



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



Prepared for



Prepared by



Kimley-Horn and Associates, Inc.

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Bicycle and Pedestrian Mobility Plan for the City of Miami Gardens

Prepared for:

City of Miami Gardens



Miami-Dade MPO



Prepared by:

Kimley-Horn and Associates, Inc.



**Kimley-Horn
and Associates, Inc.**

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FOR THE CITY OF MIAMI GARDENS

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INTRODUCTION

Located in the North-Central area of Miami-Dade County, the City of Miami Gardens is generally bounded by Countyline Road to the north, NW 151st Street to the south, N Miami Avenue/NE 2nd Avenue to the east, and NW 47th Avenue and NW 57th Avenue to the west. As the third largest city in Miami-Dade County, Miami Gardens spans approximately 20 square miles and is home to over 105,000 residents, as well as SunLife Stadium, Calder Race Track, and several bustling commercial corridors. With its proximity to the Golden Glades Interchange, the City is easily accessed by Florida's Turnpike, Interstate 95, and the Palmetto Expressway (SR 826). In addition, the South Florida Regional Transportation Authority (SFRTA) Tri-Rail commuter rail line runs along the southeast border of the City. The City's Parks and Recreation Department boasts 18 municipal parks along with the county's Library Walking Trail, Dolphin Linear Park, Snake Creek Trail, and Scrub Oak Preserve.



Dolphin Linear Park in Miami Gardens

It is critical to enhance non-motorized transportation mobility and accessibility in Miami Gardens to connect the City's activity centers, neighborhoods, and community facilities. Pedestrian and bicycle-friendly environments invite residents to patronize local businesses, walk or bike to work and school, and access public transportation for longer trips. Furthermore, promoting walking and bicycling in Miami Gardens achieves important sustainability, health, and recreation goals as well.

The City of Miami Gardens is continually seeking ways to enhance its pedestrian and bicycle facilities. Collectively, the City's Recreational Trails Master Plan, Comprehensive



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Development Master Plan, and Roadway Assessment Study have been the springboard towards the vision and development plan for the future of pedestrian and bicycle facilities in Miami Gardens. This Plan presents improvement strategies developed through technical analysis to enhance the important non-motorized transportation network of Miami Gardens.



With few existing bicycle lanes in the City, bicyclists often ride on sidewalks on busy roads such as along S.R. 7 (U.S. 441)



Most streets in Miami Gardens have sidewalks; however, many busy roads have numerous driveway connections, which increases conflict points

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PLAN OBJECTIVE

The primary objective is to prepare a bicycle and pedestrian mobility plan for the City of Miami Gardens.

This mobility plan should develop and recommend projects to help connect the City's activity centers, neighborhoods, and community facilities. The plan should incorporate the City's existing Recreational Trails Master Plan with greenways and blueways and an established sidewalk construction program based on the city-wide comprehensive Roadway Assessment Study. Furthermore, this mobility plan should utilize urban design concepts to:

- Enhance the city-wide bicycle/pedestrian safety network
- Provide bicycle facilities and amenities for use as a method of transportation
- Improve traffic flow and safety for intermodal transportation
- Refine goals as identified in the City's Transportation Element of the Comprehensive Development Master Plan

The development of this plan should incorporate public input and participation.



The Plan addresses non-motorized mobility and transit connectivity

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PURPOSE AND NEED

Improving bicyclist and pedestrian mobility within the City of Miami Gardens is consistent with the City's Comprehensive Development Master Plan (CDMP) and also helps to meet several important community objectives. The first goal of the Transportation Element of the City's CDMP is to develop and maintain a safe, convenient, accessible and efficient transportation system. Within this goal, the City lists several strategies such as designing for pedestrian accessibility and installing bicycle lanes and bicycle parking as well as an overall objective to provide a safe and convenient pedestrian and bicycle network including links to schools, recreational facilities, bus stops, and major trip generators.

Active Transportation

Bicycling, walking, and accessing public transportation are forms of active transportation. There are numerous health, environmental, and economic benefits related to active transportation. Because active transportation requires physical activity, it helps address many modern public health concerns including anxiety disorders, depression, diabetes, early death, heart disease, high blood pressure, obesity, and stress. Encouraging active transportation can reduce private motor vehicle usage, in turn decreasing pollution and improving air quality. Furthermore, designing for pedestrian and bicycle use can increase property values, attract new commercial and residential development, boost local revenues, and reduce roadway construction and maintenance costs.

Safety

Bicyclists and pedestrians are over-represented within traffic crash data both at the national and local levels. Over 30,000 Americans perish each year in traffic crashes (National Highway Traffic Safety Administration, Fatality Analysis Reporting System [FARS], 2009 data). Pedestrians account for a significantly higher percentage of



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fatalities than their typical mode share would indicate (4,092 pedestrians died in traffic crashes in 2009, which represented 12.1 percent of all traffic fatalities). Bicyclists (termed pedalcyclists in the FARS database) are also overrepresented (630 bicyclists died in traffic crashes in 2009, which represented 1.9 percent of all traffic fatalities). Miami-Dade MPO data indicate that a similar over-representation of bicyclists and pedestrians exist at the local level. A good complete street network, including accommodations for bicyclists and pedestrians to travel along the streets and to safely cross the streets, is a powerful tool for reducing traffic crashes and fatalities.

Recreation

In addition to improving transportation mobility, bicycle and pedestrian facilities offer excellent opportunities for citizens to enhance their recreational opportunities. These facilities can be considered links in the recreational network as well as the transportation network. Recreation facilities can protect and preserve the natural environment, help young residents develop into contributing members of society, allow for older residents to remain active, and yield more desirable communities to live, play, work, and visit.

Equity

Investing in bicycle and pedestrian infrastructure gives people of all ages, abilities, and income more options when making essential trips such as to work, to school, to the grocery store, or for healthy recreation. Walking, bicycling, and taking public transportation are cheaper forms of personal transportation than relying on automobiles and help communities meet social equity goals.

Healthy Communities

By enhancing connectivity, bicycle and pedestrian networks give residents the opportunity to choose to walk or bike to a nearby store, shopping center, park, library,



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cultural center, work, transit station, and just about any other destination desired. The increased active transportation and recreational opportunities contribute to healthy lifestyles and community vitality. Currently, one-third of our nation's children are overweight or obese, 35 percent of U.S. adults are obese, and an additional one-third of adults weigh more than deemed healthy according to the Centers for Disease Control and Prevention (CDC). A recent review of census and CDC data by GOVERNING, a media platform for state and local government leaders, shows that residents in communities with higher levels of biking and walking to work had overall healthier weights. The CDC identified a strong correlation between planning and investments in infrastructure and some of the most serious health concerns facing the United States, including heart disease, obesity, and diabetes. The CDC's list of transportation recommendations includes promoting active transportation by providing safe and convenient bicycling and walking facilities.



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LITERATURE REVIEW

An important element of a successful multimodal mobility plan is to understand prior initiatives that can provide information about the context within which this plan exists and can provide information about projects that can be used as a starting point for enhancing multimodal mobility. Recommendations and projects identified in prior studies that may affect the outcome of this plan have been identified.

The following data sources, studies, and plans were reviewed as part of this effort. A brief summary of the review of each item is included.

- National Household Travel Survey
- U.S. Census Journey-to-Work Data
- Florida Department of Transportation Work Program
- Miami-Dade MPO Transportation Improvement Program (TIP)
- Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)
- USDOT Complete Streets
- Context Sensitive Solutions
- NACTO Urban Bikeway Design Guide
- FHWA's How to Develop a Pedestrian Safety Action Plan
- City of Miami Gardens Recreational Trails Master Plan
- State Road 7 Livable Communities Corridor Study
- City of Miami Gardens Roadway Assessment Report



Trails provide recreational and transportation opportunities

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National Household Travel Survey

According to the 2009 National Household Travel Survey, nearly one-half of all trips are less than three miles in length. Approximately 28 percent of trips are less than one mile, yet less than one percent of all trips are made by bicycle.

Active transportation, such as bicycling, walking, or accessing public transportation, has the potential to serve a greater market share of trips than it currently does. Facilities such as wide sidewalks, pedestrian crossing features at key intersections, bicycle parking areas, and interconnected bike lanes are important for attracting a greater modal share for alternative travel modes. Focusing planning efforts on alternative transportation modes is vital.

U.S. Census Journey-to-Work Data

The United States Bureau of the Census measures transportation data for work trips only using a sampling of respondents that complete the census long form as part of the annual American Community Survey (ACS). Updated socioeconomic, demographic, and housing information is now available on an annual basis. The 2006-2010 ACS 5-Year Estimates were used for this analysis.

Work trip characteristics in the City of Miami Gardens demonstrate that residents are less likely to make work trips on foot or by bicycle than in the County and State as a whole. "Drove alone" is the dominant journey-to-work mode within the City of Miami Gardens, with the percentage of single occupant vehicles at about 5 percent more than in the County and over 2 percent more than in the State as a whole.



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Table 1: Journey to Work Data

Description	City of Miami Gardens		Miami-Dade County		State of Florida	
	Number	Percent	Number	Percent	Number	Percent
Car, truck, or van	40,037	90.54%	956,248	86.44%	7,334,876	89.83%
Drove alone	36,193	81.85%	851,100	76.94%	6,486,547	79.44%
Carpooled	3,844	8.69%	105,148	9.51%	848,329	10.39%
Public Transportation	2,861	6.47%	60,698	5.49%	160,236	1.96%
Taxicab	0	0.00%	1,493	0.13%	6,113	0.07%
Motorcycle	28	0.06%	2,292	0.21%	26,456	0.32%
Bicycle	86	0.19%	4,933	0.45%	48,401	0.59%
Walked	273	0.62%	24,194	2.19%	132,455	1.62%
Other means	308	0.70%	14,784	1.34%	98,906	1.21%
Worked at home	627	1.42%	41,560	3.76%	357,958	4.38%

Florida Department of Transportation Work Program

The Florida Department of Transportation (FDOT) prepares an annual work program for projects to be completed in the next five years. Miami-Dade County falls within the jurisdiction of FDOT District Six. The FDOT 2012 – 2016 work program was reviewed to determine what projects are expected to be completed within the next five years. According to Florida Statute 335.065, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility. The following projects are programmed by FDOT that are of interest to this Plan.



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**Table 2: FDOT Work Program
Projects within the City of Miami Gardens**

FM Number	Location	From	To	Improvement	Year*
420914-2	City of Miami Gardens	-	-	Pedestrian Safety & Trail Enhancement	2014
420914-1	City of Miami Gardens	-	-	School Safety Enhancement Program	2012
418094-1	SR 7/NW 2 nd Avenue	NW 176 th Street	S of NW 215 th Street	Resurfacing	2012
250081-5	SR 7/NW 7 th Avenue	NW 159 th Street	NW 177 th Street	Landscaping	2012
418094-2	SR 7/US 441/NW 2 nd Avenue	NW 183 rd Street	NW 215 th Street	Landscaping	2014
425213-1	SR 817/NW 27 th Avenue	At NW 207 th Street		Intersection Improvement	2012
427518-1	SR 860/Miami Gardens Drive	NW 57 th Avenue	W of NW 28 th Place	Resurfacing – RIDE ONLY	2012
429186-1	SR 9/NW 27 th Avenue	S of NW 187 th Street	N of NW 202 nd Terrace	Resurfacing	2014

* Project completion date

Miami-Dade MPO Transportation Improvement Program (TIP)

The Miami-Dade MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. The TIP in effect at the time of this Plan is the FY 2011/12 to FY 2015/16 TIP approved by the Miami-Dade MPO Governing Board on June 23, 2011. The TIP specifies proposed transportation improvements to be implemented in Miami-Dade County over the coming five years. The TIP was reviewed to determine programmed projects within the study area. Programmed projects are depicted in Table 3. FDOT projects identified in the previous section under FDOT Work Program are not repeated in Table 3.



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**Table 3: Miami-Dade MPO TIP
Projects within the City of Miami Gardens**

FM Number	Location	From	To	Improvement	Year*
PW0000205	NW 7 th Avenue	NW 183 rd Street	NW 199 th Street	Widening, Drainage, Pavement Markings	2016

* Project completion date

Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade Metropolitan Planning Organization (MPO) updates their LRTP every five years per federal legislation requirements. The LRTP outlines expenditures for surface transportation programs including highways, transit, safety, research and freight. The current LRTP is for long term planning horizon 2035. The 2035 LRTP was adopted by the MPO Governing Board late 2009. The plan addresses several transportation improvements, including mobility, safety, security, economic vitality, environment, connectivity, and system preservation. The plan identified several projects within Miami Gardens. Some of these projects include roadway widening and bicycle and pedestrian facilities. Table 4 and Table 5 summarize these projects.

**Table 4: Miami-Dade 2035 LRTP Cost Feasible Plan
Projects in Priorities I to IV**

Facility	From	To	Description
SR 847/NW 47 th Avenue	NW 183 rd Street	Miami-Dade/Broward County Line	Widen to 4 lanes (2 to 4)
SR 860/Miami Gardens Drive			Park-and-Ride Lot



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**Table 5: Miami-Dade 2035 LRTP Cost Feasible Plan
Non-Motorized Projects**

Facility	From	To	Description
Safe Route to School Program	Barbara Hawkins Elementary School		Non-motorized Facility Improvements
Snake Creek Trail	NW 17 th Avenue/Turnpike	NW 186 th Street	Trail Improvements
NW 167 th Street	NW 27 th Avenue	NW 22 nd Avenue	Pedestrian Facility Improvements
NW 167 th Street	NW 22 nd Avenue	NW 17 th Avenue	Pedestrian Facility Improvements
NW 167 th Street	NW 57 th Avenue	NW 47 th Avenue	Pedestrian Facility Improvements
NW 167 th Street	NW 32 nd Avenue	NW 27 th Avenue	Pedestrian Facility Improvements
NW 17 th Avenue	NW 157 th Street	NW 167 th Street	Pedestrian Facility Improvements
NW 22 nd Avenue	NW 36 th Street	NW 183 rd Street	Bicycle Facility Improvements (Restriping)
NW 47 th Avenue	NW 199 th Street	NW 215 th Street	Pedestrian Facility Improvements

Complete Streets (USDOT)

In March 2010, the Secretary of the United States Department of Transportation (USDOT) announced the end of favoring motorized transportation at the expense of non-motorized transportation. To accomplish this objective, the USDOT is directing state DOTs, MPOs, and local jurisdictions to:

- Treat walking and bicycling as equals with other transportation modes,
- Go beyond minimum standards within a context sensitive solution,
- Collect data on walking and bicycling trips, and
- Improve non-motorized facilities during maintenance projects.



