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bring mobile DUI education units to MAST Academy and the Key Biscayne K-8 Center, efforts that will reach students who are just starting to get driver's licenses and also seek to educate the general public. "It's an investment in our future, and an investment in our safety," he remarked.

Of course, Press noted, education can't just focus on drivers – cyclists play a role, too, and he has seen plenty of cases where bikers are simply unaware of laws designed to protect them.

"I don't think people always understand the laws," he said, noting there are also cyclists who act as if the laws don't apply to them. "They don't have the right – just like no one has the right – to just arbitrarily violate the law. We need to have a monumental campaign focused on education."

While education and discussion are often the first course of action in Key Biscayne, Press said, he doesn't think law enforcement's goals can be accomplished in this case without professional, effective enforcement – efforts targeted at tackling

the problem efficiently.

"There comes a time when discussion falls on deaf ears and people aren't getting the message, and enforcement has to come into play," he said.

To that end, police will not only continue patrolling the causeway to enforce laws aimed at both vehicles and bikes, they'll also be conducting more DUI checkpoints.

Press said the times and locations haven't been determined yet, but will be based on where and when police can have

the biggest positive impact.

He noted he's aware of two schools of thought – Mayor Mayra Pena Lindsay favors checkpoints on the MacArthur Causeway to target people leaving South Beach clubs, but cycling groups are pushing for operations on the Rickenbacker – and said there are valid points in both arguments.

"We're working with our partners to determine the best location," Press said. "We aren't doing this based on convenience, we'll pick the places we feel are most effective and efficient."

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and a lack of true safe cycling infrastructure that really needs to be addressed," said Sue Kawalerski, Vice President of the Everglades Bicycle Club, which organized the Saturday, January 31, meeting at Mack Cycle.

Key Biscayne Mayor Mayra Pena Lindsay, who started the January 27 Council meeting with a moment of silence for Reyes, added, "We all share in your sadness, and we are all devastated by this tragedy. We can't move fast enough to find solutions."

And Bike Key Biscayne's Sebastian Gara had a plea for all causeway users: "If you see another motorist assault or endanger a cyclist, please call the police. We're somebody's daughter, son, mother, father, sister, brother, wife or husband. We might be your friend, neighbor, co-worker or doctor. Help us ensure the safety of Florida cyclists and quality of our communities by driving cooperatively and reporting reckless driving and hostility."

Another tragedy

The renewed zeal comes after Key Biscayne resident Alejandro Alvarez, 21, was arrested for drunk driving and leaving the scene of an accident after striking Reyes and fellow cyclist Henry Hernandez, who is recovering from serious injuries, near the 6000 block of Crandon Boulevard.

Alvarez told police he was at a Miami Beach club until 4:30 a.m. before heading to his parents' Harbor Drive home, and that he was changing songs on his iPhone when he crashed into Reyes and Hernandez, who were in the bike lane. He denied drinking, but failed a field sobriety test.

Police forcibly administered a blood draw; results have not been reported.

Alvarez originally fled, but reconsidered after talking to his mother and a 911 dispatcher and returned to the scene and turned himself in to a Key Biscayne Police officer.

He bonded out of jail the next day and has a hearing February 20 in Miami-Dade Criminal Court on four felony charges: DUI manslaughter, DUI resulting in serious injury, leaving the scene of an accident involving death, and leaving the scene of an accident involving serious injury.

Council: barrier is best option

Reeling Council members found themselves once again trying to weigh in on a situation that is technically out of their control: the causeway is a County road under County and City of Miami police jurisdiction, and while Key Biscayne Police have an agreement that lets them help patrol the road, the Village government doesn't have any say over infrastructure or regulations.

Council member Michael Kelly made that point after calling for the discussion: "It's not in our control," he said. "But we've got to keep complaining and speaking up."

The Council has done its share of both, Kelly noted: two years ago it passed a resolution asking the County to build a physical barrier between vehicle and bike lanes, but nothing happened.

He feels the County is pandering to the elite cyclists who train in pelotons, or large groups, and ride on the roadway so they can swerve in and out of the pack as they race to pass each other.

But Kelly – who noted the Reyes crash hits him especially hard because he was supposed to ride in that very location within 15 minutes of the accident, but slept in after celebrating his birthday the night before – said he thinks more bikers are like himself: they want to ride fast enough to get a good workout, but

they aren't part of a peloton.

