

Black Creek Trail

SEGMENT B

Planning and Feasibility Study

October 2007



Prepared for



Prepared by



Black Creek Trail

SEGMENT B

October 31, 2007



Mr. Jack Kardys
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Mr. Kardys:

Kimley-Horn and Associates, Inc. is pleased to submit the Black Creek Trail, Segment B, Planning and Feasibility Study to the Miami-Dade County Park and Recreation Department (MDPR) and the Miami-Dade County Metropolitan Planning Organization (MPO). This study was initiated to determine the feasibility and potential for implementing a non-motorized trail within the Black Creek (C-1W) Canal right-of-way between SW 137th Avenue in the east and Everglades Levee (L-31N Canal) in the west.

Our study uncovered several important mobility and recreational opportunities within this corridor that make the Black Creek (C-1W) Canal an attractive corridor for an enhanced multi-use or shared use trail. A public involvement and community outreach effort provided invaluable comments and suggestions for improving the trail concept, and developed strong relationships among stakeholder agencies. These partnerships can be maintained throughout the implementation and trail management process to ensure that the multi-use trail will become a durable community asset.

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 workshops to grant applications. I would be happy to discuss this study and further assist in the successful implementation of the Black Creek Trail, Segment B.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Stewart E. Robertson

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ACKNOWLEDGMENTS

Kimley-Horn and Associates, Inc. would like to acknowledge the many groups who contributed to the successful completion of the Black Creek Trail, Segment B, Planning and Feasibility Study.

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

The Miami-Dade County Metropolitan Planning Organization (MPO) funded the study through the Unified Planning Work Program (UPWP). Oscar Camejo is the administrator of the UPWP grant program for the MPO. David Henderson, Bicycle/Pedestrian Coordinator for the MPO, provided guidance and perspective throughout the study.

The South Florida Water Management (SFWMD) provided invaluable guidance on opportunities and requirements for use of the Black Creek Canal right-of-way. Special recognition goes to Jose Fuentes and Evan Skornick. The land being considered for the trail is owned by the SFWMD, and its primary purpose is for the flood-control and conveyance purpose of the canal.

A special thanks also goes to Eric Tullberg of the Bicycle/Pedestrian Advisory Committee (BPAC) who provided detailed field notes, photographs, and a trail user's perspective in reviewing preliminary trail concept plans.

EBS Engineering, Inc. assisted with the existing conditions analysis and cost estimates for this study.

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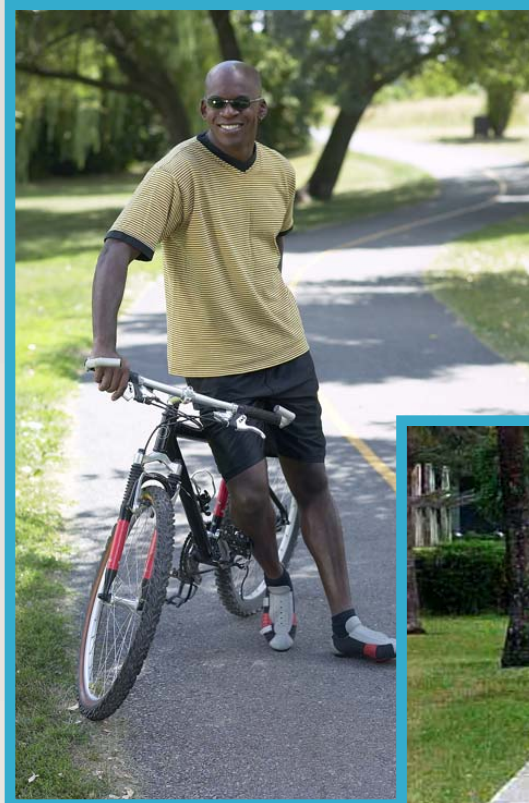
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LIST OF ACRONYMS

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
FAA	Federal Aviation Administration
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIU	Florida International University
FP&L	Florida Power and Light
FWC	Florida Fish and Wildlife Conservation Commission
GOB	General Obligation Bond
HEFT	Homestead Extension of Florida's Turnpike
MDAD	Miami-Dade Aviation Department
MDPR	Miami-Dade County Park and Recreation Department
MDPWD	Miami-Dade Public Works Department
MDT	Miami-Dade Transit
MDWASD	Miami-Dade County Water and Sewer Department
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
SDGNMP	South Dade Greenway Network Master Plan
NE	Northeast
NW	Northwest
ROW	Right-of-way
RUS	Recreation Use Statute
SE	Southeast
SFRPC	South Florida Regional Planning Council
SFWMD	South Florida Water Management District
STP	Surface Transportation Program
SW	Southwest
TPL	The Trust for Public Land
USACE	United States Army Corps of Engineers
WKDP	West Kendall District Park

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EXECUTIVE SUMMARY

Planning and Feasibility Study Purpose

Black Creek Trail Segment B is a proposed 9.2-mile multi-use trail in suburban and rural southwestern Miami-Dade County. The concept was initiated in the 1995 South Dade Greenways Network Master Plan. The trail meanders mainly within the Black Creek (C-1W) Canal right-of-way with an additional area located within street right-of-way. The trail provides a route of travel from the Everglades Levee (L-31N Canal) one mile west of Krome Avenue to SW 137th Avenue where it connects to Black Creek Trail Segment A. The trail generally runs contiguous to the Black Creek Canal with an additional loop to Chuck Pezoldt Park via SW 168 Street and SW 157 Avenue.

This Executive Summary summarizes the results of a planning and feasibility study of a non-motorized trail and linear park within the Black Creek (C-1W Canal) right-of-way between the Everglades Levee (L-31N Canal) and SW 137th Avenue on land owned by the South Florida Water Management District (SFWMD). This study included interagency coordination and two advertised public meetings to solicit community input and present the proposed trail concept. The study established a planning program and route alignment, developed schematic conceptual designs, determined feasibility, and established probable costs and priorities to implement the project.

Background and Opportunities

The Black Creek Trail is a 17-mile greenway corridor that connects the Everglades Levee (L-31N Canal) with Black Point Park and Marina. The initial concept for this multi-use non-motorized trail was developed by the Redland Conservancy in the South Dade Greenway Network Master Plan and adopted by the Board of County Commissioners in 1995. The greenway corridor consists of the 7.8-mile Segment A which is currently under design for improvements (separate project), and the unimproved 9.2-mile Segment B (this study). Segment B offers a strategic connection and safe route to Section A and various parks, trails, schools, Metrobus routes and other facilities.

Park Connections:

- West Kendall District Park
- Chuck Pezoldt Park

- Larry and Penny Thompson Park
- South Miami-Dade Cultural Arts Center
- Black Point Park and Marina
- Biscayne National Park

Trail Connections

- Everglades Trail
- Krome Trail
- South Dade Trail
- Old Cutler Bike Path
- Biscayne Trail



School Connections

- Jorge Mas Canosa Middle School
- Jack D. Gordon Elementary School
- Dr. Gilbert L. Porter Elementary School

Constraints and Other Considerations:

- Several arterial roadways and railroad crossings intersect the Segment B corridor within the study limits that will require safety improvements.
- Existing canal right-of-way between L-31N Canal and West Kendall District Park is narrower on south side of canal than north side of canal and precludes room for a paved multi-use trail on the south side.
- Miami-Dade Aviation Department (MDAD) staff are reviewing the preferred plan concept with the Federal Aviation Administration (FAA) and MDAD security to check if there is runway protection zone interference. In the event that the proposed trail corridor alignment needs to be relocated, another potential alignment that could be explored during the design phase would be to utilize the SW 157th Avenue corridor.
- Miami-Dade Public Works Department (MDPWD) has plans for bike lanes on SW 160th Street, which along with existing SW 142nd Avenue bike lanes could serve as part of an alternate route for the Chuck Pezoldt Park Loop.
- Funding will need to be identified to construct most of the trail corridor.
- Using the CSX Railroad ROW in the Chuck Pezoldt Park Loop is both a potential constraint because of liability and acquisition or easement costs and an opportunity because it allows enough room create a true linear park concept

Preferred Plan Concept and Phasing

A preferred plan concept (see inside of this document) was developed that provides a continuous paved non-motorized trail across the entire study corridor from the Everglades Levee (L-31N Canal), approximately one mile west of Krome Avenue, to SW 137th Avenue bridge near the northwestern end of Segment A. An implementation phasing plan is depicted on the preferred plan with numbered circles corresponding to phase number.

- Phase I SW 137th Avenue to SW 144th Street (includes Chuck Pezoldt Park Loop)
- Phase II SW 144th Street to West Kendall District Park
- Phase III West Kendall District Park to L-31N Canal (includes unpaved rustic trail)
- Phase IV SW 155th Avenue to CSX Railroad

Trail connections were identified to adjacent residential neighborhoods, sidewalks, and bike lanes. Supplemental trail amenities along the proposed trail include benches, shelters, interpretive signs, and information kiosks with trail maps and information on points of interest. Trailhead parking areas were identified at Chuck Pezoldt Park and the proposed West Kendall District Park. Rest stops were identified near a Florida Power and Light (FP&L) easement and along SW 157th Avenue near Jorge Mas Canosa Middle School. The proposed budget for the design and construction of Black Creek Trail, Segment B, is approximately \$7.0 million including more than 12 miles of paved trail (includes Chuck Pezoldt Park Loop) and 2.5 miles of unpaved trail, amenities, supplemental infrastructure and soft costs.



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INTRODUCTION

Bicycle facilities are important components of a multimodal transportation system that enhances 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.

COUNTYWIDE BICYCLE MASTER PLANS

Miami-Dade County maintains a strong bicycle planning emphasis. In 1995, the Miami-Dade County Board of County Commissioners adopted the South Dade Greenway Network Master Plan (SDGNMP), which provides for an extensive network of urban and rural greenway corridors with connections to residential neighborhoods and major activity centers. It is an integrated system of connecting greenways and trails that comprises more than 194 miles in 10 individual trails. The 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). Transport 2030 included a greenway and trail component. Off-road bicycle and pedestrian facilities were identified and included in the cost feasible plan.

The Black Creek Trail was included as a planned greenway project in these three documents. The purpose of this study is to provide a planning and feasibility study for implementing Segment B of the Black Creek Trail identified in the countywide bicycle master plans. Miami-Dade County's Greenway Network envisions a non-motorized trail and linear park within the canal right-of-way along the Black Creek Canal in southwestern and southeastern 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 established in greenways or other corridors 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:

- Exercise/healthy lifestyles
- Safe routes to schools
- Bike to work
- Walk to a shopping center
- Foster community involvement
- Meet neighbors
- Access the park system
- Experience tranquil outdoor settings



BLACK CREEK CANAL OVERVIEW

The Black Creek Canal extends across southern Miami-Dade County from the Everglades to Biscayne Bay. The 9.3 miles of navigable Black Creek canals were constructed in the mid-1900s as part of a large flood control project. These canals were box-cut into the coral rock substrate and have near vertical walls. The main canal ranges from 40 feet to over 150 feet wide. The lateral canals are from 35 to 55 feet wide. In the west, the Black Creek Canal terminates at the Everglades Levee (L-31N Canal) approximately one mile west of Krome Avenue. Between the Everglades Levee (L-31N Canal) and SW 157th Avenue, the Black Creek Canal flows east-west through agricultural lands with the only residential area located north of the canal between SW 162nd Avenue and SW 157th Avenue. The



canal then turns north-south along the east side of existing and theoretical SW 157th Avenue between SW 112th Street and SW 150th Street. Both residential and agricultural areas exist in this portion of the study area. Near SW 150th Street, the canal turns east-west again and flows through residential areas to approximately SW 143rd Avenue. The canal then turns in a southeasterly direction between SW 150th Street and SW 137th Avenue, passing through the Laguna Ponds area and running beside an FPL easement for a portion of the segment. From SW 137th Avenue at SW 184th Street, the canal flows south and east, eventually reaching Biscayne Bay at Black Point Marina.

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The South Florida Water Management District (SFWMD) owns and maintains operational responsibility for the Black Creek Canal. It has two main branches (C-1W and C-1N). The Segment B corridor falls within the designation of C-1W and has total right of way widths that vary from 105 to 160 feet. The C-1 Canal extends from just east of the Turnpike and north of SW 216 Street to Biscayne Bay. The C-1N Canal extends from there north to where it joins the C-100 B canal. The C-1N Canal then extends northwest, crosses U.S. 1 south of SW 186 Street and ends near SW 152 Street & SW 117 Avenue. The C-1W branch of the canal includes the paved portion of Section A and all of Section B. 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 BLACK CREEK CANAL

The provision of greenway trails and linear parks along the Black Creek Canal have been the subject of prior efforts by local agencies as far back as the mid-1970s. In 1975, Metropolitan Dade County prepared Design Criteria and Guidelines for Linear Park Development, which resulted in the development and implementation of portions of several paths including sections of the Black Creek Trail within the Black Creek Linear Park. Other paths that were developed in the 1970s under this initiative include the Old Cutler Road Bike Path and the Snake Creek Canal Bike Path.

Portions of Black Creek Trail, Segment A, contain existing sections of the Black Creek Linear Park originally developed in the 1970s by the Miami-Dade Park and Recreation Department (MDPR). In 2003, Falcón + Bueno prepared a Site Analysis and Schematic Design report for MDPR to identify improvements to Black Creek Trail, Segment A, which extends from Larry and Penny Thompson Park to Black Point Park and Marina. The report identified improvements including widening existing path sections, constructing missing path sections, and implementing site amenities and enhancements at key locations such as rest stops, gateways, and promenades. Parsons Water & Infrastructure, Inc. is currently undertaking the preparation of construction documents for MDPR for the Black Creek Trail, Segment A improvements. Figure 1 is a map of the Black Creek Trail, Segment A, study area.

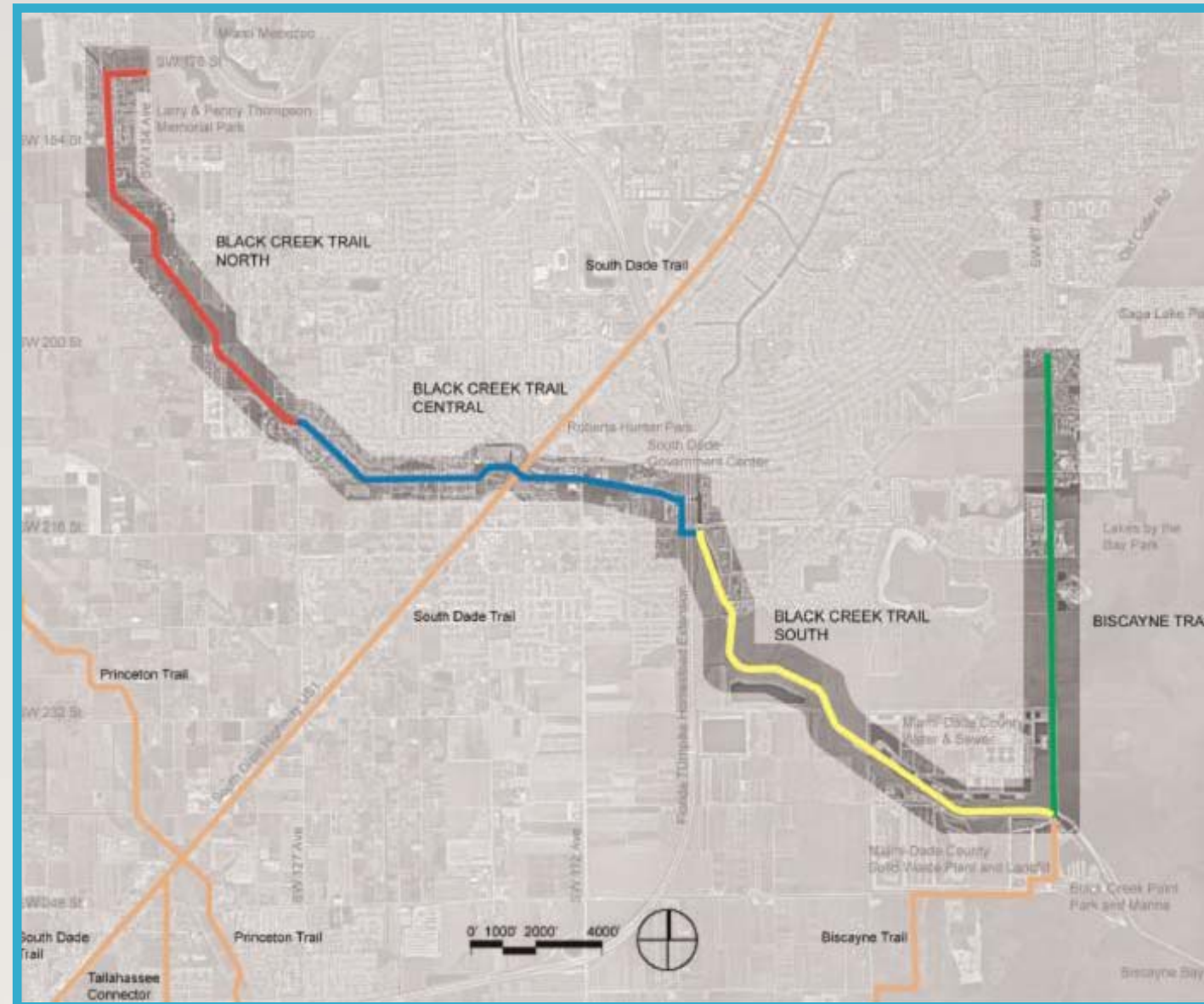


Figure 1: Black Creek Trail, Segment A
Falcón + Bueno, 2003

The subject of this Planning and Feasibility Study is Segment B of the Black Creek Trail, which will connect Segment A at SW 137 Avenue in the east to the Everglades Levee (L-31N Canal) in the west. Currently, certain portions of the canal right-of-way in Segment B have unpaved maintenance roads; other portions of the Segment B right-of-way contain no maintenance roads. However, the SFWMD maintains access to the canal right-of-way on at least one side of the canal for maintenance purposes throughout the entire length of the corridor.

SFWMD's Public Recreational Access and Use Policy established a commitment to the promotion of public recreational access and use on District lands. Public recreational access and use shall be provided for and encouraged to ensure the public's enjoyment and appreciation of the natural resources of South Florida. The Policy also established that trails and greenways shall be incorporated to create links or spurs with state and county greenways, trails, and blueways programs and systems.

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STUDY CORRIDOR

Segment B of the Black Creek Trail connects the Everglades Levee (L-31N Canal) with Segment A of the Black Creek Trail at SW 137th Avenue. This segment of the canal right-of-way is crucial for greenway planning purposes as it connects the planned Krome Trail and Everglades Trail in the west with Black Creek Trail, Segment A. The study corridor is approximately 9.2 miles long. Both the north and south sides of the canal right-of-way are included in this study. The canal right-of-way along this corridor varies

from approximately 105 to 160 feet in total width. The canal itself is typically 50 to 60 feet wide with an additional 20 to 50 feet of right-of-way on each side of the canal. The typical canal right-of-way is 40 feet wide from the top of the canal bank to the property line.

This study examines the planning and feasibility of providing non-motorized access to Segment A at SW 137 Avenue from neighborhoods to the west. Access to Chuck Pezoldt Park and the proposed West Kendall District Park is also evaluated. Other issues to address include identifying intersection treatments at several major intersections; identifying trailhead and rest stop locations; developing a conceptual plan consistent with SFWMD permitted public use; incorporating existing portions of maintenance paths into a cohesive trail; and developing intermodal linkages to public transit corridors.

Figure 2, which is an aerial overview of the study corridor, clearly illustrates the strategic importance of the study segment of Black Creek Canal right-of-way connecting other greenway trails with parks and residential neighborhoods. Appendix E includes photographs that depict the study corridor overlaid on an aerial photograph of the corridor.



Figure 2. Aerial Map of Feasibility Study Corridor

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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 Black Creek Trail Segment B Planning and Feasibility Study included an assessment of 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 trail along the Black 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 study 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 SFWMD, except for those locations where the trail corridor crosses other transportation corridors. These rights-of-ways (including sidewalks) are maintained by Miami-Dade County. The proposed trail corridor also crosses the CSX Railroad.

SFWMD owns the right-of-way being considered for an off-road multi-use or shared use trail along the Black 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 Black Creek Canal is 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 Black 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. Likewise, the trail should not be built in a manner that hampers the water conveyance systems of the canal.

Surrounding Land Uses

Typical land uses surrounding the Black Creek Canal within the study limits include residential, agricultural, and a commercial area along SW 137th Avenue. Between SW 136th Street and SW 120th Street, the canal passes along the western perimeter of Kendall-Tamiami Airport. South of SW 160th Street, the canal passes through the Laguna Ponds area, where the only continuous right-of-way is on the east side of the canal.



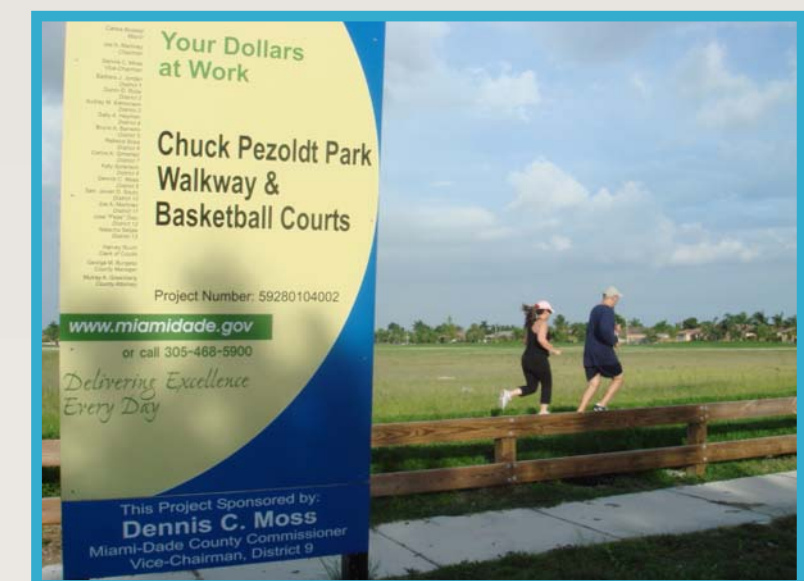
the CSX Railroad and SW 157th Avenue. In addition, agricultural areas exist outside of the Urban Development Boundary (UDB) west of SW 157th Avenue and north of SW 136th Street. There is an opportunity to connect the Black Creek Trail to paths within Larry and Penny Thompson Park via Segment A and the future West Kendall

Single-family residential land use abuts the canal corridor for approximately one-half of the length of the study corridor. Multi-family apartment complexes exist along SW 137th Avenue. Single family residential areas exist between

District Park, providing transportation connectivity and recreational opportunities for the residents of the area. In addition, Chuck Pezoldt Park is located one mile south of the corridor along SW 157th Avenue.

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 is a map of the Black Creek Trail that illustrates the location of Segment A and Segment B corridors. Figure 3 also presents the locations of County parks. The only park directly adjacent to the study corridor is West Kendall District Park (see Appendix A), which is a proposed regional park currently undeveloped located northwest of the intersection of SW 157th Avenue and SW 120th Street. Larry and Penny Thompson Park, an existing regional park, is indirectly near the study corridor located ¼-mile east of SW 137th Avenue on SW 176th Street.



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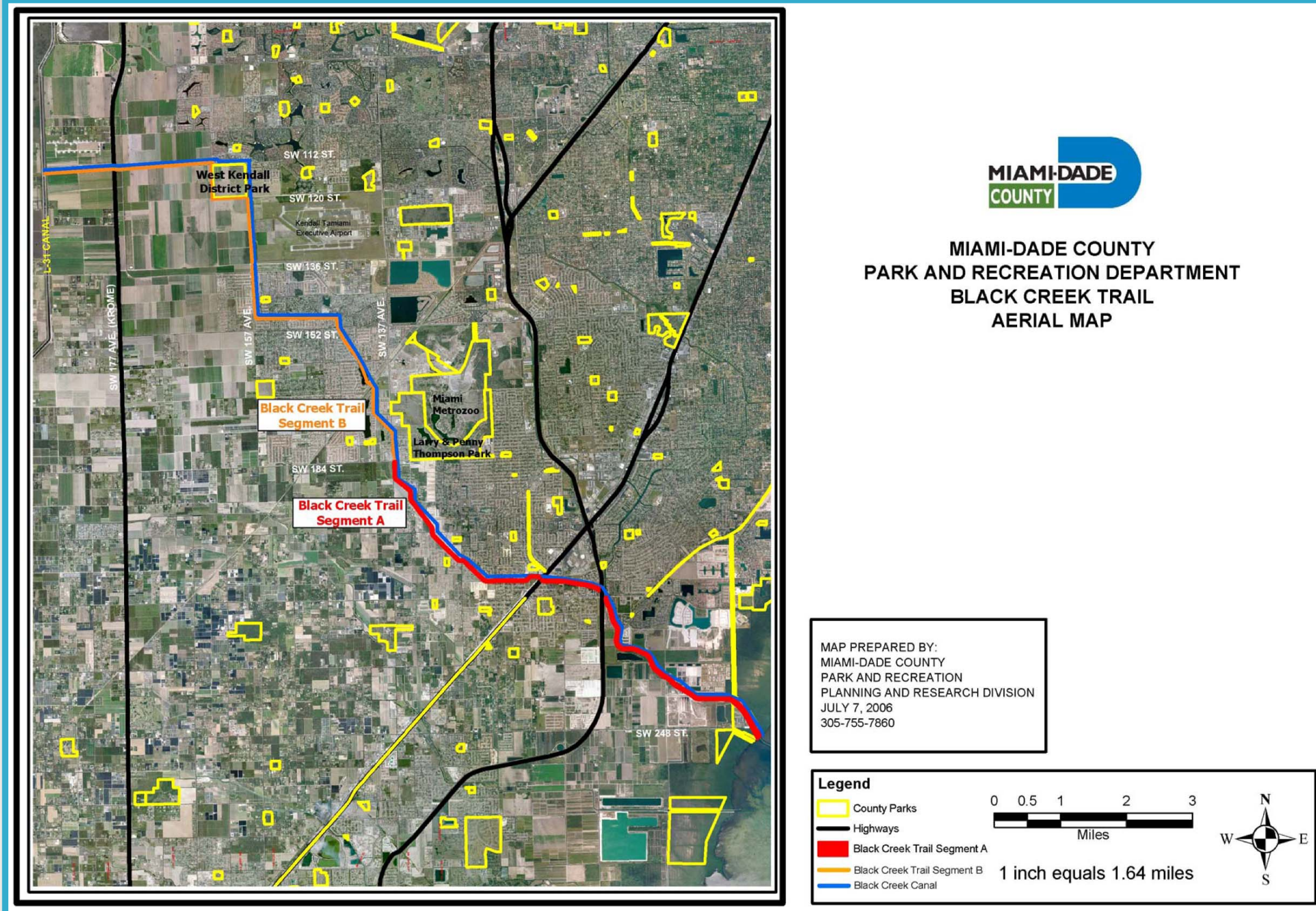


Figure 3. Black Creek Trail Corridor

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South Dade Greenway Network Master Plan

The Black Creek Trail between Black Point Marina and the Everglades Levee (L-31N Canal) was envisioned in the SDGNMP, which was prepared by the Redland Conservancy in 1994 and adopted by the Miami-Dade Board of County Commissioners in 1995. The greenway network is an organized system of ten trails in the area south of Kendall Drive to the Monroe County Line, and from Biscayne Bay to the Everglades National Park. The SDGNMP contains a comprehensive system of ten multi-use trails totaling 194 miles. The SDGNMP has now been incorporated in the County's overall greenway master plan.

In addition to providing a 9.2-mile extension of Segment A of the Black Creek Trail, Segment B provides linkage to two other trails identified in the SDGNMP (Krome Trail and Everglades Trail) as illustrated in Figure 4. Segment A provides additional connectivity to the South Dade Trail, the Biscayne Trail, and the Old Cutler Bike Path. Appendix B presents the potential network of greenways throughout Miami-Dade County. Appendix C presents the South Dade Greenway Network as identified in 1994. Appendix D presents the proposed Krome Trail alignment.

- Everglades Trail – The Everglades Trail runs along the Everglades Levee (L-31N Canal) between Everglades National Park and the Black Creek Canal. The Everglades Trail intersects the Black Creek Trail within the limits of this study.
- Krome Trail – The Krome Trail runs from U.S. 27 to the City of Homestead and intersects the Black Creek Trail within the limits of this study. It starts at U.S. 27 and runs south along Krome Avenue to the junction of the C-6, C-304, L-33, and L-30 Canals where it picks up the west side of the L-30 levee south to the L-31N levee. The trail continues south and eventually heads east to Krome Avenue via the Black Creek Trail or alternatively east along SW 136th Avenue.
- South Dade Trail – The South Dade Trail runs along the west side of the South Dade Busway between the Dadeland South Metrorail Station and Florida City.
- Biscayne Trail – The Biscayne Trail runs from the intersection of Old Cutler Road and SW 87th Avenue to SW 137th Avenue. It starts at the Old Cutler Road and goes south on the west side of SW 87th Avenue to SW 244th Street. From this point it follows the L-31E Levee south to Homestead Bayfront Park where it picks up the North Canal and goes west to SW 137th Avenue.
- Old Cutler Bike Path – Although not part of the SDGNMP, the Old Cutler Bike Path is located along Old Cutler Road and connects to Black Creek Trail, Segment A.

Other Planned Bicycle Facilities

Bicycle lanes have been constructed along SW 142nd Avenue between SW 168th Street and SW 160th Street. Bicycle lanes are also planned along SW 120th Street east of SW 157th Avenue, along SW 160th Street between SW 147th Avenue and SW 137th Avenue, and along SW 137th Avenue between SW 184th Street and U.S. 1. In addition, wide sidewalks along SW 152nd Street have been designated as Route 10.

