

Bike Trail Planning and Feasibility Study



September 30, 2005

Ms. Vivian Donnell Rodriguez Miami-Dade County Park & Recreation Department 275 NW 2nd Street, Fifth Floor Miami, FL 33128

Kimley-Horn and Associates is pleased to submit the Snake Creek Canal Bike Trail Planning Nimiey-florn and Associates is pleased to submit the Snake Creek Canal bike Irail Planning and Feasibility Study to the Miami-Dade County Park and Recreation Department. MDPR Ms. Donnell Rodriguez: and reasibility of of the Miami-Dade County Park and Recreation Department. MDFR and the Miami-Dade Metropolitan Planning Organization initiated the study to determine the and the Miami-Dade Metropolitan Planning Organization initiated the study to determine the feasibility and potential for implementing a non-motorized trail within the Snake Creek Canal sides of the New York right-of-way between NE Miami Gardens Drive and Florida's Turnpike.

Our study uncovered several important mobility and recreational opportunities within this Our study uncovered several important mobility and recreational opportunities within this corridor that make the Snake Creek Canal an attractive corridor for an enhanced bike trail. A public involvement and community outreach effort provided invaluable comments and public involvement and community outreach effort provided invaluable comments and suggestions for improving the trail concept, and developed strong relationships among suggestions for improving the trail concept, and developed strong relationships among stakeholder agencies. These partnerships can be maintained throughout the implementation and trail measurements are a few that the hills trail measurements are a few that the hills trail measurements are a few to the hills trail measurements. STAKEHOIUER agencies. These partnerships can be maintained throughout the implementation and trail management process to ensure that the bike trail will become a durable community

This report document was developed to be an attractive presentation vehicle for the work that was performed in this study that you can use for a variety of purposes from trail that was performed in this study that you can use for a variety of purposes from trail workshops to grant applications. I would be happy to discuss this study and further assist in the suggestid implementation of the Spale Creak Biles Trail the successful implementation of the Snake Creek Bike Trail.

Sincerely,

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The Miami-Dade County Park and Recreation Department (MDPR) served as the day-to-day management agency for the project. Mark Heinicke and Dr. Barbara Falsey were instrumental in coordinating public outreach activities and providing the park planning perspective necessary to develop a true linear park concept.

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A special recognition goes to Gail Birks Askins of CMA Enterprise, Inc. for assisting in the public outreach and interagency coordination for this study and preparing meeting documentation.





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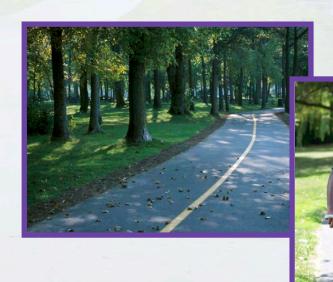






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LIST OF ACRONYMS

AASHTO American Association of State Highway and Transportation Officials

ADA Americans with Disabilities Act

BPAC Bicycle Pedestrian Advisory Committee

DERM Department of Environmental Resources Management

FDEP Florida Department of Environmental Protection

FDOT Florida Department of Transportation

FEC Florida East Coast (Railroad)
FP&L Florida Power and Light
GOB General Obligation Bond

HEFT Homestead Extension of Florida's Turnpike

MDPR Miami-Dade County Park and Recreation Department

MDT Miami-Dade Transit

MDWASD Miami-Dade County Water and Sewer Department

MPO Metropolitan Planning Organization
NDGMP North Dade Greenways Master Plan

NE Northeast
NW Northwest
ROW Right-of-way
SE Southeast

SFRC South Florida Rail Corridor

SFRPC South Florida Regional Planning Council

SFRTA South Florida Regional Transportation Authority

SFWMD South Florida Water Management District

STP Surface Transportation Program

SW Southwest

USACE United States Army Corps of Engineers



EXECUTIVE SUMMARY

The Snake Creek Bike Trail Planning and Feasibility Study was initiated by the Miami-Dade County Park and Recreation Department (MDPR) in conjunction with the Miami-Dade Metropolitan Planning Organization (MPO). The purpose of the study is to assess the development of a non-motorized trail and linear park within the Snake Creek Canal (C-9) right-of-way between NE Miami Gardens Drive and Florida's Turnpike. The Snake Creek Bike Trail study included interagency coordination, municipal presentations, and three advertised public meetings to solicit community input and present the proposed trail concept.

The Snake Creek Canal corridor presents numerous positive opportunities for developing a bike trail. The overall concept of a greenway along Snake Creek Canal was identified in the North Dade Greenways Master Plan. The study segment is a strategic connection between the existing bicycle trails of Snake Creek Park in North Miami Beach and the Snake Creek Restoration Project and Greenway trail concept plan developed by the U.S. Army Corps of Engineers and South Florida Water Management District between Florida's Turnpike and NW 37th Avenue. Additional strategic opportunities of the Snake Creek greenway include providing connections to regional parks such as Greynolds Park and Oleta River State Recreation Area, improving the existing bicycle/pedestrian underpass at I-95, integrating the linear park concept within the redevelopment plans for the Williams Island Golf Course, and improving the aesthetics of the currently underutilized right-of-way.

A concept was developed that provides a continuous bike trail across the study limits from the existing Snake Creek Park to the Turnpike underpass. Connector paths were identified to adjacent residential neighborhoods and commercial shopping centers. Supplemental trail amenities along the trail include benches, shelters, fitness stations, fishing platforms, playgrounds, interpretive signs, and information kiosks illustrating the greenway trail alignment and points of interest. Two trailheads were identified - NE Miami Gardens Drive and U.S. 441. A series of seven bicycle/pedestrian bridges are proposed in the plan to improve mobility across the canal and link the trail on the north side of the canal with the trail on the south side. The proposed budget for the design and construction of the Snake Creek Bike Trail is approximately \$8.0 million including amenities, supplemental infrastructure and soft costs.







INTRODUCTION

Bicycle facilities are important components of a multimodal transportation system that enhance bicycling as a viable transportation option. Bicycle facilities, such as bike paths and bike lanes, designate space for bicycle travel. Bicycle infrastructure, such as signage, bike racks, and lockers,



enhance the experience of the bicyclist and encourage greater usage. Combining bicycle facilities and bicycle infrastructure is important to create an integrated system that augments bicycling as a mode of transportation.

Bicycling is not only a transportation mode; bicycling is also a popular

recreational activity. Many people in Miami-Dade County take advantage of favorable weather throughout much of the year to enjoy bicycle riding for leisure and mobility. Providing appropriate bicycle facilities can encourage short trips to be made on a bicycle instead of by automobile and contributes to a healthy citizenry.

COUNTY-WIDE BICYCLE MASTER PLANS

Miami-Dade County Board of County Commissioners adopted the North Dade Greenways Master Plan (NDGMP), which provides for an extensive network of urban greenway corridors with connections to residential neighborhoods and major activity centers. It is an integrated system of connecting greenways, trails and bike lanes that total more than 300 miles in 24 individual corridors with 19 designated trails. The Miami-Dade County Metropolitan Planning Organization (MPO) Governing Board adopted the current Bicycle and Pedestrian Facilities Plans in December 2001. The purpose of the 2025 Bicycle Facilities Plan was to update and expand prior bicycle planning efforts and to prioritize bicycle facility projects. In late 2004, the MPO Governing Board adopted the Miami-Dade Long Range Transportation Plan to the Year 2030 (Transport 2030). The 2030 Plan included a Greenway and Trail component. Off-road bicycle and pedestrian facilities were identified and included in the cost feasible plan.

The Snake Creek Bike Trail was included as a planned greenway project in the three documents described above. The purpose of the study described in this document is to provide a feasibility study for implementing a portion of the Snake Creek Bike Trail identified in the countywide bicycle master plans. Miami-Dade County's bicycle master plans envision a non-motorized trail and linear park within the canal right-of-way along the Snake Creek Canal in northern Miami-Dade County.

WHAT IS A GREENWAY?

A greenway is a linear open space established along either a natural corridor (such as a riverfront, valley, or ridgeline) or a man-made corridor (such as a canal, railroad, or scenic highway). Greenways serve a dual-nature as both a link in the transportation system and a park for recreational purposes.

Greenways can exist in both rural and urban areas. Rural greenways are often associated with long-distance travel and recreation including abandoned railroad corridors, rivers, large state and national parks, and ecologically



significant natural corridors that provide for hiking and wildlife migration. Protected linear corridors in urbanized areas can be more challenging to provide due to land constraints and other obstacles; however, urban greenways are just as vital as rural greenways due to the critical need for the environmental and human benefits associated with greenways in

modern cities. In addition, the large population base of a modern city often furnishes a higher number of potential greenway users within close proximity.

WHAT IS A TRAIL?

A trail is a pathway providing the opportunity to move from one place to another. Trails can be developed naturally over time due to frequent usage by people or animals. Trails can also be constructed to facilitate or encourage movement or recreation along a certain path. Trails can be made of a natural surface, such as grass or dirt, or a hard surface, such as concrete or asphalt. Trails and trail networks provide positive opportunities

for users. The following is a small sampling of activities that can be made possible by trails.

- Exercise
- Bike to work
- Walk to a shopping center
- Observe local vegetation and wildlife
- Meet neighbors
- Access the park system
- Experience tranquil outdoor settings

SNAKE CREEK CANAL OVERVIEW

The Snake Creek Canal extends across northern Miami-Dade County from the Everglades to the Intracoastal Waterway. In the west, the Snake Creek Canal terminates at the Miami River Canal west of U.S. 27. Snake Creek forms the border between Miami-Dade and Broward Counties west of the Homestead Extension of Florida's Turnpike (HEFT). Between the HEFT and Red Road, the Snake Creek Canal flows through the municipality of Miramar within Broward County. East of Red Road, Snake Creek re-enters Miami-Dade County and flows through the municipalities of Miami Gardens and North Miami Beach before joining the Oleta River just north of the Oleta River State Recreational Area and adjacent to East Greynolds Park. The waters of the Snake Creek Canal and Oleta River reach the

Atlantic Intracoastal Waterway just east of the State Recreational Area.



The South Florida Water
Management District (SFWMD)
owns and maintains operational
responsibility for the Snake Creek
Canal. The SFWMD designation for
Snake Creek is the C-9 Canal. The
primary purpose of the SFWMD
canals is to provide flood and water

control for South Florida. Most SFWMD canals have right-of-way reserved on both sides for maintenance purposes and to provide the proper clearance between the canals and surrounding urban elements.



GREENWAY TRAILS ALONG SNAKE CREEK

Greenway trails along the Snake Creek Canal have been the subject of several prior efforts by local agencies. As far back as 1976, Miami-Dade County obtained an easement from the South Florida Water Management District to provide a bicycle/pedestrian path within the south side of the Snake Creek Canal right-of-way between Sierra Park (NE 2nd Avenue) and the I-95 corridor. Miami-Dade County built the path and has the responsibility for maintenance of the trail. The path was extended under both the CSX railroad bridge and the I-95 bridge to connect to NE Miami Gardens Drive in the area west of Sky Lake.

The Snake Creek Canal crosses into the City of North Miami Beach southeast of NE Miami Gardens Drive. In the 1990's, the City of North Miami Beach received federal grant assistance to construct a linear park with a bicycle/pedestrian trail along the south side of the Snake Creek Canal between NE Miami Gardens Drive and NE 167th Street. This area along Glades Drive became Snake Creek Park and is an attractive, popular recreational facility for area residents. The park and trail were later extended to the north side of the canal in the same area. Trail users can now make a loop along both sides of the canal within Snake Creek Park.

The United States Army Corps of Engineers (USACE), in conjunction with the SFWMD, conducted an environmental restoration study along the Snake Creek Canal during 2002. The study limits were from NW 37th Avenue to Florida's Turnpike. The Final Integrated Ecosystem Restoration Report and Environmental Assessment recommended a modification of the C-9 Canal involving creation of submerged littoral shelves, and aquatic and riparian plantings for improved water quality. The plan also included an outdoor recreation component consisting of bicycle/pedestrian trails, a pedestrian bridge across the canal, interpretive signs, and benches. The USACE and SFWMD are currently seeking funding to implement the environmental modifications and the trail along the Snake Creek Canal between NW 37th Avenue and Florida's Turnpike. Figure 1 presents a map of the Snake Creek Restoration Project and Greenway. Appendix A of this report includes additional documents from the USACE/SFWMD project.



Figure 1: Snake Creek Restoration Project and Greenway

STUDY CORRIDOR

The subject of the bicycle trail feasibility study described in this document is the segment of Snake Creek Canal right-of-way from Florida's Turnpike



in the west to NE Miami
Gardens Drive in the east. This segment of the canal right-of-way is crucial for bicycle planning purposes as it connects the planned USACE/SFWMD greenway trail section in the west (at the Turnpike) with the existing greenway trails southeast of NE Miami Gardens Drive

within Snake Creek Park in North Miami Beach. The study corridor is approximately 3.5 miles long. Both the north and south sides of the canal right-of-way are included in this study, making the total corridor length approximately seven miles. The canal right-of-way in this corridor varies from approximately 300 to 400 feet. The canal itself is typically 150 to 180 feet wide.

The Planning and Feasibility Study examines improving the connection to the segment of greenway trails maintained by the City of North Miami Beach southeast of NE Miami Gardens Drive. In addition, the study considers improvements to the trail maintained by the Miami-Dade Park and Recreation Department (MDPR) south of Sierra Park (NE 2nd Avenue). Other issues to address include providing connectivity across several arterial roadways including I-95, Ives Dairy Road, U.S. 441, and Florida's Turnpike.

Figure 2 presents an aerial overview of the study corridor. Figure 2 clearly illustrates the strategic importance of the study segment of Snake Creek Canal right-of-way connecting the USACE/SFWMD greenway trail in the west with the trails within the City of North Miami Beach. Appendix B presents photographs that depict the study corridor overlaid on an aerial photograph of the corridor.



Figure 2. Aerial Map of Feasibility Study

EXISTING CONDITIONS ANALYSIS PROGRAM

Examining the existing conditions is a vital step in a trail feasibility assessment because the trail corridor will not exist in a vacuum. Other physical infrastructure may exist – both natural and man-made – that can provide opportunities or constraints to the development of a trail. Many agencies including local governments, utility companies, environmental groups, and transportation authorities will have a stake in the development of a trail. Public stakeholders include residents and businesses along the trail corridor. Considering the ownership of the land comprising the trail corridor, as well as adjacent lands, is another important component of an existing conditions assessment.

The existing conditions analysis for the Snake Creek Bike Trail Planning and Feasibility Study included assessing background information, a field inventory of existing conditions, coordination with local agencies and the general public, and a corridor analysis program.

BACKGROUND INFORMATION

Relevant background information was compiled and reviewed to begin assessing the feasibility and need for a bike trail along the Snake Creek Canal within the study limits.

Land Ownership and Function

Land ownership for potential trail corridors is often complex and varied. However, in the case of the Snake Creek greenway corridor, the proposed trail is being considered within the right-of-way of the canal. Therefore, the corridor exists within the land (right-of-way) owned by the South Florida Water Management District (SFWMD), except for those locations where the trail corridor crosses arterial transportation corridors. These roadways and their rights-of-way (including sidewalks) are maintained by the Florida Department of Transportation (FDOT). The proposed trail corridor also crosses the South Florida Rail Corridor (SFRC), which is also owned by FDOT. The SFRC carries both CSX freight trains and passenger trains including Tri-Rail commuter trains and Amtrak inter-city trains.

SFWMD owns the right-of-way being considered for an off-road bicycle trail along the Snake Creek Canal. SFWMD is a regional agency of the State of Florida and is charged with managing and protecting water

resources of the region by balancing and improving water quality, flood control, natural systems, and water supply. The primary purpose of the Snake Creek Canal is for flood conveyance and drainage control in the extensively urbanized area through which it flows. The canal right-of-way provides access to the canal for maintenance purposes. It is important to maintain the drainage systems in and around the canal. Blockage of the canal or its drainage systems can result in serious water backups and hamper the function of the canal in the event of an extreme weather event such as a hurricane.

Therefore, one requirement of a trail plan along the Snake Creek Canal right-of-way is to maintain access to the canal right-of-way by maintenance vehicles. The trail should not be built in a manner that blocks access to the bank of the canal by maintenance vehicles, which may need to travel along or beside the trail to perform routine and emergency maintenance activities. The trail also should not be built in a manner that hampers the water conveyance systems of the canal.

Surrounding Land Uses

Typical land uses surrounding the Snake Creek Canal within the study limits include residential, light industrial, a commercial area along U.S. 441, and a vacant former golf course. Between NE Miami Gardens Drive and



I-95, the canal is connected to a large lake (part of the Sky Lake chain of lakes). The vacant Williams Island Golf Course is situated adjacent to the north side of the canal between the I-95/SFRC and Ives Dairy Road.

Residential land use abuts the canal corridor for approximately one-half of the

length of the study segment. Multi-family apartment complexes and condominiums exist (1) south of the canal between NE 191st Street and Sierra Park and (2) north of the canal between Ives Dairy Road and U.S. 441. Single family residential areas exist (1) south of the canal between Sierra Park and Ives Dairy Road, (2) north of the canal between U.S. 441 and Florida's Turnpike, and (3) south of the canal between U.S. 441 and Florida's Turnpike. In addition, redevelopment plans are being considered to construct residential units in the vacant William's Island Golf Course.



Early development plans include both a system of paths within the development and the preservation of land for a linear park along the canal. An opportunity exists to connect the Snake Creek Bike Trail to the paths within the golf course redevelopment to provide transportation connectivity and recreational opportunities for the residents of the area.

Park Maps

Base maps were collected to analyze the location of infrastructure such as roadways, canals, and parks in relation to the study corridor. Figure 3 presents a map of the Snake Creek Canal corridor that illustrates the location of the proposed bike trail connection between the existing North Miami Beach Greenway (Snake Creek Park) and the planned USACE/SFWMD trail west of Florida's Turnpike. Figure 3 also presents the locations of County parks. The only existing park directly adjacent to



the study corridor is Sierra Park. However, Greynolds Park is a major regional park located in North Miami Beach east of NE 19th Avenue located within one mile of the greenway trails within Snake Creek Park.

Figure 3 also illustrates the location of the existing bike path between I-95 and Sierra Park. The

park classification of the Snake Creek Bike Path is Greenway. The park classification of Sierra Park is Neighborhood Park. Sierra Park occupies 1.95 acres and is bounded by NE 195th Street to the south, NE 1st Place to the west, Sierra Drive to the north, and NE 2nd Avenue to the east. Sierra Drive runs parallel to the Snake Creek Canal within the vicinity of Sierra Park.



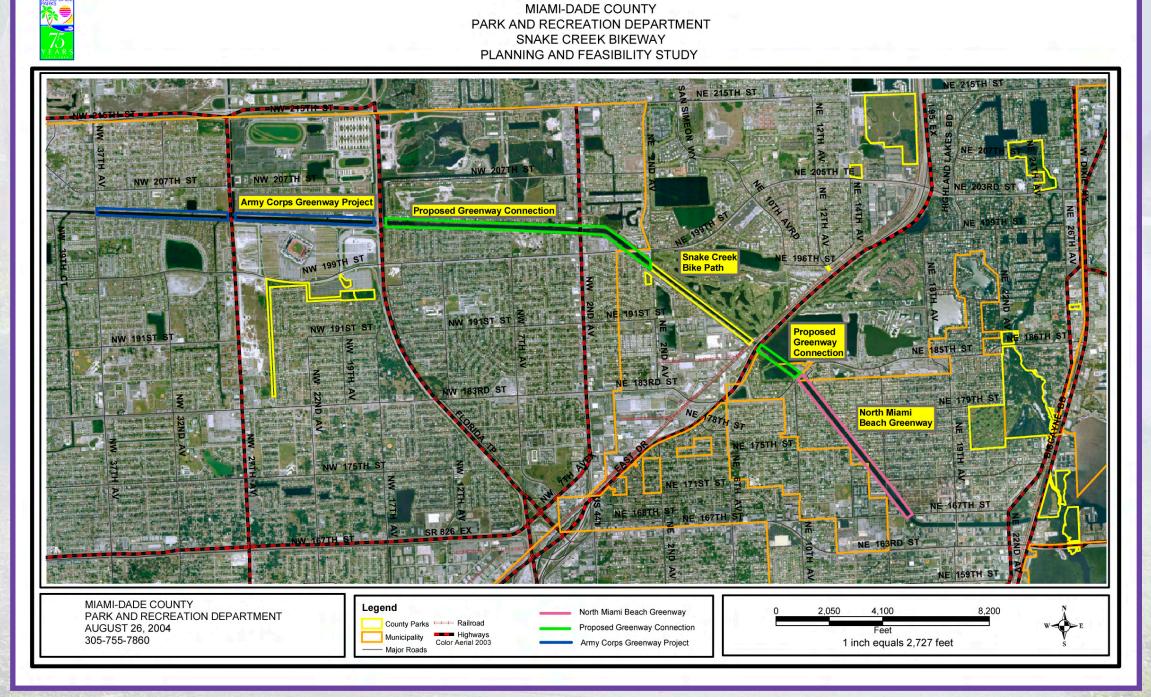


Figure 3. Snake Creek Canal Corridor

North Dade Greenways Master Plan

The North Dade Greenways Master Plan (NDGMP) established an integrated network of corridors for potential greenway development. The purpose was to establish the direction for planning a network of interconnected greenway corridors for alternative transportation mobility and recreational purposes. The NDGMP identified the Snake Creek Canal corridor as a proposed greenway corridor from the Miami River Canal to the Atlantic Ocean. The greenway corridor runs approximately 19 miles along the Snake Creek Canal for the majority of the corridor length. East of U.S. 1 (near the outflow of Snake Creek into the Oleta River) the greenway corridor runs along the Sunny Isles Causeway to connect to the barrier island at Sunny Isles Beach. It also connects to Broward County.

The Snake Creek greenway corridor provides linkage to several other greenways identified in the NDGMP as illustrated in Figure 4 and described below. Figure 5 presents the potential network of greenways throughout Miami-Dade County.

- Miami River Trail The Miami River Trail runs along the Miami River/ Miami Canal from Downtown Miami to Broward County.
 The proposed Miami River Greenway west of Downtown is part of the overall Miami River Trail greenway corridor.
- Florida's Turnpike Trail The Florida's Turnpike Trail runs along the Homestead Extension of Florida's Turnpike (HEFT) from Doral to Snake Creek.
- Gold Coast Trail The Gold Coast Trail runs along the South Florida Rail Corridor (SFRC) from near Miami International Airport to Broward County. The Gold Coast Trail intersects the Snake Creek Trail within the study limits of the Planning and Feasibility Study described in this report.
- Flagler Trail The Flagler Trail runs along the Florida East Coast (FEC) Railroad corridor from Downtown Miami to Broward County.
- Oleta Trails Several recreational bicycle trails exist within Oleta River State Recreational Area.
- Atlantic Trail The Atlantic Trail runs along A1A from Miami Beach to Broward County and provides north-south mobility for bicyclists along the beaches.

Other Planned Bicycle Facilities

In addition to the trails of the NDGMP, background research for this study revealed several other bicycle facilities planned within the vicinity of the Snake Creek corridor. Conversations with officials at the City of North Miami Beach revealed that the City is studying ways to connect the Snake Creek Park trails to U.S. 1. In addition the City is planning to extend additional bicycle lanes along NE 183rd Street (parallel to and south of NE Miami Gardens Drive) connecting Snake Creek Park and Greynolds Park. Bicycle lanes have already been constructed along NE 183rd Street between NE 19th Avenue and NE 22nd Avenue (near the entrance to Greynolds Park).

Miami River Trail

Gold Coast Trail

Atlantic Trail

Atlantic Trail

Proport Line

Proport Line

Proport Line

River Trail

Atlantic Trail

Miles

Figure 4. NDGMP Trails Connecting to Snake Creek Canal



Bicycle signs have been erected along NE 22nd Avenue to warn motorists of the presence of bicyclists. Finally, the City is considering bicycle lanes along East Drive between NE Miami Gardens Drive and Parkway Regional Medical Center near the Golden Glades Interchange. Figure 6 depicts planned bicycle facilities within the City of North Miami Beach.

FDOT is considering adding bicycle lanes to Sunny Isles Boulevard (State Road 826) between U.S. 1 and Oleta River State Recreation Area as part of a resurfacing project. This section of Sunny Isles Boulevard is a critical link in the overall Snake Creek Greenway Trail with the potential to link Snake Creek Park with Oleta River State Recreation Area.

Additional unfunded bicycle projects identified in the MPO's Bicycle Facilities Plan in the vicinity of the proposed Snake Creek Bike Trail include the following.

- NE 2nd Avenue between NE 191st Street and Sierra Drive
- NE 2nd Avenue between Ives Dairy Road and NE 207th Street
- NE Miami Gardens Drive between NE 6th Avenue and NE 10th Avenue
- NE 19th Avenue between NE 171st Street and NE 183rd Street
- U.S. 441 between Ives Dairy Road and NW 207th Street
- NW 7th Avenue between NW 191st Street and Honey Hill Drive (Ives Dairy Road)

The Snake Creek Canal corridor is identified in the Broward County Greenways Master Plan as the C-9 Trail, which connects to several potential Broward County greenways including the Central Trail FP&L R.O.W. and the Flamingo Road Trail, as depicted in Appendix C.



