

2012 Miami-Dade County Bicycle Safety Plan

Commissioner Xavier L. Suarez, District 7

I. INTRODUCTION

On February 15, 2012, a loving father, husband and friend to local cycling enthusiasts was struck and killed while on his bicycle by a reckless automobile driver. On that causeway alone, the tragedy was the third of its kind in the past four years, and just as before, the tragic accident triggered an obvious public outcry that had seemingly been ignored in the past.

Such a pattern is certainly disconcerting and, regardless of the method of transportation, must not repeat itself. These recurring accidents are no coincidence. Florida ranked first in bicycle and pedestrian fatalities by the Alliance of Biking and Walking this year.¹ Moreover, Miami-Dade County led the State in vehicle crashes in 2010 with a total of 43,260.² What was recently noted by Green Mobility Network board members Anthony Garcia and Hank Sanchez-Resnik is familiar to anyone who has traveled on our County roads: distracted drivers, speeding cars, and an inconsiderate driving culture make walking and biking challenging.³

What follows is our initial attempt at understanding the landscape for bicycle planning in Miami-Dade County. It is my intention to continue to engage the bicycle community to significantly increase our access to safe and convenient bicycle facilities throughout the County.

This document is meant to be a starting point for discussion and cooperation between the different advocacy groups, municipalities, governing bodies, and stakeholders. This is the beginning of what we hope will become a Bicycle Action Plan that will help transform our flawed infrastructure for the better by increasing transportation choices and encouraging safe travel by bicycle and foot.

With the inevitable rise in gasoline prices, population growth, and health concerns, Miami-Dade County cannot afford further complacency. Included in the plan are major past and present bicycle plans, their funding, and an analysis of recent enforcement measures, in order to protect residents and tourists alike from harm on our county roadways.

¹ *Make Streets Safer for Bicyclists and Everyone Else*,” Garcia, Sanchez-Resnick, Miami Herald.

² *Id.*

³ *Id.*

II. CONFIGURATION

In conjunction with several previous Bicycle Plans, the ultimate goal of this Plan is to make Miami-Dade County a model bicycle-friendly region where bicycle travel is safe, convenient, and attractive.

It is our intention that this paper will:

- Lead to a consensus Bicycle Action Plan that will be read and implemented by fellow Miami-Dade County Commissioners, City Mayors, and Councilmen.
- Provide the current construction and funding status of high-priority projects including the Rickenbacker Causeway, the Commodore Trail, and the M-Path;
- Guide State, County, and local agencies in developing bicycle and pedestrian facilities that conform to national and international best practices; and
- Summarize the laws that apply to both automobile users and cyclists, and provide recent enforcement statistics while recommending enhanced methods.

To better comprehend the following sections, please refer to the defined terms below:

Definitions⁴

Bicycle (Bike) Route: A system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route markers, with or without specific bicycle route numbers. Bicycle Routes should establish a continuous routing but may be a combination of any and all types of bikeways.

Bicycle Lane: A portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of cyclists.

Bicycle Facilities: A general term denoting a variety of improvements and provisions that are made by public agencies to accommodate or encourage bicycling, including bike lanes, shared use pathways, signed bike routes and bicycle parking and storage facilities.

⁴ Most of the definitions listed were first published in the "Bicycle/Pedestrian Plan Update 2007," last updated in 2009 (http://www.miamidade.gov/mpo/docs/MPO_bikeped_plan_update_20090423.pdf).

Bikeway: A generic term for any road, street, path, trail, or way, that in some manner, is specifically designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Buffer: That portion of a highway, road or street between the curb- face or edge of the pavement and the sidewalk that provides a spatial buffer between vehicular traffic and pedestrians on sidewalks. Buffers often include landscape plantings such as grass, trees or shrubs, or utility poles, and may also be referred to as the "planting strip," "landscape buffer," "tree buffer" or "tree boxes." Buffers can also include barriers such as highway guide rails (guardrails) or bollards. In rural or suburban areas the buffer may be a grassy swale or drainage ditch. In urban areas, downtowns, or on "Main Streets" the buffer may also include street furniture, street signs, fire hydrants, vending boxes, lighting poles, etc.

Greenways: Off-road, paved or unpaved, bicycle facilities that are physically separated from vehicle traffic and are generally two-way.

Paved Shoulder: Paved shoulders have a varying width and are meant to serve vehicles with some type of mechanical trouble, roadway service vehicles, as well as bicycles. Paved shoulders are generally used as undesignated bicycle facilities along sub-urban and rural roadways.

Shared Roadway: A roadway that is open to both bicycle and motor vehicle travel. Unless bicycle travel is explicitly prohibited, all highways, roads and streets are "Shared Roadways." Some Shared Roadways may have wide curb lanes (14' or greater) or paved shoulders, to increase comfort for cyclists; however in most cases these roads do not have sufficient width to accommodate a Designated Bike Lane.

