

**City of Coral Gables City Commission Meeting**  
**Agenda Item G-3**  
**July 11, 2017**  
**City Commission Chambers**  
**405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Raul Valdes-Fauli**  
**Vice Mayor Pat Keon**  
**Commissioner Vince Lago**  
**Commissioner Frank Quesada**  
**Commissioner Michael Mena**

**City Staff**

**City Manager, Cathy Swanson-Rivenbark**  
**Assistant City Manager, Peter Iglesias**  
**City Attorney, Craig E. Leen**  
**Deputy City Attorney, Miriam Ramos**  
**City Clerk, Walter J. Foeman**  
**Deputy City Clerk, Billy Urquia**  
**Assistant Public Works Director, Jessica Keller**

**Public Speaker(s)**

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Agenda Item G-3 [2:22:28 p.m.]

A discussion regarding bike sharing programs in the City of Coral Gables.  
(Sponsored by Commissioner Lago)

Mayor Valdes-Fauli: Discussion regarding bike sharing programs in the City of Coral Gables.  
Commissioner Lago.

Commissioner Lago: Okay, this is a brief discussion. We -- I know Commissioner Quesada had brought this up a few years ago, and it was an opportunity to potentially do some sort of bike sharing. We see it happening at the City of Miami.

Commissioner Quesada: Are we there yet?

Commissioner Lago: Hold on.

Commissioner Quesada: Are we ready for it yet?

Commissioner Lago: That's what I'm saying. I've had conversations with Jessica about this issue. I don't know who's going to speak on behalf of the City staff, but my understanding was that -- here she is -- was that there's some issues. I brought a company forward, but after doing some research and (INAUDIBLE)...

Commissioner Quesada: My -- I mean, I'd like to hear, obviously, what she has to say, but I just -- I don't think we're ready yet.

Commissioner Lago: I don't know. That's what I'm saying. Jessica brought it to my attention. I just want to get off it. If we're not going to discuss it, then let's -- no, no. I'm saying, if we're not going to move forward and continue to bring this up, then let's -- this is another thing I'm going to be bringing up on the budget side. Then let's address taking really big bites of the bike master plan. And...

Commissioner Quesada: Does it make sense to do bike sharing now?

Commissioner Mena: I think we should do that anyways, first of all, the -- taking big bites of the master plan...

Commissioner Quesada: We should do that before we get bike sharing.

Commissioner Mena: No, but I think -- but bike sharing could be done in like in the downtown area. You could do it as a pilot and see how it works out.

Commissioner Quesada: Where are you going? Where are you really going?

Commissioner Lago: No, but hold on. But wait, wait. Let me just tell you one thing, because I agree with both of you. There's people renting bike shares, Citi bikes in Coconut Grove and riding them into the Gables.

Commissioner Quesada: Yeah, but that can't -- that's got to be a small number. That's got to be an outlier.

Commissioner Lago: I mean, I've seen them around my house. I'm not saying it's every day, but it happens once in a while. There is people who are interested in using bike share. And, I brought a company here, who, again, thanks to staff making -- Jessica and Ed vetting them, there's some issues with it. But, they're a large corporation that does different than the bike docking, and Jessica's going to talk about it really quickly. There's some different options out there. But, I -- Jessica convinced me, after a lot of conversation about this, that maybe we're not ready yet. Even though I love the idea, I really want to do it, but I think that -- she's going to explain a little bit more about the cost. The cost is a lot of money, a lot of money.

Commissioner Mena: I mean, let's hear what she has to say, but part of me thinks -- I mean, like the market decide if we're ready. I mean, if people don't -- if you're right and people don't use it...

Mayor Valdes-Fauli: We won't do it.

Commissioner Mena: Right, then we won't use it.

Commissioner Quesada: I know, but it's -- what's it going to cost us?

Commissioner Mena: That's the question.

Commissioner Quesada: I'd rather divert all funds that we have, anything contemplated for bikes to finishing up our bike master plan. Let's finish building it out. That's another thing. What if those people want to ride it to Matheson Hammock or Fairchild Tropical Garden downtown? We don't have the structure completely in place yet with the bike master plan. And I know that Jessica's been working on it and she's being doing a great job on it. But, it's almost like -- let's make sure we have the path before we put the vehicles on it.

Commissioner Lago: Jessica, you want to give a...

Mayor Valdes-Fauli: Yeah.

Commissioner Lago: Quick synopsis, please.