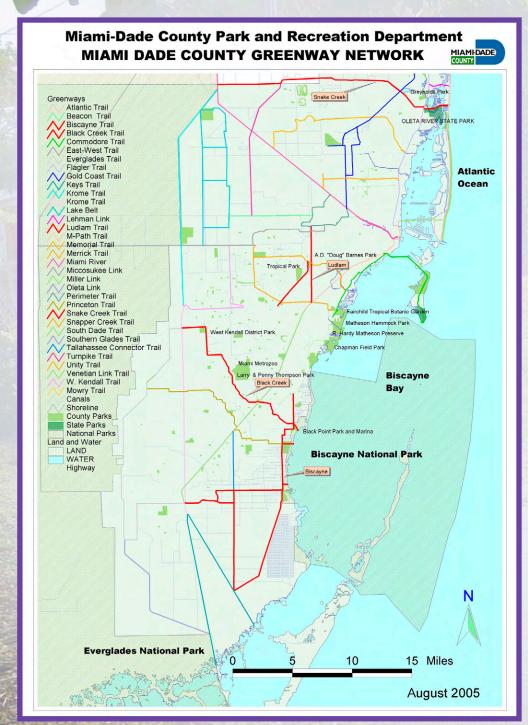


Figure 5. Miami-Dade County Greenway Network

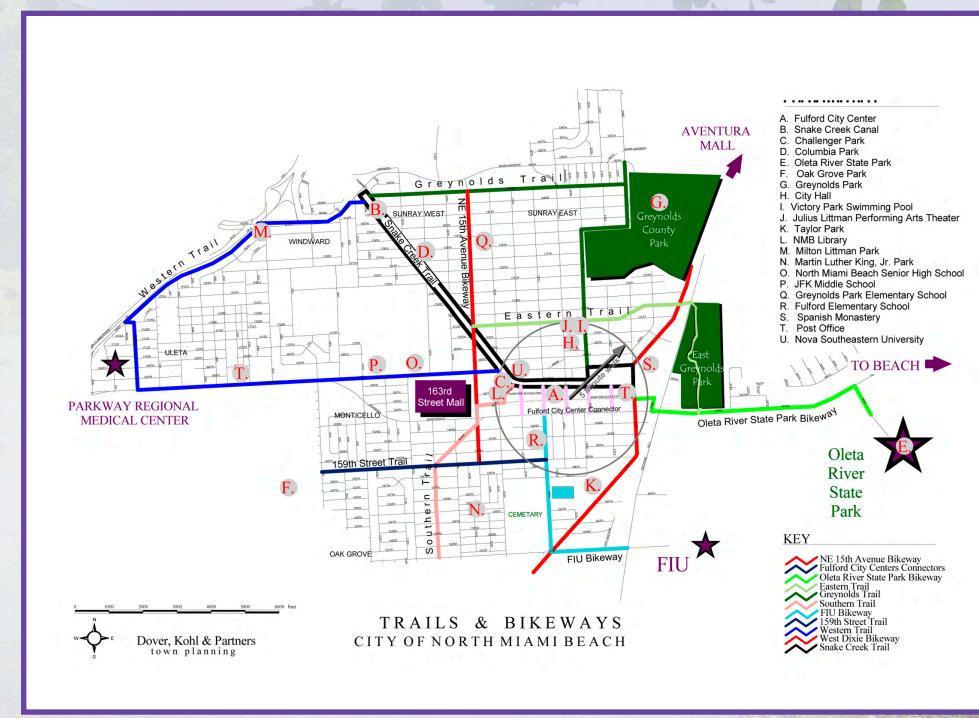


Figure 6. North Miami Beach Planned Bicycle Facilities

Multimodal Access

Miami-Dade Transit (MDT) Metrobus routes were identified that could provide connections to the Snake Creek Bike Trail. Providing connections between bicycle facilities and transit facilities is an important way of increasing access to transit. In addition, MDT's Bike-n-Ride program allows cyclists to extend their rides by using bus bike racks while they ride the bus.

Figure 7 presents a map of Metrobus routes in the vicinity of the study corridor. Connections to Metrobus routes from the proposed Snake Creek Trail are available at the following locations.

- NE Miami Gardens Drive (MDT Route 75)
- Sierra Park (North Dade Connection)
- Ives Dairy Road @ NE 2nd Avenue (MDT Route 91)
- U.S. 441 @ NW 204th Street (MDT Route 91)

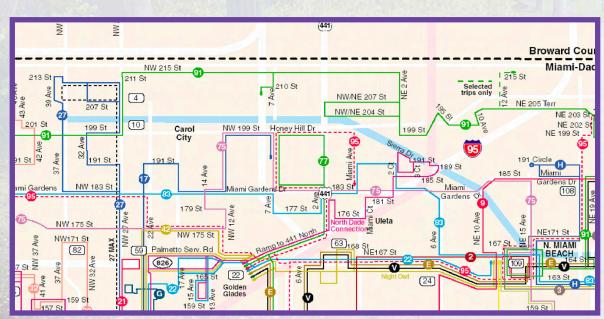


Figure 7. MDT Metrobus Routes in the Study Corridor

Blueways

The Miami-Dade County Blueways network is designed to provide residents and visitors with a fun, healthy way to explore the County's many beautiful water bodies. The paddling trails that make up the blueways have been selected due to their scenic quality, cultural interest, proximity to users, and uninterrupted segment length. The Park and Recreation Department has developed a Blueways Plan to enhance enjoyment opportunities for residents and visitors. Since the proposed Snake Creek Trail is along a canal, the Blueways Plan was reviewed to examine potential coordination opportunities.

Snake Creek Canal is identified as a Blueway between Florida's Turnpike and the outflow to Oleta River. Thus, the entire study corridor is within the Blueway designation. Kayak/canoe launches are identified in the Blueways Plan along Snake Creek Canal at NE Miami Gardens Drive and near Sierra

Park. Recreational amenities may be included as part of the Trail concept consistent with the County's Blueways Plan. Miami-Dade County blueways and established paddling trails are presented in Appendix D.

FIELD INVENTORY OF EXISTING CONDITIONS

A field inventory was conducted to study general corridor conditions and identify potential opportunities and constraints that may be readily apparent. Photographs were taken during field reviews to document the

existing conditions and assist during the analysis and public involvement components of this study. Appendix B contains photographs with captions that describe the existing conditions along the Snake Creek Canal corridor between NE Miami Gardens Drive and Florida's Turnpike.





Figure 8. Snake Creek Canal Blueways Map



INTERGOVERNMENTAL COORDINATION

To initiate the intergovernmental coordination and public involvement component of this study, stakeholder agencies were contacted whose assistance may be required to design or implement a bike trail along Snake Creek Canal within the project limits. The purpose of the preliminary agency contact was to collect ideas, constraints, and requirements for the bike trail. The agencies listed in Appendix E were contacted as part of this process. A sample letter is also included in Appendix E.

In addition, contact letters were sent to eleven public officials of the project area to notify them of the bike trail study and to solicit comments and input. A list of the public officials is included in Appendix F along with summary reports for meetings held with public officials throughout the course of this study.

The interagency coordination process revealed many important corridor opportunities and constraints. Several of these elements are listed below.

- A SFWMD general guideline is to not place landscaping elements or other structures within 40 feet of a canal top-of-bank for maintenance purposes and to reduce canal blockage during and after severe storms.
- When presented with the idea of a series of pedestrian bridges spanning the Snake Creek Canal, SFWMD indicated that these pedestrian bridges are within their guidelines as long as any bridge piers that may be required go through the SFWMD permit process.
- Officials from the City of Miami Gardens indicated a desire to improve the site in the northeast corner of the U.S. 441 bridge over the Snake Creek Canal. The site is considered underutilized open space where trucks are frequently found parking illegally.
- Miami Gardens representatives also indicated a new residential development is being planned north of the canal east of U.S. 441. The bike trail would serve as an excellent recreational opportunity for the new residents in the area.
- South Florida Regional Transportation Authority (SFRTA) officials indicated that a bridge over the South Florida Rail Corridor (SFRC) would require a vertical clearance of 24 feet, 3 inches, (24.25 feet) above the top of the rail. In addition, the required lateral clearance of a supportive bridge pier from the rail is 25 feet.

PUBLIC INVOLVEMENT

Public involvement is key to a successful trail planning process. Public involvement fosters trust and support between the local community and the project representatives. The ideas and input gathered from the public involvement component of this study played a vital role in the outcome of the bike trail plan.

Advertised Public Meetings

Three advertised public meetings were conducted for the Snake Creek Bike Trail Planning and Feasibility Study. Miami Herald advertisements for the public meetings are provided in Appendix G.

Two meetings were held near the beginning of the study to inform the community of the bike trail concept and to solicit input and ideas to be considered during subsequent phases of the study. These two initial meetings in the form of workshops were held near opposite ends of the study corridor in different neighborhoods in an attempt to maximize attendance and gain a wide spectrum of ideas. A final public meeting was held near the end of the study to receive comments and suggestions on the preliminary trail concept plan. The final public meeting was held as an "open house" where attendees could visit various stations assembled around a room and make comments and suggestions regarding the preliminary plan and other study material on display. The three public meetings conducted for this study were held on the following dates at the following locations:

- Hibiscus Elementary School April 11, 2005
- Norland Senior High School April 20, 2005
- North Dade Regional Library June 29, 2005

In addition to the advertised public meetings, several presentations were given to municipal councils and local homeowners' associations in the study area. A PowerPoint presentation was developed for the public meetings to explain the park planning process, discuss corridor opportunities and constraints, and address potential concerns. In addition, a project information sheet was developed to distribute during the public outreach component of this project; Appendix H contains the project information sheet. Appendix I presents the results of a survey that was distributed during the community meetings to solicit input and suggestions for the proposed bike trail. Appendix J includes public meeting summary reports.

Public Input and Comments

In general, public feedback and comment regarding the linear park and bike trail concept along the Snake Creek Canal was positive. A consistent theme that was voiced at the meetings was a lack of park facilities in the area, especially south of the canal. Many local residents seemed pleased that a linear park facility was being considered within the Snake Creek Canal right-of-way. Several meeting attendees, especially at the public meeting held near the eastern end of the study corridor, indicated they utilized the existing path between Sierra Park and I-95 and would like to see the path surface improved, more frequent maintenance, and to connect the path to other trails.



Several important concerns were raised by community meeting participants regarding the proposed bike trail. The most common concerns raised at the public meetings were fears of increased crime and loss of privacy by adjacent homeowners, particularly

those living in the gated residential community of Andover Estates along the north side of Snake Creek Canal west of U.S. 441. Many Andover Estates residents seemed to view the proposed trail as a new public thoroughfare that would provide quick access to their property by outsiders. Additional concerns were raised regarding maintenance of the trail. These type of concerns are quite common for proposed trail projects and were addressed from several perspectives during the study.

Crime, Property Values, and Maintenance Concerns

Representatives from the City of North Miami Beach were contacted to discuss their experience gained from planning, constructing, and operating the bike trails within Snake Creek Park. According to historical information gained from City of North Miami Beach officials, similar concerns of crime, property values, and intrusion were raised by adjacent landowners along the Snake Creek Canal before construction of the trails.



However, the area homeowners have not expressed opposition to the trails after implementation because they are experiencing the benefits brought by the positive atmosphere in the park, frequent maintenance of the canal right-of-way, and proximity to the tranquil recreational environment. In addition, the City of North Miami Beach Police Department operates a bicycle patrol that monitors the bike trails and other locations throughout the City. Officers from the City of North Miami Beach Police Department attended the public meetings to help address the crime issue and provide ideas about policing the proposed trail. The North Miami Beach experience can provide guidance for communities west of the existing Snake Creek Park in implementing bike trails that can become a source of community pride.

An important aspect of linear parks and trails that can address the crime and intrusion issue is that the trails will provide natural surveillance of the area by trail users. This will help minimize the occurrence of crime. Perpetrators of property intrusion tend to seek concealed locations with little chance of surveillance by others. Furthermore, there is very little security within the existing unimproved canal right-of-way that would stop a would-be intruder from wandering along the canal bank.

Trail safety has also been studied on a national level as well as at the local level. According to national crime statistics documented by the Rails-to-Trails Conservancy, parks and trails are among the safest public places in the country - people are two to three times safer on a trail than in a parking lot or on a street. According to The Impacts of Rail-Trails: A Study of Users and Nearby Property Owners from Three Trails, the majority of local property owners would rather live near a trail than live near unimproved right-of-way. In addition, the majority of frequent users of the trails are adjacent landowners.

Property values were also addressed in this study based on concerns raised during the public involvement process. North Miami Beach properties along the Snake Creek Park bike trails have experienced similar property value increases as other areas of the city. Nationwide, several studies have shown no negative effect on property values following the implementation of a trail, and in some cases property values have increased. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an

overwhelming positive influence on the quality of life for trail neighbors as well as the larger community. Several sources are listed below.

- Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime, Seattle Engineering Department, 1987.
- The Effect of Greenways on Property Values and Public Safety, The Conservation Fund and Colorado State Parks, 1995.
- Effects of Three Cary Greenways on Adjacent Residents, Lauren A. Tedder, University of North Carolina, 1995.
- The Impact of the Brush Creek Trail on Property Values and Crime, Michelle Miller Murphy, Sonoma State University, 1992.
- The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities, National Bicycle and Pedestrian Clearinghouse, 1995.
- The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails (including St. Mark's Trail in Tallahassee, Florida), National Park Service, 1992.

Trail maintenance is a valid concern of adjacent residents and potential trail users. If the proposed trail is not properly maintained, it could fall into a state of disrepair that could damage the positive community aspect of the trail. It is important to maintain a consistent and frequent maintenance program after construction of the trail to maintain the appearance and positive public perception of the trail.

CORRIDOR ANALYSIS PROGRAM

Based on the data collected and organized in this study, as well as the existing conditions of the corridor and the surrounding areas, an analysis was conducted that focused on the feasibility of the project. The analysis phase of the planning process considered infrastructure needs, project requirements, opportunities, constraints, supplemental amenities, access control, and trail safety improvements.

Infrastructure Needs

The multimodal infrastructure most suited to serving project mobility needs is an off-road, multi-purpose paved non-motorized trail. This type of trail provides a path for bicyclists and pedestrians separated from vehicular traffic with few obstacles to negotiate. This facility type is consistent with other sections of the Snake Creek Canal corridor where off-road, non-

motorized paths either already exist or are in the planning stage. In addition, off-road non-motorized trails provide a suitable environment for various cyclist ability levels - from novice to advanced.

The project corridor is also suitable for the development of a linear park



facility for the enjoyment of local residents and trail users. The study corridor generally consists of open space canal right-of-way. Corridor beautification could enhance the trail environment and park facilities along the way could serve as recreational destinations. Only one existing neighborhood park is located near the study corridor. The study corridor segment between U.S. 441 and Florida's

Turnpike contains no parks in the immediate vicinity.

Project Requirements

The primary requirement to move the project forward is the securing of funding for the design and construction phases of the bike trail. The project is identified in the Miami-Dade Long Range Transportation Plan to the Year 2030 and the North Dade Greenways Master Plan; however, the project is not yet programmed for funding in the County's work program. A general obligation bond (GOB) item that was approved by Miami-Dade County voters in 2004 included \$1 million for a pedestrian bridge overpass at I-95 and the South Florida Rail Corridor, and \$2.3 million for greenway development within Commission District 1. This funding can be utilized during the 13-year GOB program for capital improvement related activities. However, the remaining funds for construction of the trail and linear park would need to be obtained from other potential sources including grants and general funds.

Partnership with the South Florida Water Management District (SFWMD) will remain a critical element of the successful completion of a bike trail along the Snake Creek Canal. SFWMD owns the right-of-way that has been identified for the trail construction. Requirements of SFWMD that have been identified in this study include access requirements, landscaping guidelines, and bridge permits. SFWMD desires to construct a bike trail



Bike Trail Planning and Feasibility Study

within the Snake Creek Canal right-of-way west of the study segment; therefore, continuing partnering opportunities exist for funding, design, construction, and maintenance.

Another critical partnership that must be maintained is the support of the local municipalities along the study corridor. Coordination with municipal leaders, key staff members, and residential groups along the corridor must continue throughout the design, construction, and maintenance process. For example, a community design workshop during the preparation of construction documents can provide continuing education to the public about the trail while eliciting input on design elements. In addition, interlocal agreements with adjacent municipalities may provide opportunities for cost sharing and actively involving local entities in the successful incorporation of the trail into the local community.

Corridor Opportunities

The following opportunities have been identified for the Snake Creek Canal Bike Trail corridor.

- To provide a connection to Snake Creek Park and the popular bike trails that already exist within Snake Creek Park along the canal right-of-way.
- To provide a non-motorized connection to regional parks and greenway trails such as
 - Grevnolds Park
 - Oleta River State Recreation Area
 - Haulover Beach
 - Gold Coast Trail
 - Flagler Trail
 - Atlantic Trail
 - Florida's Turnpike Trail
 - Miami River Trail
 - Central Trail FPL R.O.W. (Broward County)
 - Flamingo Road / Hiatus Road Greenway (Broward County)
- The opportunity to help shape the redevelopment of the Williams Island Golf Course site, which lies adjacent to the Snake Creek Canal for a significant distance between Ives Dairy Road and I-95, to include a greenway and linear park along the canal with connections to the residential neighborhoods.
- Several logical locations identified in this study for potential trailheads include NE Miami Gardens Drive, Williams Island, and U.S. 441.

- The potential to link local neighborhoods with the commercial activity center near the intersection of U.S. 441 and Ives Dairy Road.
- The opportunity to upgrade an existing path between Sierra Park and I-95 to national standards.
- The opportunity to bring the existing underpass for bicyclists and pedestrians under I-95 and the South Florida Rail Corridor into aesthetic compliance with the rest of the corridor.
- Funding has already been identified in a general obligation bond for replacing the I-95 underpass with a pedestrian overpass.
- An opportunity exists to provide pedestrian bridges over the Snake Creek Canal to provide enhanced bicycle/pedestrian mobility and increased recreational opportunities.
- The proposed bike trail and linear park provides the opportunity to improve the aesthetics and use of the currently underutilized canal rightof-way.

Corridor Constraints

The following constraints have been identified for the Snake Creek Canal Bike Trail corridor.

- Several arterial roadways cross Snake Creek Canal within the project limits including:
 - NE Miami Gardens Drive
 - I-95 / South Florida Rail Corridor
 - Ives Dairy Road
 - U.S. 441
 - Florida's Turnpike
- Several smaller canals flow into Snake Creek Canal on the north side of the rightof-way.
- Funding will need to be identified to construct most of the bike trail corridor.
- Although burrowing owls were not observed during field reviews for this study, the canal right-of-way serves as a potential habitat for burrowing owls. An environmental review should be conducted before the design phase that would include searches for sensitive habitats. If they exist within the corridor, burrowing owl habitats can be incorporated into the design of the trail so that potential nesting grounds are not disturbed. Burrowing owl nesting season is generally from mid-February to mid-July.

Supplemental Amenities



Based on the data and needs analysis conducted for this study, supplemental amenities were identified for the bike trail to enhance recreational opportunities.

Benches - Benches are the basic amenity that should be provided along the Snake Creek Trail. Benches provide opportunities for trail users to rest,

stretch, and enjoy the vistas offered along the trail. Benches can be made from a variety of materials included treated wood, painted metal, concrete, and recycled plastic. The bench should be securely anchored to the ground so it will not overturn. Benches should highlight the trail's variety including taking advantage of sunlight, shade, tranquil spots, and busy high-visibility intersections. Benches help make a trail more accessible. The general spacing guideline for benches along a multi-use non-motorized trail is at least one bench every 500 feet. Benches should be placed away from pedestrian and bicycle paths and located at least 3 feet from the edge of the trail. Benches should be connected to the trail with a concrete pad for accessibility purposes and to avoid bare spots.

Shelters - Shelters with roofs and protected seating areas should be placed along the bike trail to provide opportunities for trail users to escape from elements such as rain and intense sun while providing a pleasant place to rest. The shelters recommended in this study include a picnic table and an overlook for trail users to enjoy views of the canal. The overlook should not extend out over the canal water. The shelters and overlooks should be constructed on concrete pads and located in visible areas along the trail.

Bicycle Racks - Bicycle racks should be located as close as possible to destinations without interfering with bicycle or pedestrian flow. Bicycle racks should be located in areas where natural visual surveillance is likely and where shelter is available. Bicycle racks should be located near entrances to residential neighborhoods, at trailheads, and at destinations such as shopping centers and parks. It may be possible to work with local commercial landowners and shopping centers to place bicycle racks near shopping destinations such as Publix.



<u>Trash Receptacles</u> - Trash receptacles should be placed at strategic locations along the trail corridor, especially near where people may naturally gather such as entrances to neighborhoods, activity centers, and parks. Trash receptacles should also be placed near picnic tables and shelters. It is important that trash receptacles along the Snake Creek Bike Trail be included on regular, frequent maintenance rounds to ensure a tidy appearance along the corridor and to reduce foul odors that may occur.

<u>Fishing Platforms</u> - Fishing platforms were identified as a desired amenity during this feasibility study since the bike trail is to be located along a canal right-of-way. Several people were observed fishing in the canal during field reviews conducted for this study. Fishing platforms would provide a spot for people to gather for fishing and provide an additional recreational destination along the corridor.

<u>Directional Signs</u> - Directional signs may be composed of a small post that provides the direction of travel and a mile marker to indicate distance along the trail corridor.

Location Kiosks - Location kiosks are recommended to be provided at intervals along the trail. An efficient place to erect a location kiosk is near an entrance to the trail from a residential neighborhood. The location kiosk is generally a wood structure that provides an overall map of the trail corridor and points out the location of the observer. A mile marker may also be placed on the location kiosk to indicate distance. Information about local attractions such as parks and shopping centers may also be provided on location kiosks.

<u>Interpretive Signs</u> - Interpretive signs provide additional information about features of interest along the trail corridor including wildlife, vegetation, and historical significance. It is important to make trail users aware of environmental values along the trail corridor.

Neighborhood Connections / Meeting Areas - The concept of the neighborhood connection / meeting area is to provide a gathering place for people to meet for positive activities such as exercise groups. In addition, these meeting areas are proposed to be located at connections to adjacent residential neighborhoods. Paved paths are recommended to be constructed



linking the residential neighborhoods with the proposed Snake Creek Bike Trail. In addition to the paved connecting path, clusters of amenities are recommended to be placed at neighborhood connection / meeting areas including one location kiosk, two benches, one bicycle rack, and one trash receptacle.

Trailheads - A trailhead is a site with a large cluster of amenities along the trail corridor. Trailheads generally serve as locations that provide regional trail access. Trailheads are important as they are often seen as recreational destinations and points of departure for the trail that are familiar to the entire community, not just trail users. Trailheads should be developed where possible in high visibility locations next to parks, shopping centers, or large residential neighborhoods. For the Snake Creek Bike Trail, recommended amenities to be placed at trailheads include parking areas, picnic shelters, and kayak/canoe launches (to integrate with the County's Blueways plan). The purpose of providing parking is to provide opportunity for regional access to the trail. A general rule of thumb is that parking lots should have 350 square feet of area for each car space accommodated.

Exercise Facilities - Exercise facilities, also known as fitness stations, are popular amenities for a multi-use trail. An exercise facility generally consists of a series of stations along a trail equipped with apparatus and directions for specific exercises. The exercise facilities should include a progressive routine that includes warm-ups, strengthening, aerobic, and cool-down exercises. The stations should be located approximately 5 to 10 feet away from the trail to allow exercise activity to take place without interfering with trail traffic. Shade should be provided where feasible.

<u>Playgrounds</u> - Since the Snake Creek Bike Trail is located near residential neighborhoods, school-age playgrounds are recommended to be located along the trail to provide recreation for children ages 5-12. Strong consideration should be given to providing fencing along the playgrounds to encourage children to stay together within the playground.



<u>Kayak/Canoe Launches</u> - The study segment of the Snake Creek Canal is part of Miami-Dade County's Blueways network. Therefore, it is desirable to provide amenities that help integrate blueways and greenways. Kayak/canoe launches are proposed at the U.S. 441 and NE Miami Gardens Drive trailheads for the Snake Creek Bike Trail.



Landscaping

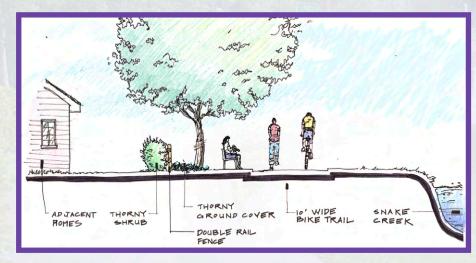
Landscaping is a critical element of a trail corridor because the visual effect a trail has on a trail user can help define the experience of using the trail. Landscaping can also be used as a buffer between public areas and private property.

Different types of plants and trees can play different roles along a trail corridor. The use of different varieties of trees and shrubs can create shade and define spaces visually. Moderately sized shrubs can block eye-level views of adjacent properties. Small shrubs and woody plants add visual interest to the landscape and can help control for weeds. Ground cover forms the surface of a landscaping plan and can provide food and cover for wildlife.

Guidance from the SFWMD Permit Information Manual states that trees and shrubs should be kept back a distance of 40 feet from the top of the bank due to maintenance and canal blockage concerns. Landscaping must go through a permitting process. Any landscaping within 40 feet from the

top of the bank would require a waiver of rules. Therefore, landscaping should mostly be concentrated on the outside of the trail (between the trail and the adjacent properties).

The landscaping concept developed in this study is a coordinated idea that combines smaller shrubs and hedges (for controlling access and visual buffers) along the edge of the property line with larger landscaping trees that can provide shade and visual interest. A park fence may also be provided along the right-of-way boundary in residential sections.



One particular corridor need that may be addressed through landscaping is the need to screen the waste transfer station adjacent to the south side of the canal right-of-way near the railroad. Landscaping may be incorporated to partially screen the waste transfer station from trail users, although it will be impossible to completely screen the sight and sounds of the waste facility. Large landscaping trees may be spaced more frequently in this area to partially screen the view of the facility. Aromatic shrubs can be used in this section of the trail as well to help block the smell of the facility.

Although landscaping can be a relatively expensive component of trail costs, it is a vital component of the trail needs plan for several reasons including residential property buffers, screening the waste transfer facility, and enhancing the experience of trail users. Landscaping is not a one-time

cost; installation and maintenance costs must be considered. Landscape maintenance must especially be considered because these will be recurring annual costs. Interlocal agreements between county and municipal governments often include provisions for landscape maintenance.

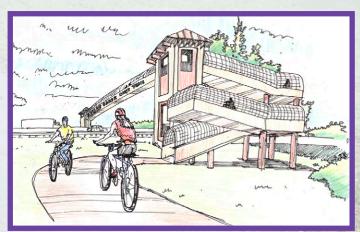
Access Control

Access to the trail should be limited to pedestrians and non-motorized vehicles such as bicycles. Decorative bollards can be used near roadway crossings to block vehicular entrance. According to SFWMD requirements, access gates must be provided for maintenance and emergency vehicles. The field inventory identified several access gates already in place for canal maintenance; it is expected that these gates may remain as the principal access points for maintenance vehicles.

