

# Bicycle Action Plan

for the

City of Miami

October 2008



## **Introduction**

Miami is perfect for bicycling. The terrain is flat, streets are laid out in a grid pattern, and there is warm, sunny weather year-round. Bicycling promotes an enhanced quality of life. Mayor Diaz and the City of Miami have a vision for the City's future, where bicycling is incorporated into daily life by providing transportation and recreation opportunities that are safe and convenient. Despite these favorable conditions that seem to encourage bicycling, many residents, commuters and visitors are hesitant to participate. This may be due to existing obstacles, including the lack of bicycle infrastructure, connectivity between the existing facilities, clear and consistent signage, and awareness of the safest bicycling routes. Additionally, Miami has a dominant car culture and general lack of awareness of laws regarding bicycling for both the bicyclists and motorists.

The City is embracing the current economic, environmental, and social conditions creating a demand for expanded infrastructure to support increased use of alternative forms of transportation in Miami. The City of Miami welcomes this change and is committed to providing the infrastructure and facilities needed. The first step was the creation of the Bicycle Action Committee (BAC) by Mayor Manny Diaz. A working group of City staff, local bicycle-oriented organizations, and concerned citizens, the BAC has identified necessary steps to improve bicycling conditions in the City of Miami. The next step was to evaluate the City's existing resources and opportunities and develop this Bicycle Action Plan.

Through this and future documents, the City will continue to promote and integrate the accommodation of cyclists through ongoing development of a bicycle network and infrastructure. Furthermore, the City will develop a strategy to acquire designation as a Bicycle-Friendly Community by the League of American Bicyclists by 2012.

The Bicycle Action Plan discusses the expansion of safe bicycle routes, facilities, and education programs for the safe and convenient accommodation of beginner, intermediate, and advanced cyclists. The Action Plan contains four goals which includes the development of an effective bicycle network and support facilities, improvement of the safety of cyclists through education and community outreach, development of a framework and implementation plan for the routine accommodation of bicyclists in the City of Miami's projects and programs, and the development and implementation of a process to collect, review, and improve bicycle initiatives discussed in this plan. These goals will enhance recreation, commuter, tourism, and other bicycle uses and decrease automobile dependence within the next five years. During this same five-year timeframe a Bicycle Master Plan will be developed for approval. In addition, the Bicycle Action Plan will promote partnerships with a variety of local, statewide and national bicycle-friendly organizations, as well as other programs such as Safe Routes to School, the League of American Bicyclists' Bike-Friendly Communities and Bike-Friendly Business.

## Goals and Objectives

To make the City of Miami more bicycle-friendly, the Bicycle Action Plan details specific objectives in order to meet the following goals:

### Goal 1: Infrastructure – Develop an effective physical bicycle network and support facilities for safe and convenient bicycling.

Objective 1: Make cycling safe and inviting on the streets of the City of Miami.

- Utilize the Proposed Bicycle Network Map (see map insert) in setting priorities for street resurfacing, reconstruction, and streetscape projects.
- Accommodate bicyclists and their ability to travel safely in the design phase of all street improvement projects.
- Utilize the Bicycle Action Plan to guide planning, design, and implementation of bicycle infrastructure and facilities with other city plans.
- Utilize the Bicycle Action Plan to coordinate planning, design, and implementation of bicycle improvements within the City and near the boundary with surrounding municipalities, Miami-Dade County, and the State in order to effectively promote connectivity.
- Use physical design (i.e. bikeway width, signage) to promote safer bikeways and increased awareness of bicycle-related traffic laws.

Objective 2: Increase the availability of bicycle parking and support facilities (i.e., showers and lockers) along major corridors and at destinations across the City.

- Request new development, major renovations, and existing buildings to provide bicycle parking and facilities.
- Provide adequate temporary or permanent bicycle parking at all City sponsored public events and encourage such provisions at all other events within the City.
- The Miami Parking Authority will install at least 20 street-side bicycle parking facilities along major corridors and destinations and four convenient bicycle racks within covered parking facilities by the end of the 2009 fiscal year.
- Research a citywide bicycle parking and facilities plan and implementation process to be included in the Bicycle Master Plan.

### Goal 2: Education – Improve the safety of cyclists through education and community outreach.

Objective 1: Improve the education of traffic laws related to bicycling.

- Address bicycle-vehicle safety measures through enforcement of the laws in partnership with the City of Miami Police Department. (Refer to Chapter 316 of the Florida Statutes for laws pertaining to bicycles)
- Provide training for City of Miami police officers regarding bicycle safety laws and issues.