Assistant Public Works Director Keller: Sure. I'll be real quick. Right now, there's two primary technologies related to bike share. There is docked and dockless. And docked is where you see the stations and you see the bikes parked in those particular locations. About ten years ago, those companies were coming to cities and saying, we will put them there for free. It's not going to cost you anything. They didn't make a lot of money doing it that way, so that offer has gone away. I did speak to one vendor, and it would cost the City of Coral Gables, for 120 bikes to be located over 24 locations throughout the City, \$357,000 initial investment and \$118,000 annually to maintain it. Now, the dockless stations is new technology. That's where the bikes have a locking mechanism on them. They don't have to be locked to anything and they're now flooding the market. And Seattle is leading the charge on the dockless technology. They're

vetting it for us. But, I did speak with one company who is working in Seattle that is developing policy recommendations, permitting processes, developing level of staffing plans. And they will be providing that to me, and I expect that in the next month. Because, one of the things we need to be concerned about is where do these bikes end up. If they're not attached to anything, they don't have to be locked to anything, they just are locked and could, you know, end up...

Commissioner Lago: And, those -- and I'm sorry to interrupt you, but those bikes work via an app with a locator.

Assistant Public Works Director Keller: So, I will be expecting the policy recommendations and the permitting requirements for that in the next month. To answer a couple of questions about the bike plan, the bike plan, we have 34 miles of bike infrastructure that was developed as part of the adopted bicycle master plan. And, I have to give you a ballpark estimate. This is order of magnitude costs associated with developing the plan or building the actual network. And, it's somewhere between \$4 million and \$11 million to get the entire thing built. And, the reason is because it depends on the type of infrastructure. Bike lanes are going to be more expensive for our city, because we have -- we're fortunate enough that we have the narrow streets. We'd have to widen to allow for the additional -- for the width of the bike lanes. Also, it would impact trees. So, bike lanes are actually pretty expensive for us. The things that are less costly and safer are the separated type paths, and that's what you see on Old Cutler Road. So, through 2021, right now we have about \$3 million programmed. And the -- when I say -- talk about the cost between \$4 million and \$11 million, that includes the design. And our -- initially, our adopted bicycle master plan had cost, but didn't include things like design and (INAUDIBLE) control. Those were just the actual construction costs that were identified in the adopted plan.

Commissioner Mena: Did the -- the second vendor you met with, with the pilot in -- or the program in Seattle, was there a discussion of cost associated with that vendor?

Assistant Public Works Director Keller: No cost.

Commissioner Mena: There are vendors with no cost.

Unidentified Speaker: Yeah.

Mayor Valdes-Fauli: Let me ask a very naïve question.

Commissioner Quesada: Well, then, what is it, advertising? How do they generate revenue?

Assistant Public Works Director Keller: No advertising.

Commissioner Mena: You pay to use the bike.

Commissioner Quesada: That's it, okay.

Commissioner Lago: Now, Commissioner, and that's -- I met with the vendor also, and I know -- and I introduced him to staff. But, I was hoping that they would come today and do a presentation, but staff did a little bit more vetting and I was grateful that they did that. We weren't ready for them yet. And, we just need to wait a little bit of time, but you're on the right path in a sense because going from docking to dockless, there's a significant savings in regards to the infrastructure and there's no impact in regards to revenue and to the bottom line.

Commissioner Mena: Right.

Commissioner Lago: But, where are you going to put those? We got to find a location. You can't just dump them anywhere. There's got to be -- like when you develop a project, for example, when you did 33 -- when we approved 33 Alhambra, there had to have been like a little sliver, a little area where that would be a dedicated area for that docking, for the bikes, you know, 20, 30, 40 bikes to be located.

Mayor Valdes-Fauli: Let me ask...

Assistant Public Works Director Keller: One of the things that I did speak with that company was, you know, creating geo fences so that they would only lock in particular places. They said their technology isn't there yet, but they're trying to get there.

Mayor Valdes-Fauli: Let me ask a naïve question. But, with having reduced the speed limit to 25 miles an hour, do we need bike paths in our residential areas?

Assistant Public Works Director Keller: I'm sorry. Now that we are reducing our speed limit to 25 miles per hour...

Mayor Valdes-Fauli: Do we need dedicated bike paths in our residential areas?

Assistant Public Works Director Keller: Yes. The best...

Mayor Valdes-Fauli: Because it's going to be impossible.

Assistant Public Works Director Keller: The highest quality infrastructure is separated from vehicles. And, I guess the question that I would ask the Commission is would you feel comfortable if you were 70 years old or 7 years old riding with 25-mile-per-hour traffic? On Anastasia Avenue, we have a situation where they are -- you know, sharrow is on the road, and that is, you know, mixed -- we're mixing people riding bikes with people driving cars. The speed limit is currently 30 miles per hour. I do not feel comfortable riding with my 7-year-old in that situation.

Mayor Valdes-Fauli: I agree with you. But I -- in this past election, two months ago, I walked all North Gables and Herald, Lisbon, Genoa, Obispo, Sorolla, whatever, you can't put another lane in there. You can't put a path in there.

