distance for pedestrians and bicyclists from the cars moving along the Parkway.

In addition, sidewalks should be extended into those side streets that do not currently have sidewalks or paths leading into the Village. Doing so will facilitate access to all commercial properties by those not using automobiles.



Striped Pavement Pattern with Buffer



Neutral Sidewalk with Pedestrian Seating



Pedestrian Lighting, Landscape, and Neutral Stone Sidewalk



## 6.2 CONNECTIVITY TO TRANSITIONAL SPACES

### 6.2.2 ALLEYS & STREETS

An alley is an access road that runs along the back lot of the properties on both of its sides. Therefore, it divides the back of commercial uses from the back yards of residential uses:

- An alley should not be used for the frontage of any commercial use;
- The alley should be used as needed for the buffering space between the commercial use and abutting residential back yards; and
- The alley should be considered for reconfiguration to achieve the best implementation of the objectives listed in this section. It may continue to be used for service vehicle access, be partially used for landscape and other buffers, or be used for rooftop parking ramps to the extent that they are not incompatible to residences.

Where streets are located at the back of the commercial transect, such as Suniland Place:

- Commercial parking should be accessed from these streets; and
- Sidewalks, landscape, and shade trees should be provided



Parking Alley



Residential Alley



English Mews



Landscape, Lighting, Paving



# List of Improvements by Priority for **Palmetto Elementary** *Village of Pinecrest Safe Routes to School*

## **PRIORITY I**

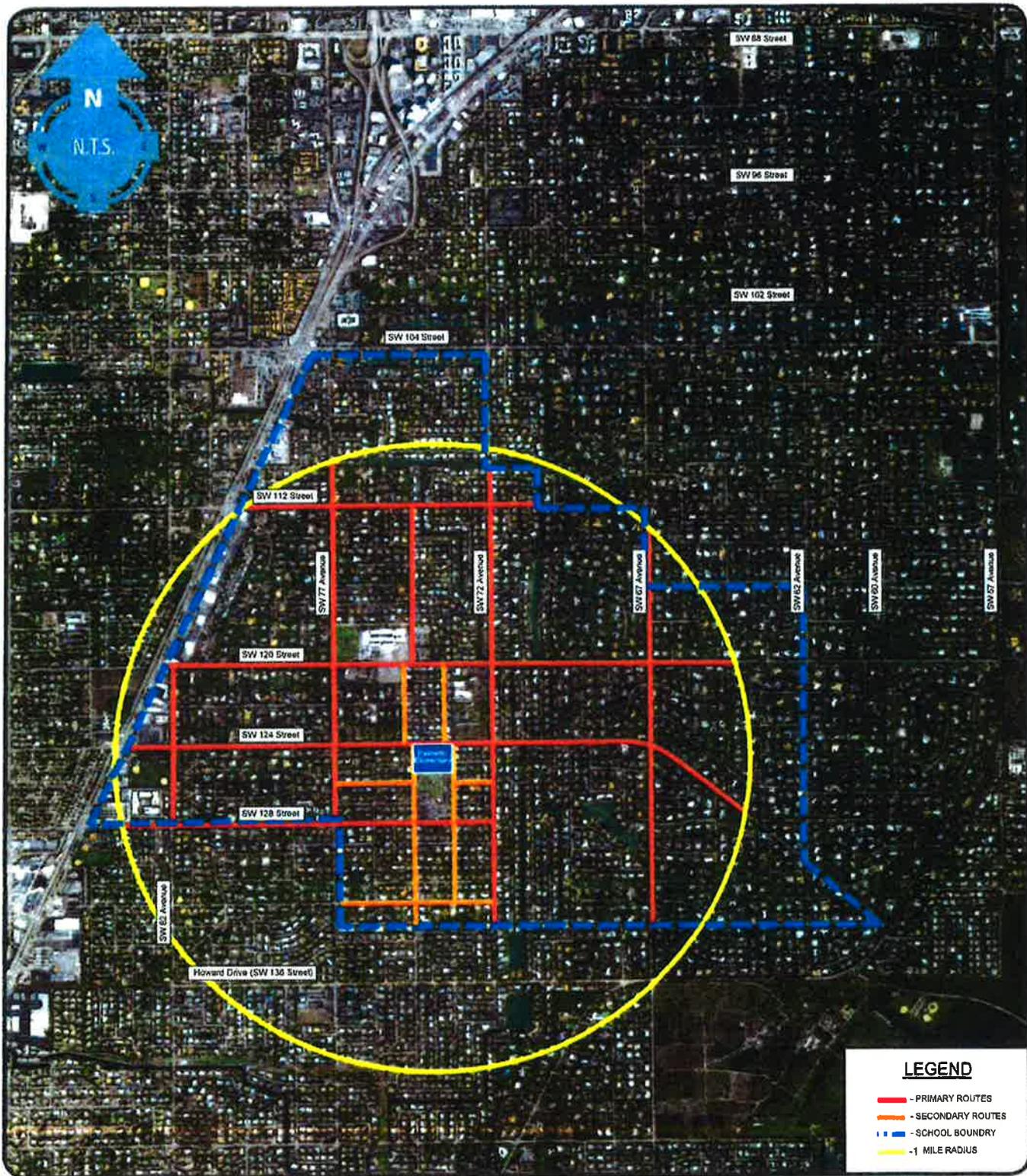
- Update all signs to the new standard of ***Fluorescent Yellow-Green Faceplates***
- Install ***Electronic Speed Feedback Signs*** at the following locations:
  - SW 124<sup>th</sup> Street*** east of SW 73<sup>rd</sup> Avenue and west of SW 74<sup>th</sup> Court
- Install ***High Emphasis Crosswalks*** at the following locations:
  - SW 73<sup>rd</sup> Avenue*** at SW 124<sup>th</sup> Street
  - SW 74<sup>th</sup> Avenue*** at SW 124<sup>th</sup> Street

## **PRIORITY II**

- Install ***Sidewalks*** at the following locations:
  - SW 72<sup>nd</sup> Avenue*** SW 118<sup>th</sup> Street to SW 116<sup>th</sup> Street (east side) and:  
SW 128<sup>th</sup> Street to SW 129<sup>th</sup> Street (west side)
  - SW 120<sup>th</sup> Street*** east of SW 69<sup>th</sup> Place to SW 67<sup>th</sup> Avenue (south side)
- Install ***Crosswalks*** at the following locations:
  - SW 72<sup>nd</sup> Avenue*** SW 112<sup>th</sup> Street to SW 132<sup>nd</sup> Street
  - SW 74<sup>th</sup> Avenue*** SW 112<sup>th</sup> Street to SW 132<sup>nd</sup> Street
  - SW 77<sup>th</sup> Avenue*** SW 124<sup>th</sup> Street to SW 132<sup>nd</sup> Street
  - SW 124<sup>th</sup> Street*** US 1 to SW 64<sup>th</sup> Avenue
  - SW 128<sup>th</sup> Street*** SW 83<sup>rd</sup> Court to SW 71<sup>st</sup> Avenue
- Install ***High Emphasis Crosswalks*** at the following locations:
  - SW 72<sup>nd</sup> Avenue*** SW 128<sup>th</sup> Street
- Install ***Pedestrian Countdown Signals*** at the following locations:
  - SW 67<sup>th</sup> Avenue*** SW 120<sup>th</sup> Street, SW 124<sup>th</sup> Street
  - SW 77<sup>th</sup> Avenue*** SW 120<sup>th</sup> Street, SW 124<sup>th</sup> Street and SW 128<sup>th</sup> Street

## PRIORITY III

- Install **Sidewalks** at the following locations:
  - SW 73<sup>rd</sup> Avenue** SW 128<sup>th</sup> to SW 136<sup>th</sup> Street (east side)
  - SW 82<sup>nd</sup> Avenue** SW 120<sup>th</sup> Street to SW 121<sup>st</sup> Street (west side)
  - SW 126<sup>th</sup> Street** SW 77<sup>th</sup> Avenue to SW 72<sup>th</sup> Avenue (north side)
  - SW 132<sup>nd</sup> Street** SW 77<sup>th</sup> Avenue to SW 72<sup>nd</sup> Avenue (south side)
- Install **Crosswalks** at the following locations:
  - SW 67<sup>th</sup> Avenue** SW 112<sup>th</sup> Street to SW 132<sup>nd</sup> Street
  - SW 73<sup>rd</sup> Avenue** SW 128<sup>th</sup> Street to SW 132<sup>nd</sup> Street
  - SW 82<sup>nd</sup> Avenue** SW 120<sup>th</sup> Street to SW 128<sup>th</sup> Street
  - SW 117<sup>th</sup> Street** US 1 to SW 77<sup>th</sup> Avenue
  - SW 120<sup>th</sup> Street** US 1 to SW 62<sup>nd</sup> Avenue
  - SW 124<sup>th</sup> Street** SW 82<sup>nd</sup> Avenue to SW 67<sup>th</sup> Avenue
  - SW 126<sup>th</sup> Street** SW 77<sup>th</sup> Avenue to SW 72<sup>th</sup> Avenue
  - SW 132<sup>nd</sup> Street** SW 77<sup>th</sup> Avenue to SW 72<sup>nd</sup> Avenue
- Install **High Emphasis Crosswalks** at the following locations:
  - SW 72<sup>nd</sup> Avenue** SW 126<sup>th</sup> Street
  - SW 73<sup>rd</sup> Avenue** SW 126<sup>th</sup> Street and SW 132<sup>nd</sup> Street
  - SW 74<sup>th</sup> Avenue** SW 126<sup>th</sup> Street and SW 132<sup>nd</sup> Street
  - SW 77<sup>th</sup> Avenue** at SW 117<sup>th</sup> Street and SW 126<sup>th</sup> Street
  - SW 82<sup>nd</sup> Avenue** at SW 128<sup>th</sup> Street and SW 132<sup>nd</sup> Street
  - SW 132<sup>nd</sup> Street** SW 77<sup>th</sup> Avenue to SW 72<sup>nd</sup> Avenue
- Install **Pedestrian Activated Solar Powered Enhancer Flashers** at the following locations:
  - SW 72<sup>nd</sup> Avenue** SW 126<sup>th</sup> Street
  - SW 73<sup>rd</sup> Avenue** SW 126<sup>th</sup> Street
  - SW 74<sup>th</sup> Avenue** SW 120<sup>th</sup> Street and SW 126<sup>th</sup> Street
  - SW 77<sup>th</sup> Avenue** SW 117<sup>th</sup> Street and SW 126<sup>th</sup> Street
  - SW 82<sup>nd</sup> Avenue** SW 120<sup>th</sup> Street
- Install **Pedestrian Countdown Signals** at:
  - SW 72<sup>nd</sup> Avenue** SW 112<sup>th</sup> Street
  - SW 77<sup>th</sup> Avenue** SW 120<sup>th</sup> Street and SW 132<sup>nd</sup> Street
- Further investigate the need of **Traffic Calming Devices** at the following locations:
  - SW 73<sup>rd</sup> Avenue** between SW 128<sup>th</sup> Street and SW 132<sup>nd</sup> Street
  - SW 74<sup>th</sup> Avenue** between SW 120<sup>th</sup> Street and SW 124<sup>th</sup> Street, and between SW 128<sup>th</sup> Street and SW 132<sup>nd</sup> Street



