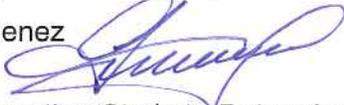


# Memorandum



**Date:** September 13, 2012

**To:** Honorable Chairman Joe A. Martinez  
and Members, Board of County Commissioners

**From:** Carlos A. Gimenez   
Mayor

**Subject:** Directive Requesting Study to Determine Feasibility and Advisability of Installing Pedestrian Crossings Along Biscayne Boulevard Between NE 36 Street and NE 61 Street (Resolution R-587-12)

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In response to the directive given under Resolution R-587-12, the Public Works and Waste Management Department (PWWM) conducted a traffic study along Biscayne Boulevard between NE 36 Street and NE 61 Street to evaluate the feasibility of providing additional pedestrian crosswalks along this segment of roadway.

Biscayne Boulevard is a State maintained roadway (SR 5) under the jurisdiction of the Florida Department of Transportation (FDOT). As such, PWWM contacted FDOT to inquire about any recent pedestrian crosswalk studies and projects along the corridor. FDOT staff has informed PWWM that the findings are as follows:

- In March 2010, a Qualitative Assessment was conducted to evaluate the feasibility of installation of a traffic signal at the intersection of Biscayne Boulevard and Gate Lane, which is approximately NE 46 Street. As a result of the study, speed feedback signs facing northbound and southbound traffic will be provided by FDOT at this location. FDOT staff has informed PWWM that the project is anticipated to commence prior to September 9, 2012.
- In May 2011, a Mid-Block Pedestrian Crosswalk study was conducted on Biscayne Boulevard between Gate Lane and the Publix Supermarket located at 4870 Biscayne Boulevard. As a result, an un-signalized crosswalk will be installed on Biscayne Boulevard across from the Publix Supermarket. According to FDOT staff, the design has been finalized and coordination with the City has been performed for the relocation of the existing irrigation system on the median. The project is scheduled to be constructed by the end of this year or early next year.
- In June 2012, a Qualitative Assessment of the intersection of Biscayne Boulevard and NE 57 Street was performed to address a request pertaining to pedestrian safety. The assessment concluded that pedestrian volumes on Biscayne Boulevard in the vicinity of NE 57 Street are insufficient to justify the installation of a pedestrian crosswalk. The study did not recommend any other action.

For more detailed information, please refer to the attached report, executive summaries and proposed recommendations from the FDOT studies.

Based on FDOT's findings and the locations of existing signalized intersections with pedestrian features within the study segment (i.e. NE 36 Street, NE 38 Street, NE 50 Terrace, NE 54 Terrace and NE 61 Street), the physical roadway characteristics, and the criteria for the implementation of midblock pedestrian crosswalks, the intersections of Biscayne Boulevard at

NE 52 Street, NE 57 Street, NE 58 Street, and NE 59 Street have been identified as potential locations for analysis. Furthermore, the intersections of NE 57 Street, NE 58 Street and NE 59 Street were analyzed holistically to increase the opportunity for meeting the pedestrian crosswalk criteria contained in the FDOT *Traffic Engineering Manual* for Mid-Block Pedestrian Crosswalks.

Traffic data was collected on July 18, 2012 during the school summer break. The data shows that vehicular volumes are heavy, with directionality favoring southbound traffic in the morning peak hours, and northbound traffic in the afternoon peak period. A vehicular gap study was also performed, and field observations revealed that there are a sufficient number of gaps to allow pedestrians to cross Biscayne Boulevard. Additionally, the crash data from 2008 to 2010 was reviewed concluding that none of the crashes were related to pedestrians. Furthermore, none of the locations experienced an abnormally high-crash rate. Pedestrian volumes crossing Biscayne Boulevard were also observed at all four intersections on the same day during the AM, Mid-day and PM peak periods as shown below.

<b>Pedestrian Peak Hour Count</b>	<b>Biscayne Boulevard at NE 52 Street</b>	<b>Biscayne Boulevard at NE 57 Street, NE 58 Street and NE 59 Street</b>
AM	9	8
MID-DAY	5	3
PM	15	0

Please note that the installation of mid-block pedestrian crosswalks should be based on certain important factors, such as proximity to significant generators, pedestrian demand, pedestrian-vehicle crash history, and distance between crossing locations. According to the criteria contained in the FDOT *Traffic Engineering Manual* for Mid-Block Pedestrian Crosswalks, Section 3.8.5(3), a minimum of 20 pedestrians per hour is required for placement of a marked crosswalk.