Additional unfunded bicycle projects identified in the MPO's Bicycle Facilities Plan in the vicinity of the proposed Black Creek Trail, Segment B, include the following:

- SW 137th Avenue between SW 184th Street and SW 152nd Street
- SW 147th Avenue between SW 184th Street and SW 152nd Street
- SW 152nd Avenue between SW 152nd Street and SW 142nd Street
- SW 157th Avenue between SW 184th Street and SW 160th Street
- SW 160th Street between SW 157th Avenue and SW 147th Avenue
- SW 152nd Street between SW 152nd Avenue and SW 117th Avenue

Peripheral Facilities

- Zoo Path - SW 152nd Street to Metro Zoo Entrance
- Larry & Penny Thompson Park – Interior park trails

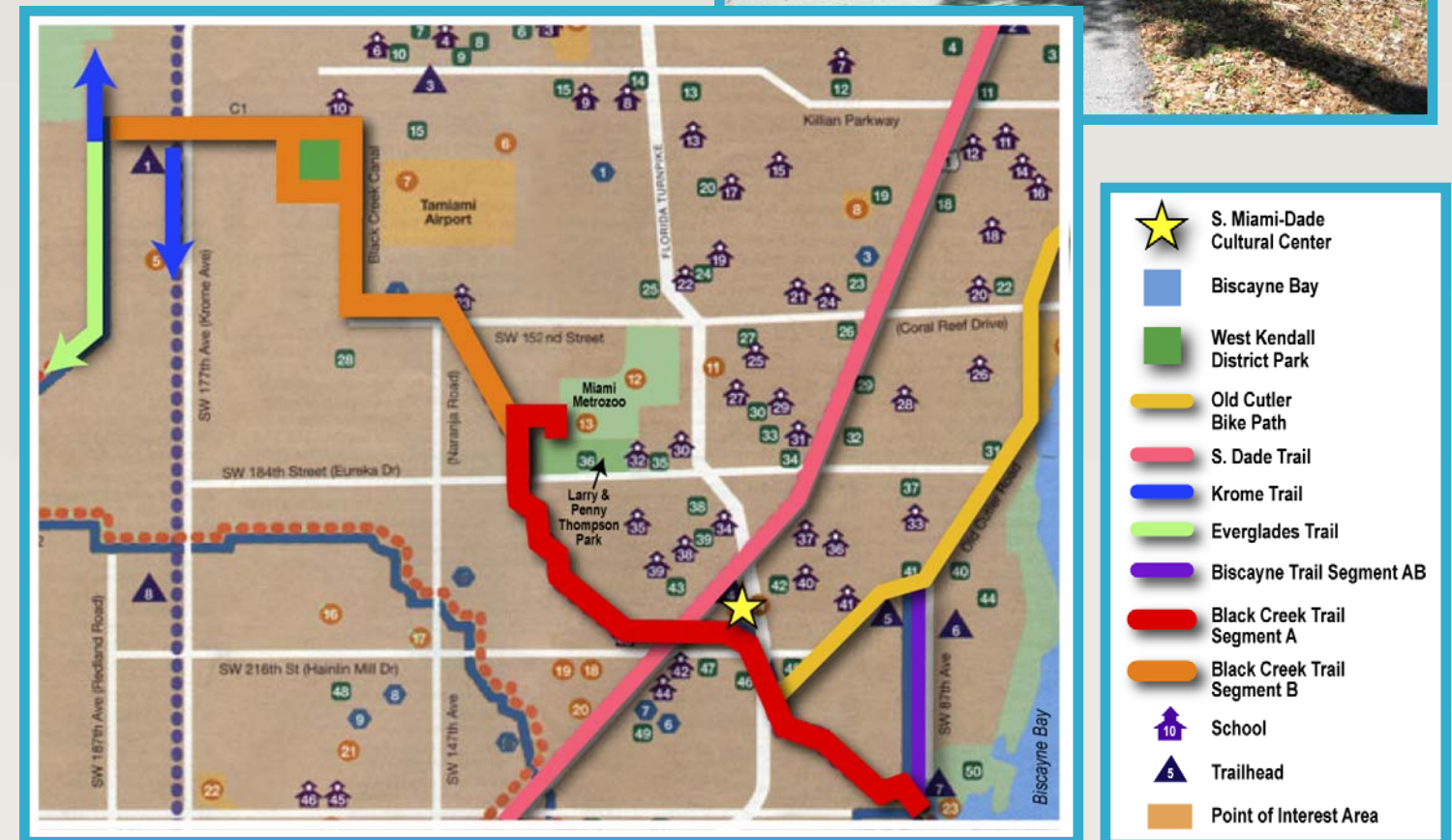
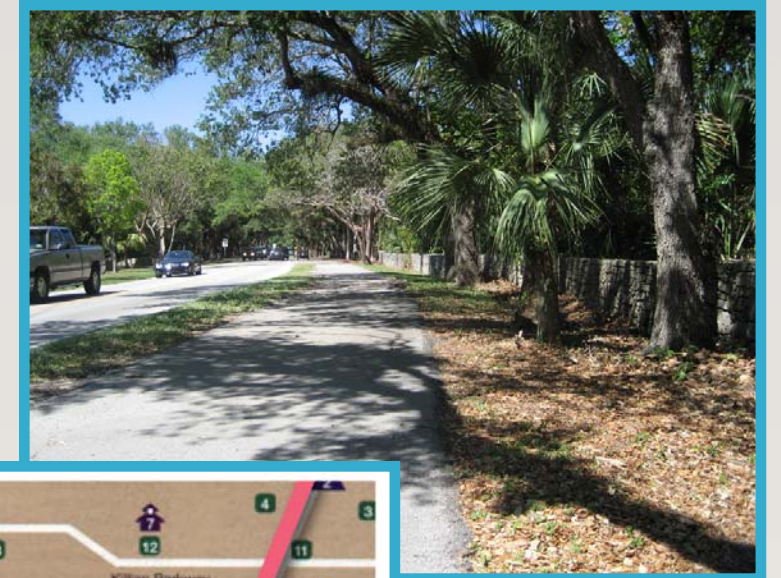


Figure 4. SDGNMP Trails Connecting to Black Creek Trail
The Redland Conservancy, 1994

Black Creek Trail

SEGMENT B

Multimodal Access

Miami-Dade Transit (MDT) Metrobus routes were identified that could provide connections to the Black Creek Trail Segment B. Providing connections between trail 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 5 is a map of Metrobus routes in the vicinity of the study corridor. Connections to Metrobus routes from the proposed Black Creek Trail are available at the following locations:

- SW 168th Street, SW 142nd Avenue, and SW 160th Street (West Dade Connection – Route 137)
- SW 160th Street and SW 152nd Avenue (Coral Reef MAX – Route 252)

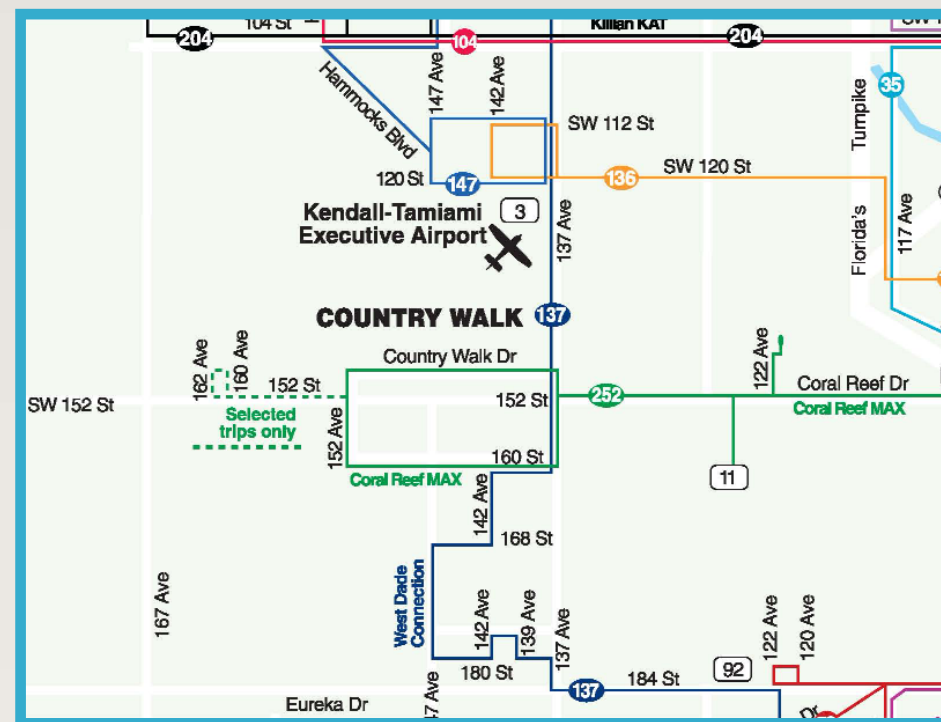


Figure 5. MDT Metrobus Routes in the Study Corridor

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 bodies of water. 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. Florida International University graduate students in landscape architecture developed a Blueways Plan in 2002 to enhance enjoyment opportunities for residents and visitors. The Blueways Plan was reviewed to examine potential coordination opportunities.

The portion of Black Creek Canal along Black Creek Trail, Segment B, is not identified as a blueway. However, the Black Creek Trail could provide a connection to the Everglades Levee (L-31N Canal), which is identified as a blueway. It is anticipated that kayak/canoe launches will be located along the L-31N Canal. In addition, a portion of the Black Creek Canal along Black Creek Trail, Segment A, is identified as a blueway, which runs from approximately Florida's Turnpike to Black Point Park and Marina.

FIELD INVENTORY OF EXISTING CONDITIONS

A field inventory was conducted to study general corridor conditions and identify potential opportunities and constraints that are 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 E contains photographs with captions that describe the existing conditions along the Black Creek (C-1W) Canal corridor between the Everglades Levee (L-31N Canal) and SW 137th Avenue.

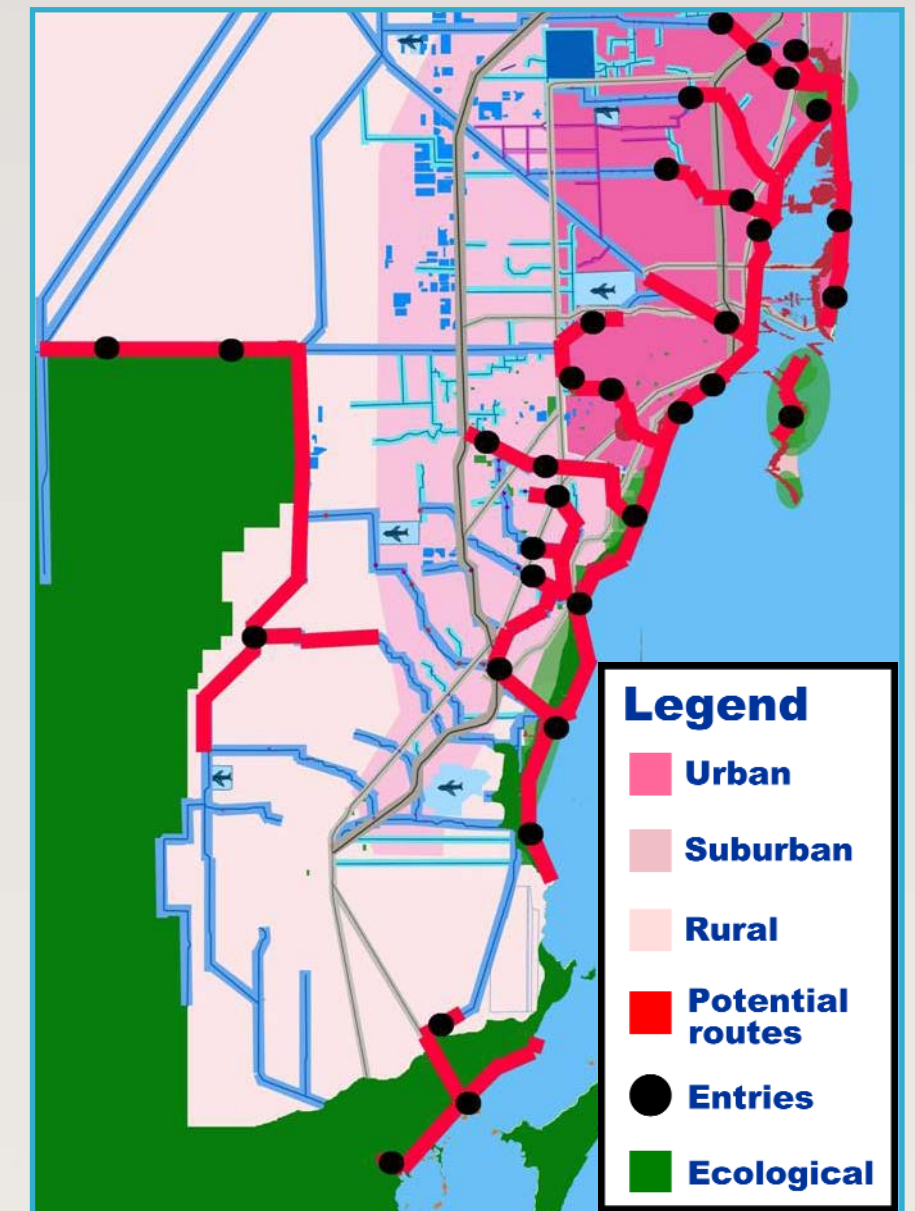


Figure 6. Potential Miami-Dade County Blueways
FIU, 2002

Black Creek Trail

SEGMENT B

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 trail along Black Creek Canal within the project limits. The purpose of the preliminary agency contact was to collect ideas, constraints, and requirements for the trail. The agencies listed in Appendix F were contacted as part of this process. A sample letter is also included in Appendix F.

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

- A SFWMD general guideline prohibits placing 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. Elements within 40 feet will require a special permitting process.
- When presented with the idea of a series of pedestrian bridges spanning the Black 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.
- SFWMD officials indicated that berm improvements are being planned along the Black Creek Trail in the Country Walk area to reduce flooding impacts.
- Miami-Dade Aviation Department (MDAD) staff are reviewing the preferred plan concept with the Federal Aviation Administration (FAA) and MDAD security to check if there is runway protection zone interference. In the event that the proposed trail corridor alignment needs to be relocated, another potential alignment that could be explored during the design phase would be to utilize the SW 157th Avenue corridor.

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 trail plan.

Advertised Public Meetings

Two advertised public meetings were conducted for this study. Miami Herald advertisements for the public meetings are included in Appendix G.

A workshop was held near the beginning of the study to inform the community of the trail concept and to solicit input and ideas to be considered during subsequent phases of the study. A final public meeting, an "open house", was held near the end of the study to receive comments and suggestions on three preliminary trail concept plans. Attendees visited various stations assembled around the room and shared comments and suggestions regarding the preliminary plans and other study material on display. The public meetings conducted for this study were held on two separate days at the following location:

- Norma Butler Bossard Elementary School - April 18, 2007
- Norma Butler Bossard Elementary School - June 27, 2007

A PowerPoint presentation was developed for the workshop to explain the park planning process, discuss corridor opportunities and constraints, and address potential concerns. In addition, a project information sheet was distributed during the public outreach component of this project; Appendix H contains the project information sheet. Appendix I includes a list of community concerns and answers from the public involvement process. Appendix J includes the results of a survey that was distributed during the community meetings to solicit input and suggestions for the proposed trail. Appendix K includes public meeting summary reports.

Public Input and Comments

In general, public feedback and comment regarding the linear park and trail concept along the Black Creek Canal Segment B corridor was mixed at the workshop. Residents who lived in homes directly abutting the canal right-of-way raised concerns about crime, loss of privacy, property values, and frequency of maintenance along the canal.



Bicycle club and equestrian riders club members who attended meetings were generally in favor of the trail as a safe alternative to using roadways. Public comment was more favorable at the open house (when preliminary plan concepts were presented). A summary of public meeting comments is provided in Appendix K.

The types of concerns raised by adjacent homeowners regarding maintenance, property values, and security are quite common during the planning process for proposed trail projects. These concerns were addressed from several perspectives during the study.

Crime, Property Values, and Maintenance Concerns

Studies and surveys by universities, local governments, the Rails-to-Trails Conservancy, and a host of other groups indicate that:

- The frequency and character of crime and other problems on multi-use paths is generally minimal.
- Surrounding landowners feel the trail has no effect on, or has actually increased the value of their property.
- Adjacent homeowners typically report that living near the trail is somewhat better than they had expected it to be and the quality of their neighborhood was improved.
- Trail neighbors are frequent users of the trail itself.
- Multi-use trails benefit from a reasonable level of self-enforcement in terms of user safety and security.

These studies have also shown that the best and most effective method of enhancing safety and security is to design a functional facility that is well used by the general public. Similar trails in Miami-Dade County and other communities nationwide have not experienced significant crime problems. Many efforts have been made to objectively study the effect of trails on crime and security. These studies conclude time after time that trails either do not create additional crime and security problems or that problems are minimal and can be managed through partnerships between the maintaining agency, law enforcement, and stakeholders. Appendix M provides a list of studies and research articles presented in this study.

Representatives from the City of North Miami Beach were contacted to discuss their experience with planning, constructing, and operating the bike trails within Snake Creek Park. According to historical information provided by City of North Miami Beach officials, similar

Black Creek Trail

SEGMENT B

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 enjoying the benefits of 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 trails and other locations throughout the City. The North Miami Beach trail can serve as a model for communities in Miami-Dade County implementing multi-use or shared use trails that can become a source of community pride.

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

Trail safety has also been studied on a national 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. A Minnesota Department of Natural Resources survey found that 75 percent of surrounding landowners opposed a trail before it was built; two follow-up surveys found that only 0 percent and 6 percent, respectively, opposed the trail after it was built. A Schenectady County, New York, survey found that adjacent homeowners believe that living near the trail is better than they anticipated, and that 40 percent use the trail daily or frequently; only 14 percent of adjacent homeowners never use the trail.

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 have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community. 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 preserve 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-use 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 the construction documents under development for the Black Creek Trail, Segment A. In addition, off-road non-motorized trails provide a suitable environment for various cyclist ability levels – from novice to advanced. An unpaved path is also suitable west of West Kendall District Park to serve equestrians and off-road bicyclists.

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 trail could serve as recreational destinations.

Funding Requirements

The primary requirement to move the project forward is to secure funding for the design and construction phases of the trail. The project is identified in Transport 2030 and SDGNMP. FDOT has programmed \$900,000 for construction of Black Creek Trail, Segment B, in the FDOT Work Program in fiscal year (FY) 2010/2011. The source of these funds is Transportation Enhancements (TE), which are used for pedestrian, bicycle, and landscaping improvements. Additional funds required for the design and construction of Segment B may be obtained from other potential sources including grants and general funds. In addition, \$275,000 in General Obligation Bond (GOB) funds have been allocated for Commission District 11 (FY 2014-2016) which could be used for the Segment B corridor.

Corridor Opportunities

The following opportunities have been identified for the Black Creek Trail corridor:

- Provide a continuous non-motorized trail facility along the Black Creek Canal.
- Provide a non-motorized connection to regional parks such as:

- West Kendall District Park
- Larry and Penny Thompson Park
- Miami Metrozoo
- Chuck Pezoldt Park
- South Miami-Dade Cultural Center
- Black Point Park and Marina
- Biscayne National Park
- Everglades National Park



- Provide a non-motorized connection to existing and proposed greenway trails:

- Everglades Trail
- Krome Trail
- South Dade Trail
- Old Cutler Bike Path
- Biscayne Trail

Black Creek Trail

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- To incorporate a greenway trail into the design of West Kendall District Park (WKDP) and connect residents south of the proposed park with non-motorized access to the park. Plans for WKDP include a community recreation center, off-leash dog park, family/corporate picnic area, children's playground, ball fields, and family aquatic center.
- Trailhead opportunities with parking were identified for WKDP and Chuck Pezoldt Park. Furthermore, an existing trailhead unpaved parking area is located along the Everglades Trail at SW 136th Street, which is approximately 1.5 miles south of the Black Creek Trail western terminus.
- Funding has already been identified in the FDOT Work Program for Black Creek Trail, Segment B, although additional funding will need to be secured.
- Provide pedestrian bridges over the Black Creek Canal at certain key locations to enhance bicycle/pedestrian mobility and increase recreational opportunities.
- Improve the aesthetics and use of currently underutilized canal right-of-way.

Corridor Constraints

The following constraints have been identified for the Black Creek Trail, Segment B corridor.

- Several arterial roadways cross the Black Creek Canal within the study limits including:

- SW 137th Avenue
- SW 160th Street
- SW 152nd Street
- SW 157th Avenue (future roadway)
- Krome Avenue



- Two drainage ditches flow into the canal on the north side of the right-of-way between WKDP and Krome Avenue.
- Three railroad crossings were identified along the Segment B corridor that will require crossing and safety improvements.
- Funding will need to be identified to construct most of the trail corridor.
- An environmental review or assessment should be conducted before the design phase to identify environmentally endangered or threatened plants or animals that need protection.

- There is a need to maintain maintenance access to the canal right-of-way for SFWMD vehicles and equipment.

Supplemental Amenities

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

Benches - Benches are a basic amenity that should be provided along the Black Creek Trail. Benches provide opportunities for trail users to rest, stretch, and enjoy the vistas along the trail. Benches can be made from a variety of materials included treated wood, painted metal, concrete, and recycled plastic. It 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 1000 feet near access points and trailheads and one bench every mile thereafter. 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. In addition, benches should be shaded from the afternoon sun, if possible.

Shelters - Shelters with roofs and protected seating areas should be placed along the 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 small picnic table. The shelters should be constructed on concrete pads and located at rest stops and trailheads 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 identified in this study are located at rest stops and trailheads. It may be possible to work with local commercial landowners and shopping centers to place bicycle racks near destinations such as Publix.

Bike racks should be inverted "U" type as suggested by the Association of Pedestrian and Bicycle Professionals.

Trash Receptacles - Trash receptacles should be placed at strategic locations along the trail corridor, especially near where people naturally gather such as trail access points, rest stops, shelters, and trailheads. It is important that trash receptacles along the Black Creek Trail be included on regular, frequent maintenance rounds to ensure a tidy appearance along the corridor and to reduce foul odors that may occur. Trash receptacles should have a rain cover or the bags inside perforated and drainage provided.

Directional Signs - 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. MDPR is currently doing a parks, trails and marinas wayfinding project program. Although the consultant's work is not yet finalized at the time of this report, a prototype has been developed. Figure 7 is an example of preliminary signs for trails.

Location Kiosks - Location kiosks are recommended at intervals along the trail. An appropriate place to erect a location kiosk is at a trail access point, rest stop, or trailhead. The location kiosk is typically a wooden or metal 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. Kiosks sometimes include a glass map case so maps can be protected from the weather and changed as they are updated and current events posted.

Interpretive Signs - 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.

Black Creek Trail

SEGMENT B

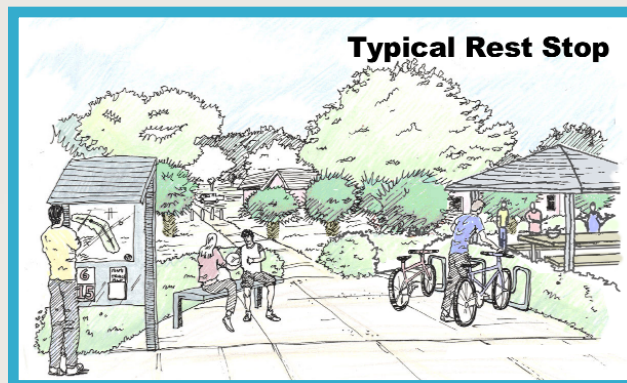
Access Points - The concept of the access point is to provide a location for people to access the trail from local sidewalks, to provide a gathering place for people to meet for positive activities such as exercise groups, and to provide bollards and gates to limit motorized vehicle access to the canal right-of-way. Clusters of amenities are proposed at access points including a bench, small plantings, bollards, and directional signage.



amenities are proposed at access points including a bench, small plantings, bollards, and directional signage.

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 at parks. For the Black Creek Trail Segment B, amenities recommended to be placed at trailheads include parking areas, kiosks, benches, bicycle racks, and trash receptacles. It is anticipated that the only dedicated parking facilities for Black Creek Trail, Segment B, will be located at trailheads. The purpose of providing parking is to provide regional access to the trail.

Rest Stops - Rest stops are generally small level places along the trail that provide users the opportunity to move off the main traveled path to stop. Rest stops are clusters of amenities placed along the trail corridor that allow trail users to relax, read an interpretive sign, or enjoy



views of the canal. Ideally, rest stops should be located where expanded canal right-of-way is available or adjacent public right-of-way is available near the canal. Typically, trail rest stops should be located at approximately every half-hour of travel time. Potential amenities to be located at rest stops include a location kiosk, overlook shelter, small plantings, benches, trash receptacles, bicycle rack, picnic table, and an interpretive sign.

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.

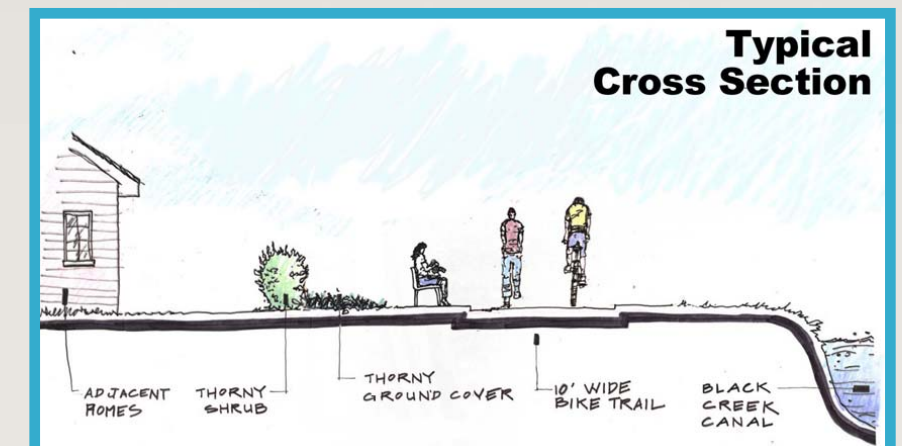
Different types of plants and trees can play different roles along a trail corridor. The use of different varieties of trees and shrubs can create shade and visually define spaces. Moderately sized shrubs can block eye-level views of adjacent properties. Small shrubs and woody plants add visual interest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

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) near the edge of the right-of-way line with larger landscaping trees in parks and trailheads.

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 and enhancing the experience of trail users. Landscaping is not a one-time cost; installation and maintenance costs must be considered. In fact, SFWMD requires a dedicated source of funding for maintenance as a condition

of permit. Landscape maintenance is especially important because it is a recurring annual cost. Interlocal agreements between county and municipal governments often include provisions for landscape maintenance. In addition, a linear park concept is shown along the FPL corridor, CSX corridor, West Kendall District Park and Chuck Pezoldt Park where there is plenty of space for trees to grow. Consideration should be given to using wildflowers, legumes (no fertilizer required) and other native plants rather than using grass. Many houses along the ROW have a privacy fence so screening the fence rather than defining the edge of the ROW is the primary goal. Community volunteers could potentially be enlisted to help plant trees and shrubs.



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 installed 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, access points, and roadway crossings. In the western portion of the study area, equestrian access to the trail should be provided at the WKDP trailhead parking area with equestrian hitching posts.

Black Creek Trail

SEGMENT B

Trail Safety Improvements

Trail safety features that should be provided along the corridor include railroad crossing flashers and gates, active warning pedestrian crossings, signs, pavement markings, striping, bollards, and decorative crosswalks.

Railroad crossing flashers and gates should be provided at at-grade trail/railroad crossings. The SFWMD canal right-of-way is already a maintenance road and is currently utilized informally by pedestrians. Upgrading the corridor to a trail facility provides an opportunity to upgrade the railroad at-grade crossings located south of SW 160th Street, south of SW 136th Street, and east of Krome Avenue. For the railroad at-grade crossing located south of SW 136th Street, it may be desirable to utilize the existing flashers and gates located along SW 157th Avenue for the Black Creek Trail crossing.

Railroad crossings pose unique hazards particularly for the wheeled trail user. The wheel of a train requires a 2 inch wide gap (flangeway gap) parallel to each rail. This gap is a potential hazard for cyclists, in-line skaters and wheelchair users. The following recommendations, adapted from *Designing Sidewalks and Trails for Access, Part II of II*, should be considered in designing the railroad crossing:

- The trail approach and crossing should be as nearly 90 degrees as possible
- The trail crossing should be raised to the same level as the top of the rails. A surface material such as textured rubber railroad crossing pads provides a stable surface with good traction.
- The crossing approach should be ramped with minimal grades. Provide a flat area for 5 feet on either side of the track, free of obstacles, with a firm, stable surface.
- The trail should be hardened or stabilized for a sufficient distance so debris is not carried onto the track. A specific distance has not been established for this stabilized surface, however 20 feet from each rail is a recommended minimum.
- Signs and warning devices should be used to alert the train and the trail user of the crossing.
- These devices should accommodate users with various types of impairment. Warning gates may be necessary in some situations.

Active warning pedestrian systems provide a technological solution for at-grade trail/roadway crossings. Active warning systems include a

motion-activated early warning system for intersections that alert motorists when a trail user is near. Yellow flashing lights are triggered when a motion sensor detects trail activity. The system can also be activated using pedestrian push-buttons. A stop sign and red warning flashing lights facing the trail emphasize the need for trail users to stop and wait for a clear opportunity to cross the roadway. Several manufacturers provide a solar-powered system with battery backup to reduce electrical costs. Benefits of an active warning pedestrian system include:

- flashers that only flash when a trail user is present so motorists may be less likely to ignore the warning lights
- motorists are forewarned of the presence of trail users
- the system reinforces the existing right-of-way rules

Active warning pedestrian systems are recommended for major intersections such as Krome Avenue, SW 152nd Street, and SW 137th Avenue. Both SW 152nd Street and SW 137th Avenue may require a two-stage crossing with a median refuge due to the width of the roadway.

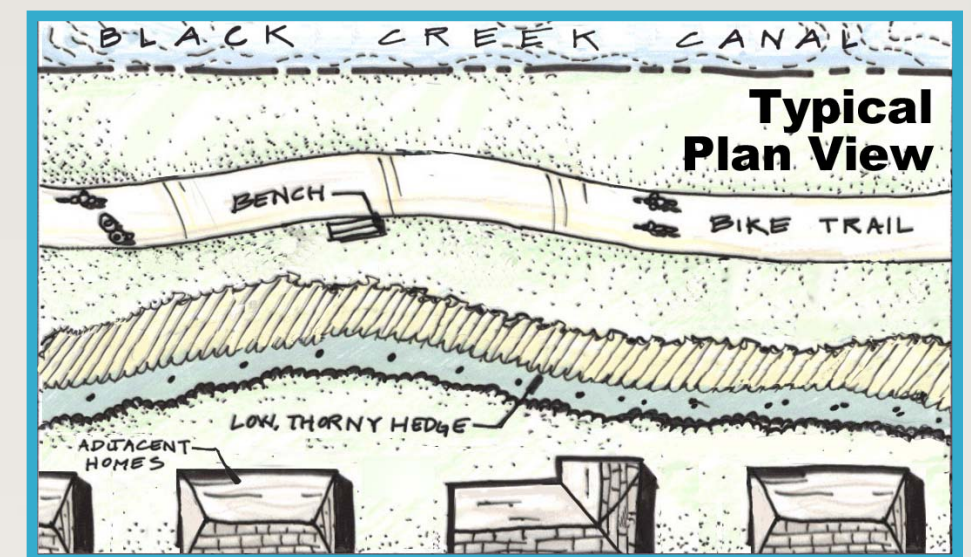
Signs represent a primary form of trail safety. Regulatory signs provide operational requirements of the trail and are used for traffic control. Regulatory signs include stop signs and bike paths signs. Warning signs point out hazardous conditions along the trail. Signs should be erected near at-grade intersections that notify trail users to cross roadways only at signalized intersections or at active warning pedestrian crossings. 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. A 12" stop bar is recommended at all access points to encourage users to stop and slow down before crossing streets.

Striping should be placed near trail intersections with roadways. Striping can include stop bars that reinforce stop signs and pavement striping within parking lots. A 4" wide yellow centerline stripe to separate opposite directions of travel is recommended down the center of the trail with a skip stripe pattern.

Bollards provide a restriction of motor vehicles to multi-use trails. Bollards should be well-marked and visible to bicyclists. Bollards should be painted yellow similar to the SFWMD pipe gates. Bollards should be placed at least 12 feet from roadway intersections to allow trail users to cross the intersection before negotiating the bollards. Trail access for maintenance vehicles can be maintained by providing vehicle access gates adjacent to the bollards. The clear distance between bollards should be 3 feet for Americans with Disabilities Act (ADA) compliance.