**LEGEND**

- - PRIMARY ROUTES
- - SECONDARY ROUTES
- - - - SCHOOL BOUNDARY
- - 1 MILE RADIUS

**TAB 2**

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Yocelyn Galiano Gomez, ICMA-CM  
Village Manager  
manager@pinecrest-fl.gov

MEMORANDUM

Office of the Village Manager

DATE: September 29, 2015  
TO: The Honorable Mayor and Members of Village Council  
FROM: Maria Alberro Menendez, ICMA-CM, Assistant Village Manager  
RE: Proposed "shared use" path along SW 104 Street, from US 1 to Red Road

---

At the July 7, 2015 Village Council meeting, a workshop was scheduled to discuss a proposed bike lane along SW 104 Street, from US 1 to Red Road. SW 104 Street is one (1) of four (4) proposed bike lanes in the Village. The other three (3) locations include: SW 77<sup>th</sup> Avenue, from SW 104 Street to SW 136 Street, SW 124 Street, from US 1 to SW 74<sup>th</sup> Avenue, and SW 128<sup>th</sup> Street, from US 1 to SW 74<sup>th</sup> Avenue.

The Village's Transportation Advisory Committee (TAC) developed and presented to the Village Council at the May 8, 2012 meeting, a Comprehensive Bicycling Plan that proposed bike lanes and routes on Village roadways. The plan took over a year to develop and achieves the goal of connecting schools, parks, and other facilities, including existing bike paths in neighboring municipalities (i.e. Coral Gables and Palmetto Bay). The Village-wide Bicycle Plan is part of the 2013 Village Strategic Plan, listed in the area of Enhancing Safety for Pedestrians and Bicyclists.

The original TAC plan for the bike lanes consisted of expanding the asphalt along the existing edge of pavement to allow for a four (4) foot dedicated bike lane on both sides of the roadway.

The services of Stantec, Inc. (Consultant) were retained to analyze and design the bike lanes. Following a survey of SW 104<sup>th</sup> Street, the Consultant laid out the bike lanes and discovered that the lanes could not maintain a ten (10) foot clearance requirement<sup>1</sup> from the existing trees along the public swale area. Miami-Dade County Public Works Department provided an undesired alternative consisting of placing a curb adjacent to the edge of pavement in all cases where the ten (10) foot clearance was not being met, or removing and/or relocating 250 trees; two (2) power poles; and twelve (12) fire hydrants to accommodate the ten (10) foot distance. Both options were determined to be too expensive to consider. After further discussing other options with Miami-Dade County, the concept of a "shared use" path on the public swale was considered and analyzed on both sides of the roadway.

---

<sup>1</sup> Florida Department of Transportation Minimum Design Standards, Section 3-7.



The south side of SW 104 Street has a five (5) foot sidewalk. The existing roadway along SW 104 Street is off-center approximately five (5) feet to the south; therefore, the swale to the north is wider than the one that exist to the south. Removing the existing sidewalk would require the shared use path to have a width of ten (10) feet, since this would be the only path for pedestrians and cyclists. The ten (10) foot shared use path on the south would require forty-one (41) power poles to be relocated, and approximately 150 trees will be required to be removed and/or relocated. The placement of the shared use path on the north was determined to be more feasible, due to the larger swale area, resulting in fewer trees being affected. Further, given that a 5' sidewalk existed on the south, the width of the shared use path on the north may be reduced to eight (8) feet, in lieu of 10' to 12', which is normally required.

The proposed bike path along SW 104 Street, from US 1 to Red Road will consist of an eight (8) foot shared use path for bicyclist (both ways), with the 5' pedestrian sidewalk remaining on the south. The construction of the path will require removal and/or relocation of fifty-three (53) trees. However, the Village will maintain or exceed the existing canopy on the street.

The Village sent letters to approximately 125 affected residents on both sides of SW 104<sup>th</sup> Street, from US 1 to Red Road, advising them of the October 6, 2015 Workshop. A few letter and emails were received and provided as part of this package.

In 2013, Village staff applied for a Transportation Enhancement Grant to fund the Village's Bicycle Plan and as part of the competitive requirements, a presentation on the Village's Comprehensive Bicycle Plan was made to County and State representatives, which resulted in the award of \$1,000,000 towards the implementation of the Plan. The funding is programmed for FY 2018/2019.

The following materials are provided:

- Letter sent to affected residents
- Copy of plans illustrating the proposed "share use" path
- Letters and/or emails received
- May 1, 2012 memo from the Village's Transportation Advisory Committee
- Village Map with Proposed Bike Lanes and Routes

# Village of Pinecrest

## Proposed Bike Paths/Shared Right Of Way

-  Traffic Counts Only
-  Existing Bike Paths
-  Proposed Bike Lanes
-  Proposed Bike Routes

-  Mast Arms
  -  Existing Sidewalks
  -  Miami-Dade Public Library
  -  Pinecrest Community Center
  -  Miami-Dade Fire Rescue Station
  -  Public Works Department
  -  Village Hall
  -  Religious Institution
  -  FPL Properties
  -  Private Recreation Areas
  -  Private School
  -  Private School/Religious Institution
  -  Public School
  -  School
  -  Parks
- Municipalities**
-  CORAL GABLES
  -  PALMETTO BAY
  -  PINECREST
  -  SOUTH MIAMI
  -  UNINCORPORATED MIAMI-DADE