As provided in the above table, the pedestrian volumes crossing Biscayne Boulevard at NE 52 Street, and the combined totals for the intersections at NE 57 Street, NE 58 Street, and NE 59 Street, were far less than 20 pedestrians per hour. As such, based on this study, they were found to be insufficient to meet the warrant for the installation of a mid-block crosswalk. It should be noted that pedestrian counts for this study were performed during the school recess period. However, the collected data was compared with the data collected during the active school period in the FDOT study. For both periods, the pedestrian volumes crossing Biscayne Boulevard at NE 57 Street show values far below the required criteria. In addition, the FDOT executive summary for the report states "...Pedestrian volumes crossing Biscayne Boulevard in the vicinity of NE 57 Street and to the north for the next two to three blocks were very low."

Furthermore, pedestrian counts were also collected on August 23, 2012 at the intersection of Biscayne Boulevard and NE 52 Street. The results revealed that pedestrian volumes during the AM, Mid-day and PM peak periods did not reach the required sidewalk criteria. As such, pedestrian activity behaves similarly during recess and active school periods. Therefore, the installation of pedestrian crosswalks is not recommended at these locations along Biscayne Boulevard.

Honorable Chairman Joe A. Martinez  
and Members, Board of County Commissioners  
Page No. 3

Since schools generate pedestrian activities, a recent site review was conducted and it was found that the Cushman School is the only school facility along the study corridor which is located on the southwest corner of Biscayne Boulevard and NE 60 Street. Currently, the school uses NE 60 Street west of Biscayne Boulevard as its designated loading area for pick-up and drop-off. There is adequate school related signs along this segment to protect students and parents during the school arrival and dismissal times.

Finally, Biscayne Boulevard and NE 61 Street is a signalized intersection with pedestrian push-buttons, pedestrian heads, ADA pedestrian ramps and crosswalks at all corners to accommodate students and parents interested in walking to and from the school. It should be noted that the distance from the above referenced intersection to the school is within 300 feet. Therefore, no additional crosswalk is needed at NE 60 Street.

If you have any questions, please contact PWWM Director Kathleen Woods-Richardson at 305-375-2960 or me at 305-375-1880.

#### Attachments

c: Alina T. Hudak, Deputy Mayor/County Manager  
Kathleen Woods-Richardson, Director, Public Works and Waste Management Department



**QUALITATIVE ASSESSMENT**  
**(INTERSECTION)**

**SR 5 / BISCAYNE BOULEVARD  
AT NE 57<sup>th</sup> STREET  
(SECTION 87030000, MILEPOST 14.740)  
Task Work Order No. 92**

FM No. 40952123201  
Contract No. C-8P05

June 2012

PREPARED FOR

**Florida Department of Transportation, District 6**  
Project Manager: Pedro P. Nuñez, E.I.

PREPARED BY

**HNTB Corporation**

**HNTB**



**QUALITATIVE ASSESSMENT (INTERSECTION)**

**SR 5/ BISCAYNE BOULEVARD AT NE 57 STREET  
(SECTION 87030000, MILEPOST 14.740)  
Task Work Order No. 92**

FM No. 40952123201  
Contract No. C-8P05

June 2012

PREPARED FOR

**Florida Department of Transportation, District 6**  
Project Manager: Pedro P. Nuñez, E.I.

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**Brian Fowler, P.E.**

State of Florida Board of Professional Engineers,  
Professional Engineer License No. 73703

**HNTB Corporation**

8700 W Flagler Street, Suite 200  
Miami, FL 33174-2428

State of Florida Board of Professional Engineers,  
Certificate of Authorization No. 6500



## EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) – District Six Traffic Operations Office issued Task Work Order (TWO) No. 92 to perform a Qualitative Assessment of the intersection of SR 5/Biscayne Boulevard and NE 57<sup>th</sup> Street. The purpose of the qualitative assessment is to document the field review observations, traffic and crash data for the study intersection, recommend applicable further steps, and specifically address a citizen request pertaining to pedestrian accommodation and safety for possible improvements. Biscayne Boulevard is identified as section 87030000 on the State Highway System and the intersection of NE 57<sup>th</sup> Street is located at Milepost (MP) 14.740.

