

Memorandum



Date: September 17, 2014

To: Honorable Chairwoman Rebeca Sosa and Members
Board of County Commissioners

From: Carlos A. Gimenez
Mayor

A handwritten signature in black ink, appearing to read "Carlos A. Gimenez", written over a light blue horizontal line.

Subject: Report Outlining the Feasibility of Implementing Safety Measures for Bicyclists and Pedestrians along the Rickenbacker Causeway, Brickell Avenue, South Bayshore Drive and the Surrounding Area (BCC Resolution R-236-14)

This report has been prepared by the Public Works and Waste Management Department (PWWM), with input from other County Departments and outside agencies, in response to the directives established by Board of County Commission (BCC) Resolution R-236-14 sponsored by Commissioners Jose 'Pepe' Diaz and Xavier L. Suarez. It also responds to a series of suggestions submitted by Commissioner Xavier L. Suarez in a memorandum to my office dated February 12, 2014, a number of which are included in Resolution R-236-14. To a great extent the safety measures and suggestions, in particular in how they relate to the Rickenbacker Causeway (Causeway), were addressed by my office in response to both a January 5, 2014 post on www.transitmiami.com and to Ms. Fabiola Santiago's Miami Herald column dated January 10, 2014. Additional information related to ongoing and future efforts to identify and promote existing bike paths and greenways is included in my Report to the BCC dated April 30, 2014, which responds to directives established in Resolution R-768-13. While this memorandum addresses a geographically small, albeit densely utilized section of the County, my vision continues to be the improvement of pedestrian and bicycle facilities throughout the County, and the encouragement of their use by our community. Miami-Dade County has an enviable climate and natural features conducive to enjoying the outdoors and an active lifestyle. As such, my interest is building upon ongoing efforts, so that we can be included on the nation's growing list of bike-friendly communities.

The safety of all users of the Causeway and surrounding areas is a top priority for my administration. I have long been a proponent of cycling, understanding the economic and health benefits it provides to a community. Through documents such as the Comprehensive Development Master Plan (CDMP), the Parks and Open Space Master Plan, the Long Range Transportation Plan, and the GreenPrint Community-Wide Sustainability Plan, the County continues to build a comprehensive bicycle and greenway network. Additionally, all new roadway improvement projects implemented by PWWM include dedicated or shared bicycle and pedestrian paths where feasible in compliance with the CDMP, as well as State and Federal guidelines. The improvements realized through these efforts are communicated via the Bike305 collaborative initiative. This successful initiative was generated by my office and is aimed at promoting health and wellness through cycling.

As stated above, most of the directives included in Resolution R-236-14 and suggestions from Commissioner Suarez's memo have been analyzed by PWWM, and where applicable by the Miami-Dade Police Department (MDPD), as they relate to the Causeway. Additionally, as required by Resolution R-236-14, input has been obtained from the City of Miami (City), Village of Key Biscayne (Village), and the Florida Department of Transportation (FDOT). In particular, the City and FDOT have provided specific plans for their improvements along the South Bayshore Drive and Brickell Avenue corridors.

Rickenbacker Causeway

The Causeway is undoubtedly one of the County's greatest assets, highlighting many of the vibrant attributes of our community. It provides not only vehicular access to numerous destinations and amenities, but acts as a linear park used by thousands of cyclists and pedestrians. Over the last several years, PWWM has taken proactive steps to improve cyclist and pedestrian safety along the Causeway as evidenced by a number of projects and an investment of approximately \$5.3 million, including: resurfacing and pavement

markings, electronic speed feedback signs, speed limit signage, replacement of bridge joints, installations of hand-rails, shoulder widening, and audible vibratory markings. More recently, the County's commitment to cyclist and pedestrian safety is clearly evidenced by the inclusion of two (2) 14-foot wide bicycle/pedestrian paths, at a cost of approximately \$8.5 million, as part of the repairs to the Bear Cut Bridge.

Understanding the need to continue improving facilities along the Causeway, PWWM has prepared a preliminary master plan for the Causeway, which includes both short term and long term solutions, to be implemented as funding is identified. This plan will be coordinated with affected stakeholders in an effort to explore possible partnerships and funding alternatives leading to solutions which further strengthen the Causeway's bicycle and pedestrian facilities.