UNINCORPORATED MIAMI-DADE

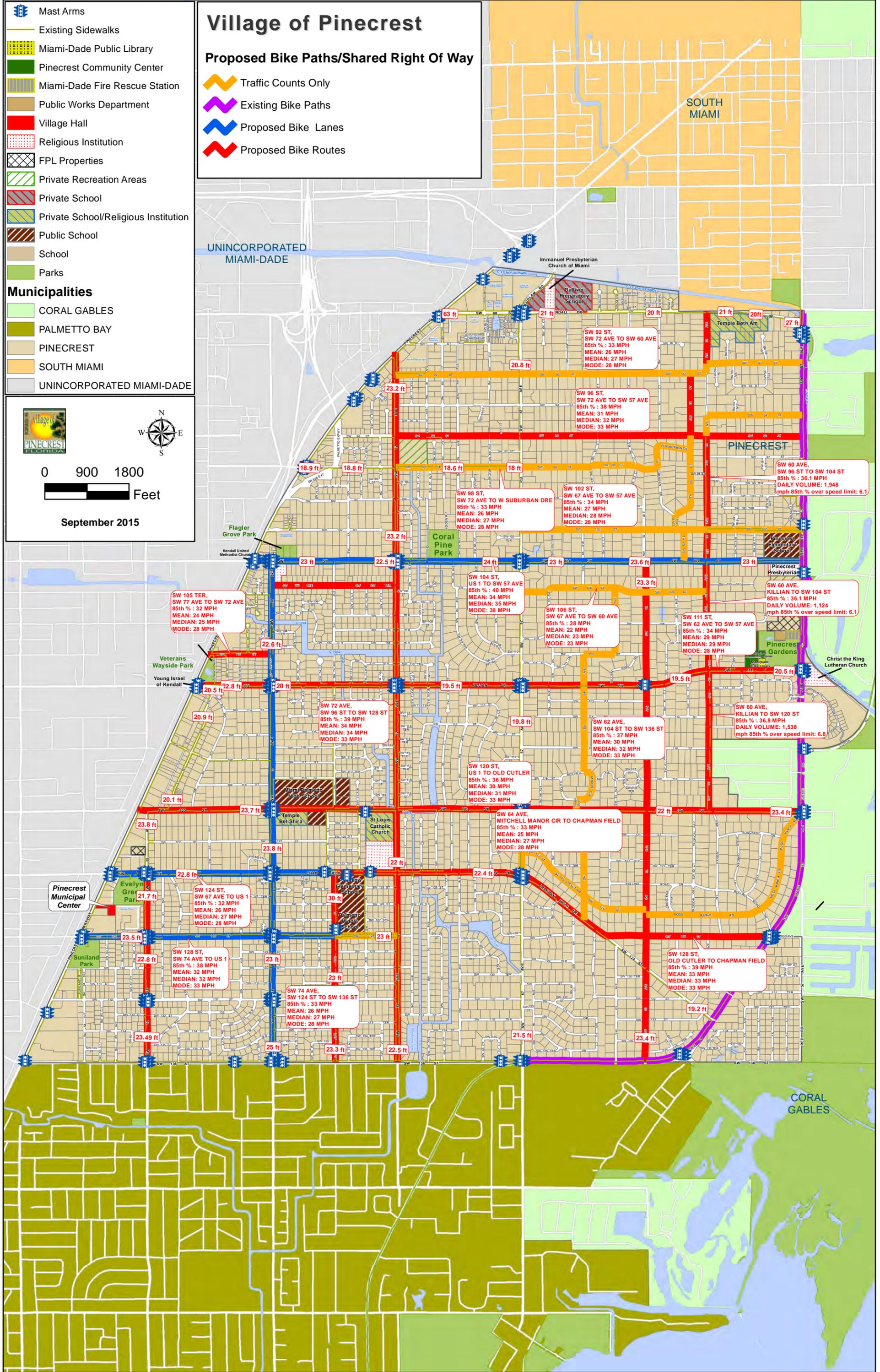
SOUTH MIAMI

PINECREST

CORAL GABLES



September 2015

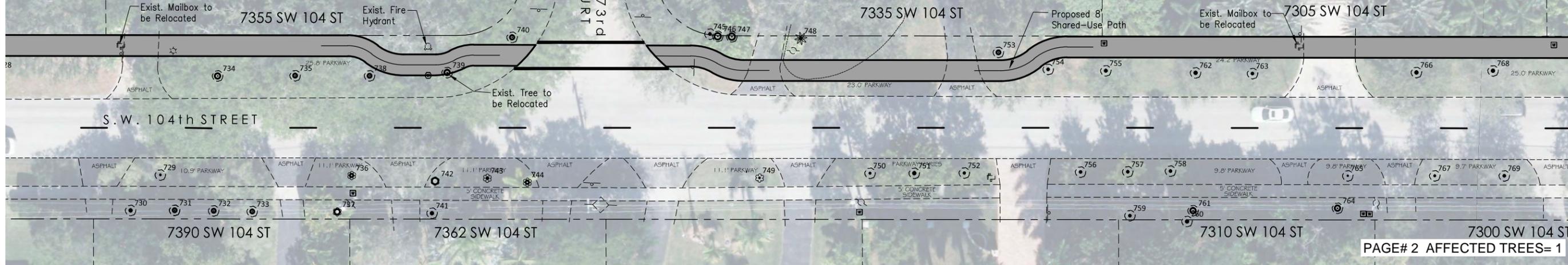


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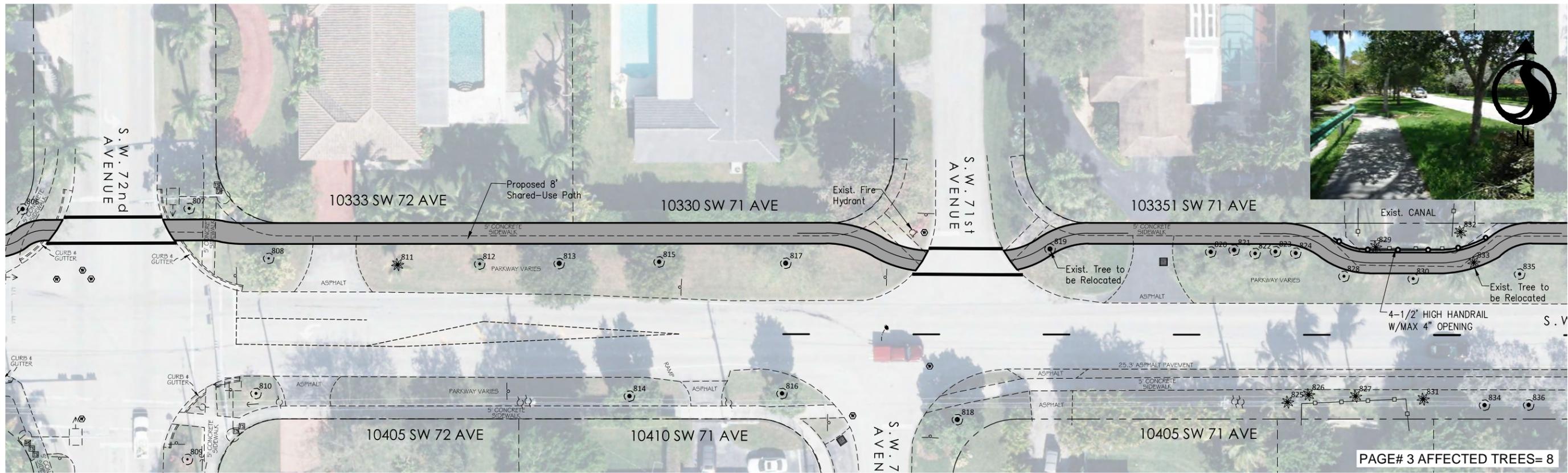
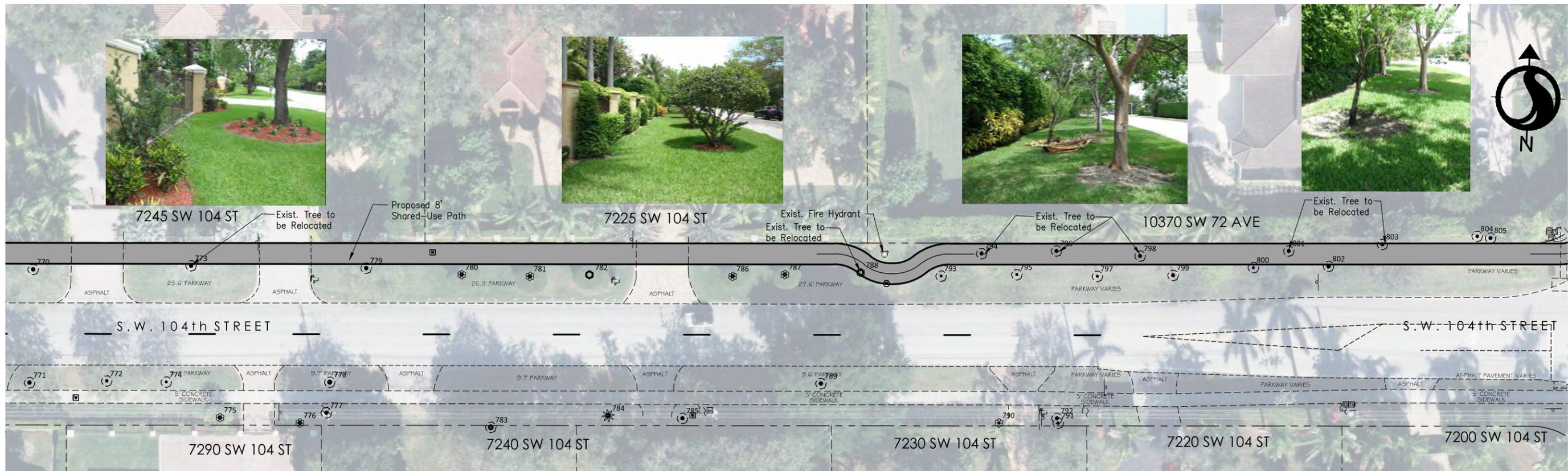
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BIKE LANE DESIGN  
PINECREST, FLORIDA