Shared Use Path: A bicycle and pedestrian path separated from motorized vehicular traffic by an open space, barrier or curb. Shared-Use Paths may be within the highway right-of-way (often termed "side path") or within an independent right-of-way, such as on an abandoned railroad bed or along a stream valley park. Shared use paths typically accommodate two-way travel and are open to pedestrians, in-line skaters, wheelchair users, joggers and other non-motorized path users. They are typically surfaced in asphalt or concrete, but may have hard-packed/all-weather gravel or dirt surfaces as well. To safely accommodate a range of users, Shared Use Paths should be a minimum of 10' wide (or 8' in very constrained conditions)

Trail: A path from which motor vehicles are prohibited and which is for the exclusive use of bicycles or the shared use of bicycles and pedestrians. Where such path forms a part of a highway, it is separated from the roadways for motor vehicle traffic by an open space or barrier.

Wide Curb Lanes: Wide curb lanes are generally more than 13 feet wide and are considered wide enough to provide safer operational environment for both motorists and cyclists.

In order to identify and differentiate between the necessary improvements for cyclists, the previous Metropolitan Planning Organization, (“MPO”), Bike Plans examined then-existing roadway conditions one segment at a time.⁵ In sum, over 1500 centerline miles of roadway was divided into nearly 1,800 segments for final analysis. A grading scale, called a Bicycle Level of Service (“BLOS”)⁶ was used and measured the following factors:

- The presence of a bike lane⁷ or paved shoulder;
- Proximity of a cyclist to the vehicular traffic;
- Characteristics of the vehicular traffic; and
- Pavement Condition.

When the grades were tallied, only 3.23 percent of roadway miles received an acceptable level of service score of “C” or better.⁸ Within the defined bicycle network, the County had less than 12 miles of on-road bicycle lanes meeting the FDOT criteria for a bicycle lane.

The 2009 Bicycle/Pedestrian County Plan Update, (“2009 Plan”), went one step further and consulted the MPO’s Bicycle and Pedestrian Advisory Committee (“BPAC”). The 23 committee members analyzed four parameters: Existing conditions, connectivity, local support, and cost feasibility. BPAC members placed an emphasis on safety, connectivity to schools, employment centers, high-density residential areas, and existing bicycle facilities. As suggested in the 2009 Plan, the recommendations made by BPAC to prioritize bicycle projects that connect to schools, employment centers, residential communities, public transit, and parks should be enhanced. Figure 20 of the 2009 Plan illustrates the need levels within the county, which is attached to this Safety Review Plan as “Exhibit 1.”

Using the data obtained in the previous studies, Kimley-Horn and Associates, Inc., collaborated with Miami Dade County Bicycle and Pedestrian Coordinator David Henderson to create the 2003 Bicycle Feasibility Evaluation (“2003 Evaluation”). The 2003 Evaluation examined and ranked seven high-priority projects identified by the Miami-Dade County MPO.⁹

⁵ Miami-Dade County 2001 Bicycle Facilities Plan, page 3

(http://www.miamidade.gov/mpo/docs/MPO_bike_facilities_plan_2001.pdf).

⁶ The BLOS model is based on methodology adopted by the Florida Department of Transportation. For more information on the past examination of the roadways, please refer to the previous county plans located on the Miami Metropolitan Planning Organization website (<http://www.miamidade.gov/mpo/m12-downloads.htm#B>).

⁷ Bike Lanes seem to be favored by a majority of the riders contacted, especially since the space is designated for their use.

⁸ Please refer to the 2009 Plan, pages 19- 20, for a detailed chart and map of the results.

⁹ The 2003 Evaluation can be found on the Miami MPO website (<http://www.miamidade.gov/mpo/m12-downloads.htm#B>).

Rickenbacker Causeway

The County Bicycle Safety Summit meeting on February 29th was, in effect, the catalyst to the creation of this plan. Just days after the horrific accident in which Aaron Cohen was hit by a motorist while cycling on the Causeway, it was to be expected that day that dozens of rightfully angry voices would fill County Hall. In attendance were County employed experts, BPAC members, elected officials, concerned citizens and cyclists with their bikes. The purpose of the meeting: to put an end to the devastating reoccurrence of cyclist-related fatalities on the Causeway. The outcome: a realization that the problem had existed for quite some time and residents demanded that immediate solutions be implemented.

Although there exists a shared use path on parts of the Causeway, it is no more than eight feet wide and by its definition, shared by both pedestrians and cyclists. Thus, many cyclists are constructively forced to ride in the shoulder or shared roadway, exposing themselves to motorist traffic. Jeff Cohen of the Miami-Dade Public Works and Waste Management Department (“PWWMD”) presented a series of short-term safety proposals that included the following:¹⁰

- A re-striped, buffered bicycle lane, separated from traffic by a two-foot painted buffer zone, containing “a rumble strip” or ceramic buttons - a created line outside of the highway shoulder dotted with little bumps every 30 inches. Safer for cyclists than a rumble strip, it would allow them to cross the line if a car breaks down and pulls into the shoulder;”¹¹
- A series of lowered speed limits from the mainland toll plazas to the Village of Key Biscayne; and
- Additional electronic speed reduction signs for eastbound traffic.¹²

BPAC member Lee Marks along with a minority of the attendees believes the proposals fail to address precisely what makes the Causeway dangerous to cyclists and pedestrians. Lee opines that the Causeway is no longer intended to be used as a highway, yet its design is still one that encourages fast driving.