Commissioner Mena: I don't think she's necessarily talking about...

Mayor Valdes-Fauli: But, I'm talking about residential streets.

Commissioner Mena: Yeah, I think...

Mayor Valdes-Fauli: That's what I'm talking about.

Commissioner Mena: I think what Jessica's been looking to implement is more of having a main...

Commissioner Lago: Artery.

Commissioner Mena: Path or artery through the City that allows you to get from those neighborhoods to a main artery and then be able to go down Riviera or whatever street...

Assistant Public Works Director Keller: Yes, not every street.

Commissioner Mena: All the way...

Commissioner Lago: Old Cutler.

Assistant Public Works Director Keller: Yes, not every street should have bike infrastructure.

Commissioner Mena: Yeah.



Mayor Valdes-Fauli: Okay.

Assistant Public Works Director Keller: You pick certain streets so that you have connectivity, but not every street.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: Like, for example, there's no reason why San Amaro shouldn't have some sort of -- and I'm being greedy. That's my neighborhood. But, there's a lot of people that are constantly running or riding bike. In my case, they ride bike on the incredible University of Miami double-wide sidewalks. It's great.

Commissioner Mena: Yeah.

Commissioner Lago: It's great, but you shouldn't be riding a bike on a sidewalk. That's the way people get hurt, you know.

Mayor Valdes-Fauli: Okay, anything else?

Assistant Public Works Director Keller: No, I have nothing else.

Mayor Valdes-Fauli: Thank you. Very good presentation.

Assistant Public Works Director Keller: Alright.

Commissioner Lago: Jessica...

Commissioner Quesada: Actually, where are we -- go ahead.

Commissioner Lago: Yeah, no, no. Go ahead. I know where you're going.

Assistant Public Works Director Keller: Yes, sir.

Vice Mayor Keon: Where are we?

Commissioner Quesada: Where are we?

Commissioner Lago: Where are we?

Commissioner Quesada: We're in Coral Gables.

Assistant Public Works Director Keller: Yes. I will -- you and I will have a meeting later this week.

Commissioner Quesada: Yes.

Assistant Public Works Director Keller: To update you.

Commissioner Quesada: Okay.

Assistant Public Works Director Keller: But in September -- in October, we will be having community meetings to present alternatives of what we have that we're -- what we're going to be designing.

Commissioner Quesada: Awesome. Can we get it up on the webpage, so that people can submit comments that way as well, when you're ready?

Assistant Public Works Director Keller: Yes. We have -- the webpage is pretty up...

Commissioner Quesada: Okay.

Assistant Public Works Director Keller: I think it should be updated. I hope it is.

Commissioner Quesada: Is it? Okay.

Assistant Public Works Director Keller: And you can submit your comments to [biking@CoralGables.com](mailto:biking@CoralGables.com).

Commissioner Quesada: Okay.

Assistant Public Works Director Keller: And we will also be going to people -- individual homes, because it's been a long time since adopted...

Commissioner Quesada: Yeah.

Assistant Public Works Director Keller: The plan. And, I think there will be people that are surprised that there are plans for infrastructure on the roadways. So, we will be meeting with people individually to explain what the options are and how attractive it will be in front of their homes.

Commissioner Mena: I think it's important -- I was able to meet with Jessica recently -- for all of us to understand the implications and the costs associated with the options...

Mayor Valdes-Fauli: Right.

Commissioner Mena: Before we put them out there as options. Because, I think there are some options that have significantly lower costs associated with them. And so, I just want to be careful before we're doing, you know, outreach on what do you like, this, this, or that, that we're comfortable with each of those options being a viable option for us as a city. So, I encourage all of you to meet with her, because I think her presentation makes a lot of things very clear about that.

Commissioner Lago: And, I also think that -- you said the deadline to finish the entire biker masterplan is 2021, correct?

Assistant Public Works Director Keller: Oh, no. It was just the five-year programming of the capital plan. There's not necessarily a deadline, but out to 2021, we have approximately \$3 million programmed.

Commissioner Lago: Oh, okay. So -- but you said it was between four and eleven to do the entire proposal.

Assistant Public Works Director Keller: Yes, that's correct.

Commissioner Lago: When we get together next week, we will sit down and I'll get a little bit more of understanding of what we have budgeted for this year, but I'd like to see that expedited as much as possible. Maybe you frontload some of the work now. I know we have a budget and I know things are tight, but just like parks, I'd like to see more than \$300,000 allocated a year to buy parks. And we did such a great job last year buying six parks. I would love to end 2017 with the purchase of another piece of property somewhere.

Mayor Valdes-Fauli: Okay. Thank you.

Assistant Public Works Director Keller: Thank you.

Commissioner Lago: Thank you.

[End: 2:34:31 p.m.]