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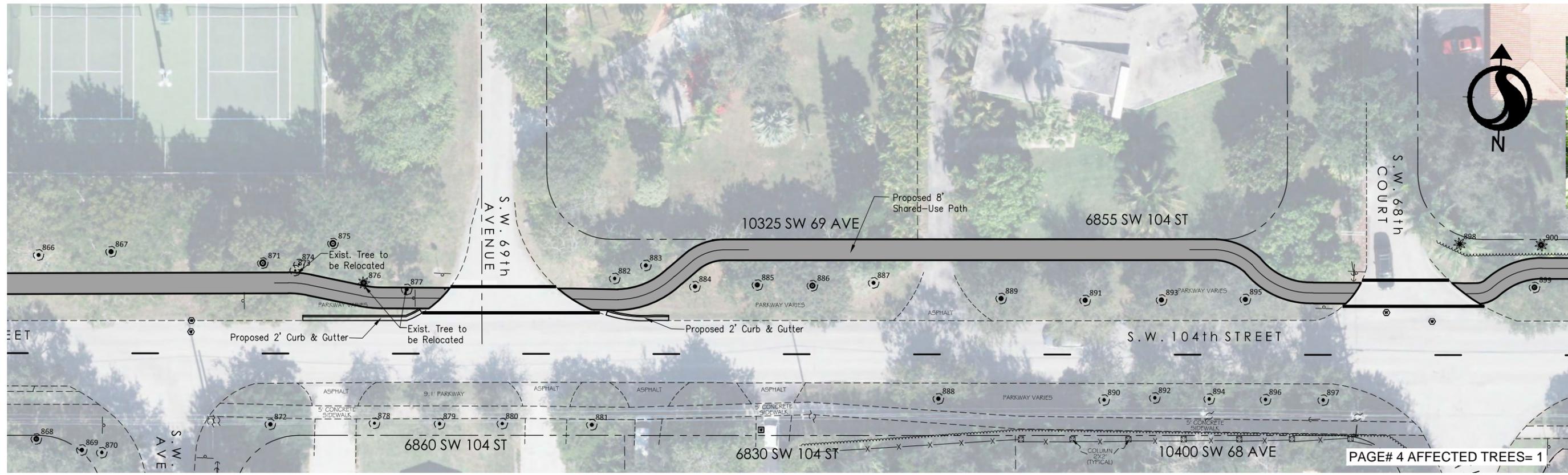
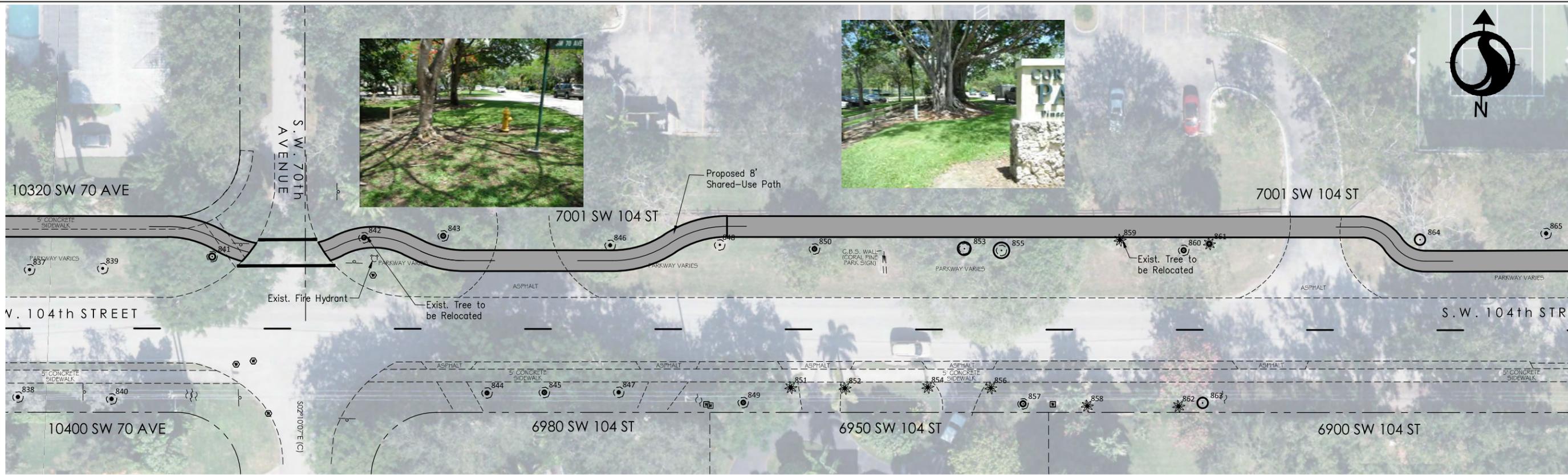
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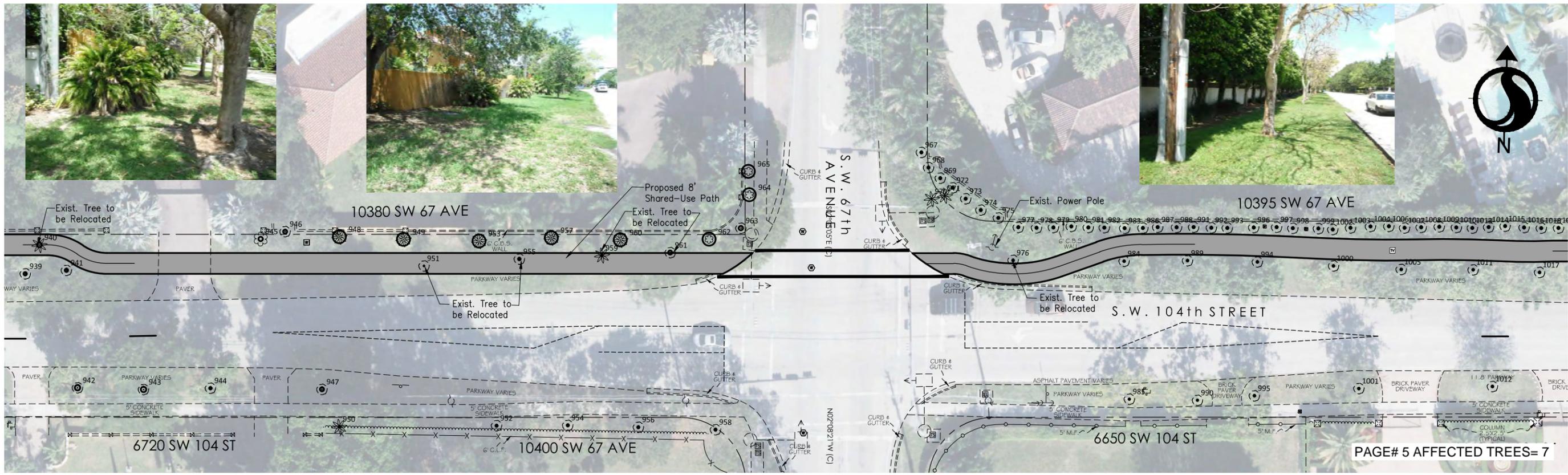
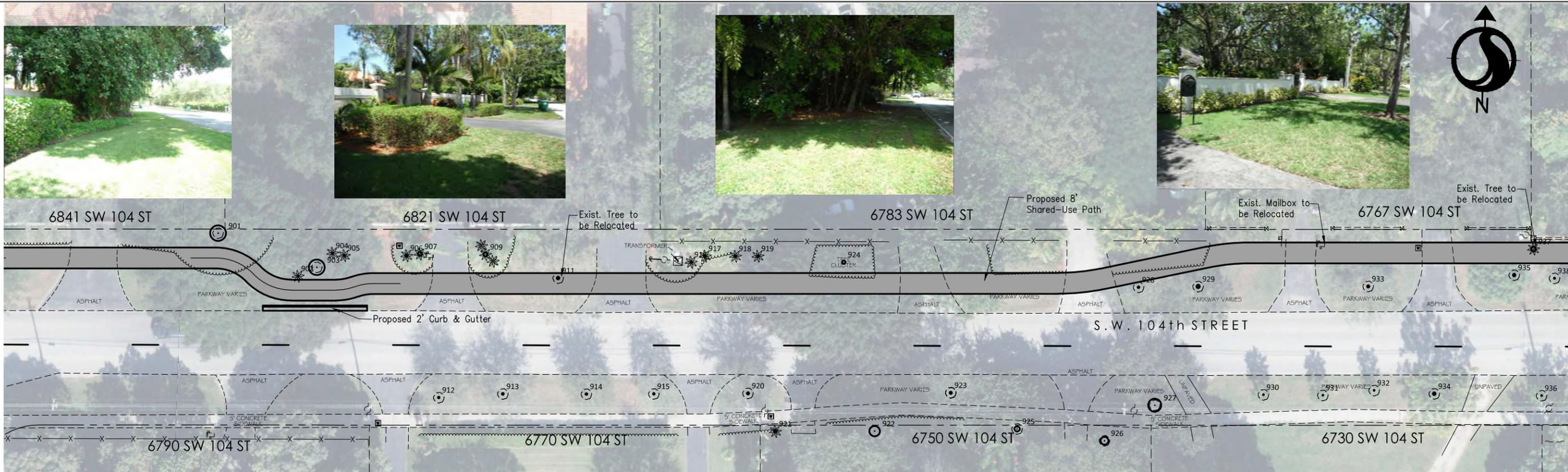
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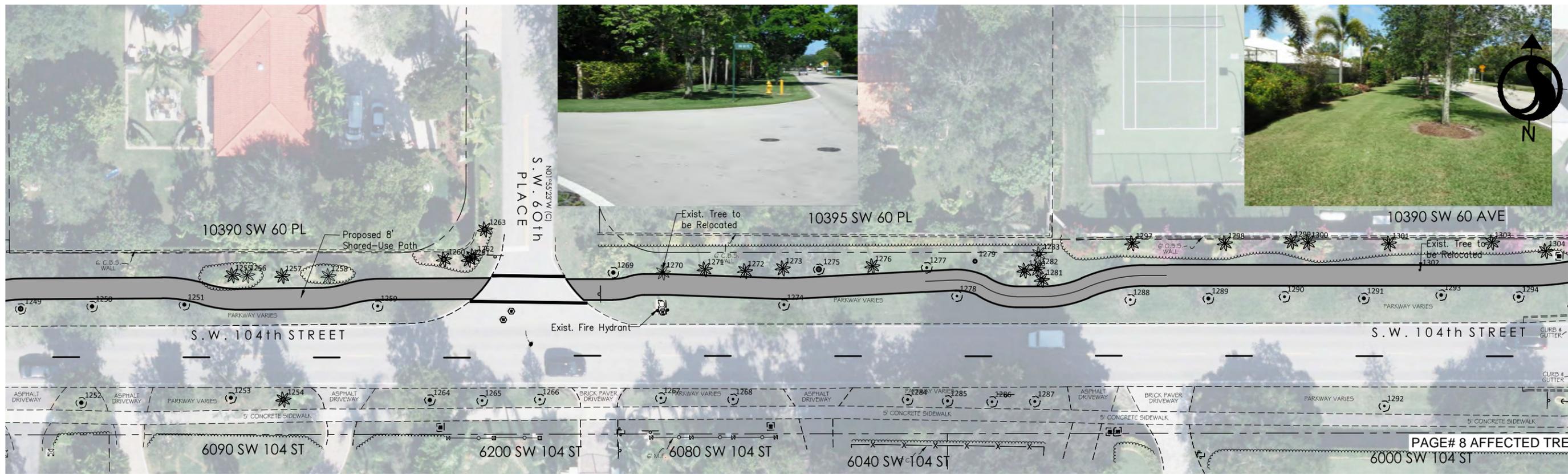
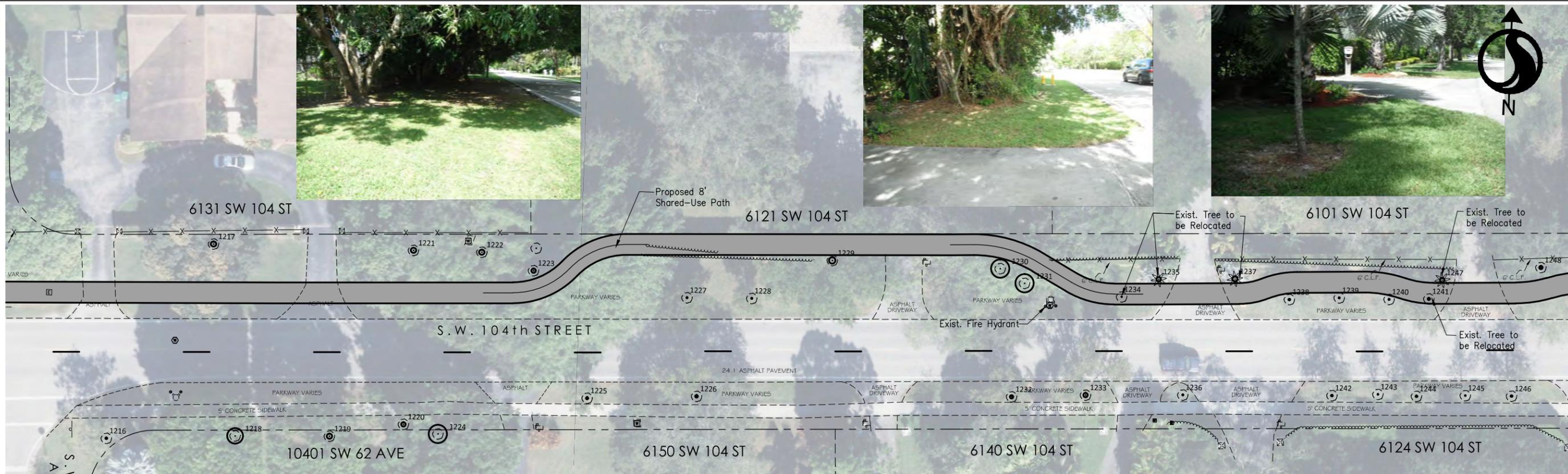
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Yocelyn Galiano Gomez, ICMA-CM  
Village Manager  
manager@pinecrest-fl.gov