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



Black Creek Trail

SEGMENT B

Black Creek Trail Decorative Signs

Decorative signs should be installed along the Black Creek Trail, Segment B, in the same format as signs being installed along Segment A. It is anticipated that the sign style will follow the format as the signage demonstration project along Segment A. 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.

Decorative signs should be displayed near the crossing where the Black Creek Trail crosses major roadways such as SW 137th Avenue, SW 160th Street, SW 152nd Street, SW 136th Street, and Krome Avenue. Signs at these high visibility locations would build recognition of the trail and may create a positive association with the trail.

At the time of this report, Glatting-Jackson is working on a wayfinding plan for MDP that will serve as a template to develop and install wayfinding on future trails as they are established throughout the Miami-Dade County Greenway Network such as Black Creek Trail, Segment B. Glatting-Jackson's project program document contains pertinent information such as project character, graphic image development, architectural styles, wayfinding concerns, terminology, multilingual requirements, and priority destinations. An example of the preliminary concept for Black Creek Trail signs is shown under Figures 7-9.

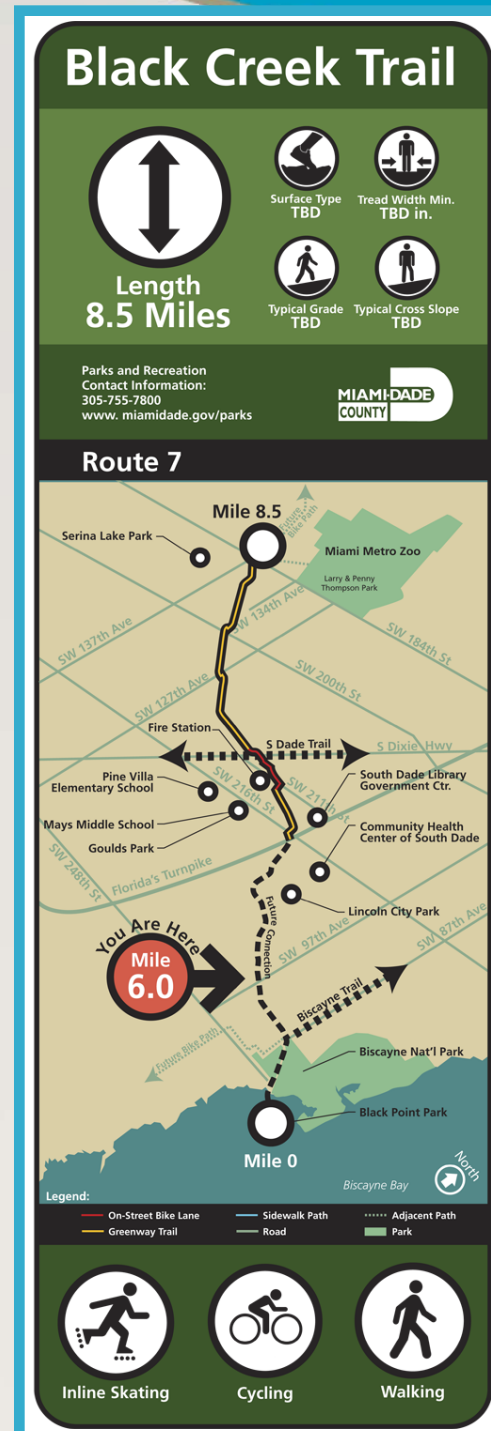


Figure 7.
Draft Black Creek Trail Sign –
Sign Type D Trail Map/Accessibility,
Glatting-Jackson, 2007



Figure 8.
Draft Black Creek Trail Sign –
Sign Type C1 Trail Map/Etiquette,
Glatting-Jackson, 2007

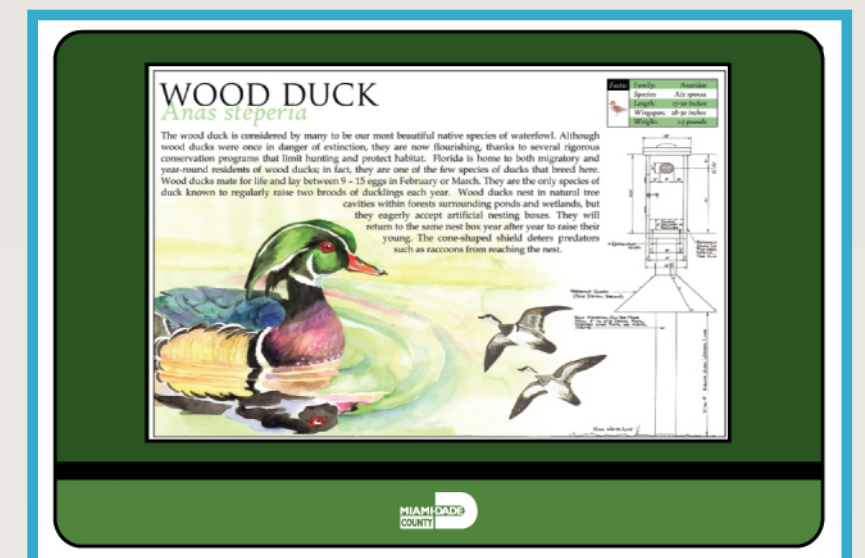


Figure 9.
Draft Interpretive Sign - Sign Type F
Glatting-Jackson, 2007

Black Creek Trail

SEGMENT B

PREFERRED TRAIL PLAN

This section of the report outlines the Black Creek Trail, Segment B, preferred plan. 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 west end of the study segment at the Everglades Levee (L-31N Canal) to the east end at SW 137th Avenue (connection to Black Creek Trail, Segment A). The proposed trail includes a paved non-motorized trail along one side of the canal; a rustic unpaved trail on one side of the canal west of West Kendall District Park; and a loop trail that connects to Chuck Pezoldt Park, a Metrobus route along SW 168th Street, and additional residential neighborhoods south of Black Creek Canal. The trail is designed to serve the needs of long-distance bicycle trips as well as the needs of local trail users for short trips and for daily recreation. The supplemental amenities, signs, and safety features developed during the corridor analysis program were incorporated into the conceptual design for Black Creek Trail, Segment B.

Preliminary plan concepts were initially developed and presented to the public and stakeholder groups. Appendix N contains the preliminary plan concept overview maps. Comments and suggestions on the preliminary plan were received during an advertised open house held on June 27, 2007, at the Norma Butler Bossard Elementary School. Additional comments and suggestions on the preliminary plan concepts were received during meetings with stakeholder agencies. The comments and suggestions received during the public involvement phase were used to modify the preliminary plan concepts into the preferred plan.

The preferred plan was segmented into four phases for prioritization purposes. The segmentation may facilitate securing funding to construct the trail in a logical order in case full funding is not initially available. The phases were specifically identified so that the Phase 1 trail would extend from the Segment A connection at SW 137th Avenue.

Phase 1 – Black Creek Trail, Segment A, Connection and Chuck Pezoldt Park Loop - Phase 1 includes constructing a paved non-motorized trail along the northeast side of the canal right-of-way between SW 137th Avenue and the CSX Railroad corridor; constructing the Chuck Pezoldt Park Loop along the east side of the CSX Railroad corridor, the north side of SW 168th Street, and the east side of SW 157th Avenue; and connecting the trail to Jorge Mas Canosa Middle School along SW 152nd Street, SW 155th Avenue, and the southwest side of the canal right-of-way between SW 155th Avenue and SW 144th Street.

The advantages of Phase 1 include additional open space provided by an FPL right-of-way west of SW 137th Avenue, connecting the trail to an additional park not located along the canal, and minimizing the number of private homeowners with back yards that would face the trail in response to comments from public meetings. Phase 1 passes through an area inside the Urban Development Boundary, connects to two parks and one school. Phase 1 also includes two rest stops and a trailhead parking area at Chuck Pezoldt Park.

According to the Miami-Dade MPO's Rail Convertibility Study, the CSX Railroad corridor crossed by Phase 1 is called the Homestead Subdivision or the CSX Kendall Corridor, which consists of one track in 100 feet of right-of-way. Approximately one to three freight trains per day operate on the Homestead Subdivision, which is considered minimal freight activity by the Rail Convertibility Study. Furthermore, most of the freight activity occurs north of the Portland Spur junction at SW 144th Street. Recommendations from the Rail Convertibility Study include establishing public transit on the section of the corridor north of the Miami Metrozoo and establishing a bicycle/pedestrian link on the section south of the Miami Metrozoo. The recommended bicycle/pedestrian link is the same section of the Homestead Subdivision that is crossed by the Black Creek Trail and the Chuck Pezoldt Park Loop.

Phase 2 – West Side of the Canal between SW 144th Street and West Kendall District Park - Phase 2 provides a connection to WKDP from the south along the western right-of-way of the Black Creek Canal between the end of Phase 1 and the northwestern corner of WKDP, thereby providing non-motorized access for residents living south of Kendall-Tamiami Airport. In addition, Phase 2 includes two trailhead parking areas at WKDP. For the Portland Spur CSX Railroad at-grade

crossing located south of SW 136th Street, it may be desirable to utilize the existing flashers and gates located along SW 157th Avenue for the Black Creek Trail crossing.

Phase 3 – Paved Trail and Rustic Trail west of West Kendall District Park - Phase 3 provides a trail connection between WKDP and Krome Trail located along the Everglades Levee (L-31N Canal). Phase 3 provides trail users with a pastoral setting traversing agricultural lands outside the UDB. Phase 3 includes a paved non-motorized trail within the north side of the canal right-of-way. Phase 3 also includes an unpaved, rustic trail along the south side of the canal west of WKDP. Equestrian facilities, such as an equestrian hitching post, should be provided at the trailhead in the northwest corner of WKDP. Two rest stops are located along Phase 3.

Phase 4 – Black Creek Trail between SW 155th Avenue and CSX Railroad - Phase 4 provides a paved non-motorized trail along the Black Creek Canal right-of-way between SW 155th Avenue and the CSX Railroad crossing south of SW 160th Street. Phase 4 follows the south and west side of the canal right-of-way between SW 155th Avenue and SW 160th Street, where the Phase 4 alignment then shifts to the northeast side of the canal right-of-way since this side provides the only continuous path through the Laguna Ponds area. Phase 4 is an important connection and provides access to several residential neighborhoods, an elementary school, and proposed bike lanes along SW 160th Street.

Preferred Plan and Illustrations

The preferred plan overview for Black Creek Trail, Segment B, between the Everglades Levee (L-31N Canal) and SW 137th Avenue is presented on the following page. Following the preferred plan overview are a series of five sheets with panel details showing the preferred alignment and a general placement of various proposed trail infrastructure and amenities.

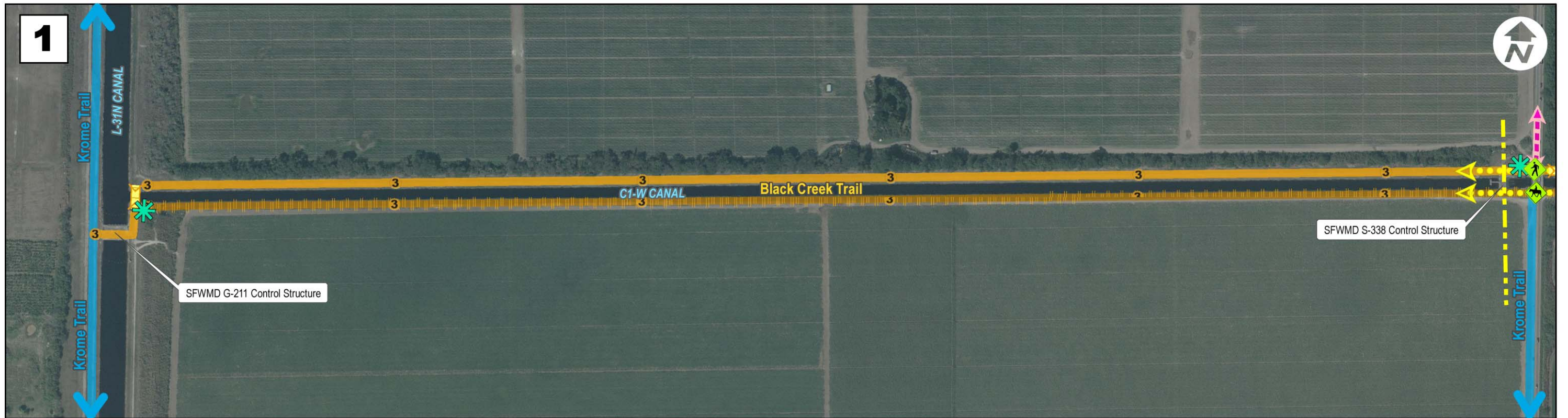
Black Creek Trail

SEGMENT B

OPINION OF PROBABLE COSTS

An opinion of probable cost (OPC) was prepared for the preferred plan. Appendix O 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 O presents the budget prepared for the Black Creek Trail Segment B including both capital costs and "soft" costs, which include assumptions regarding design and construction administration projects. Appendix O presents the costs segmented by construction phase as defined in the preferred trail plan for grant purposes.



LEGEND

Scale: 1:4,800

0 100 200 300 400 500 Feet

1 Black Creek Trail - Segment B, Phase I	Everglades Trail
2 Black Creek Trail - Segment B, Phase II	Krome Trail
3 Black Creek Trail - Segment B, Phase III	Black Creek Trail - Segment A
3 Black Creek Trail - Segment B, Rustic Unpaved Trail	Black Creek Trail - Segment B, Chuck Pezoldt Loop
4 Black Creek Trail - Segment B, Phase IV	Kimley-Horn and Associates, Inc.

MIAMI-DADE COUNTY

October 2007

Recommended Improvements

Pedestrian Bridge	Rest Stop
Trail Connection	Railroad Crossing
Access Point	Interpretive Sign
Promenade Plantings	High Emphasis Crosswalk
	High Emphasis Equestrian Crossing
	Trailhead Parking

Map Features

School
Park
Airport
Future Roadway
Match Line
UDB
Panel Number

Black Creek Trail

SEGMENT B

Planning and Feasibility Study

Preferred Plan

SHEET 1 OF 5



LEGEND Scale: 1:4,800

0 100 200 300 400 500 Feet

1 Black Creek Trail - Segment B, Phase I	Everglades Trail
2 Black Creek Trail - Segment B, Phase II	Krome Trail
3 Black Creek Trail - Segment B, Phase III	Black Creek Trail - Segment A
3 Black Creek Trail - Segment B, Rustic Unpaved Trail	Black Creek Trail - Segment B, Chuck Pezoldt Loop
4 Black Creek Trail - Segment B, Phase IV	Kimley-Horn and Associates, Inc.

MIAMI-DADE COUNTY

October 2007

Recommended Improvements

Pedestrian Bridge	Rest Stop
Trail Connection	Railroad Crossing
Access Point	Interpretive Sign
Promenade Plantings Where Feasible	High Emphasis Crosswalk
	High Emphasis Equestrian Crossing
	Trailhead Parking

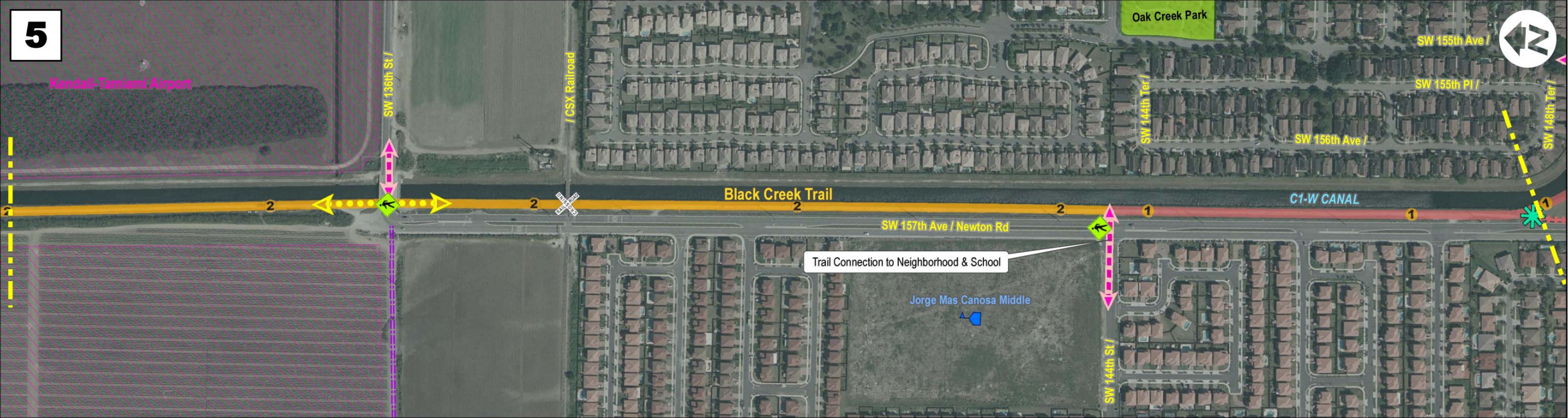
Map Features

School
Park
Airport
Future Roadway
Match Line
UDB
Panel Number



Black Creek Trail
SEGMENT B
Planning and Feasibility Study
Preferred Plan

SHEET 2 OF 5



LEGEND

Scale: 1:4,800

0 100 200 300 400 500 Feet

1 Black Creek Trail - Segment B, Phase I	Everglades Trail
2 Black Creek Trail - Segment B, Phase II	Krome Trail
3 Black Creek Trail - Segment B, Phase III	Black Creek Trail - Segment A
3 Black Creek Trail - Segment B, Rustic Unpaved Trail	Black Creek Trail - Segment B
4 Black Creek Trail - Segment B, Phase IV	Chuck Pezoldt Loop

MIAMI-DADE COUNTY

October 2007

Kimley-Horn and Associates, Inc.

Recommended Improvements

Pedestrian Bridge	Rest Stop
Trail Connection	Railroad Crossing
Access Point	Interpretive Sign
Promenade Plantings Where Feasible	High Emphasis Crosswalk
	High Emphasis Equestrian Crossing
	Trailhead Parking

Map Features

School
Park
Airport
Future Roadway
Match Line
UDB
5 Panel Number



Black Creek Trail

SEGMENT B

Planning and Feasibility Study

Preferred Plan

SHEET 3 OF 5



LEGEND

Scale: 1:4,800

0 100 200 300 400 500 Feet

1 Black Creek Trail - Segment B, Phase I	Everglades Trail
2 Black Creek Trail - Segment B, Phase II	Krome Trail
3 Black Creek Trail - Segment B, Phase III	Black Creek Trail - Segment A
3 Black Creek Trail - Segment B, Rustic Unpaved Trail	Black Creek Trail - Segment B, Chuck Pezoldt Loop
4 Black Creek Trail - Segment B, Phase IV	

MIAMI-DADE COUNTY

October 2007

Kimley-Horn and Associates, Inc.

Recommended Improvements

	Pedestrian Bridge
	Trail Connection
	Access Point
	Promenade Plantings Where Feasible
	Rest Stop
	Railroad Crossing
	Interpretive Sign
	High Emphasis Crosswalk
	High Emphasis Equestrian Crossing
	Trailhead Parking

Map Features

	School
	Park
	Airport
	Future Roadway
	Match Line
	UDB

7 Panel Number

Black Creek Trail

SEGMENT B

Planning and Feasibility Study

Preferred Plan

SHEET 4 OF 5

Black Creek Trail

SEGMENT B

MANAGEMENT AND MAINTENANCE

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

TRAIL MANAGEMENT

Trail management is a partnership that must exist among the various agencies that have jurisdictions 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. In general, trail corridors are managed at the County level. The SFWMD must remain a partner in trail management issues since the trail is proposed within canal right-of-way.

According to *Governing Greenways* (Trust for Public Land, et al., 2002), several types of organizational structures are currently in operation throughout the United States which serve to govern various greenway trail initiatives. The models most frequently associated with greenway trail efforts include:

- Single-agency model
- Multi-agency model
- Public-private model
- Private sector model

The factors that determine which model is either chosen or emerges for a particular greenway trail varies from community to community. It is important that a community choose a model that takes advantage of local strengths, such as leadership, funding, or management capacity. It is also important to choose a model that will produce the best results for the project.

Many trails are jointly managed through various partnerships out of necessity. In such instances, a cooperative management strategy should be developed for the trail that includes regular coordination among agencies to promote consistency and establish expectations.

It is recommended that the following strategies be used on joint management of trails:

- Develop cooperative management strategy
- Develop manual
- Use consistent name
- Trail map should cover the entire length of trail
- Create a "Friends of the Trail" organization for entire facility
- Visit other sections and experience look and feel

The key to minimizing exposure to trail liability is for proper design, maintenance, and management. Black Creek Trail Segment B should be designed by professionals to accepted state and national standards and systematically maintained and managed with clear, well-documented records. Beyond that there are three legal precepts, either alone or in combination, that define and in many cases limit liability for injury related to trail use. The first is the concept of duty of care which speaks to the responsibility that a land owner (private or public) has to anyone on their land. Second is the Recreational Use Statute (RUS) which is available in all 50 states and provides protection to private landowners and some public landowners who allow public free access to land for recreational purposes. Florida Statute 373.1395 provides limitation on liability for water management districts with respect to land made available to the public for recreational purposes without charge. Third, for all private and public parties, liability insurance provides the final line of defense. Trail owners can also find much protection through risk management. (Morris, et al., 2000).

Public trail managers are also protected by the Concept of Sovereign Immunity, which holds that the sovereign entity (the government) is generally immune from liability. However, the federal government and most state and local governments have waived this privilege of immunity, in many contexts, including trail user injuries, by enacting a Tort Claims Act. Such acts control the definition of liability under recreational circumstances and hold agencies to the same liability standards as individuals instead of a higher standard. In addition, some states have gone beyond RUS and have enacted a law specifically to address public liability on recreational lands including on trails. Furthermore, many public agencies that are self-insured have umbrella insurance policies that protect most activities and facilities (Morris, et al., 2000).

HOURS OF OPERATION

The hours of operation of the trail are generally set by the management agency. In Miami-Dade County, typical hours for a park are sunrise to sunset; the Black Creek Trail Segment B corridor would essentially function as a linear park within the same parameters. Even though SFWMD allows for 24-hour legal use (i.e., passive activities) of its right-of-way, it is anticipated most trail activities would occur during daylight hours. Furthermore, lighting will be kept minimal to discourage night-time use. However, trail usage should be monitored following implementation to evaluate if apparent demand exists for longer operating hours. Multi-use trails also function as transportation corridors with their length and multiple access points, which could increase demand for expanded hours of operation and lighting levels. In such cases, the addition of lighting may be deemed appropriate for increased public safety and security.

POLICE PATROL

The Miami-Dade County Police Department Hammocks Station currently handles security around the corridor and study neighborhoods with routine security patrols both by vehicle and bicycle. The specific details for security and protection for the proposed Black Creek Trail Segment B will be worked out before the trail construction phase; it would likely be a combination of Miami-Dade Police Department, Park security officers, and volunteer courtesy patrols. SFWMD enforcement is limited to enforcing what's in the Permit Information Manual, Volume 5. Other issues not related to permits are handled by the Florida Fish and Wildlife Conservation Commission (FWC), such as no-wake zones and poaching.

TRAIL MAINTENANCE AND COSTS

As new and expanding facilities are implemented, such as Black Creek Trail Segment B, the need to assess the current management and maintenance practices as well as funding is essential. *The Greenways Management and Maintenance Study* (Dluhy, et al., 2000) from the FIU Metropolitan Center, recommended an incremental approach to improving the management and maintenance of the county greenway network that included:

- Strengthen and clarify agreements and memoranda of understanding (MOUs) and establish interagency coordinating committee to improve immediately the current system.

Black Creek Trail

SEGMENT B

- Provide dedicated sources of funding to carry out the functions outlined in the MOUs within the current multi-organization framework.
- Create a county agency with its own budget and staff charged with the responsibility of managing and maintaining the trail/greenway/pathway network.
- Create a quasi-county agency (authority) with its own dedicated source of funding, charged with the responsibility of managing the trail/greenway/pathway network.

The degree of maintenance performed and the standard of quality that is maintained has a direct impact on the effectiveness, service life, liability and degree of use of bicycle/pedestrian facilities. A long-lasting, successful greenways program depends on the quality construction, adequate maintenance and overall program management. A good operations plan will encourage usage while reducing safety and risk management problems. The key to developing a comprehensive management program is determining how "the land, amenities, and facilities will be used, how they will age, and how they will be repaired or replaced in the future." (Schwartz et al., 1993, p. 291).

A number of factors will affect maintenance costs of greenway systems. Several of these come in the planning, design, and construction phases for trails. These phases offer the best opportunity to address long-term maintenance issues to help insure that trails, once built, will be as cost-efficient to maintain as possible. Other factors that influence costs are dependent upon usage, weather, and in some cases management decisions.

A successful greenway program in Miami-Dade County ought to be viewed from a systemic perspective, allowing coordination of different actors and agencies from planning and construction to full-scale operation, to achieve optimal results and lowest life-cycle cost of the system. The simplest approach to estimating a budget for operations and maintenance is to draw upon experience and data from existing greenway programs. Typical annual maintenance costs for a one mile paved trail according to *Trails for the Twenty-first Century* (Flink et al., 2001) are \$6,500 based on national averages. However, the frequency of maintenance from this figure and the age of the data is not known and costs will vary for individual trails.

Prior to the construction of the Black Creek Trail, Segment B, a comprehensive post-implementation budget and management plan should be established that includes activities and cost 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 Segment A and B, which is 2.6 miles in length. Maintenance costs for this trail were approximately \$60,000 per year, or \$23,077 per mile, for twelve cycles and \$1,950 per mile for one cycle according to data provided by MDPR. However, it should be noted the Biscayne Trail generally has a greater density of trees and shrubs than other trails so the maintenance costs may be somewhat higher than for other trails.

Table 1 lists trail maintenance costs that may occur for Black Creek Trail, Segment B. 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 Miami-Dade County Public Works Department. Annual operations and maintenance could vary from \$6,500 per mile to \$23,000 per mile depending on many variables such as frequency of maintenance, usage, and weather.

Table 1. Potential Black Creek Trail Segment B Annual Operations and Maintenance Costs

Trail Section	Length (Miles)	Potential Maintenance Cost
Phase 1	4.4	\$28,500 - \$100,000
Phase 2	2.7	\$17,500 - \$ 62,000
Phase 3	2.6	\$17,000 - \$ 60,000
Phase 4	2.3	\$15,000 - \$ 53,000
Total Study Segment	12.0	\$78,000 - \$275,000

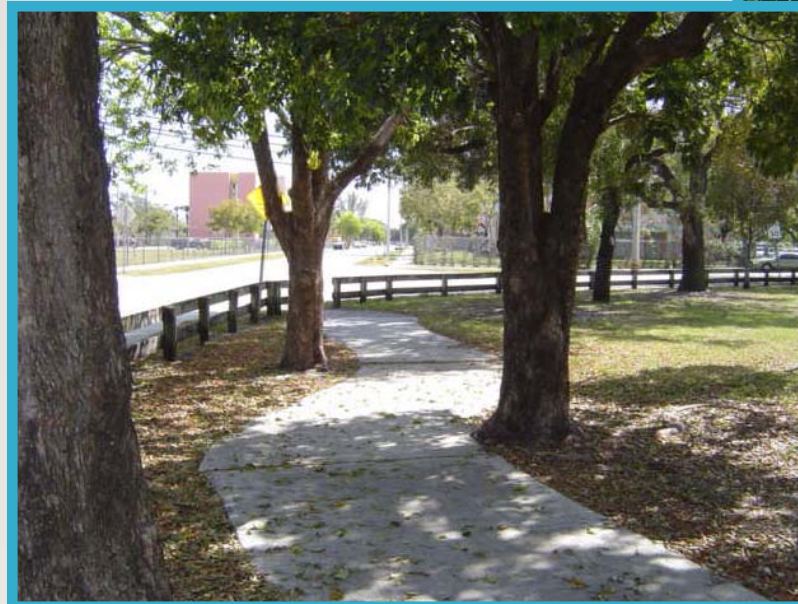
Black Creek Trail

SEGMENT B

CONCLUSION

The Black Creek Trail, Segment B, Planning and Feasibility Study evaluated the development of a non-motorized trail and linear park within the Black Creek Canal (C-1W) right-of-way between the Everglades Levee (L-31N Canal) and SW 137th Avenue. The Black Creek Trail, Segment B, study included interagency coordination and two advertised public meetings to solicit community input and present the proposed trail concepts. The Black Creek Canal corridor presents numerous positive opportunities for developing a multi-use trail. The study segment is a strategic link between Segment A of Black Creek Trail and Krome Trail. The study segment also provides local residents and trail users with non-motorized access to Larry and Penny Thompson Park, Chuck Pezoldt Park, and the future West Kendall District Park.

The study determined that a multi-use, non-motorized trail along the Black Creek Canal right-of-way is feasible and would improve alternative travel mobility and provide green recreation infrastructure for the local community. A concept was developed that provides a continuous multi-use trail across the study limits. In addition, a Chuck Pezoldt Park Loop was identified that provides access to Chuck Pezoldt Park outside of the Black Creek Canal right-of-way, utilizing SW 157th Avenue, SW 168th Street, and open space along the east side of the CSX Railroad corridor. Access points, trail connections, rest stops, and trailhead locations were identified in this study. The vision for this trail is to provide the community with a safe, attractive recreational experience connecting people to neighborhoods, schools, and parks.



APPENDICES

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LANDSCAPE ARCHITECTURE
LAND PLANNING

12801 SW 71 Avenue
Miami, FL 33156
PHONE: 305-235-2310
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E-MAIL: tyler@rosenbergdesign.com

ROSENBERG
GARDNER
DESIGN

CONNECTION TO SOUTH DADE GREENWAY NETWORK "BLACK CREEK TRAIL"

INTERPRETIVE SIGNAGE REGARDING SOUTH DADE GREENWAY NETWORK

SOUTH DADE GREENWAY NETWORK TRAILHEAD

FIELD CENTER

200 SPACES

LIGHTED SOCCER FIELDS

CRICKET

BLEACHERS

LIGHTED SOCCER/FOOTBALL FIELDS

NATIVE HAMMOCK

RESTROOM

RECREATION CENTER / MAIN OFFICE

STADIUM COURT

LIGHTED TENNIS COURTS

LIGHTED ADULT BASKETBALL

FIELD CENTER

TOT LOT

75 SPACES

UNPAVED OVERFLOW SPACES

290 SPACES

NATIVE HAMMOCK

FIELD CENTER

NS2

LIGHTED SOFTBALL FIELDS

SERVICE AREA

UNDEVELOPED

ACCESS ROAD TO SERVICE AREA (Unpaved)

FOOTBRIDGE TO NEIGHBORHOOD

CANAL C-1-W

140.00' CANAL R.O.W.

OFF-ROAD BICYCLE

100 SPACES

165 SPACES

FAMILY AQUATIC CENTER

FENCE

BEACH

SCENIC OVERLOOK

LAKE

INTERPRETIVE SIGNAGE (typ.)