Pedestrian entrance to the trail will mainly be limited to trailheads, neighborhood connection / meeting areas, and roadway crossings. In the western portion of the study area, a residential street exists along the south side of the canal adjacent to the proposed trail that could provide a section of continuous trail access.

Trail Safety Improvements

Trail safety features that should be provided along the corridor include signs, pavement markings, striping, bollards, and decorative crosswalks. In addition, the proposed Snake Creek Trail Pedestrian Overpass at I-95 and the South Florida Rail Corridor represents a safety and accessibility improvement. The pedestrian overpass project is part of a voter-approved General Obligation Bond (GOB) and is a separate project.







Signs represent a primary form of trail safety. Regulatory signs give operational requirements of the trail and are used for traffic control. Regulatory signs include stop signs and bike paths signs. Warning signs point out hazardous conditions along the trail. Warning signs can be used along the Snake Creek Bike Trail near intersections and the I-95 underpass to warn trail users of the upcoming change in conditions. Signs should be erected near at-grade intersections that notify trail users to cross roadways only at signalized intersections. Supplementary directional signs should be provided to point trail users toward signalized intersections for crossing roadways.

Pavement markings are commonly used along trails to reinforce signs with warning and regulatory messages. Pavement markings should only be used where necessary to attract attention to upcoming intersections and danger spots, since sideslipping can be a problem with some types of paint. Examples of messages that may be provided with pavement markings include "Bike Path," "Stop Ahead," and "Slow." Smaller stenciled pavement markings should be considered that simply depict a bicycle symbol.

Striping should be placed near trail intersections with roadways. Striping can include stop bars that reinforce stop signs and pavement striping within parking lots.

Bollards provide a restriction of motor vehicles to multi-use trails. Bollards should be well-marked and visible to bicyclists. Bollards should be placed at least 12 feet from roadway intersections to allow trail users to cross the intersection before negotiating the bollards. Bollards can be designed to be removable or hinged to permit entrance to the trail by emergency vehicles.

Decorative crosswalks, usually made of brick pavers, provide not only visual appeal but warning to motorists to be on alert for pedestrians and bicyclists. Paver crosswalks are recommended at locations where the bike trail crosses roadways.

Safety improvements are necessary at the intersection of Ives Dairy Road and Miami Avenue, which is a signalized intersection that will provide north-south mobility across Ives Dairy Road for Snake Creek Bike Trail users. A crosswalk should be built across the south side of the intersection

and pedestrian push-buttons and pedestrian signals should be added across the south side of the intersection. This improvement will require moving the northbound Miami Avenue stop bar upstream to a location south of the proposed crosswalk.

Snake Creek Bike Trail Decorative Signs

A trail logo should be developed for the Snake Creek Bike Trail and portrayed on decorative signs along the trail corridor. The trail logo can become an identifiable symbol of the trail within the community. Repeating logos along the trail corridor can create a sense of continuity and consistency. Decorative signs portraying the trail logo should be provided on location kiosks and other signs.

Perhaps even more important than providing trail logo decorative signs along the trail corridor is providing these signs at roadway intersections. Decorative signs portraying the trail logo should be displayed near the crosswalk where the Snake Creek Bike Trail crosses major roadways such as NE Miami Gardens Drive and U.S. 441. Signs at these high visibility



locations would build knowledge of the trail and the decorative nature of the signs may instill a positive sense regarding the trail.

A trail-specific logo should highlight the uniqueness of a trail and its

landscape. Examples of a trail logo that could be used for the Snake Creek Bike Trail include an image of the canal along with a trail-evoking image such as a pathway or a bicycle.

Boardwalk

Providing an elevated trail crossing over Florida's Turnpike may be problematic since the canal corridor passes under the multi-level ramps of the Dolphins Stadium / NW 199th Street interchange. Therefore, a

boardwalk concept is recommended to be developed under Florida's Turnpike to link the MDPR section of the Snake Creek Bike Trail to the proposed USACE trail. The boardwalk is recommended only when trails are implemented on both the east and west side of Florida's Turnpike since the purpose of the boardwalk would be to link the two sections. A trail cul-de-sac is recommended to be built as an interim measure if the trail is only built on one side of the Florida's Turnpike overpass.





PREFERRED BIKE TRAIL PLAN

This section of the report presents the preferred bike trail plan that was developed for the Snake Creek Canal corridor between NE Miami Gardens Drive and Florida's Turnpike. The data collection and analysis phase described in the previous chapter of this report formed the basis for the conceptual trail plan that was developed in this study.

DESIGN CONCEPT

A design concept was developed that met the objective of providing a continuous trail from the east end of the study segment at NE Miami Gardens Drive to the west end at Florida's Turnpike. The trail includes a series of seven proposed bicycle/pedestrian bridges across the Snake Creek Canal to provide mobility across the canal and extended recreational opportunities. The trail is designed to serve both the needs of long-distance bicycle trips as well as the needs of local trail users that could utilize Snake Creek Bike Trail for their daily recreation. The supplemental amenities, signs, and safety features developed during the corridor analysis program were incorporated into the conceptual design for the Snake Creek Bike Trail.

A preliminary bike trail plan was initially developed by the project team to present to the public and stakeholder groups. Comments and suggestions on the preliminary plan were received during an advertised public meeting/workshop that was held on June 29, 2005, at the North Dade Regional Library. Additional comments and suggestions on the preliminary plan were received during individual meetings with community leaders and stakeholder agencies. The comments and suggestions received during the public involvement phase were used to modify the preliminary plan into the preferred bike trail plan.

The preferred bike trail plan was segmented into three phases for prioritization purposes. The segmentation may facilitate securing funding to be able to construct at least the most critical portions of the trail corridor in case full funding is not initially available for constructing trail on both sides of the canal right-of-way. The phases were specifically identified so that a trail would be constructed across the entire study segment from NE Miami Gardens Drive to Florida's Turnpike in the initial

phase. The subsequent phases add additional trails, bridges, and amenities that further improve mobility and enhance recreational opportunities and trail users' experience.

Phase I - South Side of Canal Right-of-Way - Phase I includes constructing a bike trail along the south side of the canal right-of-way across the entire study segment from NE Miami Gardens Drive to Florida's Turnpike. Phase I also includes signs and safety improvements, neighborhood connections, benches, shelters, and interpretive signs. The south side of the canal offers many advantages for becoming the first portion of the trail that is built.

- The south side of the canal provides a more continuous corridor with fewer obstacles such as intersecting canals.
- The south side of the canal already has a portion of the trail that exists between Sierra Park and I-95, although this section needs to be rebuilt to incorporate into the enhanced trail concept plan being proposed in this study.
- The south side is surrounded by established residential neighborhoods, whereas two segments along the north side of the canal are planned for redevelopment that is yet to occur.
- During the public involvement phase, there was more general support for the bike trail concept on the south side of the canal than on the north side west of U.S. 441 adjacent to the gated residential neighborhood.

Phase II - North Side of the Canal between Ives Dairy Road and U.S. 441 - Phase II includes the segment of proposed bike trail along the north side of the canal between Ives Dairy Road and U.S. 441. In addition, many amenities are included in Phase II along both the north and south side of the canal. Supplemental infrastructure included in Phase II includes trailheads, fitness stations, playgrounds, canoe/kayak launches, and one neighborhood connection / meeting area. Two bridges are also included in Phase II across the canal that can serve as alternatives from crossing the canal on sidewalks along the busy roadway bridges of Ives Dairy Road and U.S. 441.

<u>Phase III - Remaining North Side of the Canal</u> - Phase III includes the segment along the north side of the canal along the Williams Island Golf Course and the segment west of U.S. 441. In addition, Phase III includes five bridges, neighborhood connections, benches, shelters, and other amenities. MDPR is working with the developer of the Williams Island



Golf Course to
build the portion of
the trail between
the South Florida
Rail Corridor and
Ives Dairy Road.

Phase IV - USACE
/ SFWMD Trail Although outside
the study limits for
this study, the
proposed trail
segment along

Snake Creek Canal west of Florida's Turnpike was included as Phase IV for potential funding purposes. Phase IV also includes a connecting boardwalk to Phase I under the Turnpike.

Preferred Plan and Illustrations

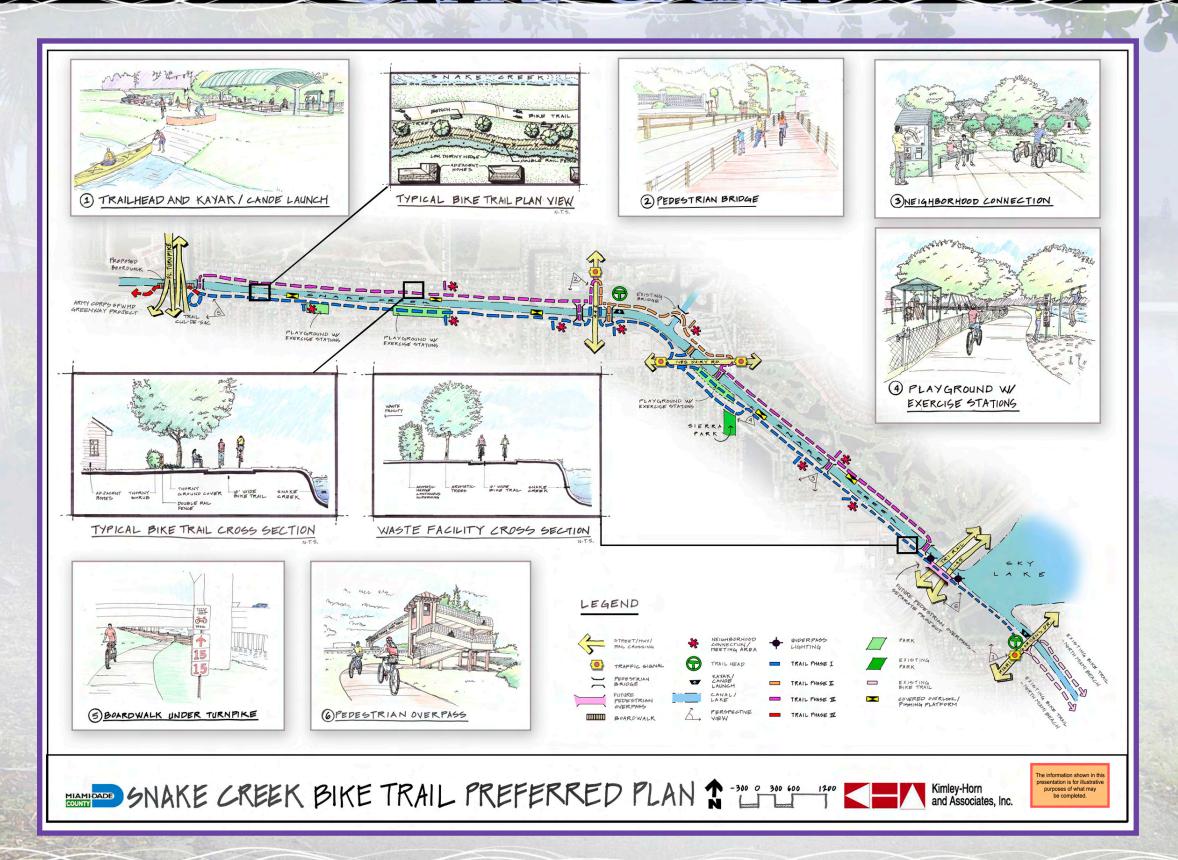
The preferred bike trail plan for the Snake Creek Canal between NE Miami Gardens Drive and Florida's Turnpike is presented on the following page. The plan represents the proposed alignment for the trail and the general placement of various infrastructure and supplemental amenities.

OPINION OF PROBABLE COSTS

An opinion of probable cost (OPC) was prepared for the preferred plan. Appendix P presents the OPC for the capital construction costs of the preferred plan. The OPC was developed to assist in financial planning for funding and grant applications. More detailed cost estimates may be developed during subsequent design and permitting stages. In addition, costs may fluctuate if elements are added or removed from the OPC.

Appendix P presents the budget prepared for the Snake Creek Bike Trail including both capital costs and "soft" costs, which include assumptions regarding design, construction administration projects. Appendix P presents the costs segmented by construction phase as defined in the preferred bike trail plan for grant purposes.







MANAGEMENT AND MAINTENANCE PLAN

Management and maintenance of the Snake Creek Bike Trail will be vital to the long-term success of the corridor as a linear park and alternative mode transportation network. Therefore, management and maintenance is considered from the outset of the planning process.

TRAIL MANAGEMENT

In general, if a trail corridor traverses several areas within the County, it is usually managed at the County level. However, local municipalities may desire to enter into an interlocal agreement with the County to provide maintenance and/or additional improvements along the corridor - especially if it is recognized that the municipality can integrate the linear park and bike trail into the local community aesthetics. Furthermore, the South Florida Water Management District (SFWMD) must remain a partner in trail management issues since the trail is proposed within canal right-of-way.

Trail management is a partnership that must exist among the various agencies and governments that have jurisdiction in the area. A cooperative management strategy should be developed for the trail that includes regular coordination among agencies to promote consistency and establish expectations.

HOURS OF OPERATION

The operating hours of the trail will generally be set by the management agency. In Miami-Dade County, it is typical that a park facility such as the proposed linear park along Snake Creek Canal be operated from dawn until dusk. However, bike trails also function as transportation corridors and consideration should be given to longer operating hours that may require some lighting along the corridor. Furthermore, unlike traditional community and regional parks, it may be difficult to close access to the trail at night given the length of the trail and multiple access points. Trail usage should be monitored following implementation to evaluate if apparent demand exists for longer operating hours. Lighting infrastructure may be added if it is deemed necessary for public safety and security.

Many security problems in parks occur in parking lots. Even if trailheads are only open from dawn until dusk, consideration should be given to installing night security lights in the parking lot to facilitate surveillance and patrol.

POLICE PATROL

The City of North Miami Beach Police Department operates a bicycle patrol throughout their community to monitor many areas of the City, including the bike trails within Snake Creek Park south of NE Miami Gardens Drive. Similar patrols should be implemented by local jurisdictional authorities throughout the bike trail corridor to provide similar policing in the area. Metro-Dade Police and Miami Gardens Police will have patrol authority within the bike trail corridor. Volunteer patrols have also proven effective in several communities with bike trails through residential areas and should be arranged for the Snake Creek Bike Trail.

RISK MANAGEMENT

Risk management is an important concept in modern trail management. A risk management program should be established that diminishes the potential for lawsuits, minimizes insurance costs, and most importantly, augments the safety of the trail by minimizing the possibility of injury.

Risk management begins with a solid design process including construction documents that are prepared in accordance with standards such as the Guide for the Development of Bicycle Facilities, published by the American Association of State Highway and Transportation Officials (AASHTO), Florida Bicycle Facilities Planning and Design Handbook, published by the Florida Department of Transportation (FDOT), and Americans with Disabilities Act (ADA) guidelines.

Following trail implementation, periodic inspection and maintenance of the trail must be undertaken as a strategy to reduce risk and liability. If an agency demonstrates a program of frequent inspection and correction of problems that are found in the field, courts are less likely to find that the agency was negligent for common field hazards that can cause injury such as broken tree branches or missing signs.

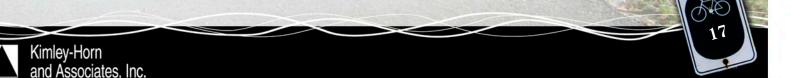
Another risk management strategy is to provide adequate warning of risks, typically through signs along the trail. Regulatory and warning signs were discussed earlier in this report in the trail safety section. In addition, temporary signs must be used to warn trail users of a hazard that has been discovered along the trail in advance of maintenance crews correcting the problem. Since the Snake Creek Bike Trail is proposed along a canal right-of-way, warning signs should be provided for trail users explaining the need to take personal care to not fall into the water. The trail should be designed in a manner that trail users who inadvertently divert from the trail path have a definite chance to correct their trajectory before falling into the water. Disclaimer postings at trailheads and location kiosks are an effective tool of transferring liability to the trail user.

The trail design should allow for access to the trail by emergency response vehicles in case of a medical emergency along the trail. This can be accomplished by placing bollards along trail section entrances that are far enough back from the roadway to allow emergency vehicles to pass around the bollards and access the trail. Alternatively, bollards can be specified to be removable or hinged to allow entrance to the trail by emergency vehicles.

Documentation is key in the risk management and liability reduction process. The maintaining agency should document regular inspections of the bike trail, the placement of signing improvements (permanent and temporary), and any incidents that may occur along the trail. Police reports should be obtained and kept in a file.

Liability Insurance Coverage

Miami-Dade County has on on-going self-insurance program that covers public liability. In the event the jurisdiction of the trail or portions of the trail are turned over to adjoining municipalities, liability insurance coverage should be continued by the maintaining agency with their own policies for park and trail facilities such as the proposed Snake Creek Bike Trail. General liability insurance is the most comprehensive protection that will provide financial compensation for defense against lawsuits that may occur.



TRAIL MAINTENANCE AND COSTS

Prior to the construction of the Snake Creek Bike Trail, a comprehensive post-implementation budget and management plan should be established that includes activities and costs of maintaining the trail. Following the management plan will increase trail user enjoyment, minimize safety risks and potential liability, and help curb unexpected costs.

Routine Maintenance

Typical trail maintenance costs were examined for a similar trail in Miami-Dade County - the Biscayne Trail, which is 2.6 miles in length.

Maintenance costs for the Biscayne Trail are approximately \$60,000 per year according to data provided by MDPR. This figure includes labor, equipment, chemicals, fertilizer, landscaping replacement, and other miscellaneous items. Biscayne Trail can be utilized as a go-by for developing the maintenance plan for Snake Creek Bike Trail.

Table 1 presents trail maintenance costs that may occur for Snake Creek Trail. Actual costs may vary somewhat based on trail design, amenities, right-of-way width, and other factors. These costs may be shared among various agencies such as SFWMD, MDPR, and local municipalities.

Table 1. Potential Snake Creek Bike Trail Annual Maintenance Costs

Trail Section	Length (Miles)	Potential Maintenance Cost
Phase 1	3.4	\$80,000.00
Phase 2	0.5	\$12,000.00
Phase 3	2.4	\$58,000.00
Total Study Segment	6.3	\$150,000.00

Major maintenance activities such as resurfacing will be periodically necessary along a trail such as the proposed Snake Creek Bike Trail. Typical resurfacing schedules range from 10 to 14 years for multi-use, non-motorized trails. Based on national averages, the cost of resurfacing asphalt trails is approximately \$12 per linear foot. Therefore, the expected resurfacing cost for the Snake Creek Bike Trail is approximately \$400,000.

Resurfacing



CONCLUSION

The Snake Creek Bike Trail Planning and Feasibility Study evaluated the development of a non-motorized trail and linear park within the Snake Creek Canal (C-9) right-of-way between NE Miami Gardens Drive and Florida's Turnpike. The Snake Creek Bike Trail study included interagency coordination, municipal presentations, and three advertised public meetings to solicit community input and present the proposed trail concept. The Snake Creek Canal corridor presents numerous positive opportunities for developing a bike trail. The study segment is a strategic connection between the existing bicycle trails of Snake Creek Park in North Miami Beach and the Snake Creek Restoration Project and Greenway trail concept plan developed by the U.S. Army Corps of Engineers and South Florida Water Management District between Florida's Turnpike and NW 37th Avenue.

The study determined that a bike trail along the Snake Creek Canal right-of-way is feasible and would improve alternative travel mobility and provide park infrastructure for the local community. A concept was developed that provides a continuous bike trail across the study limits from the existing Snake Creek Park to the Turnpike underpass. Connector paths were identified to adjacent residential neighborhoods and commercial shopping centers. The trail should be designed and constructed in a manner consistent with the local community's needs of maintaining adjacent property values and minimizing safety and security risks.





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APPENDIX A: USACE/SFWMD SNAKE CREEK CANAL RESTORATION PROJECT AND GREENWAY

Snake Creek Restoration Project and Greenway

Types of Trail Facilities

A. Seating area along trail.

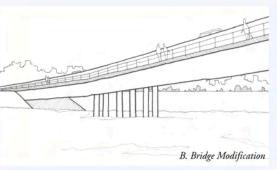
Seating areas provide places for people to meet and socialize. They can also provide a place for people to relax by reading a book or just enjoying the surrounding envio

B. Bridge Alterations.
In order to connect both sides of the canal into one community, it is nexessary to create a physical connection. By developing a pedestrian bridge or modifying an existing bridge, a safe connection can be made.

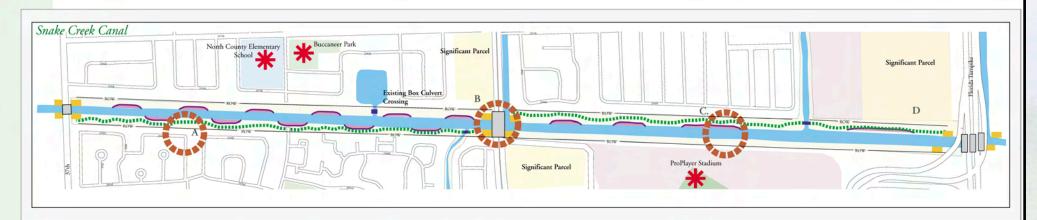
C. Pipeline Modification.

Using ethe existing pipeline supports, a pedestrian crossing may be possible at Pro-Player Stadium.





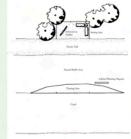




Trail Amenities

The greenway will provide the recreational component within the Snake Creek Restoration Project. It is a facility that can potentially accomodate a variety of uses. Through the addition of cost matched amenities, it can become a rich resource for education as well as

These images are meant to serve as examples of what may be developed if the project is approved under current funding guidelines. They are not intented to be utilized as guidelines for required



Typical Rest Area





The Snake Creek Restoration plans are not final. The information shown in this presentation









Bike Trail Planning and Feasibility Study

APPENDIX A: USACE/SFWMD SNAKE CREEK CANAL RESTORATION PROJECT AND GREENWAY

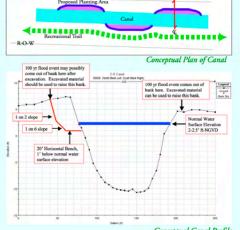
Snake Creek Restoration Project and Greenway



Why develop an environmental restoration plan?

South Florida natural habitats have been physically and hydrologically altered and manipulated extensively over the past several decades. Consequently, portions of the south Florida ecosystem are now substantially less productive and diverse than the historic system. Invasive plant species, such as Australian pine, cattails, lantana and torpedo grass, have impacted the quality of the south Florida landscape.

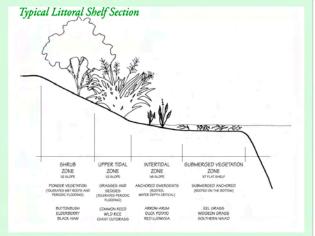
Environmental restoration efforts along the C-9 canal will attempt to bring back some of the native characteristics which have been all but destroyed along this channel. By re-introducing native plant species into the area, we will provide areas for wading birds to feed, nest and raise their young. Cutting notches alongside the canal and filling them with emergent plants will provide several species of fish with areas for spawning and areas where they can hide from predators. These shelves will continue to allow work crews access to the canal banks for maintenance. Varying depths will allow the intermingling of different types of plants that are dependent on specific water depths in order to survive (See the typical littoral shelf sections). This diversity will provide more habitat possibilities for birds and fish while creating aesthetic appeal to the viewer.