The study location is a three-legged unsignalized intersection. Biscayne Boulevard is a four-lane-divided arterial running in a north-south direction, with a posted speed limit of 35 miles per hour (mph). To the south of the intersection there is a physical median, while to the north there is a painted median with turn lanes. NE 57<sup>th</sup> Street at the intersection is essentially a short dead-end street stub with a driveway access to a condominium building.

Traffic flow and pedestrian crossings of Biscayne Boulevard were observed in AM and PM peak time periods. Eight-hour turning movement counts, including pedestrians, were performed at the intersection of Biscayne Boulevard and NE 57<sup>th</sup> Street on Tuesday, April 17, 2012, from 7:30 AM to 9:30 AM, and 12:00 PM to 6:00 PM. Traffic volumes are fairly heavy, with directionality favoring southbound traffic in the AM peak and northbound traffic in the PM peak. There are very few gaps sufficient for a pedestrian to cross the entire width of Biscayne Boulevard. The westbound approach of NE 57<sup>th</sup> Street had almost no traffic in either peak period. There was no traffic congestion observed in the vicinity. Pedestrian volumes crossing Biscayne Boulevard in the vicinity of NE 57<sup>th</sup> Street and to the north for the next two to three blocks were very low.

Based on the crash data reviewed, a total of 6 crashes were documented at the study intersection during the referenced three year period with 2 crashes in 2008 and 4 crashes in 2009. There were no documented crashes in year 2010. All documented crashes were rear end crashes and were property damage only crashes. The crash statistics reveal that this intersection is unlikely to have experienced an abnormally high crash rate when compared to the district-wide average for similar locations in the three-year referenced time period.

Pedestrian volumes crossing Biscayne Boulevard in the vicinity of NE 57<sup>th</sup> Street are insufficient to justify the installation of a crosswalk. According to the criteria contained in the FDOT Traffic Engineering Manual for Mid-Block Pedestrian Crosswalks, Section 3.8.5(3), a minimum of 20 pedestrians during an hour is required. Installation of a crosswalk at the NE 57<sup>th</sup> Street intersection would be undesirable due to



the proximity of the curve to the south which limits visibility for some northbound approaching drivers. Based on the data review and field observations in this Qualitative Assessment, no further study is recommended at this time for the study intersection.



## INTRODUCTION

The Florida Department of Transportation (FDOT) – District Six Traffic Operations Office issued Task Work Order (TWO) No. 92 to perform a Qualitative Assessment of the intersection of SR 5/Biscayne Boulevard and NE 57<sup>th</sup> Street. The purpose of the qualitative assessment is to document the field review observations, traffic and crash data for the study intersection, recommend applicable further steps, and specifically address a citizen request pertaining to pedestrian accommodation and safety (a copy of the request is included in **Appendix A**) for possible improvements.

Biscayne Boulevard is identified as section 87030000 on the State Highway System and the intersection of NE 57<sup>th</sup> Street is located at Milepost (MP) 14.740. A location map showing the study intersection and vicinity is included as **Figure 1**.

## EXISTING CONDITIONS

The study location is a three-legged unsignalized intersection. Biscayne Boulevard is a four-lane-divided arterial running in a north-south direction, with a posted speed limit of 35 miles per hour (mph). To the south of the intersection there is a physical median, while to the north there is a painted median with turn lanes. NE 57<sup>th</sup> Street at the intersection is essentially a short dead-end street stub with a driveway access to a condominium building. Photos pertinent to field conditions and traffic conditions during peak periods are included in **Appendix B**. A field sketch showing the intersection layout and the relevant intersection features is included in **Appendix C**. An intersection field observation report completed during the field reviews is included in **Appendix D**.