LARGE PICNIC SHELTERS

135 SPACES

30 SPACES

BMX BICYCLE

CONTROL BUILDING

RESTROOM

SKATE PARK

50 SPACES

CANOE RENTAL HUT

BOAT/CANOE RAMP

SIGNAGE (typ.)

FOUNTAIN

PICNIC SHELTERS (typ.)

TOT LOT

RESTROOM

PICNIC SHELTERS (typ.)

65 SPACES

115 SPACES

DOG PARK (3.9 ac.)

RESTROOM

EXISTING SW 157th AVENUE END

WATER BANK

CANAL C-1-W

140.00' CANAL R.O.W.

TOP OF BANK

TOP OF BANK

CONNECTION TO SOUTH DADE GREENWAY NETWORK


BRIDGE UNDER CONSTRUCTION

INTERPRETIVE SIGNAGE REGARDING SOUTH DADE GREENWAY NETWORK CONNECTION TO BLACK CREEK TRAIL

SW 120th STREET

NORTH

ROSENBERG
GARDNER
DESIGN



LANDSCAPE ARCHITECTURE
LAND PLANNING

12901 SW 71 Avenue
Miami, Florida 33156
Phone: 305-223-5310
Fax: 305-223-5311
EMAIL: info@rosengardner.com

Approvals	Date

Design:	BILL ROSENBERG
Drawn:	BILL ROSENBERG
Checked:	KEN GARDNER
Survey:	JAMES BEADMAN & ASSOC. INC.
Inspections:	

Revisions		
N°	Date	Description

**Miami-Dade County
Park and Recreation Department**
N.W. 2nd STREET, 4th FLOOR, MIAMI, FL 33128

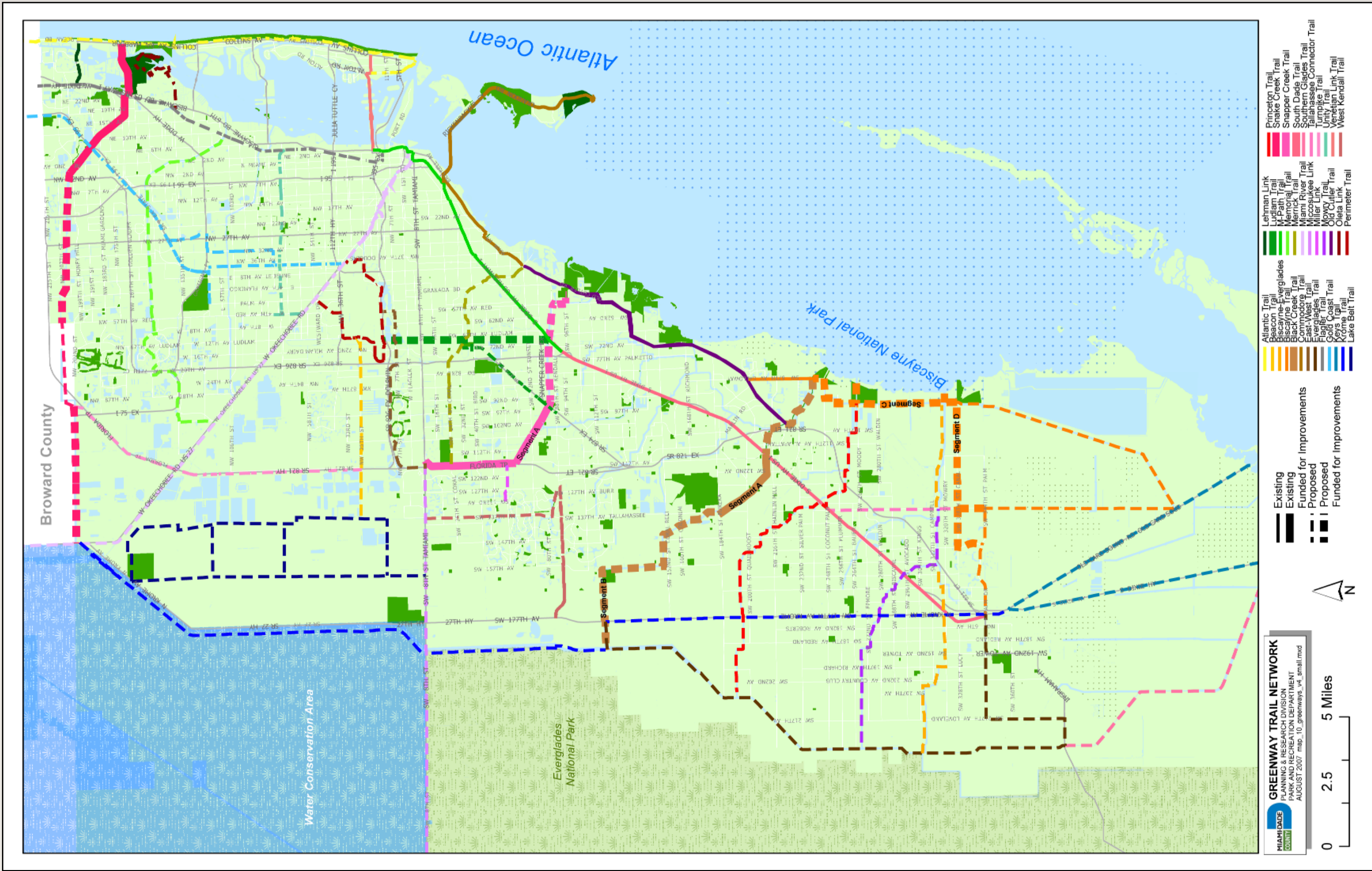


WEST KENDALL DISTRICT PARK

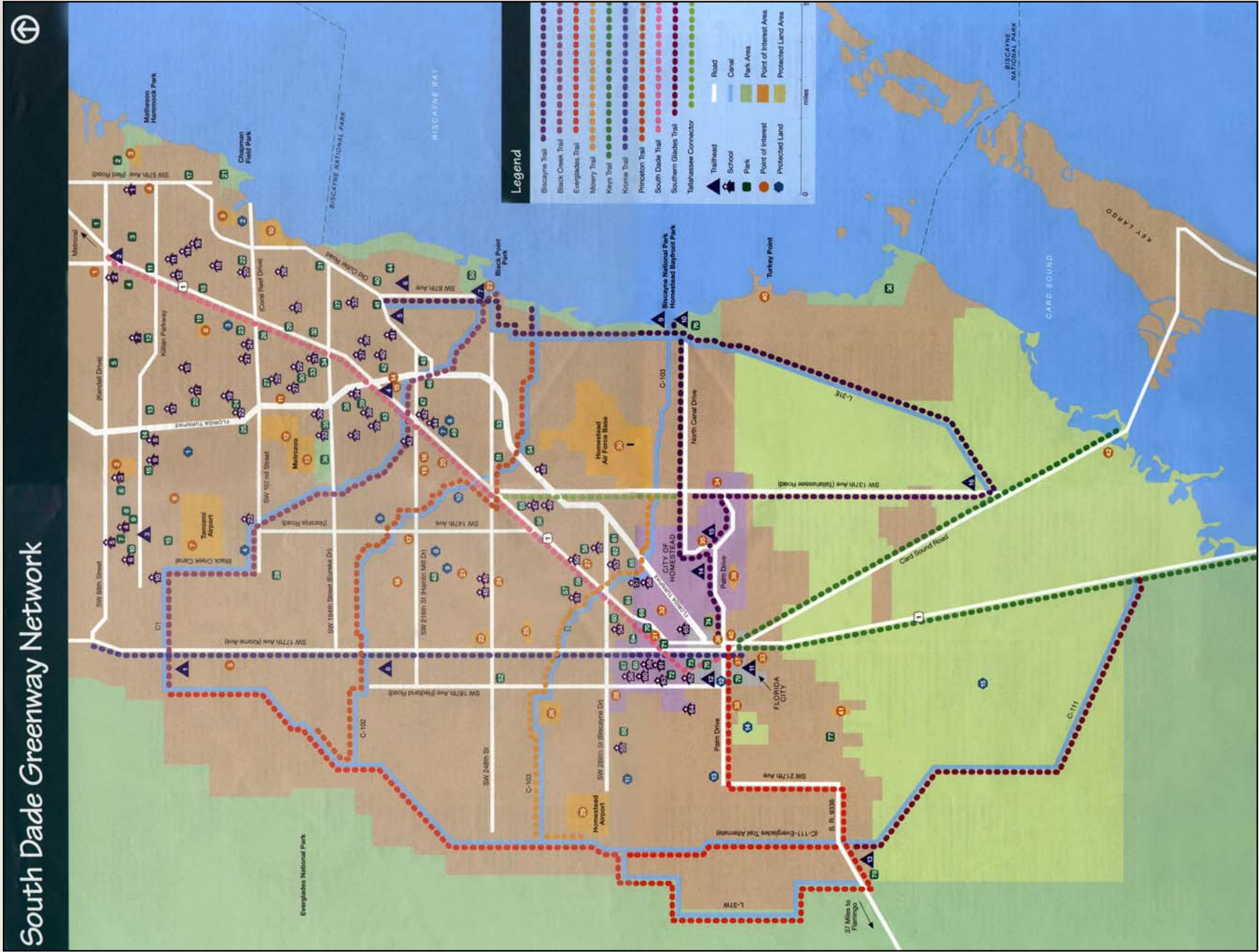
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Project N°		
Date	Scale	
8/2004	AS SHOWN	
Drawing N°		
1 of 1		
File	Drawer	Dwg.

APPENDIX B: MIAMI-DADE COUNTY GREENWAY NETWORK, *Miami-Dade Park and Recreation Department, 2007*



APPENDIX C: SOUTH DADE GREENWAY NETWORK MASTER PLAN, *The Redland Conservancy, 1994*



APPENDIX D: PROPOSED KROME TRAIL ALIGNMENT, *BCC Engineering, Inc., 2007*



Florida Department of Transportation
District VI

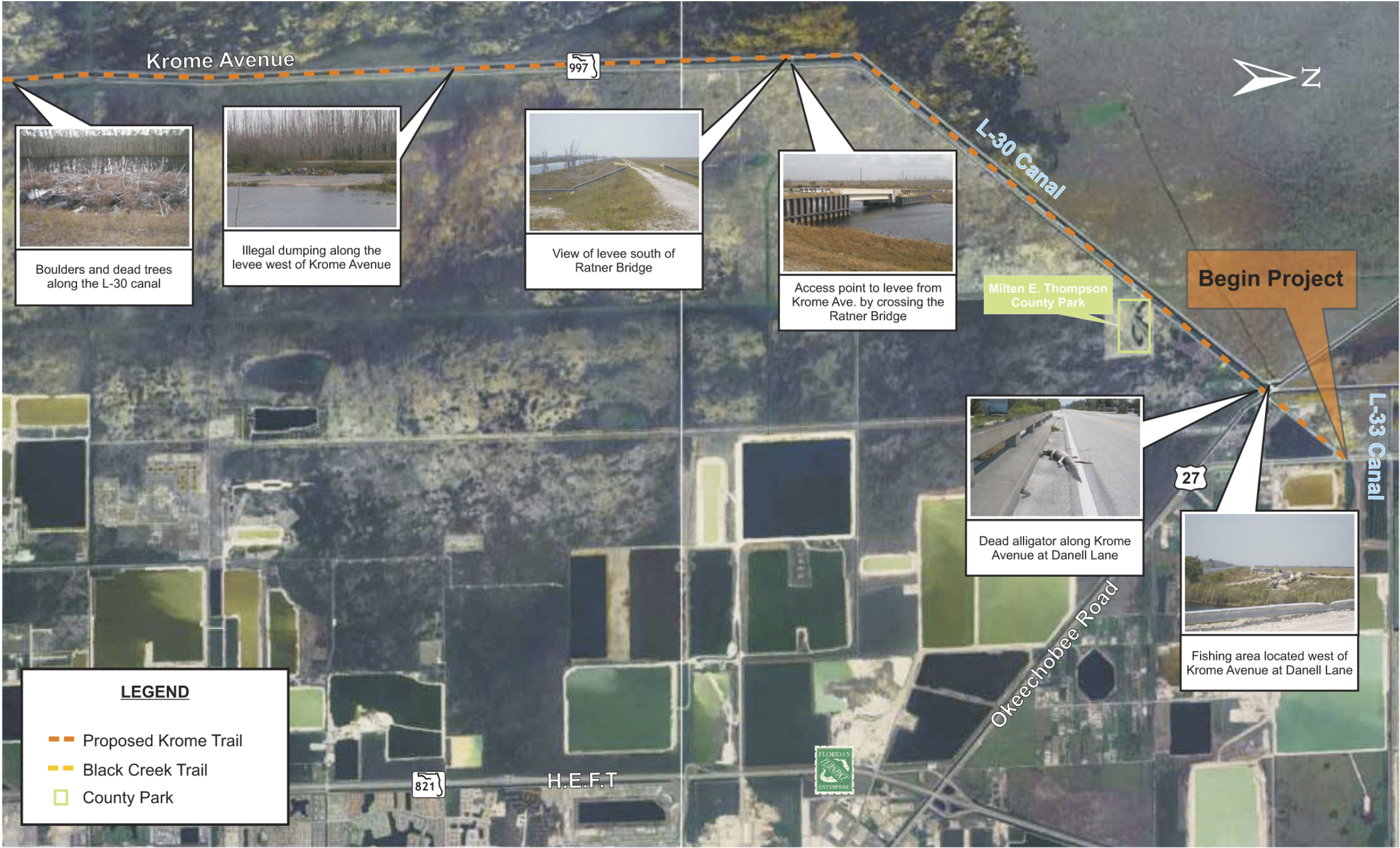
Krome Trail Planning & Feasibility Study

Existing Conditions

Figure

1

Page X-X



Florida Department of Transportation
District VI

Krome Trail Planning & Feasibility Study

Existing Conditions

Figure

1

Page X-X

APPENDIX E: FIELD INVENTORY PHOTOS



South side of Canal looking northwest at intersection



South side of Canal 2000' west of CSX Railroad tracks looking east



South side of Canal looking west towards L-31N intersection



South side of Canal 100' east of Krome Avenue looking west

C1-W Canal

SW 177th Ave./Krome Ave.

CSX Railroad

L-31N Canal



APPENDIX E: FIELD INVENTORY PHOTOS



APPENDIX E: FIELD INVENTORY PHOTOS



West side of canal at SW 136 Street Bridge looking south



West side of canal at 2000' south of CSX railroad track (Near SW 157 Avenue & SW 144 Street) looking north



West side of canal 900' south of CSX railroad track (near SW 157 Avenue & SW 139 Street) looking north



South side of canal 600' east of bridge at SW 149 Street & SW 155 Avenue looking west

C1-W Canal

CSX Railroad

SW 157th Avenue

SW 144th Street

SW 152nd Avenue

SW 150th Street

C1-W Canal

Kendall Tamiami Airport

SW 136th Street



APPENDIX E: FIELD INVENTORY PHOTOS



South side of canal at SW 152 Avenue bridge looking west



North side of canal 2800' northwest of SW 152 Street looking west



East side of Canal from 100' south of bridge at SW 152 Street looking north



South side of canal 100' south of SW 152 Street looking north

APPENDIX E: FIELD INVENTORY PHOTOS



West side of Canal at SW 160 Street bridge looking south



East side of canal from bridge at SW 160 Street looking north



SW 141 Avenue at canal east side looking south

C1-W Canal

SW 152nd Street

SW 157th Avenue

SW 137th Avenue

SW 160th Street / Colonial Drive

F.P.L. R.O.W.



APPENDIX E: FIELD INVENTORY PHOTOS



APPENDIX F: 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 (MPO)
- Florida Department of Transportation (FDOT)
- Florida Department of Environmental Protection (FDEP)
- Town of Cutler Bay
- South Florida Regional Planning Council (SFRPC)
- South Florida Regional Transportation Authority (SFRTA)
- Trust for Public Land
- Miami-Dade County Park and Recreation Department (MDPR)
- Miami-Dade County Aviation Department
- 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 F: SAMPLE INTERGOVERNMENTAL COORDINATION LETTER



Kimley-Horn
and Associates, Inc.

December 1, 2006

Ms. Renae Nottage
Regional Manager
Miami-Dade County, Parks & Recreation Operating Region 1
6900 Palm Ave
Hialeah, FL 33015

**Re: Black Creek Trail, Segment B
Planning and Feasibility Study**

Dear Ms. Nottage:

On behalf of the Miami-Dade County Park and Recreation (MDPR), the consulting team of Kimley-Horn and Associates, Inc., has been engaged to facilitate a planning and feasibility study for the proposed Black Creek Trail, Segment B. 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 Black Creek Trail is proposed to be built within the Black Creek Canal (C-1) right-of-way. The entire Black Creek Trail is 17 miles long and is split into two sections – Segment A and Segment B. Segment A starts near Biscayne Bay at Black Point Marina and travels for 7.8 miles ending at the intersection of SW 184th Street and SW 137th Avenue. Segment A has already undergone a Planning and Feasibility Study and the trail is currently under design.

This Planning and Feasibility Study includes the entirety of Segment B, which begins at the termination of Segment A and continues for 9.2 miles, traveling along the canal to the west of SW 137th Avenue until it reaches the L-31N canal levee west of Krome Avenue. The Black Creek Trail, Segment B Planning and Feasibility Study includes studying connections to Larry and Penny Thompson Park and the proposed West Kendall District Park.

The proposed multi-use trail is intended to provide bicycle transportation mobility and to connect the surrounding community and all other users to the parks local to the area, such as Larry and Penny Thompson Park, Metrozoo, Gold Coast Railroad Museum, West Kendall District Park, and the Everglades Trail.

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 provide feedback on the following areas below or any other areas of interest or concern.

■
TEL 954 535 5100
FAX 954 739 2247

■
Suite 109
5200 N.W. 33rd Avenue
Ft. Lauderdale, Florida
33309



Kimley-Horn
and Associates, Inc.

Ms. Nottage, December 1, 2006, Page 2

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

The Park and Recreation Department is planning two public meetings associated with this study. The first meeting is tentatively scheduled for late January and will gather input and comments from the surrounding community and stakeholders. The second meeting will most likely be held sometime in March and is intended to present concepts developed from study analysis and ideas gathered during the initial public meeting.

Attached for your perusal is background information on the Black Creek Trail study. An aerial map is also included in the attached information illustrating the study limits.

If you have additional questions or require more information, please contact Stewart Robertson or Ammie Rogers at 954-535-5100. We can also be reached via e-mail at Stewart.Robertson@Kimley-Horn.com and/or Ammie.Rogers@Kimley-Horn.com.

Please provide a written response (letter or e-mail) stating the opportunities, restrictions, or constraints, that your agency or department may have regarding the potential implementation of a multi-use trail along the Black Creek Trail right-of-way between SW 184th Street/SW 137th Avenue and SW 112th Street/Krome Avenue (SW 177th Avenue). We look forward to working with you to ensure relevant information from your agency or department is included in this study.

Respectfully,

Stewart Robertson, P.E.

Cc: Mark A. Heinicke, Miami-Dade Park and Recreation Department
James A. McCall, Miami-Dade Park and Recreation Department
David Henderson, Miami-Dade Metropolitan Planning Organization
Distribution list

Enclosure: Background – Black Creek Trail, Segment B
Black Creek Trail, Segment B Map

G:\040829011-Black Creek Trail Study\Agency Contacts\stakeholders letter.doc

APPENDIX F: SAMPLE INTERGOVERNMENTAL COORDINATION LETTER

BACKGROUND – Black Creek Trail, Segment B Planning and Feasibility Study

Black Creek Trail is a proposed 17 mile long trail that traverses southern Miami-Dade County, and is divided into two segments (A and B). Segment A, from Biscayne Bay at Black Point Marina to the intersection of SW 184th Street and SW 137th Avenue, is currently in the design phase. Segment B begins at SW 184th Street and SW 137th Avenue adjacent to Larry and Penny Thompson Park and Metrozoo, and ends west of Krome Avenue (SW 177th Avenue) at the L-31N Canal levee, for a total distance of approximately 9.2 miles, one way. The attached map presents the study area of Black Creek Trail, Segment B.

The planning and feasibility study will focus exclusively on Segment B and will determine which side of the canal will be the best for the trail, examine safety issues with intersections and ascertain what permits and right-of-way will be needed. Tentative plans from the South Dade Greenways Network (SDGN) master plan on Segment B call for a 12' wide paved multi-purpose trail from SW 184th Street to Krome Avenue. The portion of the trail west of Krome Avenue is proposed as unpaved for hikers, mountain bikers, and equestrians. The proposed Segment B alignment, in its entirety will remain on one side of the canal.

The primary objective of this project is to improve facilities for bicycling and walking, provide effective alternatives to shorten auto travel, promote healthier life styles, encourage quality family time, and allow informal interaction among people from different environments. This project will help minimize conflicts between bicyclists/pedestrians and motorists, and will improve safety. In addition, the project will provide non-motorized transportation access to local residents from their homes and other activity centers. Miami-Dade Transit will provide connections to the trail through linkage to bus routes along certain sectionline roads.

The following areas of interest will be examined for possible trail connections: Larry and Penny Thompson Park, Metrozoo, the Railroad Museum and West Kendall District Park. Upon completion of West Kendall District Park, parking will be made available for those who choose to drive to the park and access the trail through a trailhead. The tentative trailhead, which is proposed near the northwest corner of the Park, will include an information kiosk, restrooms and parking spaces. Directional and informational signs will be installed throughout the trail. At the northern terminus, the signs will provide direction to non-motorized users from Krome Trail and the Everglades Trail. As a result, motorized vehicle users will be able to leave their vehicles at the park and connect to greenway trail, bike lanes, and blueway trails along the Black Creek Canal. A portion of Segment B could potentially go through the park and run along a recreated native Hammock ecosystem, providing shade for the users of the trail. Such a system could traverse the Park and offer trail users access to a wide variety of recreational activities including additional bike and pedestrian pathways, picnic shelters, a BMX course and a dog park. South Florida native plants will be highlighted through the park greenway, which will cross a native hammock plant community.

Major issues that will be addressed within this study include several street crossings; route alignment through West Kendall District Park or around the perimeter of the park; crossing the L-31N canal to connect to the Everglades/Krome Trail; crossing control structure S-339 cover C-1W canal; crossing the F.E.C Railroad tracks and potential F.E.C trail; concerns of area residents, especially those who have properties that are adjacent to the corridor; and maintenance and security procedures and responsibilities.

It is anticipated that achievement of the objectives of this study will require the collaborative efforts of the Miami-Dade Park and Recreation Department (MDPR), Kimley-Horn and Associates, Inc., and stakeholder agencies.

Ad Number:	776539001	Client Name:	METRO-DADE COUNTY
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SCHOOL SCENE

•SCHOOL SCENE, FROM 17

ily," she wrote. "I hope I have inspired many to have a change of heart and spread love in our community."

SCHOOL FOR ADVANCED STUDIES - KENDALL

The Future Business Leaders of America chapter at the School for Advanced Studies, Kendall Campus, will help represent Miami-Dade, starting today.

Qualifying students will participate in the State FBLA Leadership Conference, which runs from today until Sunday at the Peabody Hotel in Orlando.

The following students qualified in their respective categories at the district-level FBLA competition and will represent Dade schools and the School for Advanced Studies at the state level:

Judith Payen for business calculations, Valentina Barrera for business com-

munications, Justin Barton for business communications, Kevin Kleponis for business law, Adam Rivera for business procedures, Douglas Feuer for business procedures, Jeanee Williams for economics, Clifford Poker for global business, Sylvia Yanes for global business, Jorge Fera for impromptu speaking, Karen Su for marketing and Mercedes Garcia for marketing.

WESTMINSTER CHRISTIAN SCHOOL

Westminster Christian School recently held its induction ceremony for its Foreign Language National Honor Society's chapters for Spanish and French.

The following students were inducted into the Foreign Language National Honor Society Los Vencedores Chapter (Spanish):

Natalia Agero, Ana Alvarez, Catherine Bach, Lauren Bana, Caroline Cane-

las, Caitlin Dechelle, Cassandra Fernandez, Paulina Fernandez, Nicole Jocelyn-Holt, Emily Lazopoulos, Brittany Manso, Melanie Massa, Heather McGlaughlin, Chantelle Melendez, Dalia Millan, Ashley Mendez, Justin Moo Young, Adam Nathan, Christina Olivos, Katherine Pappas, Angela Rasile, Frances Ripoll, Jacquelyn Rodriguez, Michael Sabates, Jackie N. Saumell, Jillian Schwiep, Cybil Tribie and Adolfo Urrutia.

The following students were inducted into the Foreign Language National Honor Society Les Vainqueurs Chapter (French): Miguel Arostegui, Stephanie Kearns, and Hunt Prothro. Students offered membership in the Foreign National Honor Society must maintain a minimum of a A-average for three consecutive semesters.

ZORA NEALE HURSTON ELEMENTARY

The students of the month at Zora Neale Hurston Elementary for the month of February are: pre-K, Grisel Alvarez and Lazaro Garcia; kindergarten, Anthony Bernardo, Liany Bernardo, Jessica Prado, Christopher Garcia, Ashley Aviles-Gutierrez, Max Rosales, Micheal Solarzano, Christian Pacheco and Jessica Calle; first grade, Ivania Diaz, Noah Hurtado, Joel Azua, Jorge Palmer, Emily Sanchez, Janelle Gonzalez, Ernesto San Juan, Ana Martos Sabrina Araujo and Annaliet Diaz; second grade, Abriana Delgado, Jennifer Riera, Jazniela Miyares, Alexa Rodriguez, Yazmine Alvarez, Nicolas Exposito, Kelly Perez, Ricky Santana, Jacqueline Santana, Bailey Rojas, Daylen Lastre and Gabriela Rodriguez; third grade, Alexandra Del Olmo,

Jewel Estrella, Tommy Fleitas, Joanna Lin, Talia Gonzalez, Dolis Mesa, Javier Cueva, Natalie Perez and Ruben Cardoza; fourth grade, Joel DeLa O, Juan Gonzalez, Carlos Rey, Jose Caceres, David Huerta, Adolfo Rodriguez, Martha Tavares, Raudel Hayes, Christopher Fernandez and Jasmine Lary; fifth grade, Dario Marquez, Francisco Veloz, Melissa Machado, Keolani Ambert, Christopher Curtis, Stephany Camacho, Luna Lin, Angel Jover, Mallory Arango and Juan Calzadilla; ESE, Vivian Pires, Anasay Hernandez and Kevin Arguello; P.E., Lazaro Bosh, Ivette Lopez, Juliana Lainez and Marilyn Morales; art, Kimia Targhi; ESOL, Isabel Arbola; Spanish, Natalie Moreira, Brigitte Prado, Adrian Rodriguez, Kassandra Llanes, Emily Sanchez and Clara Miranda.

"How about some crosswords with your croissant?"

Nothing goes better with breakfast than The Miami Herald, delivered.

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COMMUNITY 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 workshop for:

BLACK CREEK TRAIL - SEGMENT "B" SW 137TH AVE. to L31N CANAL Miami, FL

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 place at:

NORMA BUTLER BOSSARD ELEMENTARY SCHOOL Cafeteria 15950 SW 144TH St. Miami, FL 33196 Wednesday, April 18, 2007 7:00 - 9:00 PM

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

Mark Heinicke, Park Planner III Miami-Dade County Park & Recreation Department Planning & Research Division 305-755-7811

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 may be present.

APPENDIX G: MIAMI HERALD MEETING ADVERTISEMENTS

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Change a Life. Foster a Child.

There are thousands of children in Miami in need of a stable, loving family. Many of these children are victims of abuse and neglect, but they have the potential to thrive in a nurturing environment.

Kids Hope United is seeking individuals from all walks of life to learn about foster care.

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NEIGHBORS CALENDAR

*CALENDAR, FROM 39

tion. 1-888-227-7669 (English); 305-261-2858 (Spanish).

Bijoux Dance Center: Classes for beginner and advanced students; 4150 SW 70th Ct., Miami. 305-667-5359:

- Dance lessons followed by a party to practice new moves: 7-8 p.m. class, 8-10 p.m. party Wednesday; \$15;

- Beginner's ballroom dancing: 8-9 p.m. Thursdays; \$5 per person;

- Beginner's Latin dancing: 9-10 p.m. Thursdays; \$5 per person.

The Casely Tennis Foundation: Adults and kids ages 3 and over can learn basic, intermediate and advanced tennis skills through the Casely Tennis Foundation at the FIU Tennis Center; hourly sessions between 4-7 p.m. Monday-Friday, 9 a.m.-10 a.m. Saturday; Florida International University, 11200 SW Eighth St., West Miami-Dade; \$60 per month. 305-962-2633.

Ceramic League of Miami: Offers lessons in sculpting, tile carving, hand building with clay and ceramic techniques. Also caters to special needs groups and Scouts. Facility is available for special events; 8873 SW 129th St., Miami. 305-233-2404.

Creative Memories Workshop: Share stories and capture them in a

photo collage; third Fridays; William F. Bill Dickson Senior Center, 43 NE Krome Ave., Homestead. For times, call 305-248-0319 or go to mycm.site.com/blipscomb.

The Flying Trapeze School: Classes for beginners and "frequent flyers" are available. All attendees are encouraged to Try N' Fly; 7-9 p.m. Thursday, 3-5 p.m. and 6-8 p.m. Saturday and Sunday; Bayfront Park, 305 Biscayne Blvd., Miami; \$40 each class; \$10 for Try N' Fly. 786-239-8775 or theflyingtrapeze.net.

Gypsy Fire: The nonprofit organization hosts belly dance classes for children and adults and Pilates mat classes; 7951 SW 40th St., Ste. 212, Miami; \$108 for 12 classes, \$80 for eight classes, \$42 for four classes, \$12 per class. 305-262-3500 or gypsyfire.org.

Orchid Classes: Martin Motes, a South Florida orchid expert, teaches orchid growing classes. Each class lasts about an hour; 11 a.m., Motes Orchids, 25000 SW 162nd Ave., South Miami-Dade; free. 305-247-4398.

- Growing vandas: April 15.

Pilates Mat Classes: Classes are taught by instructor Celia Maluf; 6:30-7:30 p.m. Thursdays through April 19; Deering Estate, 16701 SW 72nd Ave., Palmetto Bay; \$60 for six-week session. 305-235-1668, ext.



COMMUNITY

INFORMATION WORKSHOP

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BLACK CREEK TRAIL - SEGMENT "B" SW 137TH AVE. to L31N CANAL Miami, FL

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 place at:

NORMA BUTLER BOSSARD ELEMENTARY SCHOOL
Cafeteria
15950 SW 144th St.
Miami, FL 33196
Wednesday, April 18, 2007
7:00 - 9:00 PM

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

Mark Heinicke, Park Planner III
Miami-Dade County Park & Recreation Department
Planning & Research Division
305-755-7811

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 may be present.

APPENDIX G: MIAMI HERALD MEETING ADVERTISEMENTS

Client Name: METRO-DADE COUNTY
Advertiser: NBRWS Kendall/WK19/Dade
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asthma and a condition that prevents her physical growth. One out of 100 children is born with this condition, which keeps their limbs from growing.

Missing vertebrae from her neck, Evelyn endured four operations at an early age. Of all the obstacles she's had to overcome, the one that most affected her was having to miss the first year of school. Today, her dream of graduating from high school is a reality.