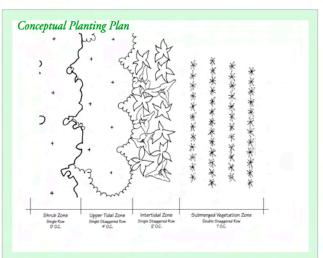


Restoration Toolbox:

In order to restore the ecosystem of snake creek the proposed littoral shelves would be planted with emergent and submerged aquatic plants. These plants help maintain the bank integrity while providing wildlife habitats. Aquatic plants also serve as a natural filter system that helps to maintain water quality while preventing excessive sediment run-off. These are just a few examples available from a diverse plants native to the southern Florida







GREENWAYS Restoration plans are not final. The information







Extirpated Wildlife: Through the restoration of the natural ecosystem, wildlife habitat i recreated and enhanced. This increase in habitat will encourage wildlife to return to the canal. These animals play a significant role in the health of the south Florida ecosystem. Some of the native birds and fish include:







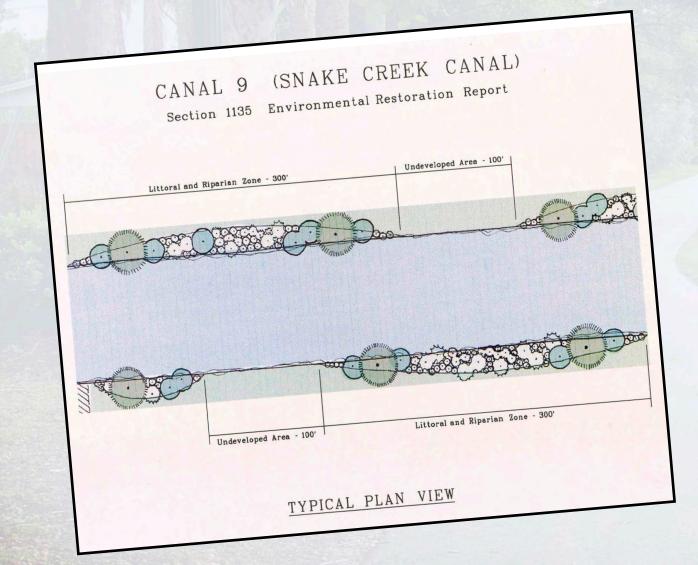


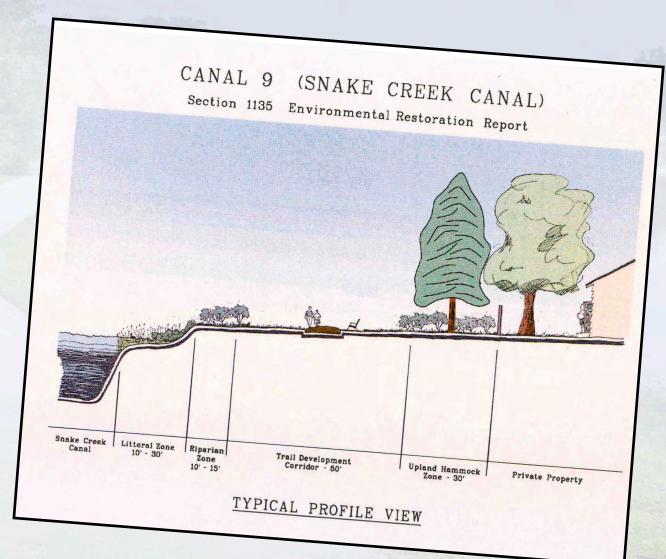






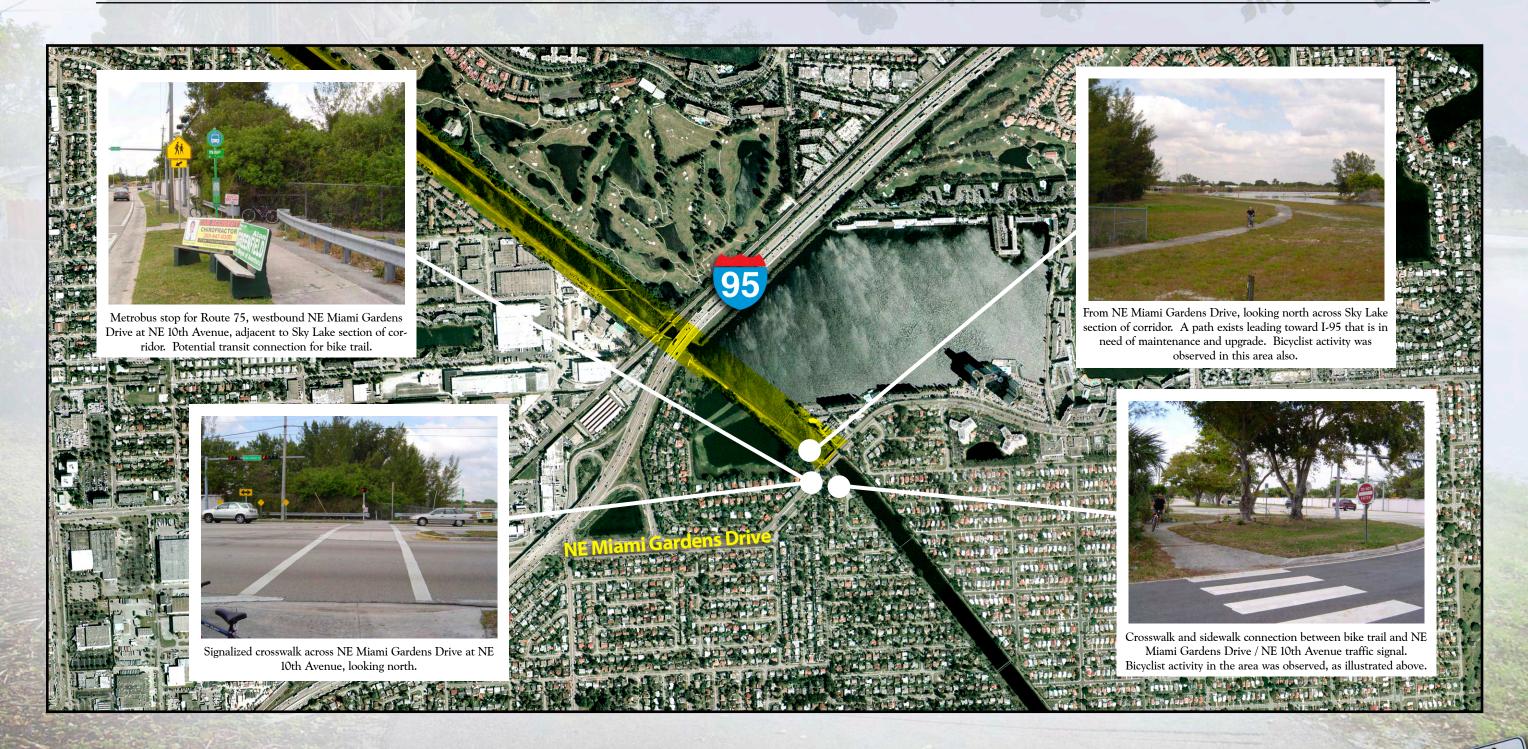
APPENDIX A: USACE/SFWMD SNAKE CREEK CANAL RESTORATION PROJECT AND GREENWAY











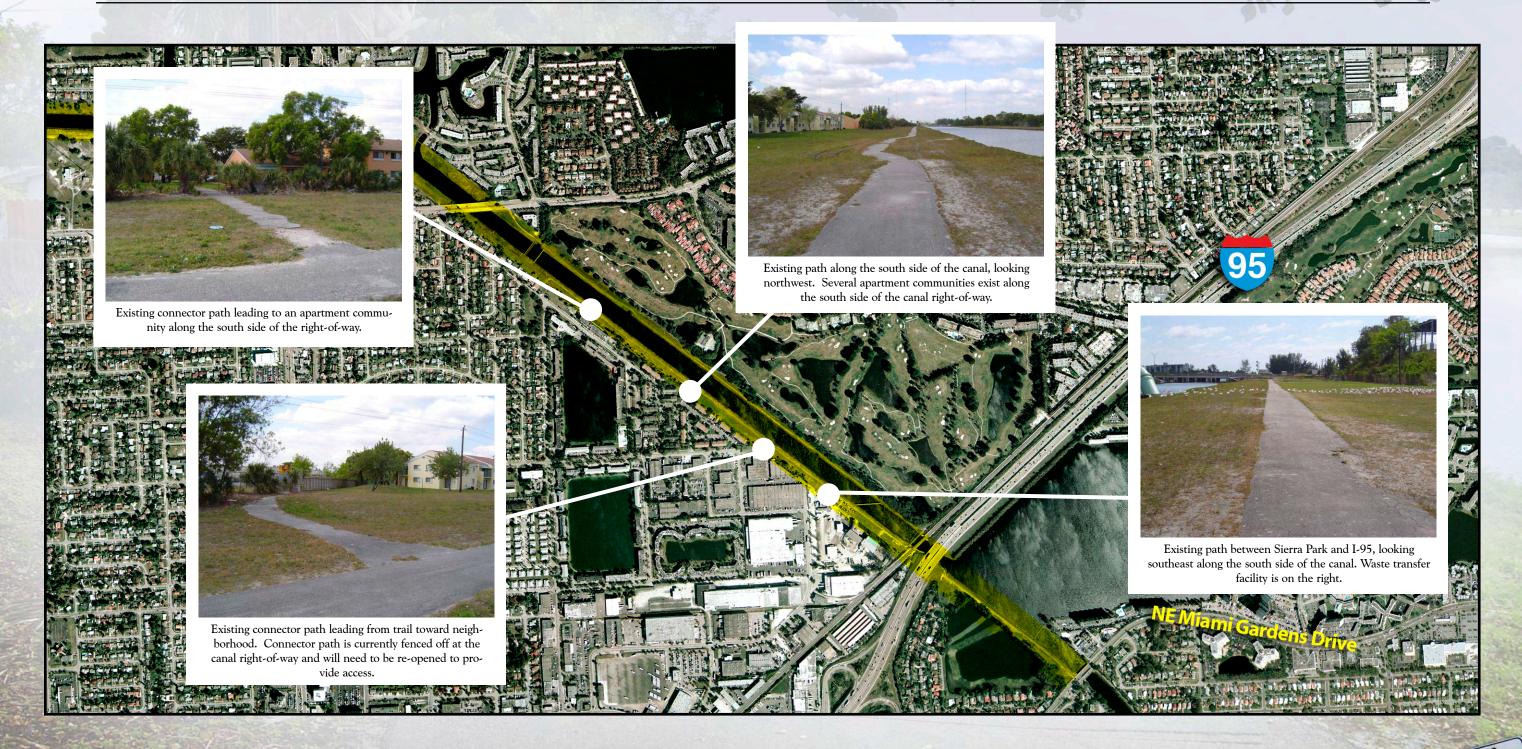


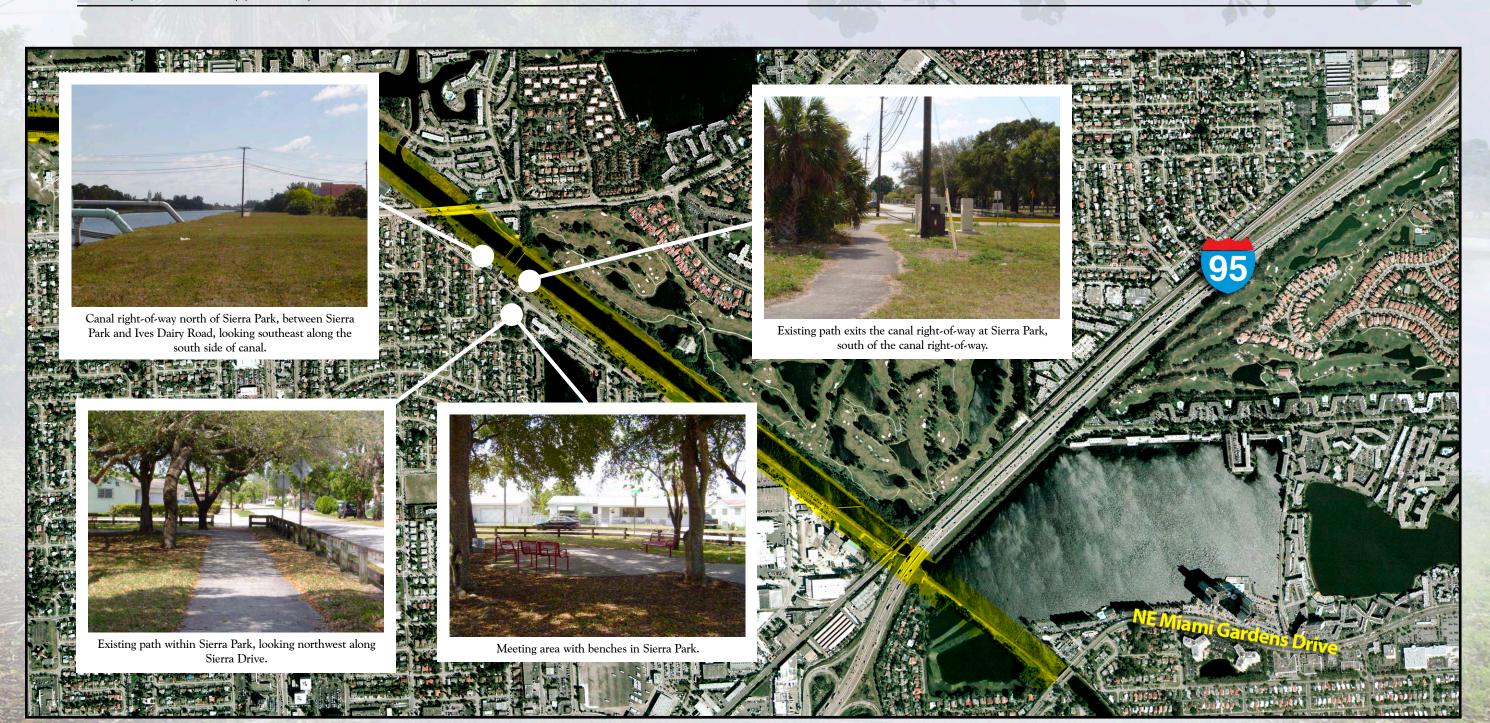
APPENDIX B: FIELD INVENTORY PHOTOS



September 2005

SIAKE COFFK Bike Trail Planning and Feasibility Study





SIAKE COFF Bike Trail Planning and Feasibility Study



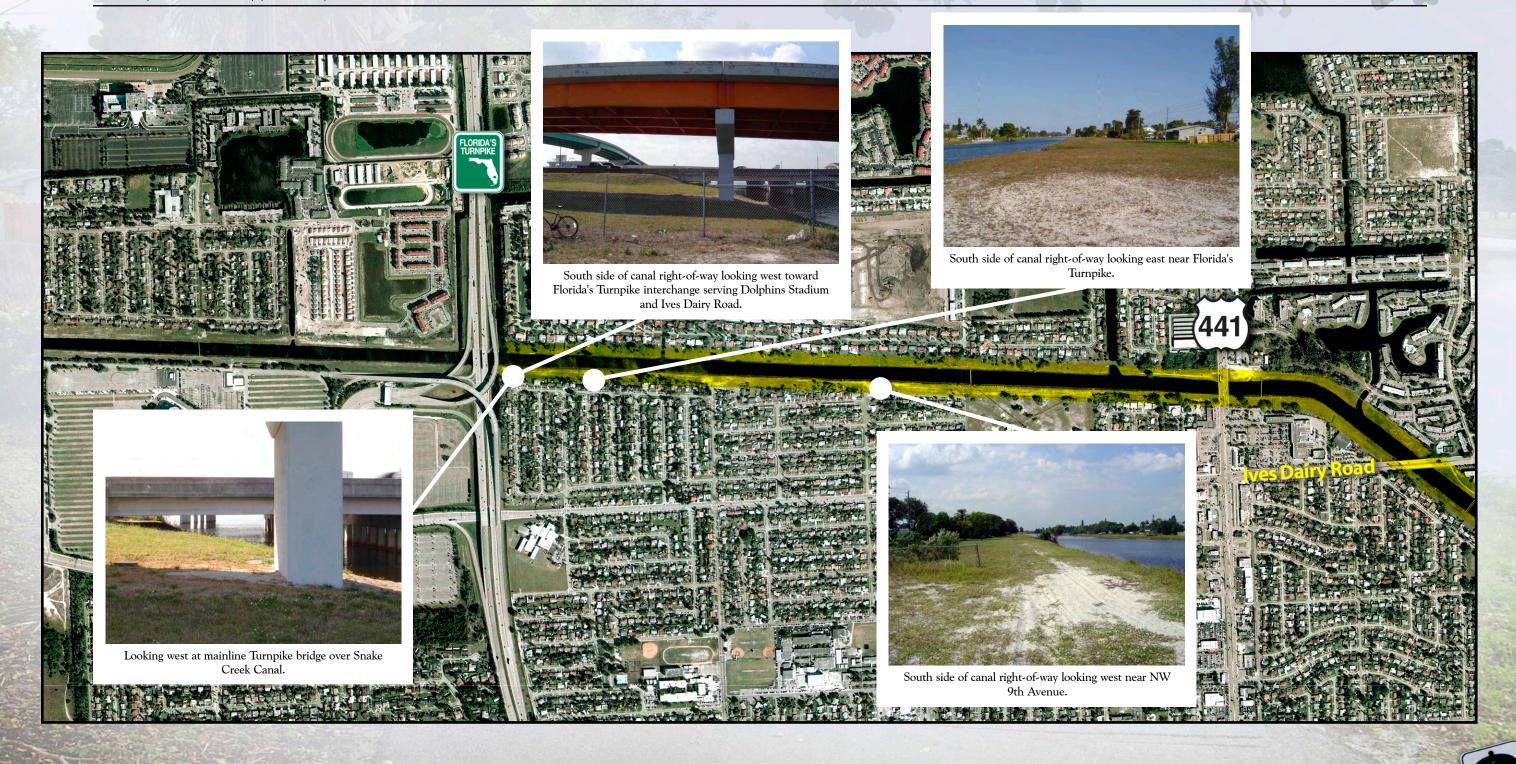




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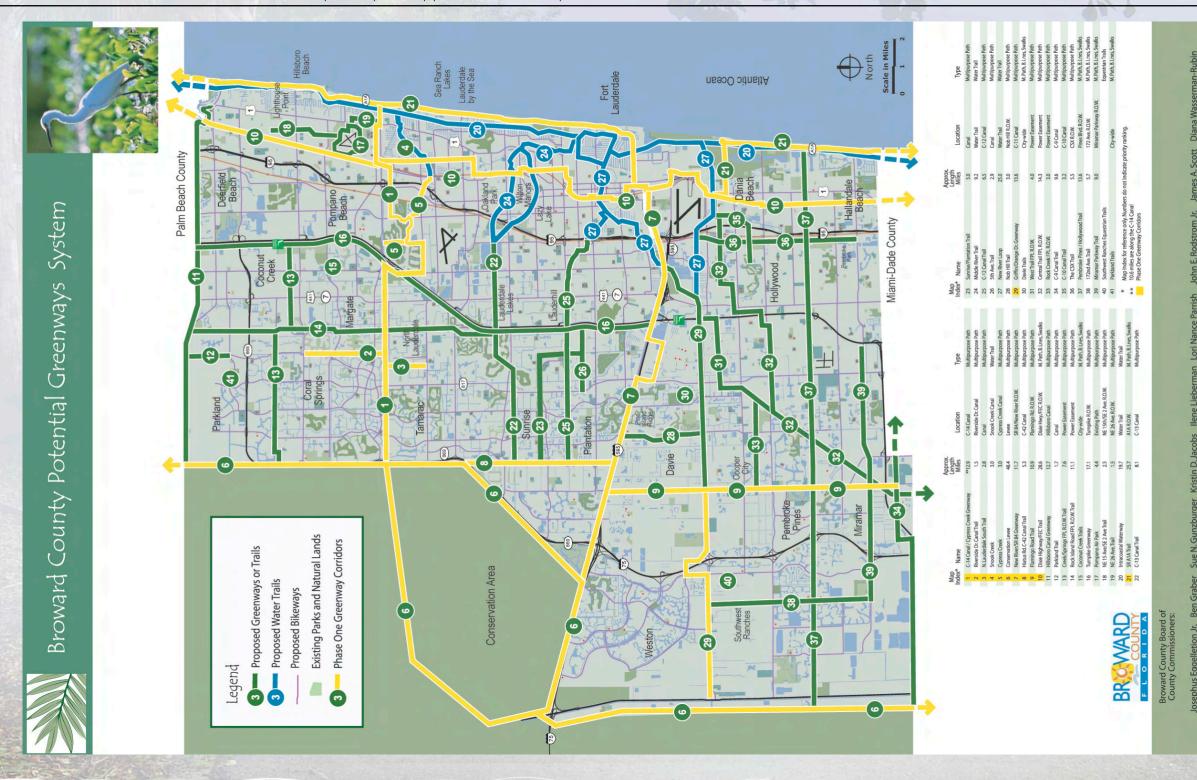


SIAKE COFFK Bike Trail Planning and Feasibility Study



SIAKE OFFK Bike Trail Planning and Feasibility Study

APPENDIX C: BROWARD COUNTY POTENTIAL GREENWAYS SYSTEM MAPS



APPENDIX C: BROWARD COUNTY POTENTIAL GREENWAYS SYSTEM MAPS



Greenway

tus Road

Greenway

Road

Flamingo

Other existing and planned local greenways systems link with the proposed New River Greenway in this area. The Town of Davie's extensive trail system intersects with the trail north of Giffin Road along Orange Drive and also at the Long Key Prine natural area. The Town of Southwest Rarches planned trail system will link with the trail to the west on Giffin Road.

At SR 84, the trail turns north along the route of the pro New River-SR-84 Greenway to Flamingo Road. Turning sou Flamingo, the trail passes through Davie's western rural. The scenic Long Pine Key natural area, situated to the we Flamingo Road north of Griffin Road, is the planned location 512 million nature center funded through Broward Courty's Safe Parks and Land Preservation Bond program. The Lon Nature Center will serve as an outstanding destination.

South of Taft Street in Pernbroke Pines, Broward Smith Park offers a wide variety of facilities to including a water park, trails, picnic and play areas. The passes through City of Miramar ending at a proposadjacent to the Snake Creek Canal. Opportunities elocation for future connection to Miamt-Dade greenwa Welleby Park

Cleary Park

C.B. Smith Park

Other Trails Legend 0

North

BROWARD

Snake Creek Canal Trailhead

Kimley-Horn and Associates, Inc.

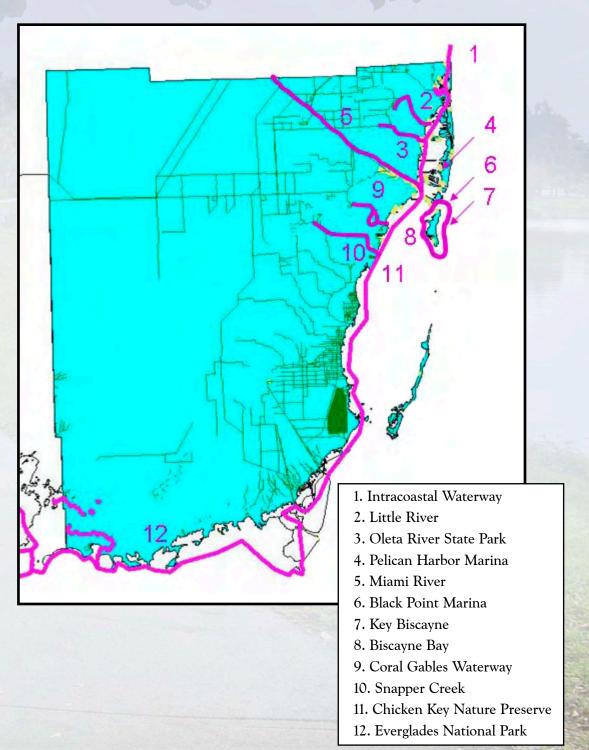
Long Pine Key Natural Area

SIAKE OPEK Bike Trail Planning and Feasibility Study

APPENDIX D: MIAMI-DADE COUNTY BLUEWAYS AND ESTABLISHED PADDLING TRAILS







APPENDIX E: SAMPLE INTERGOVERNMENTAL COORDINATION LETTER

AGENCY CONTACT LIST

- South Florida Water Management District (SFWMD)
- United States Army Corps of Engineers (USACE)
- Miami-Dade County Metropolitan Planning Organization Florida Department of Transportation (FDOT)
 Florida Department of Environmental Protection (FDEP)

- City of Miami Gardens

- South Florida Regional Planning Council (SFRPC)
 South Florida Regional Transportation Authority (SFRTA)
- Miami-Dade County Park and Recreation Department • Trust for Public Land
- Miami-Dade County Public Works Department
- Miami-Dade County Department of Environmental Resources Management (DERM)
- Miami-Dade County Transit (MDT)
- Miami-Dade County Public Schools
- Miami-Dade County Planning and Zoning Miami-Dade County Water and Sewer Department
- Miami-Dade County Building Department
- Miami-Dade County Police Department
- Miami-Dade County Fire Rescue
- Miami-Dade County Solid Waste Department
- Team Metro
- Florida Power & Light
- BellSouth

APPENDIX E: SAMPLE INTERGOVERNMENTAL COORDINATION LETTER



January 27, 2005

Florida Department of Environmental Protection 400 North Congress Avenue Suite 200 West Palm Beach, FL 33401

Re: Snake Creek Canal (C-9) Bikeway Planning and Feasibility Study

5100 N.W. 33rd Avenue Ft. Lauderdale, Florida

On behalf of the Miami-Dade County Park and Recreation Department (PARD), the consulting team of Kimley-Horn and Associates, Inc., has been engaged to facilitate a planning and feasibility study for the proposed Snake Creek Canal Bikeway Path. As part of our due diligence efforts in this project, we invite your participation in this study to obtain input that is relevant to the successful completion of this study.

The study examines the 6.81-mile section of the Snake Creek Canal right-ofway beginning at the north side of Miami Gardens Drive, continuing way beginning at the north side of Maint Gardens Drive, continuing northwesterly to Florida's Turnpike, and confined horizontally from the south and north edges of the canal bank to the outer boundary of the right of way. The study segment is intended to provide connectivity to the existing Snake Creek Park Bike paths in the east and the proposed U.S. Army Corps of Engineers (USACOE) greenway trail project in the west.

We cordially invite you to provide input on this worthy project as we continue to assist in helping to make Miami-Dade County a better place to live. Please to assist in neiping to make Miami-Dage County a better place to live. Please provide feedback on the following areas below or any other areas of interest or

- Environmental concerns
- Maintenance concerns
- Roadway restrictions
- Safety and security considerations
- Bicycle/pedestrian access
- Other transportation or recreational issues Agency/department requirements or constraints

The Park and Recreation Department is planning three public meetings associated with this study. The first meeting is tentatively scheduled for March

TEL 954 739 2233



Ms. Kim Shugar, January 27, 2005, Page 2

30th at Hibiscus Elementary School (located at 18701 NW 1st Avenue, Miami) for residents on the south end of the trail, the second meeting is tentatively scheduled for April 6th at Norland Senior High School (located at 1050 NW 195th Street, Miami) for residents on the north end of the trail. The third meeting will most likely be held sometime in May, also probably at Norland Senior High School, and is intended to present concepts developed from study analysis and ideas gathered during the two initial public meetings.

Attached for your perusal is background information on the Snake Creek Canal Attached for your perusar is oackground information on the shake creek ca Bikeway study. An aerial map is also included in the attached information

If you have additional questions or require more information, please contact If you have additional questions or require more information, please contact Stewart Robertson or Greg Kyle at 954-739-2233. We can also be reached via e-mail at stewart.robertson@kimley-horn.com and greg.kyle@kimley-horn.com.

Please provide a written response (letter or e-mail) stating the opportunities, Please provide a written response (letter of e-man) stating the opportunities, restrictions, or constraints, that your agency or department may have regarding the potential implementation of a bike trail along the Snake Creek Canal rightthe potential implementation of a bike trail along the Shake Creek Canal I. of-way between Miami Gardens Drive and Florida's Turnpike. We look orway of tween mann Gardens Drive and Florida's Editiplac. The local forward to working with you to ensure relevant information from your agency or

Respectfully,

Stewart Robertson

Cc: Mark A. Heinicke, Miami-Dade PARD James A. McCall, Miami-Dade PARD David Henderson, Miami-Dade MPO Distribution list

Background - Snake Creek Canal Bikeway Project Snake Creek Bikeway Planning and Feasibility Study Map

APPENDIX E: SAMPLE INTERGOVERNMENTAL COORDINATION LETTER

BACKGROUND - SNAKE CREEK CANAL BIKEWAY PROJECT

The study corridor extends 6.81 miles from the intersection of Miami Gardens Drive and the Snake Creek Canal to the intersection of Florida's Turnpike and the Snake Creek Canal near Dolphins Stadium. The study examines the feasibility of connecting the Snake Creek Park bike paths in the east to the proposed U.S. Army Corps of Engineers (USACOE) greenway trail in the west.