When BPAC was presented a similar plan by Cohen in their February meeting, the Committee formally suggested and endorsed a series of improvements that differed somewhat from those by PWWMD.

¹⁰ See *County, BPAC Propose Immediate Improvements for Rickenbacker Causeway*, (<http://www.transitmiami.com/places/miami/rickenbacker-causeway/county-bpac-propose-immediate-improvements-for-rickenbacker-causeway>).

¹¹ See *Get Moving on Safety*, (<http://www.miamiherald.com/2012/03/09/2685680/get-moving-on-safety.html>).

¹² Cohen stated that these signs have proven effective in reducing vehicle speeds.

The Resolutions¹³ included:

- Implementing a uniform speed limit of 35mph;
- Re-stripping the shoulder to include a two-foot buffer zone;
- Requesting vehicle travel lanes be narrowed from 11 to 10 feet;
- And in collaboration with the County's Public Works department, the addition of more speed notification signs, specifically for eastbound traffic.

For the long term, almost all of the feedback received by my office has agreed that a physical separation from motorist traffic is the remedy which will ensure the least safety risks for cyclists riding on the Causeway.

In agreement is Blogger Anthony Garcia¹⁴ of Transitmiami.com, who directed me to a blog post of his from two years ago after the death of Christophe Le Canne. Mr. Garcia noted that not a single one of his recommendations from 2010 had been implemented. His old post highlights the attractions aligned along the Causeway requiring safe connectivity for visitors. Moreover, he points out that the existing crosswalks are never used because they are poorly marked, lack signal lights, and cross six lanes of speeding traffic.

Below are Garcia's "Short and Long Term Goals for the Causeway" which can be found in many of the world's most cyclist-safe urban areas:

- Reduce the speed limit to 35mph;
- Close the right lane of traffic in both directions on Saturday and Sunday mornings from 6:00am-10:00am;
- Better signage;
- A motorist and bicycle education campaign;
- Paint bicycle lanes one color (green) in order to provide a clear visual to all road users;¹⁵
- Create a three-foot unprotected buffer between the roadway and the bicycle lane;
- Narrow the traffic lanes to discourage speeding;
- Construct proper crosswalks with stoplights activated by cyclists/pedestrians;
- Consider physical separation as a feature in dangerous areas such as bridges and marked buffers along the trajectory bike lane.

FDOT has definite plans and the appropriate funding to reconfigure the traffic lanes prior to the toll booths in order to create room for a separate bike path or

¹³ BPAC Resolutions can be found online on the Miami MPO home website, (<http://www.miamidade.gov/mpo/m12-comm-bpac.htm>).

¹⁴ Mr. Garcia has been closely following the issues regarding bicycle safety in Miami-Dade County for years.

¹⁵ Garcia admits that the following would require major capital improvements projects where all users are considered.

shared use path on the east side of the toll. Further, PWWMD seems to be favoring the installation of pylons along several parts of the Causeway specifically to provide safety for cyclists and pedestrians. The advantage of pylons over a solid barrier or curb is that it allows travelers to avoid any potential obstacles that may be blocking the separated lane. This preferred barrier has been vocalized to me by several resident cyclists.

I will get a better understanding of the timetable for the barriers once PWWMD releases its updated work plan for the Causeway by the end of the month. Until then, as stated in the Enforcement Section of this plan, the most effective method of immediately providing safer travel for cyclists and motorists is overseeing that our Miami-Dade County Police Officers are strictly enforcing the laws applying to both cyclists and motorists.

1. COMMODORE TRAIL¹⁶

The Commodore Trail Project is scheduled to break ground before the end of May, 2012. Based on information from PWWMD, the project begins with a much needed bike path connecting Cocoplum Circle to Franklin Avenue. A brief summary of the project description and funding are below:

PROJECT DESCRIPTION:

The Commodore trail is a continuous bike path within the designated Bike Route 1 which parallels the following transportation corridors within the City of Coral Gables and City of Miami:

1. Le Jeune Road Circle/Bridge to Ingraham Highway
2. Ingraham Highway to Edgewater Drive
3. Edgewater Drive to Douglas Road (SW 37 Avenue)
4. Douglas Road (SW 37 Avenue) to Main Highway
5. Main Highway to McFarlane Road
6. South Bayshore Drive from McFarlane Road to Bike Route #11 at the Rickenbacker toll plaza

The project consists of construction of a bicycle/pedestrian shared-use bridge over Coral Gables waterway, resurfacing of the existing bicycle/pedestrian trail, widening portions of the trail, additional pavement markings, and improved signage.

¹⁶ Thanks to the Miami-Dade County Public Works and Waste Management Department for up to date specifics of the Commodore Trail Project.

Funding for this project will be provided by the Building Better Communities General Obligation Bond (GOB), FDOT Local Agency Program (LAP) Agreement and from Road Impact Fees (RIF).