As part of the Special Education Program at American, Evelyn has made the Principal's and Superior honor rolls throughout her high school years and hopes to pursue a career in computers. She enjoys playing domi-

noes and chess, having won a school-wide chess tournament. It's not unusual to see Evelyn in the dark hours of the morning rolling up the sidewalk in her electric wheelchair and crossing congested 67th Avenue to get to school. At dismissal, one can see the love and support of her peers, who often playfully hitch a ride on the back of her chair as she heads home.

• **MARIE RUBIN, 12th grade, Miami Central Senior High:** Marie has made a positive and lasting impression because of her charisma and sincere passion about her school's JROTC program.

She is the heart and soul of

DO THE RIGHT THING

the JROTC. Her positions include Army JROTC battalion commander, executive officer and operations and training officer. She has received numerous awards, including the Senior Army Instructor Leadership Ribbon, U.S. Army Recruiting Command Award, Reserve Officer Association Award, Distinguished Cadet Award and Senior Army Instructor and Proficiency Award.

Marie has a 3.5 GPA, ranks in the top 15 percent in a class of 502 and was featured in Who's Who Among American High School students. She is vice president of the Senior Congress, a National Honor Society member, Key Club historian and Interact Club parliamentarian. She

was selected as a Silver Knight nominee in the category of Social Science. Marie wanted to attend West Point and become a pediatric neurologist but discovered she must obtain her U.S. citizenship first. Instead of delaying her dream, Marie is attending Army Reserves Basic Training in July as a medical operating room specialist and then plans to attend University of Florida and major in medicine.

• **PHENOL WILLIAMS, first grade, Skyway Elementary:** Recently, while Phenol and his brother played in their yard, they were attacked by a dog.

Without hesitation, Phenol tried to rescue his

brother. He began throwing objects at the dog. Then he began hitting and kicking the dog, which turned and attacked him. His brother was unable to help due to the bites on several parts of his body. Crying out for help, the boys were finally heard by their family.

Their uncle was able to scare the dog away. Once the boys were freed, their mother rushed them to the hospital.

He received several stitches and his brother remained in the hospital for several days. When Phenol returned to school, he made sure to get his brother's schoolwork and brought in his assignments the next day.

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OPEN HOUSE

MIAMI-DADE COUNTY The Park and Recreation Department cordially invites area residents to attend a public Open House for:

BLACK CREEK TRAIL - SEGMENT "B"
SW 137TH AVE. to L31N CANAL
(a mile west of Krome Ave.)

The Open House is designed to 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 consultants will answer questions about planning, development and operations at various exhibit stations set up through out the room. The Open House will take place at:

NORMA BUTLER BOSSARD ELEMENTARY SCHOOL
Cafeteria
15950 SW 144th St., Miami, FL 33196
Wednesday, June 27, 2007
7:00 pm — 9:00 pm

For further information, requests for foreign language interpreters, or questions prior to the meeting please contact:

Mark Heinicke, Park Planner
Miami-Dade County Park and Recreation Department
Planning & Research Division
305-755-7811

Call (305) 755-7848, to request material in an accessible format, information on access for persons with disabilities, or sign language interpreter services (7 days in advance), 305-755-7980 (tdd)

Multiple members of individual community councils may attend.

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Qualify for one Free Companion ticket for one great friend.
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MIAMI-DADE

SunPass transponders on sale

Commissioner Joe A. Martinez and the Miami-Dade Expressway Authority will be offering SunPass transponders at a significantly reduced price during a limited sale event Monday.

District 11 residents can purchase a SunPass for \$8.36 — less than half of the regular price of \$25 — at Commissioner Martinez' district office, 1401 SW 107th Ave., Suite 301M, between noon and 5 p.m.

The SunPass sale event coincides with the opening of the Dolphin Expressway/State Road 836 extension — the county's first "SunPass only" roadway. The three-mile extension takes the highway west to Northwest 137th Avenue to provide a faster, more direct connection to central and downtown Miami for commuters traveling from communities in west and south Miami-Dade, including Kendall and the Hammocks.

"Residents and visitors alike can zip through the county more easily if they have the SunPass while saving money on tolls since they're charged a reduced rate at some toll plazas.

"The transponder will also give them the opportunity to use the new 836 extension," said Martinez in a press release.

Transponders are also being sold in county Districts 4, 6, 9, 10 and 12.

There will be 300 transponders available in each office.

For information on the sales at these and other locations, call 888-TOLL-FLA (865-5352).

Please note that only two transponders are allowed per customer and only cash will be accepted for payment during these special sales.

For more information, call Martinez's district office at 305-552-1155.

"A little gossip with your grapefruit?"

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*Based on customer Beacon score provided by the Credit Bureau
** Other terms, limitations and conditions may apply.
¹ Wall Street Prime is published in the "Wall Street Journal"

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NEIGHBORS IN UNIFORM

Army ROTC Cadet **Andres Leon** was one of 273 cadets who received the 2007 George C. Marshall ROTC Award at the George C. Marshall Foundation Awards Seminar in Lexington, Va. He is the son of Gilberto Leon and Maricarmen Ruiz of Miami-Dade County. Leon graduated in 2002 from South Miami High, and received an associate's degree in 2004 from Miami Dade College.

Army Pfc. **Gamaliel Lozano Jr.**, graduated from basic combat training at Fort Jackson, Columbia, S.C. He is the son of Ninnette and Gamaliel Lozano of Miami-Dade County. Lozano graduated in 2000 from La Salle High School and received an associate's degree in 2003 from Johnson and Wales University, Providence, R.I.

Army National Guard Pfc. **Eduardo Dacosta Lopez** graduated from basic combat training at Fort Jackson, Columbia, S.C. He is the son of Caridad D. Lopez of Miami-Dade County. Dacosta Lopez is a 2005 graduate of Coral Park High School.

Army Reserve Sgt. 1st Class **Juan E. Parodi** was mobilized and activated for deployment to an undisclosed overseas location in support of Operation Iraqi Freedom. Parodi, an information technology specialist with 16 years of military service, is assigned to the 377th Military Intelligence Battalion in Orlando. He is the son of Julieta Santana of Hialeah and brother of Luis E. Parodi of Miami-Dade County. The sergeant graduated in 1985 from the Florida Air Academy in Melbourne and received an associate's degree in 1999 from Miami Dade College. He earned a bachelor's degree in 2004 from Barry University.

OPEN HOUSE

MIAMI-DADE COUNTY The Park and Recreation Department cordially invites area residents to attend a public Open House for:

BLACK CREEK TRAIL — SEGMENT "B"
SW 137TH AVE. to L31^N CANAL
(a mile west of Krome Ave.)

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Mark Heinicke, Park Planner
Miami-Dade County Park and Recreation Department
Planning & Research Division
305-755-7811

Call (305) 755-7848, to request material in an accessible format, information on access for persons with disabilities, or sign language interpreter services (7 days in advance), 305-755-7980 (td)

Multiple members of individual community councils may attend.

APPENDIX H: PROJECT INFORMATION



Black Creek Trail Segment B Planning and Feasibility Study Miami-Dade County Park and Recreation Department (MDPR) **Project Information**

What is the Black Creek Trail Segment B Planning and Feasibility Study?

The study will look at the feasibility of extending the Black Creek Trail from SW 137th Avenue to the L-31N Canal (Everglades Canal) west of Krome Avenue. The study will look at connecting to the expansion of Black Creek Trail Segment A (SW 87th Avenue to SW 137th Avenue) which will extend the existing 4.5 mile trail (SW 112th Avenue to SW 184th Street) to Larry and Penny Thompson Park at SW 134th Avenue.

What is the purpose of the Study?

The study will determine the feasibility of establishing a linear park and trail along the canal right-of-way. 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, 2007.

Where is the study area?

The study area extends from SW 137th Avenue (Lindgren Road) canal bridge in unincorporated Miami-Dade County to the L-31N Canal (Everglades Canal) west of Krome Avenue (SW 177th Avenue) for a total distance of approximately 9.2 miles one way.

Who owns the canal right-of-way?

The Black Creek Canal (C-1 and C-1W) is owned and operated by the South Florida Water Management District (SFWMD).

Who would maintain the trail?

MDPR would enter into a maintenance agreement with SFWMD to build and maintain the trail while SFWMD retains ownership of the land. Maintenance would be conducted more frequently than is currently done on the existing unimproved right-of-way. Typical MDPR trail maintenance programs include weekly trash pick-up and sweeping, and mowing the grass once per month.

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

Yes. Snake Creek Park in North Miami Beach (NE Miami Gardens Drive to NE 22nd Avenue) contains popular bicycle greenway paths along both sides of Snake Creek Canal. Other examples include the Snapper Creek Trail from FIU to SW 62nd Street and Red Road Trail from Kendall Drive to SW 112th Street.

April 2007



Who will use this trail?

The trail will be a linear park that is targeted for multi-use or shared-use path designed for travel by a variety of non-motorized users such as pedestrians, skaters, joggers, rollerbladers, bicyclists, and others seeking healthy recreation within a park setting. These paths are popular and well used by people with disabilities, people pushing strollers, children, the elderly, and others.

Is this greenway part of a larger system of trails?

The Black Creek Canal greenway was identified in the South Dade Greenway Network (SDGN) master plan developed by the Redland Conservancy in 1994. The plan covers the geographic area south of Kendall Drive to Monroe County between Biscayne Bay and Everglades National Park. The network is an integrated system consisting of 10 interconnecting trails totaling 194 miles. Black Creek Trail connects to three existing trails – Old Cutler bike path, Biscayne Trail along SW 87th Avenue and South Dade Trail along the U.S. 1 busway and two proposed trails – Everglades Trail, and Krome Trail.

How long is the Black Creek trail in the SDGN and where does it go?

The Black Creek trail extends approximately 17 miles from Black Point Park and Marina at SW 87th Ave. in unincorporated Miami-Dade County to the L-31N Canal (Everglades Canal) in unincorporated Miami-Dade County west of Krome Avenue.

Has the South Dade Greenway Network Master Plan been adopted?

The South Dade Greenway Network master plan was adopted by the South Florida Water Management District Board in 1994 and Miami-Dade County Board of County Commissioners in 1995.

Where would I be able to go using the Black Creek Trail?

This bike facility will connect to Black Point Park and Marina, along with Biscayne National Park, on the southeast end and indirectly Everglades National Park on the northwest end via the Everglades Trail. There will be direct links or connections to the new West Kendall District Park, Larry and Penny Thompson Park and Metrozoo, and the new South Miami-Dade Cultural Center.

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 4 to 5 years after it is fully funded before the first phase of construction begins.

How would the bikeway be funded?

\$900,000 has been set aside in Florida Department of Transportation (FDOT) Transportation Enhancement (TE) funding for construction of the proposed trail. Other funding sources will need to be identified and secured for design development drawings. The average costs today to build a multi-use trail ranges from \$300,000 – \$719,000 per mile.

April 2007



APPENDIX H: PROJECT INFORMATION



Black Creek Trail Segment B Planning and Feasibility Study Miami-Dade County Park and Recreation Department Multi-use Trail and Greenway Facts

Places for Essential Physical Activity

A recent report by the *Institute of Medicine* (2004) on ending childhood obesity recommended providing more places for children to bicycle, walk, and play, and recommended investing in this infrastructure. The benefits span the generations: a recent study found that older adults living near safe walking and bicycle paths, gyms, parks and recreation centers were more likely to be getting enough activity to maintain and improve their health. Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas. In addition, safe and attractive routes to work, to school, to church, and to shopping are all ways that people can combine exercise with necessary trips.

Health

Many community health assessments across the country have determined that obesity, poor nutrition, and a lack of exercise are the primary contributors to the three leading causes of death; cardiovascular disease, cancer, and diabetes. Increasing illness and healthcare costs in American sedentary lifestyles are contributing to record levels of obesity and premature death from heart disease, strokes, diabetes and other weight-related health problems. Current behaviors and attitudes towards nutrition and exercise are more likely to change if there are more opportunities for and a greater emphasis on active living through amenities like multi-use trails and greenways.

Providing nearby trails and walkways offers a significant option for regular physical activity that can lower rates of obesity and health care costs. This strengthens the market for communities and business centers with such amenities with an anticipated growing demand by both homebuyers and employers who want to reduce health care costs (*USA Today* 10/9/02). A University of Nebraska study quantified the benefits of money spent on trail development from a health standpoint. The conclusion is that for every dollar spent on trails nearly three dollars of public health benefits are produced (*Wang, 2004*).

Safe Routes to School

The number of children walking or bicycling to school has declined dramatically in recent decades, increasing school busing costs as well as traffic congestion. Public health officials say children need to get more physical activity: since the 1970s, the percentage of obese children 6 to 11 years in age has tripled (*Centers for Disease Control and Prevention, 2005*). At the same time, motor vehicles are the leading cause of death among children 4 to 14 years old (*CDC Fact Sheet, 2004*).

Safe Routes to School Programs will make it easier and safer for children to walk and bicycle to school through multi-use trails, sidewalks and greenways. Programs in several states have improved safety, encouraged thousands of children to get healthy physical activity on the way to school, and reduced school-related congestion. This program gives parents the option of getting their children out of the back seat and onto their feet.

Social Benefits

Multi-use trails act as a meeting place for the community. Multi-use trails foster community involvement, and pride, in addition to providing an opportunity to interact with people of varying backgrounds, and experiences. Trails help build partnerships among private companies, landowners, neighboring communities, local government, and advocacy groups.

April 2007



Transportation Choices

While much of unincorporated Miami-Dade County has a fairly decent network of sidewalks, newer developments often lack connectivity and proximity to schools, commercial districts and recreational facilities, a situation that promotes more driving. Multi-use trails offer a safe alternative. These facilities give people the option to leave their cars at home and walk or bicycle to work or on errands, easing traffic congestion and air pollution.

Increased Property Values

Many studies throughout the United States have shown that the value of properties adjacent and in proximity to multi-use trails increase faster than those without such an amenity. Developers in many communities now cite trails in advertisements for residential subdivisions. In a 2002 survey of recent homebuyers sponsored by the National Association of Homebuilders, trails ranked as the second most important community amenity out of a list of 18 choices.

Furthermore, 70% of real estate agents use trails as a selling feature when selling homes near trails. 80.5% of them feel the trail would make it easier to sell. Additionally, the U.S. National Parks Service notes that increases in property values range from 5 to 32% when adjacent to trails and greenways.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States indicate that concerns about trails lowering property values and increasing crime are unfounded. 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.

Economic Benefits

In a 1992 study, the National Park Service estimated the average economic activity associated with three multi-use trails in Florida, California and Iowa was \$1.5 million annually. Residents are increasingly spending vacations closer to home, thus spending increasing amounts of vacation dollars within the boundaries of the state (*NPS, 1990*).

Improved Quality of Life

The importance of quality of life in an area is increasingly cited as a major factor in corporate and business locations decisions. One aspect of quality of life is a location with convenient access to natural settings, recreational and cultural opportunities, and open space which multi-use trails and greenways provide. The Joint Economic Committee of the U.S. Congress reports that a city's quality of Life is more important than purely business-related factors when it comes to attracting new businesses, particularly in the high-tech and service industries (*Scenic America, 1987*).

Quality of life of a community is an increasingly important factor for retaining and attracting corporations and businesses. Greenways and trails can be important contributors to the quality of life. An annual survey of chief executive officers conducted by Cushman and Wakefield in 1989 found that quality of life for employees was the third most important factor in locating a business (*NPS, 1990*).

April 2007



APPENDIX I: COMMUNITY CONCERNS AND ANSWERS



Black Creek Trail Segment B Planning and Feasibility Study

Miami-Dade County Park and Recreation Department (MDPR)
General Community Concerns and Answers

Is this a study a done deal?

No, this is just a planning and feasibility study. Many more hurdles have to be cleared like funding, design, and permitting before actual trail is built.

Will this project raise my taxes?

The proposed project will not raise taxes. MDPR plans, designs, and builds trails through a variety of funding sources including, Building Better Communities bond, Safe Neighborhood Parks bond, Transportation Enhancements through Florida Department of Transportation, Surface Transportation Program, and legislative earmarks.

Who came up with the idea for this project?

The idea for Black Creek Trail goes back to the South Dade Greenway Network Master Plan developed by the Redland Conservancy in 1994 and adopted by the Miami-Dade County Board of Commissioners in 1995.

What commission districts fall in this study area?

This project falls partially in District 9 (Commissioner Moss) and District 11 (Commissioner Martinez).

What will the hours of operation be? Will it be dusk till dawn? Will it close at all?

Typical hours for parks are sunrise to sunset, however, SFWMD allows for 24-hour legal use of ROW (i.e., passive activities) along district-owned property. It's anticipated majority of activity on the trail would occur during the day.

What jurisdiction will the trail fall under?

MDPR would enter into a permitted agreement with SFWMD to build and maintain the trail and ROW while SFWMD retains ownership of the land.

Where will the points of access be?

The points of access will be primarily along the street crossings that intersect the ROW corridor.

Where can users park?

Designated trailheads for people to park and access the trail will be made available at West Kendall District Park, Larry and Penny Thompson Park, and potentially Chuck Pezoldt Park. Most users are expected to be local people from surrounding neighborhoods who would walk or ride a bicycle to the trail.

Stay on one side of the canal with the trail.

The proposed trail will need to switch sides of the canal to minimize impacts to surrounding residential neighborhoods by utilizing low-impact areas such as the FPL ROW on the east side of the canal and SW 157th Av. ROW on the west side of the canal.

June 2007

Notify all neighbors on both sides of the canal as to the next public meeting.

MDPR goes through great efforts to notify the public of its meetings. Notices are published in the *Miami Herald* in the Thursday and Sunday Neighbors section. Over 1200 postcards were sent via direct mail to the homes along the canal using GIS to obtain address information. In addition, posters and signs were posted around various neighborhoods.

Roads and streets are for bikes, not back yards.

Although roads and streets are good for more experienced cyclists they can be dangerous for children, the elderly and the disabled; multi-use paths are safer those unable or unwilling to go on the road.

Parks don't work for cyclists.

Parks can and often do work for some segments of the population for biking such as children, the elderly and the disabled who prefer more protected corridors.

Build parks instead of trails.

This project can be thought of as a linear park.

No Bathrooms!

No bathrooms are planned within the canal ROW.

Cyclists should not have to drive to a park to then ride their bike.

This project will help solve that problem by connecting several parks and neighborhoods, schools and businesses together via the greenway (linear park) and trail.

There is not enough room to build a trail.

Field investigation and research has shown that there is room for a 10' wide multi-use trail within the canal ROW with some separation between the trail and property line.

No Picnic Tables!

Picnic tables are not planned for the Segment B corridor.

Duplicate the Pinellas Trail.

It is not practical to put in a 12' multi-use trail like the Pinellas trail within the Segment B corridor due to space limitations within the ROW and funding limitations.

This bike trail is a good idea because it promotes a healthy lifestyle

Providing nearby trails and walkways offers a significant option for regular physical activity that can lower the rate of obesity and health care costs.



June 2007

APPENDIX I: COMMUNITY CONCERNS AND ANSWERS



Black Creek Trail Segment B Planning and Feasibility Study Miami-Dade County Park and Recreation Department (MDPR) Community Concerns and Answers about Public Safety

How are the users who get hurt going to get help when there is all the increased traffic due to the trail?

The amount of trail use will not be so great as to prevent emergency vehicles from accessing the trail in true emergency situations. It's anticipated the majority of accidents would be minor where the person would be able to get home to treat himself or herself. Bicyclist and pedestrian injury rates on multi-use trails is far less than on roads and streets. Bicyclists and pedestrians on paths that are separated from vehicular traffic are unlikely to be hit by cars. When the injury rate on such paths is compared to the number of people killed or injured by cars at other locations, it is clear that more lives could have been saved in the past if bicyclists and pedestrians had more alternatives to sharing the road with motor vehicles.

Concerned about alligators in the canal.

The chances of getting bit by an alligator or snake is relatively rare. Most of the time animals are not a problem unless people feed or harass them. If an animal shows traits of becoming a nuisance they will be trapped and removed or potentially exterminated depending on behavior and age of the animal.

Concerned about increased pollution in the canal.

This project could help stop illegal dumping and uses of the corridor through legitimate use and activities.

Concerned about vandalism along the trail.

This project could help stop illegitimate activities like vandalism by bringing legitimate uses like biking, hiking and in-line skating.

Overpasses should be built at all major road intersections, otherwise it will be dangerous.

Unfortunately overpasses are very costly to build and not very realistic given the constraints of a limited budget. For long range planning it might be possible to think about this in major areas like U.S. 1 or Krome Avenue. A potentially less expensive alternative is motion-activated, solar-powered, radio controlled active warning signals.

The area will need policing once completed.

MDPR Park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in safety.

Kids will be subjected to crime and violence with proposed trail.

Studies have shown that crime and violence do not increase with trails. In fact, trails can be a major factor in safe routes to schools making it easier and safer for children to walk and bicycle to school through multi-use trails, sidewalks and greenways.

June 2007



Currently the kids play safely in their backyards.

This project should have no effect on kids playing safely in their back yards. If anything, this project has the potential to improve safety such as in creating a safe route to school by making it easier and safer for children to walk and bicycle to school through multi-use trails, sidewalks and greenways.

Can't control users through gates and locks.

Bollards, gates and locks, signs and enforcement of rules do help control users and activities.

This trail will be a "drag strip" for the ATVs that will be able to sneak through.

The multi-use trail is a non-motorized facility. Bollards, gates, signs and enforcement of rules will help minimize motorized traffic. The typical ATV rider does not prefer paved surfaces.

How are you going to control ATV's, mopeds, scooters, go-karts and other motorized vehicles? –

The multi-use trail is a non-motorized facility. Bollards, gates, signs and enforcement of rules will help minimize and control motorized traffic.

Who is going to fund the police bike patrols?

Miami-Dade County Police Department already has a bike patrol based out of the Hammocks Station. Volunteer courtesy patrols consisting of trained citizens could also be utilized as a cost efficient method for security.

Whose responsibility is it to protect the neighbors along the canal? The Police or Parks Department?

Currently, SFWMD enforcement is limited to enforcing what's in the Permit Information Manual Volume 5. Other issues not related to permits are handled by the Florida Fish and Wildlife Conservation Commission (FWC) like no-wake zones and poaching. The Miami-Dade County Police Department Hammocks Station currently handles security around the neighborhoods with routine security patrols both by vehicle and bicycle. The specific details for security and protection for the proposed trail will be worked out at later date. It could be a combination of Miami-Dade Police Department, Park security officers and volunteer courtesy patrols.

Need bike patrols for increased safety.

MDPR Park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in public safety through bike patrols.

How are you going to prevent people from jumping my fence and breaking into my house or swimming in my pool?

Crime Prevention through Environmental Design will help minimize incidents as will legitimate use activities.

June 2007



APPENDIX I: COMMUNITY CONCERNS AND ANSWERS

Concerned about increase in crime, especially at night.

Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming positive influence on quality of life.

How are you going to stop criminals from using the trail?

Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming positive influence on quality of life.

Potential trail conflicts for the property north of 140th Ct / 160th and south of 160th which is most likely not within SFWMD ROW: some of the greens surrounding the canal, which was bought by some of the neighbors of the canal, is not within the canal ROW; however, because they don't have a fence to show a clear delineation of the trail then the public will be using "my" backyard.

Territoriality and boundary definition means distinguishing public from private spaces. In areas like this shrubs could be planted or a fence installed by MDPR to show separation

Concerned about losing privacy.

The SFWMD right-of-way is considered public property and as such is open to public use right now.

"We were here before the trail, and we don't want it."

There are people who do want the trail. The proposed project is for the benefit of the entire county not just a few people.

Neighbors bought houses along the canal because they wanted a natural secure border and isolation.

This project should not diminish the views. The corridor is currently only getting limited maintenance by SFWMD. The maintenance frequency would increase as a linear park.

Concerned about constant "back and forth traffic"

Traffic on the proposed will not be constant back and fourth but should be more local.

The trail will bring increased graffiti, garbage and break-ins.

Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming positive influence on quality of life.

The neighbors that live along the east side of the canal 142nd Court and from 152nd to 160th Streets notice that the banks are eroding.

This is a design issue that will be addressed during the design- development phase at a later date. Some kind of retaining wall or sheet piling may be necessary in this area.

June 2007



People will cut through my backyard and use my pool when they get hot from all their exercise.

This kind of incident has not been a problem on most other trails including existing ones in Miami-Dade County.

What are you going to do if someone falls in and sues you?

The person who fell would have to prove negligence on the part of the County.

Concerned about huge packs of cyclists (20 to 30 people).

The typical user of the trail will be the neighborhood resident and their families. The people who ride in huge packs (also known as pelotons) are experienced cyclists who prefer to ride on the streets and roads versus multi-use trails.

June 2007



APPENDIX I: COMMUNITY CONCERNS AND ANSWERS



**Black Creek Trail Segment B
Planning and Feasibility Study**
Miami-Dade County Park and Recreation Department (MDPR)
Community Concerns and Answers about Landscaping and Maintenance

Neighbors notice that the canal ROW is mowed 6 to 8 times a year under SFWMD. If a trail is built then maintenance will need to come on a regular monthly basis.

Typical MDPR maintenance for trails is 18 cycles per year which is a greater frequency as a linear park than the current limited maintenance conditions under SFWMD. Each MDPR cycle consists of litter removal, mowing, weed-eating/edging, tree trimming up to 10' and blowing sidewalks/ pedestrian pathways clear.

Concerned about increased pollution in the canal.

This project could help stop illegal dumping and uses of the corridor through legitimate use and activities.

New landscaping could be hazardous to the houses/canal.

All proposed landscaping will follow the rules and regulations from SFWMD. Preference will be given to drought-tolerant native species that are attractive but require minimal care.

Who will maintain the landscaping?

MDPR would enter into a permitted agreement with SFMWD to maintain the ROW and its landscaping. Trees will be located in open areas away from homes such as West Kendall District Park, Larry and Penny Thompson Park, and the FPL ROW.

SFWMD doesn't allow landscaping within 40' setback from top of canal.

SFWMD allows it in pockets. All proposed landscaping will follow the rules and regulations from SFWMD. Plant material will be planted where feasible and practical. SFWMD may relax its standard 40' setback requirement when the permittee is responsible for routine maintenance of linear parks. It could be considered on a case by case basis.

Canal alignment is not even, therefore will it allow for space to plant shrubs?

The ROW is not even. However there are pockets where landscaping will fit such as West Kendall District Park, near the FPL ROW and also pockets where the ROW is greater than 40'. A lot of the landscaping will consist of shrubs and small plant material.

The new landscape will cause hurricane damage.

All proposed landscaping will follow the rules and regulations from SFWMD. Plant material that is known to be weak or dangerous will be avoided. A well designed and maintainable planting scheme utilizing species native to Florida and drought-tolerant principles will be used. Taller plants and trees will be set back from top of bank in order that they do not fall into the canal if they topple during a hurricane or windstorm. MDPR would be responsible for complying with any applicable tree ordinances.

June 2007



Segment B needs to be better maintained than Segment A.

All proposed and existing trails need to be maintained at a consistent standard. MDPR acknowledges there have been problems in the past with Segment A and has made significant efforts to improve deficiencies. SFWMD will require a maintenance plan from MDPR for condition of permit on Segment B and evidence of a dedicated funding source for maintenance.

June 2007



APPENDIX J: OPINION SURVEY & QUESTIONNAIRE RESULTS

Black Creek Trail-Segment B Planning and Feasibility Study
Opinion Survey - 4/18/07



The Miami-Dade County Park and Recreation Department, the Miami-Dade County Metropolitan Planning Organization, South Florida Water Management District, Bicycle Pedestrian Advisory Committee, local businesses and citizens are collectively working together to develop a plan for a multi-use trail and greenway that will link Black Point Park with West Kendall District Park. We are enlisting the public's support and input for this project. **Please return completed survey before you leave the workshop. Thanks!**

1) What types of outdoor recreation do you or your family members enjoy?
(Please check all that apply.)

- ☐ 6 (75%) Walking/hiking
☐ 4 (50%) Jogging/running
☐ 2 (25%) Fishing
☐ 6 (75%) Bicycling (on the road)
☐ 5 (63%) Bicycling (paved path off road)
☐ 1 (13%) Bicycling (un-paved trail or mountain-biking off road)
☐ 3 (38%) Historical/cultural
☐ 5 (63%) Wildlife viewing
☐ 1 (13%) Equestrian
☐ 2 (25%) In-line skating
☐ 1 (13%) Other (please list) _____

2) Please check types of amenities you would like to see as part of the greenway system (Please check all that apply) .

- ☐ 3 (38%) Restrooms
☐ 4 (50%) Drinking fountains
☐ 5 (63%) Signage / trail markers
☐ 3 (38%) Informational and educational signage and materials
☐ 0 (0%) Trailhead parking
☐ 3 (38%) Benches / rest areas
☐ 3 (38%) Shade / cover
☐ 1 (13%) Other (please list) _____

3) What do you see as the most important function of this greenway system?
(Please check all that apply.)

- ☐ 5 (63%) Recreation
☐ 1 (13%) Economic impact / enhanced regional tourism
☐ 3 (38%) Preservation / understanding of natural resources
☐ 0 (0%) Preservation / understanding of area history and historical sites
☐ 2 (25%) Alternative transportation

4) How frequently would you use this greenway? (Check one, please)

- _____ At least once per week
_____ At least twice per week
☐ 2 (25%) Almost daily
_____ At least once per week
☐ 3 (38%) Infrequently (occasional sporadic use)
☐ 2 (25%) Not at all
(No Response = 1)

5) Would this Greenway and/or nearby land or water trails benefit you or your business? (Please circle one) Yes = 5 (63%) or No = 3 (38%)
If Yes, please explain. _____

6) Do you presently travel outside of Miami-Dade County to access a greenway system? (Please circle one) Yes = 2 (25%) or No = 6 (75%)
If Yes, please name the greenway or trail. _____

7) How often do you presently travel outside of Miami-Dade County to utilize a trail system? _____

Would you like more information on the Black Creek Trail-Segment B project?

- ☐ 5 Yes, please send more greenway information.
☐ 4 Yes, I'd like to serve on a committee.

Name _____

Mailing Address _____

City _____ State _____ Zip _____

E-mail _____ Phone # _____

If you need to return this form after the workshop, please send to: Mark Heinicke, Park Planner II, Miami-Dade County Park and Recreation Department, 275 NW 2nd St., 4th Floor, Hickman Building, Miami, FL 33128

Written Comments

Question 1

- Kayaking
- None - I am 76 and an amputee
- None - we are 76 and 72 and disabled

Question 2

- Trash cans
- None
- None
- None in my backyard

Question 3

- None Please!!
- None Please!!
- None

Question 4

- I go to a park, we have several close to our house

Question 5

- No
- Economic Development
- I enjoy cycling around Southern Dade Co.
- NO!
- Makes living here more enjoyable and safer to ride a bike
- I live right across the Black Creek Canal and would be wonderful
- More options for interesting rides, more connections to rest of county

Question 6

- AT, Long Path
- I have, but not often. Withlacoochee

Question 7

- Never
- Seldom
- Never
- None

If you need to return this form after the workshop, please send to: Mark Heinicke, Park Planner II, Miami-Dade County Park and Recreation Department, 275 NW 2nd St., 4th Floor, Hickman Building, Miami, FL 33128

APPENDIX J: OPINION SURVEY & QUESTIONNAIRE RESULTS



Black Creek Trail Segment B Planning and Feasibility Study

SW 137 Ave. to L-31 N Canal (1 mile west of Krome Ave.)