The Miami-Dade County Park and Recreation Department (PARD) and the South Florida Water Management District (SFWMD) jointly maintain a portion of the study corridor between NE 2nd Avenue and I-95 known as the Snake Creek Bike Path. The existing path terminates adjacent to Sierra Park, a neighborhood facility that may serve existing path terminates adjacent to Sterra Park, a neighborhood facility that may serve as a trailhead/rest area for users of the trail. The Planning and Feasibility Study will as a trainead/rest area for users of the trail. The Franking and Feasibility Study will look at improving the existing southeast connection to the segment of trail within Snake look at improving the existing southeast connection to the segment of trail within Shake Creek Park maintained by the City of North Miami Beach, and expanding a new trail to the northwest to the proposed greenway project being planned by the USACOE. Major issues that will be addressed within this study include providing safer passage across/below two sets of South Florida Rail Corridor (SFRC) railroad tracks and eight across/below two sets of South Florida Kall Cofficion (SFRC) failfoad tracks and eight lanes of busy traffic on I-95; to look at concerns of residents especially those who have properties that are adjacent to the corridor; and to consider maintenance and security procedures and responsibilities.

Kimley-Horn and Associates, Inc. (KHA) will identify connections to public transportation corridors so that considerations will be made to promote an intermodal transportation corndors so that considerations will be made to promote all intermodal linkage to an off-road facility that bicyclists and pedestrians can use from existing transit systems to their homes, schools, commercial, and recreational areas.

The project follows recommendations of the County adopted North Dade Greenways The project follows recommendations of the County adopted North Date Greenways

Master Plan (NDGMP). This plan was prepared by the Graduate Program in Landscape Architecture, School of Architecture, Florida International University (FIU) and adopted by the Miami-Dade County Board of County Commissioners in 1998. The NDGMP is an integrated system of connections for bicyclists, rollerbladers, joggers, equestrians, an integrated system of connections for dicyclists, rollerbladers, joggers, equestrans, and pedestrians, along more than 300 miles of urban corridor. Concurrently, the Plan and pedestrians, along more than 500 times of droan corridor. Concurrently, the rian also seeks to reconstruct formerly connected landscapes and to create new ecological aiso seeks to reconstruct formerly connected landscapes and to create new ecological corridors among landscape patches. The Snake Creek Trail intersects five other trails within the greenway system, and connects to Broward County.

The Snake Creek Trail will be located within the right-of-way of the Snake Creek Canal near the northern boundary of Miami-Dade County. The right-of-way ranges from one hundred to one hundred fifty feet in width, for the entire length of the right-of-way. nunarea to one nunarea titty teet in width, for the entire length of the right-of-way.

Currently, 2.6 miles of trail have been built with an additional 16.0 miles planned within the five region area of NDGMP. The subject area for this Planning and Feasibility Study has been designated as Region 3 and part of Region 4 in the NDGMP. It has an existing 7'-6" wide asphalt bike path that is in need of resurfacing. The NDGMP existing / -0 wide aspirational path that is in need of resurfacing. The NDGMP proposes expanding the path to 10'-0" wide in this area and adding a connecting path on the north side of the canal. In this region, the Snake Creek Trail will eventually link to the norm side of the canal. In this region, the Snake Creek trail will eventually link the existing bicycle and pedestrian loop around Calder Race Track at Northwest 7th Avenue. This existing facility is located in the residential neighborhoods of the city of

Miami Gardens. In addition to offering a non-motorized travel opportunity for residents of the area, the Snake Creek Trail and the existing facility will ultimately provide a

The Planning and Feasibility Study corridor of the Snake Creek Trail is sparsely The Planning and Peasibility Study corridor of the Shake Cleek Train is sparsely vegetated. Design efforts shall focus on creating an appropriate and coherent design that vegetated. Design entorts snan rocus on creating an appropriate and concrem design utilizes plan material to visually enhance the trail, create safety buffers, and provide shade and habitat for wildlife. Consideration of drought resistant and low maintenance

This study will also look at additional trail amenities such as seating areas or overlook rms study will also look at additional trail amenities such as seating areas or overlook platforms along the trail, interpretive signs, lighting trail heads, bridge alterations or prattorns along the dan, interpretive signs, righting dan neads, or lage a bridge modifications, environmental restoration areas and landscaping.

The enhancement and expansion of the Snake Creek Trail and its associated amenities shall serve as a model project to set design standards and encourage further snarr serve as a moder project to set design standards and encourage turther improvement and implementation of the County-wide Greenway Network. Elements of improvement and implementation of the County-wide Cheenway Network. Elements of design such as the selection of plant material, hard surfaces, site furnishings, and signage design such as the selection of plant material, hard surfaces, site furnishings, and signage should avoid being monotonous, but strive to create continuity that can be incorporated snould avoid being monotonous, our surve to create community that can be incorporathroughout the NDGMP. It is anticipated that achievement of the objectives of this project will require the collaborative efforts of the Consultant, PARD, and other

G:\040829008\Agency Contacts\BACKGROUND.dox

Page 2 of 2

PUBLIC OFFICIALS

- United States Senator Bill Nelson
- United States Senator Mel Martinez
- U.S. Representative Florida's 17th District Kendrick B. Meek
- Florida Senate 33rd District Fredrica Wilson
- Florida Senate 35th District Gwen Margolis
- Florida State Representative 103rd District Wilbert T. Holloway
- Florida State Representative 104th District Yolly Roberson
- Miami-Dade County Commissioner District 1 Barbara Jordan
- Miami-Dade County Commissioner District 4 Sally Heyman
- Miami-Dade Community Council 2 Luis A. Vargas
- Miami Gardens City Councilwoman Barbara Watson

Meeting Report Planning and Research Division Snake Creek Bikeway Planning & Feasibility Study U.S. Rep. Kendrick Meek - 17th Congressional District February 10, 2005

Submitted By:

Mark Heinicke, CPRP

February 8, 2005

Meeting Date:

Miami-Dade District Office

Location:

111 NW 183 Street

Suite 315

Miami Gardens, FL 33169

Host Department/Organization:

U. S. Rep. Kendrick Meek –17th Congressional Dist.

For District to provide input and feedback on proposed project.

Meeting Purpose:

Mark Heinicke, Park Planner III

Other Attendees:

Department Attendees:

Anthony Williams - District Director Stewart Robertson - Kimley-Horn & Assoc., Inc. Gail Birks Askins – CMA Enterprise Inc.

Public Participants:

Comments:

Prime consultant introduced sub-consultant and Department representative to Mr. Williams. Prime

then gave a briefing on project history and showed a map with planning study corridor boundaries. The following comments were expressed at the this

 Its critical to get City of Miami Gardens Commissioner Watson on board right away; she lives in Andover Estates which is politically astute area. City Manager also lives in Andover Estates. If commissioners don't or won't support project it will be doomed from the start. A large population of Senior citizens live

near Sierra Park.

 North Miami Beach provides water for a lot of the residents in Miami Gardens. Some type of water project is being done along the

 Crime could be a big issue for some members of the community. Need to convince residents and NIMBY's that trail will not increase crime. Prime mentioned that a lot of safety issues could be deterred through environmental design (selection and location of plant material, etc..)

 Public will want to know an estimate when the trail will be built.

 The owners of Pro Player stadium plan on spending \$500 million redeveloping the stadium site. Maybe you could get some funding for trail development from the

 Recommend piecemeal funding efforts. Try to obtain funding from a variety of sources like City of Miami Gardens, South Florida Water Management District, etc.. to build local match up before trying to obtain Federal funding.

It's absolutely critical to get buy-in from community and stakeholder groups.

Potential bridge overpass is expensive idea. It probably would make more sense to upgrade existing underpass (take out steps, add lighting and drainage etc...) The Office of District 17 is willing to help in

whatever way it can

 Consultants will call and arrange to meet first with City of Miami Gardens Commissioner Watson and then with Miami-Dade Commissioner Jordan to give them briefing on project and gather input and support.

 Staff will work with sub-consultant to provide a trails fact sheet for advertised upcoming public meetings.

Consultants will contact City of North Miami to try and get crime statistics along their portion of the completed trail.

 Consultants and staff in conversations with the public and especially with

Outcomes / Follow-up:

commissioners, will stress that the Snake Creek Bikeway is a part of County's approved greenway master plan.

 Staff will try to provide consultants information on trail crime statistics from organizations like Rails to Trails and NRPA.

Meeting Report Planning and Research Division Snake Creek Bikeway Planning & Feasibility Study Councilwoman Watson April 1, 2005

Submitted By:

Mark Heinicke, CPRP

Meeting Date:

March 21, 2005

Location:

City of Miami Gardens 1515 NW 167th St., Ste. 200 Bldg. 5

Miami Gardens, FL 33169

Host Department/Organization:

Councilwoman Watson

Meeting Purpose:

To listen to any concerns Councilwoman Watson may have about project and get input and feedback.

Department Attendees:

Mark Heinicke, Park Planner III

Other Attendees:

William Green - City of Miami Gardens Jay Marder - City of Miami Gardens Bhairi Pandya – City of Miami Gardens

Stewart Robertson - Kimley-Horn & Assoc., Inc.

Public Participants:

Comments:

Prime consultant gave overview of project and briefing on project history and showed a map with planning study corridor boundaries. Councilwoman Watson expressed general support for project and some concerns specific to Andover Estates. The following comments were made at the this meeting:

- Is USACOE working on both sides of the C-
- Andover Estates is a special tax district and is an exclusive gated community.
- Some residents have actually purchased land from SFWMD to extend their backyard
- Residents have had bad experience with

rapist who used back of C-9 canal R.O.W. to gain access into homes.

- Try to keep trail limited to south side of C-9 canal. Residents on north side of canal want to maintain their exclusivity with views, gazebos, etc... (there may be issues of encroachment).
- How soon will this project get built?
- Can you get SFWMD to clean up gravel lot on east side of 441 near bridge crossing?
- Is there any possibility vacant lot on west side off 441 near bridge crossing could be turned into a park?
- Can you reschedule first public information workshop to a different date?
- Try to get existing community members to come to public meetings.
- Outcomes / Follow-up:
- Both USACOE/SFWMD are working on restoration/greenway project from 27th Ave. to 37th Ave. The project has been designed and is ready for construction as soon as funding becomes available.
- Consultant will ask City Of North Miami Beach to send a bike patrol officer to City Council meeting and public workshops to share their experiences.
- The route alignment in this study corridor for a potential trail has not been determined yet. The feasibility study will look at various concepts and will take into consideration public comment and desires. Having a trail on the south side of C-9 Canal by Andover Estates is one of many potential possibilities.
- Any future trail in this corridor will realistically be built in stages due to funding limitations. However, a typical timeframe for this type of project is 2-5 years. The Department is constantly applying for various grants to secure funding for planning, design and construction of a variety of projects, including trails.
- Staff will talk to SFWMD about the issues of cleaning up the gravel parking lot on the east side of 441 near the canal bridge and possibly creating a park on the west side of

Page 2 of 3

441 near the canal bridge.

- Every effort will be made by staff to get community residents to attend upcoming rescheduled public meetings for this project. Replacement notification postcards will be direct mailed to surrounding neighborhoods; Replacement ads will be published in the Miami Herald Neighbors section; Replacement outdoor signs and posters will posted around the city.
- The first public information workshop will be rescheduled. Staff will send out postponement notification cards, remove posted signs and posters and attempt to cancel current ads. Staff will coordinate with Councilwoman Watson and Commissioner Jordan new date for rescheduled workshop.





Meeting Report Planning and Research Division Snake Creek Bikeway Planning & Feasibility Study Miami Gardens City Council April 4, 2005

Submitted By:

Mark Heinicke, CPRP

Meeting Date:

March 23, 2005

Location:

City of Miami Gardens 1515 NW 167th St., Ste. 200 Bldg. 5 Miami Gardens, FL 33169

Host Department/Organization:

City of Miami Gardens

Meeting Purpose:

To give informal presentation to City of Miami Gardens about Snake Creek Bikeway Feasilibility

Study.

Department Attendees:

Jennifer Blattman, Park Planner II

Barbara Falsey, Chief Mark Heinicke, Park Planner III

Other Attendees:

William Green - City of Miami Gardens Jay Marder – City of Miami Gardens Commander Prescott - City of North Miami Beach

Public Participants:

Comments:

Barbara Falsey gave overview of project history and notification about upcoming information workshops.

Mark gave overview of SFWMD/USACOE study, PARD study and City of North Miami Beach Greenway. Jennifer gave overview of funding of the Snake Creek corridor. Commander Prescott talked about his experience patrolling City of North Miami Beach's segment of Snake Creek Trail. He also talked about the SHARK project where police divers pull debris out of canal. The following comments were brought up by various members of city council:

 Miami Gardens should be considered the first phase of any future trail development within

the study corridor.

- Will there be lighting for trail?
- Can you acquire property near 441 on west side of canal bridge for park?
- Can you help clean-up the gravel parking lot on the east side of 441 near the canal bridge?
- Will the feasibility study look at the obstacles around the turnpike area?
- Will there be any recreational boating opportunities?
- How soon will any trail be built
- The feasibility study will help determine route alignment and potential phased development sequence. Input from community and elected officials will certainly be taken into consideration.
- The feasibility study will look at lighting.
- The feasibility study will look at the obstacles around the Turnpike area.
- The County will most likely maintain any future trail development. Various municipalities may be asked to contribute funding towards trail amenities; details will be worked out later but have yet to be determined.
- Staff will contact SFWMD about the vacant lot west of 441 and the canal bridge, as well as the gravel parking lot east of 441 and the canal bridge.
- The feasibility study will not address recreational boating issues in the C-9 Canal.
- Any future trail in this corridor will realistically be built in stages due to funding limitations. However, a typical timeframe for this type of project is 2-5 years. The Department is constantly applying for various grants to secure funding for planning, design and construction of a variety of projects, including trails. One million dollars has been earmarked through GOB funding for design, development and construction of a bridge overpass or underpass crossing the I-95/ FEC railroad corridor. FDOT is committed to adding bike lanes to 163rd Street from U.S. 1 to the

Outcomes / Follow-up:

intracoastal bridge on both sides of the street. In addition, FDOT is setting aside one million dollars to improve crossing U.S. 1 and Dixie Highway for design and construction

Meeting Report Planning and Research Division Snake Creek Bikeway Planning & Feasibility Study Councilwoman Watson - Preliminary Plan June 7, 2005

Submitted By:

Mark Heinicke, CPRP

June 6, 2005

Meeting Date:

Location:

City of Miami Gardens 1515 NW 167th St., Ste. 200 Bldg. 5

Miami Gardens, FL 33169

Host Department/Organization:

Councilwoman Watson

Meeting Purpose:

To give Councilwoman Watson an update on the Preliminary Plan before the City Council meeting on

6/8 and the public meeting on 6/29.

Department Attendees:

Mark Heinicke, Park Planner III

Other Attendees:

Jay Marder - City of Miami Gardens Stewart Robertson – Kimley-Horn & Assoc., Inc.

Public Participants:

Comments:

S. Robertson from KHA gave overview of Preliminary Plan. Councilwoman Watson expressed general support for project but some concerns specific to Andover Estates. The following comments and suggestions were made at the meeting among attendees:

- Andover Estates residents don't want to expose themselves to crime. They are very concerned about exposure, especially to the neighboring Lake Lucerne area (neighboring community immediately west of Turnpike). Crime was so high in Lake Lucerne that police substation was built.
- Residents may express sentiments about putting gate on south side of canal by Turnpike connection to Corps/SFWMD

- Any children's playground area should be located away from the water and have some sort of visual and physical barrier to discourage small children from going into the
- The Rt. 441 trailhead should be a destination area (north side of canal east of 441). Is there any possibility of putting in a small rain shelter (20 x 20)?
- The residents of Sierra Norwood Civic Association (neighborhood on south side of canal opposite Andover Estates) have no parks to go in their immediate neighborhood. They have to cross busy Ives Dairy Rd. and walk ½ mile to get to the nearest park. Can you add some fitness stations and children's playground equipment so the residents have something in this area that's closer?
- A lot of people have jet-skis and use them on the canal. Can you add a small launch area for jet ski, canoe and kayak launch use somewhere on the south side of the canal in the Sierra Norwood neighborhood?
- The residents of Andover Estates use their streets at all hours of the day for exercising. The community probably would embrace the addition of a few fitness stations or an overlook along their section of the canal.
- The issue of encroachment is a touchy issue for Andover Estates residents. If at all possible, any encroachment areas should be gradually phased out so it's not so traumatic to homeowners. encroachment should allow to coexist for a Some areas of limited period of time.
- Councilwoman Watson recommended MDPR and KHA meet with Andover Civic Association Board of Directors (typically first Monday of month) first followed by the Andover Civic Association general meeting (typically last Thursday of month). Ernest Roberts (305-331-9535) is president. They meet at Norland Methodist Church across the Street from Norland Sr. High School.
- Councilwoman Watson also recommended

Page 2 of 4

SIAKE COFF Bike Trail Planning and Feasibility Study

APPENDIX F: PUBLIC OFFICIALS MEETING REPORTS

Outcomes / Follow-up:

MDPR and KHA meet with Sierra Norwood Civic Association to make sure their voices

- are heard.

 It would be nice to make the pedestrian/trail bridge crossing on the east side of Rt. 441 depicted as Trail A base trail. This would enhance development opportunities for which the City has already coordinated with the developers about providing a room for a trail.
- The proposed boardwalk on the south side of the canal under the Turnpike bridge would not be built until the Corps / SFWMD project is completed. In the interim, a small turnaround cul-de-sac will be added to the plan at the western terminus of the trail.
- Staff will consult internally with each other, KHA and SFWMD to discuss the potential addition of fitness stations and playgrounds. The area between NW 7th Ave. and NW 9th Ave. on the south side of the canal would be a good area to add these items due to no backyards facing the canal.
- Any children's playground would be sited away from the water's edge and could have landscaping or a fence enclosure to discourage children from going into the
- Staff will consult internally with each other, KHA, and SFWMD to discuss the potential addition of a small rainshelter at the Rt. 441 trailhead to make it more of destination area.
- Staff will consult internally with each other, KHA and SFWMD to discuss the potential addition of a canoe/kayak/jet-ski launch area in the Sierra Norwood Park neighborhood. The area between NW 7th Ave. and NW 9th Ave. on the south side of the canal would be a good area to add these items due to no backyards facing the canal.
- Staff will consult internally with each other, KHA and SFWMD to discuss the potential addition of fitness stations or an overlook to Andover Estate residents. A good strategy is to not show this in the Preliminary Plan but

talk about it and lead them in favor of gradual support. A good location for fitness stations for Andover residents would be NW 7th Ave. and NW 12th Ave.

- Staff will consult internally and with KHA to discuss the potential additional meetings with Andover Estates Civic Association Board of Directors and their general meeting, along with Sierra Norwood Civic Association
- KHA will consult with SFWMD and staff to discuss the issue of gradual reduction and eventual phase-out of encroachment areas.
- KHA will depict the bridge east of Rt. 441 on the Preliminary Plan as solid color 'Trail A' base trail instead of 'Trail B' optimal trail

Page 4 of 4

Meeting Report Planning and Research Division Snake Creek Bikeway Planning & Feasibility Study Miami Gardens City Council - Preliminary Plan Update June 9, 2005

Submitted By:

Mark Heinicke, CPRP

June 8, 2005

Meeting Date: Location:

City of Miami Gardens 1515 NW 167th St., Ste. 200 Bldg. 5 Miami Gardens, FL 33169

Host Department/Organization:

City of Miami Gardens

Meeting Purpose:

To give informal presentation to City of Miami Gardens about Snake Creek Bikeway Preliminary

Mark Heinicke, Park Planner III

Department Attendees:

Bhairvi Pandya - City of Miami Gardens

Other Attendees:

Stewart Robertson - KHA

Public Participants:

Comments:

Approximately 40 M. Heinicke acknowledged the Council and thanked them for the opportunity to speak. He talked about the two public meetings in April and invited the Council to the third upcoming public meeting on June 29 at North Dade Regional Library. Robertson from KHA then talked about the Preliminary Plan. The following comments were brought up by various members of city council:

- Is Trail 'B' an upgrade?
- What do you do if public doesn't want trail
- We have some community (neighborhoods) that don't have any parks nearby like Sierra-Norwood on south side of canal and Andover Estates on the north side of canal. Amenities are needed in these areas.

Some amenities for the Andover Estates area have been identified with County and

What's a 'Neighborhood Connection

What safety features will you have?

· You have lighting shown on the costestimate but not shown on the plan. Can you add some lighting symbols to the plan?

 Trail 'B' is considered an upgrade because of the costs of additional bridges. Two bridges would be needed to cross Snake Creek and one bridge to cross a feeder canal at the East end of Andover Estates.

 If public doesn't want the trail on either side then the County and Consultant will need to evaluate the reasons why and try to address any issues. However, we know from two previous public meetings for this project that there is some support.

 The County and the Consultant agree there is a shortage of parks and greenspace within the the Sierra-Norwood community and the Andover Estates community. To that end, we have identified a number of areas that would be suitable for potential fitness stations and playgrounds. Areas include: NW 7th Ave. to NW 9th Ave. - south side of canal; NW 7th Ave. – north side of canal (optional); NW 12th Ave. north side of canal (optional); NW 12th Ave. south side of canal.

 A neighborhood connection meeting area is an area where neighborhood residents can congregate. It will have a kiosk (trail map/sign), bikeracks, benches and landscaping.

 Any proposed children's playground would be sited away from the waters edge and could include some kind of enclosure or buffer to discourage children from wandering too close to the water. This could be accomplished through fencing, shrubs, or berms. Lighting is proposed at key locations like trailheads, underpasses and neighborhood connections. Intersection

Outcomes:

improvements are proposed at N. Miami Ave. such as adding a crosswalk; this particular item should get done regardless even if the trail does not get built. In addition, the trail would be designed and built to national standards with appropriate width, regulatory signs, and pavement Lighting symbols will be added to the plan.

APPENDIX G: MIAMI HERALD ADVERTISEMENTS





Save money on stuff you buy every week! MIAMI-DADE COUNTY

Coupons in

Sunday's Herald:

PUBLIC INFORMATION WORKSHOP

As a part of Miami-Dade County's continuing commitment to public participation in local government, the Park and Recreation Department invites area residents to attend a public information.

SNAKE CREEK BIKEWAY NE 185 ST-FLORIDA'S TURNPIKE Miami, FL 33169

The workshop will solicit community input and discuss feasibility of implementing a proposed bikeway. As part of the meeting, County staff and consultant will answer questions about planning, development and operations. The community meeting will take

HIBISCUS ELEMENTARY SCHOOL Cafeteria 18701 NW 1st AVE Miami Gardens, FL 33169 Monday, April 11, 2005 7:00 - 9:00 P.M.

For further information, request for Spanish language interpreters, o questions prior to the meeting please contact:

Andy McCall, Park Planner Miami-Dade County Park & Recreation Department Planning & Research Division 305-755-7993

Call 305-755-7848 (V/TDD) for materials in accessible format, information on access for Persons with Disabilities or sign language interpreters (five days in advance).

Multiple members of individual community councils

■ A popular talent showcase will be staged Saturday with a dozen acts performing for an audience expected to include industry officials.

Special to The Herald

A dozen local entertainers who advanced through preliminary rounds will compete at the first What U Gonna Do? Miami show of the year on Saturday at the James L. Knight Center.

The showcase will feature aspiring singers, rappers and spoken-word artists who will will perform in front of record label executives, music producers, entertainment industry representatives and profes-sional athletes, organizers

Competing in the spokenword category will be Ber-trand, Ms. Angie Blaque, Daryell and Tianna Marie.

In the singer category, the competitors are Demco Green, aka Meko; Lamar Jones; Monica Lewis, aka Lizy Pearls; and Asilia Neilly. Alternates are Emmanuel Layth, aka Babie Boi; Marcus Lomax, aka Marc Lo; Patrick McDonald, aka Patrick; and Sergio Silva, aka Geroration critical e business grow

the Black Business Associa-tion, The Florida Regional -Minority Purchasing Council and the many economic devel-opment organizations like MLK Economic Development Corporation are doing well as stand-alone organizations, I discussions can lead to better

The next step in this pro-cess of rebuilding the Miami-Dade Chamber back to a level of real prominence will be to lead the fight in creating a buying consortium that ought to exist between the largest employers of blacks in the pri-

You might ask what sector is that? It is the nonprofit sec-tor. No one employs more tor. No one employs more black people in Miami-Dade County within the private sec-tor than the nonprofits, includ-ing New Horizons Community Mental Health Association,

The James E. Scott Community Association, Belafonte Tacolcy, Recapturing The Vision, Vision to Victory, The Urban League of Greater Miami, the Overtown Youth Center and the many black churches. No one employs more folks of African descent than these nonprofit compa-nies and churches.

In the coming months, the

chamber will announce a farreaching plan that will work to further educate these organizations about the increasing value of collaboration and buying consortiums. We hope to create a platform from which each organization can maintain its focused mission while reaching out to reduce its operating expenses without sacrificing the quality of the ervice model that is so important to the communities they

One thing that I have grown to know and to be extremely

s and parents? Is Greece safe for a woman traveling alone? For the

tions that work every day to help black business grow in our community.

While Tools For Change, the Black Business Association of the black business and the black community to continuous the black community.

tinue to take care of its own. Stay tuned to hear more about this exciting step in collaboration.

Speaking of staying tuned, I

am pleased to announce that WMBM-AM (1490) has asked own live 30-minute radio show. The program will air each week beginning the first week in May. My co-host will be David Wilson of the Real Estate Resource Group. David has graciously agreed to pay for 50 percent of the cost of advertising for the first five to six shows.

The generosity of Wilson, an African American and

Miami-born, will pay half of the cost of a start-up business that wants to advertise on this show called Business in the Black with the Miami Dade Chamber of Commerce. How about that for leading

by example? This is collabora-tion at its best. I have a radio show and you need to advertise. Let's make a deal. You come in for three shows and I cut you a deal on the cost of advertising. This is what I would call a trifecta. The radio station wins by people adver-tising, the chamber wins because people advertise and stay on the air, you win because you advertise for only half price and get 100 percent

One last thing: David Wilson wins because he was smart enough to invest in

 black business.
 The chamber's monthly networking reception will be held at Club Ivy in Aventura at 6:30 p.m. April 25.

Bill Diggs is the presi-dent/CEO of the Miami-Dade Chamber of Commerce. Send feedback or news for this column to bdlggs@m-dcc.org.