FUNDING FOR DESIGN AND CONSTRUCTION:

- \$1,000,000 GOB
 - \$212,000 FDOT LAP Agreement
 - \$587,000 RIF 7
 - \$300,000 RIF 2
- \$2,099,000 – Total Funding**

CURRENT STATUS:

The Notice to Proceed Construction (NTP) was issued on March 26, 2012. Please note that some of the recommendations of the study along Commodore Trail corridor were not feasible due to impact of trees and of private properties.

Below are Projects 2-7 and their descriptions from the 2003 Report. Ideally, Miami-Dade County and the connecting municipalities will follow suit and work together to make these well-researched facilities a reality. I would be willing to sponsor any necessary legislation so that bicycle facility construction and/or enhancement is prioritized.

2. BIRD ROAD – 67TH AVENUE to SW 37TH AVENUE

Description and First Impressions:

Bird Road (SW 40th Street) is a state principal arterial with six lanes from Ludlam Road (SW 67th Avenue) to Red Road (SW 57th Avenue) and four lanes from Red Road to Douglas Road (SW 37th Avenue). The posted speed limit along the entire corridor is 40 MPH. This corridor would provide scenic views of the Biltmore and Riviera golf courses as well as provide multimodal access to the Metrorail on SW 37th Avenue. One feature that might prevent this corridor from being developed into an initial on-road bicycle project is that there are issues with modifying the cross-section, which is further described below.

Faults/Needs:

The six-lane section of the Bird Road corridor has approximately 33 feet of pavement on each side for three travel lanes, a center median with turn lanes, and curbing the entire length. Street lights exist along the entire alignment with utility lines underground. Buildings exist within 10 to 15 feet from the back of the sidewalk in some locations. The large number of driveways would make moving

the curb difficult and could create Americans with Disabilities Act (ADA) issues. One possible solution might be reducing the median width to provide more room for adding bike lanes; however, any reduction would be constrained by the presence of left- turn lanes.

The four-lane section of the Bird Road corridor has approximately 22 feet of pavement on each side for two travel lanes without any curb, resulting in open-drainage. Utility poles exist close to the street. A grass median separates traffic that is lined with a large number of mature trees. The grass median exists along Bird Road from Red Road to Ponce De Leon Boulevard. No sidewalks are provided along this section between Red Road and Coral Gables High School. A possible solution in this area would be to add pavement to the outside lane to create room for bike lanes, although this would require utility relocation.

East of Ponce De Leon Boulevard, Bird Road is a four- lane arterial with no median. From Coral Gables High School to SW 37th Avenue, building and utility poles are located close to the roadway.

3. NW 111TH ST – NW 32 AVE to NW 22 AVE

Description and First Impressions:

NW 11th Street is a city connector with two lanes from NW 32nd Avenue to NW 27th Avenue and four lanes from NW 27th Avenue to NW 22nd Avenue. The posted speed limit along the entire corridor is 30 MPH. This corridor provides access to Fern Isle Park and Sewell Park. Neither multimodal connections nor continuity to specific destinations exist that may warrant the addition of bicycle lanes along the corridor.

The two-lane section is approximately 25 feet wide with no curb, resulting in open drainage. Utility poles exist along the entire length and sanitary sewer lines are located underground. During field reviews, parked cars were prevalent along this section of the corridor that may restrict bicycle mobility. Problems may also exist with modifying the cross section due to the intersection geometry at NW 27th Avenue. A possible solution might be to add pavement to the outside lanes to implement a bike lane, although this would require utility relocation.

The four-lane section between NW 27th Avenue and NW 22nd Avenue has approximately 40 feet of total pavement width with 10-foot lanes and a center grass median with mature trees.

Utility poles exist along the corridor and sidewalks exist on both sides. One possible solution would be to add pavement to the outside lanes and implement a

bicycle lane. Another potential cross-section is to modify the four- lane section to a two-lane roadway (with 12-foot lanes) with left-turn lanes where necessary and convert the outer pavement width to bicycle lanes.

4. PALM AVE – W. 9TH ST to OKEECHOBEE ROAD

Description and First Impressions:

Palm Avenue is a county minor arterial with on- street parking and two 10-foot travel lanes from West 9th Street to Okeechobee Road. The posted speed limit along the corridor is 25 MPH. Curb and gutter exists throughout the corridor. A wide sidewalk exists between the on- street parking and buildings. The corridor has recently undergone improvements undertaken by the City of Hialeah in the downtown area. An enhanced streetscape was implemented producing a narrower cross-section and providing on-street parking. Palm Avenue has been developed into a signature roadway for downtown Hialeah. These recent improvements along this corridor may preclude Palm Avenue from being developed into a demonstration on-road bicycle project. The narrow cross-section and prevalence of on-street parking present mobility deficiencies for bicyclists. However, slow travel speeds along Palm Avenue may be attractive for experienced cyclists to ride in mixed-flow.

5. RED ROAD – US 1 to 8TH ST

Description and First Impressions:

Red Road (SW 57th Avenue) is a state minor arterial with four lanes from U.S. 1 to SW 64th Street and two lanes from SW 64th Street to south of U.S. 41 (SW 8th Street). Near the U.S. 41 intersection, Red Road widens to a four-lane cross-section. The posted speed limit along the entire corridor is 35 MPH northbound and 40 MPH southbound.