- Develop a card or pamphlet to give with issued warning.
- Research the possibility of expanding the number of police officers on bicycles.
- Continue to identify the most common conflicts between bicycle and motor vehicle users and create strategies for enforcement and design alternatives to mitigate these.

Objective 2: Educate the public (motorists, bicyclists, and pedestrians) about bicycle and motor vehicle operation.

- Educate motorists and bicyclists about mutual rights and responsibilities through the City of Miami website, language-specific publications and PSAs. (Refer to the League of American Bicyclists Rules of the Road, <http://www.bikeleague.org/resources/better/roadrules.php> )
- Create and implement a partnership with the Safe Routes to School program.
- Partner with community groups to implement a Miami-specific bicycle curriculum for elementary and middle schools, utilizing existing curriculums, and promote it through the Education Compact and existing safety programs.
- Identify and develop other partnerships, with organizations such as the League of American Bicyclists that will enhance the City's bicycle programs and projects.
- Recognize March as Bicycle Month, which will include a Bicycle Safety Awareness Day and encourage City employees and residents to recognize annual Bike-to-Work Day.
- Five City of Miami employees and/or BAC members will become League Certified Instructors (LCI) and be responsible for leading at least six public classes per year in coordination with the Miami Police Department.

Objective 3: Encourage increased bicycling by promoting health, recreation, transportation, tourist opportunities, and environmental benefits.

- Promote bicycling for commuting, running errands and other short trips, socializing, and exercising through Public Service Announcements (PSAs), outreach campaigns, and school curriculum development.
- Develop and distribute a City of Miami Bicycle User Map that is updated every year through a dedicated City of Miami bicycle website.
- Support a Ciclovía event in downtown Miami where at least one major street is closed to motor traffic for a few hours in order to encourage bicycling and walking.
- Launch and host a Bicycle Action Summit for the public within the City of Miami.
- Implement at least two free City supported community bicycle rides per year.
- Provide training for City staff to design and implement bicycle facilities.
- Improve upon and promote the BAC travel survey based on surveys used in Miami.

Goal 3: Coordination – Develop a framework and implementation plan for the routine accommodation of bicyclists in the City of Miami’s projects and programs.

Objective 1: Institute policies and procedures to support the implementation of the Bicycle Action Plan goals and objectives.

- Seek special funding for a City of Miami Bicycle Coordinator position in the Department of Capital Improvements Programs or Transportation to assist in the implementation of the Bicycle Action Plan.
- Support the Bicycle Action Committee.
- Promote the implementation of the Bicycle Action Plan.
- Educate city departments on the Bicycle Action Plan.
- Develop and receive approval of a Bicycle Master Plan within five years.

Objective 2: Coordinate with County and State Transportation Departments.

- Attend MPO monthly Bicycle and Pedestrian Action Committee meetings.
- Attend public meetings on facility reconstruction projects.

Goal 4: Monitoring & Evaluation – Develop and implement a process to collect, review, and improve bicycle initiatives discussed in this plan.

Objective 1: Create and implement a system for tracking and mapping installed bicycle infrastructure and facilities to be available to the public via a dedicated website such as [www.miamigov.com/bikes](http://www.miamigov.com/bikes).

- Monitor bicyclist traffic statistics yearly and coordinate with the Miami-Dade County MPO. Publish yearly data on the City of Miami Bicyclist website.
- Improve upon and promote the BAC travel survey based on the Emerge Miami model.
- Coordinate with other departments and commissioner offices to program yearly capital improvements.
- Update and revise mapping and bicycle plans as needed.
- Institute a web-based process to review and map program data, including County safety data, at least once a year to determine the effectiveness of the Bicycle Action Plan in effecting its goals and objectives.

**The City of Miami Bicycle Action Plan: Phased Implementation**

The overarching goal of the Bicycle Action Plan is to initiate the improvement of bicycling throughout the City during the next five years.

The City will implement a comprehensive bicycle network to become a bicycle friendly community. This network will be comprised of four basic types of bikeways designed to accommodate all types of users. (defined in the Glossary):

- Bicycle Lanes
- Shared Streets
- Neighborhood Routes
- Greenways

To develop the Proposed Bicycle Network Map for this phase it was necessary to map existing bikeways and the primary bicycle routes utilized by bicyclists, regardless of existing infrastructure. From this, bikeways were prioritized and upcoming street projects were mapped and evaluated for bikeway compatibility. The Proposed Bicycle Network Map outlines future bicycle infrastructure based on economic feasibility, demand, and project implementation by the City, County, or State, as well as what can be accomplished in more than five years. This map also identifies the intended type of bikeway to be installed.