The lane configuration of each approach is as follows (also refer to field sketch in Appendix C, and **Photos 1 through 3**):

- Northbound there are two through lanes (right-lane also serves right-turns),
- Southbound there are two through lanes and a left-turn lane:
- Westbound there is one lane serving left and right turns.

The surrounding land uses are residential and vacant land. On the northeast corner is high-rise condominium, on the southeast corner is a commercial building, and there is a vacant parcel on the west side. From a larger area land use perspective there is commercial development fronting along this section of Biscayne Boulevard and along NE 4<sup>th</sup> Court just to the west, and residential neighborhoods to the east and west. Although disconnected from the dead-end "stub" of NE 57<sup>th</sup> Street that forms the subject intersection approach, NE 57<sup>th</sup> Street exists just to the east as a local residential street. The sidewalk from this portion of NE 57<sup>th</sup> Street extends parallel to the "stub", connecting to Biscayne Boulevard sidewalk immediately south of the NE 57<sup>th</sup> Street intersection approach.

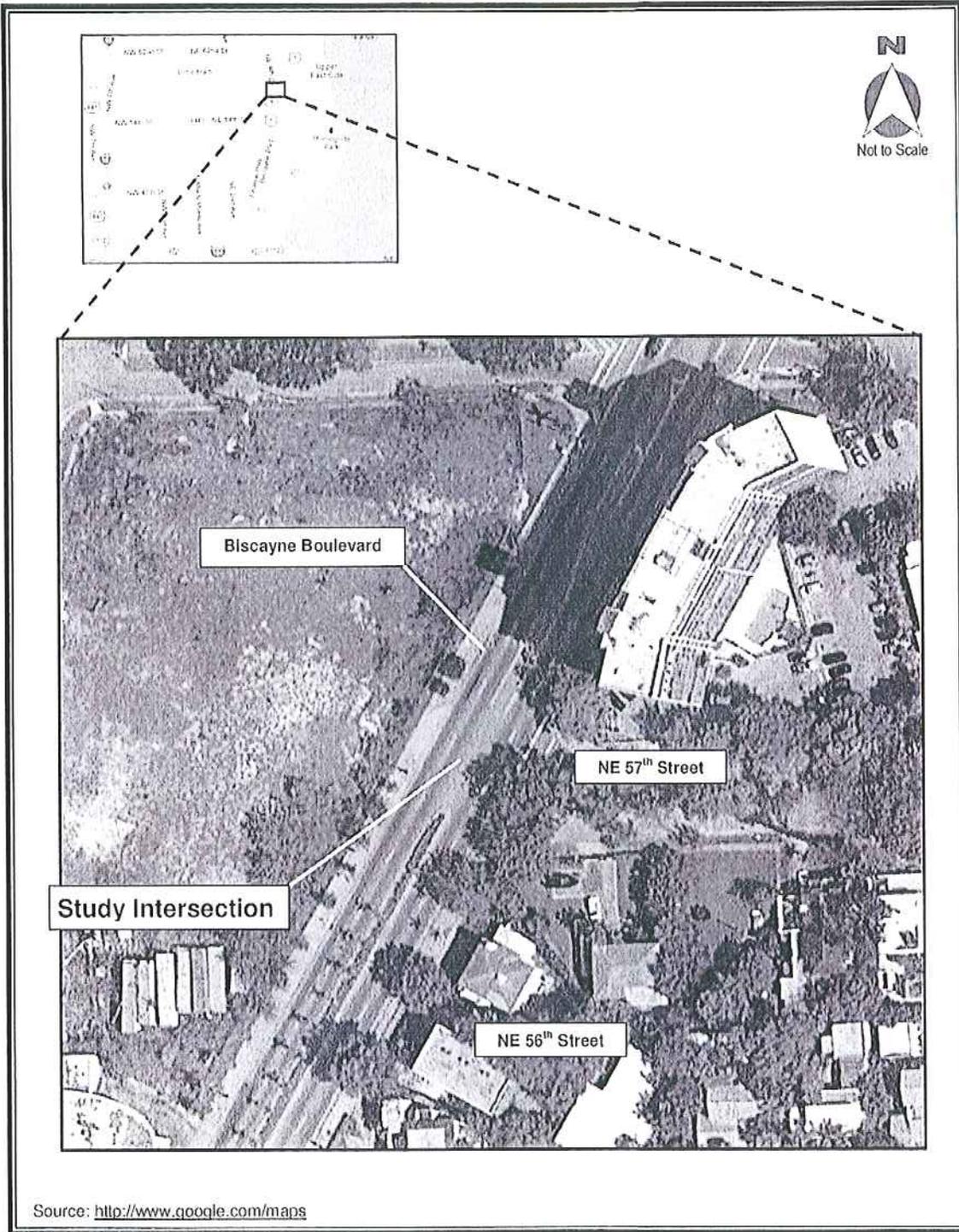


Figure 1 – Location Map  
SR 5/US 1/ Biscayne Boulevard and NE 57<sup>th</sup> Street  
Qualitative Assessment Report



Both roadways have curb and gutter. Sidewalks are located at the back of curb on both sides of Biscayne Boulevard and on the north side of NE 57<sup>th</sup> Street. There is street lighting on Biscayne Boulevard. The pavement surfaces at the intersection appear to be in fair condition. There are bus stops located on the southbound departure leg of the intersection, and north of the intersection in the northbound direction, just south of NE 58<sup>th</sup> Street. Pavement markings are generally in fair condition.

This segment of SR 5 is classified as an urban other principal arterial with an FDOT Access Class designation of 7. The nearest adjacent traffic signals are at NE 54<sup>th</sup> Street 1140 feet to the south and at NE 61<sup>st</sup> Street 1690 feet to the north. These traffic signals are also the locations of the nearest crosswalks.