The four-lane section is curbed in some areas and the two- lane section has open drainage with no curb. The four-lane section has approximately 30 feet of pavement on each side with two 14- foot travel lanes and the two-lane section has 14-foot travel lanes in each direction. Utility poles exist throughout both sections of the corridor.

Several recreational attractions exist along the corridor including Schenley Park and Coral Gables Wayside Park, and the University of Miami lies adjacent to Red Road north of U.S. 1. Multimodal access to the South Miami Metrorail station exists adjacent to the southern end of the Red Road corridor.

Significant utility relocation along the west side of Red Road would be required to add bicycle facilities. However, in some locations along the corridor the existing sidewalk is wide enough to accommodate bicyclists.

Since sidewalks exist along the length of the corridor, it might be possible to add width to the sidewalk in some locations to create a multi-use path. However, residential and commercial driveway connections are common along Red Road that may create numerous conflicts for bicyclists. Motorists backing out of driveways often do not look for bicyclists in their path, thus creating a safety concern for bicyclists.

It might be possible to add a bicycle lane if the lane width could be reduced and pavement width added to the outside. However, this would also require modifications to some driveways. In addition, bridge widening would be necessary at the bridge over the Coral Gables Canal.

6. N. FEDERAL HIGHWAY – NE 36TH ST to NE 54th ST

Description and First Impressions:

North Federal Highway is a city collector from NE 36th Street to NE 54th Street. The cross section from NE 36th Street to NE 39th Street has a total pavement width of 40 feet including a 13-foot lane northbound, two 10-foot lanes southbound, and 6 1/2 feet for parking on the northbound side. The cross-section from NE 39th Street to NE 54th Street has a total pavement width of 40 feet including a 14-foot lane northbound, a 15-foot lane southbound, and 8 feet for parking outside the northbound lane. Utility poles exist on the east side of the road throughout the corridor. The pylons for the Interstate 195 overpass would prevent the addition of an on-road bicycle lane for the southbound direction. In the northbound direction, providing a bicycle lane would require relocating the sidewalk or converting existing on-street parking to a bicycle lane. Despite no striping or signage indicating it, the outer northbound lane is currently utilized for parking. The lateral restrictions caused by the pylons under Interstate 195 represent a significant hindrance to implementing bicycle lanes through widening pavement width. One option may be to reduce the travel lanes for motorists to two lanes that could accommodate the width of bicycle lanes. However, recreational and multimodal opportunities affected by the North Federal Highway corridor do not appear as extensive as the other corridors.

The Florida East Coast (FEC) railroad corridor exists along the west side of the corridor. A parking lot exists between Federal Highway and the FEC railroad. The location of the parking lot may restrict widening of Federal Highway to accommodate bicycle lanes.

7. M-Path Trail - SW 67th Ave to Downtown

Description:

Recently acknowledged by FDOT consultant Stewart Robertson as, “the most connected, non-motorized path in Miami-Dade County,” the Metrorail Bicycle Path (M-Path Trail) is a bicycle greenway trail adjacent to U.S. 1 that runs from downtown Miami south and now links to the South Dade Trail south of Dadeland by a bridge over the Snapper Creek Expressway. The bridge officially opened in March of 2012.¹⁷

Needs:

The existing northern terminus of the M-Path is the Miami River. Adjacent destinations include the Brickell Financial District and the University of Miami. Extending the path to the north would require diverting the path onto an existing on-road facility or constructing a bike/pedestrian drawbridge to allow marine navigation of the Miami River. Either option would require significant investment.

The M-Path follows the Metrorail alignment and crosses approximately 20 intersecting roadways. Due to the M-Path crossing roadways at awkward angles and often at mid-block, significant safety concerns abound for bicyclists. Some areas along the M-Path lack curb cuts, crosswalks, and are not lighted at night. There are also some areas where the trail is discontinuous. Improving crossing conditions and continuity for bicyclists should be a priority for M-Path improvements. The M-Path trail provides excellent multimodal opportunities for bicyclists through use of the Metrorail from downtown Miami to Kendall Drive. The M-Path can be used by bicyclists to access Metrorail stations. Since bicycles are permitted aboard Metrorail trains, bicyclists can use Metrorail to extend their ride. In addition, the M-Path can serve as a transportation mobility alternative to the congested U.S. 1 corridor.

¹⁷ A big thanks to the Green Mobility Network, Anthony Garcia, Matthew Toro, and the BPAC Committee Members, whose advocacy helped push the completion of the link to eliminate what used to be known as the “Dadeland Gap.”

III. POTENTIAL SOURCES OF FUNDING:

Actions in Congress:

On March 29, 2012, the House of Representatives and Senate approved the 90-day extension of the Highway Trust Fund and several surface transportation programs, which were set to expire March 31, 2012. The approval extends the authority to collect the federal gas tax and programs funded by it (Transportation Enhancements, Recreational Trails Program, and Safe Routes to School) through June 30, 2012.