Kelly said he still believes a physical barrier is the best solution, and others agreed.

Council member Jim Taintor noted County officials plan to repave the causeway from Bear Cut Bridge to the Village entry, narrowing vehicle lanes and widening the bike lane in the process.

However, he said, the only barrier will be a rumble strip, designed to jolt a sleeping or distracted driver back onto the roadway.

And as Taintor and others noted, rumble strips don't help with drunk drivers, and the three most recent cyclist deaths on the causeway allegedly involve drinking and driving.

As Kelly put it, "It's the last thing you hear before you hit a cyclist."

Vice Mayor Frank Caplan said there's plenty of swale for the County to install a concrete barrier in the area where Reyes was killed, and Kelly said he thinks if the barrier allows cyclists to stay in a protected area across the entire causeway, most bikers will use it.

Taintor suggested the Council make a renewed effort to push the County to consider the option: "The only way cyclists are going to be protected is with a physical barrier," he said.

"It is what will stop an automobile; it is what will protect a cyclist," Pena Lindsay agreed.

Council members directed Village Manager John Gilbert to talk to County officials about adding a barrier to the paving project. Gilbert said County reps are already scheduled to address the Council about the project in April, and he'll make sure they are aware of the issue.

Local leaders review other options

While a barrier is up to the County, local leaders noted there are some steps the Village can take.

For starters, Kelly said, Key Biscayne can make its own streets safer for cyclists and pedestrians: "If we're going to take the moral high ground with the County, we ought to make the areas within the Village limits as pedestrian and bike friendly as we can," he noted.

"At least we're going to make sure you're safe while you're here."

Pena Lindsay would like to see the Village undertake an education program aimed at explaining the consequences of drunk driving. She suggested working with the Key Biscayne Community Foundation: "It's something we need to address," she said, noting South Florida has an epidemic of drunk driving. "It is not exclusive to Key Biscayne."

Enforcement is also important, local leaders said.

Pena Lindsay said police presence on the causeway is critical, but so too are DUI checkpoints to catch people where they drink: Miami Beach and downtown Miami nightclubs.

She suggested DUI checkpoints on the MacArthur Causeway could stop impaired drivers before they have a chance to hurt anyone, and Taintor agreed, noting timing is also critical – all three of the motorists involved in the Rickenbacker crashes were on the causeway in the wee hours of the morning, suggesting efforts should be focused on the pre-dawn hours.

Bike Key Biscayne efforts

While the Council discussed its ideas, members of Bike Key Biscayne were doing

the same.

Key to their message is the idea that "speed kills:" and therefore, they recommend reconfiguring causeway lanes, especially on Virginia Key, to minimize what they call a "speedway" effect.

According to information provided by Bike Key Biscayne's Sebastian Gara, County Public Works officials are already considering creating slower lanes on either side of faster center lanes; and architect Bernard Zyscovich's Plan Z would turn the Rickenbacker into a linear park. Gara said Bike Key Biscayne agrees with the idea of finding a design solution to speeding.

Gara also spoke to efforts against DUI. "We have argued since our organization's inception in favor of stepped-up DUI checks," he noted. "These should be done at the hours of the day when bicyclists are most vulnerable – the early morning hours when recreational bicyclists and athletes are training on the causeway and intoxicated drivers are returning from a long night of partying."

While Gara said police say they don't have enough resources for more checkpoints, he feels the push needs to continue: "As long as intoxicated motorists are able to drive on our roadways with impunity, all other users of the

roadway, especially bicyclists, are vulnerable and at risk."

Like Council members, Bike Key Biscayne also has recommendations for the Village itself.

Gara feels slowing speeders on Crandon will help, noting, "One way to do this would be to paint the bike lanes on Crandon green, the standard color for painted bike lanes. That would make the presence of bicyclists and the need to respect their space much more of a priority for motorists."

Another idea involves urging businesses to make sure their driveways protect cyclists, something Gara said can be done easily via speed bumps and signage; and a third concept would be creating a network of "bicycle-priority streets" that would receive traffic calming such as speed bumps.

For both the causeway and Village, Bike Key Biscayne feels education and awareness are vital.

Gara noted the main source of problems for local drivers is the large pelotons that ride in packs on the causeway – and what they're doing is actually illegal, he noted.

However, he said, "We believe giving bi-

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