#### Priority of Bikeway Implementation

The City of Miami will work with the County and Florida Department of Transportation to systematically implement and maintain the Proposed Bicycle Network bikeways and related facilities. Multiple factors will be simultaneously considered to determine the priority of bikeway installation to create an integrated network. Primary factors that were considered included:

- Commuter and recreational routes that are currently unofficial bikeways to be designated as part of the bicycle network.
- Upcoming projects that may have bikeways incorporated.
- Connection of employment, activity, educational and cultural centers to residential areas to enhance commuter and utilitarian bicycling.
- Connection to public transportation, such as Metrorail, tri-rail and Metrobus routes.
- Bikeways that can reduce accidents as identified through reported accident data, including data from Miami-Dade County.
- Safe Routes to Schools program to develop safe bikeways to travel to and from school.

The Bicycle Action Plan will be integrated into protocols for all City departments that are tasked with street improvement projects so that bicyclists and pedestrians are always considered in planning, design, and implementation. Bikeway improvements will be planned efficiently and concurrent with other street resurfacing, drainage, widening and other projects. Furthermore, this plan will be used to coordinate efforts with Miami-Dade County and surrounding municipalities to integrate City of Miami bikeways with a larger bicycle network.

The physical design of bikeways will promote safer riding and awareness for bicyclists and motorists and be distinctively designated with signs, on-street markings and other

improvements such as traffic calming devices. This may be achieved by installing bicycle lanes, diverters or paths with appropriate widths and/or physical barriers to buffer vehicular traffic.

### Bicycle Facilities

A citywide plan will be researched for integration into the Bicycle Master Plan with the purpose of increasing the number of bicycle parking locations and facilities (i.e. showers and lockers) throughout the City. Bicycle facilities, such as highly visible parking racks will be installed at city parks, major civic destinations like stadiums, along commercial streets, and at municipal parking garages and lots. Businesses will be encouraged to work with the City to identify bicycle parking needs and solutions. The Miami Parking Authority will continue to install hoop model or parking meter converted bicycle parking racks along commercial corridors. Covered parking and other options, such as bicycle lockers, will be explored. These facilities are to be installed at major nodes, transit centers, government buildings, and civic, educational, and employment centers. Furthermore, new development and major commercial renovations will be encouraged to include bicycle parking and facilities at their locations. Research for incorporation of standards for government, civic, and large-scale commercial buildings, especially those that are LEED certified will be completed for the Bicycle Master Plan. After identification, bicycle parking facilities will be installed that follow the Cambridge, Massachusetts guidelines for bicycle parking, until other guidelines are set.

[http://www.cambridgema.gov/CityOfCambridge\\_Content/documents/tpat\\_BikeParkingBrochure.pdf](http://www.cambridgema.gov/CityOfCambridge_Content/documents/tpat_BikeParkingBrochure.pdf)

In the interim, all City sponsored events will be required to provide adequate temporary or permanent bicycle parking. This includes installed bicycle parking structures or temporary structures established for the event only. The structures will provide safe and convenient storage for bicycles while attending the event. Another option available to event organizers is to provide a bicycle valet at the events. Events that are not sponsored by the City, but within City boundaries will be encouraged to provide bicycle parking through the options discussed above.

Bicycle signage will be increased throughout the City. Signs will be installed on current and future bikeways. The signs and directional aids that would be installed would include images that express the concept “Share the Road,” riding in the proper direction, and distances to major destinations.

### Education Campaign

The City of Miami’s bicycle initiatives will be promoted through an education campaign to increase bicycle use for commuting, errands, socializing, and exercising. This campaign will aim to increase awareness of bicycle options and safety through trainings, public events, public service announcements, educational materials, and partnerships.

Trainings and workshops will be offered for a variety of audiences. City of Miami police officers on the Bicycle Action Committee will assist in directing workshops to refresh fellow officers on laws pertaining to bicycles and enforcement practices including the

Florida state ‘three-foot law’ and the dynamics of the deadly door-zone and right-hook collision. Methods for reducing conflicts between bicyclists and motorists will be identified and discussed. City of Miami employees will also undergo a training to provide information about the design and implementation of bikeways and facilities.