OPEN HOUSE QUESTIONNAIRE June 27, 2007

1. Which of the three proposed trail concepts do you prefer? Please check one
- a) Concept 1 3 (38%) b) Concept 2 0 (0%) c) Concept 3 5 (63%)
d) None of the above 0 (0%) e) Other 0 (0%)
- If other, please elaborate
- Concept 1 is probably the least expensive and it would be nice to have the path completed at once. Concept 2 is the best choice if neighborhood opposition prevents/delays construction of Phase 3, but that is one of the most scenic sections. Concept 3 is nice as it provides a path for the hiking/equestrian community.
 - Concept three allows for more varied use.
2. What improvements would make Concept 1 better?
- Multi-use on either side of canal.
 - Parking for horse trailers at West Kendall Park and Larry & Penny Thompson Park.
 - Parking for trailer.
 - Parking for horse trailers @ West Kendall Park and Larry & Penny Park
 - Parking for horse trailers at West Kendall Park and Larry & Penny Thompson Park
3. What improvements would make Concept 2 better?
- Paving one side of canal.
 - Continue trail on canal system.
4. What improvements would make Concept 3 better?
- Parking for horse trailers at West Kendall Park and Larry & Penny Thompson Park.
 - Parking at trail head for horse trailer.
 - Parking for horse trailers at West Kendall Park and Larry & Penny Park
 - Parking for horse trailers at West Kendall Park and Larry & Penny Thompson Park
5. Are there elements of any of the three proposed trail concepts that you would like to mix or match with one another? Yes 0 (0%) No 2 (25%) No response 6 (75%) If yes, please elaborate below:
6. Please rank the following recommended improvements in order of preference with 1 being the most desirable and 9 being the least desirable.
- 6 Pedestrian bridge
1 Trail connection
2 Gateway (several mentioned that the size should be appropriate for horses)
7 Promenade planting
3 Rest stop
8 Railroad crossing (several mentioned that the crossing should be appropriate for horses)
9 Interpretive sign
5 High emphasis crosswalk
4 Trailhead parking

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

- 3 Walking/Jogging
2 Bicycling
4 In-Line Skating
6 Skateboarding
5 Scooters (non-motorized)
1 Other? Electric Mobility Scooters and Wheelchairs, Horses, & Horseback Riding (x2)

8. Did you find tonight's meeting informative and helpful? Yes 6 (75%) No 0 (0%) No response 2 (25%)

9. Was there anything that Staff or the Consultant did not cover that you thought should have been addressed? Yes 0 (0%) No 6 (75%) No response 2 (25%)

If yes, please describe: _____

Optional:

Name: _____
Address: _____
City _____ State _____ Zip _____
Phone Number: _____ E-mail Address: _____

Thank you for participating in this questionnaire!

Please return questionnaire to park staff or mail to the following address:

Mark Heinicke
Park Planner, c/o
Miami-Dade Park & Recreation Dept.,
275 NW 2nd St., 4th Fl.
Miami, FL 33128
(305) 755-7811

APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA

Meeting Report
Planning and Research Division
Black Creek Trail Segment B Planning and Feasibility Study
Community Information Workshop
May 14, 2007

<u>Submitted By:</u>	Mark Heinicke, CPRP
<u>Meeting Date:</u>	April 20, 2007
<u>Location:</u>	Norma Butler Bossard Elementary School Cafeteria 15950 SW 144 th St. Miami, FL 33196
<u>Host Department/Organization:</u>	Park and Recreation / Planning and Research Div.
<u>Meeting Purpose:</u>	Provide forum for public input and suggestions for future development and improvements of park site
<u>Department Attendees:</u>	Mark Heinicke, Park Planner III Eric Hansen, Recreation Strategic Planner Renae Nottage, Region 1 Manager Mary Gonzalez-Bruzzo, Service Area Manager Tom Morgan, Region 4 Manager Ernie Lynk, Rec. Specialist Supervisor Bill Rodriguez, Construction Manager II Peter Dooling, Park Photographer
<u>Attendees from other County Departments:</u>	Veronica Buie, District-9 David Henderson, MPO Evan Skornick, SFWMD Jeff Cohen, PW Delfin Molins, PW Captain Alfredo Ferrer, MDPD First Lt. Gregg Glasel, MDPD Officer Linda Wade, MDPD Officer Melanie Schaefer, MDPD
<u>Public Participants:</u>	65
<u>Park Issues:</u>	Mark Heinicke welcomed audience and introduced the staff members and consultants. He gave a brief overview of the public involvement program and site history and encouraged audience participation. Stewart Robertson followed with a PowerPoint presentation which covered

scope and schedule; definitions and benefits of trails and greenways; project objectives; study objectives; workshop objectives; county greenway and open space plans; trail examples; opportunities; constraints, CPTED principles; case study-North Miami Beach. The second half of the workshop consisted of small group breakout sessions at three stations set-up at different locations within the room with discussion leaders engaging the groups and scribes writing comments on flip-charts. The following verbal or written comments were expressed by the public in regards to the park:

Neighbors living along the canal are concerned about the following:

- Loosing their privacy - *The SFWMD right-of-way is considered public property and as such is open to public use right now.*
- Increased pollution in the canal – *This project could help stop illegal dumping and uses of the corridor through legitimate use and activities.*
- Alligators – *The chances of getting bit by an alligator or snake is relatively rare. Most of the time animals are not a problem unless people feed or harass them. If an animal shows traits of becoming a nuisance they will be trapped and removed or potentially exterminated depending on behavior and age of animal.*
- Vandalism – *this project could help stop illegitimate activities like vandalism by bringing legitimate uses like biking and hiking and in-line skating.*
- Increased break-ins and crime – *See answer above.*
- What will the hours of operation be? Will it be dusk till dawn? Will it close at all? – *Typical hours for parks is sunrise to sunset*
- What jurisdiction will the trail fall under? – *MDPR would enter into a permitted agreement with SFWMD to build and maintain the trail and ROW while SFWMD retains ownership of the land.*
- What are the kinds of users allowed on the trail? Motor vehicles? Cycles? ATVs? – *This trail will be linear park that is targeted for multi-use or shared-use path designed for travel by a variety of non-motorized users such as pedestrians, skaters, joggers, inline skaters, bicyclists, and others seeking healthy recreation within a park setting.*
- Where will the points of access be? – *The points of*

APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA

access will be primarily along the street crossings that intersect the ROW corridor.

- Overpasses should be built at all major road intersections, otherwise it will be dangerous. – Unfortunately overpasses are very costly to build and not very realistic given the constraints of a limited budget. For long range planning it might be possible to think about this in major areas like US 1.
- 36” spacing for the bollards are not close enough to keep out motorbikes and ATVs. – This is a design detail issue that will be addressed during design development phase at a later date.
- The area will need policing once completed. – MDPR Park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in safety
- New landscaping could be hazardous to the houses/ canal. – All proposed landscaping will follow the rules and regulations from SFWMD. Preference will be given to drought-tolerant native species that require minimal care.
- Potential trail conflicts for the property north of 140th Ct / 160th and south of 160th which is most likely not in SFWMD ROW: some of the greens surrounding the canal, which was bought by some of the neighbors of the canal, is not within the canal ROW; however, because they don’t have a fence to show a clear delineation of the trail then the public will be using “my” backyard. – Territoriality and boundary definition means distinguishing public from private spaces. In areas like this shrubs could be planted or a fence installed by MDPR to show separation
- Maintenance – neighbors notice that the canal is cleaned 6 to 8 times a year, if a trail is built then maintenance will need to come on a regular monthly basis. – Typical MDPR maintenance for trails is 18 cycles per year. Each cycle consists of litter removal, mowing, weed-eating/edging, tree trimming up to 10’ and blowing sidewalks/ pedestrian pathways clear.
- Kids will be subjected to crime and violence. Studies have shown that crime and violence do not increase with trails. In fact, trails can be a major factor in safe routes to schools making it easier and safer for children to walk and bicycle to school through multi-use trails, sidewalks and greenways.
- Notify all neighbors on both sides of the canal as to

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the next public meeting. – MDPR goes through great efforts to notify the public of its meetings. Notices are published in the Miami Herald in the Thursday and Sunday Neighbors Section. Over 1200 postcards are sent via direct mail to the homes along the canal using GIS. In addition, posters and signs are posted around various neighborhoods.

- Neighbors bought houses along the canal as a natural border, for the view and protection it provides. – This project should not diminish the views. The corridor is currently only getting limited maintenance by SFWMD. The maintenance frequency would increase as a linear park.
- “We were here before the trail, and we don’t want it.” – There are people who do want the trail. The proposed project is for the benefit of the entire county not just a few people.
- Roads are for bikes, not back yards. – Although roads are good for more experienced cyclists they can be dangerous for children, the elderly and the disabled; multi-use paths are safer those unable or unwilling to go on the road.
- Is this a done deal? – No this is just a feasibility study.
- Parks don’t work for cyclists. – Parks can and often do work for some segments of population for biking such as those mentioned above.
- Build parks instead of trails. – This project can be thought of as a linear park.
- No Bathrooms! – No bathrooms are planned within the canal ROW.
- No more people in back (of my house). The SFWMD Canal ROW is open to the public right now.
- Cyclists should not have to drive to a park to then ride their bike. – This project will help solve that problem by connecting several parks and neighborhoods, schools and businesses together via the greenway and trail.
- We should be able to have a facility that allows us to bike to school. – See comment above.

Group 2: Mr. Heinicke as lead and Ms. Rogers as scribe

Neighbors living on the canal are concerned about the following:

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APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA

- Losing their privacy. – *SFWMD ROW is public ROW right now.*
- Pollution in the canal – *Maintenance frequency would be greater as linear park.*
- Constant “back and forth traffic” – *Traffic will not be constant back and fourth but should be more local.*
- Maintenance. – *Maintenance frequency would be greater as linear park.*
- Increased graffiti, garbage and break-ins – *Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming positive influence on quality of life.*
- Currently the canal ROW is being used by people on ATVs; however, those users are neighbors of the canal, and not criminals.
- The neighbors that live along the east side of the canal 142nd Court and from 152nd to 160th Streets notice that the banks are eroding. – *This is a design issue that will addressed during the design-development phase at a later date. Some kind of retaining wall or sheet piling may be necessary in this area.*
- Currently the kids play safely in their backyards. This project should have no effect on kids playing safely in their back yards. *If anything, this project has the potential to improve safety such as in creating a safe route to school by making it easier and safer for children to walk and bicycle to school through multi-use trails, sidewalks and greenways.*
- The current shrubs along the canal are overgrown. – *The frequency of maintenance as a linear park will be greater than in its current condition.*
- Where can users park?
 - Concern for users safety and close proximity to the trail
 - Concern for neighbors losing their property and being close to a parking lot.– *Designated trailheads for people to park and access the trail will be made available at West Kendall District Park, and Larry and Penny Thompson Park*
- Concerns with huge packs of cyclists (20 to 30 people). *The typical user of the trail will be the neighborhood resident and their families. The people who ride in*

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- huge packs (also known as pelotons) are experienced cyclists who prefer to ride on the streets and roads versus multi-use trails.*
- Neighbors bought houses along the canal because they wanted a natural secure border / isolation. – *This project should not diminish the views. The corridor is currently only getting limited maintenance by SFWMD. The maintenance frequency would increase as a linear park.*
 - Who is going to fund the police bike patrols? – *MDPR Park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in safety. This is a security detail that will be addressed during the design-development phase at a later date.*
 - Who will maintain the landscaping? – *MDPR would enter into a permitted agreement with SFWMD to maintain the ROW and its landscaping.*
 - SFWMD doesn’t allow landscaping within 40’ or 50’ of the canal. *SFWMD allows it in pockets. All proposed landscaping will follow the rules and regulations from SFWMD.*
 - Neighbors are concerned about disappearing wildlife. *The children must be hurting the animals.”*
 - Regards to a neighborhood watch:
 - “A neighborhood watch is a good way to protect yourselves and each other.”
 - “I (a neighbor of the canal) won’t do it!”
 - The scooters and mopeds that can be lifted over the gates make too much noise. – *The multi-use trail is a non-motorized facility. Bollards, gates, signs and enforcement of rules will help minimize motorized traffic.*
 - “I (a neighbor of the canal) can get my ATV and my full size Harley through a 36” opening.”
 - Whose responsibility is it to protect the neighbors along the canal: the police or parks department?
 - “Once they (the authorities) are called, they (the authorities) will not come!”– *Miami-Dade Police Department is responsible for protecting the neighbors along the canal.*
 - People will cut through my backyard and use my Pool when they get hot from all their exercise. – *This kind of incident has not been a problem on most other trails including existing ones in Miami-Dade*

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County.

- How are the users who get hurt going to get help when there is all the increased traffic due to the trail? – *The amount of traffic on the trail will not be so great as to prevent emergency vehicles from accessing the trail in true emergency situations. It's anticipated the majority of accidents would self-medicate where the person would be able to treat himself or herself.*
 - I use Segment A, I enjoy it, and I feel safe!
 - I (a neighbor of the canal) like Segment A!
 - There is not enough room to build a trail. *Field investigation and research has shown that there is room for a 10' wide multi-use trail within the project corridor.*
 - No Picnic Tables!
 - Due to no space for them.
 - Due to kids using them as a place to drink underage.*– Picnic tables are not planned for the Segment B corridor.*
- Can't control users through gates and locks. *Bollards, gates and locks, signs and enforcement of rules do help control users and activities.*
- What about dog owners?" The neighbors are concerned about:
 - their own dogs barking too much a trail users
 - liability if their dog bites someone.*– It's anticipated dogs will get acclimated to the linear park and people using the trail. Liability should not be an issue.*
 - This trail will be a "drag strip" for the ATVs that will be able to sneak through. – *The multi-use trail is a non-motorized facility. Bollards, gates, signs and enforcement of rules will help minimize motorized traffic. The typical ATV rider does not prefer paved surfaces.*
 - I am not against bike trails, just Not In My Back Yard.
 - Canal alignment is not even, therefore will it allow for space to plant shrubs? *The ROW is not even. – However there are pockets where landscaping will fit such as West Kendall District Park, near the FPL ROW and pockets where the ROW is greater than 40'*
 - This new trail will attract pedophiles, the country all ready has a pedophile problem. – *There is no*

evidence or conclusive proof that the proposed trail will attract pedophiles.

- The new landscape will cause hurricane damage. – *All proposed landscaping will follow the rules and regulations from SFWMD. Plant material that is known to be weak or dangerous will be avoided.*

Group 3: Mr. Hansen as lead and Mr. Kyle as scribe

- Build a trail with good material, that will hold-up.
- Gate control access of foot bridge at the regional park. *The pedestrian bridge connection to the private park has been eliminated from the concept.*
- Segment B needs to be better maintained than Segment A. *All proposed and existing trails need to be maintained at a consistent standard. MDPH acknowledges there have been problems in the past and has made significant efforts to improve deficiencies.*
- Stay on one side of the canal. – *The proposed trail will need to switch sides of the canal to minimize impacts to surrounding residential neighborhoods by utilizing low-impact areas such as the FPL ROW on the east side of the canal and SW 15th Av. ROW on the west side of the canal.*
- Need bike patrols for increased safety. – *MDPH Park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in safety.*
- Duplicate the Pinellas Trail. *It is not possible to put in a 12' multi-use trail like the Pinellas trail due to space limitations within the ROW.*
- This bike trail is a good idea, it promotes a healthy Lifestyle.– *Providing nearby trails and walkways offers a significant option for regular physical activity that can lower the rate of obesity and health care costs.*
- The Canal needs to be cleaned up. The corridor is only getting limited maintenance by SFWMD. – *The maintenance frequency would increase as linear park with a trail.*
- Concern about increase in crime, especially at night. – *Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming*

APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA

- positive influence on quality of life.*
- Build the trail on the same side as the park, which is away from neighbors living along the canal.
 - The trail should not be built near people’s property lines.– *The proposed trail would have some separation between edge of trail and the property line, typically ten feet in most situations.*
 - How are you going to control ATV’s, mopeds, scooters, go-karts and other motorized vehicles? – *The multi-use trail is a non-motorized facility. Bollards, gates, signs and enforcement of rules will help minimize motorized traffic.*
 - What are you going to do if someone falls in the canal and sues you. *The person who fell would have to prove negligence on the part of the County.*
 - How are you going to prevent people from jumping my fence and breaking into my house or swimming in my pool? *Crime Prevention through Environmental Design will help minimize incidents as will legitimate use activities.*
 - Will this project raise my taxes? *The proposed project will not raise taxes. MDPR plans, designs, and builds trails through a variety of funding sources including, Building Better Communities bond, Safe Neighborhood Parks bond, Transportation Enhancements through Florida Department of Transportation, Surface Transportation Program, and legislative earmarks.*
 - How can you landscape the corridor when SFWMD has a landscape buffer requirement of 40’ from top of bank? – *All proposed landscaping will follow the rules and regulations from SFWMD. Plant material will be planted where feasible.*
 - Who came up with this idea? *The idea for Black Creek Trail goes back to 1994 with a plan developed by the Redland Conservancy and adopted by the Miami-Dade County Board of Commissioners in 1995.*
 - What commission district does this fall in? *This project falls partially in District 9 (Commissioner Moss) and District 11 (Commissioner Martinez).*
 - How are you going to stop criminals? *Studies nationwide have shown fears about increasing crime due to trails are unfounded. Trails have consistently been shown to have no measurable effect on public safety and to have an overwhelming positive influence on quality of life.*

Outcomes / Follow-up:

Staff will work with consultant to address or incorporate relevant comments from public into the planning and feasibility study conceptual plans. All workshop attendees will be sent invitations to the following community meeting in June.

APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA



MEMORANDUM

To: Mark Heinicke, CPRP
Miami-Dade County Park and
Recreation Department (MDPR)

Date: April 26, 2007

From: Stewart Robertson, PE
Ammie Rogers, EIT
Kimley-Horn and Assoc (KHA)

Subject: **Community
Information
Workshop Notes
– Task 5**

Project: **Black Creek Trail, Segment B
Planning and Feasibility Study**

Job No.: 040829011

The Community Information Workshop for the Black Creek Trail Segment B Planning and Feasibility Study was held on Wednesday, April 18, 2007, at Norma Butler Bossard Elementary School (15950 SW 144th Street) at 7:00 PM. The purpose of the workshop was to determine public support for a non-motorized multi-use trail along Black Creek Canal within the study corridor (SW 137th Avenue to Krome Avenue) and to solicit input regarding potential corridor opportunities and constraints.

Among the approximately 70 workshop attendees (65 signed and 5 unsigned), the following people were present at the meeting:

- Mark Heinicke, Project Manager – Miami-Dade County Park and Recreation Department (MDPR)
- David Henderson, Bike/Ped Specialist – Miami-Dade County MPO
- Eric Hansen – MDPR
- Bill Rodriguez – MDPR
- Peter Dooling – MDPR
- Ernie Lynk – MDPR
- Renae Nottage – MDPR
- Mary Gonzalez-Bruzzo – MDPR
- Tom Morgan – MDPR
- Evan Skornick – South Florida Water Management District (SFWMD)
- Veronica Buie – District 9, Commissioner Dennis Moss
- Captain Alfredo Ferrer – Miami-Dade Police Department (MDPD)
- First Lt. Gregg Glaser – MDPD
- Officer Laurel Wade – MDPD
- Officer Melonie Schaefer – MDPD

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- Catherine A. Minnis – Team Metro Kendall
- Delfin Molins, Public Information Officer – Miami-Dade County Public Works Department (MDPWD)
- Jeff Cohen – MDPWD
- Stewart Robertson, Project Manager – Kimley-Horn and Associates, Inc. (KHA)
- Greg Kyle – KHA
- Ammie Rogers – KHA
- Neil Sickterman – KHA

At the beginning of the workshop, attendees were given the chance to examine various workshop exhibits, including presentation boards and handouts, and to have conversations with officials in attendance, as well as members from KHA.

The formal portion of the workshop began with introductions by Mr. Heinicke of the project team members in attendance and recognition of county officials and other officials in the audience. Mr. Heinicke then presented KHA's Mr. Robertson, who gave a detailed PowerPoint presentation on the background of the project, description of the County's master plan to build more continuous linear parks throughout, general information regarding trails and greenways, and explained that the trail was in the planning and feasibility portion of the project.

Mr. Robertson then allowed the workshop attendees to separate into three individual groups at their own discretion and discuss input/concerns to a project team member while a scribe wrote the input/concerns on a flip chart.

The remainder of this memorandum describes the discussion topics that were voiced by workshop attendees in each of the three individual groups.

Black Creek Trail, Segment B Community Information Workshop Discussion

Group 1: Mr. Robertson as lead and Mr. Sickterman as scribe

- Neighbors living on the canal are concerned about the following:
 - Losing their privacy
 - Increased pollution in the canal
 - Alligators
 - Vandalism
 - Increased break-ins
- Increased crime due to the new trail is a primary fear.

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- What will the hours of operation be? Will it be dusk till dawn? Will it close at all?
- What jurisdiction will the trail fall under?
- What are the kinds of users allowed on the trail? Motor vehicles? Cycles? ATVs? *non-motorized*
- Where will the points of access be?
- Overpasses should be built at all major road intersections, otherwise it will be dangerous.
- 36" spacing for the bollards are not close enough to keep out motorbikes and ATVs.
- The area will need policing once completed.
- New landscaping could be hazardous to the houses/canal.
- Potential trail conflicts for the property north of 140th Ct / 160th and south of 160th which is most likely not in SFWMD ROW: some of the greens surrounding the canal, which was bought by some of the neighbors of the canal, is not within the canal ROW; however, because they don't have a fence to show a clear delineation of the trail then the public will be using "my" backyard.
- Maintenance – neighbors notice that the canal is cleaned 6 to 8 times a year, if a trail is built then maintenance will need to come on a regular monthly basis.
- Kids will be subjected to crime and violence.
- Notify all neighbors on both sides of the canal as to the next public meeting.
- Nature views:
 - Neighbors bought houses along the canal as a natural border, for the view and protection it provides.
 - "We were here before the trail, and we don't want it."
- Roads are for bikes, not back yards.
- Is this a done deal? *no this is just a study*
- Parks don't work for cyclists.
- Build parks instead of trails.
- No Bathrooms!
- No more people in back (of my house).
- Cyclists should not have to drive to a park to then ride their bike.
- We should be able to have a facility that allows us to bike to school.

Group 2: Mr. Heinicke as lead and Ms. Rogers as scribe

- Neighbors living on the canal are concerned about the following:
 - Losing their privacy
 - Pollution in the canal
 - Constant "back and forth traffic"

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APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA



- Maintenance
 - Increased graffiti, garbage and break-ins
- Currently the canal ROW is being used by people on ATVs; however, those users are neighbors of the canal, and not criminals.
- The neighbors that live along the east side of the canal 142nd Court and from 152nd to 160th Streets notice that the banks are eroding.
- Currently the kids play safely in their backyards.
- The current shrubs along the canal are overgrown.
- Where can users park?
 - Concern for users safety and close proximity to the trail
 - Concern for neighbors losing their property and being close to a parking lot.
- Concerns with huge packs of cyclists (20 to 30 people)
- Neighbors bought houses along the canal because they wanted a natural secure border / isolation.
- Who is going to fund the police bike patrols?
- Who will maintain the landscaping?
- SFWMD doesn't allow landscaping within 40' or 50' of the canal
 - Mr. Skornick responded with "it is allowed in pockets"
- Neighbors are concerned about disappearing wild life:
 - "The children must be hurting the animals."
- Regards to a neighborhood watch:
 - "A neighborhood watch is a good way to protect yourselves and each other."
 - "I (a neighbor of the canal) won't do it!"
- The scooters and mopeds that can be lifted over the gates make too much noise.
 - "I (a neighbor of the canal) can get my ATV and my full size Harley through a 36" opening."
- Whose responsibility is it to protect the neighbors along the canal: the police or parks department?
 - "Once they (the authorities) are called, they (the authorities) will not come!"
- People will cut through my backyard and use my pool when they get hot from all their exercise.
- How are the users who get hurt going to get help when there is all the increased traffic due to the trail?
- I use Segment A, I enjoy it, and I feel safe!
- I (a neighbor of the canal) like Segment A!
- There is not enough room to build a trail.
- I have no problem with undesirables.
- No Picnic Tables!
 - Due to no space for them.
 - Due to kids using them as a place to drink underage.



- Can't control users through gates and locks.
- What about dog owners?" The neighbors are concerned about:
 - their own dogs barking too much a trail users
 - liability if their dog bites someone.
- This trail will be a "drag strip" for the ATVs that will be able to sneak through.
- I am not against bike trails, just Not In My Back Yard.
- Canal alignment is not even, therefore will it allow for space to plant shrubs?
- This new trail will attract pedophiles, the country all ready has a pedophile problem.
- The new landscape will cause hurricane damage.

Group 3: Mr. Hansen as lead and Mr. Kyle as scribe

- Build a trail with good material, that will hold-up.
- Gate control access of foot bridge at the regional park.
- Segment B needs to be better maintained then Segment A.
- Stay on one side of the canal.
- Need bike patrols for increased safety.
- Duplicate the Pinellas Trail.
- This bike trail is a good idea, it promotes a healthy lifestyle
- The Canal needs to be cleaned up.
- Concern about increase in crime, especially at night.
- Build the trail on the same side as the park, which is away from neighbors living along the canal.
- The trail should not be built near people's property lines.

APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA

Meeting Report
Planning and Research Division
Black Creek Trail Segment B Planning and Feasibility Study
Open House
October 25, 2007

Submitted By:	Mark Heinicke, CPRP
Meeting Date:	June 27, 2007
Location:	Norma Butler Bossard Elementary School Cafeteria 15950 SW 144 th St. Miami, FL 33196
Host Department/Organization:	Park and Recreation / Planning and Research Div.
Meeting Purpose:	Provide an opportunity to showcase proposed trail concepts and review project-related exhibits at various stations with project representatives and solicit feedback on conceptual plans.
Department Attendees:	Mark Heinicke, Park Planner III Bill Rodriguez, Construction Manager II Andy McCall, Park Planner II Vanessa Vicera, GIS Intern Mary Gonzalez-Bruzzo, Park & Recreation Manager Marc Robinson, Project Manager
Attendees from other County Departments:	Veronica Buic, District-9 David Henderson, MPO Captain Alfredo Ferrer, MDPD First Lt. Gregg Glasel, MDPD
Public Participants:	44
Park Issues:	The majority of the attendees were residents who lived along the canal; however, there was a large contingent of supporters from the <i>Everglades Bicycle Club</i> and the <i>South Florida Trail Riders</i> . Many attendees had concerns over loss of privacy and potential security issues. In addition, some people also mentioned not allowing fishing from the trail. Representatives from the Everglades Bicycle club suggested that the trail should be built first and amenities

provided later if funding is limited. Representative from the South Florida Trail Riders Association requested that equestrian improvements be provided at West Kendall District Park as potential trailhead. The following comments were expressed by the public:

- What about parking lots? *Parking is provided at West Kendall District Park and Chuck Pezoldt Park. There will be no parking lots in adjacent neighborhoods.*
- When will this project be implemented? *Project implementation will depend on the ability to secure funding for design, construction, and maintenance. A typical timeframe for the first phase of development is 4 to 5 years after it is fully funded.*
- What about flooding/drainage/water retention? *This project should have no adverse affect on flooding, drainage or water retention. All trail construction will be built in accordance of SFWMD permitting requirements.*
- Alignment of trail on west side of C-1W canal – S of SW 152nd St. *The proposed alignment is on the west side of the Canal south from SW 152nd St. to SW 160th St. It switches to the east side of the canal from SW 160th St. to SW 137th Ave. because this is only one way to go between Laguna Ponds and it allows more space along the FPL right-of-way to create a linear park feel*
- What about trash/noise? *MDPR would enter into a permitted agreement with SFWMD to maintain the ROW which would include litter removal, mowing, weed-eating/edging, tree trimming and blowing sidewalks/pedestrian pathways clear. Noise would be controlled by local ordinances.*
- How do we stop ATVs from riding canals? *The trail would be designed as a non-motorized trail. Bollards, gates, signs and enforcement of rules will help minimize and control motorized traffic.*
- 300 members of Everglades Bicycle Club support paved paths. *Multi-use trails are popular and well used by people with disabilities, people pushing strollers, children, the elderly and others.*
- Trail should be lit. *Typically multi-use trails are not lit to discourage night time use.*
- Include fishing platforms on lake near CSX tracks. *Fishing platforms are not proposed in the Segment B Corridor.*
- Backyard too close to trail. *The trail will be designed so that it is located approximately in the center of the Canal bank right-of way.*

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- Reinforce neighbors' fences. *The landscaping concept developed in this study is a coordinated idea that combines smaller shrubs and hedges near the right-of-way line with larger landscaping trees in parks and trailheads.*
- Raise SW 157th Avenue Bridge so you go underneath (7.8' above path). *The proposed SW 157 Avenue bridge has already been designed and will not be high enough for the trail to go underneath it. An at grade crossing is proposed south of the bridge.*
- Want open fence not closed. *Fencing is typically up to the property owner*
- No Fishing – brings litter (platforms) – drinking. *No fishing platforms are proposed in the Segment B corridor*
- Manage existing parks better. *SFWMD will require a maintenance plan from MDPR for condition of permit on Segment B and evidence of a dedicated funding source for maintenance.*
- Rainwater study. *SFWMD officials have indicated that berm improvements are being planned along Black Creek Canal in the Country Walk area to reduce flooding*
- Want police patrol – residents' patrol. *MDPR park security officers, Miami-Dade County Police Department and even volunteer courtesy patrols could all play an important part in policing*
- Pro-active neighbors can maintain legitimate use. *Legitimate activities like biking, walking, and in-line skating can help stop illegitimate activities. Pro-active residents can act as the ears and eyes of the trail.*
- Alligators in lakes 2-3 years. *This project will have no effect on alligator movement.*
- Equestrians want parking for trailers. *West Kendall District Park has trailhead parking near the northwest corner of the park where this could fit*
- Low impact boating/canoe access. *West Kendall District Park will have boat/canoe rentals and a boat/canoe ramp with access to Black Creek Canal*

Outcomes / Follow-up:

Staff will work with consultant to address or incorporate relevant comments from the public into the preferred plan concept.

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APPENDIX K: PUBLIC MEETING SUMMARY MEMORANDA



MEMORANDUM

To: Mark Heinicke, CPRP
Miami-Dade County Park and
Recreation Department (MDPR)

Date: August 3, 2007

Suite 109
5200 Northwest 33rd Avenue
Fort Lauderdale, Florida
33309

From: Stewart Robertson, PE
Kimley-Horn and Assoc (KHA)

Subject: **Open House Notes
– Task 7**

Project: **Black Creek Trail, Segment B
Planning and Feasibility Study**

Job No.: 040829011

The Community Open House to present the Concept Plans for the Black Creek Trail, Segment B Planning and Feasibility Study was held on Wednesday, June 27, 2007, at Norma Butler Bossard Elementary School (15950 SW 144th Street) at 7:00 PM. The purpose of the open house was to showcase proposed trail concepts, provide an opportunity for the public to review project-related exhibits at various stations with project representatives and solicit public feedback on conceptual plans for a non-motorized multi-use trail along Black Creek Canal within the study corridor. The project extents go from SW 137th Avenue to one mile west of Krome Avenue near the L-31N Canal and along SW 168th Street and SW 157th Avenue to access Chuck Pezoldt Park.