Office of Community and Economic Development

REQUEST FOR APPLICATION (RFA) 2005 COMMERCIAL **REVITALIZATION PROGRAM**

The Miami-Dade County Office of Community and Economic Development (OCED) is announcing the selection of the projects submitted for the FY 2005 Commercial Revitalization Program. The Project Selection Committee (PSC), comprised of members of various County departments and outside industry consultants, will be selecting the projects that will receive funding for 2005. All applicants are encouraged to attend. The public and/or all interested parties are cordially invited.

The PSC will convene as follows:

Tuesday, April 21, 2005 - 10:00 a.m. South Dade Government Center 10710 SW 211 Street - Room 203 Miami, FL 33189

For additional information, please call the OCED Economic Development Division at (305) 375-4366 or (305) 375-4398

· Miami-Dade County provides equal access opportunity in employmen contracting and grant funding and does not discriminate on the basis of disability in its programs and services. For material in alternate format, a sign language interpreter or other accommodations, please



PUBLIC INFORMATION WORKSHOP

As a part of Miami-Dade County's continuing commitment to public participation in local government, the Park and Recreation Department invites area residents to attend a public information

SNAKE CREEK BIKEWAY NE 185 ST-FLORIDA'S TURNPIKE Miami, FL 33169

The workshop will solicit community input and discuss feasibility of implementing a proposed bikeway. As part of the meeting. County staff and consultant will answer questions about planning. development and operations. The community meeting will take

> MIAMI NORLAND SENIOR HIGH SCHOOL Auditorium 1050 NW 195th St. Miami Gardens, FL 33169

Wednesday, April 20, 2005 7:00 - 9:00 PM For further information, request for Spanish language interpreters questions prior to the meeting please contact

Andy McCall, Park Planner Miami-Dade County Park & Recreation Department Planning & Research Division 305-755-7993

Call 305-755-7848 (V/TDD) for materials in accessible format rmation on access for Persons with Disabilities or sign language interpreters (five days in advance).

may be present.

Miami Central High students in a mentoring program wrapped up the school year with a visit to Macy's in Aventura.

Special to The Herald

Nineteen juniors at Miami Central High School visited the Macy's of Florida at Aven-tura Mall on May 31 to conclude the mentoring program's activities for the school

The visit was organized and sponsored by Gear Up Express as part of a series of Career Day field trips that were created by the program's mentor coordinator, Laurie Kaye Davis, to include more of the school's junior class in career-exploration activities.

For the school year that just ended, Gear Up Express partnered with seven organizations and corporations for an initiative that allowed up to 30 students to go on one of the seven visits to their places.

Each organization created an agenda for the half-day visit

PUBLIC OPEN HOUSE

As a part of Miami-Dade County's continuing commitment to public

participation in local government, the Park and Recreation Department invites area residents to attend a public Open House

SNAKE CREEK BIKEWAY
NE 185 ST - FLORIDA'S TURNPIKE

The Open House will showcase proposed trail concepts and

provide an opportunity for the public to review related exhibits and

provide input on future bikeway plans. As part of the meeting,

County staff and consultant will answer questions about planning.

development and operations. The Open House will take place at:

NORTH DADE REGIONAL LIBRARY

Auditorium 2455 NW 183rd St.

Miami Gardens, FL 33056

June 29, 2005 6:30 - 8:30 PM

For further information, request for foreign language interpreters, or

questions prior to the meeting please contact:

Andy McCall, Park Planner

Miami-Dade County Park & Recreation Department

Planning & Research Division.

Call 305-755-7848 (V/TDD) for materials in accessible format,

information on access for Persons with Disabilities or sign

Multiple members of individual community councils

may be present.

language interpreters (five days in advance).

and provided speakers reprehanded in job applications for senting various departments for part-time openings as sales to speak to the students.

The students visited Burger King Corporation, Crescent Moon Studios, Darren Buckner's Martial Arts Academy, Miami Seaquarium, Royal Caribbean Cruise Lines and the Fontainebleau Hilton Hotel in addition to Macy's.

The focus of the visit to the upscale department store was dressing for success and interview skills. Assistant store manager Dona Scholes gave the students tips on topics such as completing a job application and how to get the job

Otter.

Scholes also touched on careers available at Macy's and gave the visitors an overview of the retail business. She also took them on a tour of the store, including a trip to the

store, including a trip to the loading dock. After a pizza luncheon pro-vided by Macy's, Scholes fielded questions from the stu-

At least five of them



Tiffany Stroud, Vashti

Victor Ranis, Ronald

Kevin Washington, Merrin, Shakevia Adel

ory Oliver, Tramille J

sity Biscayne Bay Carr

North Miami, is run by

tion Professor Robert V

is part of a national pro

The mission is "to acc

Karon Allen, David San

find a job with help from c

At the end of each visit, the

In All who went to macy steed the experience as excelted the experience as excelnt or good.

The students who went on

Florida International U

students were asked to do a

Career Day field trip evalua-

tion. All who went to Macy's

rated the experience as excel-

the trip were Akila Roberts,

Kareem Hampton, Ladarius

Brown, Linda Frederic,

Peteron Darcelin, Ronkia

roombs, Takeytha Redding,

lent or good.

WILLY

WHAT WILL T Find out, S

careerbul



want to

shon. Competitors in the ra

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G G Boo; Dwayne Scot

Gedon; and rap groups S

House, featuring Da

Glover; and Keith Bi

Seven, featuring Spencer and Philip Mercardo.

nates are Charlemagne

min, aka LIFE; and

Miller, aka Profisi Culch

the superior-rated M

Northwestern Marching

will open the show th

being staged by Lu' Vocci ductions & Entertain:

Group, which has been o

ity and artistic talents v

the inner city at the Jo

Caleb Auditorium. The

and objectives of the com

have grown to meet the

platform and resource

aspiring artists," said La

Flanders, Lu' Vocci's

Chief Operating O

group wants to to estal Miami "as a market that

Jimmy Nickerson said

"Our goal is to prov

of the community.

executive officer.

it for three years. The company was bor of an idea to showcase cre

A special performan



THE NEW EXPANDED APARTMENT SECTION in The Herald's Sunday Real Estate Guide is a great place to find your next rental apartment,

The Miami Herald

APPENDIX H: PROJECT INFORMATION SHEET



Snake Creek Bikeway Planning and Feasibility Study

Miami-Dade County Park and Recreation Department Project Information

What is the Snake Creek Bikeway Planning and Feasibility Study?

The study will look at the feasibility of expanding the existing trail at both ends along Snake The study will look at the leastbility of expanding the existing trail at both ends along Shake Creek Canal: to connect on the south to the trails in Snake Creek Park maintained by the City of North Miami Beach; to connect on the north at Florida's Turnpike to the proposed greenway project currently being planned by the U.S. Army Corps of Engineers in conjunction with the South Florida Water Management District (SFWMD).

What is the purpose of the Study?

The study will determine and confirm, the community's needs and desires for a linear park and trail. The consultant will develop a planning program and conceptual designs, and establish probable costs and priorities to complete the planned project at some future date. Design development and construction drawings are not part of the scope of services.

How is this Study being funded?

This study is being partially funded through the Miami-Dade County Metropolitan Planning Organization (MPO) through its Unified Planning Work Program (UPWP) grant.

When will the Study be done?

It's anticipated the final report for this Study will be completed by the consultant near the end of September, 2005.

Where is the study area?

The study area extends from NE 183rd St. (NE Miami Gardens Dr.) near the existing Snake Creek Park in North Miami Beach along the Snake Creek Canal to the Florida's Turnpike overpass (total distance approximately 3.4 miles).

Who maintains the existing trail from I-95 to NE 2nd Ave.?

MDPR established an easement with SFWMD in 1975 that allowed it to build and maintain the trail while SFWMD retains ownership of the land. MDPR does weekly trash pick-up along this segment. It also cuts the grass in this area once a month May through October and every two segment. It also cuts the grass in this area once a month May through October and every two months December through April. The existing trail in this area was built with a \$50,000 grant from 'Decade of Progress' bond money.

Are there any other similar greenways in Miami-Dade County along canals?

Yes. Snake Creek Park in North Miami Beach (NE 183rd St. to Dixie Hwy.) contains popular bicycle greenway paths along both sides of Snake Creek Canal.

April 2005



Who will use this bikeway?

The bikeway will be a linear park that is targeted for multi-use by pedestrians, joggers, rollerbladers, bicyclists, and others seeking healthy recreation within a park setting.

Is this greenway part of a larger system of trails?

The Snake Creek Canal greenway was identified in the North Dade Greenways Master Plan (NDGMP), which is an integrated system consisting of greenways, trails and bike lanes that total

How long is the proposed Snake Creek Corridor in the NDGMP and where does it go?

The proposed Snake Creek Corridor extends from Collins Ave. in Sunny Isles Beach west to Okeechobee Rd. (U.S. 27) in unincorporated Miami-Dade County for a total distance of approximately 18.6 miles. The Snake Creek Trail intersects five other trails within the greenway

Has the North Dade Greenways Master Plan been adopted?

The North Dade Greenways Master Plan is adopted by the Miami-Dade County Board of County

Where would I be able to go using the Snake Creek Canal bikeway?

Think of the proposed bikeway as an extension of the Snake Creek Park bike paths. In addition, the U.S. Army Corps of Engineers (USACOE) and the South Florida Water Management District (SFWMD) are planning a greenway project that would extend along the Snake Creek Canal west (Sr wind) are planning a greenway project that would extend along the shake Creek Canal west of Florida's Turnpike. Other bike facilities are being planned to connect the Snake Creek Park bike paths to Greynolds Park, Parkway Regional Medical Center, Oleta River State Recreation

When could this project be constructed?

A lot depends on the outcome of this feasibility study and the ability to secure funding for design and construction. A typical timeframe for this type of project is 2 to 5 years after it is fully

How would the bikeway be funded?

One million dollars has been set aside in General Obligation Bond (G.O.B.) funding for design, development and construction of a bridge overpass at I-95 and the FEC Railroad. However, it is not known when the exact funding will be available. Other funding sources will need to be

What are the current costs to construct a multi-use trail?

The average costs today to build a multi-use trail are from \$300,000 - \$400,000 per mile.

April 2005





APPENDIX I: QUESTIONNAIRE FORMS



Snake Creek Bikeway Planning and Feasibility Study Information Workshop

Miami Gardens Drive to Florida's Turnpike April 11, 2005

QUESTIONNAIRE RESULTS

(24 Responses Completed*)

*It should be noted that not all of the surveys submitted were fully completed.

How did you hear about this meeting? Please check appropriate response.

Postcard (8) 33% Newspaper Ad (3) 13% Outdoor Sign (3) 13% Outdoor Poster 0 Friends (4) 17% Other (9) 38%

If other, please elaborate

- -Commissioner Barbara Jordan's Office
- -County
- -Phone Call
- -Phone Call from P&R Planning

Please indicate if your primary residency is in one of the following communities:

North Miami Beach (6) 25% Miami Gardens (13) 54% Unincorporated Miami-Dade County (5) 21%

Did you or any member of your household visit any of these County trails in the past year? If yes, about how many times in the past year?

Avg. # of visits

Yes 8% (2) n/a

Yes 0% (0) n/a

Yes 21% (5) 2.5 No 71% (17)

No 83% (20)

No 92% (22)

Yes <u>42% (10)</u> 32.3 No <u>54% (13)</u> a. Snake Creek Bike Path (I-95 to Sierra Park) Yes 42% (10) 6.3 No 54% (13)

 b. Snake Creek Park - North Miami Beach (Miami Gardens Dr. to Dixie Hwy.)

c. Old Cutler Bike Path (Vizcaya to SW 220th St.)

(SW 11th St. to N. Kendall Dr.)

e. Other trails visited?

If yes to other trails visited, please name them below:

-Liberty, Miami Gardens

-183 Street and 24 Avenue

-I'd use them if they were safe -Key Largo and Oleta State Park

-Rolling Oaks

Please rank the following trail amenities in order of your preference, with 1 being the most desirable and 11

- Asphalt trail surface
- Shaded scenic overlook platform Landscaping
- Benches
- Trash receptacles
- Lighting along trail 8 Drinking Fountains
- 10 Pay phones
- 11 Interpretive signs
- Trailhead parking
- Pedestrian bridges crossing the canal

Comments

-BBQ grills;

- -It must be safe-bike patrol?
- -Security Close trail after sunset
- -What about concrete surface?

Please rank the following trail activities from most to least desirable, with 1 being the most desirable and 5

- 1 t Walking/Jogging
- 1 t Bicycling
 3 In-Line Skating
- Skateboarding Scooters (non-motorized)

n/a Other?

Please explain

Did you find tonight's meeting informative and helpful? Yes $\underline{50\%(12)}$ No $\underline{0\%(0)}$ No Response $\underline{50\%(12)}$ Was there anything that Staff or the Consultant did not cover that you thought should have been addressed? If yes, please describe:

- -Sierra Park needs lighting in park;
- -BBQ trails around the park;
- -Advertising in Miami Times Newspaper should be included as a means to get the message and/or information

-Ramp access for my Kayak along the greenway would strongly promote only guest watercrafts (sail, canoe,

APPENDIX I: QUESTIONNAIRE FORMS



Snake Creek Bikeway Planning and Feasibility Study Information Workshop No. 2

Miami Gardens Drive to Florida's Turnpike April 20, 2005

QUESTIONNAIRE RESULTS

(17 Responses Completed*)

*It should be noted that not all of the surveys submitted were fully completed.

How did you hear about this meeting? Please check appropriate response.

Postcard (5) 22% Friends (5) 22% Other (3) 13% Outdoor Sign (2) 9% Outdoor Poster (1) 4%

If other, please elaborate _

Please indicate if your primary residency is in one of the following communities:

North Miami Beach (0) 0% Miami Gardens (14) 82% Unincorporated Miami-Dade County (2) 12% Other (1) 6%

If other, please elaborate _

Did you or any member of your household visit any of these County trails in the past year? If yes, about

how many times in the past year?

of visits 1 No 65% (11) Yes 6% (1) 2.7 No 59% (10)

Yes 18% (3)

a. Snake Creek Bike Path (I-95 to Sierra Park) Snake Creek Park - North Miami Beach (Miami Gardens Dr. to Dixie Hwy.)

No 65% (11) Yes 0% (0)

c. Old Cutler Bike Path (Vizcaya to SW 220th St.)

No 94% (16) Yes 6% (1)

d. M-Path (SW 11th St. to N. Kendall Dr.) e. Other trails visited?

_ No 59% (10) Yes 12% (2)

If yes to other trails visited, please name them below:

Please rank the following trail amenities in order of your preference, with 1 being the most desirable and 11

Asphalt trail surface

Shaded scenic overlook platform

Landscaping

Benches

Trash receptacles

Lighting along trail Drinking Fountains

11 Pay phones

10 Interpretive signs

Trailhead parking

Pedestrian bridges crossing the canal

Railing at the edge of canal should be protected for small children.

We are a gated community.

A very nice idea.

Please rank the following trail activities from most to least desirable, with 1 being the most desirable and 5

Walking/Jogging

Bicycling In-Line Skating

Skateboarding

Scooters (non-motorized) Other?

Please explain

Did you find tonight's meeting informative and helpful? Yes 82% (14) No 12% (2) No response 6% (1) Was there anything that Staff or the Consultant did not cover that you thought should have been addressed?

If yes, please describe:

Comment: Funding

Optional:

Address:

Phone Number:

Thank you for participating in this questionnaire! Please return questionnaire to park staff or mail to the following address:

Park Planner, c/o Miami-Dade Park & Recreation Dept.,

275 NW 2nd St., 4th FL Miami, Fl 33128 (305) 755-7811

SIAKE COFF Bike Trail Planning and Feasibility Study

APPENDIX I: QUESTIONNAIRE FORMS



Senda para ciclistas de "Snake Creek" Estudio de planificación y factibilidad Seminario informativo No. 2

De Miami Gardens Drive al Turnpike de la Florida 20 de abril del 2005

CUESTIONARIO

	¿Cómo se enteró usted de esta reunión? Marque la respuesta pertine Tarjeta postal Anuncio en un periódico Letrero en el exterior Otro medio	Cartel en e	exterior	
	Letrero en el exterio			
	Anuncio en un periodio			
	Tarjeta postar			
	Amigos Otto III			
	Si por otro medio, por favor, especifique			
	Si por otro medio, por favor, especial			
	Si poi one			
	1 migilio			
	comunidad queda su domicino.	1.000	. 1-1 Condado (le Mian
	Sírvase indicar en qué comunidad queda su domicilio: North Miami Beach Miami Gardens Zona no constitu	ida en municip	10 del Conducto	
	Zona no constitu	il da		
	Miami Gardens			
	North Miaini Bearing and			
	favor especifique			
	Si queda en otra comunidad, por lavoi, esperante de su núcleo familiar alguna de ¿Visitó usted o algún miembro de su núcleo familiar alguna de propieda de propied		and the second of the	a 100
	Si queda en en		para ciclistas del	Condac
	¿Visitó usted o algún miembro de su núcleo familiar alguna de año pasado? Si la respuesta es que sí, diga cuántas veces la visit	estas sendas	para ordo:	
	de su núcleo familiar algoristica de visit	ó durante el año	o pasado.	
	Visitó usted o algún miellioto de si diga cuántas veces la visit	0 44	100	
3.	Visito de Si la respuesta es que si, digu		# de visitas	
	año pasado.			No_
	a. Senda para ciclistas de Snake Creek (I-95 a Sierra Park)	Sí		
	La Spake Creek (I-95 a Sierra Faik)			No
	Senda para ciclistas de Shake	Sí		140_
	a. School	31		
	b. Parque Snake Creek - North Miami Beach			
	b. Parque Snake Creek - North (Miami Gardens Dr. a Dixie Hwy.)			No
	(Miami Gardens Dr. a Distre	Si		
	and the second	51		
	Listes de Old Cutler			
				No
	c. Senda para ciclistas de Old Cutler			
	c. Senda para ciclistas de Silvi (Vizcaya a SW 220 th St.)	Sí		
	c. Senda para cicistas de Oris (Vizcaya a SW 220 th St.)	Sí	-	
	(Vizcaya a SW 220 Su)	Sí		1
	(Vizcaya a SW 220 Su)			No
	(Vizcaya a Sw 220 Su)	Sí		No
	d. M-Path (SW 11 th St. a N. Kendall Dr.)		-	No
	d. M-Path (SW 11 th St. a N. Kendall Dr.)			No
	d. M-Path (SW 11 th St. a N. Kendall Dr.) e. ¿Ha visitado otras sendas?			No
	d. M-Path (SW 11 th St. a N. Kendall Dr.) e. ¿Ha visitado otras sendas?		==	No
	d. M-Path (SW 11 th St. a N. Kendall Dr.)		1 ==	No

	4. Por comment
	 Por favor, clasifique los artículos y asuntos siguientes referentes a las sendas en el orden de su preferencia La superficie de asfato de la
	La superficie de asfalto de las sendas Plataforma sombreada de las sendas
	— Plataforma sombreada de panorama escénico Jardinería
	Bancos
	Receptáculos para la basura
	Alumbrado a lo largo de la senda Bebederos
	Teléfonos públicas
	Signos internados
	Estacionamiento en extremo de la senda Puentes peatonales sobre el canal
	Comentarios
5.	Por favor, clasifique las actividades siguientes en las sendas en el orden de su preferencia. El 1 es la Caminar o correr
	ciasificación más alta y el 5 la más baja:
	Caminar o correr
	Montar en hicialete
	Patinar en línea
	Montar en motor de
	Otra actividad no motorizada
6.	¿Cree usted que la reunión de esta noche ha sido informativa y útil? Sí No
7.	and the real factor of the second of the sec
· ·	No. No. No.
	¿Hay algo que no cubrió ni el personal ni el asesor que usted piensa que se debió haber incluido? Sí Sí la respuesta es que sí descrit.
	Si la respuesta es que sí, describa:
	rama si que si, describa:
atos o	pcionales:
	Ciudad
acias n	reléfono:EstadoZona postal or participar en esta
ucias p	or participar en este cuestionario
vase h	acer llegar este cuestionaria
rk Heii	acer llegar este cuestionario al personal del parque o a la dirección siguiente: ner, c/o
NW 2	ad St., 4th FI
	33120
mi, Fl.	
mi, FL -755-78	311



MEMORANDUM

Mark Heinicke, CPRP Miami-Dade Park & Rec (MDPR)

Date: April 27, 2005

From: Stewart Robertson, EI Kimley-Horn (KHA)

Subject: Information Workshop #1 Notes - Task 5

Project: Snake Creek Canal Bikeway Planning and Feasibility Study

Job No.: 040829008

Public Information Workshop #1 for the Snake Creek Canal Bikeway Planning and Feasibility Study was held on Monday, April 11, 2005, at Hibiscus Elementary School (18701 NW 1st Avenue) at 7:00 PM. The purpose of the meeting was to determine public support for a bikeway along purpose of the meeting was to determine public support for a bineway along Snake Creek Canal within the study corridor (Florida's Turnpike to Miami Snake Creek Canal within the study corridor (Florida's Turnpike to Maint Gardens Drive) and to solicit input regarding potential corridor opportunities and constraints.

Among the 45 meeting attendees, Workshop #1 was attended by:

- Mark Heinicke, Project Manager Miami-Dade County Park and ■ David Henderson, Bike/Ped Specialist – Miami-Dade County MPO
- Jennifer Blattman, MDPR
- Tim Byrnes MDPR
- Jorge Aleman IVIDER
 Jose Fuentes South Florida Water Management District (SFWMD) Mark Brown – District 1 Director, Commissioner Barbara Jordan
- Evan Skornick SFWMD
- Commander Kevin Prescott North Miami Beach Police Jay Marder – City of Miami Gardens Department (NMBPD) Officer Alex Morales – NMBPD

- Officer Jimmy Randazzo NMBPD Stewart Robertson – Kimley-Horn and Associates, Inc. (KHA)
- Bruno Carvalho KHA
- Gail Birks Askins CMA
- Kathye Bruton CMA

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At the beginning of the meeting, attendees were given the chance to At the beginning of the meeting, attendees were given the chance to examine various meeting exhibits including presentation boards, handouts, examine various meeting exhibits including presentation locates, handouts, and a video describing greenways and trails. The formal portion of the and a video describing greenways and trails.

The formal potent of the project team members in Sulle 157

Sillo Northwest 33rd Avenue attendance and recognition of county and attendance are attendance attendance and attendance are attendance attendance attendance are attendance attendance attendance attendance are attendance attendance attendance attendance attendance attendance attenda audience. Following the introductions, Mr. Heinicke discussed 33309 background information and perspective on the Snake Creek Bikeway packground information and perspective on the Shake Creek Bikeway project. Mr. Heinicke then introduced Mr. Fuentes, who gave a brief project. Mr. Freinicke then introduced Mr. Fuelies, who gave a orient presentation on the SFWMD environmental restoration and greenway project to the west of the MDPR project area (Snake Creek Canal between NW 37th Avenue and Florida's Turnpike). Following this, Mr. Robertson presented the consultant PowerPoint presentation for the bikeway feasibility

The remainder of this memorandum describes the pertinent discussion topics that were voiced by meeting attendees during and after the formal presentation.

Snake Creek Bikeway Public Meeting Discussion

How will the gated communities along the proposed bikeway benefit from this project?

The existing condition is being review by the project stakeholders. Other bikeway projects have improved the property values of the receiving areas and improved the quality of life.

Is it true that if the residents have maintained the property for 20 years or more, that the ownership transfers? (directed to SFWMD representatives)

It is the understanding of the project stakeholders that there was an agreement with the developer that the property is ultimately turned over to the association not the individual residents. The SFWMD simply treats it as maintenance area but does not relinquish title to the canal ROW just because a homeowner maintains the ROW for an extended period of time.

What are the considerations to include community businesses who can contract for the project?

We are always looking to engage public/private partnerships. However, there is always a formal procurement process.

Snake Creek Bikeway Task 5 – Information Workshop #1



Does this project require a vote by the public?

This project does not require a vote by the public. Some of the funds are coming from the GOB which has approved last fall by voters. The County will pay for the maintenance of the project.

Will you consider using security cameras?

The project team will look at the feasibility of using security cameras

How long will it take to bring the project into existence?

This will depend on the design completion as well as funding availability. A specific timeline for construction cannot be given at this time other than to say it probably will be several years away.

7. Can you consider a canoe/kayak boat launch with the feasibility

Staff will ask Prime consultant to consider locations of canoe/kayak

Will there be opportunities for a physical fitness trail? If so, will the budget be covered in the presently approved funds?

The project team will discuss feasibility of adding fitness stations. The GOB did not include a specific line item for this idea but it could potentially be covered.

Is the trail going on the north side of canal by Andover Estates?

The trail alignment has <u>not</u> been determined. Both sides of the canal are under consideration at this point. The feasibility study will help make a recommendation towards a preferred alignment with a planning program and schematic designs.

Can you advertise future meetings in the Miami Times newspaper?

Staff does not usually advertise public meetings in Miami Times but



Will the bikeway surface be amenable to bikes?

The trail surface will be amenable not only to bikes but other uses

as well such as walking, and roller-blading. A variety of surface

33309 materials will be studied.

What will the width of the bike path be? Currently, the trail is not wide enough.

It will be wide enough to accommodate multiple uses; it is usually a n was be wase enough to accommodate muniple uses, it is usually a minimum of 10 feet in width in accordance with national standards.

What happens to Sierra Park now? Right now parking problems currently exist because the park is very popular.

The consultant will looking at trailhead areas at a number of rne consultant with tooking at trauneau areas at a number of potential sites, including Sierra Park, where parking could be added.

What kind of landscaping is being considered?

A variety of shrubs and trees will be considered by the consultant. Buffers will also be examined to best benefit the residents and users of the bikeway.

Safety and Security

What about the Homeless?

In other bikeway projects, designs reflect a crime prevention environment. Recommendations from North Miami Beach Police included:

- b. taking comfort areas and amenities away from the homeless occupants
- What else can be done to maintain security?

Neighborhood Watch initiatives have worked well in other areas.

Snake Creek Bikeway Task 5 – Information Workshop #1



- What kind of lighting will be available for the project?

 - a. Normal street lighting from adjacent streets works well. b. Project Team will consider ornamental lighting along path to bolster security and allow residents who work late to use path. c. Some residents like the look of downlighting from trees.



