

BISCAYNE BAY STRATEGIC ACCESS PLAN ADVISORY TEAM

MEETING #5 Lummus Park, Miami

October 27, 2003

TRANSCRIPT

The meeting day was divided into a morning and afternoon session; during the morning session, Team members were given several presentations all related to “land based” access to the Bay; the afternoon session was spent on a Bus Tour to view access points from the land.

The notes below represent Team member comments following each presentation:

Miami River Greenway and Overtown River to Bay Walk

Presented by Lavinia Freeman, Program Manager, TPL

1. Pollution concerns along river
2. Gaps in greenway
 - what are plans?
 - can/will you be utilizing Homeland Defense Funds to “connect the gaps”
3. Implementation issues require much cooperation with private entities
4. The Miami River Commission was State sanctioned
5. The Miami River Commission will really approve and direct the development of the greenway
6. There will be 20-25 feet of clear pathway
 - 50 foot setbacks are a City charter requirement and that requirement is now being followed by developers – this only goes up to 5th Street – but now has been voluntarily extended because developers see benefits
7. Seawalls – on an owner/developer basis
 - FDEP grant program helps fund seawalls – application due by November 15th for next legislative session
8. Plan is for the entire corridor – riverside and roadside
9. Security issues of residential area
10. At what point can signage and other educational input be suggested?
 - There is a way point design so any suggestions taken now
11. There is a small environmental educational center in Point Park
 - The walkway there is a heritage trail as well as an environmental path
12. Look at Bayside connector to arena side south – need to really look into those areas
13. Make sure to work with shoreline development folks

Greenways and Waterways-North and South Dade

Presented by David Henderson, Miami Dade MPO, Bicycle/Pedestrian Specialist

1. What is a greenway?
 - differs from a trail
 - flexible term to allow many designs

- limited interruptions
- a wide sidewalk is stretching it a little; not really a greenway
- 2. In some areas mangroves and trees are being removed for the bike path and greenways
 - changes the feel and nature of neighborhoods
 - some concern
- 3. Look at city's maps for privately owned waterways
- 4. Hovercraft make a lot of air noise – more environmental impacts into neighborhoods
- 5. Cost of project ~\$55,000
funding – some MPO funds
- 6. Parking is a constraint if you are trying to get folks to use commuter water vessels
 - also bathrooms
 - bus access
- 7. NOAA, National Marine Fisheries, FIND; these are agencies missing from those involved/impacted, this is a concern
Constraints – animals, particularly manatees, especially with speed of vessels
- 8. Wake issues if using faster modes
- 9. How does a MetroRail person get to water commuter? Walking is vital
- 10. Miami River – E/W

City of Miami Waterfront

Presented by Robert Weinreb, Consultant to the City of Miami

1. Deed restrictions on Marine Stadium
2. Politics with Marlins as winners of World Series –the feeling is that Bicentennial Park is off limits to Marlins
3. Mangrove planter vs. seawall – is that going to be used
 - no riprap on plan for Bicentennial Park
 - no tiebacks – free standing new design
4. Parcel B connector along north wall
Parcel B is lower than arena
 - what level will seawall be at – Arena's or Parcel B's?
 - sea wall should relate to Parcel B and be tied in, not be separate from arena
 - should accommodate lower level
5. Integrated walk system – there is not a good sense of how this system will be managed
 - need to look at it from big system
 - security
 - maintenance
 - cleanliness
 - aesthetic

At the end of the presentations, the Team had lunch and then went on the Bus Tour.