Approximately 44 people attended the open house including the following people:

- Mark Heinicke, Project Manager – Miami-Dade County Park and Recreation Department (MDPR)
- David Henderson, Bike/Ped Specialist – Miami-Dade County MPO
- Bill Rodriguez – MDPR
- Andy McCall – MDPR
- Vanessa Vicera – MDPR
- Mary Gonzalez-Bruzzo – MDPR
- Marc Robinson – MDPR
- Lt. Gregg Glasel – MDPD
- Veronica Buie – District 9, Commissioner Dennis Moss
- Stewart Robertson – Kimley-Horn and Associates, Inc. (KHA)
- Suzanne Daniels – KHA
- Neil Sickterman – KHA

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Black Creek Trail, Segment B Task 7 – Concept Plan Open House
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This memorandum presents the notes and comments that were recorded by the public on flip charts provided at the open house. The majority of people who attended the open house meeting were more supportive of this project or less negative than those who attended the previous April 18 workshop.

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Black Creek Trail, Segment B Open House Public Comments

- What about Parking lots?
- What if residents don't want parking?
- No more privacy
- When will this be implemented?
- What about flooding/drainage/water retention?
- Alignment of trail on west side of C-1W canal – S of SW 152nd St.
- What about trash/noise?
- How do we stop ATVs from riding canals?
- 300 members of Everglades Bicycle Club support paved paths.
- Trail should be lit.
- Include fishing platforms
(Segment B-phase B) on lake near CSX tracks.
- Backyard too close to trail
- Reinforce neighbors' fences
- Raise SW 157th Avenue Bridge so you go underneath (7.8' above path)
- Want open fence not closed
- No Fishing – brings litter (platforms) – drinking
- No Lighting – no use at night
- Manage existing parks better
- Rainwater study
- Complete trail ASAP
- Amenities can come later
- 200 miles – bike trails, Miami vs. 600 miles, Denver
- Want police patrol – residents' patrol
- Pro-active neighbors can maintain legitimate use
- Alligators in lakes 2-3 years
- Lighting (especially on lakes)
- Equestrians want parking for trailers
- Bridge good to bring residents to Publix
- Low impact boating/canoe access
- Mowry canal/Princeton canal – Bay access
- Canoe launch at West Kendall District Park with close parking
- Everglades Club in favor of Concept 1 for bicycling, etc.

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Black Creek Trail, Segment B Task 7 – Concept Plan Open House
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APPENDIX L: STEERING COMMITTEE NOTES



MEMORANDUM

To: Mark Heinicke, CPRP
Miami-Dade County Park and
Recreation Department (MDPR)

Date: November 1, 2006

From: Stewart Robertson, PE
Ammie Rogers, EIT
Kimley-Horn and Assoc. (KHA)

Subject: **Kick-off Meeting
Notes – Task 2**

Project: **Black Creek Trail, Segment B
Planning and Feasibility Study** Job No.: 040829011

A kickoff meeting for the Black Creek Trail (BCT) Segment B Planning and Feasibility Study was held on October 26, 2006, in the fourth floor conference room of the Miami-Dade County Park and Recreation Department (MDPR). The kickoff meeting was attended by:

- Mark Heinicke, Park Planner III (Project Manager) – MDPR
- Andy McCall, Park Planner II – MDPR
- Maria Nardi, Supervisor – MDPR
- Tom Morgan, Region 4 Manager – MDPR
- Paul Carey – Supervisor, MDPR
- Renae Nottage – Region 1 Manager, MDPR
- David Henderson, Bike/Ped Specialist – Miami-Dade County MPO
- Stewart Robertson, PE – KHA
- Ammie Rogers, EIT – KHA
- Ivelisse Rodríguez, Engineer, Parsons Water & Infrastructure (Parsons)

The meeting began with introductions by the project team members in attendance. Mark Heinicke discussed background information and perspective on the Black Creek Trail (BCT) project, including the division of Segment A - which is under design by Parsons, and Segment B - which is under a Planning and Feasibility Study by KHA. A kickoff meeting agenda was provided by MDPR that summarized items to be discussed. The following list describes the pertinent discussion topics during the meeting.

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Black Creek Trail Task 2
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Black Creek Trail Kick-Off Meeting Discussion

- Mark Heinicke gave an update on FDOT/TE funding for the entire project and related efforts.
 - Segment A total \$2,030,000 final design lead by Parsons.
 - Three Greenway Bridges (separate project and consultant) Includes two (2) bridges on BCT Segment A:
 - 1. Black Point Marina \$297,666
 - 2. South Dade Government Center \$342,666
 - Segment B construction \$900,000 (future) with \$60,000 (current) for the planning and Feasibility Study – MPO / UPWP, lead by KHA.
 - Signage Demonstration Project (BCT) funding total \$90,000.
- Mr. Heinicke stated that the MDPR estimate for trail construction is \$300,000/mile, just for a paved path and not the standard amenities
- Mr. Heinicke discussed Krome Avenue Trail updates.
 - The trail is being studied with BCC Engineering as prime consultants.
 - The proposed Krome Trail is on the I-31N levee between U.S. 27 (Okeechobee Road) and SW 136th Street, this section of the Krome Trail would include the connection to Black Creek Trail.
 - Mark Heinicke and David Henderson rode bikes along the trail and found the surface to be rocky in many areas, and therefore needs improvement.
 - FDOT met yesterday (October 25, 2006) with the Bicycle/Pedestrian Advisory Committee (BPAC). Stewart Robertson was at the BPAC meeting and gave an update:
 - David Henderson questions the allocation of funding and Stewart Robertson agrees.
 - KHA will examine the connection between the I-31N canal and Krome Avenue at SW 136th Street as part of BCT planning and feasibility study.
 - Background information was provided by MDPR, prior to the meeting, and was reviewed by KHA.
 - Mr. Robertson discussed his comments regarding the review:
 - There are two potential trail heads:
 - West Kendall District Park (WKDP) – Trail should pass along the south and west border of the park. Mr. Heinicke added that all trails in the park are conceptual and can change if needed.
 - Larry and Penny Thompson Park – several potential connections.

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Black Creek Trail – Task 2
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- Larry and Penny Thompson Park – several potential connections.
- Mr. Heinicke provided the following information:
 - Lydia Salas, with MDPR is the Project Manager for WKDP construction.
 - The bridge at SW 120th Street is built and includes bike lanes, which can possibly be utilized for connection to BCT.
- Renae Nottage adds that SW 157th Avenue will be extended through WKDP.
- Mr. Robertson discussed potential location of a dog park in the northeastern corner of WKDP.
- Kendall-Tamiami Executive Airport
 - Mr. Robertson stated that no parking places or gathering areas are allowed along the proposed trail on the west side of the airport.
- Mr. Henderson stated that for the trail running through WKDP, make sure that adequate signage will be provided so trail users do not get lost in the park, but can easily stay on the BCT from the entrance to the exit of park.
 - Mr. Robertson confirmed that the conceptual plans will incorporate this.
- Mr. Henderson asked what are the feasible connections for the Miami Metro Zoo and Larry and Penny Thompson Park.
 - Mr. Robertson added that the utility easement or the railroad corridor is a possible connector.
- Mr. Heinicke talked about a Rail Convertibility Study by the MPO.
 - Wilson Fernandez, from the Miami-Dade MPO is the PM for the Rail Convertibility Study. Mr. Henderson and Mr. Heinicke met and discussed the possibility of rails-to-trails project along the CSX Kendall Corridor from Metro Zoo to Florida City several months ago. This corridor could potentially tie into the BCT.

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APPENDIX L: STEERING COMMITTEE NOTES



- intersection will be utilized for quickest and safest crossing; cost is currently being determining.
- South portion of the trail area includes landfill.
 - Black Point Marina existing trail is rocky and needs improvement.
 - The proposed trail in the north portion of Segment A is along the east side of the canal.
 - Photographs of the north area of Segment A by Larry and Penny Thompson Park will be given to KHA.
 - Public involvement has not started yet for Segment A. Ivy will check to see if it is a part of the scope.
 - There could be resident concerns within the Central Area, where a child fell in an area without existing fence.
- Mr. Robertson asked if a Planning and Feasibility study was conducted for Segment A.
 - Mr. Heinicke concurred one was completed with Falcon & Bueno and agreed to pass it along.
 - Maria Nardi provided the following comments:
 - All trails and connections between sections need to be seamless.
 - Make sure that Parsons and KHA communicate continuity regarding all road crossings, bridges, edge conditions, canoe launches, rest stops, etc.
 - Segment A will be completed first so it will "set the tone."
 - Trails will provide an economic benefit.
 - MDPR staff will review the aesthetics of the plans.
 - KHA should review successful trails as a template.
 - Make sure that all trees are appropriate species and location.
 - Mr. Heinicke suggested that this part can be completed during design, as long as it is properly planned.
 - The report for Segment B should contain as many visual effects as possible.
 - The Signage Demonstration Project should be examined.
 - Karen Cheney, Landscape Architect II, is working on the Signage Demonstration Project which is focusing on Black Creek Trail. The chosen signs mimic the Miami-Dade Transit signs for bus stops, in reverse color.
 - Mr. Heinicke will send out an e-mail with a picture of the chosen signs to KHA.
 - All significant locations should be pointed out in the Segment B report. This will allow for ease of future connections to be pin-pointed.

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- MDPR agreed to produce a list of all the nearby attractions for inclusion in the study.
 - The Open Space Master Plan
 - Started in 1968, first published in 1969.
 - A plan for the next 50 years to establish connectivity amongst the Miami-Dade County greenways and bike trails and sustainability for the economic, social and environmental aspects.
- Mr. Heinicke stated that Snake Creek Bike Trail was a successful project and can be used as a template for the BCT Segment B report.
 - Ms. Nardi requested that a bullet point list for the issues be developed. Examples of foreseeable issues are as follows: landscaping, edge conditions, permitting, crossing of major arterial roadways, gateway entrances and bike racks.
 - Stewart Robertson agreed that the said issues will be incorporated in the conceptual plan.
 - Mr. Henderson asked if there is any developable land in Segment B.
 - Mr. Robertson responded that there is not any significant developable parcels within the urban development boundary.
 - Ammie Rogers asked about the location of the end of Segment A.
 - Parsons and KHA agreed to coordinate the section between SW 184th Street and Larry and Penny Thompson Park.
 - Mr. Henderson asked about sharing use of the existing fire roads as an entrance to the park.
 - Ms. Rodriguez said that Parsons is not certain as of yet if it is feasible.
 - Mr. Carey questioned the adverse effects of sharing the road.
 - Mr. Morgan stated that there would likely be concerns about using fire roads.
 - Mr. Heinicke stated that MDPR will take care of operations and maintenance of the trail as worked out in an inter-agency agreement with South Florida Water Management District after construction.
 - The steering committee will meet again during the development of alternative plan concepts following the Community Information Workshop.

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APPENDIX L: STEERING COMMITTEE NOTES



MEMORANDUM

To: Mark Heinicke, CPRP Date: June 7, 2007
Miami-Dade County Park and
Recreation Department (MDPR)

From: Stewart Robertson, PE Subject: **Steering Committee**
Kimley-Horn and Assoc., Inc. (KHA) **Mtg. Notes – Task 6**

Project: **Black Creek Trail, Segment B** Job No.: 040829011
Planning and Feasibility Study

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The Preliminary Plan Concepts Steering Committee Meeting for the Black Creek Trail (BCT) Segment B Planning and Feasibility Study was held on June 5, 2007, in the fifth floor conference room of the Miami-Dade County Park and Recreation Department (MDPR). The kickoff meeting was attended by:

- Mark Heinicke, Park Planner III (Project Manager) – MDPR
- Dr. Barbara Falsey, Chief of Planning and Research – MDPR
- Tom Morgan, Region 4 Manager – MDPR
- Bill Rodriguez, Construction Manager II – MDPR
- Karen Cheney, Landscape Architect – MDPR
- Stewart Robertson, PE – KHA

The meeting began with introductions by the project team members in attendance. Mark Heinicke discussed the purpose of the meeting and background information on the Black Creek Trail (BCT) project. A steering committee meeting agenda was provided by MDPR that summarized items to be discussed. The following list describes the pertinent discussion topics during the meeting.

Black Creek Trail Preliminary Plan Concepts Steering Committee Meeting Discussion

- Mr. Heinicke provided an overview of the workshop notes from the April 18 Community Information Workshop.
 - Approximately 70 people attended the workshop.
 - The majority of the attendees were residents who lived along the canal.

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- Most attendees raised concerns over security, maintenance, increase in ATVs in the corridor, and a loss of privacy due to the proposed trail.
- A few attendees were bicycling enthusiasts who use other sections of trail, such as Black Creek Trail, Segment A. These attendees supported the proposed trail.
- Ms. Cheney noted that there is widespread NIMBYISM (Not in My Back Yard) mentality.
- Mr. Morgan noted that a paved surface should limit the intrusion of ATVs, not increase them.

- Mr. Heinicke presented the Community Information Workshop survey results.
 - Eight attendees responded to the survey.
 - Walking/hiking and bicycling were the most frequent responses for outdoor recreation activities.
 - Signage and trail markers were the most frequent response for amenities respondents would like to see as part of the greenway system.
 - Recreation was seen as the most important function of the greenway system.
 - Five out of eight respondents responded that this greenway would benefit them.
 - Dr. Falsey indicated that most survey respondents must have been bicycling enthusiasts.
- Mr. Robertson presented the preliminary plan concepts developed based on the results of prior study tasks and input from the Community Information Workshop.
 - Concept 1 includes a paved trail primarily along the south and west sides of the canal right-of-way, except for south of SW 160th Street where the trail would have to switch to the east side of the right-of-way to provide a continuous path through the Laguna Ponds area.
 - Concept 1 minimizes the trail mileage that would be directly adjacent to residential properties. In areas where there are homes on only one side of the canal, Concept 1 proposes a trail on the opposite side (such as along SW 157th Avenue and along the Florida Power & Light [FPL] right-of-way).
 - Concept 2 consists of the same alignment as Concept 1, but is divided into three phases.
 - Concept 2 proposes the eastern phase (adjacent to residential properties) to be constructed last. This would allow time for residents to become accustomed to the other trail phases nearby.

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APPENDIX L: STEERING COMMITTEE NOTES



before constructing a trail in the canal right-of-way adjacent to residential properties.

- Concept 3 consists of a different alignment than Concept 1 and 2. Concept 3 utilizes more of the northern and eastern side of the canal and maintains a rustic section of trail on the south side of the canal west of West Kendall District Park. This section already includes a dirt maintenance road within the canal right-of-way.

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- Mr. Robertson presented the renderings and graphics on the concept plans and asked for input regarding modifications or changes that need to be incorporated.
 - There was a general feeling to remove the white double-rail fence shown along the trail due to cost, maintenance, and potential South Florida Water Management District (SFWMD) permitting concerns.
- Mr. Robertson presented the preliminary opinions of probable cost (OPC) for each of the three concepts.
 - Mr. Rodriguez observed that the costs seemed somewhat low. He suggested that when items such as clearing and grubbing, design, construction administration, and contingency are added, the costs will be higher.
 - Mr. Rodriguez and Mr. Heinicke agreed that trail costs generally are approximately \$300,000 per mile.
 - Mr. Robertson noted that the costs represent capital items only.
 - Ms. Cheney clarified that the individual line item costs seemed fine, but other items could be added.
- Other Comments on Preliminary Plan Concept Comments
 - Consider lit bollards for added safety and security near intersections.
 - Show trail loop all the way around West Kendall District Park (WKDP) to connect to the dog park entrance and to provide another potential loop for trail and park users.
 - Remove the pedestrian bridge connecting WKDP and the area north of the canal due to potential HOA concerns.
 - Two trailheads will exist for Segment B – Larry and Penny Thompson Park (L&P Park) and WKDP. Parking will be located in these areas.
 - Remove promenade plantings in mid-block areas and cluster landscaping improvements near gateways.
 - There was support for leaving the Krome Avenue rest stop where it is rather than moving it to WKDP since there would already be amenities at WKDP.
 - Touch base with Public Works Department, SFWMD, and the Metropolitan Planning Organization (MPO).

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- Once the trail is built, there should be a program of uses to encourage community participation and buy-in such as fun runs, etc.

- Alternative Routes
 - Two alternative routes were discussed – (1) CSX Railroad to SW 168th Street to SW 157th Avenue (connecting to Chuck Pezoldt Park), and (2) CSX Railroad to SW 137th Avenue to SW 152nd Street.
 - There was general consensus that the Chuck Pezoldt Park alternative was more favorable than the CSX Railroad to the north.
 - The Chuck Pezoldt Park alternative could provide connections to a new park that would not otherwise be connected if the trail alignment stays within the canal right-of-way. There appears to be space within the SW 168th Street and SW 157th Avenue right-of-way to provide a multi-use trail connecting to the park.
 - The Chuck Pezoldt Park alternative could serve as a forerunner to a trail within the canal alignment.
- A minimum of two Preliminary Plan Concepts will be presented to the public at an Open House on June 27, 2007 at Norma Butler Bossard Elementary School (15950 SW 144th Street) at 7:00 PM.
- The steering committee will meet again following the Public Open House to review the Preferred Plan.

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APPENDIX L: STEERING COMMITTEE NOTES



MEMORANDUM

To: Mark Heinicke, CPRP
Miami-Dade County Park and
Recreation Department (MDPR)

Date: September 21, 2007

From: Stewart Robertson, PE
Kimley-Horn and Assoc., Inc. (KHA)

Subject: **Steering Committee
Mtg. Notes – Task 8**

Project: **Black Creek Trail, Segment B
Planning and Feasibility Study**

Job No.: 040829011

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The Preferred Plan Concept Steering Committee Meeting for the Black Creek Trail (BCT) Segment B Planning and Feasibility Study was held on September 10, 2007, in the fourth floor conference room of the Miami-Dade County Park and Recreation Department (MDPR). The steering committee meeting was attended by:

- Mark Heinicke, Park Planner III (Project Manager) – MDPR
- Bill Rodriguez, Construction Manager II – MDPR
- Paul Carey, Landscape Architect – MDPR
- Alex Cann – MDPR, Region 5
- David Henderson, Bike/Ped Coordinator, Miami-Dade MPO
- Jeff Cohen, Miami-Dade County Public Works Department
- Stewart Robertson, PE – KHA

The meeting began with introductions by the project team members in attendance. Mark Heinicke discussed the purpose of the meeting and background information on the Black Creek Trail (BCT) project. The purpose of the meeting was to review the public feedback from the June 27 open house, discuss the draft preferred plan concept, and review the remaining project schedule. A steering committee meeting agenda was provided by MDPR that summarized items to be discussed. The following list describes the pertinent discussion topics during the meeting.

Black Creek Trail Preferred Plan Concept Steering Committee Meeting Discussion

- Mr. Heinicke provided an overview of the meeting notes from the June 27 open house.

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Black Creek Trail – Task 8
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- Approximately 44 people attended the open house.
- The majority of the attendees were residents who lived along the canal; however, there was a larger contingent from the Everglades Bicycle Club and the South Florida Trail Riders than at the first public workshop.
- Many attendees had concerns over loss of privacy and potential security issues. In addition, a few attendees mentioned not allowing fishing from the trail.
- Representatives from the Everglades Bicycle Club were in favor of the trail and suggested that, if funding is limited, the trail should be completed first and then amenities provided later.
- Representatives from the South Florida Trail Riders were in favor of the trail and requested that equestrian improvements be provided at West Kendall District Park (WKDP) as a potential trailhead.
- Mr. Heinicke noted that in general, the overall response was more positive at the June 27 open house than at the April 18 workshop.

- Mr. Robertson provided a review of the preliminary plan concept boards presented at the June 27 open house.
 - Concept 1 contains a continuous paved trail along one side of the canal right-of-way, primarily using the south and west side of the canal right-of-way.
 - Concept 2 adds the Chuck Pezoldt Park Loop and a phasing plan for the entire study corridor.
 - Concept 3 is similar to Concept 1, except for a few locations where the trail is proposed on the other side of the canal from Concept 1. Concept 3 also includes both a paved trail and a rustic trail west of WKDP.
- Mr. Heinicke presented the open house questionnaire results.
 - Eight attendees responded to the questionnaire.
 - The majority of questionnaire respondents favored Concept 3, since it allowed more varied use based on the rustic equestrian/hiking trail west of WKDP.
 - Several respondents mentioned that parking for horse trailers at WKDP would make the concepts better.
 - Trail connections and gateways were ranked as the most desirable improvements.
 - Railroad crossings and interpretive signage were ranked as the least desirable improvements.
 - “Other” and Bicycling were ranked as the most desirable trail activities. Responses in the “other” category included horseback riding, electric mobility scooters, and wheelchairs.
 - Skateboarding was ranked as the least desirable trail activity.

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Black Creek Trail – Task 8
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APPENDIX L: STEERING COMMITTEE NOTES



- Mr. Robertson pointed out that the meeting agenda should read “38%” supported Concept 1, not “3%.”
- Mr. Heinicke and Mr. Robertson agreed that the majority of the questionnaire responses were from bicycle club members and the trail riders.
- Mr. Robertson presented the preferred plan concept overview and preferred plan panel details. In addition preliminary cost estimates for the preferred plan were distributed.
 - The preferred plan includes a paved trail primarily along the south and west sides of the canal right-of-way, except for south of SW 160th Street where the trail would have to switch to the east side of the right-of-way to provide a continuous path through the Laguna Ponds area. The preferred plan minimizes the trail mileage that would be directly adjacent to residential properties.
 - The preferred plan includes the Chuck Pezoldt Loop.
 - The preferred plan includes a phasing plan with four phases. Trail construction would begin in the east with a connection to Black Creek Trail, Segment A.
 - The preferred plan includes a rustic section of trail on the south side of the canal west of WKDP. This section already includes a dirt maintenance road within the canal right-of-way. A paved trail is recommended on the north side of the canal in this area.
- Mr. Cohen suggested that the trail crossing at SW 137th Avenue should include a two-stage crossing with an active warning pedestrian system. A pedestrian refuge should be provided in the median.
- Mr. Rodriguez noted that KHA has added soft costs into the cost estimate, which makes the costs consistent with estimates for other similar trail projects.
- Mr. Carey mentioned that many people are using Chuck Pezoldt Park already, even though only a portion of the park facilities are open.
 - Mr. Robertson mentioned that KHA has photographs showing park usage at Chuck Pezoldt Park taken during field reviews for this study. Mr. Robertson offered to provide the photographs to MDPH for their use.
- Mr. Cohen suggested that the trail crossing at SW 157th Avenue might have to jog south on SW 157th Avenue to the nearest intersection (park driveway) because of the proposed roadway bridge design over the canal.

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- Mr. Heinicke provided an update on the Krome Trail Planning and Feasibility Study. The first phase of the study focuses on the feasibility of the segment from U.S. 27 to SW 136th Street. Comments and requested edits were submitted by MDPH on August 24, 2007.
 - Mr. Cohen and Mr. Heinicke agreed that it may be possible to raise the alignment of Krome Avenue over the Black Creek Canal. This should be studied by FDOT during the Krome Avenue PD&E. If this is not possible, another potential idea is the possibility of providing an active warning pedestrian crossing (pedestrian-activated flashers) at Krome Avenue to enhance motorists’ awareness of trail users.
 - Mr. Robertson stated that an e-mail was sent to FDOT for coordination purposes between the Black Creek Trail Segment B study and the Krome Trail study. The e-mail requested that FDOT study raising the alignment of Krome Avenue over the Black Creek Canal during the PD&E Study. It is our understanding that the alignment is already going to be somewhat raised to provide clearance over the canal and raising the alignment more may provide vertical clearance for a trail underpass.
 - Mr. Cohen stated that an unpaved trailhead parking facility exists at the western end of SW 136th Street, where it meets the Krome Trail / Everglades Trail alignment.
 - Mr. Cohen and Mr. Heinicke agreed that it would be beneficial for FDOT to connect Krome Trail to the existing SW 136th Street trailhead.
- Mr. Heinicke and Mr. Robertson provided a review of the remaining study schedule. It is anticipated that a final report will be completed by the end of October.
- Mr. Heinicke thanked the steering committee members for their participation and adjourned the meeting.

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APPENDIX M: LIST OF RESEARCH ARTICLES

Mohawk-Hudson Bike-Hike Trail and its Impact on Adjoining Residential Properties, Schenectady County Department of Planning, 1997.

Indiana Trails Study: A Summary of Trails in 6 Cities, Stephen A. Wolter, Indiana University, 2001.

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.

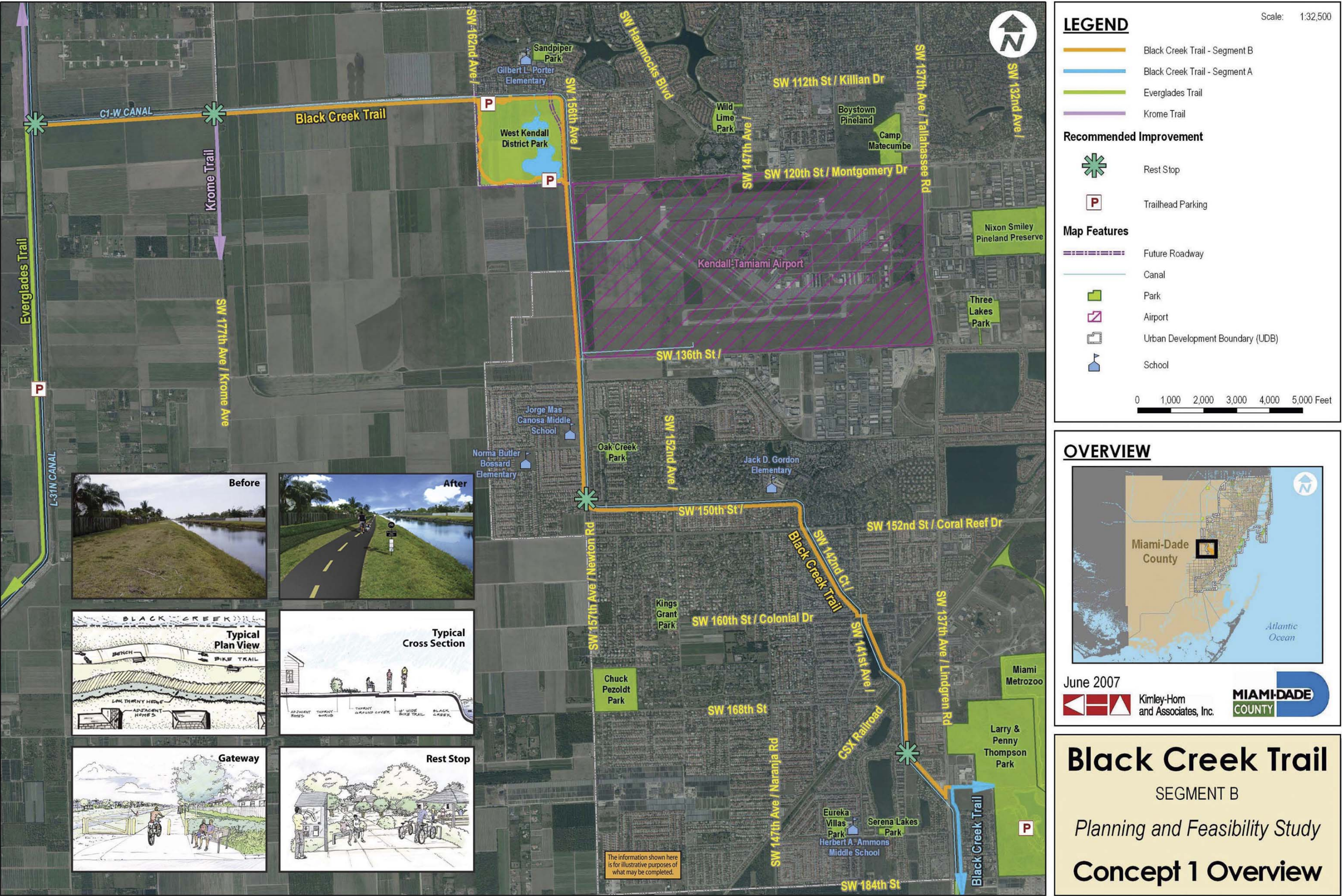
The Impact of the Brush Creek Trail on Property Values and Crime, Michelle Miller Murphy, Sonoma State University, 1992.

The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities, National Bicycle and Pedestrian Clearinghouse, 1995.

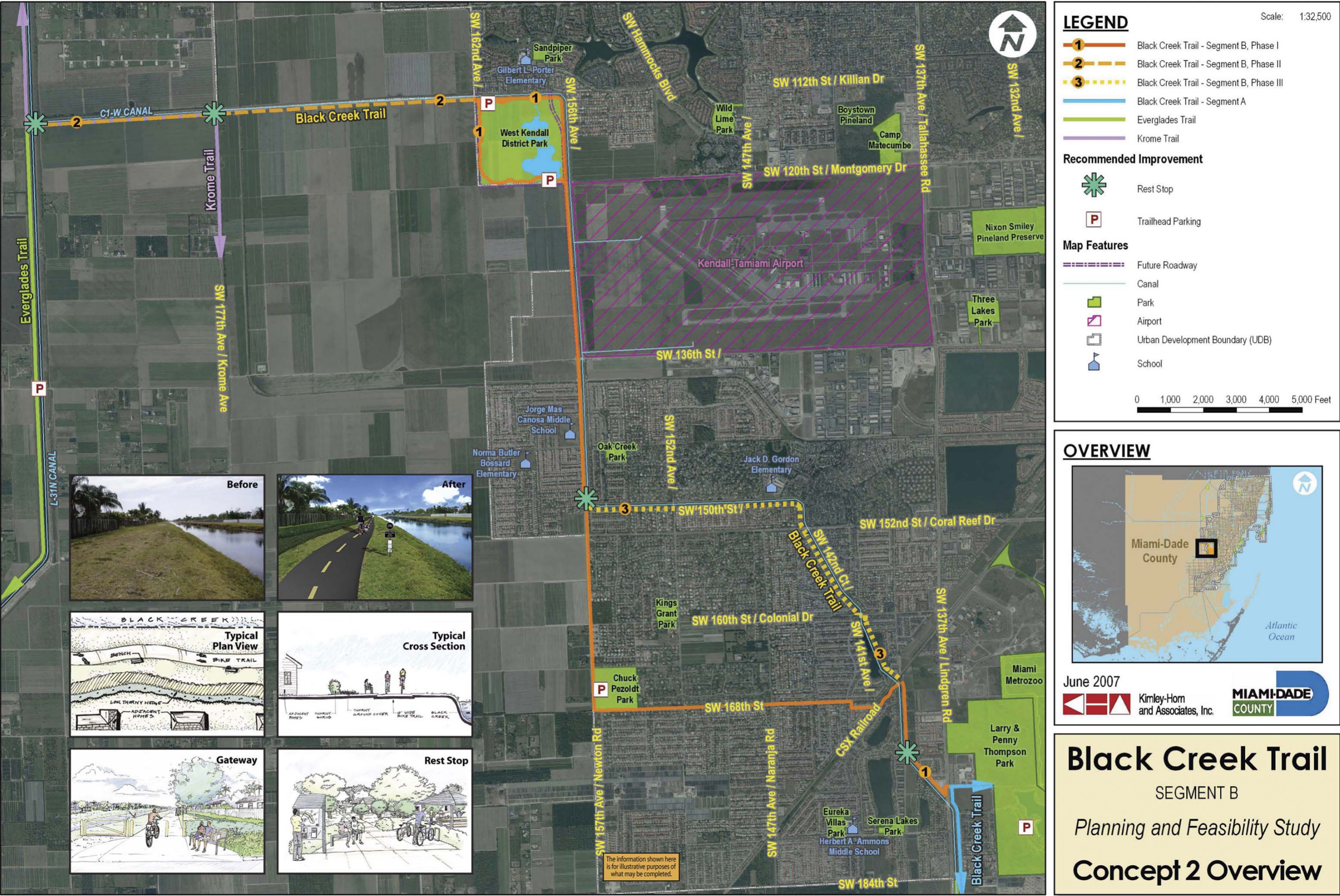
The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails (including St. Mark's Trail in Tallahassee, Florida), National Park Service, 1992.