MEMORANDUM

Mark Heinicke, CPRP Miami-Dade Park & Rec (MDPR)

> Stewart Robertson, EI Kimley-Horn (KHA)

Subject: Information Workshop #2 Notes - Task 5

Date: April 27, 2005

Project: Snake Creek Canal Bikeway Planning and Feasibility Study Job No.: 040829008

Public Information Workshop #2 for the Snake Creek Canal Bikeway Planning and Feasibility Study was held on Wednesday, April 20, 2005, at Norland Senior High School (1050 NW 195th Street) at 7:00 PM. The purpose of the meeting was to determine public support for a bikeway along Snake Creek Canal within the study corridor (Florida's Turnpike to Miami Gardens Drive) and to solicit input regarding potential corridor opportunities and constraints.

Among the 35 workshop attendees, Workshop #2 was attended by:

- Mark Heinicke, Project Manager Miami-Dade County Park and David Henderson, Bike/Ped Specialist – Miami-Dade County MPO
- Andy McCall MDPR
- Larry Robinson South Florida Water Management District Bann Williams – MDPR
- (SFWMD)
- Mark Brown District 1 Director, Commissioner Barbara Jordan Carol Margron – Commissioner Barbara Jordan's Office
- Mayor Shirley Gibson City of Miami Gardens
- Councilwoman Barbara Watson City of Miami Gardens
- Jay Marder City of Miami Gardens
- Officer Alex Morales North Miami Beach Police Department Stewart Robertson - Kimley-Horn and Associates, Inc. (KHA)
- Bruno Carvalho KHA
- Gail Birks Askins CMA
- Kathye Bruton CMA

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Snake Creek Bikeway Task 5 – Information Workshop #2



At the beginning of the meeting, attendees were given the chance to examine various meeting exhibits including presentation boards and handouts. The formal portion of the meeting began with introductions of the project team members in attendance and recognition of county and municipal leaders in the audience. Following the introductions, Mr.
Heinicke discussed background information and perspective on the Snake

Sulle 157

Fort Lauderdate, Florida
33309 Creek Bikeway project. Mr. Heinicke then introduced Officer Morales, who gave a brief presentation about the experience of the City of North Miami Beach in handling crime and security issues along the bike paths in Snake Creek Park. Officer Morales also fielded questions from the audience about crime and security concerns. Following this, Mr. Skornick gave a brief presentation on the SFWMD environmental restoration and greenway project to the west of the MDPR project area (Snake Creek Canal between NW 37th Avenue and Florida's Turnpike). Questions from the audience regarding the Snake Creek Canal right-of-way were fielded by Mr. Skornick and Mr. Robinson. As the final component of the formal portion of the workshop, Mr. Robertson presented the consultant PowerPoint presentation for the bikeway feasibility study.

The remainder of this memorandum describes the pertinent discussion topics that were voiced by meeting attendees during and after the formal

Crime / Security Discussion

The following questions and comments were received during time allotted

Homeless Situation

- How are you handling it in other communities?
 - Work with Metro Dade Homeless Trust and the Spanish Monastery and the Department of Health. At the Monastery, the individuals are allowed 7 days in the "Tent Camp". This allows the opportunity for transition and also for the agency
 - Sprinklers have been strategically set to go off at times that disrupt the lives of the individuals who are settling in the
- If the paths are within a park, there are set hours, which means that the occupants must leave.
- This situation will always require continuous patrolling.

APPENDIX J: PUBLIC MEETING SUMMARY MEMORANDA



Comment: Working with the police is the most valuable way to counter this problem. Community Policing is also important.

What can be done about stray animals (dogs)?

This is a difficult problem across many communities. Contracting with Animal Control has been beneficial. Regular patrols are provided by the animal patrol.

Who pays for Policing?

Miami-Dade County Police has bike patrol assignments. Park rangers through the Park & Recreation Department are also cost

- Comment: Getting the information about the bike path to parents through the PTSA will be beneficial so that everyone is educated.
- How did the condition of the trail west of I-95 get so run down?
 - The trail maintained by Miami-Dade County Park & Recreation Department was constructed close to thirty years ago so it is near the end of its useful life and need of repair.
 - The trails east of I-95 in North Miami Beach were built much more recently (the north side of Snake Creek Park about 2.5 years ago and the south side of Snake Creek Park about 12
 - Trails standards and useage were also different back in 1975 than they are today.
- Where is the study area for this study?

The MDPR study is examining the area from Miami Gardens Drive (at the entrance to Snake Creek Park) in the east to the Florida's Turnpike in the west. Bike paths are already constructed within Snake Creek Park in North Miami Beach (east of the MDPR study

South Florida Water Management District (SFWMD) Discussion

The following questions and comments were received during the time allotted to SFWMD.

Snake Creek Bikeway Task 5 – Information Workshop #2



- How are you going to transfer the path across the canal in a north/south crossing?
 - NW 27th Avenue being reviewed near Dolphins Stadium.
 - Nothing concrete in place.
 - Footbridge options are being reviewed.

5100 Northwest 33rd Avenue Fort Lauderdale, Florida

Who cleans the canals?

SFWMD has the responsibility for cleaning the canals. It is done on

How often are canal banks cleaned?

Every 3 months.

11. What is the boundary?

The property serviced is from the embankment to the right of way.

- 12. Comment: The opportunity is open for securing resources to maintain a high-level project. The MPO is a resource that can be used. It can coordinate with the various agency and municipal
- 13. Comment: The City of Miami Gardens can partner for supporting the maintenance of the project within its borders.

Interlocal agreements are done regularly Non-restoration services are funded by the following:

- -50% other sources

General Project Discussion

The following questions and comments were received during and after the

14. Has the Trust for Public Land been contacted regarding this study?

The Trust for Public Land has been contacted and is a viable partner for this project. We are still in the early stages however and

APPENDIX J: PUBLIC MEETING SUMMARY MEMORANDA



Comment: The north side of the canal right-of-way has numerous obstacles. It appears to be an expensive project due to this problem.

Many obstacles that exist on one side of the canal, exist on both Many obstacles that exist on one side of the canal, exist on both sides of the canal, such as major arterial roadways. The path can 5100 Northwest 33rd Avenue 5100 Northwest 37rd Aven sides of the canal, such as major arterial roadways. Ine path can alternate back and forth with bridges to avoid certain other assume that the sides of the canal, such as major arterial roadways. Ine path can alternate back and forth with bridges to avoid certain other assume that the sides of the canal, such as major arterial roadways. In path can alternate back and forth with bridges to avoid certain other assume that the sides of the canal, such as major arterial roadways.

Comment: Have you taken into account that the homes on the north side are closer to the canal? Most homeowners do not want their view of the canal blocked by the park.

Tiered landscaping can be recommended for this concern that will not obstruct the homeowners view.

- Comment: Having a path on both sides of the canal allows a better sense of community interaction.
- Why is this bike pathway being done?
 - The bike path is meant to be a community asset that enhances the recreation and transportation opportunities of the
 - The Snake Creek Canal corridor has been approved as a The paths are meant to connect the community(s) together.
- Ensure that this project is a benefit in light of the complications created by having numerous governmental entities in this area.

All of the public and governmental entities are partners in this project.

How do we pay for this?

The county jurisdiction will address the need and identify any and all of the required funding sources. Local, state, and federal sources will be examined.

Snake Creek Bikeway Task 5 – Information Workshop #2



21. Is there a group that will be a steering committee?

The process currently is in the data collection process and therefore, no implementation steering committee has been established. Concerned citizens and stakeholders should stay importance of this project.

In the data collection process and therefore, no implementation steering committee has been should stay importance of this project.

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22. Will the multi-use trail expenditure be costly?

Cost will likely be in the millions. The Turnpike and 1-95 connections are problematic.

Will assurances be in place to ensure enough money is available to properly complete the project in its entirety?

Cautious planning will be needed to ensure that following the project through to completion is done.

24. Is it possible to add playgrounds within the canal ROW?

This can definitely be examined as an opportunity since there is nothing there at present for the area children. Also, connections to the bikeway from the neighborhood will be important.

APPENDIX J: PUBLIC MEETING SUMMARY MEMORANDA



MEMORANDUM

Mark Heinicke, CPRP Miami-Dade Park & Rec (MDPR)

Date: July 13, 2005

Stewart Robertson, EI Kimley-Horn (KHA)

Subject: Summary of Input Open House -Task 7.0

Project: Snake Creek Canal Bikeway Planning and Feasibility Study Job No.: 040829008

The open house for the Snake Creek Canal Bikeway Planning and Feasibility Study was held on Wednesday, June 29, 2005, at the North Dade Regional Study was field on wednesday, June 23, 2003, at the Bottle Date Regional Library (2455 NW 183rd Street) in Miami Gardens at 6:30 PM. The purpose of the meeting was to showcase the preliminary plans to the public and solicit omments on the bikeway plan. The format of the meeting was an open house where participants could view various exhibits setup throughout the room and ask questions of project representatives in an informal setting. The open house ask questions of project representatives in an another setting. The open house represented the third and final advertised public meeting for the Snake Creek Bikeway study. Two community workshops were held earlier in the study to solicit initial input and provide guidance for the development of the preliminary bikeway plan.

A total of 35 people attended the open house including the following representatives:

- Mark Heinicke, Project Manager Miami-Dade County Park and Recreation Department (MDPR)
- Barbara Falsey MDPR
- Tim Byrnes MDPR Andy McCall – MDPR
- I veue washington INDER

 Evan Skornick South Florida Water Management District (SFWMD) Yvette Washington – MDPR
- Carol Margron Commissioner Barbara Jordan's Office Councilwoman Sharon Pritchett – City of Miami Gardens
- Jay Marder City of Miami Gardens
- Lillie Odom City of Miami Gardens
- Janis Davis BPAC (Miami Gardens Rep.)
- Commander Kevin Prescott North Miami Beach Police Department Julio Boucle – URS, representing the Florida Department of Transportation (FDOT)

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Snake Creek Bikeway Task 7



- Stewart Robertson Kimley-Horn and Associates, Inc. (KHA) Greg Kyle – KHA
- Bruno Carvalho KHA
- Gail Birks Askins CMA
- Kathye Bruton CMA

5100 Northwest 33rd Avenue Fort Lauderdale, Florida

Meeting attendees were asked to provide suggestions and give their feedback on comment cards. The following comments were received on the comment cards at the Snake Creek Bikeway open house community

Comments - Snake Creek Bikeway Open House (6/29/05)

1. William Britton

Address: 240 NW 200 St., Miami Gardens

Organization: Resident - Andover West

Comments: "Bike Path as illustrated is fine as long as no paths are built across Snake Creek Canal in the future into Andover West!

2. Julio Boucle, P.E.

Address: 7650 Corporate Ctr. Drive., Suite 400, Miami

Comments: "Excellent project- community enhancer. The Department (FDOT) would like closer coordination/ participation with the proposed "crossing treatments" at I-95, Ives Dairy Rd., SR 441 and 27 Avenue."

3. Marie Carmenlaurore

Address: 19441 NE 5 Ave., Miami

Organization: Resident

Comments: "I'm satisfied with tonight's meeting and I would like to attend

4. Janis Davis

Address: 19735 NW 5 Pl., Miami Gardens Organization: Resident & BPAC

Comments: "Would proposed bikeway have accommodations for dogs such as a doggie play area with doggie drinking fountains, bags and receptacles for doggie

5. Rubbie Laughlin

Address: 19841 NE Miami Ct., Miami

Organization: Resident

Comments: "I was updated and good to see things are going well!"

Snake Creek Bikeway Task 7

APPENDIX J: PUBLIC MEETING SUMMARY MEMORANDA



6. Sharon Pritchett Address: 1515 NW 167 Street Bldg 5, Ste. 200

Organization: City of Miami Gardens

Comments: "Some acronyms were expanded (thank-you); please explain all

(Example: Gob – General Obligation Bond).

a. Establish 'bike patrols' (which can be comprised of volunteers, (if necessary) a. Establish 'bike patrois' (which can be comprised of volunteers, (if necessary to be a presence patrolling the bikeway/greenway, especially during the day."
b. Establish a Citizen's Advisory Board (inclusion of the community is a must)!"

7. Marcia Reid Address: 1101 N.W. 203 St., Miami Gardens

Organization: Andover Civic Association
Comments: "Andover is a private community. This plan seems and looks great Organization: Andover Civic Association Comments: "Andover is a private community. This plan seems and looks great on paper. My concern is that this community will be open to all; we will not allow this. We will only allow this if the path is restricted to our community. I'm not trying to be selfish, only concerned."

8. Jerry Williams Address: 20450 NW 2 Ct., Miami Gardens

Organization: Resident Comments: "We don't need...Thanks, please."

9. Roger Williams Address: 387 NE 191 St., /Apt. 207, Miami

Comments: "The traffic signals where paths intersect with thoroughfares, should work in favor of pedestrians and cyclists, thus, increasing safety. My primary concern is the solid waste transfer station. What will be done to ease its presence concern is the solid waste transfer station. What will be done to ease its presence on the path? The lighting along the path should be exceptionally bright and on the pain? The lighting along the path should be exceptionally origin and environmentally sound; for example, equipping each street lamp with solar panels is a terrific way to relieve our reliance on lesser forms of energy."

Address: 20450 NW 2 Ct., Miami 33169

Organization: Resident
Comments: "I work shift work – usually 6 am-2 pm or 2 pm-10 pm. When I Organization: Resident Comments: "I work shift work — usually 6 am-2 pm or 2 pm-10 pm. When I leave home for the am shift, it is dark. When I arrive home from the pm shift, it is leave home for the am shift, it is dark. When I arrive home from the pm shift, it is dark. No matter when I leave or arrive, there is always an unknown, unfamiliate walking or riding a bike in our neighborhood. I am almost always in fear of my life and /or safety. This occurs within a gated community without dual bike paths. Just imagine what would happen if this bikeway project comes into effect.

Also, my family has been victims of petty theft, robbery, vandalism, most recently Also, my ramuy has been victims of petty their, robbery, vandatism, most recently for the 6th time. Each time it was someone on foot or a bike. One actually pulled our lawnmower off behind his bike. Another occasion, my niece arrived home from which at 11/30 my she saw a male storage with a saw a male storage. from work at 11:30pm; she saw a male standing underneath our "attached"

Snake Creek Bikeway Task 7



carport. She phoned inside the house from her cell phone to alert us. Imagine what could have happened and we were home at the time."

Suite 157 5100 Northwest 33rd Avenue Fort Lauderdale, Florida 33300

Snake Creek Bikeway Task 7 Page 4 of 4



APPENDIX K: STEERING COMMITTEE NOTES



MEMORANDUM

Mark Heinicke, CPRP Miami-Dade Park & Rec (MDPR)

June 1, 2005 Date: rev. 7-8-05

Stewart Robertson, El Kimley-Horn (KHA)

Subject: Preliminary Plan Steering Committee Meeting Notes -Task 6.0

Project: Snake Creek Canal Bikeway Planning and Feasibility Study Job No.: 040829008

A steering committee meeting for the Snake Creek Canal Bikeway Planning and Feasibility Study was held on June 1, 2005, at the fourth floor conference room of the Miami-Dade County Park and Recreation Department (MDPR). The subject of the meeting was to discuss the preliminary plan developed for the Snake Creek Bikeway. The steering committee meeting was attended by:

- Mark Heinicke, Project Manager Miami-Dade County Park and
- David Henderson, Bike/Ped Specialist Miami-Dade County MPO
- Jay Marder City of Miami Gardens
- Jennifer Blattman MDPR
- Bann Williams MDPR
- Eric Hansen MDPR
- Andy McCall MDPR
- Greg Kyle KHA Stewart Robertson – KHA
- Bruno Carvalho KHA
- Neil Sickterman KHA
- Gail Birks Askins CMA

A steering committee meeting agenda was provided by MDPR that summarized items to be discussed at the meeting. The meeting began with introductions by the project team members in attendance.

Following the introductions, Mr. Heinicke discussed the public information workshops that were held in April to gather input from residents and stakeholders near the study corridor. Mr. Heinicke summarized the results of questionnaires that were distributed to public workshop participants. The

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questionnaire results indicate that public workshop participants thought the meetings were informative. Typical amenities desired by the public according to the questionnaire results include landscaping, asphalt trail surface, lighting, and shaded overlook platforms.

The majority of the meeting was spent reviewing the preliminary plan Fort Lauderdale, Florida 3309 Avenue Propagate by KHA for the Snake Creek Rikeway The Calleston and Salador Salad prepared by KHA for the Snake Creek Bikeway. The following list describes the pertinent discussion topics during the review of the preliminary plan.

Snake Creek Bikeway Preliminary Plan Discussion

- The Williams Island Golf Course Redevelopment representatives will need to continue to work with the County's Planning and Zoning Department regarding trail requirements.
- The City of Miami Gardens would support the proposed trail head located east of U.S. 441 on the north side of Snake Creek Canal as
- Strategies to continue to sell the trail concept to the Andover Neighborhood will continue. Examples of benefit points were to create a key entry/access from the neighborhood (NW 7th Avenue). Concerns still exist with respect to Andover Estates not likely to be receptive to the trail on the north side of the Canal.

 - Possibly keyed access through the neighborhood connection - Shelters/Lookouts throughout the entire trail is to be considered including the north side
- Due to budget allocations, the trail will likely be built in phases. The Base Trail is meant to provide bikeway from the east end of the study area to the west end that could serve as the initial implementation. Additionally, design costs must also be considered.
- The question still remains as to who owns Sky Lake?
- The South Florida Water Management District (SFWMD) will not likely be receptive to trees within the close proximity to the canal due to obstruction to maintenance access and removing fallen trees
 - There is a 20- to 40-foot setback that is typically standard for

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APPENDIX K: STEERING COMMITTEE NOTES



- When planning the design concept, it will be important to take into consideration the amount of foliage and the type. - Maintenance costs will also need to be factored into the on-
- going servicing of the area.

- The general obligation bond passed by voters in November 2004 53309 allocated \$1 million to build a bridge for the Snake Creek Trail over I-95. The actual project cost may be higher; if so, additional funding would have to be secured.
- Fishing areas have been accounted for by the Army Corps of Engineers through their project meetings. Considerations for the fishermen to have lookout shelters should also be reviewed as well as the frequency of the locations.
- Sierra Park comments
- Play equipment and areas for area children should not be close to the water areas.
 - Put adult exercise equipment along the path.
 - Evaluate Sierra Park as a potential Trailhead location.
- The base trail should include the north side of the canal between Ives Dairy Road and U.S. 441.
- The neighborhood by Sky Lake should have a trail connection. The feasibility of this should be reviewed.
- Shelters should also be provided at locations other than trailheads.
 - Benches should be more frequently placed that what is currently shown.
- It is important to show the trail on the north side of the canal west of U.S. 441 as part of the ultimate plan.
- Is there initial infrastructure that could go into Phase B in advance of
 - Residents could begin to use an overlook or exercise stations the paved trail? in advance of a trail.
- Could the Publix shopping center function as a trailhead?
- Presentation of the trail renderings
- Use different colors for Trail A (Base Trail) and Trail B (Upgrade Trail).

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Snake Creek Task 6 Page 3 of 4



- Present the project as an entire plan and then break it into phases. This will give a better picture, and tie into the potential funding streams/distributions.

- The plan should also be presented to the City Council of Miami Gardens to update them on the study's progress.

- Chantilly Condo Association manager would like to meet with
 - Condo representatives have proposed to be volunteers to - This group is a proponent of the trail.

 - The manager, Maurice Garcia, has stated that a state representative is his neighbor and that he would like to meet with steering committee representatives as schedules permit.
- The next meeting held for the Public will be on June 29th at the North Dade Regional Library to present the Draft Preliminary Plan. The session will be an open house meeting where residents and other interested parties can walk around and view the renderings and speak with MDPR, KHA, and SFWMD representatives to see the proposed trail layout and the various amenities proposed for the area.

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Snake Creek Task 6



APPENDIX K: STEERING COMMITTEE NOTES



MEMORANDUM

Mark Heinicke, CPRP Miami-Dade Park & Rec (MDPR)

From: Stewart Robertson, EI Kimley-Horn (KHA)

Subject: Preferred Plan Steering Committee Meeting Notes -**Task 8.0**

Project: Snake Creek Canal Bikeway Planning and Feasibility Study Job No.: 040829008

Date: August 9, 2005

A steering committee meeting for the Snake Creek Canal Bikeway Planning A steering committee meeting for the Shake Cleck Canal Bikeway Flamming and Feasibility Study was held on August 2, 2005, at the fifth floor and reasoning Study was field on August 2, 2003, at the first Hoor conference room of the Miami-Dade County Park and Recreation Department (MDPR). The subject of the meeting was to discuss the preferred plan concept developed for the Snake Creek Bikeway. The steering committee meeting was attended by:

- Mark Heinicke, Project Manager Miami-Dade County Park and
- David Henderson, Bike/Ped Specialist Miami-Dade County MPO
- Jay Marder City of Miami Gardens
- Bann Williams MDPR
- Eric Hansen MDPR
- Tim Byrnes MDPR
- Andy McCall MDPR Stewart Robertson – KHA
- Bruno Carvalho KHA
- Gail Birks Askins CMA

A steering committee meeting agenda was provided by MDPR that A steering committee meeting agenua was provided by WILLE that summarized items to be discussed at the meeting. The meeting began with introductions by the project team members in attendance. Mr. Heinicke presided over the meeting. The following discussions took place at the steering committee meeting.

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 Access to Dolphins Stadium is restricted from the USACE/SFWMD trail project west of Florida's Turnpike. The potential future use of

Snake Creek Task 8 Page 1 of 6



the land adjacent to the stadium includes mixed-use housing and retail. This land use could warrant connections to the trail. In fact, the trail could serve as a nearby amenity for future residents.

SFWMD conducted their planning efforts prior to the City of Stute 157
 Miami Gardens being incorporated.

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 At an earlier meeting, MDPR and KHA requested SFWMD to add a pedestrian bridge across the canal to their trail project just west of Florida's Turnpike to connect the SFWMD section to the MDPR

Preferred Plan

- Stewart Robertson provided an update on the plans based on input from the Open House, City of Miami Gardens, SFWMD and MDPR staff. One of the items added was a fishing platform on the north side of the canal.
- B. Williams mentioned that there has been some internal discussion on the need for bicycle /pedestrian bridges to be capable of carrying emergency or operations vehicles on some trails in the southern part of the county. M. Heinicke commented he would check out preference with Division Chief.

Project Costs

- The opinion of probable cost reflects anticipated capital project expenses as well as anticipated 'soft costs' given by MDPR staff. For clarity purposes, the base trail and upgrade trail costs have been separated into individual spreadsheets. Each spreadsheet also includes the differences between a 10' wide trail and 12' wide trail.
- The underpass boardwalk was included in the base project expense
- It should be noted that the proposed overpass to span I-95 and Tri-Rail is not included and is not part of this project; it's anticipated this would be a separate project.

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Snake Creek Task 8

APPENDIX K: STEERING COMMITTEE NOTES



Neighborhood Connection Areas

 Residents can access the canals at the end of streets and/or end of street right-of-ways. Destination opportunities such as Publix are also being connected to the trail.

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Landscape and Buffering

- Low greenery and other ground cover. SFWMD "guidelines" are to provide 40 feet of clearance from the top of the bank to landscaping. However, discussions with SFWMD indicate that some exceptions may be allowed through a permit process.
- The question still exists regarding what will happen to existing greenery that falls within the 40-foot space.
- If the issue is pushed, project staff could be asked to remove existing landscaping that violates the guideline.

Maintenance

- Maintenance is a key issue. MDPR will likely enter into a maintenance agreement with SFWMD. Municipalities may also enter into a maintenance agreement if they wish to maintain the park sections within their communities.
- Consideration needs to be given to trees planted close to the bike path to ensure that as they grow, the path is not destroyed by the
- Project staff and consultants also added that the District wanted to make sure that the bikeway maintained access for vehicles and that the gates currently in place are not moved.
- A main concern by the SFWMD is that there continues to be access for District vehicles. SFWMD will want to have an agreement to be able to still come in and clean out areas around the trail. North Miami Beach has such an access agreement. This takes the responsibility out of the District's hands and puts it with the City.

Snake Creek Task 8



Open House Comments

- The final Public Open House occurred on June 29, 2005 with 35
- Opinions of open house attendees ranged from strong support to 33300 definite opposition. Almost all attendees saw some benefit of the bike trail, but several did not want it in their back yard.
- Primary issues raised by trail opponents included a potential crime increase and opening up their community to the outside world. Information from other areas that have implemented similar projects, including in Miami-Dade County, have not demonstrated an increase in crime. The public usage of greenway trails tends to act as a deterrent to crime by providing natural surveillance.

Meeting with USACE and SFWMD

- S. Robertson recapped the meeting with the SFWMD and USACE representatives. Much of the discussion was regarding potential permitting, landscaping, and trail alignment near Dolphins Stadium.
- Currently, stadium plans encompass housing and shops. It is perceived that the planned population will benefit from the bikeway, but the stadium representatives may not have taken this into account three years ago during planning for the SFWMD trail project.

Burrowing Owls

- Burrowing Owls nesting season should also be taken into consideration when constructing the pathway and/or the landscaping. Burrowing owls were not observed during field reviews for this project but the possibility exists that some may live along the canal corridor. It was noted by MDPR staff that burrowing owls have been identified at the nearby Carol City Community Center. An environmental review should be conducted before the design phase that would include searches for sensitive habitats.
- The birds' nesting season is from February to July. It was stated that their habitat can be recreated and incorporated into the design so that their future nesting grounds are not disturbed. Burrowing owls can only be relocated outside of nesting season. If a nest is found during

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APPENDIX K: STEERING COMMITTEE NOTES



the nesting season, a 50' protective radius will be required around the nest.

Funding Requests

- MDPR staff noted that a Surface Transportation Program (STP)

 FORLUM
 33309

 FORLU grant is being applied for through the MPO. The project has also been divided into four phases.
 - Phase I South side 3.4 miles (Miami Gardens Drive to Florida's Turnpike) and 6 neighborhood connections.
 - Phase II Partial North side trail .46 miles, (Ives Dairy Rd.) to Rt. 441), 2 bridges, 2 trailheads and 1 neighborhood
 - Phase III Remainder of the bridges and the North side 2.44 miles, 2 neighborhood connections, and boardwalk.
 - Phase IV USACE side west of Florida's Turnpike and 2
- It is anticipated that the earliest start date for construction to begin will be 2011. The design development drawings and construction documents would be done before this time and would be the match
- Noted in the meeting is that FDOT can administer funding early with the anticipation of being reimbursed so that the project can begin
- Letters of support have already been obtained by MDPR Grants Section.