Why this is relevant to Miami-Dade County cyclists:

These programs invest nearly \$500 million each year into promoting healthy modes of transportation such as bicycling and walking throughout the country. Had the current extension been allowed to expire, reimbursement payments to the Florida Department of Transportation would have come to a halt and thus bicycle facility projects would have suffered.

Senate Transportation Bill: MAP-21:

On March 14, the Senate passed MAP-21, its bipartisan, two-year transportation bill. The Senate bill would maintain current spending levels for the Recreational Trails Program and support Transportation Enhancement activities and Safe Routes to Schools.

Why this is relevant to Miami-Dade cyclists:

If it becomes law, the legislation would ensure that local governments have a voice in transportation decisions for safe streets in their communities. Thanks to the strong, organized public support by cycling enthusiasts, MAP-21 was successfully amended to include improved provisions for bicycling and walking. Here is how MAP-21 would work if it became law:

- Transportation Enhancements, Safe Routes to School, and Recreational Trails would be consolidated into a new program called “Additional Activities.”
- State Department’s of Transportation (FDOT) would make their Additional Activities funding available to MPOs and local governments. The funds would be allocated as such:
 - FDOT would allocate 50% of the Additional Activities, based on population, to MPOs and rural areas. MPOs will then distribute

the funds through a competitive grant program for projects in their communities. For the remaining 50%, FDOT would host its own competitive grant process for projects for local governments and school districts.

However, in order to become law, all legislation requires action from both the Senate and House of Representatives. Thankfully, the House's five-year transportation bill, which would eliminate Safe Routes to School and remove annual guaranteed funding for Transportation Enhancement activities, has repeatedly been unable to receive the necessary votes.

It is imperative that Miami-Dade County residents stand beside our local elected officials and urge our Florida Congressmen to restore dedicated funding for bicycling and walking whenever the U.S. House of Representatives takes up the surface transportation bill.

Half-Cent Charter County Sales Surtax:

On November 5, 2002, the citizens of Miami-Dade County approved a Half-Cent Charter County Sales Surtax. The purpose of the surtax more commonly referred to as "PTP Funds" is to implement the People's Transportation Plan ("PTP"): a plan built upon the many recommendations of residents who seek to resolve the critical traffic congestion dilemma all road users can attest to, who commute in the County.

PWWMD has confirmed that District 7 has approximately \$700,000 in PTP Funds and will receive another \$1 million in October of 2012. These funds, which to this day are unassigned, must be used for any of the following projects:

- ***The resurfacing of roadways;***
- ***The construction and/or maintenance of drainage facilities;***
- ***The construction and/or maintenance of sidewalks;***
- ***The construction and/or maintenance of bike lanes.***

I intend to allocate and assign a great majority of the District 7 PTP funds to the resurfacing of roadways and construction of bike lanes, directly improving safety for cyclists and motorists alike. Further, I will encourage my colleagues on the Commission to do the same with their funds in an effort to speed up the timelines of bicycle facility projects touching multiple districts.

Rickenbacker Causeway Toll Revenue:

In 2010, the Board of County Commissioners ("BCC") approved Resolution No. R-255-10 directing the Mayor to conduct an analysis of the current expenditure of toll revenue generated at the Causeway and to develop a work plan within 90 days,

allocating 25 cents of every toll collected to projects promoting pedestrian and bicyclist safety along the Causeway to be submitted to the BCC for approval. Pursuant to the request, the analysis (based on traffic projections) estimated that 25 cents from each toll collected would result in the following amounts per fiscal year:

FY 10-11	\$875,000
FY 11-12	\$883,750
FY 12-13	\$892,588
FY 13-14	\$901,513
FY 14-15	\$910,529

The analysis further outlined how the collected tolls would be allocated and dispersed to the following pedestrian/bicycle safety oriented improvements for the Causeway:

FY 10-11

Hobie Island Signalized Pedestrian/Cyclist Crossing and Turnaround \$630,000
Description: Design and install a cyclist/pedestrian traffic light crossing at Hobie Island (Windsurfer Beach). The installation of a traffic light, striping, and signage will allow cyclists to turn from Eastbound to Westbound prior to reaching the toll plaza.

Rickenbacker Speed Limit Study \$5,000
Description: PWWMD will conduct and evaluate results of speed study in order to determine whether the speed limits need to be modified and implement necessary signage changes.

Permanent "Vehicle Speed" Information Sign \$80,000
Description: Install permanent "Your Speed" information signs/speed radar light boards along causeway, to alert vehicles to their traveling speeds.

Improvements to Roadways Leading into Toll Plaza Phase 1 \$160,000
Description: Modify lanes leading into the toll plaza on SE 26 Road/Rickenbacker Causeway from Brickell Avenue through the toll facility to Hobie Island, to accommodate and improve access to bicycle lanes.

Total expenditures: \$875,000

FY 11-12

Improvements to Roadways Leading into Toll Plaza Phase 2 \$376,000
Description: Modify lanes leading into the toll plaza on SE 26 Road from Brickell Avenue to South Miami Avenue, and on South Miami Avenue from US 1 to S 25 Road, to accommodate bicycle lanes.