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Complete streets are designed and implemented to enable safe access for all users so that pedestrians, bicyclists, transit passengers, and motorists of all ages and abilities are not discriminated against in the design of the transportation network. Complete streets are defined by the National Complete Streets Coalition (NCSC), a national non-profit partnership, as safe, comfortable and convenient for travel by everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

In 1984, the State of Florida adopted a Statute for Bicycle and Pedestrian Ways (Florida Statute 335.065), which is widely regarded as an early form of the complete streets principle. Over the years this initiative has evolved to its current form where it states that both bicycle and pedestrians shall be given full consideration in the planning and development of transportation facilities, with a special emphasis to projects within one mile of an urban area.

Context Sensitive Solutions

The concept of Context Sensitive Solutions (CSS) has been around since late 1960's when the National Environmental Policy Act (NEPA) of 1969 required transportation agencies to consider the possible adverse effects of transportation projects on the environment.

In the late 1990's, the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) jointly sponsored the "Thinking Beyond the Pavement" national conference, which generated the definition of context sensitive design (CSD). It was then that CSS really gained significant momentum.

In the fall of 2006 AASHTO's Center for Environmental Excellence and FHWA sponsored a conference, whose results generated the following definition of CSS:



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"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions".

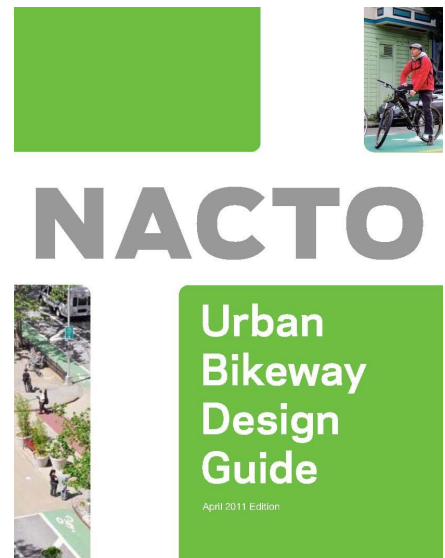
The core principles of CSS are applied to transportation planning and design and are especially relevant within the context of the City of Miami Gardens. One of them emphasizes exercising flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments. In addition, CSS design stresses that in urban environments pedestrians should not be expected to make inconvenient diversions from their travel paths to cross an intersection or a roadway.

NACTO Urban Bikeway Design Guide

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide was developed as part of the Cities for Cycling initiative and offers guidance to cities seeking to improve bicycle transportation and create safe and enjoyable complete streets.

The Guide details state-of-the-practice design treatments that are used in the world's most bicycle friendly cities including:

- Bike Lanes
 - Conventional Bike Lanes
 - Buffered Bike Lanes
 - Contra-Flow Bike Lanes



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- Left-Side Bike Lanes
- Cycle Tracks
 - One-Way Protected Cycle Tracks
 - Raised Cycle Tracks
 - Two-Way Cycle Tracks
- Intersections
 - Bike Boxes
 - Intersection Crossing Markings
 - Two-Stage Turn Queue Boxes
 - Median Refuge Island
 - Through Bike Lanes
 - Combined Bike Lane/Turn Lane
 - Cycle Track Intersection Approach
- Bicycle Signals
 - Bicycle Signal Heads
 - Signal Detection and Actuation
 - Active Warning Beacon for Bike Route at Unsignalized Intersection
 - Hybrid Signal for Bike Route Crossing of Major Street
- Bikeway Signing and Marking
 - Bike Route Wayfinding Signage and Markings System
 - Colored Bike Facilities
 - Shared Lane Markings

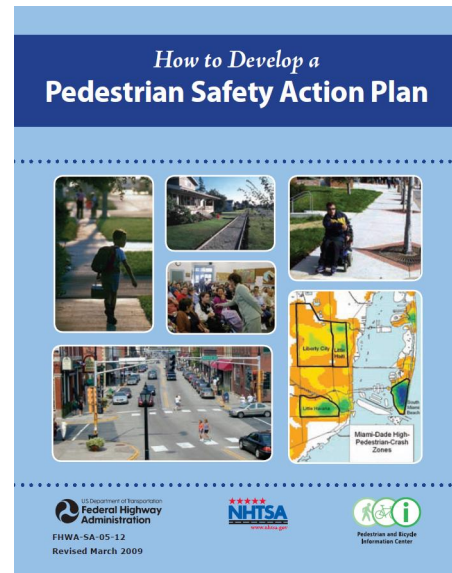
How to Develop a Pedestrian Safety Action Plan (FHWA)

The Federal Highway Administration's (FHWA) guide on How to Develop a Pedestrian Safety Action Plan was created to assist state and local agencies in forming and implementing their own Pedestrian Safety Action Plans and enhancing their existing pedestrian safety programs and activities. It includes guidance on:



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- Involving stakeholders throughout the planning process
- Collecting data and identifying pedestrian safety problems
- Prioritizing concerns and pedestrian safety improvements
- Selecting engineering countermeasures and other safety-related treatments
- Providing funding
- Creating a Pedestrian Safety Action Plan



Walking is the fundamental mode of human mobility; however, many of our nation's streets and highways were primarily built to facilitate the smooth flow of motor vehicles. Transportation professionals need to focus on the following areas to make streets safer for pedestrians:

- Slowing vehicle speeds
- Reducing street crossing distances for pedestrians
- Improving the visibility of pedestrians and motorists
- Increasing the level of caution taken by pedestrians and motorists
- Providing pedestrian facilities (sidewalks, crossing islands, etc.) where the needs and potential crash reductions are the greatest

City of Miami Gardens Recreational Trails Master Plan

In 2005, the City of Miami Gardens began developing the Recreational Trails Master Plan (RTMP) to look beyond the idea of traditional parks for recreational opportunities and develop the idea of non-traditional linear parks and trails due to the lack of land available for park expansion. The objective of the RTMP is to define the City's present and future recreational trail development and maintenance direction in an effort to identify a potential system of safe interconnected trails throughout the City that would



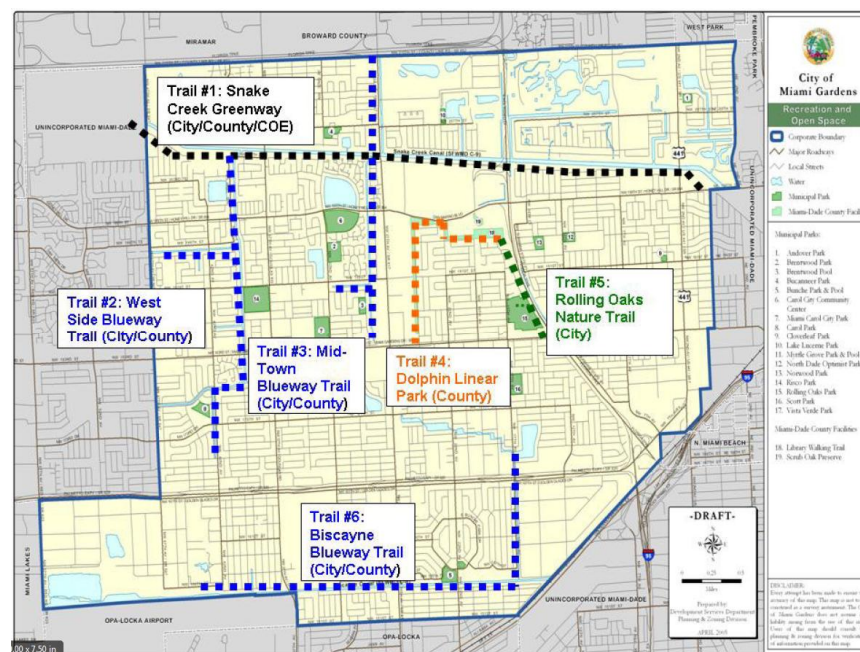
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FOR THE CITY OF MIAMI GARDENS

allow for residents to walk or bike to work, school, and other destinations. The RTMP identifies six proposed trails that will comprise the Miami Gardens Trail System (shown in the map below):

- #1: Snake Creek Canal Greenway Trail Corridor
- #2: West Side Blueway Trail
- #3: Mid-Town Blueway Trail
- #4: Dolphin Center Park Walking Trail
- #5: Biscayne Blueway Trail
- #6: Rolling Oaks Nature Trail

For each of the proposed trails, the RTMP details the route description, linkages, character, expected users, typical section, and natural and cultural resources. It also lists trail standards and basic design elements, such as environmental issues, accessibility, trail user groups, types of trails, street crossings, trailheads, and signage. The appendix of the RTMP includes trail safety and etiquette guidelines for all users, cyclists, and dog owners.

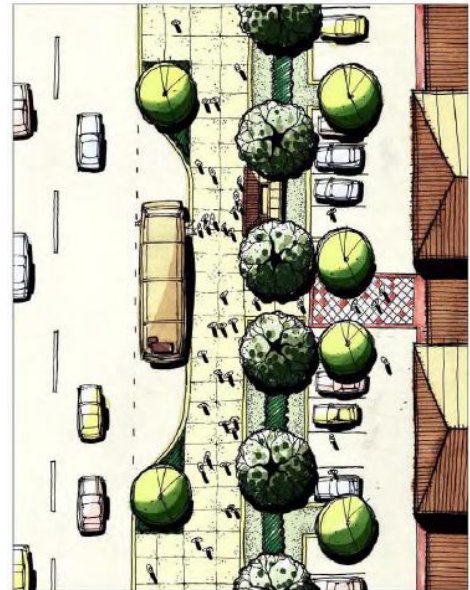


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State Road 7 Livable Communities Corridor Study

Within the City of Miami Gardens, State Road 7 (S.R. 7) is primarily a six-lane divided north-south roadway that provides access to employment, shopping, various transit options, and nearby residential neighborhoods. The Livable Communities Corridor Study was completed as a part of the Florida Department of Transportation's (FDOT) Livable Communities Initiative (LCI) in an effort to define a set of improvements that could be made to the S.R. 7 corridor to enhance mobility, safety, and quality of life. The study included an analysis of existing conditions, meetings with the community, identification and evaluation of mobility options, analysis of different build alternatives, and final recommendations. The final recommendations include:

- Implementing a 19-foot frontage buffer along the corridor to be utilized for pedestrian improvements, bus stop improvements, landscaping, utilities, and open space
- Encouraging mixed-use development along the corridor
- Creating a gateway treatment at the ends of the corridor to denote the entrance to Miami Gardens
- Installing bus bays at several bus stops
- Starting a transit circulator to connect the residential and commercial areas
- Creating a trailhead park at the intersection of S.R. 7 and the Snake Creek Bike Trail
- Establishing a consistent visual theme along the corridor including landscaping, site principles, signage and site furnishings, and architectural style and appearance
- Improving landscaping in the median and along the buffer



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- Installing intersection improvements that enhance the livability and walkability of the community, such as lighted street signage, ADA accessible curb cuts, brick paver crosswalks, and thematic gardens
- Applying traffic signal coordination along the corridor
- Pursuing commercial driveway consolidation along the corridor
- Providing preferential parking for carpools and vanpools at offices
- Implementing various land use policies and regulations

City of Miami Gardens Roadway Assessment Report

In May of 2003, the City of Miami Gardens was incorporated and the ownership of the local and collector right-of-ways within the city limits transitioned from the Florida Department of Transportation to the City. In conjunction with this transition, the City of Miami Gardens retained Kimley-Horn and Associates, Inc. to perform a city-wide visual assessment of the roadway pavement conditions, sidewalks, and bus shelters in 2005.