### TRAFFIC COUNT DATA

Eight-hour turning movement counts were performed at the intersection of Biscayne Boulevard and NE 57<sup>th</sup> Street on Wednesday, May 16, 2012, from 7:30 AM to 9:30 AM, and 12:00 PM to 6:00 PM. **Table 1** summarizes these turning movement counts for the study intersection. Traffic count data reports for the study intersection are included in **Appendix E**.

**Table 1 – Summary of Turning Movement Counts**

Time Period	Intersection Approach											
	Northbound Biscayne Blvd.				Southbound Biscayne Blvd.				NE 57 <sup>th</sup> Street			
	Thru	Right	Peds	Total Veh	Left	Thru	Peds	Total Veh	Left	Right	Peds	Total Veh
7:30 AM to 8:30 AM	1,023	2	4	1,025	2	1,810	1	1,812	0	3	13	3
8:30 AM to 9:30 AM	1,006	0	1	1,006	0	1,774	1	1,774	4	1	6	5
12:00 PM to 1:00 PM	1,045	1	2	1,046	2	957	2	959	0	2	8	2
1:00 PM to 2:00 PM	1,095	1	0	1,096	0	1,079	0	1,079	1	1	5	2
2:00 PM to 3:00 PM	1,269	2	0	1,271	0	1,245	0	1,245	0	2	9	2
3:00 PM to 4:00 PM	1,435	0	2	1,435	2	1,408	2	1,410	1	1	10	2
4:00 PM to 5:00 PM	1,492	1	1	1,493	3	1,367	3	1,370	1	1	7	2
5:00 PM to 6:00 PM	1,835	0	1	1,835	0	1,283	0	1,283	1	0	10	1

Notes: Counts performed on Wednesday, May 16, 2012  
 Peds column reflects pedestrians crossing the corresponding approach



## FIELD REVIEW

The following section documents traffic operational and safety related observations made during the field visits conducted by a qualified traffic engineer on Wednesday, May 30, 2012 from 7:30 AM to 9:30 AM and from 4:00 PM to 6:00 PM. As mentioned earlier, photographs pertinent to field conditions are included in **Appendix B**.

### General Observations

There are speed limit signs with electronic speed feedback located both to the north and south of NE 57<sup>th</sup> Street, in both directions. Biscayne Boulevard in the immediate vicinity of NE 57<sup>th</sup> Street is a straight section of roadway but there is a curve about 400' to the south (see **Photos 4 and 5**), and the road curves again about 1200' to the north.