South Dade Greenway Network Master Plan, The Redland Conservancy, 1994.

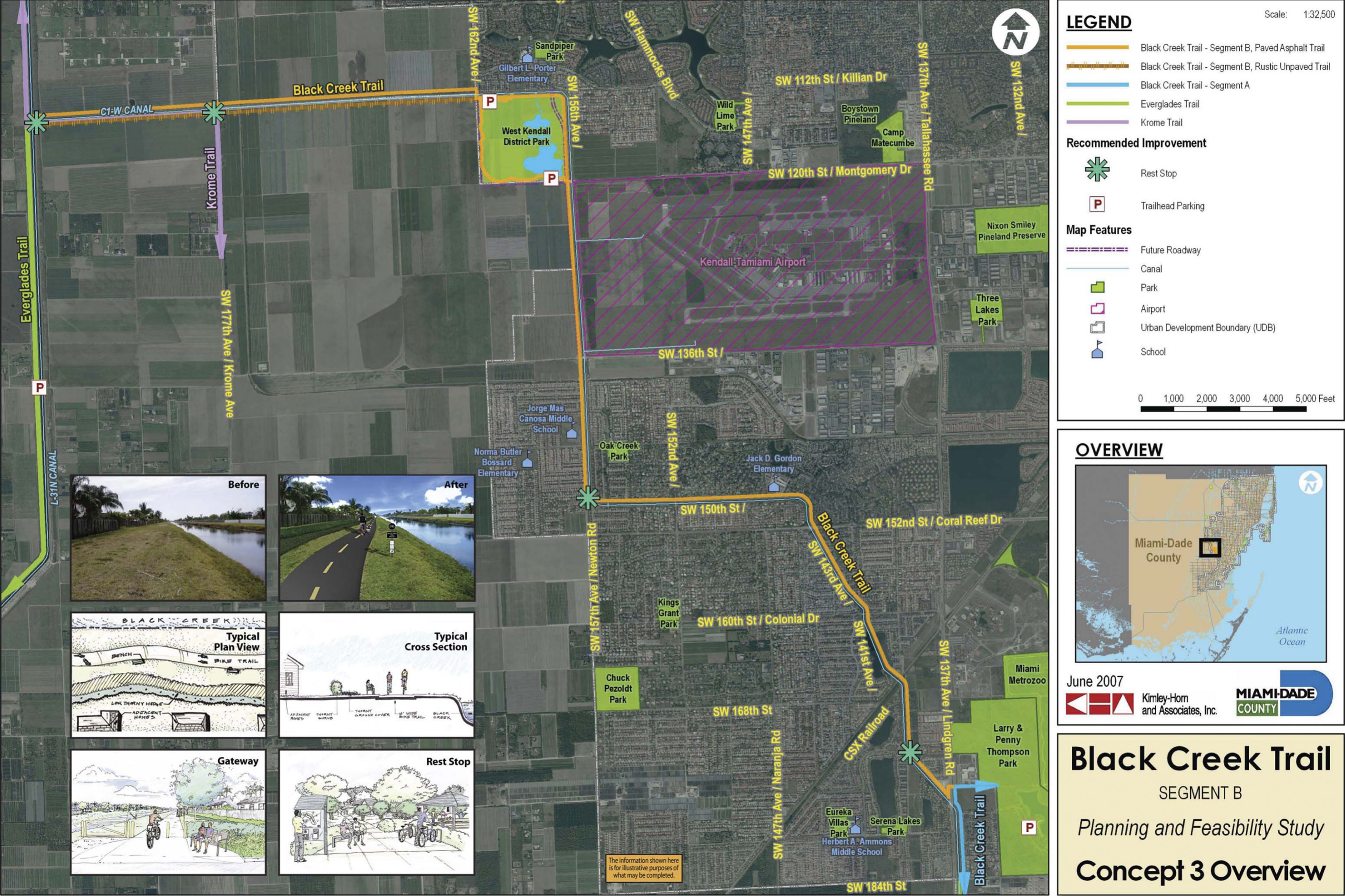
APPENDIX N: PRELIMINARY CONCEPT PLAN OVERVIEW MAPS



APPENDIX N: PRELIMINARY CONCEPT PLAN OVERVIEW MAPS



APPENDIX N: PRELIMINARY CONCEPT PLAN OVERVIEW MAPS



APPENDIX O: OPINION OF PROBABLE COST

BLACK CREEK TRAIL, SEGMENT B - PREFERRED PLAN, PHASES 1-4

Table 1. Opinion of Probable Cost for Trail Elements

October 29, 2007

Base Bid Item No.	Elements	Phase 1	Phase 2	Phase 3	Phase 4	Estimated Quantity	Unit	Unit Price	Cost
1	Kiosks - (3' wide x 8' tall)	3	2	2	0	7	EA	\$ 1,000.00	\$ 7,000.00
2	Directional Signage	15	9	8	13	45	EA	\$ 150.00	\$ 6,750.00
3	Overlook Shelter (table included separately)	2	0	2	0	4	EA	\$ 20,000.00	\$ 80,000.00
4	Bridges (+/- 80 ft span)	2	1	2	1	6	EA	\$ 150,000.00	\$ 900,000.00
5	Park Benches	27	16	21	17	81	EA	\$ 900.00	\$ 72,900.00
6	Trash Receptacles	15	7	10	8	40	EA	\$ 800.00	\$ 32,000.00
7	Bike Racks	4	4	2	0	10	EA	\$ 750.00	\$ 7,500.00
8	Landscape Trees	70	42	6	10	128	EA	\$ 500.00	\$ 64,000.00
9	Cross Walks (Pavers) - includes sub-base	1440	2400	240	1200	5280	SF	\$ 6.66	\$ 35,164.80
10	Black Creek Trail Signage	9	6	4	8	27	EA	\$ 300.00	\$ 8,100.00
11	Bollards (non-lit)	48	28	24	40	140	EA	\$ 500.00	\$ 70,000.00
12	Landscape Shrubs	5500	0	0	10990	16490	SF	\$ 3.00	\$ 49,470.00
13	10' Asphalt Trail (plus sub-base)	28356	17600	16989	15033	77978	SY	\$ 29.00	\$ 2,261,355.56
14	12' Asphalt Trail (plus sub-base)	34027	21120	20387	18040	93573	SY	\$ 29.00	\$ 2,713,626.67
15	Pavement Markings (4" Lines)	6900	5000	4500	4300	20700	LF	\$ 0.99	\$ 20,493.00
16	Pavement Markings (12" Lines)	500	55	215	50	820	LF	\$ 6.50	\$ 5,330.00
17	Pavement Markings (Letters and Symbols)	88	70	40	70	268	EA	\$ 6.50	\$ 1,742.00
18	Picnic Table (w/ benches)	2	0	2	0	4	EA	\$ 1,000.00	\$ 4,000.00
19	Advance Warning Signs	9	9	4	8	30	EA	\$ 150.00	\$ 4,500.00
20	Regulatory Signage	48	32	16	20	116	EA	\$ 120.00	\$ 13,920.00
21	Interpretive Signs	3	3	3	2	11	EA	\$ 2,000.00	\$ 22,000.00
22	Fill	600	1200	5600	1800	9200	CY	\$ 15.00	\$ 138,000.00
23	Emergency Call Box	2	0	2	1	5	EA	\$ 10,000.00	\$ 50,000.00
24	Lighting - near major crossings	4	0	8	4	16	EA	\$ 1,600.00	\$ 25,600.00
25	Median Modifications - concrete curb & island	500	200	0	300	1000	SY	\$ 41.33	\$ 41,330.00
26	Railroad Grade Crossing Modifications	120	0	120	120	360	SY	\$ 41.33	\$ 14,878.80
27	Railroad Crossing Gate with Flashers	1	0	1	1	3	EA	\$ 100,000.00	\$ 300,000.00
28	Active Warning Pedestrian Crossing	2	0	1	2	5	EA	\$ 20,000.00	\$ 100,000.00
29	Pedestrian Flashing Light for W11-2	0	0	1	4	5	EA	\$ 10,000.00	\$ 50,000.00
30	Equestrian Hitching Post	0	5	0	0	5	EA	\$ 500.00	\$ 2,500.00
31	Sod, Grade, Scarify, Topsoil	92800	57600	55600	49200	255200	SF	\$ 0.60	\$ 153,120.00
32	Sod Bahia	92800	57600	55600	49200	255200	SF	\$ 0.15	\$ 38,280.00
33	Silt Fencing	6700	14400	13900	12300	47300	LF	\$ 1.50	\$ 70,950.00
Subtotal - 10' Trail and Amenities									\$ 4,650,884.16
Subtotal - 12' Trail and Amenities									\$ 5,103,155.27
Design & Const. Admin 15%									\$ 697,632.62
Boundary & Topographic Survey 2.9%									\$ 134,875.64
Project Management 12%									\$ 558,106.10
General Requirement 6%									\$ 279,053.05
Bond & Insurance 1%									\$ 46,508.84
Traffic Maintenance 2.5%									\$ 116,272.10
Contingency 10%									\$ 465,088.42
Subtotal - 10' Trail Soft Cost									\$ 2,297,536.77
Design & Const. Admin 15%									\$ 765,473.29
Boundary & Topographic Survey 2.9%									\$ 147,991.50
Project Management 12%									\$ 612,378.63
General Requirement 6%									\$ 306,189.32
Bond & Insurance 1%									\$ 51,031.55
Traffic Maintenance 2.5%									\$ 127,578.88
Contingency 10%									\$ 510,315.53
Subtotal - 12' Trail Soft Cost									\$ 2,520,958.70
Grand Total - 10' Trail and Amenities									\$ 6,948,420.93
Grand Total - 12' Trail and Amenities									\$ 7,624,113.97

APPENDIX O: OPINION OF PROBABLE COST

BLACK CREEK TRAIL, SEGMENT B - PREFERRED PLAN, PHASE 1					
Table 1 - Phase 1. Opinion of Probable Cost for Trail Elements			October 29, 2007		
Base Bid Item No.	Elements	Estimated Quantity	Unit	Unit Price	Cost
1	Kiosks - (3' wide x 8' tall)	3	EA	\$ 1,000.00	\$ 3,000.00
2	Directional Signage	15	EA	\$ 150.00	\$ 2,250.00
3	Overlook Shelter (table included separately)	2	EA	\$ 20,000.00	\$ 40,000.00
4	Bridges (+/- 80 ft span)	2	EA	\$ 150,000.00	\$ 300,000.00
5	Park Benches	27	EA	\$ 900.00	\$ 24,300.00
6	Trash Receptacles	15	EA	\$ 800.00	\$ 12,000.00
7	Bike Racks	4	EA	\$ 750.00	\$ 3,000.00
8	Landscape Trees	70	EA	\$ 500.00	\$ 35,000.00
9	Cross Walks (Pavers) - includes sub-base	1440	SF	\$ 6.66	\$ 9,590.40
10	Black Creek Trail Signage	9	EA	\$ 300.00	\$ 2,700.00
11	Bollards (non-lit)	48	EA	\$ 500.00	\$ 24,000.00
12	Landscape Shrubs	5500	SF	\$ 3.00	\$ 16,500.00
13	10' Asphalt Trail (plus sub-base)	28356	SY	\$ 29.00	\$ 822,311.11
14	12' Asphalt Trail (plus sub-base)	34027	SY	\$ 29.00	\$ 986,773.33
15	Pavement Markings (4" Lines)	6900	LF	\$ 0.99	\$ 6,831.00
16	Pavement Markings (12" Lines)	500	LF	\$ 6.50	\$ 3,250.00
17	Pavement Markings (Letters and Symbols)	88	EA	\$ 6.50	\$ 572.00
18	Picnic Table (w/ benches)	2	EA	\$ 1,000.00	\$ 2,000.00
19	Advance Warning Signs	9	EA	\$ 150.00	\$ 1,350.00
20	Regulatory Signage	48	EA	\$ 120.00	\$ 5,760.00
21	Interpretive Signs	3	EA	\$ 2,000.00	\$ 6,000.00
22	Fill	600	CY	\$ 15.00	\$ 9,000.00
23	Emergency Call Box	2	EA	\$ 10,000.00	\$ 20,000.00
24	Lighting - near major crossings	4	EA	\$ 1,600.00	\$ 6,400.00
25	Median Modifications - concrete curb & island	500	SY	\$ 41.33	\$ 20,665.00
26	Railroad Grade Crossing Modifications	120	SY	\$ 41.33	\$ 4,959.60
27	Railroad Crossing Gate with Flashers	1	EA	\$ 100,000.00	\$ 100,000.00
28	Active Warning Pedestrian Crossing	2	EA	\$ 20,000.00	\$ 40,000.00
29	Pedestrian Flashing Light for W11-2	0	EA	\$ 10,000.00	\$ -
30	Equestrian Hitching Post	0	EA	\$ 500.00	\$ -
31	Sod, Grade, Scarify, Topsoil	92800	SF	\$ 0.60	\$ 55,680.00
32	Sod Bahia	92800	SF	\$ 0.15	\$ 13,920.00
33	Silt Fencing	6700	LF	\$ 1.50	\$ 10,050.00
Subtotal - 10' Trail and Amenities					\$ 1,601,089.11
Subtotal - 12' Trail and Amenities					\$ 1,765,551.33
Design & Const. Admin 15%					\$ 240,163.37
Boundary & Topographic Survey 2.9%					\$ 46,431.58
Project Management 12%					\$ 192,130.69
General Requirement 6%					\$ 96,065.35
Bond & Insurance 1%					\$ 16,010.89
Traffic Maintenance 2.5%					\$ 40,027.23
Contingency 10%					\$ 160,108.91
Subtotal - soft cost					\$ 790,938.02
Design & Const. Admin 15%					\$ 264,832.70
Boundary & Topographic Survey 2.9%					\$ 51,200.99
Project Management 12%					\$ 211,866.16
General Requirement 6%					\$ 105,933.08
Bond & Insurance 1%					\$ 17,655.51
Traffic Maintenance 2.5%					\$ 44,138.78
Contingency 10%					\$ 176,555.13
Subtotal - soft cost					\$ 872,182.36
Grand Total, Phase 1 - 10' Trail and Amenities					\$ 2,392,027.13
Grand Total, Phase 1 - 12' Trail and Amenities					\$ 2,637,733.69

BLACK CREEK TRAIL, SEGMENT B - PREFERRED PLAN, PHASE 2					
Table 1 - Phase 2. Opinion of Probable Cost for Trail Elements			October 29, 2007		
Base Bid Item No.	Elements	Estimated Quantity	Unit	Unit Price	Cost
1	Kiosks - (3' wide x 8' tall)	2	EA	\$ 1,000.00	\$ 2,000.00
2	Directional Signage	9	EA	\$ 150.00	\$ 1,350.00
3	Overlook Shelter (table included separately)	0	EA	\$ 20,000.00	\$ -
4	Bridges (+/- 80 ft span)	1	EA	\$ 150,000.00	\$ 150,000.00
5	Park Benches	16	EA	\$ 900.00	\$ 14,400.00
6	Trash Receptacles	7	EA	\$ 800.00	\$ 5,600.00
7	Bike Racks	4	EA	\$ 750.00	\$ 3,000.00
8	Landscape Trees	42	EA	\$ 500.00	\$ 21,000.00
9	Cross Walks (Pavers) - includes sub-base	2400	SF	\$ 6.66	\$ 15,984.00
10	Black Creek Trail Signage	6	EA	\$ 300.00	\$ 1,800.00
11	Bollards (non-lit)	28	EA	\$ 500.00	\$ 14,000.00
12	Landscape Shrubs	0	SF	\$ 3.00	\$ -
13	10' Asphalt Trail (plus sub-base)	17600	SY	\$ 29.00	\$ 510,400.00
14	12' Asphalt Trail (plus sub-base)	21120	SY	\$ 29.00	\$ 612,480.00
15	Pavement Markings (4" Lines)	5000	LF	\$ 0.99	\$ 4,950.00
16	Pavement Markings (12" Lines)	55	LF	\$ 6.50	\$ 357.50
17	Pavement Markings (Letters and Symbols)	70	EA	\$ 6.50	\$ 455.00
18	Picnic Table (w/ benches)	0	EA	\$ 1,000.00	\$ -
19	Advance Warning Signs	9	EA	\$ 150.00	\$ 1,350.00
20	Regulatory Signage	32	EA	\$ 120.00	\$ 3,840.00
21	Interpretive Signs	3	EA	\$ 2,000.00	\$ 6,000.00
22	Fill	1200	CY	\$ 15.00	\$ 18,000.00
23	Emergency Call Box	0	EA	\$ 10,000.00	\$ -
24	Lighting - near major crossings	0	EA	\$ 1,600.00	\$ -
25	Median Modifications - concrete curb & island	200	SY	\$ 41.33	\$ 8,266.00
26	Railroad Grade Crossing Modifications	0	SY	\$ 41.33	\$ -
27	Railroad Crossing Gate with Flashers	0	EA	\$ 100,000.00	\$ -
28	Active Warning Pedestrian Crossing	0	EA	\$ 20,000.00	\$ -
29	Pedestrian Flashing Light for W11-2	0	EA	\$ 10,000.00	\$ -
30	Equestrian Hitching Post	5	EA	\$ 500.00	\$ 2,500.00
31	Sod, Grade, Scarify, Topsoil	57600	SF	\$ 0.60	\$ 34,560.00
32	Sod Bahia	57600	SF	\$ 0.15	\$ 8,640.00
33	Silt Fencing	14400	LF	\$ 1.50	\$ 21,600.00
Subtotal - 10' Trail and Amenities					\$ 850,052.50
Subtotal - 12' Trail and Amenities					\$ 952,132.50
Design & Const. Admin 15%					\$ 127,507.88
Boundary & Topographic Survey 2.9%					\$ 24,651.52
Project Management 12%					\$ 102,006.30
General Requirement 6%					\$ 51,003.15
Bond & Insurance 1%					\$ 8,500.53
Traffic Maintenance 2.5%					\$ 21,251.31
Contingency 10%					\$ 85,005.25
Subtotal - soft cost					\$ 419,925.94
Design & Const. Admin 15%					\$ 142,819.88
Boundary & Topographic Survey 2.9%					\$ 27,611.84
Project Management 12%					\$ 114,255.90
General Requirement 6%					\$ 57,127.95
Bond & Insurance 1%					\$ 9,521.33
Traffic Maintenance 2.5%					\$ 23,803.31
Contingency 10%					\$ 95,213.25
Subtotal - soft cost					\$ 470,353.46
Grand Total, Phase 2 - 10' Trail and Amenities					\$ 1,269,978.44
Grand Total, Phase 2 - 12' Trail and Amenities					\$ 1,422,485.96

APPENDIX O: OPINION OF PROBABLE COST

BLACK CREEK TRAIL, SEGMENT B - PREFERRED PLAN, PHASE 3

Table 1 - Phase 3. Opinion of Probable Cost for Trail Elements

October 29, 2007

Base Bid Item No.	Elements	Estimated Quantity	Unit	Unit Price	Cost
1	Kiosks - (3' wide x 8' tall)	2	EA	\$ 1,000.00	\$ 2,000.00
2	Directional Signage	8	EA	\$ 150.00	\$ 1,200.00
3	Overlook Shelter (table included separately)	2	EA	\$ 20,000.00	\$ 40,000.00
4	Bridges (+/- 80 ft span)	2	EA	\$ 150,000.00	\$ 300,000.00
5	Park Benches	21	EA	\$ 900.00	\$ 18,900.00
6	Trash Receptacles	10	EA	\$ 800.00	\$ 8,000.00
7	Bike Racks	2	EA	\$ 750.00	\$ 1,500.00
8	Landscape Trees	6	EA	\$ 500.00	\$ 3,000.00
9	Cross Walks (Pavers) - includes sub-base	240	SF	\$ 6.66	\$ 1,598.40
10	Black Creek Trail Signage	4	EA	\$ 300.00	\$ 1,200.00
11	Bollards (non-lit)	24	EA	\$ 500.00	\$ 12,000.00
12	Landscape Shrubs	0	SF	\$ 3.00	\$ -
13	10' Asphalt Trail (plus sub-base)	16989	SY	\$ 29.00	\$ 492,677.78
14	12' Asphalt Trail (plus sub-base)	20387	SY	\$ 29.00	\$ 591,213.33
15	Pavement Markings (4" Lines)	4500	LF	\$ 0.99	\$ 4,455.00
16	Pavement Markings (12" Lines)	215	LF	\$ 6.50	\$ 1,397.50
17	Pavement Markings (Letters and Symbols)	40	EA	\$ 6.50	\$ 260.00
18	Picnic Table (w/ benches)	2	EA	\$ 1,000.00	\$ 2,000.00
19	Advance Warning Signs	4	EA	\$ 150.00	\$ 600.00
20	Regulatory Signage	16	EA	\$ 120.00	\$ 1,920.00
21	Interpretive Signs	3	EA	\$ 2,000.00	\$ 6,000.00
22	Fill	5600	CY	\$ 15.00	\$ 84,000.00
23	Emergency Call Box	2	EA	\$ 10,000.00	\$ 20,000.00
24	Lighting - near major crossings	8	EA	\$ 1,600.00	\$ 12,800.00
25	Median Modifications - concrete curb & island	0	SY	\$ 41.33	\$ -
26	Railroad Grade Crossing Modifications	120	SY	\$ 41.33	\$ 4,959.60
27	Railroad Crossing Gate with Flashers	1	EA	\$ 100,000.00	\$ 100,000.00
28	Active Warning Pedestrian Crossing	1	EA	\$ 20,000.00	\$ 20,000.00
29	Pedestrian Flashing Light for W11-2	1	EA	\$ 10,000.00	\$ 10,000.00
30	Equestrian Hitching Post	0	EA	\$ 500.00	\$ -
31	Sod, Grade, Scarify, Topsoil	55600	SF	\$ 0.60	\$ 33,360.00
32	Sod Bahia	55600	SF	\$ 0.15	\$ 8,340.00
33	Silt Fencing	13900	LF	\$ 1.50	\$ 20,850.00
	Subtotal - 10' Trail and Amenities				\$ 1,213,018.28
	Subtotal - 12' Trail and Amenities				\$ 1,311,553.83
	Design & Const. Admin 15%			\$	181,952.74
	Boundary & Topographic Survey 2.9%			\$	35,177.53
	Project Management 12%			\$	145,562.19
	General Requirement 6%			\$	72,781.10
	Bond & Insurance 1%			\$	12,130.18
	Traffic Maintenance 2.5%			\$	30,325.46
	Contingency 10%			\$	121,301.83
	Subtotal - soft cost			\$	599,231.03
	Design & Const. Admin 15%			\$	196,733.08
	Boundary & Topographic Survey 2.9%			\$	38,035.06
	Project Management 12%			\$	157,386.46
	General Requirement 6%			\$	78,693.23
	Bond & Insurance 1%			\$	13,115.54
	Traffic Maintenance 2.5%			\$	32,788.85
	Contingency 10%			\$	131,155.38
	Subtotal - soft cost			\$	647,907.59
	Grand Total, Phase 3 - 10' Trail and Amenities			\$	1,812,249.31
	Grand Total, Phase 3 - 12' Trail and Amenities			\$	1,959,461.43

BLACK CREEK TRAIL, SEGMENT B - PREFERRED PLAN, PHASE 4

Table 1 - Phase 4. Opinion of Probable Cost for Trail Elements

October 29, 2007

Base Bid Item No.	Elements	Estimated Quantity	Unit	Unit Price	Cost
1	Kiosks - (3' wide x 8' tall)	0	EA	\$ 1,000.00	\$ -
2	Directional Signage	13	EA	\$ 150.00	\$ 1,950.00
3	Overlook Shelter (table included separately)	0	EA	\$ 20,000.00	\$ -
4	Bridges (+/- 80 ft span)	1	EA	\$ 150,000.00	\$ 150,000.00
5	Park Benches	17	EA	\$ 900.00	\$ 15,300.00
6	Trash Receptacles	8	EA	\$ 800.00	\$ 6,400.00
7	Bike Racks	0	EA	\$ 750.00	\$ -
8	Landscape Trees	10	EA	\$ 500.00	\$ 5,000.00
9	Cross Walks (Pavers) - includes sub-base	1200	SF	\$ 6.66	\$ 7,992.00
10	Black Creek Trail Signage	8	EA	\$ 300.00	\$ 2,400.00
11	Bollards (non-lit)	40	EA	\$ 500.00	\$ 20,000.00
12	Landscape Shrubs	10990	SF	\$ 3.00	\$ 32,970.00
13	10' Asphalt Trail (plus sub-base)	15033	SY	\$ 29.00	\$ 435,966.67
14	12' Asphalt Trail (plus sub-base)	18040	SY	\$ 29.00	\$ 523,160.00
15	Pavement Markings (4" Lines)	4300	LF	\$ 0.99	\$ 4,257.00
16	Pavement Markings (12" Lines)	50	LF	\$ 6.50	\$ 325.00
17	Pavement Markings (Letters and Symbols)	70	EA	\$ 6.50	\$ 455.00
18	Picnic Table (w/ benches)	0	EA	\$ 1,000.00	\$ -
19	Advance Warning Signs	8	EA	\$ 150.00	\$ 1,200.00
20	Regulatory Signage	20	EA	\$ 120.00	\$ 2,400.00
21	Interpretive Signs	2	EA	\$ 2,000.00	\$ 4,000.00
22	Fill	1800	CY	\$ 15.00	\$ 27,000.00
23	Emergency Call Box	1	EA	\$ 10,000.00	\$ 10,000.00
24	Lighting - near major crossings	4	EA	\$ 1,600.00	\$ 6,400.00
25	Median Modifications - concrete curb & island	300	SY	\$ 41.33	\$ 12,399.00
26	Railroad Grade Crossing Modifications	120	SY	\$ 41.33	\$ 4,959.60
27	Railroad Crossing Gate with Flashers	1	EA	\$ 100,000.00	\$ 100,000.00
28	Active Warning Pedestrian Crossing	2	EA	\$ 20,000.00	\$ 40,000.00
29	Pedestrian Flashing Light for W11-2	4	EA	\$ 10,000.00	\$ 40,000.00
30	Equestrian Hitching Post	0	EA	\$ 500.00	\$ -
31	Sod, Grade, Scarify, Topsoil	49200	SF	\$ 0.60	\$ 29,520.00
32	Sod Bahia	49200	SF	\$ 0.15	\$ 7,380.00
33	Silt Fencing	12300	LF	\$ 1.50	\$ 18,450.00
	Subtotal - 10' Trail and Amenities				\$ 986,724.27
	Subtotal - 12' Trail and Amenities				\$ 1,073,917.60
	Design & Const. Admin 15%			\$	148,008.64
	Boundary & Topographic Survey 2.9%			\$	28,615.00
	Project Management 12%			\$	118,406.91
	General Requirement 6%			\$	59,203.46
	Bond & Insurance 1%			\$	9,867.24
	Traffic Maintenance 2.5%			\$	24,668.11
	Contingency 10%			\$	98,672.43
	Subtotal - soft cost			\$	487,441.79
	Design & Const. Admin 15%			\$	161,087.64
	Boundary & Topographic Survey 2.9%			\$	31,143.61
	Project Management 12%			\$	128,870.11
	General Requirement 6%			\$	64,435.06
	Bond & Insurance 1%			\$	10,739.18
	Traffic Maintenance 2.5%			\$	26,847.94
	Contingency 10%			\$	107,391.76
	Subtotal - soft cost			\$	530,515.29
	Grand Total, Phase 4 - 10' Trail and Amenities			\$	1,474,166.05
	Grand Total, Phase 4 - 12' Trail and Amenities			\$	1,604,432.89

APPENDIX P: BPAC RESOLUTION OF SUPPORT

BPAC RESOLUTION #20-2007

A RESOLUTION SUPPORTING THE BLACK CREEK TRAIL SEGMENT “B”
PLANNING AND FEASIBILITY STUDY

WHEREAS, the Miami-Dade Metropolitan Planning Organization Governing Board has established the Bicycle/Pedestrian Advisory Committee (BPAC) to advise it on bicycle/pedestrian matters;

WHEREAS, the Miami-Dade Park and Recreation Department has completed the Black Creek Trail Segment “B” Planning and Feasibility Study;

WHEREAS, this planning and feasibility study describes the 9.2 mile multi-use trail and linear park within the Black Creek (C-1W) Canal between the Everglades Levee (L-31N Canal) and SW 137 Ave with an additional loop to Chuck Pezoldt Park via SW 168 St and SW 157 Ave;

WHEREAS, the Black Creek Trail was identified in South Dade Greenways Network Master Plan and is included in the MPO’s Bicycle Facilities Plan;

WHEREAS, the Black Creek Trail segment “B” will connect Larry and Penny Thompson Park, West Kendall District Park, Chuck Pezoldt Park, Jorge Mas Canosa Middle School, Black Creek Trail Segment “A” and the future Krome Trail to the families in the surrounding neighborhoods;

NOW, THEREFORE, BE IT RESOLVED BY THE BICYCLE/PEDESTRIAN ADVISORY COMMITTEE OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

THAT the Bicycle/Pedestrian Advisory Committee supports the Black Creek Trail Segment “B” Planning and Feasibility Study.

The foregoing resolution was offered by Eric Tullberg, who moved its adoption. The motion was seconded by Theodore Karantsalis, and being put to a vote, the vote was as follows:

Brett Bibeau – aye	Lee Marks – aye
David Delancy – absent	Gabrielle Redfern – aye
Steve Greenberg – aye	Ted Silver – aye
Susan Kairalla – aye	Larry Thorson – aye
Theodore Karantsalis – aye	Eric Tullberg – aye
Christine Leduc – aye	Jorge Quadreny – absent
Amado Leon – absent	David Waud – aye

The Chair thereupon declared the resolution duly passed and adopted this 28th day of November, 2007.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)

BY 
David Henderson, BPAC Secretariat