Of specific interest to this Plan, is the sidewalk assessment, which included whether a sidewalk existed or did not exist and if it did, on what side of the roadway. The analysis of existing sidewalks identified areas within the City where the sidewalks were either damaged or did not meet the specification of the Americans with Disabilities Act (ADA). The sidewalk evaluations were based on general damage,

CITY OF MIAMI GARDENS
Sidewalk Photo Log

MAIN STREET/INTERSECTING STREET			SIDEWALK LOCATION	SIDEWALK EXIST	COMMENT/REMARK	DATE OF INSPECTION
NW 144	CT	BET NW 167 ST TO NW 150 ST	E	YES	Damaged spots, ongoing construction, Pic # 006, 008	6/10/05
NW 145	AV	BET NW 167 ST TO NW 156 ST	EW	YES	Damaged spots, ongoing construction, Pic# 004 & 005	6/10/05
NW 146	ST	BET NW 47 AVE & NW 44 CT	S	YES	80% road has SW, damage due to ongoing const., Pic# 003	6/10/05
NW 147	ST	BET NW 38 PL TO NW 37 AVE	NIS	YES	Crack on ramp, SW damaged by tree root, Pic# 002, 003	6/17/05
NW 148	AV	BET NW 171 ST TO NW 156 ST	EW	YES	Crack/damage at east side, ongoing construction, Pic# 001	6/17/05
NW 149	AV	BET NW 165 ST & NW 157 ST	EW	NO	Pic#004	6/21/05
NW 150	AV	BET NW 167 ST & NW 163 ST	EW	YES	Missing side walk/ramp, cracks on west side near 104 TER, Pic#003	6/21/05
NW 151	ST	BET NW 26 AVE & NW 27 CT	NIS	YES	Side walk with ramp exists, Pic#002	6/21/05
NW 152	ST	BET NW 32 AVE TO NW 26 AVE	N	YES	Damaged SW, Pic#001, SW blocked by bushes	6/21/05
NW 153	AV	BET NW 167 ST & NW 155 TER	EW	YES	Damaged, discontinuous side walk, Pic# 005/006/007/008/010	6/22/05
NW 154	CT	BET NW 167 ST & NW 155 TER	E	YES	Damaged, discontinuous, Pic# 001, 002, 003 & 004	6/22/05
NW 155	ST	BET NW 16 CT & NW 15 AVE	S	YES	Cracked, damaged spots, Pic# 009	6/23/05
NW 156	AV	BET NW 163 ST & NW 155 DR	EW	YES	Discontinuous, broken at north end, Pic # 010 & 017	6/23/05
NW 157	AV	BET NW 167 ST & RAIL TRACK	E	YES	50% ROAD HAS SW, BROKEN SW AT S END, SEE PIC # 008	6/23/05
NW 158	AV	BET NW 167 ST & RAIL TRACK	W	YES	DISCONTINUOUS & BROKEN AT THE S END, SEE PIC # 009	6/23/05
NW 159	AV	BET NW 167 ST & NW 155 DR	EW	YES	ADA ramp ok, discontinuous SW @ NW 13 A & 155 DR, Pic# 004	6/23/05
NW 160	DR	BET NW 165 TER & NW 15 AVE	N	YES	Broken, discontinuous side walk, Pic# 002 & 003	6/23/05
NW 161	TR	BET NW 15 AVE & NW 155 DR	N	YES	Crack/broken side walk without ramp, Pic# 001	6/23/05
NW 162	DR	BET NW 15 AVE & NW 8 AVE	N	YES	Unweakened SW, Pic# 012, 013	6/23/05
NW 163	DR	BET NW 15 AVE & NW 8 AVE	S	YES	Damaged/broken SW, Pic# 011, 014, 015	6/23/05
NW 164	DR	BET NW 163 ST & NW 10 AVE	N	YES	75% road has SW, missing ramp, Pic# 010	6/23/05
NW 165	ST	BET NW 15 AVE & NW 13 AVE	N	YES	Damaged/broken SW, Pic# 016, 020	6/23/05
NW 166	ST	BET NW 15 AVE & NW 10 DR	S	YES	Damaged/broken SW, Pic# 018	6/23/05
NW 167	ST	BET NW 15 AVE & NW 10 DR	N	YES	70% road has SW, uneven/broken, Pic# 021 & 022	6/23/05
NW 168	TR	BET NW 47 AVE & NW 38 CT	N	YES	Poor, uneven/damaged/missing SW, Pic # 001, 002, 003	6/23/05
NW 169	ST	BET NW 47 AVE & NW 42 AVE	N	YES	80% road has SW, cracked/damaged, Pic# 005	6/23/05
NW 170	DR	BET NW 45 CT & NW 43 RD	N	YES	Unweakened side walk, Pic # 006, 007, 008	6/23/05
NW 171	ST	BET NW 42 AVE & NW 7 AVE	S	YES	75% road has SW, Pic# 005, 006, 007	6/23/05
NW 172	CT	BET NW 160 ST & NW 163 TER	EW	YES	Crack on sidewalk, Pic#002 & 003	6/27/05
NW 173	AV	BET NW 165 ST & NW 167 ST	EW	YES	Side walk with ramp ok, Pic #004	6/27/05
NW 174	CT	BET NW 165 ST & NW 167 ST	EW	YES	Cracks on side walk @ west side near NW 161 ST, Pic #001	6/27/05
NW 175	ST	BET NW 36 AVE & NW 35 AVE	NIS	YES	Missing side walk near NW 37 AVE, ramp exists, Pic#002	6/28/05
NW 176	AV	BET NW 215 ST & NW 207 LN	EW	YES	No SW from NW 215 to NW 215 ST, ongoing construction, Pic#013	7/6/05
NW 177	DR	BET NW 47 AVE & NW 43 CT	N	YES	Fair Condition, Uneven Side Walk near NW 44 CT, See Pic#009	7/6/05
NW 178	TR	BET NW 37 AVE & NW 27 CT	NIS	YES	Crack, broken side walk, missing ramp, SEE Pic#001	7/7/05
NW 179	ST	BET NW 47 AVE & NW 7 AVE	NIS	YES	Asphalt crack, uneven, missing ramp at both side, Pic#004, 005	7/11/05
NW 180	ST	FROM NW 8 PL TO NW 7 AVE	NIS	YES	Crack, Broken side walk at both side, Pic#001	7/11/05
NW 181	AV	BET NW 203 TER & NW 202 TER	EW	YES	Discontinuous Side Walk, Cracks, Missing Ramp, Pic# 001	7/12/05
NW 182	ST	BET NW 15 AVE & NW 7 AVE	NIS	YES	Asphalt, Crack side walk at both side, Pic # 002, 003	7/12/05
NW 183	TR	BET NW 4 AVE & NW 3 AVE	NIS	YES	Asphalt, Crack side walk at both side, See Pic #003 & 004	7/12/05
NW 184	ST	BET NW 2 AVE & NW MIAMI CT	NIS	YES	Asphalt, Crack side walk at both side, See Pic # 007	7/12/05



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

sidewalks, sidewalk failures, tripping hazards, and limited handicap ramp access to sidewalks.

After the assessments were completed, a list of improvement projects was compiled to create the Capital Improvement Program (CIP). As part of the CIP, a sidewalk repair and replacement program was developed that would address sidewalk issues including providing a continuous sidewalk network and upgrading deficiencies such as poor condition, substandard ramps, and excessive vertical separations.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

TRANSPORTATION MOBILITY ANALYSIS

A general transportation mobility analysis is conducted to identify bicycle and pedestrian mobility issues through data analysis in the City of Miami Gardens. The analysis was based on existing conditions, data collected for this Plan, and an online bicycle and pedestrian survey. The purpose of this task is to collect data that will allow the study team to properly assess the existing conditions of alternative travel modes in Miami Gardens, and to analyze the future bicycle and pedestrian infrastructure needs.

GIS Data Map Series

Using geographic information systems (GIS), a map series was prepared to illustrate existing transportation mobility conditions and community features in Miami Gardens that help form the background conditions for improving the City's bicycle and pedestrian mobility.

Figures 1 through 12 present the GIS Data Map Series.

- Figure 1. Community Features
- Figure 2. Existing Facilities
- Figure 3. Metrobus Routes and Stops
- Figure 4. Metrobus Ridership Range Per Stop
- Figure 5. Number of Travel Lanes
- Figure 6. 2010 Census Population Density
- Figure 7. 2010 Census Housing Occupancy
- Figure 8. Land Use
- Figure 9. Bicycle and Pedestrian Count Locations (to be updated)
- Figure 10. Planned and Programmed Projects
- Figure 11. Existing and Planned Facilities
- Figure 12. Linear Constraints Assessment Map



FIGURE 1. COMMUNITY FEATURES

FIGURE 1. COMMUNITY FEATURES

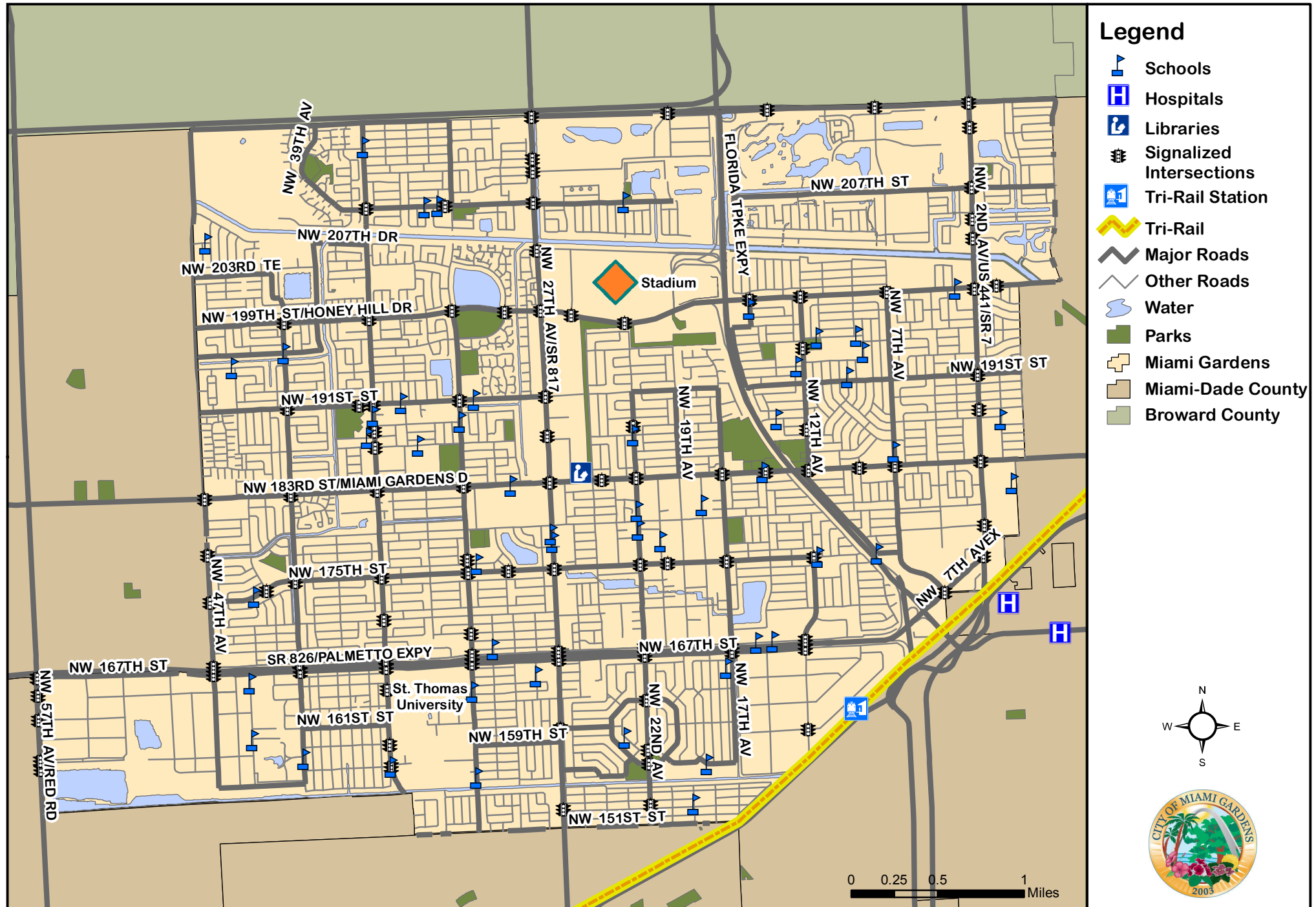
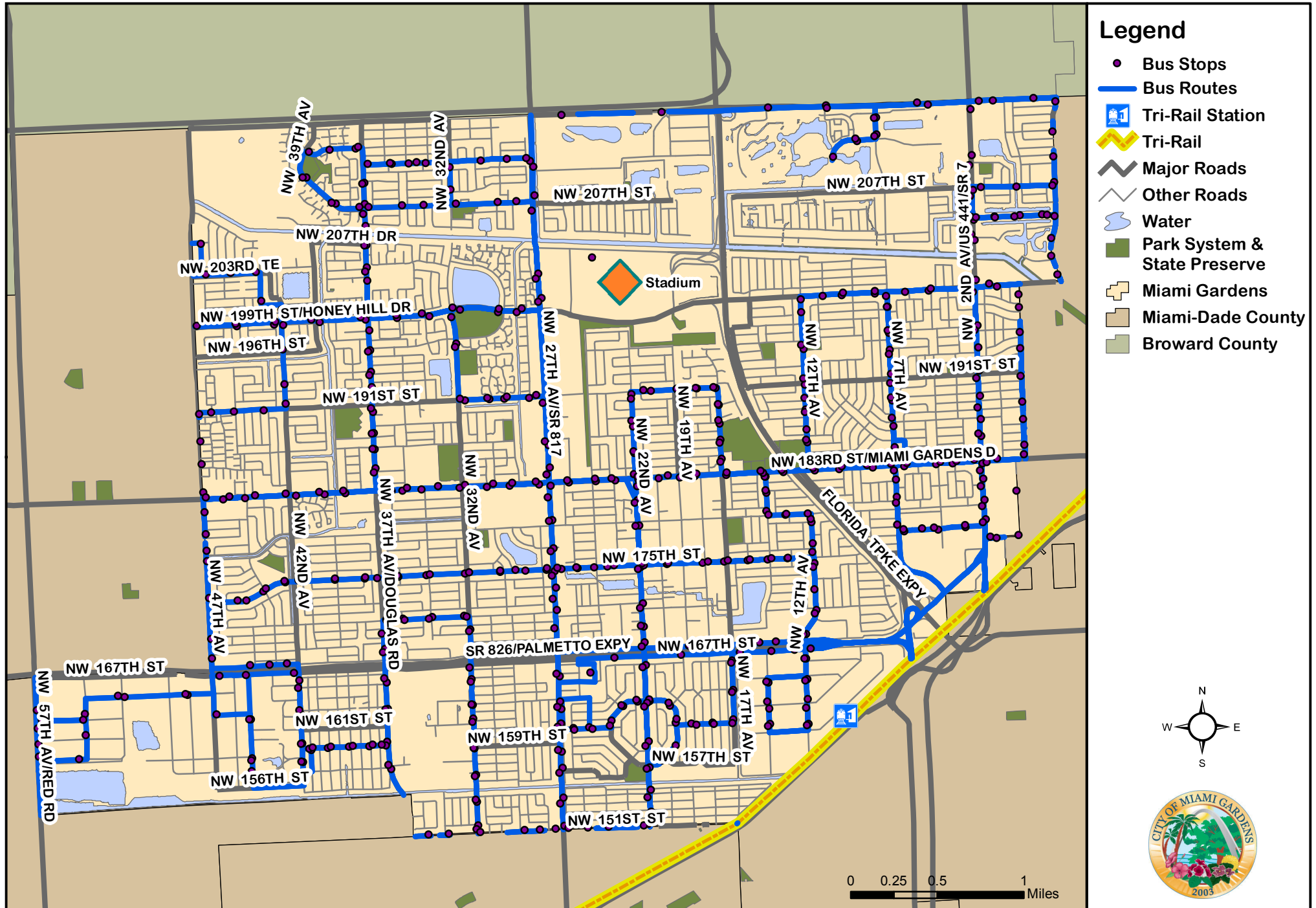