VILLAGE OF PINECREST  
Office of the Village Manager

August 28, 2015

Re.: Proposed Bike Path along the north side of Southwest 104<sup>th</sup> Street  
(From US 1 to Red Road)

Dear Resident:

The Village of Pinecrest has been evaluating the placement of a bike path along the north side of Southwest 104<sup>th</sup> Street, from US 1 to Red Road.

As part of the Village's study, a public workshop has been scheduled with the Village Council to seek resident input. This meeting will be held on October 6, 2015, at 6:00 p.m., at the Pinecrest Municipal Center, Council Chamber (Third Floor), 12645 Pinecrest Parkway, Pinecrest, Florida 33156.

The proposed bike path documents are available on-line at [www.pinecrest-fl.gov](http://www.pinecrest-fl.gov), click on "Download Documents", then on "Report and Studies", and finally click on the title "Share Paths Project/104<sup>th</sup> Street." You may also review the documents in person at the Office of the Village Manager, after contacting Zobeyra Vargas at [zvargas@pinecrest-fl.gov](mailto:zvargas@pinecrest-fl.gov) to coordinate an appointment.

If you are unable to attend the meeting, and wish to provide your comments, please contact Assistant Village Manager Maria Menendez via electronic mail at [mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Yocelyn Galiano Gomez".

Yocelyn Galiano Gomez, ICMA-CM, LEED GA  
Village Manager

YGG/zv

12645 Pinecrest Parkway, Pinecrest, Florida 33156  
T: 305.234.2121 | F: 305.234.2131  
[www.pinecrest-fl.gov](http://www.pinecrest-fl.gov)



## **Maria Alberro Menendez (OVM)**

---

**From:** Steven Silverman <miamilaw@bellsouth.net>  
**Sent:** Tuesday, September 08, 2015 9:40 AM  
**To:** The Honorable Cindy Lerner; The Honorable Cheri Ball; The Honorable Doug Kraft; The Honorable James E. McDonald; The Honorable Bob Ross  
**Cc:** Maria Alberro Menendez (OVM); Yocelyn Galiano (OVM)  
**Subject:** 104th Street bike lanes/shared use paths

Dear Council:

I am sending you this e-mail as to the scheduling next month of the proposal for bike lanes on 104<sup>th</sup> Street. I am requesting that you remove this from the October calendar and reschedule it to a later meeting. I am not going to go thru the entire history of the bike lane proposal. I met with the Village Manager and Assistant Manager in July to review what was going to be presented to the Council for approval. At that time, I confirmed with them, that the proposal was to have shared use paths on both sides of the street.

Somehow the proposal without anyone voting on it, has been changed to only on one side of the street. The Council is not going to have presented to it in October, the original proposal which should be considered. The Council should have at a minimum the surveying of both sides of the street so that it can decide if it wants to do both sides or just only one side. If you only have the survey of one side you cannot intelligently consider the proposal nor have any options. In addition, notice has gone out to residents and you will have to have a second public hearing on this. This is not a good way to handle this matter and will annoy the residents.

I am extremely opposed to the modified proposal and will not support this at the October meeting. Five years have been spent getting this far. We have a grant from the State of Florida and the funds available to do this right. This changed proposal is not the way Pinecrest should operate. I will be at the meeting tonight and would request that you defer the proposal from October until you have been provided the analysis for both sides of the street.

Sincerely yours,

Steven Silverman

MIAMI CENTER FOR ESTATE PLANNING,  
ELDER LAW AND PROBATE

### **Steven Silverman, Esq.**

Steven Silverman, P.A.

9655 South Dixie Highway

Suite 310

Miami, Florida 33156

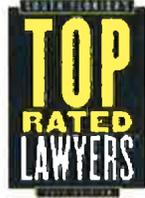
Tel: (305) 666-6111

Fax: (305) 670-8114

email: [steven@stevensilverman.com](mailto:steven@stevensilverman.com)

[www.stevensilverman.com](http://www.stevensilverman.com)

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## **Maria Alberro Menendez (OVM)**

---

**From:** A. Parasuraman <parsurvr@yahoo.com>  
**Sent:** Saturday, September 12, 2015 12:17 PM  
**To:** Maria Alberro Menendez (OVM)  
**Cc:** The Honorable Bob Ross; The Honorable Doug Kraft  
**Subject:** Proposed Bike Path along SW 104th Street  
**Attachments:** Pinecrest - opposition to bike path 12Sep2015.docx

September 12, 2015

### **RE: Proposed Bike Path along SW 104<sup>th</sup> Street**

Ms. Maria Menendez ([mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov))

Assistant Village Manager

Village of Pinecrest

Pinecrest, FL 33156

Dear Ms. Menendez,

We are writing to express our **STRONG OPPOSITION** to the proposed bike path along the north side of SW 104<sup>th</sup> Street. We have been residing in our Pinecrest home for over 20 years and strongly feel that this bike path will significantly degrade the natural beauty and greenery that is so unique to our Village.

In addition, and equally important, we believe that the bike path is totally unnecessary and will not be seen much use – certainly not enough to justify the economic and environmental cost, and the damage to the Village residents' quality of life. As a case in point, while we see pedestrians using the sidewalk/bike path along Linear Park on Red Road, the regular bikers (including many solo bikers) still prefer to use the regular-traffic lanes on Red Road.

Moreover, it is our impression that the groups of serious bikers who currently ride on SW 104<sup>th</sup> Street and Red Road, especially on weekends, are not even from Pinecrest. They typically haul their bikes in their cars from elsewhere, park their cars by Pinecrest Elementary School, and ride on our Village streets. We seriously doubt if they would use the bike paths.

Because we will be unable to attend the meeting scheduled on October 6, 2015 we are taking the time to submit our comments in writing. Thanks in advance for recording our strong opposition to this project and for your consideration.

Sincerely,

A Parasuraman ([parsurvr@yahoo.com](mailto:parsurvr@yahoo.com))

Ranga Parasuraman ([rparsu@yahoo.com](mailto:rparsu@yahoo.com))

10395 SW 60<sup>th</sup> Place

Pinecrest, FL 33156

CC: Council Member Bob Ross (Seat 1) [[bross@pinecrest-fl.gov](mailto:bross@pinecrest-fl.gov)]  
Council Member Doug Kraft (Seat 2) [[dkraft@pinecrest-fl.gov](mailto:dkraft@pinecrest-fl.gov)]

September 12, 2015

**RE: Proposed Bike Path along SW 104<sup>th</sup> Street**

Ms. Maria Menendez (mmenendez@pinecrest-fl.gov)  
Assistant Village Manager  
Village of Pinecrest  
Pinecrest, FL 33156

Dear Ms. Menendez,

We are writing to express our STRONG OPPOSITION to the proposed bike path along the north side of SW 104<sup>th</sup> Street. We have been residing in our Pinecrest home for over 20 years and strongly feel that this bike path will significantly degrade the natural beauty and greenery that is so unique to our Village.