The feasibility of each of the measures noted in Resolution R-236-14, and any steps taken to address them are as follows:

Vehicular Speed Limits

Since January 2013, MDPD has conducted periodic traffic and Driving Under the Influence (DUI) enforcement in conjunction with the City and Village Police Departments. The enforcement has been done by utilizing speed control signs, as well as uniformed and motorcycle officers. In addition, DUI checkpoint and saturation patrols are conducted periodically. A checkpoint/saturation patrol occurred on May 30, 2014, resulting in 13 total arrests, three (3) of which were for DUI, with 52 citations issued. MDPD has issued more than 3,942 citations and more than 2,140 verbal warnings. In addition to these figures, the Village Police Department issued a total of 593 moving violations and 220 warnings on vehicles, and seven (7) moving violations and 35 warnings for bicyclists. MDPD will continue its efforts to educate the public and ensure the safety of motorists, bicyclists, and pedestrians along the Causeway in partnership with the City and Village. Finally, the City's Traffic Enforcement Unit has conducted selective enforcement on the Causeway, which targets speeding vehicles and moving violations. Between January 2014 and April 2014, the City issued 316 tickets on the Causeway.

Regarding the reduction of speed limits, PWWM reduced the speed limit on most of Crandon Boulevard inside Crandon Park from 45 mph to 40 mph many years ago. Additionally, based on a speed study conducted approximately five (5) years ago, PWWM requested regular enforcement of posted speeds from the Police Departments referenced above, and installed 14 speed feedback signs to assist motorists in self-policing their speed. Furthermore, as a result of construction on the Bearcut and West Bridges the speed limits are temporarily adjusted to 35 mph and 25 mph in the construction areas.

The above referenced speed study determined that the Causeway redesign in 1984 resulted in a facility with characteristics of a high speed road, leading to motorists driving at higher speeds. As such, changing speed limit signs only without a redesign to the facility would not be as effective. PWWM has developed a long term proposal to reconstruct the Causeway along Virginia Key to include low speed frontage roads with bicycle lanes that are physically separated from higher speed vehicular lanes. Additional information for this long term solution is provided in the Unprotected Buffer Separating Roadway and Bicycle Lane Section below.

Lane Closure

Closing the right lane of traffic in both directions on Saturday and Sunday mornings from 6:00 am to 10:00 am along the Causeway would not be feasible since the daily placement of cones each weekend would create confusion for users of the Causeway, new falling hazards for bicyclists, and present significant costs and maintenance challenges. Furthermore, because the Causeway is for the most part two (2) lanes of vehicular traffic in each direction, a limitation to one (1) lane during this period would cause traffic delays and increase potential safety issues.

Traffic Signage

In 2007, as part of a roadway improvement project, PWWM installed bicyclist height handrails on the north side of the three (3) Causeway bridges and converted roadway shoulders into bicycle lanes with appropriate bicycle related traffic signage and pavement markings. This work was done in compliance with State and Federal standards. As new federal traffic signage and pavement marking standards are developed, PWWM reviews them to determine appropriate locations for implementation of the new standards. For example, as a result of updated standards, PWWM modified the markings on Hobie Island alongside the eastbound bicycle lane. Finally, new signage has been implemented on the Bear Cut and West bridges and updated based on construction conditions and feedback from the Causeway users, including bicycle groups.

Painted Bicycle Lanes and Pavement Markings

PWWM has obtained authorization from the Federal Highway Administration to use green as a background color for bicycle lanes. As such, PWWM has proposed a project along Virginia Key which would implement green background color at conflict points along the westbound bike lane. Moving forward, the use of green backgrounds will be analyzed for all future bicycle lane projects.

Additionally, as part of the Sunpass Conversion Project, eastbound in-road bike lanes will be installed from US-1 to the west end of Hobie Island (Phase I) to meet existing eastbound bike lanes; along SE 26 Road from South Miami Avenue to US-1; and along South Miami Avenue from US-1 to SE 25 Road (Phase II). Once these projects are completed, continuity will be provided for bicyclists from South Miami Avenue to the Rickenbacker Causeway.