FIGURE 2. EXISTING FACILITIES



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FIGURE 3. METROBUS ROUTES AND STOPS



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FIGURE 4. METROBUS RIDERSHIP RANGE PER STOP

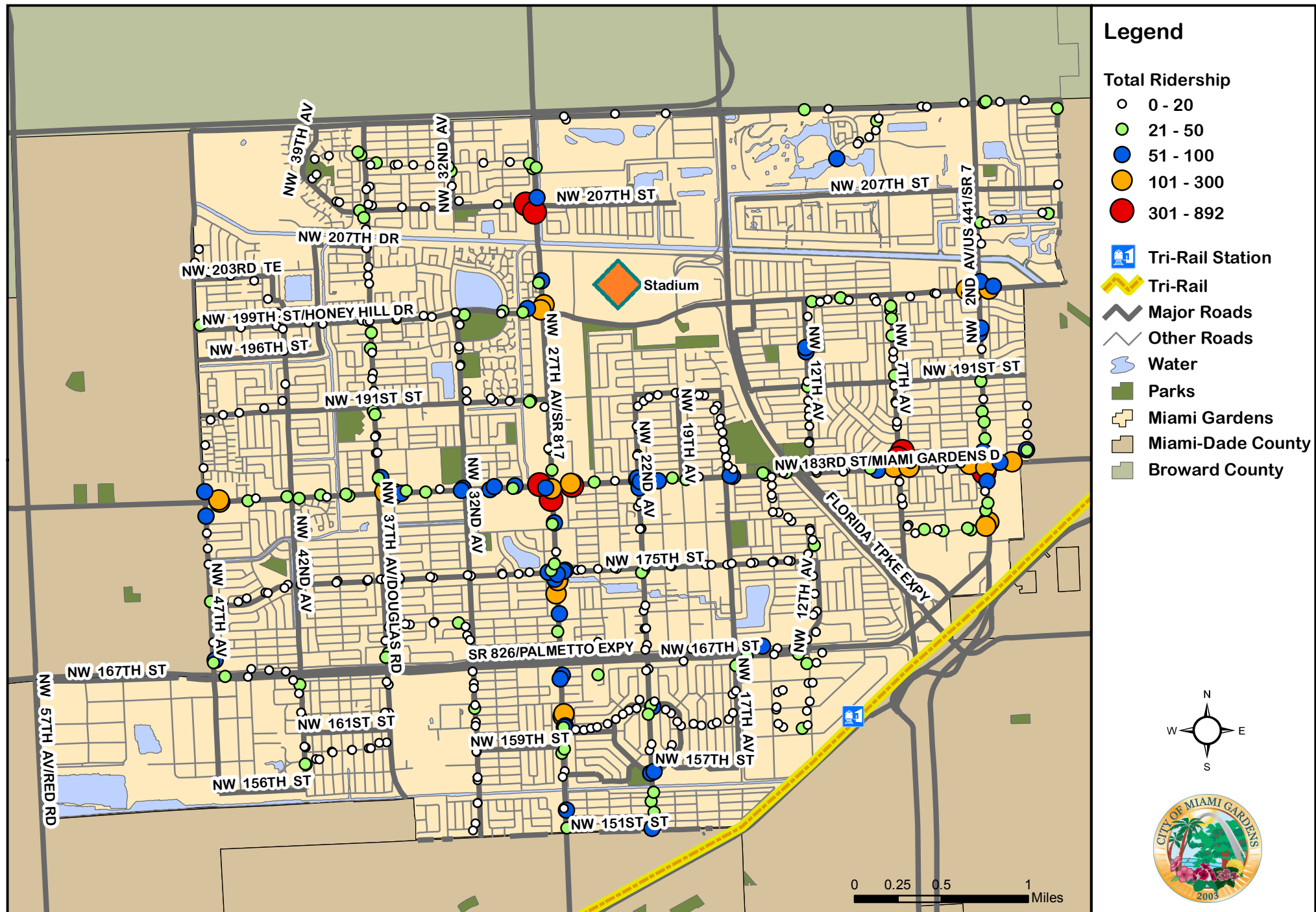


FIGURE 5. NUMBER OF TRAVEL LANES



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FIGURE 6. 2010 CENSUS POPULATION DENSITY



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FIGURE 7. 2010 CENSUS HOUSING OCCUPANCY