In addition, and equally important, we believe that the bike path is totally unnecessary and will not be see much use – certainly not enough to justify the economic and environmental cost, and the damage to the Village residents' quality of life. As a case in point, while we see pedestrians using the sidewalk/bike path along Linear Park on Red Road, the regular bikers (including many solo bikers) still prefer to use the regular-traffic lanes on Red Road.

Moreover, it is our impression that the groups of serious bikers who currently ride on SW 104<sup>th</sup> Street and Red Road, especially on weekends, are not even from Pinecrest. They typically haul their bikes in their cars from elsewhere, park their cars by Pinecrest Elementary School, and ride on our Village streets. We seriously doubt if they would use the bike paths.

Because we will be unable to attend the meeting scheduled on October 6, 2015 we are taking the time to submit our comments in writing. Thanks in advance for recording our strong opposition to this project and for your consideration.

Sincerely,

A Parasuraman (parsurvr@yahoo.com)  
Ranga Parasuraman (rparsu@yahoo.com)  
10395 SW 60<sup>th</sup> Place  
Pinecrest, FL 33156

CC: Council Member Bob Ross (Seat 1) [bross@pinecrest-fl.gov]  
Council Member Doug Kraft (Seat 2) [dkraft@pinecrest-fl.gov]

## **Maria Alberro Menendez (OVM)**

---

**From:** Robert Reynolds <bob@morrisandreynolds.com>  
**Sent:** Tuesday, September 15, 2015 5:19 PM  
**To:** Mark Spanioli (PW); Maria Alberro Menendez (OVM)  
**Cc:** Juli Reynolds  
**Subject:** RE: Existing sidewalk along SW 104 Street, north side, from SW 58 Court, east to SW 57th Avenue

Thanks Mark and Maria;

I have a few questions related to the sidewalk on my side of the street, the sidewalk on the South side of 104<sup>th</sup> and the water infrastructure back on the North side of the street. I am sorry for the added questions but the entire new proposed project has many residents upset, my own family included, and thus I want to be sure I fully understand what we, the Village, has done in terms of infrastructure in recent years in our area. Thanks in advance and here are my current questions:

### 1) **North Sidewalk**

Thanks for the comment's Mark. Since we've lived there so long allow me to explain that the concrete sidewalk on SW 104<sup>th</sup> that runs along the school's property, from 57<sup>th</sup> Avenue to the S/E edge of my property, has been concrete for many years. From my property edge, the part that abuts the school, has until just a few years ago (or so it seems) been asphalt and was in very poor condition before it's concrete renovation.

- A) Can you please advise the length in feet of the sidewalk from SW 57<sup>th</sup> Avenue West to SW 58<sup>th</sup> Court?
- B) Does the cost you have estimated in your note include the space strictly in front of my home or the entire span from SW 57 Avenue (Red Road) West past the school and then past my own home?
- C) I could be wrong, honestly I can't recall, but can you recheck the date of the work. It being seven years ago seems like a longer time but this could be a case of 'when time fly's'. For some reason it just seems more recently to us.

### 2) **South Sidewalk**

As you likely know, the South side of 104 Street enjoys a full, new, expanded sidewalk that stretches from 57<sup>th</sup> Avenue West all the way to U.S. One( South Dixie). On this I'd like to know a few things as follows:

- A) When was the 'South' side walk completed? Sorry, we've had so many projects in that area over the years we can't recall the exact date, please advise.
- B) What was the total cost of that project, the sidewalk, curbing, drains, landscaping and so forth?

### 3) **Potable Water Line**

A few years ago there is a water line that was installed along 104<sup>th</sup> running from SW 57 Avenue through SW 58<sup>th</sup> Court. It's possible that this project was completed in two phases, first to the S/E corner of my property where a fire hydrant sits, and secondly from that hydrant West through 58<sup>th</sup> Court where I believe it still ends.

- A) When was that project(s) completed?

- B) What was the cost of the line extension?
- C) What was the cost of the re-landscaping (many of the tree's that Mayor Greer led to having had planted were destroyed and new trees replaced) that took place when the pipe was extended?
- D) What was the cost of the initial landscaping from SW 57<sup>th</sup> Avenue to SW 58<sup>th</sup> Court (this being prior to the water line extension noted above, this being part of Mayor Greer's initial tree initiative) ?

Sorry for all of the questions but the good news I've not ever had questions for the Village so your help on this is appreciated.

Once again, thank you.

**Robert D. Reynolds, CIC, CPIA, AAM, AIS, AU**

**Morris & Reynolds Insurance**

14821 South Dixie Highway

Miami, Florida 33176-7928

305.238.1000 Phone/Ext. 116

305.255.9643 Fax

Visit Us Online at: <http://www.morrisandreynolds.com>



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**From:** Mark Spanioli (PW) [mailto:mspanioli@pinecrest-fl.gov]

**Sent:** Tuesday, September 15, 2015 2:55 PM

**To:** Maria Alberro Menendez (OVM)

**Cc:** Robert Reynolds

**Subject:** RE: Existing sidewalk along SW 104 Street, north side, from SW 58 Court, east to SW 57th Avenue

Good Afternoon Maria,

Sorry for the delay, it took some time to dig up the files. From what I can tell, the Village had a Citywide sidewalk project that commenced back in January of 2008 which included the sidewalk replacement along SW 104 Street from SW 58 Court to the Elementary School (this is the way the scope was written and we were unable to find any further details, this also sounds like it is only for a small portion of sidewalk). The cost shown in the bid was \$5,062.50.

I am assuming from conversation with staff members that have been with the Village for many years is that the sidewalks were built when the school was built or sometime many years in the past.

Thanks,  
Mark S.

Mark Spanioli, P.E.

Director of Public Works

Village of Pinecrest

10800 Red Road

Pinecrest, FL 33156

T: 305-669-6916 / F: 305-669-6919

Email: [mspanioli@pinecrest-fl.gov](mailto:mspanioli@pinecrest-fl.gov)

[www.pinecrest-fl.gov](http://www.pinecrest-fl.gov)

---

**From:** Maria Alberro Menendez (OVM)  
**Sent:** Friday, September 04, 2015 2:55 PM  
**To:** Mark Spanioli (PW)  
**Cc:** Bob@morrisandreynolds.com  
**Subject:** Existing sidewalk along SW 104 Street, north side, from SW 58 Court, east to SW 57th Avenue

Hello Mark,

I have copied Mr. Bob Reynolds, property owner of 10395 SW 58 court.  
Please provide the following requested information:

- (1) when the subject sidewalk was built, and
- (2) cost.

Thank you, Maria

**Maria Alberro Menendez, ICMA-CM**  
**Assistant Village Manager**

Office of the Village Manager  
Village of Pinecrest  
12645 Pinecrest Parkway  
Pinecrest, Florida 33156  
T: 305.234.2121 F: 305.234.2131  
Email: [mmenendez@pinecrest-fl.gov](mailto:mmenendez@pinecrest-fl.gov)

 [pinecrest-fl.gov](http://pinecrest-fl.gov)

**Zobeyra Vargas (OVM)**

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**From:** Miguel Chamah <mchamahmd@earthlink.net>  
**Sent:** Thursday, September 24, 2015 5:52 PM  
**To:** Zobeyra Vargas (OVM)  
**Subject:** RE: PROPOSED BIKE PATH NORTH SIDE ON SW 104TH ST.

**September 24, 2015**

**Village of  
Pinecrest  
Municipal Center**

**12645 Pinecrest Parkway  
33156**

**Pinecrest**

**Pinecrest, Florida**

**Attention:**

**Honorable Mayor Cindy Lerner**

**Councilmember Bob Ross (Seat 1)  
(Seat 2)**

**Councilmember Doug Kraft**

**Councilmember James E. McDonald (Seat 3) Councilmember Cheri Ball  
(Seat 4)**

**Village Manager Yocelyn Galiano Gomez  
Manager Maria Menendez**

**Assistant Village**

**RE: PROPOSED BIKE PATH NORTH SIDE ON SW 104<sup>TH</sup> ST.**

**Honorable Mayor and Councilmembers:**

**I respectfully request that this letter be entered into the record to express our STRONG OPPOSITION to the proposed bike path along the North side of SW 104<sup>th</sup> St.**

**If approved, this project will have a negative impact on the property owners along this important street of our City.**

**Property values will suffer and the now beautiful view and greenery that characterize our Village will be significantly affected.**

**In addition, a potential hazard to automobiles entering and exiting homes will surface by creating the risk factor of hitting a cyclist. Even now, exiting one's own home sometimes becomes hazardous due to traffic conditions.**

**Furthermore, this bike path will not have use enough at least to justify the heavy economic and environmental cost to our Village, damaging its beauty, privacy, safety and value of the properties affected.**

**Another important issue is that a project like this, that can change the look and value of our Village must be discussed with ALL affected homeowners of the entire project (other streets such as 120, 124 St and 77 Ave).**

**This way you could see the real and complete opposition to this project.**

**How many bikers (from our Village) ride and how frequent? Once a week, every 2-3 weeks, once a month?**

**And how many bikers live on the negatively affected properties? If I were one of them I would not be happily riding with my bike in front of any devaluated property due to the bike path.**

**I am writing this letter at this date because due to unforeseen circumstances, I will be out of the country and unable to attend the public workshop scheduled Oct 6<sup>th</sup>.**

**Thanks for recording our strong opposition to this project, for your patience and your consideration.**

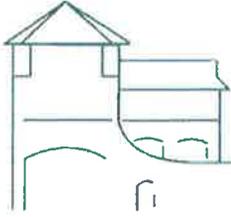
**Sincerely,**

**Miguel A. Chamah, MD ([mchamahmd@earthlink.net](mailto:mchamahmd@earthlink.net))**

**Aurora F. Chamah**

**7225 SW 104 St.**

**Pincrest, Fl 33156**



# MEMORANDUM

OFFICE OF THE VILLAGE MANAGER



Yocelyn Galiano Gomez, ICMA-CM  
Village Manager

DATE: May 1, 2012

TO: The Honorable Mayor and Members of the Village Council

FROM: Transportation Advisory Committee

RE: Pinecrest Comprehensive Bicycling Plan

---

Below for your review and consideration is the Village Bicycling Plan developed by the members of the Transportation Advisory Committee (TAC). Based on the in-depth review of different options, the TAC members recommend the following two-phased approach to implementing a Comprehensive Bicycling Plan as depicted on the attached map marked as Exhibit A:

1. Implementation of Bike Routes to create a system that allows safe access throughout the Village.
2. Implementation of dedicated Bike Lanes along Select Roadways connecting the Village from East to West and North to South.