Traffic volumes are fairly heavy, with directionality favoring southbound traffic in the AM peak and northbound traffic in the PM peak. The effects of traffic signals in either direction from the site can be seen in the traffic patterns, with platoons of vehicles followed by gaps. There are very few gaps sufficient for a pedestrian to cross the entire width of Biscayne Boulevard. The westbound approach of NE 57<sup>th</sup> Street had almost no traffic in either peak period. There was no traffic congestion observed in the vicinity.

Pedestrian volumes crossing Biscayne Boulevard in the vicinity of NE 57<sup>th</sup> Street and to the north for the next two to three blocks were very low. At NE 57<sup>th</sup> Street, there were two observations of pedestrians crossing Biscayne Boulevard on the south leg, using the median for refuge (see **Photo 7**).

## CRASH REVIEW

The crash data for three most recent years (from January 2008 to December 2010) for the study intersection of SR 5/Biscayne Boulevard and NE 57<sup>th</sup> Street (from MP 14.690 to MP 14.790) was downloaded from the FDOT's Crash Analysis Reporting System (CARS). Based on the crash data, crash summaries were developed for the three years. Review of the crash summaries provides insight into the historical crash patterns along the study intersection. The crash summaries are included in **Appendix F**. Based on the crash data reviewed, a total of 6 crashes were documented at the study intersection during the referenced three year period with 2 crashes in 2008 and 4 crashes in 2009. There were no documented crashes in year 2010. All documented crashes were rear end crashes and were property damage only crashes. There was one (1 – 17%) night/dusk/dawn crash and one (1 – 17%) wet/slippery pavement conditions.



Table 2 details the crash rate and other relevant crash statistics for the study intersection for the years 2008, 2009, and 2010. The FDOT District 6 average crash rate for an urban, 4-lane, divided raised spot with 3 legs (consistent with the CARS data) was used in computing the crash statistics.

**Table 2 – Crash Statistics Summary**

Year	Number of Crashes	AADT (see note)	ACR (per million vehicles)	A (crashes per million vehicles)	M	CCR	Safety Ratio	K	C
2008	2	34,500	0.159	0.421	12.593	0.983	0.162	na	na
2009	4	35,000	0.313	0.475	12.775	1.070	0.293	na	na
2010	0	na	na	na	na	na	na	na	na

AADT – Average Annual Daily Traffic (estimated based on counts conducted for this study)  
 ACR (Actual Crash Rate) = No. of crashes in a year / [(No. of vehicles (AADT) \* 365) / 1,000,000]  
 A – District-wide Average Crash Rate  
 M – Average vehicle exposure for one year at spot (million vehicles) = [(AADT \* 365) / 1,000,000]  
 CCR (Critical Crash Rate) =  $A + K * (\text{SQRT}[A/M]) - (1/[2 * M])$  --- K = 3.291 for Urban  
 Safety Ratio = ACR/CCR  
 K – Level of statistical significance =  $[(ACR - A + (1/2M))/(A/M) ^{0.5}]$   
 C – Confidence Level = Percent probability that the crash rate is abnormally high for the location under study, using the district-wide average as a basis.  
 na – not applicable (site criteria AADT, ACR, A, M, CCR, Safety Ratio not meaningful with 0 crashes; statistical significance criteria K and C not meaningful if less than 8 crashes)

High Crash Segment and Spot listings under the CARS available for the years 2008, 2009, and 2010 were reviewed in order to identify if the study intersection is a part of any high crash location. The study intersection was not listed as a high crash spot for any of the three referenced years. The study intersection was a part of the identified high crash segment along Biscayne Boulevard from MP 14.364 (north of NE 51<sup>st</sup> Street) to MP 14.774 (north of NE 57<sup>th</sup> Street) for the year 2009.

## RECOMMENDATIONS

Pedestrian volumes crossing Biscayne Boulevard in the vicinity of NE 57<sup>th</sup> Street are insufficient to justify the installation of a crosswalk. According to the criteria contained in the FDOT Traffic Engineering Manual for Mid-Block Pedestrian Crosswalks, Section 3.8.5(3), a minimum of 20 pedestrians during an hour is required. Installation of a crosswalk at the NE 57<sup>th</sup> Street intersection would be undesirable due to the proximity of the curve to the south which limits visibility for some northbound approaching drivers. Based on the data review and field observations in this Qualitative Assessment, no further study is recommended at this time for the study intersection.