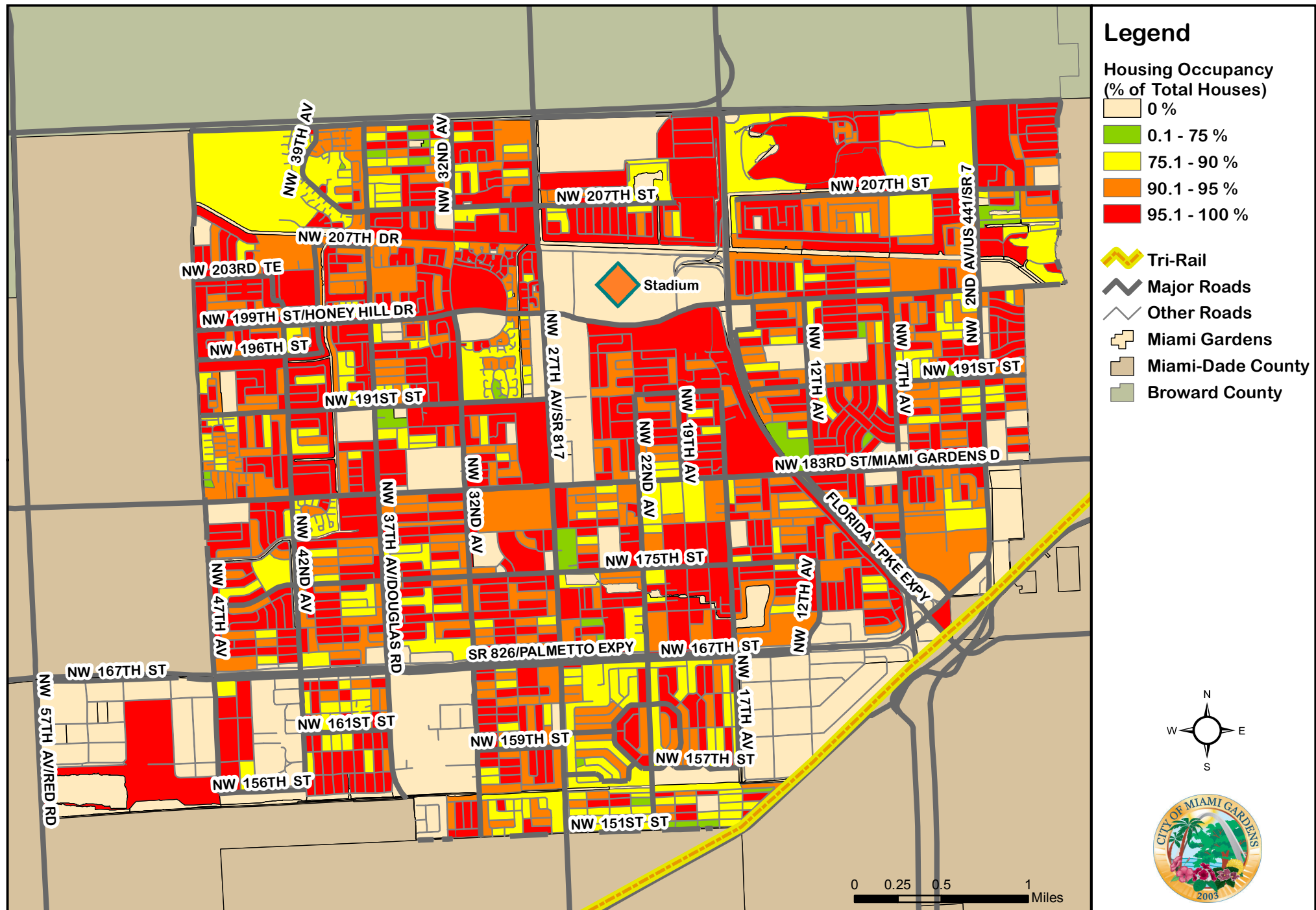


FIGURE 8. LAND USE

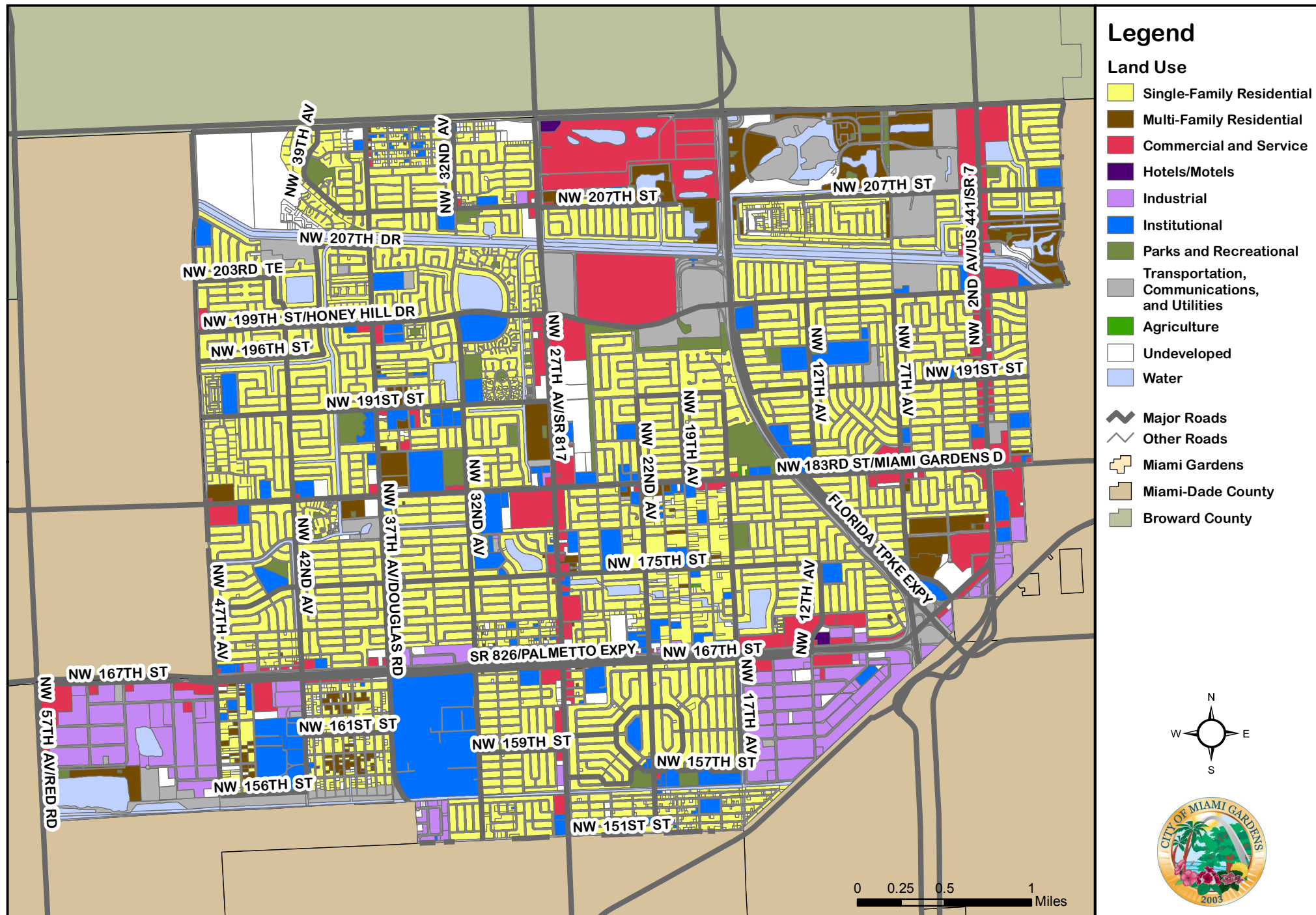


FIGURE 9. BICYCLE/PEDESTRIAN COUNT LOCATIONS

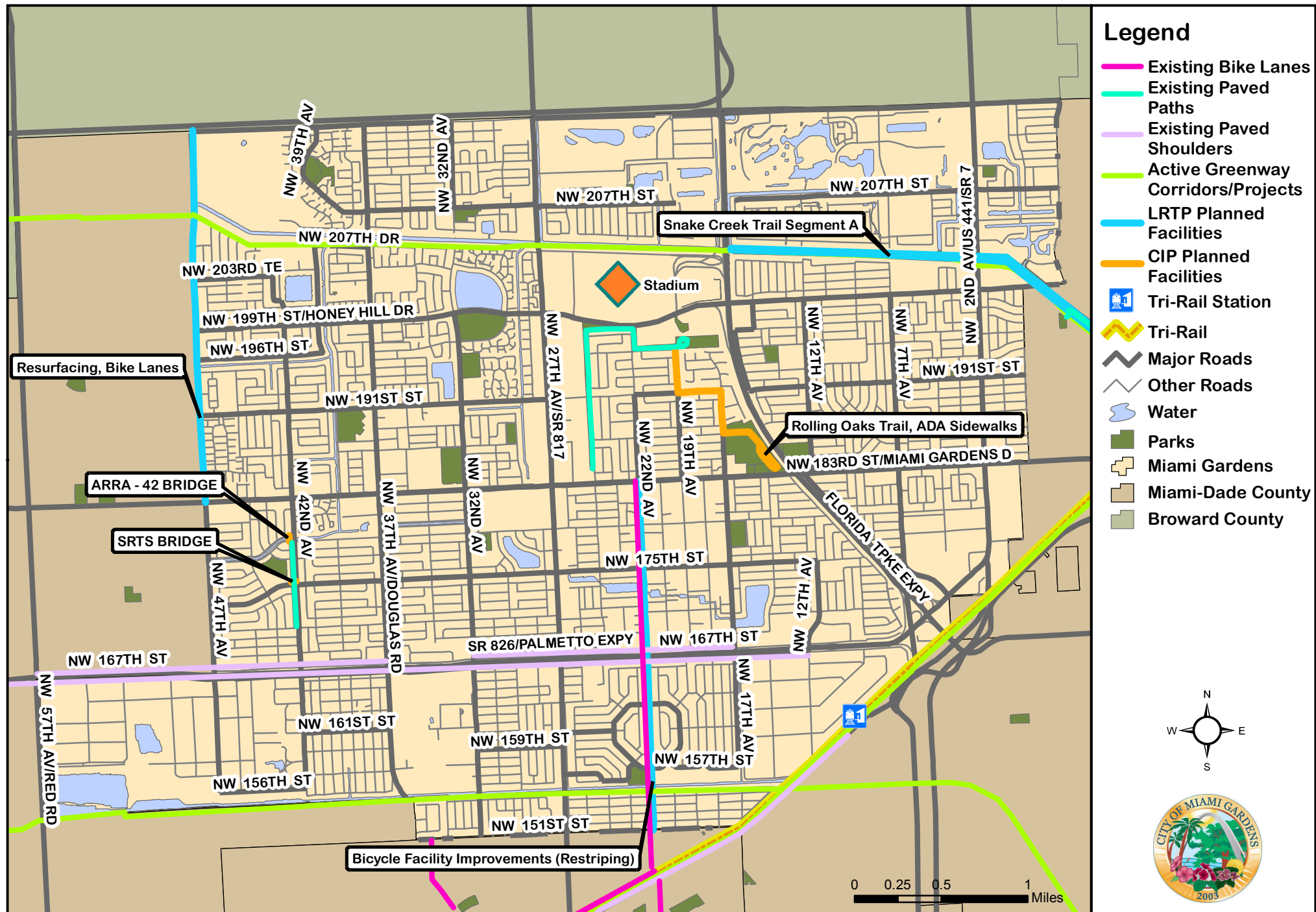


FIGURE 10. PLANNED AND PROGRAMMED PROJECTS



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FIGURE 11. EXISTING AND PLANNED FACILITIES





BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Field Observations

Results of the field observations discovered that within Miami Gardens, most major roadways have sidewalks but there are very few bicycle facilities. In addition, the existing sidewalks are often of the minimum width allowed in design manuals such as the *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways* (a.k.a. the "Florida Greenbook") and the *FDOT Plans Preparation Manual*. It was noted that very few corridors provide a wide sidewalk with physical separation from motor vehicle traffic, as recommended in the CSS guidelines. It was also noted that the average curb lane width along major corridors is approximately 11 feet, which potentially limits the future development of on-road bicycle facilities without major roadway reconstruction. Lower volume and lower speed roadways are good candidates to develop "bicycle routes", "sharrow streets", or "bicycle boulevards." Additional pedestrian/bicycle mobility issues were identified during the field reviews. These issues may be summarized as follows.

- Pedestrian corridors are designed to meet minimum standards and are not context sensitive.
- Several major intersections have unmarked crossings on at least one approach.
- Development patterns and lack of a well-connected grid street network have led to extremely long blocks on major corridors, which have led to extremely long distances between marked crosswalks on major corridors.
- Many bus stops do not have adequate crosswalks nearby.
- High occurrence of improvised bicycle parking, indicating some latent demand.
- Florida's Turnpike forms a significant barrier to east-west flow.
- Low level of connectivity between the City and the Golden Glades Tri-Rail Station.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Bicycle and Pedestrian Levels of Service

BLOS and PLOS were calculated according to the methodology established in the 2009 FDOT Quality/Level of Service (QLOS) Handbook. The BLOS Model is based on the following facility characteristics:

- Average effective width of the outside thru lane
- Number of thru lanes
- Motorized vehicle volumes
- Motorized speeds
- Heavy vehicle (truck) volumes
- Pavement conditions

In the BLOS Model, bicycle levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds, shown in Table 6, to the calculated scores.

$$\text{BLOS} = 0.507 \ln(\text{Vol}_{15}/L) + 0.199 \text{SP}_t (1 + 10.38 \text{HV})^2 + 7.066 (1/\text{PR}_5)^2 - 0.005 (\text{W}_e)^2 + 0.760$$

Similar to the required BLOS roadway characteristic criteria PLOS Model requires additional variable information to complete its assessment and calculate its LOS. The facility characteristics needed to complete the PLOS calculation are listed below:

- Existence of a sidewalk
- Lateral separation of pedestrians from motorized vehicles
- Motorized vehicle volumes
- Motorized vehicle speeds



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

In the PLOS Model, pedestrian levels of service are determined by assessing the above variables in the following equation and then applying the LOS thresholds, shown in Table 6, to the calculated scores.

$$\text{PLOS} = -1.2276/\ln(W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091(\text{Vol}_{15}/L) + 0.0004\text{SPD}^2 + 6.0468$$

Table 6: Bicycle and Pedestrian LOS Categories

LOS	Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

In order to provide the most accurate analysis of BLOS and PLOS, a spreadsheet consisting of major state and county road segments located in Miami Gardens was utilized. These segments were split into directions, therefore giving the possibility to have a unique Pedestrian Level of Service on both sides of each road. As the spreadsheet was originally created in 2002, updates were needed to make the information valid for 2011. The traffic volume (ADT), directional factor (D), and hourly factor (K_d) were updated based on information from the Florida Department of Transportation and the Miami-Dade Public Works and Waste Management Department. Sidewalk data for the PLOS calculations were updated segment by segment, first by



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

verifying the presence of sidewalks, then measuring the sidewalk width, the buffer width, and the tree spacing in the buffer. The spreadsheet was also revised to correct any segments that were either mislabeled or no longer exist.

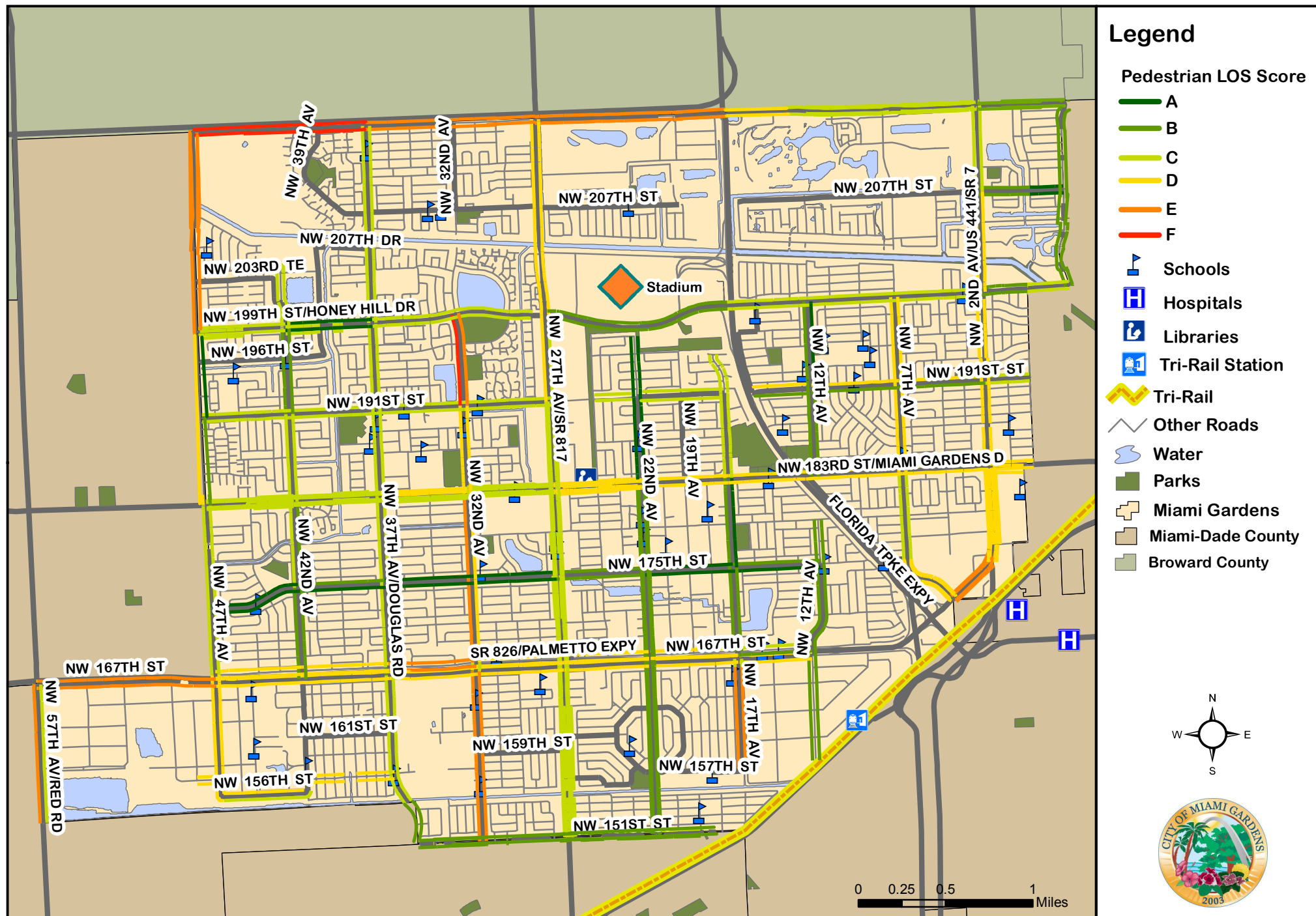
Each segment in the spreadsheet received a unique number created so that it could interact with the NAVTEQ street database. The NAVTEQ database is the most comprehensive street database of its kind, and is updated quarterly. Once every segment was given a number, the spreadsheet was joined with the NAVTEQ database to create the maps that provide a visual reference for the levels of service ranging from A to F. Due to varying sidewalk conditions on the different sides of the segments, there are two pedestrian levels of service for each segment showing the PLOS on each side of the segment. Figures 13 and 14 present the BLOS and PLOS ratings calculated for major roadways within the municipal boundaries. The calculation spreadsheets for BLOS and PLOS are included in Appendix A.



FIGURE 13. BICYCLE LEVEL OF SERVICE



FIGURE 14. PEDESTRIAN LEVEL OF SERVICE



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

The results of the BLOS analysis show that over 70 percent of the major roadways within Miami Gardens have a BLOS of E and no major roadway segments within the municipal boundaries have a BLOS of F. A summary of the BLOS results are presented in Table 7.

Table 7: Miami Gardens Bicycle Level of Service Summary

BLOS Score	Percentage of Major Roads
A	0.7%
B	1.4%
C	7.0%
D	18.2%
E	72.7%
F	0.0%

As shown in Table 8, the majority of the main roadways within Miami Gardens have a PLOS of C or D. There are only a few major roadway segments within the municipal boundaries that have a PLOS of F.

Table 8: Miami Gardens Pedestrian Level of Service Summary

PLOS Score	Percentage of Major Roads
A	9.2%
B	22.1%
C	35.9%
D	24.0%
E	7.6%
F	1.1%



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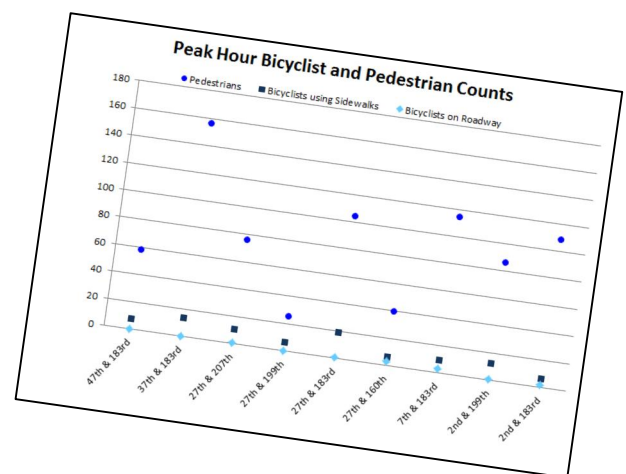
Bicyclist and Pedestrian Counts

In order to capture the magnitude of pedestrian and bicycles at major intersections within the City, 4-hour counts were collected at the nine locations in Figure 9. Bicycle and pedestrian counts help to monitor locations, better define safety issues, develop improvements, and prioritize locations for implementation. In addition, bicycle and pedestrian counts could be used to define bicycle safety issues (i.e., crashes) in relation to exposure.

The counts were collected during a typical weekday afternoon from 2:00 P.M. to 6:00 P.M. in April 2013. The following types of counts were performed:

- Pedestrians crossing each leg in each direction
- Bicyclists crossing each leg in each direction (for bicyclists using sidewalks)
- Bicyclist turning movements (for bicyclists on roadways)

Peak hour pedestrian counts ranged from 26 to 157 pedestrians per hour between the nine intersections, with an average count of 86 pedestrians per hour per intersection. The sidewalk bicyclist counts ranged from 7 to 19 bicyclists per hour per intersection while the roadway bicyclist counts ranged from zero to three bicyclists per hour per intersection. Detailed count data is included in Appendix B.



Traffic Crash Data

High crash clusters, corridors, and intersections were identified based on geographic information systems (GIS) crash data mapping. Figures 15, 16 and 17 depict the bicycle

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

and pedestrian crashes within the City of Miami Gardens from 2005 to 2011. The Bicycle Crash Density Map shown in Figure 18 depicts the spread of bicycle-related crashes within Miami Gardens from 2005 to 2011. The darker clusters on the map show the areas with higher concentrations of bicycle-related crashes. Figure 19, the Pedestrian Crash Density Map, shows a similar pattern for the concentration of pedestrian-related crashes. Figure 20 depicts the density of bicycle and pedestrian crashes combined.