Furthermore, as referenced above, PWWM continually reviews federal pavement marking standards and implements them where applicable. For example, PWWM installed white vibratory lines on the three (3) Causeway bridges to alert drivers that drift into bicycle lanes and these vibratory edgelines will be included in an upcoming project to improve the bicycle lanes on Crandon Boulevard in Crandon Park. This project will reduce the width of the existing vehicular lanes along Crandon Boulevard from the current 12 feet to 11 feet each. This will allow for the widening of the bicycle lanes in both directions by two (2) feet, for a total width of seven (7) feet, from Crandon Marina to Calusa Circle.

Unprotected Buffer Separating Roadway and Bicycle Lane

In developing the Causeway's master plan, PWWM analyzed the entire length of the Causeway to determine potential improvements which would benefit pedestrians and cyclists. Currently, the Rickenbacker Toll Plaza Sunpass Conversion Project proposes a wide buffer space between the vehicular lanes and the bicycle lane from US-1 to the west end of Hobie Island in the eastbound direction.

Continuing in an easterly direction, a proposed short term improvement, with a current estimated cost of \$580,000, would add protection to the existing bicycle lane on Hobie Island and on Virginia Key Island by striping the outermost vehicular lane to create a painted buffer separating vehicles and in-road bicyclists. This project would also provide safety improvement to the beach parking lot across from Rusty Pelican entrance. This is proposed to be followed by a mid-term project which would convert the painted buffers to landscaped medians with concrete curbing. The current estimate for this work is \$3,050,000. On Hobie Island, PWWM also proposes to provide an off-road path along the north side of the island with a connection to the existing south side path underpassing the William Powell Bridge.

As a final solution, the master plan has currently identified a long term project for Virginia Key Island which would redesign the roadway into a higher speed central four (4) lane facility for vehicular through movements and lower speed outside frontage roads that would provide bicycle lanes and vehicular accessibility to points of interest along Virginia Key. Preliminary estimates for these improvements are approximately \$19,500,000.

The above noted solutions are also proposed in the westerly direction on Virginia Key, with the westbound direction on Hobie Island creating the buffer from the existing bicycle lane and constructing a new bicycle lane adjacent to it.

These proposed improvements would tie into the two (2) 14-foot wide bicycle/pedestrian paths separated from vehicular traffic installed as part of the Bear Cut Bridge Project. East of the Bear Cut Bridge, bicycle facilities along Crandon Boulevard up to the entrance to the Village are scheduled to be improved as referenced above. Unfortunately, as Crandon Boulevard lies within Crandon Park, current restrictions do not allow for the widening of pavement past current conditions.

Crosswalks and Signals

PWWM has upgraded the pedestrian push buttons and 'Walk/Don't Walk' indications at the Virginia Beach Road intersection in coordination with the Bear Cut Bridge project with the exception of the southeast corner, which will be implemented in approximately three (3) months. Additionally, the crossing of the Causeway's Bicycle Route 11 from the south side of the road to the north side has been shifted from the unsignalized Crandon Marina crosswalk to the signalized crosswalk at Virginia Beach Road. At the west end of Virginia Key Island, a Rapid Rectangular Flashing Beacon pedestrian crossing will be implemented to facilitate access across the Causeway between the beach and restaurants. Finally, PWWM is building a pedestrian and bicycle pathway on the north side of the Causeway from Virginia Beach Road to MAST Academy, in order to provide connections to the signalized intersections at both locations. This work is expected to be completed by the end of October 2014.

Physical Barriers Separating Roadway and Bicycle Lane

As referenced above, PWWM has analyzed the Causeway to determine the possibility of providing physical barriers separating vehicle and bicycle facilities. As part of this analysis, PWWM has determined that the cost to implement physical separations for the William Powell Bridge, similar to the recent improvements to the Bear Cut Bridge, could reach \$40 million. It should be noted that PWWM includes path widening and physical separation as part of the engineering analysis conducted whenever major bridge reconstructions are contemplated.

Education and Outreach Campaign

In order to provide for the connectivity of people and places through the County's bicycle pathways, and to promote healthy lifestyles and wellness through physical activity, I, along with a number of Miami-Dade County Municipal Mayors, supported the creation of Bike305. Bike305 is a robust movement that features a website where County residents and visitors can obtain information for all things related to cycling. It includes information on: current and planned bike paths, safety, event notices, types of bicycle facilities, and links to Bike305 County partners.