MEMORANDUM

Agenda Item No. 11(A)(7)

**TO:** Honorable Chairman Joe A. Martinez  
and Members, Board of County Commissioners

**DATE:** July 3, 2012

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

**SUBJECT:** Resolution directing the County Mayor  
to conduct a study of the feasibility and  
advisability of installing pedestrian  
crosswalks as necessary along Biscayne  
Boulevard in the area spanning from the  
intersections of NE 36th Street to  
NE 61st Street in Miami-Dade County

Resolution No. R-587-12

This item has been amended at the Infrastructure and Land Use Committee on 6-13-12 to expand the boundaries of the feasibility study by changing all references to "NE 54th Street" to now read "NE 36th Street."

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Vice Chairwoman Audrey M. Edmonson.

  
\_\_\_\_\_  
R. A. Cuevas, Jr.  
County Attorney

RAC/cp



# MEMORANDUM

(Revised)

**TO:** Honorable Chairman Joe A. Martinez  
and Members, Board of County Commissioners

**DATE:** July 3, 2012

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

**SUBJECT:** Agenda Item No. 11(A)(7)

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 Manager'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 \_\_\_\_\_

Agenda Item No. 11(A)(7)  
7-3-12

RESOLUTION NO. R-587-12

RESOLUTION DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO CONDUCT A STUDY OF THE FEASIBILITY AND ADVISABILITY OF INSTALLING PEDESTRIAN CROSSWALKS AS NECESSARY ALONG BISCAYNE BOULEVARD IN THE AREA SPANNING FROM THE INTERSECTIONS OF NE 36TH STREET TO NE 61ST STREET IN MIAMI-DADE COUNTY

**WHEREAS**, Biscayne Boulevard has undergone phased reconstruction over recent years by the Florida Department of Transportation, in an effort to ease congestion and to facilitate traffic flow, including improvements to roadway and sidewalks from the intersection of NE 37<sup>th</sup> Street to the intersection of NE 87<sup>th</sup> Street in Miami-Dade County; and

**WHEREAS**, pedestrian crossings provide a means by which the public can cross over busy roadways in a safe and efficient manner; and

**WHEREAS**, the general public benefits by the improvement of safety and access at busy intersections; and

**WHEREAS**, pedestrian crossings already have been installed in several locations along Biscayne Boulevard, including the intersections of Biscayne Boulevard and NE 72nd Street, NE 83rd Street and NE 85th Street; and

**WHEREAS**, numerous intersections between NE ~~[[54<sup>th</sup>]]~~<sup>1</sup> >>36th<< Street and NE 61st Street do not currently include pedestrian crossings (such as NE 58<sup>th</sup> Street), notwithstanding the busy nearby residential communities and commercial establishments; and

<sup>1</sup> Committee amendments are indicated as follows: Words double stricken through and/or [[double bracketed]] are deleted, words double underlined and/or >>double arrowed<< are added.

**WHEREAS**, a feasibility study will assist in determining whether the installation of pedestrian crossings at intersections between NE [[54<sup>th</sup>]] >>36th<<Street and NE 61st Street is a viable means to accomplish the goals of improving safety and access in this area; and

**WHEREAS**, a study regarding the feasibility and advisability of the subject pedestrian crossings is in the best interest of the citizens of Miami-Dade County,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board directs the County Mayor or County Mayor's designee to conduct a study as to the feasibility and advisability of providing pedestrian crosswalks at necessary intersections between NE [[54<sup>th</sup>]] >>36th<< Street and NE 61st Street, which may include safety, access and efficiency analyses as deemed appropriate by the Public Works and Waste Management Department. A report containing the findings and recommendations resulting from this study shall be submitted to this Board within 60 days of the adoption of this resolution.

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

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

The Chairperson thereupon declared the resolution duly passed and adopted this 3<sup>rd</sup> day of July, 2012. This resolution shall become effective ten (10) days after the date of its final adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board. This resolution may become effective earlier than ten (10) days after the date of its final adoption upon written approval by the Mayor.

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.

A handwritten signature in black ink, appearing to be "DH", written over a horizontal line.

Debra Herman

5