The Transportation Advisory Committee reviewed all existing roadways in the Village to assess if any existing right-of-way areas were conducive to the addition of dedicated bike lanes. Specifically, the Committee reviewed the feasibility of adding bikeway related infrastructure based on existing road width, environmental factors, traffic volume, appropriate linkage opportunities and places of interest.

## General Background Information

There are many different types of bikeway infrastructure in use by cities throughout the world. They are often used for different reasons: the locale may have a different planning philosophy; the street may be too narrow for bike lanes or cycle tracks; the location may be inappropriate; or for political reasons it may be easier to install something other than a fully segregated cycle facility. The different available options include:

### Paths

A Bike Path is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way. The question of fit is most important with bike paths. In some places, these facilities provide wonderful transportation and recreation for bicyclists of widely diverse abilities. In the wrong places, though, paths are dangerous impediments to bicycle travel. Mainly there are two distinctly differently kinds of bike paths: side paths and trails.

### Side paths

Also known as sidewalk bike paths, these facilities run along the sides of roads like sidewalks. Often they are sidewalks transformed into bike paths with “Bike Route” signs. As bicycle transportation facilities, side paths seldom allow bicyclists as much freedom of movement as the roadway. Frequently, side paths create more safety problems than they solve. Studies both in the U.S. and abroad have revealed high bicycle-motor vehicle accident rates on sidewalk bike paths, some as much as three times higher than the accident rates for on-street facilities, such as bike. Sidewalks are generally unsafe because they put the cyclist in conflict with motorists using driveways and with pedestrians, utility poles and sign posts. Also, the cyclist is generally not visible or noticed by the motorist so that the cyclist suddenly emerges at intersections, surprising the motorist and creating a hazardous condition. Every attempt should be made to allow bicyclists to function as vehicle drivers, rather than as pedestrians.

The American Association of State Highway and Transportation Officials’ Guide for the Development of Bicycle Facilities (1991), lists eight problems with side paths. Among them are encouraging wrong-way riding, increased conflicts at intersections, motorists blocking the paths while exiting side streets and driveways, bicyclists having to stop at every side street, and motorists harassing bicyclists who use the adjacent street.

In addition to the safety problem, sidewalk riding tends to be slow and confining. Riders move slowly and cautiously because of driveways, pedestrians, and stops at every intersection. In the rare cases where side paths cross few intersections or driveways, bicyclists may still have to deal with being struck on a facility that is not well connected with the streets that will take them where they want to go. Even to reach a destination on the opposite side of the street from a bike path, a cyclist may have to dismount, walk through wet grass, wait by the curb for a break in the traffic, then dash across the road. For a street-savvy cyclist, that’s a demeaning maneuver compared with a simple vehicular turn. In addition, any cyclist who approaches the street from the non-path side is apt to have an awkward time getting onto the path. A cyclist who both approaches and wants to exit from the non-path side is likely to forgo the path in favor of a more simple option.

### Trails

Of course, if there are no intersections or driveways to cross, a cyclist on a bike/multi-use path has no risk of colliding with a car. So paths that run through the country along abandoned railroad beds or that run along river banks beneath bridges are not at all the same as most side paths. Simply put, car-bike conflicts are few where intersections are few, particularly if what intersections do exist are simple, perpendicular road crossings without the complicating influence of motorists entering and exiting a road adjacent and parallel to the path.

Trails are the most grand and inspiring of bicycle facilities. They can run for many miles through scenic greenways. They can be used to preserve abandoned railroad corridors, along with historical tunnels and bridges. Hikers, joggers, skaters, people in wheelchairs, and bicyclists can commune with nature away from the noise and fumes of motor traffic. Trails may serve novice riders and children, but have “limited utility” for faster cyclists. Also, trails are “an addition to the highway system, not a substitute for it.” That is, the presence of a trail should not preclude making streets better for bicycling, in fact, bicycle use on roads adjacent to trails typically increases.

## Bike Lanes

Lanes, for cyclists only, marked on an existing portion of a roadway (USA). Other road traffic must give way before crossing into the left turning lane at the lights. A *designated bicycle lane* (1988 MUTCD) or *class 2 bikeway* (Caltrans) is a portion of a roadway which is separated from traffic lanes by the use of a solid white stripe on the pavement and has been designated for preferential use by bicyclists. Typically, a basic bike lane consists of a white stripe to physically separate motor vehicles and bicycles with painted bike symbols and arrows to signify the purpose of the lane. Since bike lanes allow cyclists to have their own designated space on the road they mean that slower-moving bikes will not impede the flow of motor vehicle traffic. Lanes are recommended for streets with a posted speed limit higher than 25 mph (up to 35 mph). They are appropriate for all types of riders – both experienced and novice.



Before



After

Benefits of bike lanes include (summarized from the NACTO design guide):

- Increased comfort, confidence, and predictability for cyclists, allowing for even novice cyclists to feel comfortable using them.
- Spatial separation between bikes and cars.
- Increased capacities for motor vehicles, as the bikes, in their own space, do not slow cars down.
- Increased awareness of a cyclist's right to the road.

### Critical dimensions

Bicycle lane width (AASHTO Guide, pp. 22–24):

- 4 feet (1.2m): minimum width of bike lane on roadways with no curb and gutter
  - 5 feet (1.5m): minimum width of bike lane when adjacent to parking, from the face of the curb or guardrail
  - 11 feet (3.3m): total width for shared bike lane and parking area, no curb face
  - 12 feet (3.6m): shared bike lane and parking area with a curb face
- Bicycle lane stripe width:
- 6-inch (150mm): solid white line separating bike lane from motor vehicle lane (possibly increased to 8-inches (200mm) where emphasis is needed)
  - 4-inch (100mm): optional solid white line separating the bike lane from parking spaces

## Bike Route

Also called shared lane marking. These consist of signs and lane markings which signify that a route is good for bicycles and (when properly designed) where in the lane a bicycle should ride. A Bike Route is a roadway which is open to both bicycle and motor vehicle travel. Bike routes may be located on existing roadways, streets with curb lanes, or roads with paved shoulders that meet minimum lane requirements. Bike routes are typically installed on roadways that do not have adequate width to provide a striped bike lane, but adequate width does exist to safely share the road with vehicles (typically 14 feet). Route signage is provided for cyclists to follow and may include directional indications as well as for motorists. The speed limit of the road must be less than 35 mph.



Benefits of bike routes include:

- Increases awareness of a cyclist's right to the road.
- Doesn't require a greater street width as cyclists and vehicles travel in the same lane.

Bike routes are usually best applied:

- Where the speed differential between bicyclist and motorist travel speeds is very low.
- As a reasonable alternative to a bike lane where street width can only accommodate a bicycle lane in one direction. On hills, lanes should be provided in the uphill direction.
- As a reasonable alternative to a bike lane along front-in angled parking, where a bike lane is undesirable.
- To strengthen connections in a bikeway network.
- To clarify bicyclist movement and positioning in challenging environments.

Bike routes accommodate experienced cyclists, as novice cyclists likely won't be willing to ride in the same lane as motor vehicles. They are a visual queue for motorists that bicyclists are allowed on the road. Since bicycles are currently allowed to ride in the street under Florida law, bike routes in Pinecrest would serve as an education device for motorists, but also as encouragement for bicyclists confident enough to ride without a bike lane.



*Sharrows* - Usually a bike symbol with chevrons painted in a regular lane to demarcate where cyclists should ride. This marking is placed in the center of a travel lane to indicate that a bicyclist may use the full lane. In January 2007, the US National Committee on Uniform Traffic Control Devices (NCUTCD) endorsed the shared lane marking concept, and recommended its inclusion in the US Federal Manual on Uniform Traffic Control Devices (MUTCD). The shared lane marking is now included in the current version of the Manual on Uniform Traffic Control Devices (MUTCD), which was adopted by

the Federal Highway Administration on December 16, 2009.

## Combination of Bike Lanes and Routes

There will be some instances where bike lanes are more appropriate than bike routes, and vice-versa. For example, it is possible to combine a bike lane in one direction with a bike route in the other, to

accommodate for on-street parking or a more narrow road. The decision whether a bike lane or bike route should be planned for a street should be based on the width and speed of the road. At implementation time the actual design may change as needed, but the plan should be for what is appropriate overall, and bike routes should not be substituted for bike lanes simply because a road "feels" too narrow. Bike lanes accommodate the most users and therefore, when a road's speed and geometry allows, should be the first choice.