Crandon Boulevard Lane Modification Phase 1 \$507,750
Description: Re-design width, and restripe Crandon Boulevard vehicle travel lanes, from the east end of Bear Cut Bridge to the Village limits, inbound and outbound (north/south side), widen existing width of the dedicated bike path.

Total expenditures: \$883,750

FY 12-13

Crandon Boulevard Lane Modification Phase 2 \$492,250

Description: (Continued) Re-design width, and restripe Crandon Boulevard vehicle travel lanes, from the east end of Bear Cut Bridge to the Village limits, inbound and outbound (north/south side), widen existing width of the dedicated bike path.

Bicycle/Pedestrian Lane Mod West Bridge to Brickell Avenue \$400,338

Description: Re-design, widen, stripe, and sign the existing ped-path/bike lane beginning at the north side (outbound travel) of the West Bridge bike underpass (along condominium wall/I-95 north/south flyover ramp) to Brickell Avenue.

Total expenditure: \$892,588

FY 13-14

Bicycle/Pedestrian Lane Mod West Bridge to Brickell Avenue \$99,662

Description: (Continued) Re-design, widen, stripe, and sign the existing ped-path/bike lane beginning at the north side (outbound travel) of the West Bridge bike underpass (along condominium wall/I-95 north/south flyover ramp) to Brickell Avenue.

Multi-Use Path along North Side of Rickenbacker Causeway on Virginia Key \$450,000

Description: Provide multi-use trail along north side of causeway from Bear Cut Bridge to William Powell Bridge. Cyclists can use Mast Academy signal to cross causeway, then use aforementioned path to reach Sewer Beach Road.

Pedestrian/Bicycle Grade Separation across the Causeway \$351,851

Description: Perform a study to evaluate the best location for a pedestrian/bicyclist grade separation from motor vehicles across the Causeway; design and construct.

Total expenditure: \$901,513

FY 14-15

Pedestrian/Bicycle Grade Separation across the Causeway \$910,529

Description: (Continued) Perform a study to evaluate the best location for a pedestrian/bicyclist grade separation from motor vehicles across the Causeway; design and construct.

Total expenditure: \$910,529

Although the current status of these projects and fund totals is not available at the moment, PWWMD has been working on an update to this work plan which should be available by the end of May or early June, 2012. Should the projects fall behind their projected timetable or inadequately meet safety standards for both cyclist and motorists, I will not hesitate to push legislation to ensure the timely completion of proper safety enhancement projects.

IV. ENFORCEMENT

Although a feasible configuration plan for enhancing bicycle facilities will ultimately lead to safer travel for both cyclists and motorists, law enforcement is an immediate and effective method of ensuring that Miami-Dade commuters safely share the road. Any lack of traffic law enforcement encourages both unsafe motorist and bicyclist behavior. As iterated in the 2010 City of Miami Bicycle Master Plan¹⁸ (“City Plan”), MDPD should focus on enforcing the laws that reduce motorist and bicycle crashes and “increase mutual respect between all roadway users.”

The City Plan published the following non-inclusive list of unsafe motorists and bicyclist behavior that should be targeted:

Unsafe Motorist Behavior

- Driving while under the influence
- Speeding
- Overtaking bicyclists without at **least three feet** of horizontal clearance¹⁹
- Harassment or assault of bicyclists
- Turning left or right in front of bicyclists without properly using signals
- Rolling through stop signs or disobeying traffic control devices
- Opening the doors of parked vehicles in front of cyclists

Unsafe Bicyclist Behavior

- Bicycling without helmets
- Bicycling without lights at night
- Ignoring traffic control devices
- Bicycling against the flow of traffic²⁰
- Bicycling recklessly on sidewalks
- Failing to yield to pedestrians

In addition to the City Plan’s list, it is illegal for cyclists to ride more than two abreast horizontally. These large groups of riders, better known as “Pelotons,” are frequently seen riding on the Causeway.

¹⁸ The City of Miami Bicycle Master Plan can be viewed on their website at <http://miamigov.com/bicycleInitiatives/pages/bicycleMasterPlan.asp>.

¹⁹ FL Stat. 316.2065.

²⁰ Statute permits cycling in the opposite direction of motorist traffic only where contra-flow facilities are provided.



Officer Mike Dieppa of the MDPD has been tracking and continuously relaying to my office enforcement statistics generated from a recent, two-month traffic enforcement initiative on the Causeway. The initiative commenced on Monday, February 27, 2012. The following is a breakdown of the results.