The Parks, Recreation and Open Spaces Department (PROS), along with the Community Information and Outreach Department, constantly updates the Bike305 website to elevate awareness regarding bicycle safety. PROS has reached out to FDOT, the Metropolitan Planning Organization (MPO) and the University of Miami's BikeSafe program to obtain the most relevant safety information available. Based on the initial response from these organizations, PROS features various safety messages on Bike305's front page. FDOT's "Alert Today Alive Tomorrow" campaign; the MPO's "Steer Clear 3-Feet" campaign, and BikeSafe's exhaustive list of resources are promoted in a highly visible manner. In order to engage the public, the Bike305 website features a response survey for visitors when they access the front page. PROS alternates surveys and messages based on the feedback and number of visitors each mini-campaign attracts. Furthermore, in June 2014, PROS initiated a pilot "Did You Know" section where fun facts were highlighted to educate both drivers and bicyclists about the rules of the road. Staff continues to reach out to Bike 305 partners across the County for help in promoting these bike safety tips.

Additional education and outreach efforts are managed through the MPO. Interested residents can visit the MPO's website at www.miamidadegov/MPO for information, and learn about the Bicycle Pedestrian Advisory Committee.

Furthermore, during the ongoing repairs to the Bear Cut Bridge, information for motorists and cyclists was available on the PWWM's website (www.miamidade.gov/publicworks) or the bridge contractor's web page (www.bearcutbridge.com). These websites provide real-time traffic information regarding the ongoing improvements.

Finally, PWWM and MDPD meet with a group of concerned bicycle advocates on a monthly basis. During these meetings, issues such as police enforcement, maintenance of traffic layout, signage, and educational material for both motorists and bicyclists have been discussed extensively resulting in many of the suggestions being implemented both in the field and on the County's project websites.

Welcome Signage

While I have no objection to a welcome sign at the entrance to the Causeway, such a sign cannot be considered a traffic control device and must not interfere with the regulatory traffic signs in place. Additionally, "terms of engagement" signage (rules which vehicles, cyclists, and pedestrians would need to adhere to when travelling along the Causeway), would need to be analyzed for its effectiveness, as well as ensure that its placement would not cause any distraction to the public.

As required by BCC Resolution R-236-14, FDOT and the City were consulted to provide their input on improvements and safety measures along South Bayshore Drive and Brickell Avenue. Following is the information provided by FDOT and the City, supplemented by PWWM where applicable:

South Bayshore Drive and South Miami Avenue

South Bayshore Drive is one of the County's most scenic roadways providing access to a number of residential communities, parks, marinas, and cultural centers. This access is in the process of being strengthened through the implementation of infrastructure improvements that will benefit not only vehicular traffic, but to a larger extent pedestrians and bicyclists.

City and PWWM Improvements

Through BCC Resolution R-1090-10, the County provided funding to the City in the amount of \$450,000.00 for their design of improvements along South Bayshore Drive from Darwin Street to Mercy Way. The ongoing design includes the reconstruction of the roadway, a new drainage system, on-street parking near Kennedy Park, wider pedestrian-friendly sidewalks, landscaping, bicycle lanes, and enhancements to the Commodore Trail. The City of Miami held a Public Meeting on June 9, 2014 to display the project, allow for community input, and build a consensus on the final design. Currently, the County has assigned \$6 million for these improvements, to be built by the City through a Joint Participation Agreement to be presented for BCC approval. The City estimates that construction should commence in October 2015 and be completed by December 2016.

In addition to these improvements, PWWM has identified a gap between where South Bayshore Drive becomes South Miami Avenue at Mercy Way and where South Miami Avenue reaches US-1. Consequently, a planning study has been initiated to extend the off-road path and the in-road bicycle facility.

The off-road path would continue along the east side of South Miami Avenue from Mercy Way to SE 32 Road, where it turns in-road towards Brickell Avenue (not US-1) as a sharrows facility until it reaches the causeway near US-1 and SE 26 Road. This path provides access to Alice C. Wainwright Park and connects to bike route 11, which leads into Key Biscayne.

The in-road facility would extend along South Miami Avenue from Mercy Way to US-1. This effort will also include signalization improvements at the 3600 Block, Samana Drive, and SW 32 Road intersections.