Public events that are centered on bicycling will be implemented in the next two years. This will include the launch of the City’s first Ciclovía, a street fair emphasizing bicycle and pedestrian uses of one or more major streets. The City will also support at least two free community rides per year. These may take place at such locations as Virginia Key or Morningside Park and will focus on bicycle safety and recreational cycling. Additionally, the City, County, and BAC will work together to coordinate bicycle safety and education events for cyclists and motorists. One such event will be a Bicycle Action Summit for all interested individuals to attend. This will be a venue to discuss future needs and wants of the community to expand and improve bicycling in the City.

Bicycle Friendly Maps will be distributed to increase awareness of bicycle infrastructure, facilities, and practices throughout the City. These will include education on bicycle best practices to increase the safety of cyclists. The Bicycle Friendly Map will be updated and distributed on a yearly basis. Public Service Announcements and school curriculum will be used to further spread the message of the benefits of bicycling and the new options in the City. A website dedicated to bicycling within the City of Miami will be launched and will include printable maps, links to bicycle resources, best bicycle practices, a calendar of events, and e-newsletter distribution. This website will be modeled after established websites such as;

- [bicyclingforlouisville.org](http://bicyclingforlouisville.org)
- [chicagobikes.org](http://chicagobikes.org)
- [bikenewyork.org](http://bikenewyork.org)

Furthermore, the Miami-Dade County’s website ([miamidade.gov/transit/bikes/](http://miamidade.gov/transit/bikes/) / <http://www.miamidade.gov/mpo/m11-program-bpp.htm> ) will be considered and integrated through links into the developed website.

Multiple partnerships will be explored and created with the approval of the Bicycle Action Plan. This includes a working relationship with the League of American Bicyclists and other local interest groups. Also a partnership with Miami-Dade County and the Safe Routes to School program will be pursued to implement the project at schools within the City. Finally a Bicycle Ambassadors program similar to that in Chicago will be explored for implementation in the City. ([bicyclingambassadors.org](http://bicyclingambassadors.org))

A travel survey, modeled after the surveys used in Miami and similar to those done by Smart trips in Portland, (<http://www.portlandonline.com/transportation/index.cfm?c=43801>) will also be developed and implemented. Research for incentive programs and requirements will be completed for possible integration into the Bicycle Master Plan. Incentives to be researched may include free bicycle racks for interested businesses and commuter contests.



## Coordination

The City of Miami will seek funding for a Bicycle Coordinator position. Responsibilities of the Bicycle Coordinator will include liaising between the Capital Improvements Program, the Office of the City Manager, the Public Works Department, the Bicycle Action Committee, the County Bicycle/Pedestrian Coordinator, Transportation and the Planning Department as well as public and private partners to ensure that goals are met and that all relevant departments have the tools and understanding necessary to fulfill their responsibilities under the Bicycle Action Plan. The Bicycle Coordinator will direct the annual assessment of progress of the Bicycle Action Plan, maintain the website and provide the City Commission with a feasibility study regarding the possible construction of a centrally located, urban bicycle station like those in Chicago, Austin, Seattle and Santa Barbara.

Efforts will be made to institute policies and procedures to support the implementation of the Bicycle Action Plan goals and objectives. This will involve coordination and cooperation by all participating departments and agencies and needed support for the Bicycle Action Committee. The BAC will receive assistance with coordination of trainings, workshops, public events, and implementation of bikeways and facilities.

A Bicycle Master Plan will be developed and approved within five years. This Plan will be a continuation of the Action Plan and include phases for the expansion of the bicycle network throughout the City of Miami. The Master Plan will include the percentage by which the City aims to increase bicycle participants and safety.

## Monitoring & Evaluation

This Plan is the first step to transforming the City of Miami into a bicycle-friendly community. During the implementation of the Action Plan the Master Plan will be developed. Therefore, it is important to monitor and evaluate the efforts of the Action Plan. The Bicycle Action Plan incorporates a process to collect, review, and improve bicycle the initiatives in the Plan.

A system will be implemented for tracking and mapping installed or requested bicycle infrastructure and facilities online. This program will be utilized by all collaborating departments to collect data on installed or requested bikeways and bicycle facilities. For example, this system may integrate the 311 system so that a concerned citizen can call to suggest a location for a bicycle parking structure. This can be logged and considered during project planning. Also, a process will be implemented that will review the collected data and map this information at least once a year.

A key objective of the Bicycle Action Plan is to create a safer, bicycle-friendly network. Accident data will be analyzed to prioritize locations for bikeways. On a yearly basis this data will be revisited to determine if those identified areas are safer and if other areas have appeared.