Month 1

Citations	WEEK 1 – 2/27/12	Week 2 – 3/5/12	Week 3 – 3/12/12	Week 4 – 3/19/12	Total Month to Date
Hazardous	126	194	180	85	585
Nonhazardous	28	44	38	27	137
Verbal Warnings (Vehicles)	86	88	79	44	297
Hazardous (Bikes)	9	6	0	3	18
Verbal Warnings (Bikes)	51	40	32	19	142
DUI Arrests	1	1	0	1	3

Month 2

Citations	WEEK 5 – 3/26/12	Week 6 – 4/2/12	Week 7 – 4/9/12	Week 8 – 4/16/12	Total Month to Date
Hazardous	51	68	91	73	283
Nonhazardous	56	30	21	13	120
Verbal Warnings (Vehicles)	55	56	42	58	211
Hazardous (Bikes)	0	0	0	0	0
Verbal Warnings (Bikes)	65	39	16	67	187
DUI Arrests	0	1	1	0	2

Month 3

Citations	WEEK 9 – 4/23/12	Week 10 – 4/30/12	Week 11 – 5/7/12	Week 12 – 5/14/12	Total Month to Date
Hazardous	50	In progress			50
Nonhazardous	14				14
Verbal Warnings (Vehicles)	29				29
Hazardous (Bikes)	42				42
Verbal Warnings (Bikes)	18				18
DUI Arrests	0				0

Overall Total to Date	
Hazardous	918
Nonhazardous	271
Verbal Warnings (Vehicles)	537
Hazardous (Bikes)	60
Verbal Warnings (Bikes)	347
DUI Arrests	5

The initiative has been thus far very successful in enforcing speed limits (despite continued complaints from many resident motorists from the Village of Key

Biscayne), catching motorists driving under the influence and drivers disobeying other traffic laws. In addition, MDPD fairly and intelligently issued dozens of warnings to cyclists violating the laws in an effort to educate them and create a civilized transition period of enforcement. Finally, on Saturday, April 28th 2012, MDPD set out to stop Pelotons and issued over 40 citations for riding more than two abreast.

With the help of the MDPD motorist unit twice a week and the Impaired Driving Enforcement Squad stationed on the Causeway on Tuesdays through Fridays between the hours of 4am-8am, this initiative has nearly doubled the total citations issued as compared to previous years²¹. Enforcement of the laws is necessary to ensure safety road users until adequate bicycle facilities are in place. I will ensure that my voice is heard by the MDPD should enforcement measures revert to past practice.

²¹ See the attached chart of traffic citations on the Causeway from the previous four years, labeled "Exhibit 2."

EXHIBIT “1”

Figure 20: On-Road Bicycle Facility Needs



EXHIBIT “2”

Police Operations Section Traffic Citations for Year 2011/2012 – Figure includes Hazardous Moving Citations, Non-Hazardous Moving Citations, and Verbal Warnings Issued along the Rickenbacker Causeway.

2011	HAZARDOUS		NON-HAZARDOUS		VERBAL		TOTALS		GRAND
MONTH	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	TOTAL
JANUARY	144	0	86	3	135	53	365	56	421
FEBRUARY	144	1	62	0	66	34	272	35	307
MARCH	164	1	160	0	127	157	451	158	609
APRIL	133	0	130	0	117	45	380	45	425
MAY	210	0	160	0	136	76	506	76	582
JUNE	137	0	93	0	70	48	300	48	348
JULY	141	0	76	0	137	24	354	24	378
AUGUST	135	2	76	0	95	31	306	33	339
SEPTEMBER	221	0	62	0	93	112	376	112	488
OCTOBER	145	0	92	0	124	64	361	64	425
NOVEMBER	115	0	64	0	122	72	301	72	373
DECEMBER	65	0	39	0	99	39	203	39	242
YTD TOTAL	1754	4	1100	3	1321	755	4175	762	4937

2012	HAZARDOUS		NON-HAZARDOUS		VERBAL		TOTALS		GRAND
MONTH	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	TOTAL
JANUARY	33	0	6	0	72	36	111	36	147

Police Operations Section Traffic Citations for Year 2009/2010 – Figure includes Hazardous Moving Citations, Non-Hazardous Moving Citations, and Verbal Warnings issued along the Rickenbacker Causeway.

2010	HAZARDOUS		NON-HAZARDOUS		VERBAL		TOTALS		GRAND
MONTH	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	VEHICLES	BIKES	TOTAL
JANUARY	270	0	120	0	120	0	510	0	510
FEBRUARY	255	0	126	0	115	47	496	47	543
MARCH	213	6	80	0	93	33	386	39	425
APRIL	217	1	88	0	116	28	421	29	450
MAY	175	5	90	0	106	56	371	61	432
JUNE	77	1	75	0	60	42	212	43	255
JULY	161	2	44	0	97	73	302	75	377
AUGUST	147	0	101	0	150	211	398	211	609
SEPTEMBER	116	0	81	0	113	211	310	211	521
OCTOBER	132	0	101	0	159	76	392	76	468
NOVEMBER	214	22	84	0	150	63	448	85	533
DECEMBER	48	38	19	0	37	29	104	67	171
YTD TOTAL	2025	75	1009	0	1316	869	4350	944	5294

2009	HAZARDOUS	NON-HAZARDOUS	VERBAL	GRAND TOTAL
JANUARY	136	97	67	300
FEBRUARY	227	142	108	477
MARCH	252	76	117	445
APRIL	257	102	97	456
MAY	257	138	151	546
JUNE	218	119	83	420
JULY	203	75	93	371
AUGUST	147	85	86	318
SEPTEMBER	174	89	153	416
OCTOBER	216	168	112	496
NOVEMBER	222	90	97	409
DECEMBER	115	99	113	327
YTD TOTAL	2424	1280	1277	4981