Vehicular Speed Limits

South Bayshore Drive is a minor arterial within the City of Miami maintained by the County, with a posted speed limit of 30 mph, which is the standard speed for local residential roadways. Data collected along the corridor shows that the posted speed limit is appropriate according to the geometric and traffic conditions of the roadway. Therefore, PWWM does not recommend reducing speed limits along South Bayshore Drive at this time.

Crosswalks and Signals

PWWM has performed pedestrian studies along South Bayshore Drive revealing that the highest pedestrian activity occurs along the corridor, not across it. However, pedestrian signals exist on South Bayshore Drive east of Emathla Street and to the west of the Vizcaya Museum entrance. Additionally, a Rectangular Rapid Flash Beacon (RRFB) currently exists at the intersection of Darwin Street and an additional RRFB will be installed at the intersection of Pan American Drive.

Furthermore, the following intersections along South Bayshore Drive are currently controlled by traffic signals equipped with pedestrian features:

- SW 27 Avenue
- Aviation Avenue
- Kirk Street
- Fair Isle Street
- SW 17 Avenue
- East Fairview Street
- Mercy Way
- SW 32 Road

Brickell Avenue

Brickell Avenue is the main artery serving one of the County's fastest growing neighborhoods. Commonly referred to as "Manhattan of the South," the Brickell area is home to an increasing number of residential towers, a high concentration of international banks and consulates, and amenities such as restaurants, shops and cultural/recreational facilities. Brickell Avenue is a prime example of an urban corridor, with recently completed and ongoing improvements by FDOT and the City geared towards improving this urban condition.

FDOT Improvements and Safety Measures

As a traffic calming measure, FDOT modified the inside lanes along the Brickell Avenue corridor by reducing them from 11 feet to ten (10) feet in order to provide a wider outside lane for cyclists. Additionally, "Sharrow" pavement markings were installed on the outside lanes along with "Share the Road" signage. In support of these bicycle facilities and based upon a speed study, the 40 mph speed limit along the Brickell Avenue corridor was reduced to 35 mph. This reduction is communicated to the travelling public through proper signage and enhanced by the installation of eight (8) speed feedback signs between SE 26 Road and SE 15 Road. Furthermore, at the 1800 block, a mid-block hybrid beacon was installed along with larger "Stop Here for Pedestrian" signs, and a mid-block crosswalk was installed near SE 11 Street. To enhance pedestrian activity within the area, decorative pedestrian crosswalks were installed along the north leg of SE 7, 8, 10, and 13 Streets, and an un-signalized decorative pedestrian crosswalk was added at SE 14 Terrace. Finally, "No Right Turn on Red" restriction signage was placed at all signalized intersections. All these improvements were communicated through outreach/coordination meetings with FDOT, local residents, the Downtown Development Authority, City, County, and the Brickell Homeowners Association.

FDOT Education and Outreach

In an effort to increase awareness and decrease fatalities of bicyclist and pedestrians in Florida, FDOT has developed a Pedestrian and Bicycle Strategic Safety Plan (PBSSP). The PBSSP focuses funding and resources on the areas that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries and crashes. Key components of the plan include:

- Data, Analysis, and Evaluation
- Driver Education and Licensing
- Highway and Traffic Engineering
- Law Enforcement and Emergency Services
- Communication Program
- Legislation, Regulation and Policy

As part of this initiative, the "Alert Today, Alive Tomorrow" and "Safety Doesn't Happen by Accident" messages are being presented via Television, social media, transit advertising, local education, and enforcement activities.

City and PWWM Improvements

Currently, FDOT is in the process of transferring the section of Brickell Avenue from I-95 to SW 8 Street to the City. The City of Miami improved Brickell Avenue from SE 25 Road to SE 15 Road. The work included the installation of landscape enhancements to the medians, widening of the existing east sidewalk, and moving bus shelters off of the sidewalk and onto concrete pads.

PWWM is proposing to install bicycle warning signs and sharrows along Brickell Avenue (not US-1) from SE 32 Road to SE 26 Road and along SE 32 Road from South Miami Court to Brickell Avenue.