FIGURE 15. BICYCLE AND PEDESTRIAN CRASHES 2005 - 2011



FIGURE 16. BICYCLE CRASHES 2005-2011

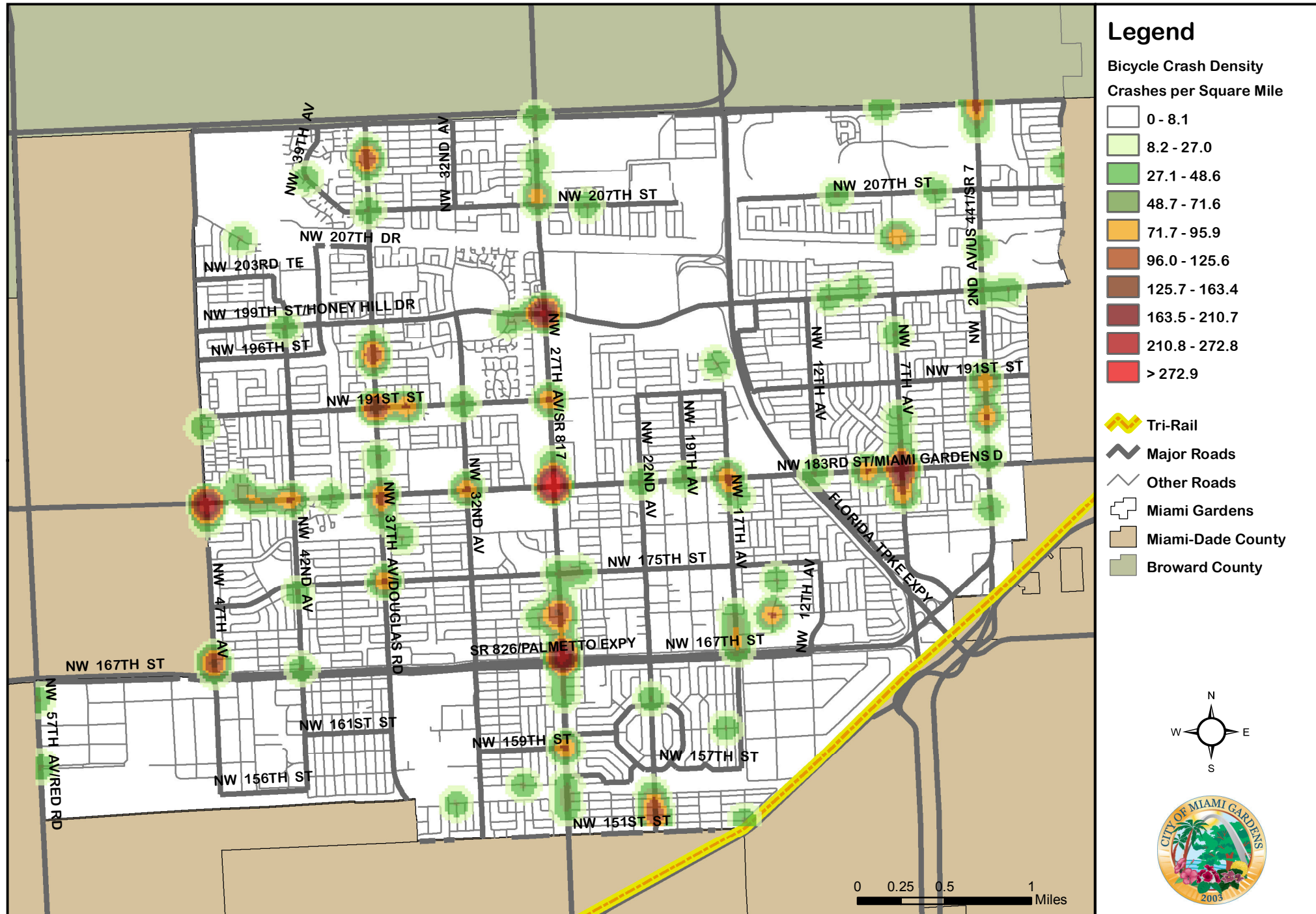


FIGURE 17. PEDESTRIAN CRASHES 2005-2011



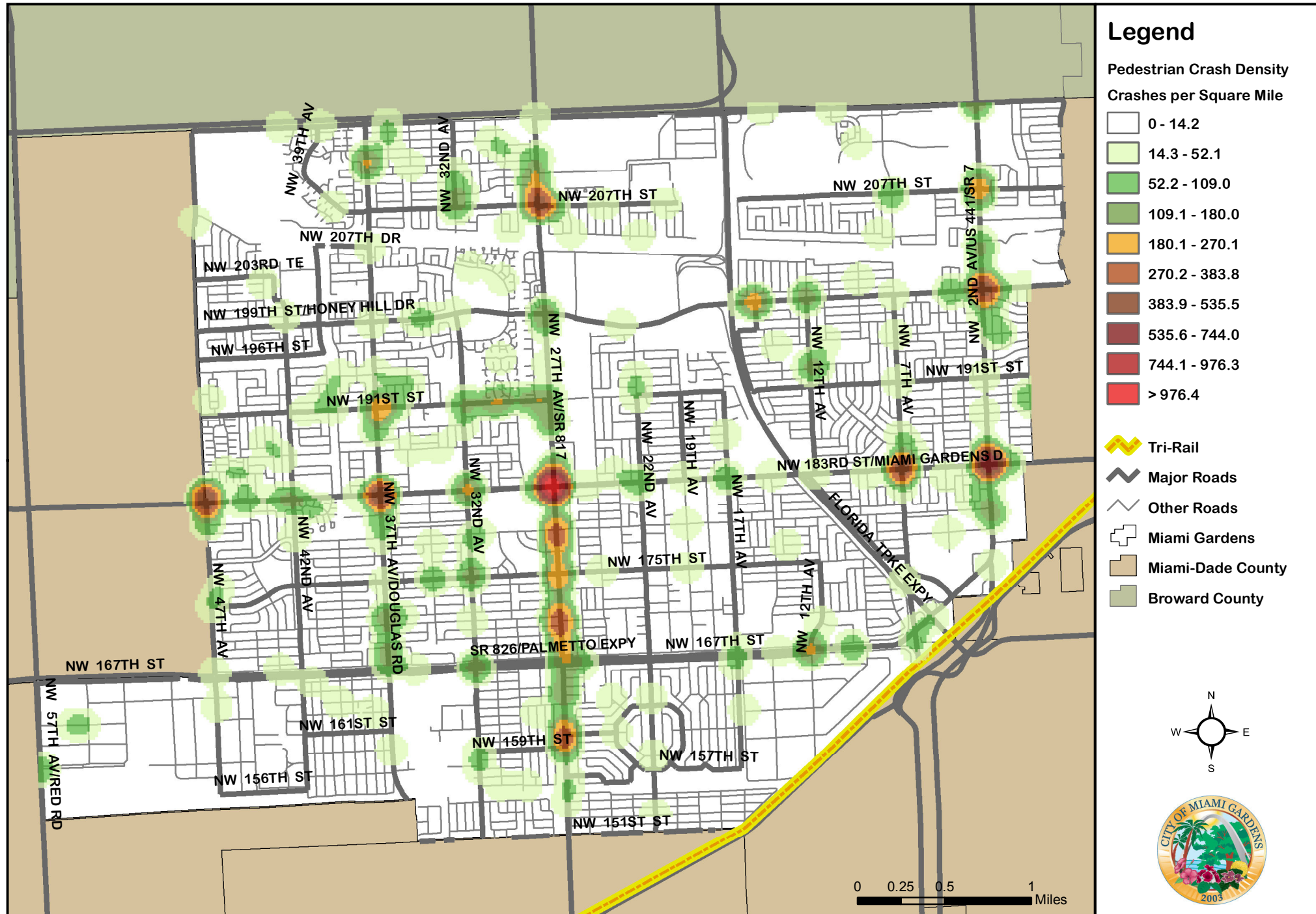
CITY OF MIAMI GARDENS BICYCLE/PEDESTRIAN MOBILITY PLAN

FIGURE 18. BICYCLE CRASH DENSITY 2005 - 2011



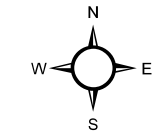
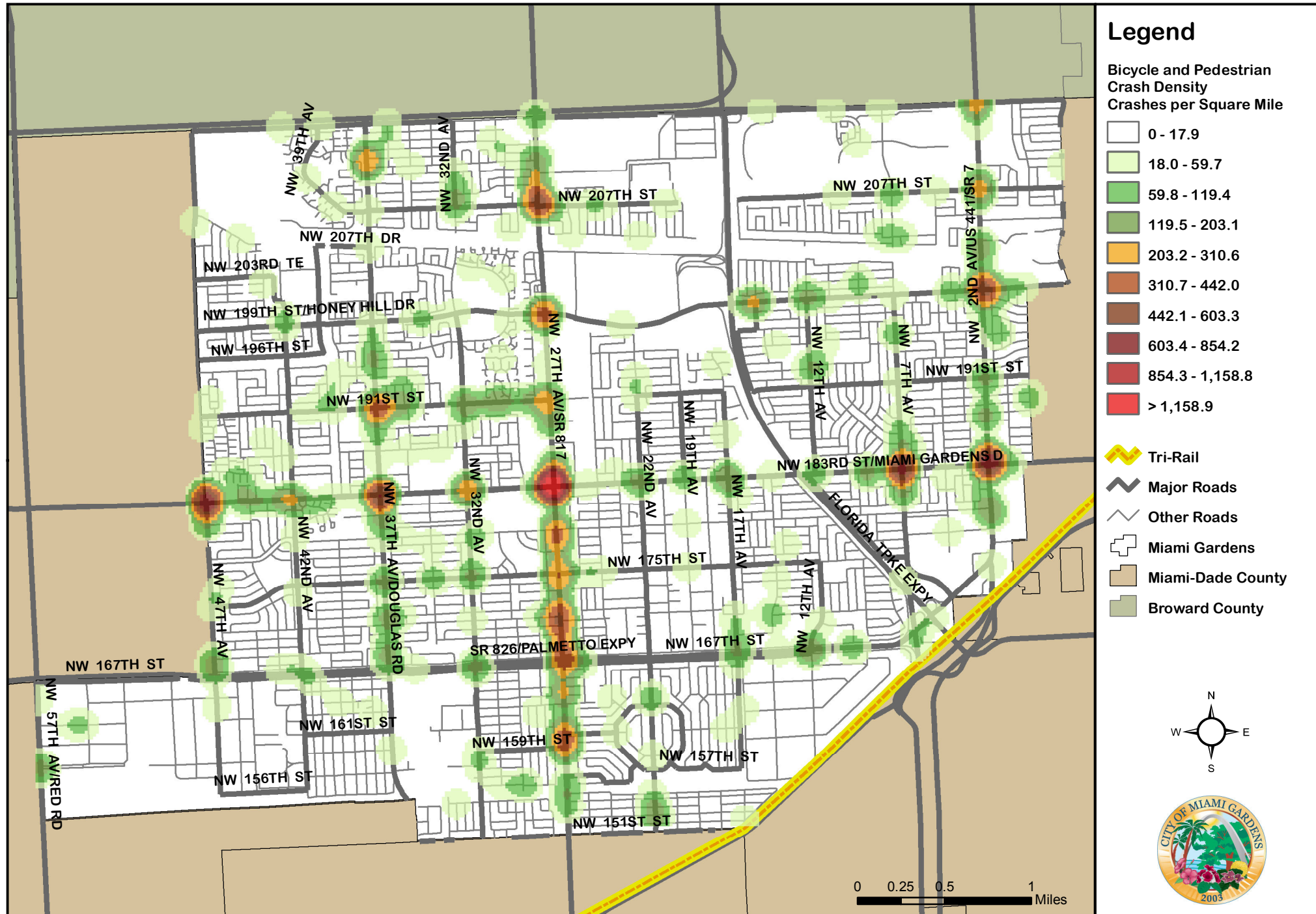
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FIGURE 19. PEDESTRIAN CRASH DENSITY 2005 - 2011



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FIGURE 20. BICYCLE AND PEDESTRIAN CRASH DENSITY 2005 - 2011



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

As seen in Figure 18, the bicycle-related crashes are concentrated along the major roadways within the City. The corridors with the highest occurrences of bicycle-related crashes are NW 27th Avenue and NW 183rd Street while the intersections with the highest occurrences of bicycle-related crashes are the intersections of NW 183rd Street and NW 27th Avenue; NW 183rd Street and NW 47th Avenue; and NW 183rd Street and NW 7th Avenue.

Figure 19 shows similar patterns for the concentration of pedestrian-related crashes. In addition to NW 27th Avenue and NW 183rd Street, the corridors of NW 2nd Avenue and NW 37th Avenue also possess high rates of pedestrian-related crashes. The intersections with the highest concentrations of pedestrian-related crashes are the intersections of NW 183rd Street and NW 27th Avenue; NW 183rd Street and NW 2nd Avenue; NW 183rd Street and NW 47th Avenue; NW 119th Street and NW 2nd Avenue; NW 183rd Street and NW 37th Avenue; and NW 207th Street and NW 27th Avenue.

Public Meeting Results

On November 29, 2012 a public workshop was held to inform the citizens of Miami Gardens of the progress of the Bicycle and Pedestrian Mobility Plan and to solicit their input on the plan and its recommendations. The workshop began with a presentation summarizing the plan's objectives, context for non-motorized transportation within the City, completed study tasks, and descriptions of potential recommended improvements. The attendees were then asked to show their preferences



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on different bicycle and pedestrian infrastructure improvements by voting for different infrastructure elements. The elements that received the most votes were bike lanes, crosswalks, lighting, multi-use trails, shading/trees, sidewalks, and traffic calming. Additionally, the attendees were given the opportunity to describe specific locations or situations that they have encountered that are in need of bicycle and pedestrian-related improvements and note the deficiency on a map of the City. One of major concerns



noted on this map was the need for a crosswalk on the north leg of the intersection of Miami Gardens Drive and NW 27th Avenue. All attendees were also given the opportunity to write down any comments about the plan, areas with specific need, or suggested improvements on a comment sheet. Public meeting

materials including the presentation and comment sheets are included in Appendix C.