This Plan and initiatives aim to get more people on bicycles. The City of Miami will develop a system to conduct bicycle counts to determine if bicycle use has increased. The counts will be done from specified locations on a yearly basis. This system may incorporate established programs that are currently performed by Miami-Dade County or Emerge Miami.

### **Long-Term Goals**

The City of Miami and the Bicycle Action Committee will develop a Bicycle Master Plan that will be implemented after the expiration of the Bicycle Action Plan. The Bicycle Master Plan will address the long-term goals of enhancing the bicycle community of the City of Miami. This will include specific annual goals for miles of bikeway installed, bicycle parking spaces provided, and reduction of accidents. In addition an updated Bicycle Friendly Map will be printed on a regular basis and regular bicycle rides and workshops.

## Glossary

**Advanced Bicyclists** are highly skilled riders who are generally familiar with the laws regarding bicycles and feel comfortable “taking the lane” in traffic. This group includes racers and those cyclists who move consistently at speeds greater than 12mph. It is also largely comprised of daily commuters. Advanced Bicyclists generally ride with great confidence but may also benefit from bicycle safety education.

**Beginner Bicyclists** include children and other first-time bicyclists. Beginners tend to ride predominantly for leisure (short trips), recreation and, sometimes, fitness. Beginner Bicyclists may also include tourists, who rely heavily on signage and may use bicycles for sight-seeing outside of the business centers. Generally, beginners ride primarily on sidewalks, recreational bicycle trails, or in parks. Beginners have a limited familiarity with traffic laws as they apply to bicycles, and would also benefit from educational resources regarding bicycle safety.

**Bicycle Ambassadors** are a group of bicycle safety and education specialists who reach out to bicyclists in highly visited areas of a city. They extend goodwill to local and visiting bicyclists by helping them choose safe routes, find parking and locate transit general points of interest. They also answer other general questions as they pertain to the city in which they serve.

The **bicycle box** is an intersection safety design tool used to prevent bicycle/car collisions, especially those between drivers turning right and bicyclists traveling straight via a bicycle lane. The bicycle box guides bicyclists to move left, effectively taking the motor vehicle travel lane during stop lights. A colored (typically green or blue) on-pavement marking, this tool is further marked by a white bicycle stencil located inside the box. During a green light, the colored bicycle lane leading to and from the intersection reminds motorists and bicyclists to safely acknowledge the other.

**Bicycle Boulevard** is a preferred thoroughfare for bicyclists designated by signage and traffic-calming devices along thoroughfares with low traffic volumes. A Bicycle Boulevard may prioritize the free-flow of bicycles by assigning the right-of-way to bicyclists at most intersections.

**Bike-Friendly Business (BFB)** program recognizes employers’ efforts to encourage a more bicycle friendly atmosphere for employees and customers.

**Bicycle-Friendly Community Campaign** is an awards program that recognizes municipalities that actively support bicycling. A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. The League of American Bicyclists administers the Bicycle Friendly Community Campaign.

**Bicycle Lanes** are dedicated 4’ – 6’ wide travel lanes demarcated by 6” or 8” striping, and/or physical barriers such as bollards. Regardless, they are most appropriate for

medium-speed thoroughfares. To increase their visibility, they are commonly painted red, blue, or green.

**Bicycle Path** is a paved right-of-way or linear Frontage that is physically separated from motorized vehicular traffic. Bicycle Paths may be within a Greenway or exist as part of a multi-use path to be shared with joggers, in-line skaters and pedestrians.

**Bicycle Network** is a comprehensive and integrated network of bicycle routes, comprised of bicycle lanes, bicycle boulevards, shared streets, and off-street bicycle paths.

**Ciclovia** is a Spanish term, meaning "bike path," used in Latin America to mean either a permanent designated bicycle route or a temporary event closing of the street to automobiles to allow dominance by other users. Permanent designated bicycle lanes are also known as ciclo-rutas, while streets temporarily closed for that purpose are always called ciclovías.

**Greenway** is an open space corridor in largely natural condition which may include paths for bicycles and pedestrians.

**Intermediate Cyclists** represent the largest, most diverse group of cyclists in the City of Miami as well as the largest users of bicycle racks (especially those on buses) and off-street bicycle paths. This group includes relatively skilled recreational and utility riders who bicycle with varying regularity. They may bicycle for fun, out of environmental conviction, or due to a need for affordable and convenient transportation.

**The Leadership in Energy and Environmental Design (LEED)** is a Green Building Rating System developed by the U.S. Green Building Council (USGBC) that provides a suite of standards for environmentally sound and sustainable building development.