City Police Department Enforcement Activities: South Bayshore Drive, Brickell Avenue, Rickenbacker Causeway, and Surrounding Areas

As part of the City's overall traffic enforcement strategy, their Police Department conducts periodic traffic enforcement along South Bayshore Drive. This includes speeding enforcement with the use of radar details by patrol personnel and static location drive enforcement to address pedestrian and bicyclist violations. The intersection of South Bayshore Drive and Darwin Street is a mandatory static enforcement location for violations of the pedestrian right of way by motorists. Furthermore, since the week of May 18, 2014, the City's Motor Unit has been providing weekly enforcement on Saturdays at the entrance to the Rickenbacker Causeway.

Additionally, the City Police Department has been working closely with MDPD on enforcing "Yielding to Pedestrians" at various intersections through Downtown and Brickell. The program includes citing vehicles not yielding to pedestrians as well as education to pedestrians to promote safe crossing at designated crosswalks.

Conclusion

I want to reiterate that safety of bicyclists and pedestrians is of the utmost importance and has been a commitment of mine since I was the District 7 Commissioner. This is evidenced by the fact that most of the bicycle related improvements along the Causeway were implemented during my tenure as the District 7 Commissioner and subsequently as Mayor of Miami-Dade County. In partnership with the City, Village, FDOT, and numerous stakeholders, the improvements mentioned above will enhance bicycle safety and encourage our community's use of ever improving bicycle facilities. The County, wherever feasible, has accommodated bicyclists' requests and engages regularly with bicycle advocates to understand their needs. Through these efforts, my administration will continue to make strides in developing a more livable, healthy, and sustainable Miami-Dade County.

- c: Honorable Tomas Regalado, Mayor, City of Miami
Honorable Franklin Caplan, Mayor, Village of Key Biscayne
Gus Pego, P.E., District Secretary, Florida Department of Transportation
Alina T. Hudak, Deputy Mayor and Interim Director of Public Works and Waste Management
Jack Kardys, Director, Parks, Recreation and Open Spaces
J. D. Patterson, Jr., Director, Miami-Dade Police Department
Antonio Cotarelo, P.E., County Engineer, Public Works and Waste Management



MEMORANDUM

Amended
Agenda Item No. 11(A)(8)

TO: Honorable Chairwoman Rebeca Sosa
and Members, Board of County Commissioners

DATE: March 4, 2014

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Resolution directing the County Mayor to prepare a report to the Board within sixty days outlining the feasibility of implementing safety measures for bicyclists and pedestrians along the Rickenbacker Causeway, Brickell Avenue, South Bayshore Drive and the surrounding area including but not limited to the safety and educational measures described herein
Resolution No. R-236-14

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Jose "Pepe" Diaz.



R. A. Cuevas, Jr.
County Attorney

RAC/Imp



MEMORANDUM

(Revised)

TO: Honorable Chairwoman Rebeca Sosa
and Members, Board of County Commissioners

DATE: March 4, 2014

FROM: 
R. A. Cuevas, Jr.
County Attorney

Amended
SUBJECT: Agenda Item No. 11(A)(8)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's _____, 3/5's _____, unanimous _____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Amended
Agenda Item No. 11(A)(8)
3-4-14

RESOLUTION NO. R-236-14

RESOLUTION DIRECTING THE COUNTY MAYOR OR MAYOR'S DESIGNEE TO PREPARE A REPORT TO THE BOARD WITHIN SIXTY DAYS OUTLINING THE FEASIBILITY OF IMPLEMENTING SAFETY MEASURES FOR BICYCLISTS AND PEDESTRIANS ALONG THE RICKENBACKER CAUSEWAY, BRICKELL AVENUE, SOUTH BAYSHORE DRIVE AND THE SURROUNDING AREA INCLUDING BUT NOT LIMITED TO THE SAFETY AND EDUCATIONAL MEASURES DESCRIBED HEREIN

WHEREAS, this Board is committed to enhancing the quality of life of residents and visitors to Miami-Dade County through the promotion of healthy activities such as bicycling, jogging, and walking; and

WHEREAS, the County's bike paths and greenways provide opportunities for recreation as well as for increased and more efficient use of bicycles as a mode of transportation; and

WHEREAS, this Board is committed to the safety of those who use such bike paths and greenways; and

WHEREAS, the Rickenbacker Causeway is one of the most scenic and well-established routes in Miami-Dade County, attracting regular riders as well as visitors; and