### **Municipal Speed Limits**

Below are the municipal speed limits within the Village of Pinecrest:

#### 15 MPH roads:

- A speed limit of 15 miles per hour in any alley within the limits of the village; prescribed herein.
- A speed limit of 15 miles per hour within any school zone.

#### 30 MPH roads:

- A speed limit of 30 miles per hour on all residential roads not otherwise prescribed herein.

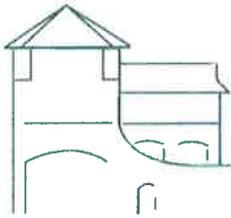
#### 35 MPH roads:

- A speed limit of 35 miles per hour on all business roads not otherwise prescribed herein.
- A speed limit of 35 miles per hour on Southwest 72 Avenue from US 1 (South Dixie Highway) to Southwest 136 Street (Howard Drive).
- A speed limit of 35 miles per hour on Southwest 77 Avenue (Palmetto Road) between Southwest 104 Street (Lombardy Street) and Southwest 136 Street (Howard Drive).
- A speed limit of 35 miles per hour on Southwest 67 Avenue (Ludlam Road) between Southwest 88 Street (Kendall Drive) and Southwest 136 Street (Howard Drive).
- A speed limit of 35 miles per hour on Southwest 104 Street (Lombardy Street) between Southwest 57 Avenue (Red Road) and US 1 (Pinecrest Parkway).
- A speed limit of 35 miles per hour on Southwest 120 Street (Montgomery Drive) between Southwest 57 Avenue (Red Road) and US 1 (Pinecrest Parkway).
- A speed limit of 35 miles per hour on Southwest 124 Street (Chapman Field Drive) between US 1 (Pinecrest Parkway) and Old Cutler Road (Ingraham Highway).
- A speed limit of 35 miles per hour on Killian Drive (Southwest 112 Street/Southwest 111 Street) between US 1 (Pinecrest Parkway) and Southwest 57 Avenue (Red Road).

### **Committee Findings**

Based on the review of the existing conditions in the Village, the Transportation Advisory Committee approved the concept of adding actual bike lanes along SW 104 Street, SW 77 Avenue, SW 124 Street from SW 73 Avenue to US 1, and SW 128 Street from SW 73 Avenue to US 1. The idea behind this recommendation is that the Village Council would authorize the Village Manager to proceed with the more comprehensive investigation of the implementation of the bike lanes during future road resurfacing projects along those specific roadways.

Additionally, the Transportation Advisory Committee approved the concept of adding bike routes throughout the Village to increase safety and promote connectivity along those roads that accommodate a safe environment for sharing the roadway with vehicular traffic. The TAC is recommending the Village Council authorize the Village Manager to appropriate funding in the Fiscal Year 2012-13 Proposed Budget to implement the sharrow markings on roadways identified as Bike Routes as those streets get resurfaced as part of the larger comprehensive street resurfacing program.



# MEMORANDUM

OFFICE OF THE VILLAGE MANAGER



Yocelyn Galiano Gomez, ICMA-CM  
Village Manager

DATE: May 1, 2012

TO: The Honorable Mayor and Members of the Village Council

FROM: Yocelyn Galiano Gomez, ICMA-CM, Village Manager

RE: Transportation Advisory Committee – Bike Path and Route Recommendations

At the April 18, 2012 meeting of the Transportation Advisory Committee, the members adopted Bike Path and Route Recommendations to be presented to the Village Council for consideration. In anticipation of the Village Council's review of the matter, below please find the cost estimates associated with the recommendations of the committee.

It would be my recommendation that these improvements be added to the Village Council's Long Term Goals and Strategic Plan and implemented as funding becomes available, in conjunction with the Village's Comprehensive Road Resurfacing Program so as to take advantage of any cost saving opportunities due to duplicate efforts.

### Estimated Costs for Proposed Bike Routes

Bike Routes: Installation of Sharrow Markings every 250 linear feet along designated streets.

Sharrow Markings (One every 250 LF) 384 x \$185	Total	<u>\$ 71,040</u>
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### Estimated Costs for Proposed Bike Lanes

Bike Lanes: Construction of four (4') foot wide lanes on either side of the existing asphalt, paved right-of-way including but not limited to base, asphalt layer, stripping and route markings.

#### SW 77 Avenue

Length: 10,765 Linear Feet x \$18.00/LF with 4' w x 2	\$387,540	
Sharrow Markings (One every 250 LF) 43 x \$185 ea.	<u>\$ 7,955</u>	
Subtotal		\$ 395,495

#### SW 104 Street

Length: 11,745 Linear Feet x \$18.00/LF with 4' w x 2	\$422,820	
Sharrow Markings (One every 250 LF) 47 x \$185 ea.	<u>\$ 8,695</u>	
Subtotal		\$ 431,515

SW 124 Street from US 1 to SW 73 Avenue

Length: 5,500 Linear Feet x \$4.50/LF x 4' x 2 \$198,000

Sharrow Markings (One every 250 LF) 14 x \$185 ea. \$ 2,590

Subtotal

\$ 200,590

SW 128 Street from US 1 to SW 73 Avenue

Length: 6,100 Linear Feet x \$4.50/LF x 4' \$219,600

Sharrow Markings (One every 250 LF) 17 x \$185 ea. \$ 3,145

Subtotal

\$ 222,745

Total

\$1,250,345

# Village of Pinecrest

Proposed Bike Paths/Shared Right Of Way

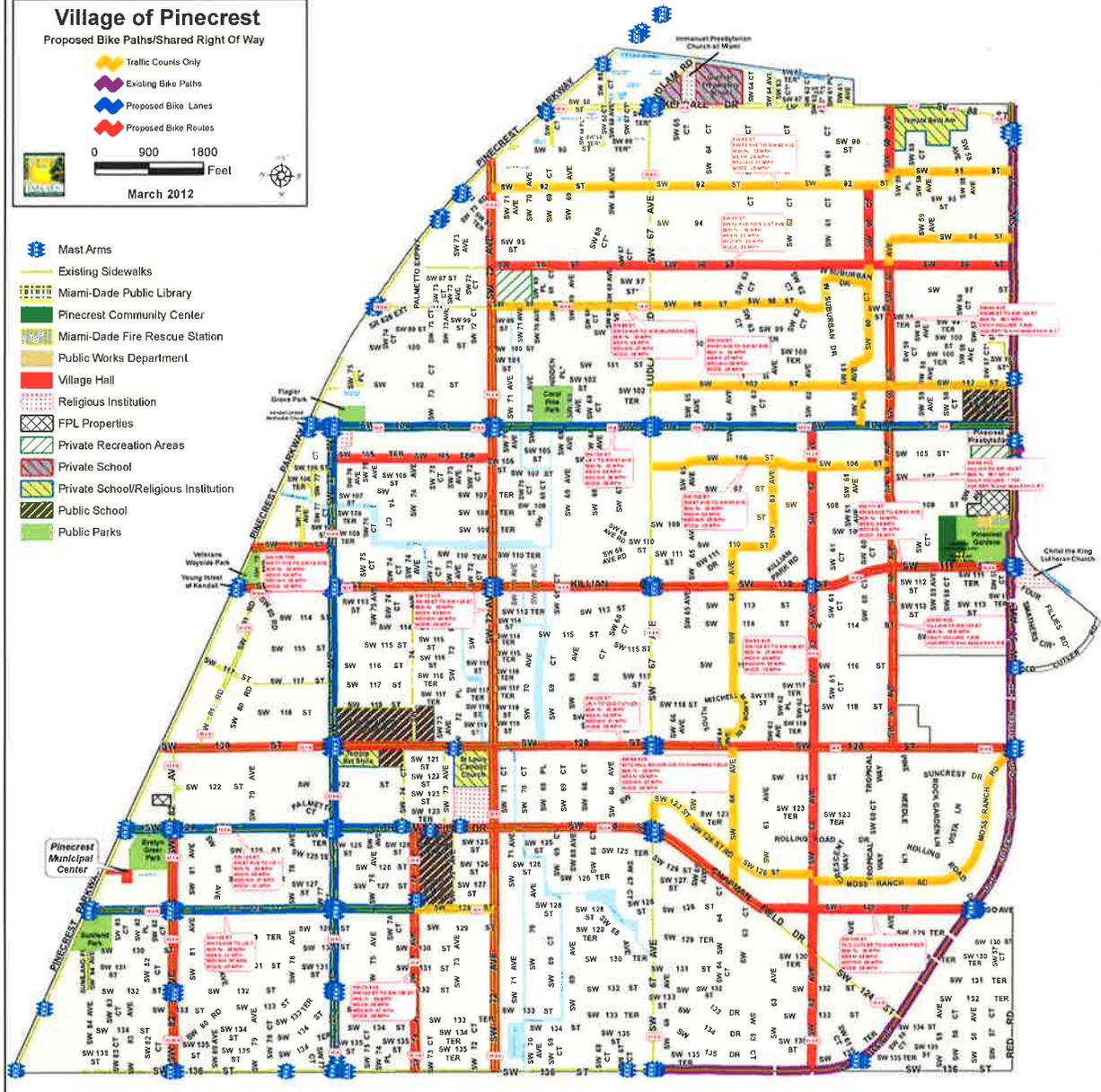
- Traffic Counts Only
- Existing Bike Paths
- Proposed Bike Lanes
- Proposed Bike Routes



0 900 1800 Feet

March 2012

- Mast Arms
- Existing Sidewalks
- Miami-Dade Public Library
- Pinecrest Community Center
- Miami-Dade Fire Rescue Station
- Public Works Department
- Village Hall
- Religious Institution
- FPL Properties
- Private Recreation Areas
- Private School
- Private School/Religious Institution
- Public School
- Public Parks



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