A **League Certified Instructor (LCI)** is certified by the League of American Bicyclists to teach bicycle education classes to children as well as adults, which include bicycle safety education.

A **Neighborhood Route** functions as a preferred through street for bicycles. Such a route is characterized by low traffic-volumes and its connectivity to commercial corridors or other inter and intra-neighborhood points of interest. In most instances it features street signage alerting motorists to share the road with bicyclists.

A **Priority Bicycle Route (PBR)** is similar to a Neighborhood Route , but may feature an additional traffic-calming devices along the thoroughfare. PBR's prioritize the free-flow of bicycles by, wherever possible, assigning the right-of-way to the bicyclist at minor intersections. PBR's are typically designated by street signage and on-street pavement markings that clearly designate the thoroughfare as a preferred route.

An **off-street path** or **trail** may exist within the road right-of-way or within an independent right-of-way, but is always physically separated from motorized vehicular

traffic. Paths are typically paved, especially in urban areas, and most often feature dual direction movement. Although bicycle trails and off-street paths, such as the “M-Path” are used for recreation in areas more rural in character, they are also used for recreation *and* commuting in places that are more urban. For safety reasons, most paths feature directional signage and should be signalized where the bicycle path intersects with regular thoroughfares.

**Safe Routes to School Program** provides a variety of important benefits to kids and their communities, including improved health, reduced traffic congestion, better air quality, and enhanced neighborhood safety. Safe Routes to School is a solution for the alarming nationwide trend toward child obesity and inactivity.

**Shared Streets** constitute the majority of bikeways. They are typically low-speed, low-flow inter and intra-neighborhood streets. They can also be more vibrant mixed-use commercial streets because of the high level of activity allow bicyclists to safely share the road with slow-moving vehicular traffic.

**Sharrows** are an experimental on-pavement marking of a directional arrow or "chevron," and a bicycle symbol similar to those seen in bicycle lanes. Sharrows demonstrate that bicyclists should "take the lane" by directing them into safe, shared-lane positioning. Sharrows are appropriate wherever travel lanes are too dangerous to share safely and when bicycle lanes are not feasible due to available street width or the general character of the street. As such, they are a great tool for mixed-use pedestrian oriented districts as the continuation of bicycle lanes that run through those urban areas less saturated with pedestrian activity.

**Wide shoulders** are often used by opportunistic bicyclists as a way to claim space, and therefore a sense of safety and comfort. Typically 4' or more, wide shoulders most often exist on those thoroughfares which pass through a more rural context, or along scenic urban thoroughfares, such as a waterside drive. However, some residential and commercial urban thoroughfares without parallel or head-in parking are wide enough to accommodate bicyclists riding along the shoulder. Regardless, striping bicycle lanes, or narrowing and calming traffic along such streets is preferred.

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Commissioner Angel Gonzalez  
Commissioner Tomas P. Regalado  
Commissioner Joe M. Sanchez, *Chair of the Green Commission*  
Commissioner Marc Sarnoff  
Commissioner Michelle Spence-Jones  
City Manager Pedro G. Hernandez

### **Bicycle Action Committee**

Alex Argudin  
Richard Berkowitz  
Edna Bonhomme  
Roger Bowers  
Richard Cahlin  
Kenneth Capezzuto  
Terry Connor  
Alicia Corral  
Angel Diaz  
Betty Fleming  
David Henderson  
John Hopkins  
Norman Lipoff  
Theodora Long  
Gabriel Lopez-Bernal  
Mike Lydon  
Mary Jane Mark  
Art Noriega  
Dario Perez  
Jane Padleford  
Ignacio Riveria  
Jason Rodgers-da Cruz  
Hank Sanchez-Resnik  
Adam Schachner  
Javier Soto  
Isaiah Thompson

### **Office of the Mayor**

Suzanna Valdez  
Kathryn Moore

### **Miami Office of Sustainable Initiatives (MSI)**

Robert Ruano, Director  
Edith McClintock  
Glen Hadwen  
Jennifer Grimm

### **City of Miami Employees**

Alex Adams  
Kelly Barket Jr.  
Mario Beovides  
Kevin Brown  
Juan De Pazos  
Elyrosa Estevez  
Jose Gonzalez  
Jose Lago  
Jorge Lazcano  
Lilia Medina  
Manny Mejido  
Alina Mencio  
David Mendez  
Heriberto Mercado  
Ron Nelson  
Kelly Penton  
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Michelle Rodriguez  
Raimundo Socorro  
Robert Weinreb  
Collin Worth

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