WHEREAS, in addition to a history of tragic accidents on the Rickenbacker Causeway involving bicyclists as well as recent construction constricting traffic and placing vehicles in even closer proximity to the riding public and pedestrians, it is imperative that this Board and this County explore and implement all prudent safety and educational measures; and

WHEREAS, the area surrounding and leading to the Rickenbacker Causeway, including Brickell Avenue, South Bayshore Drive and Crandon Boulevard provide access to the

Rickenbacker Causeway and are in their own right some of the most popular bicycling and pedestrian areas; and

WHEREAS, this Board desires to ensure that the safest possible environment is provided to bicyclists and pedestrians using the Rickenbacker Causeway, Brickell Avenue, South Bayshore Drive and the surrounding area including Crandon Boulevard while still ensuring orderly traffic flow and necessary construction; and

WHEREAS, this Board desires for the County Mayor or Mayor's designee to prepare a report that identifies all possible funding sources and examines all common-sense as well as innovative solutions in both the short and long term in order to address the situation facing riders and pedestrians along the Rickenbacker Causeway, Brickell Avenue, South Bayshore Drive and the surrounding area including Crandon Boulevard; and

WHEREAS, this Board desires that such report seek the input and participation of the Mayors of the City of Miami and the Village of Key Biscayne and the Florida Department of Transportation District VI Secretary or their respective designees and examine the feasibility of implementing safety measures for cyclists and pedestrians along the Rickenbacker Causeway and Crandon Boulevard including but not limited to: enhancing enforcement of the existing speed limit and establishment of regular DUI checkpoints; enhancing enforcement by increasing communication and coordination with other municipalities with jurisdiction over parts of the Rickenbacker Causeway and Crandon Boulevard including the City of Miami and Village of Key Biscayne; reduction of the speed limit where possible; closing the right lane of traffic in both directions on Saturday and Sunday mornings from 6:00 am to 10:00 am; improving and enhancing signage; painting bicycle lanes green to include "peg-a-tracking" and chevron arrows; creating a 3 foot unprotected buffer between the roadway and the bicycle lane; installing and marking of enhanced crosswalks, with red flashing stop lights, that can be activated by

pedestrians; placing physical separation as a feature in dangerous areas such as bridges and marked buffers along trajectory of the bike lane; and designing and promoting a motorist and bicyclist education and outreach campaign; and

WHEREAS, this Board desires that such report examine the feasibility of implementing safety measures on Brickell Avenue, South Bayshore Drive and the surrounding area including but not limited to: enhancing enforcement of the various speed limits and establishment of regular DUI checkpoints; reduction of the speed limit where possible; improving and enhancing signage; painting bicycle lanes green to include "peg-a-tracking" and chevron arrows; creating a 3 foot unprotected buffer between the roadway and the bicycle lane; installing and marking of enhanced crosswalks, with red flashing stop lights, that can be activated by pedestrians; placing marked buffers along trajectory of the bike lane; and designing and promoting a motorist and bicyclist education and outreach campaign,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that the County Mayor or Mayor's designee is directed prepare a report to the Board within sixty days outlining the feasibility of implementing safety measures for bicyclists and pedestrians along the Rickenbacker Causeway, Brickell Avenue, South Bayshore Drive and the surrounding area including but not limited to the safety and educational measures described herein.

The Prime Sponsor of the foregoing resolution is Commissioner Jose "Pepe" Diaz. It was offered by Commissioner **José "Pepe" Diaz**, who moved its adoption. The motion was seconded by Commissioner **Jean Monestime** and upon being put to a vote, the vote was as follows:

	Rebeca Sosa, Chairwoman	aye
	Lynda Bell, Vice Chair	absent
Bruno A. Barreiro	aye	Esteban L. Bovo, Jr. aye
Jose "Pepe" Diaz	aye	Audrey M. Edmonson absent
Sally A. Heyman	absent	Barbara J. Jordan aye
Jean Monestime	aye	Dennis C. Moss aye
Sen. Javier D. Souto	aye	Xavier L. Suarez aye
Juan C. Zapata	absent	

The Chairperson thereupon declared the resolution duly passed and adopted this 4th day of March, 2014. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **Christopher Agrippa**
Deputy Clerk



Approved by County Attorney as
to form and legal sufficiency.

Alex S. Bokor