Next Steps

- A draft final report will be prepared.
 The format should be in a workbook style structure
- B. Williams mentioned sometimes plans are approved or endorsed by the Board of County Commissioners. M. Heinicke said he didn't think this would be necessary but
 - would check preference with Division Chief.
- A draft final report will be prepared.
 - The format should be in a workbook style structure

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- Circulation of the report for review.
 - Potential presentation to committees
- The final circulation of the report will be determined by the MDPR
 Suite 157
 5100 Northur
- Once the design phase has begun, the steering committee agreed that it will be important to maintain on-going communication with

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Snake Creek Task 8

APPENDIX L: GRANT LETTERS



July 29, 2005

Park and Recreation 275 NW 2nd Street Miami, Florida 33128 T 305-755-7800

miamidade.gov

Agenda Coordination Animal Service Art in Public Places Aviation

Building Building Code Compliance **Business Development** Capital Improvement

Citizens' Independent Transportation Trust mission on Ethics and Public Trust Communications Community Action Agency

Community & Economic Development Community Relations Consumer Services Cultural Affairs

> Elections Emergency Management Employee Relations

Enterprise Technology Services mental Resources Management Fair Employment Practices

Fire Rescue

Historic Preservation Homeless Trust Housing Agency Housing Finance Authority

Human Services Independent Review Panel ernational Trade Consortium Juvenile Assessment Center

Medical Examine Metro-Miami Action Plan itan Planning Organization Planning and Zoning

> Property Appraisal Public Library System Public Works

Sale Neighborhood Parks Solid Waste Management Team Metro

Vizcava Museum And Gardens

Mr. Jose Mesa Metropolitan Planning Organization 111 NW 1st Street, Suite 910 Miami, Florida 33128

Re: Snake Creek Trail Request

Dear Mr. Mesa:

The Miami-Dade Park and Recreation Department plans to expand the Snake Creek Trail and would like assistance from the Surface Transportation Project for phase 1 of this development. The Surface Trail sportation Project for phase 1 of this development. The Snake Creek Trail is a proposed 20 mile bicycle and pedestrian trail Snake Creek Trail is a proposed 20 fille bloycle and pedsonal trail along the Snake Creek Canal (C-9). The trail is in the canal right-ofway and will provide an alternate transportation route for people living and working in North Miami-Dade. The trail was identified in the North and working in North Wilding-Daue. The trail was identified in the North Dade Greenways Master Plan (1998) and the MPO's 2030 Long Range Transportation Plan (2004) includes the Snake Creek Trail in the Greenways and Trails section. The Department plans to develop 8.3 miles of the trail along a 5.5 mile section of the canal.

Phase 1 will build 3.4 miles of trail along the south side of the canal, from an existing two-mile trail in North Miami Beach to the Tumpike. A feasibility study is almost complete, thanks to a grant from the Metropolitan Planning Organization's Unified Planning Work Program. The trail will include spurs into the neighborhoods along the trail, overlook shelters, benches, bike racks & interpretive signs. Design and construction is estimated to cost \$2,490,500. The Design and Constitution is estimated to Cost \$2,490,000. The Department will provide a match of \$249,050 (10%) using General Obligation Bond money. If the Transportation Improvement Program Obligation bond money. If the transportation improvement Program (TIP) will fund \$2,241,450 for the project, the Department will start the design once an agreement has been signed so construction can start when TIP funding is available.

A map of the proposed project, a budget, and a fact sheet are attached. If you would like additional information, please contact Sarah Bentley at (305) 755-7947 or at bentley@miamidade.gov.

Sincerely, Vivian Donnell Rodriguez Director

COMMITTEES.
ARMED SERVICES
TACTICAL AIR AND LAND FORCES
STRATEGIC FORCES

SELECT COMMITTEE ON HOMELAND SECURITY



CONGRESSMAN KENDRICK B. MEEK

July 29, 2005

WORTH HOUSE OFFICE BU ASHINGTON, DC 20515 (202) 225-4506 AX: (202) 226-0777

DISTRICT OFFICES:

Mr. Jose Mesa, Director Metropolitan Planning Organization 111 NW First St., Suite 910 Miami, Florida 33138

Dear Mr. Mesa:

This is to support the Miami-Dade County Park and Recreation Department's request for funding for the Snake Creek Trail, which will undoubtedly benefit the residents and visitors of Miami-Dade County.

It is my understanding that this phase of the project will extend the bicycle and pedestrian trail by an additional three and a half miles. When this phase is completed, the five and a half trail will be a useful transportation corridor. Please know that I am fully cognizant of the enormous need for this kind of project to buttress the needs of our residents, aside from enhancing our county's overall response to our burgeoning population. The obvious benefit to our families living along the areas cannot be minimized since this will positively impact their lives.

I applaud your office in focusing its salient efforts on the development of this Snake Creek Trail project. And I highly commend your innovative and timely response to the critical areas under the aegis of the County Park and Recreation Department. You can rest assured of my full endorsement for its funding under the aegis of the

Godspeed in your endeavors!

KENDRICK B. MEEK Member of Congress

KBM/egr





YOLLY ROBERSON

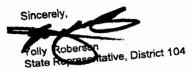
State Representative, District 104 Local Government Council * Transportation Committee *
Health Care Appropriations Committee
Health Care Regulation Committee

July 25, 2005

Mr. Jose Mesa Metropolitan Planning Organization 111 NW 1st Street, Suite 910 Miami, Florida 33128

I am delighted to hear that a proposal has been submitted to the Surface Transportation Program for the development of the Snake Creek Trail. This bicycle and pedestrian trail will benefit the residents and visitors of Miami-Dade County, both for recreation and

In planning for this project the Miami-Dade County Park and Recreation Department has prepared a feasibility study which has involved representatives from all the local agencies prepared a reasibility study which has involved representatives from all the local agencies and the public, all of whom are enthusiastic about the project. Funding from the Surface and the public, all of whom are entitusiastic about the project. Funding from the surface Transportation Program will help make this trail a reality. I appreciate your consideration of this project.



YR/dj

* Miami: 645 N.E. 127th Street, N. Miami, FL 33161 - (305) 919-1867 * Fax: (305) 919-1869

Tallahassee: 1201 C. 402 S. Monroe Street, Tallahassee, FL 32399 * (850) 488-7088 * Fax: (850) 921-2088



City of North Miami Beach, Florida MAYOR RAYMOND F. MARIN

July 26, 2005

Mr. Jose Mesa Director Metropolitan Planning Organization 111 NW 1st Street, Suite 910 Miami, Florida 33128

Dear Mr. Mesa:

The City of North Miami Beach is pleased that Miami-Dade County proposes to extend the Snake Creek Trail. The two miles of trail that the City of North Miami Beach the Snake Creek 11an. The two lines of than that the City of North Milann Death constructed and maintains is an extremely popular and useful facility in our City, and we know from experience that any extension will greatly benefit our residents and the know from experience that any extension will greatly benefit our residents and the surrounding public. The County has already committed funds through the General Obligation Bond, and funding from the Surface Transportation Program will maximize

The City supports the project and recommends that it receive favorable consideration for funding from the Surface Transportation Program.

Raymond F. Marin

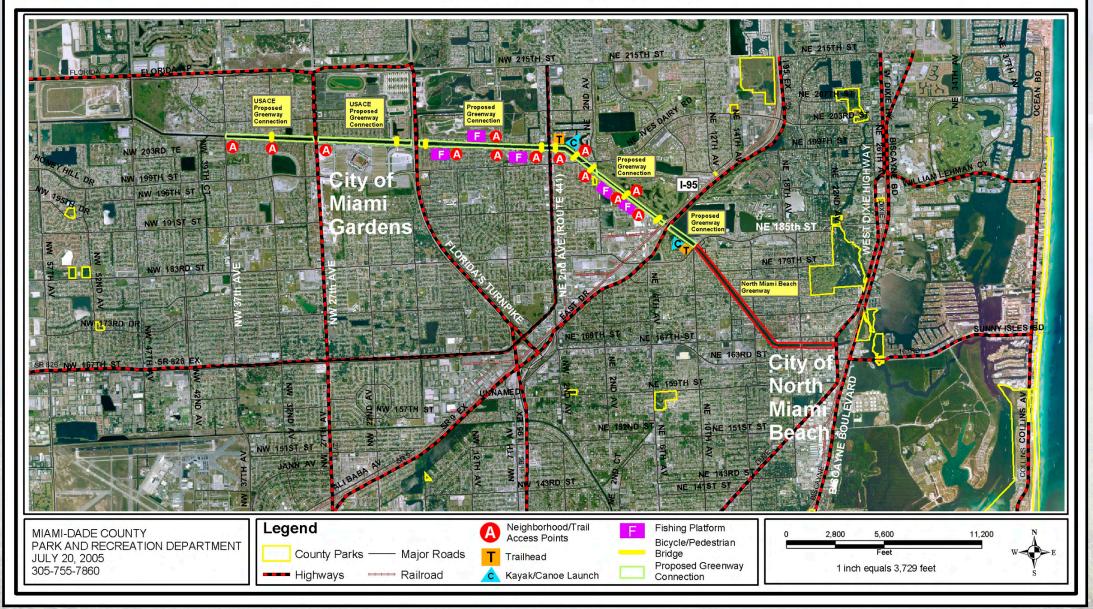
Keven Klopp, Deputy City Manager

17011 N.E. 19th Avenue • North Miami Beach, Florida 33162-3100 • (305) 948-2986 • FAX (305) 787-6036

APPENDIX M: GRANT MAP



MIAMI-DADE COUNTY
PARK AND RECREATION DEPARTMENT
SNAKE CREEK BIKE TRAIL
PROPOSED GREENWAY CONNECTION



APPENDIX N: HOMEOWNERS ASSOCIATION LETTERS



MIAMI-DADE COUNTY PARK & RECREATION DEPARTMENT • 275 NW 2^{10} STREET • MIAMI, FLORIDA 33128 June 14, 2005

Ms. Deborah Williams Sierra-Norwood Civic Association, c/o 18830 NW 14th Ct. Miami Gardens, FL 33169

On behalf of Miami-Dade Park & Recreation Department, you and the members of the Sierra-Norwood Civic Association are cordially invited to attend the June 29 Open House for Snake Creek

This public event will be held from 6:30 - 8:30 p.m. at the North Dade Regional Library auditorium located at 2455 NW 183rd St. in Miami Gardens. This will be an opportunity to talk to project representatives on a one-to-one basis, view two proposed multi-use trail concepts and associated representatives on a one-to-one basis, view two proposed multi-use trail concepts and associated project-related exhibits on the Snake Creek Bikeway. This would be a good time to provide comments, ask questions or express concerns in relation to the bikeway concepts and your particular projects and the concepts and some proposed multi-use trail concepts and associated as a good time to provide the concepts and your particular contents.

I would be willing, as would Stewart Robertson from Kimley-Horn & Associates, to attend a future Sierra-Norwood Civic Association meeting during the evening to give a personal update on the Preliminary Plan if you think that would be useful or helpful for Sierra-Norwood residents. If this is the case, please contact me with an invitation via e-mail at mheinic@miamidade.gov or call me at the number below and I'll get back in contact with you to set-up a possible date. I'll be on vacation June 14-23 but could possibly meet with you on Monday June 27, Tuesday, June 28, Thursday,

Please do not hesitate to contact me at (305) 755-7811 if you have any questions regarding this project. Thank you for your interest in this project. I look forward to your response.

Sincerely, G. Hemselt Mark A. Heinicke, CPRP

Park Planner III

MAH:mh

Cc: Councilwoman Watson

NATIONAL GOLD MEDAL AWARD WINNER FOR EXCELLENCE IN THE FIELD OF PARK AND RECREATION MANAGEMENT





MIAMI-DADE COUNTY PARK & RECREATION DEPARTMENT • 275 NW 2^{NO} STREET • MIAMI, FLORIDA 33128

Mr. Ernest Roberts President Andover Civic Association, c/o 1525 NW 203 St. Miami Gardens, FL 33169

Dear Mr. Roberts,

On behalf of Miami-Dade Park & Recreation Department, you and the members of the Andover Civic Association are cordially invited to attend the June 29 Open House for Snake Creek Bikeway.

This public event will be held from 6:30 - 8:30 p.m. at the North Dade Regional Library auditorium located at 2455 NW 183rd St. in Miami Gardens. This will be an opportunity to talk to project representatives on a one-to-one basis, view two proposed multi-use trail concepts and associated project-related exhibits on the Snake Creek Bikeway. This would be a good time to provide comments, ask questions or express concerns in relation to the bikeway concepts and your particular

I would be willing, as would Stewart Robertson from Kimley-Horn & Associates, to attend a future Andover Civic Association meeting during the evening to give a personal update on the Preliminary Plan if you think that would be useful or helpful for Andover Estates residents. If this is the case, please contact me with an invitation via e-mail at mheinic@miamidade.gov or call me at the number below and I'll get back in contact with you to set-up a possible date. I'll be on vacation June 14-23 but could possibly meet with you on Monday June 27, Tuesday, June 28, Thursday,

Please do not hesitate to contact me at (305) 755-7811 if you have any questions regarding this project. Thank you for your interest in this project. I look forward to your response.

Mark A. Heinicke, CPRP Park Planner III

MAH:mh

Cc: Councilwoman Watson

S. Robertson

B. Falsey

NATIONAL GOLD MEDAL AWARD WINNER FOR EXCELLENCE IN THE FIELD OF PARK AND RECREATION MANAGEMENT



APPENDIX O: BPAC MEETING NOTES

Meeting Report Planning and Research Division Snake Creek Bike Path Feasibility Study Bicycle/Pedestrian Advisory Committee Presentation September 28, 2005

Submitted By:

Andy McCall

Meeting Date:

September 21, 2005

South Miami City Commission Chambers 6130 Sunset Drive

Location:

South Miami, FL 33143

Host Department:

Miami-Dade County Metropolitan Planning Organization

Meeting Purpose:

To showcase proposed trail concepts and provide an opportunity for the council and public to review related exhibits and provide input on future bikeway plans.

Department Attendees:

Jennifer Blattman, Park Planner III Andy McCall, Park Planner I

Other Attendees:

David Henderson (MPO) Jae Manzella (MPO) Jeff Cohen (Public Works)

Public Participants:

5 BPAC members and 3 public participants

Comments:

Andy McCall spoke briefly about the Snake Creek Bike Path Feasibility Study, and then asked Stewart Robertson from Kimley-Horn and Associates to give a full review of the project. Stewart gave a detailed explanation of the concept plan, and described its four phases. Stewart described the public involvement process for the study, which included three advertised public meetings and meetings with six local and state government officials.

- The Committee has no objections to the concept design.
- The Committee asked about the exact year that GOB funding for construction of the bike path will be released.

Public Comments

Outcomes / Follow-up: Andy McCall mentioned that the Department has applied for a Surface Transportation Policy (STP) grant. If approved the grant will provide \$2.2 million and fund the first phase of

Jennifer Blattman explained that there is \$2.1 million in GOB funding for the project. One board member, Louis Foster, asked if the money had to be spent by a specific date. Jennifer said she was not aware of a time limit, but would find out and get back with him. She has been informed that the money is scheduled to be released in 2013.

None.

APPENDIX P: COST ESTIMATES

SNAKE CREEK BIKEWAY

Table 1. Opinion of Probable Cost for Bike Trail Elements - Capital Construction Elements

August 31, 2005

Base Bid Item No.	Elements	Estimated Quantity	Unit	Unit Price		Cost
1	Kiosks - (3' wide x 8' tall)	12	EA	\$ 1,000.00	\$	12,000.00
2	Directional Signage	25	EA	\$ 150.00	\$	3,750.00
3	Overlook Shelter (table included separately)	10	EA	\$ 10,000.00	\$	100,000.00
4	Rain Shelter (400 s.f.)	2	EA	\$ 35,000.00	\$	70,000.00
5	Bridges (+/- 200 ft span)	7	EA	\$ 200,000.00	\$	1,400,000.00
6	Park Benches	63	EA	\$ 900.00	\$	56,700.00
7	Trash Receptacles	24	EA	\$ 800.00	\$	19,200.00
8	Bike Racks	14	EA	\$ 750.00	\$	10,500.00
9	Landscape Trees	141	EA	\$ 500.00	\$	70,500.00
10	Cross Walks (Pavers) - inlcudes sub-base	2736	SF	\$ 6.66	\$	18,221.76
11	Parking Lot Asphalt	12000	SF	\$ 2.77	\$	33,240.00
12	Snake Creek Trail Signage	8	EA	\$ 300.00	\$	2,400.00
13	Bollards (non-lit)	93	EA	\$ 500.00	\$	46,500.00
14	Landscape Shrubs	14130	SF	\$ 3.00	\$	42,390.00
15	10' Asphalt Trail (plus sub-base)	332640	SF	\$ 2.22	\$	738,460.80
16	12' Asphalt Trail (plus sub-base)	399168	SF	\$ 2.22	\$	886,152.96
17	Pavement Markings (4" Lines)	3300	LF	\$ 0.65	\$	2,145.00
18	Pavement Markings (12" Lines)	50	LF	\$ 6.50	\$	325.00
19	Pavement Markings (Letters and Symbols)	120	EA	\$ 6.50	\$	780.00
20	Picnic Table (w/ benches)	16	EA	\$ 1,000.00	\$	16,000.00
21	Boardwalk	1	EA	\$ 300,000.00	\$	300,000.00
22	Regulatory Signage	70	EA	\$ 120.00	\$	8,400.00
23	Miami Avenue Safety Improvements	1	EA	\$ 14,000.00	\$	14,000.00
24	Canoe Launch	2	EA	\$ 3,000.00	\$	6,000.00
25	Trailhead	2	EA	\$ 45,000.00	\$	90,000.00
26	Interpretive Signs	5	EA	\$ 2,000.00	\$	10,000.00
27	Park Fence	14750	LF	\$ 19.00	\$	280,250.00
28	Fitness Stations	16	EA	\$ 5,000.00	\$	80,000.00
29	Playgrounds (including poured in-place safety surface)	3	EA	\$ 100,000.00	\$	300,000.00
30	Fishing Platform	5	EA	\$ 20,000.00	\$	100,000.00
31	I-95/Tri-Rail Underpass Lighting	12	EA	\$ 1,500.00	\$	18,000.00
32	Parking Curbs	96	LF	\$ 60.00	\$	5,760.00
33	Fill	10000	CY	\$ 15.00	\$	150,000.00
	Subtotal - 10' Trail and Amenities				\$	4,005,522.56
	Subtotal - 12' Trail and Amenities				\$	4,153,214.72

Note: This table does not include \$1,000,000 set aside in a general obligation bond for a pedestrian overpass to span over I-95 and Tri-Rail.

Table 2. Snake Creek Trail Budget

Total	Phase 1	Phase 2	Phase 3	Phase 4	
Costs	South Trail	Partial North	North Trail, 5	USACE	
		Trail, & 2	Bridges &	Trail	
		Bridges	Boardwalk	2 Bridges	

Snake Creek Budget: 6.3 mile MDPR segment

Snake Creek Budget: 6.3 mile MDPR segment						
Construction						
Trail 3.40 miles	300,000 per mile	1,020,000	1,020,000			
0.46 miles		138,000		138,000		
2.44 miles		732,000			732,000	
Trail Necessities		966,243	529,000	138,809	298,434	
Trail Amenities	888,090	151,000	610,790	126,300		
Bridges 2	200,000 per bridge	400,000		400,000		
5		1,000,000			1,000,000	
Boardwalk under Turng	oike	300,000			300,000	
Sub-Total Construction	1	5,444,333	1,700,000	1,287,599	2,456,734	
Other						
Design & Constr Admir	n 15% of constr	816,650	255,000	193,140	368,510	
Project Management	12% of constr	653,320	204,000	154,512	294,808	
General Requirements	6% of constr	326,660	102,000	77,256	147,404	
Bond & Insurance	1% of constr	54,443	17,000	12,876	24,567	
Traffic Maintenance	2.5% of constr	136,108	42,500	32,190	61,418	
Contingency	10% of constr	544,433	170,000	128,760	245,673	
Sub-Total Other		2,531,615	790,500	598,734	1,142,381	
Total Cost for 6.3 mile	MDPR segment	7,975,948	2,490,500	1,886,333	3,599,115	

Snake Creek Budget: 2 mile USACE segment

Snake Creek Budget: 2 mile USACE segment					
Construction					
Trail 2 miles 300,000	600,000	600,000			
Bridges 2 300,000 per USACE	600,000	600,000			
Trail Necessities	220,000	220,000			
Trail Amenities	180,000	180,000			
Sub-Total Construction	1,600,000	1,600,000			
Other					
Design & Constr Admin 15% of constr	240,000	240,000			
Project Management 12% of constr	192,000	192,000			
General Requirements 6% of constr	96,000	96,000			
Bond & Insurance 1% of constr	16,000	16,000			
Traffic Maintenance 2.5% of constr	40,000	40,000			
Contingency 10% of constr	160,000	160,000			
Sub-Total Other	744,000	744,000			
Total Cost for 2 mile USACE segment	2,344,000	2,344,000			

Total for both segments: 8.3 miles

Phase 1 Request from STP 90 % Match from GOB for Phase 1 10%

10,319,948

1,886,333 3,599,115 2,344,000

2,241,450 249,050

2,490,500

Phase I = South Trail (3.4 miles), 6 Neighborhood Connections, Overlook Shelters, Benches & Interpretive Signs

Phase 2 = Partial North Trail (.46 miles), 2 Bridges, 1 Neighborhood Connection, 2 Trailheads, Fitness Stations,

Playgrounds, Kayak/Canoe Launches, Fishing Platforms & Benches

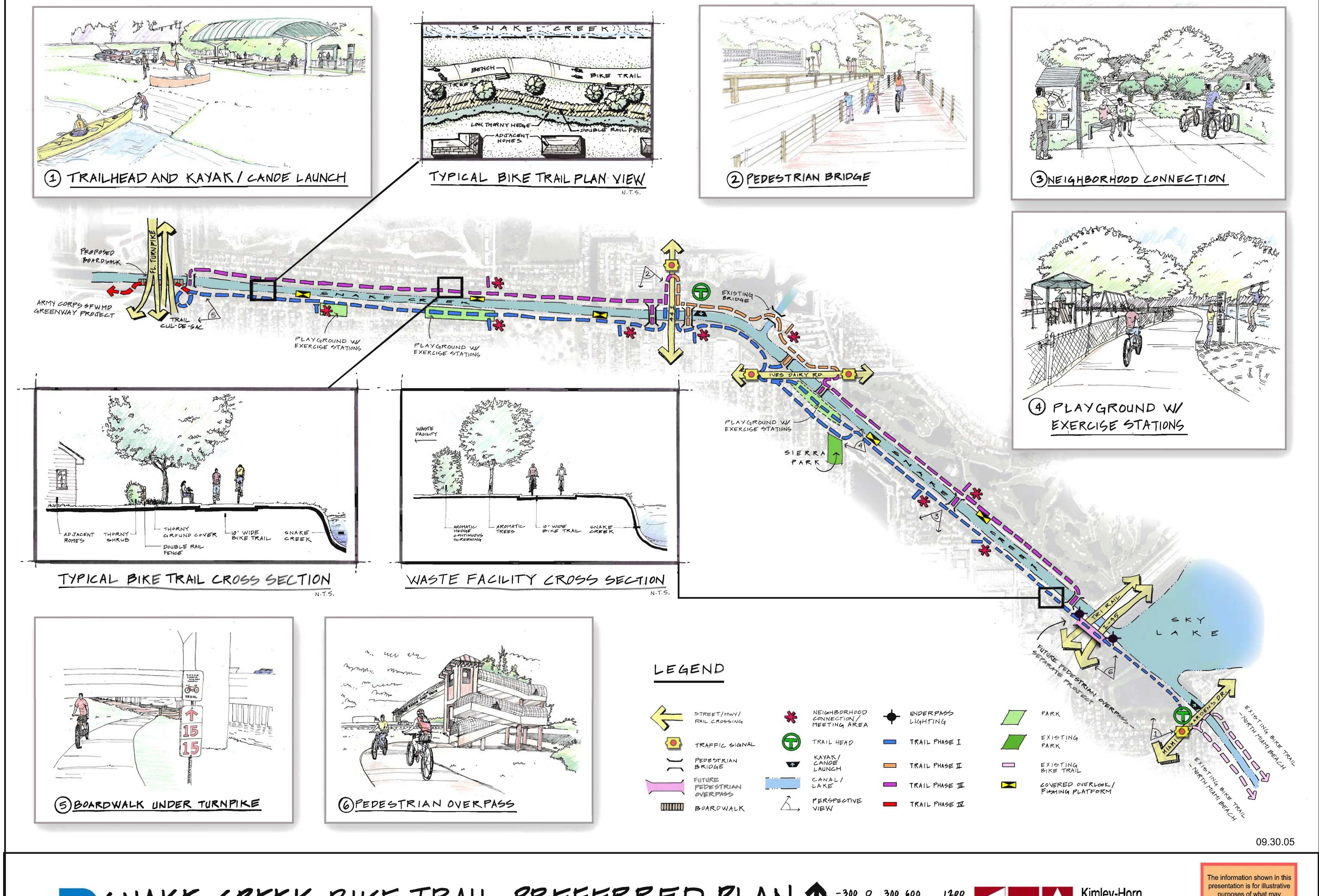
Phase 3 = Partial North Trail (2.44 miles), 5 Bridges, 2 Neighborhood Connections, 1 Boardwalk, Overlook Shelters, Fishing Platforms, Benches & Interpretive Signs

Phase 4 = US Army Corps of Engineers (USACE) Trail (2 miles) & 2 Bridges

Note: Funding is available separately for the I-95 Overpass which will be needed for the trail

Snake Creek Budget3.xls

8/31/05



SNAKE CREEK BIKE TRAIL PREFERRED PLAN \$ -300 0 300 600 1200 and Associates, Inc.







purposes of what may be completed.