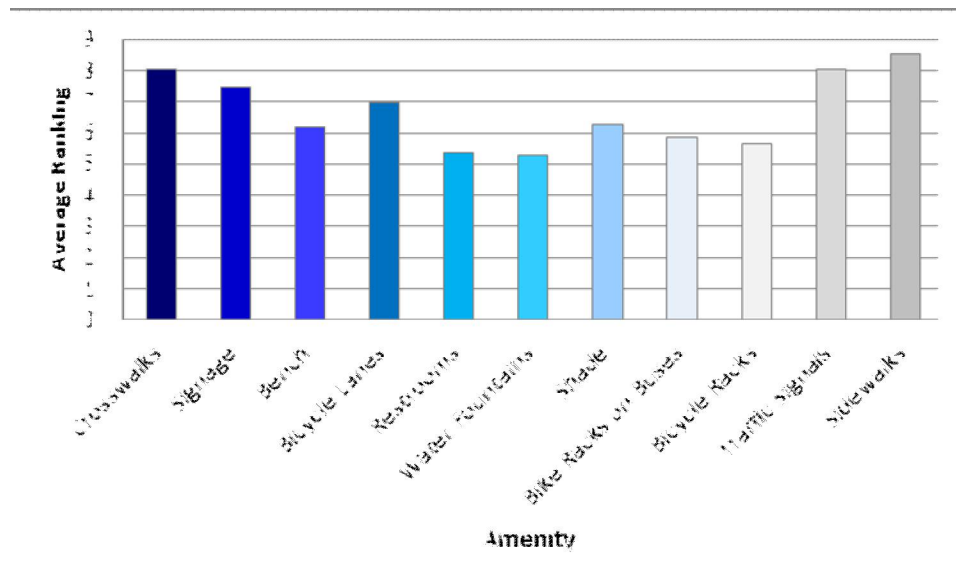
BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Online Survey Results

In addition to quantitative data from the GIS database, pedestrian counts, and traffic crash data, an online survey was administered by City staff to obtain street users' perspective about the quality of existing bicycle and pedestrian conditions and usage. A total of 46 people responded to the online survey. The survey included qualitative and quantitative questions regarding the use of Miami Gardens streets for walking and bicycling.

One of the questions was to rank a set of bicycle-pedestrian amenities in order of importance (1 being the least important and 10 being the most important). The results indicate that sidewalks, crosswalks, and traffic signals are the most important elements for a pleasant trip experience. Table 9 shows the results of this survey question. Detailed survey results are included in Appendix D.

Table 9: Bicycle-Pedestrian Amenities Ranking



A sampling of quotes that survey respondents provided for open-ended questions can be found below.

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"It would be great to get a shaded area to walk around the new city hall. I don't know if that is included but it will be a good way to increase the health of the employees."

"Helps me to get my 30 minutes of cardio in everyday."

"I do not bike because there is not enough space allowed for pedestrians and a biker."

"More attention must be given to sidewalks. Trees, foliage and cars are blocking the sidewalks."

"Sidewalks are available on busy streets."

"Sidewalks are in good condition."

Appendix D includes all of the additional written responses provided in the online survey.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

GOALS AND OBJECTIVES

On August 3rd, 2012, the Steering Committee for the project met to identify the main goals and objectives for this Plan in consideration of the results of the Literature Review and Transportation Mobility Analysis. The goals discussed at that meeting are listed below.

- Provide bicycle and pedestrian access to the new City Hall that is under construction on the east side of NW 27th Avenue.
- Improve connectivity from the new City Hall to Dolphin Linear Park to promote active transportation and recreation.
- Create a connection between the Snake Creek Trail and Sun Life Stadium, potentially through coordinating with Florida's Turnpike Enterprise on their PD&E.
- Create a long-term project for a walking and bicycling connection to the Golden Glades Tri-Rail Station.
- Prioritize improvements near schools.
 - 18 elementary schools
 - 5 middle schools
 - 2 high schools
- Provide safety improvements near high-volume bus stops.
- Provide bicycle access to the Betty T. Ferguson Recreational Complex on NW 199th Street.
- Create more accessibility to the Dolphin Linear Park including wayfinding signs and potentially allowing bicycles during certain times of the day (commuting hours).
- Establish bike friendly business districts.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

RECOMMENDED IMPROVEMENTS

Bicycle and pedestrian mobility recommendations were developed for the City of Miami Gardens based on input from the Steering Committee and the prior work tasks of this Plan, including the literature review, transportation mobility analysis, and the identification of goals and objectives. All improvements have been developed under an overarching principle to support and prioritize pedestrians and bicyclists within the City through use of context sensitive solutions (CSS) and complete streets principles as discussed in the Literature Review component of this report.

Project Listing

This Plan recommends the following improvement projects to promote safe and sustainable pedestrian and bicycle mobility within the City of Miami Gardens. Most of the Plan projects are capital improvement projects. Project descriptions, lead agencies, tasks, timeframes, implementation strategies, and generalized implementation cost levels for these projects are included below. Generalized implementation costs are identified by using dollar signs "\$" and ranging from lower cost "\$" to higher cost "\$\$\$\$." Table 13 on page 89 lists approximate costs of improvement items associated with the recommended projects. Photos, drawings, maps, and tables were developed or obtained from existing sources as necessary to provide further information and definition regarding the projects.

The capital projects represent the Engineering "E" of the League of American Bicyclists' "Five E" multimodal planning process. The remaining four "Es" each have individual recommendations summarized at the end of the Plan – Education, Encouragement, Enforcement, and Evaluation. The projects are organized as follows.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Area Wide Improvements

- Project 1: Pedestrian Throughway Zone
- Project 2: Pedestrian Shade Corridors
- Project 3: Pedestrian Lighting
- Project 4: Pedestrian Signalization Improvements
- Project 5: Automated Pedestrian Detection
- Project 6: Bicycle Lanes
- Project 7: Bicycle Boulevard Corridors
- Project 8: Bike Boxes
- Project 9: High Density Bicycle Parking
- Project 10: Low-Speed Design Principles
- Project 11: Pedestrian Crossing Treatments
- Project 12: Pedestrian Mobility Improvements
- Project 13: Non-Motorized Trails
- Project 14: School-Related Improvements
- Project 15: Bus Stop Improvements
- Project 16: Bike Friendly Business Districts

Site-Specific Improvements

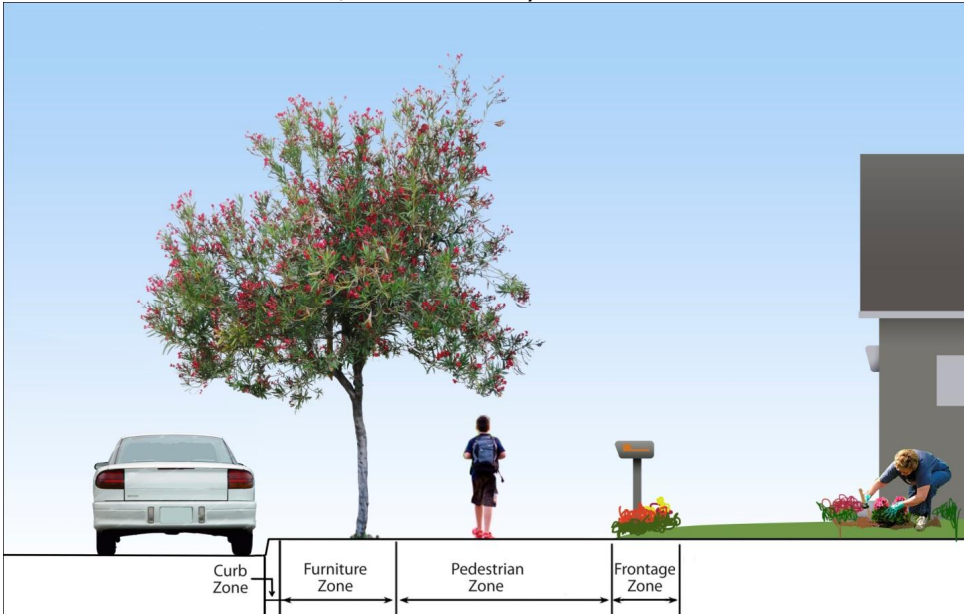
- Project 17: New City Hall Access
- Project 18: City Hall and Dolphin Linear Park Connectivity
- Project 19: Snake Creek Trail and Sun Life Stadium Connectivity
- Project 20: Golden Glades Tri-Rail Station Access
- Project 21: Betty T. Ferguson Recreational Complex Access
- Project 22: Dolphin Linear Park Wayfinding

Non-Engineering Improvements

- Project 23: Education Improvements
- Project 24: Encouragement Improvements
- Project 25: Enforcement Improvements
- Project 26: Evaluation and Monitoring



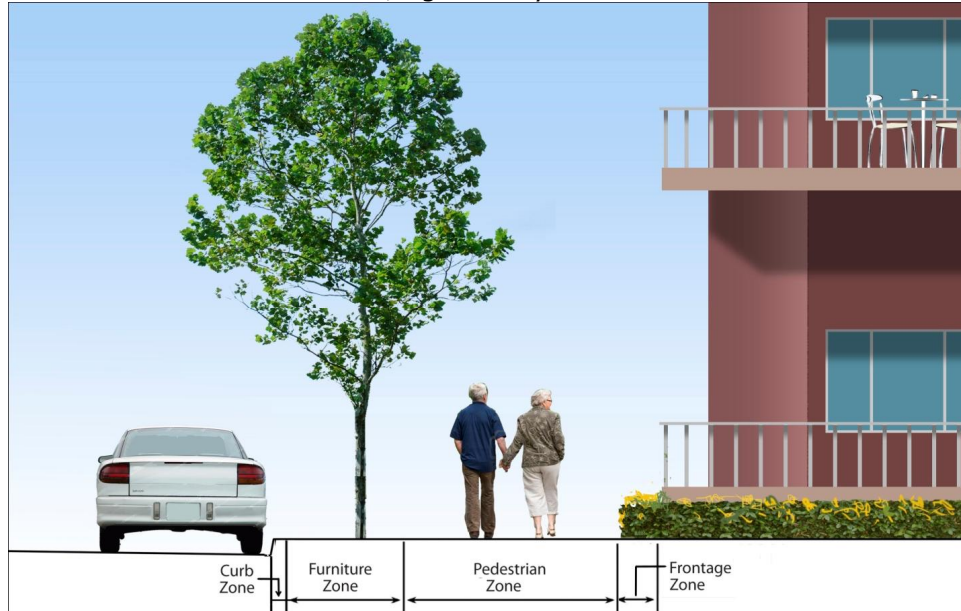
BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 1: Pedestrian Throughway Zone											
Project Description	As streets are redeveloped, relocate elements within the right-of-way (including but not limited to signage, lighting, trees, benches, and traffic signal devices) obstructing bicycle and pedestrians paths to establish a clear throughway pedestrian network throughout the City of Miami Gardens										
Lead Agencies	City of Miami Gardens										
Notes	• Clear pedestrian travel zones enhance the pedestrian environment and foster community life in residential and commercial districts • A desired minimum pedestrian travel zone width of 6 feet should be provided in areas with active pedestrian activity • For higher pedestrian volume areas, such as business districts and transit stations, additional width should be provided • Trees, planting strips, utilities, traffic signal equipment, benches, water fountains, bicycle parking racks are examples of street furniture										
Implementation Timeframe	Now (1-2 years)										
Implementation Strategy	Implement as a component of any roadway improvement or beautification projects										
Implementation Cost	\$										
Low/Medium Density Residential  Minimum Dimensions: <table border="1"> <thead> <tr> <th>Zone</th> <th>Minimum Dimension</th> </tr> </thead> <tbody> <tr> <td>Curb Zone</td> <td>6"</td> </tr> <tr> <td>Furniture Zone</td> <td>4'</td> </tr> <tr> <td>Pedestrian Zone</td> <td>5'</td> </tr> <tr> <td>Frontage Zone</td> <td>18"</td> </tr> </tbody> </table>		Zone	Minimum Dimension	Curb Zone	6"	Furniture Zone	4'	Pedestrian Zone	5'	Frontage Zone	18"
Zone	Minimum Dimension										
Curb Zone	6"										
Furniture Zone	4'										
Pedestrian Zone	5'										
Frontage Zone	18"										

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 1: Pedestrian Throughway Zone (continued)

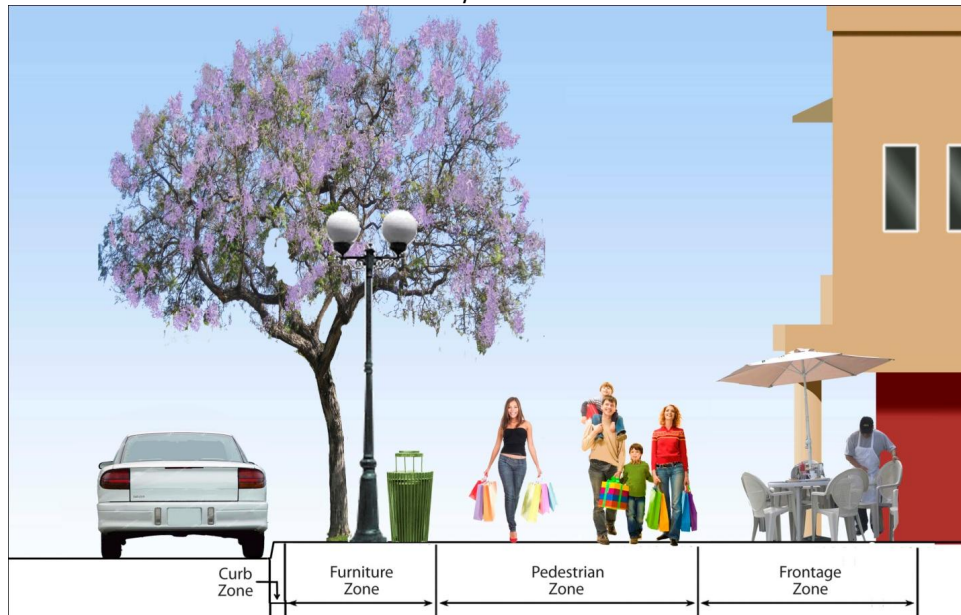
Medium/High Density Residential



Minimum Dimensions:

6" 4', 6'-8' at bus stops, and where large trees are desired 6' 18"

Mixed / Multi-Use



Minimum Dimensions:

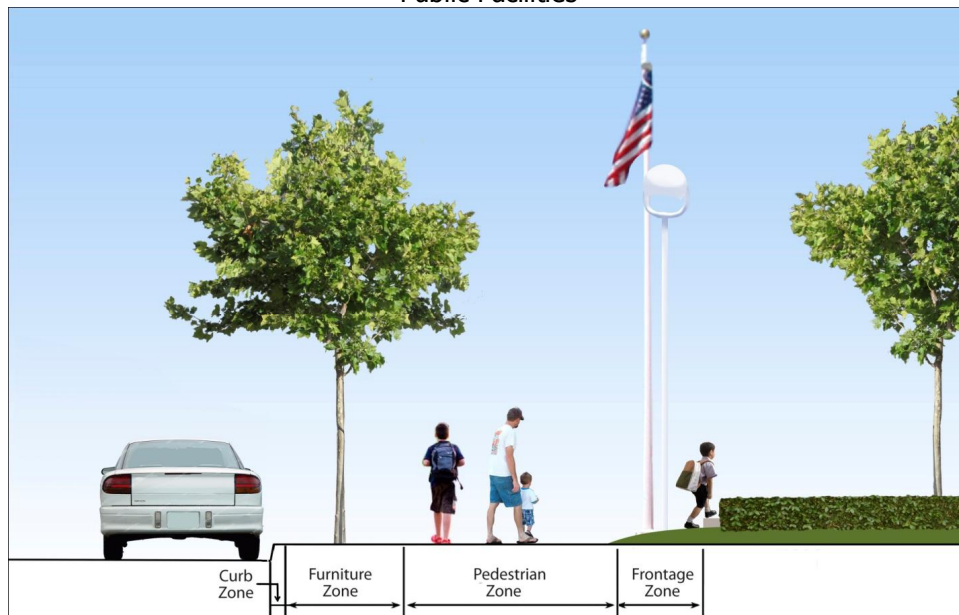
6" 4' 6' 18"



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 1: Pedestrian Throughway Zone (continued)

Public Facilities



Minimum Dimensions:

Zone	Minimum Dimensions
Curb Zone	6"
Furniture Zone	5', 6'-8' at bus stops, and where large trees are desired
Pedestrian Zone	6'
Frontage Zone	18"

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 2: Pedestrian Shade Corridors

Project Description	Provide pedestrian shade corridors along heavily-walked thoroughfares
Lead Agencies	City of Miami Gardens and Miami-Dade County Public Works and Waste Management Department
Notes	• Urban environments with complete pedestrian corridors provide continuity and invite pedestrians to walk • The main purpose of having a complete streetscape should be to provide pedestrians with a convenient and pleasant walking experience • The City should invest in shade trees and other forms of shade providing structures as part of a complete package of pedestrian-related improvements
Tasks Involved	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	• Now (1-2 years) • Short Term (3-5 years)
Implementation Strategy	• Future CIP projects • Coordinate with MDPWWM and FDOT to include in non-city projects
Implementation Cost	\$\$

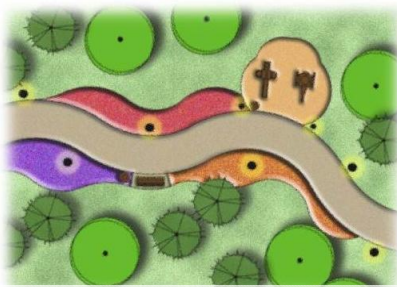


Pedestrian shading can be provided through natural and synthetic techniques

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 3: Pedestrian Lighting

Project Description	Provide enhanced pedestrian lighting in key areas associated with bus stops, street advertising panels, areas of security concern, and high pedestrian visibility concerns
Lead Agencies	City of Miami Gardens and Miami-Dade County Public Works and Waste Management Department
Notes	- Urban environments with strategically placed lighting provide safe and inviting places to walk - Solar powered lighting solutions can be utilized to contribute to a cleaner and greener Miami Gardens
Tasks Involved	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	- Future CIP projects - Coordinate with MDPWWM and FDOT to include in non-city projects
Implementation Cost	\$\$



Trail lighting scheme



Pedestrian level lighting



Solar Powered Street Light

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 4: Pedestrian Signalization Improvements	
Project Description	Modify signal operating plans to include proven pedestrian safety improvements, including leading pedestrian interval (LPI) and exclusive pedestrian phase
Lead Agencies	Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division and Signals and Signs Division
Notes	- Leading Pedestrian Interval (LPI) reserves a pedestrian WALK phase for 2 to 5 seconds prior to the concurrent green phase for motor vehicles - allows pedestrians to enter the crosswalk before turning motor vehicles attempt to cross their path - Increases turning motorists' visibility of pedestrians - Recommended for high-pedestrian activity areas - Exclusive pedestrian phase, also known as "pedestrian scramble" provide a safer environment for pedestrians - All traffic stops and pedestrians cross with no conflicts - Diagonal crossing may be allowed - Preferred where there are high volume turning movements
Tasks Involved	Install a leading pedestrian interval (LPI) at appropriate intersections within Miami Gardens beginning but not limited to the locations listed in Table 10
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Install as part of routine signal re-timing efforts or as part of the Advanced Traffic Management System (ATMS) migration
Implementation Cost	\$

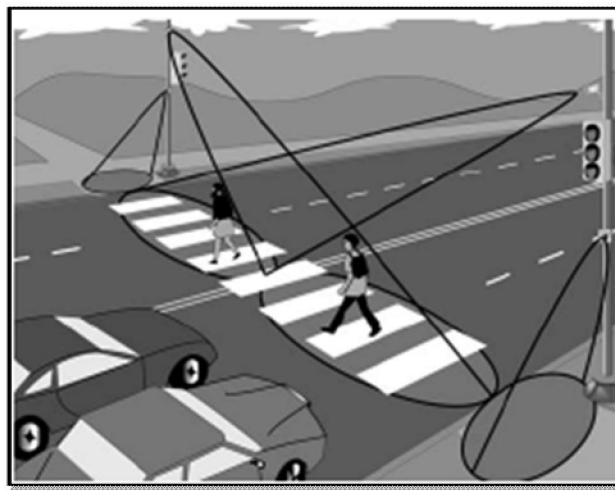
Table 10: Leading Pedestrian Interval Improvements

• NW 183 rd Street and NW 27 th Avenue	• NW 183 rd Street and NW 2 nd Avenue
• NW 2 nd Avenue and NW 202 nd Terrace	• NW 183 rd Street and NW 47 th Avenue
• NW 27 th Avenue and NW 207 th Street	• NW 183 rd Street and NW 37 th Avenue
• NW 183 rd Street and NW 7 th Avenue	• NW 199 th Street and NW 2 nd Avenue



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

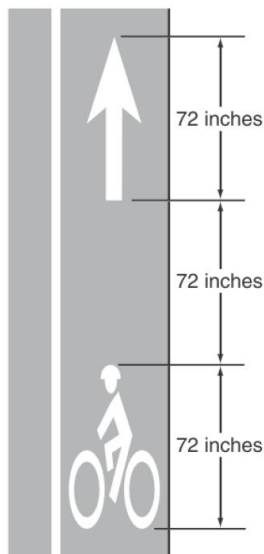
Project 5: Automated Pedestrian Detection	
Project Description	Install automated pedestrian detection systems at the signalized intersections listed in Table 10
Lead Agencies	Miami-Dade County Public Works and Waste Management Department Signals and Signs Division
Notes	- Automated pedestrian detectors are intelligent systems that automatically detect the presence of pedestrians - Automated detection tends to result in faster service time for pedestrians, which may lead to increased compliance and enhanced safety (FHWA Report No. FHWA-RD-00-097) - These systems can be used to extend crossing time for larger pedestrian platoons or slower moving pedestrians in a crosswalk
Tasks Involved	Coordinate with MDCPWD for signal equipment modifications
Implementation Timeframe	Short-term (3-5 years)
Implementation Strategy	Install as part of routine signal re-timing efforts or as part of the Advanced Traffic Management System (ATMS) migration
Implementation Cost	\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 6: Bicycle Lanes

Project Description	Install bicycle lanes along: - NW 42nd Avenue from NW 156th Street to NW 199th Street - NW 37th Avenue from NW 183rd Street to NW 215th Street - NW 32nd Avenue from NW 151st Street to NW 203rd Street - NW 12th Avenue/NW 13th Avenue from NW 155th Terrace to NW 175th Street - NW 175th Street from NW 47th Avenue to NW 12th Avenue
Lead Agencies	City of Miami Gardens, Miami-Dade County Public Works and Waste Management Department, Florida Department of Transportation
Notes	- Bicycle lane pavement markings designate the portion of the roadway for preferential use by bicyclists - Markings inform all users of the restricted nature of the bicycle lane
Implementation Timeframe	Short Term (3-5 years) Long Term (5+ years)
Implementation Strategy	Implement as a component of roadway improvement or reconstruction projects on the indicated corridors
Implementation Cost	\$\$\$



Bicycle lane markings

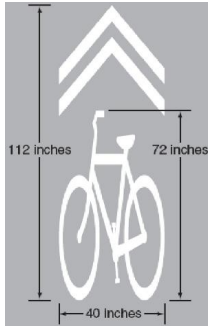
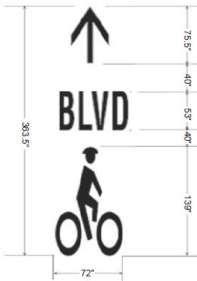


R3-17



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 7: Bicycle Boulevard Corridors

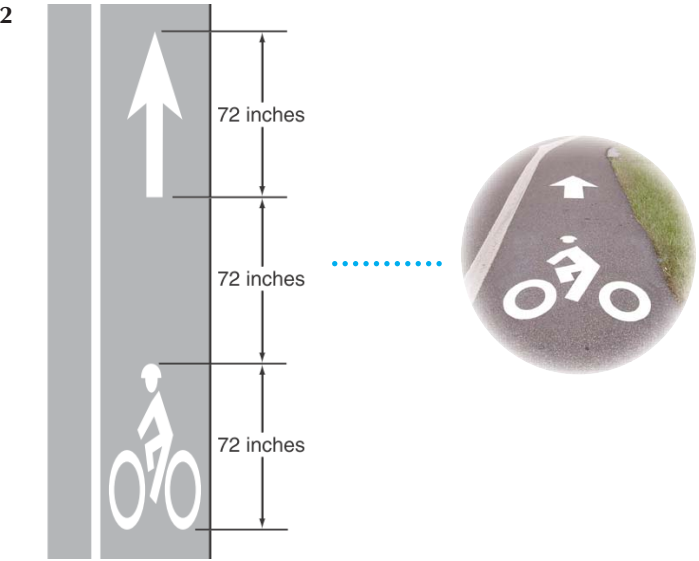
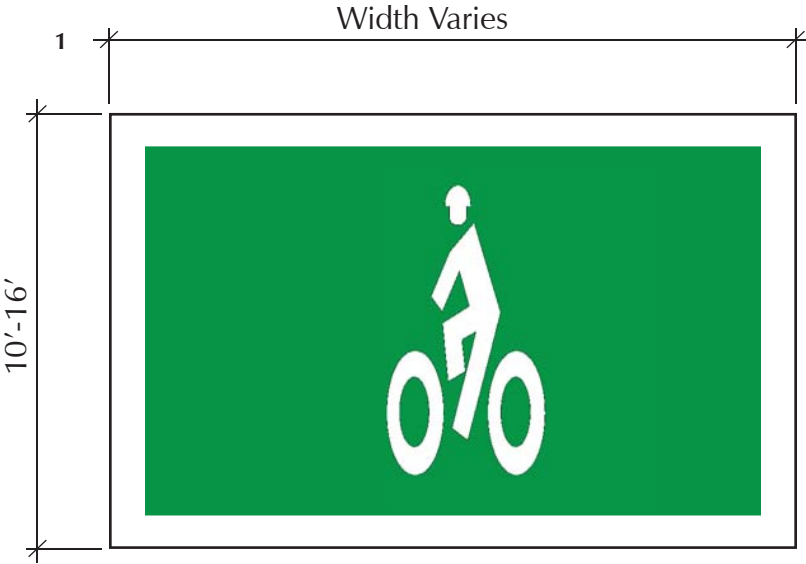
Project Description	Implement bicycle boulevard design features along the following corridors: - NW 191st Street from NW 47th Avenue to NW 27th Avenue - NW 191st Street from NW 19th Avenue to NW 17th Avenue - NW 22nd Avenue from NW 183rd Street to NW 195th Street - NW 19th Avenue from NW 191st Street to NW 195th Street - NW 17th Avenue from NW 175th Street to NW 191st Street - NW 14th Avenue from NW 175th Street to NW 183rd Street - NW 7th Avenue from NW 175th Street to NW 183rd Street
Lead Agencies	City of Miami Gardens, Miami-Dade County Public Works and Waste Management Department, Florida Department of Transportation
Notes	- Improves bicycle safety, convenience, and connectivity - Calms traffic and helps to remove non-local vehicles from the street - Requires low motor vehicle speeds and volumes - Include signage and pavement markings (examples shown below)
Timeframe	Short Term (3-5 years)
Implementation Strategy	Future CIP projects and as a component of roadway improvement projects on the indicated corridors
Implementation Cost	\$\$
 Shared lane marking (Sharrow)  Example marking plan from Berkeley, CA of an alternative pavement marking  Example Bicycle Boulevard designation sign   R4-11  D1-2c	

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

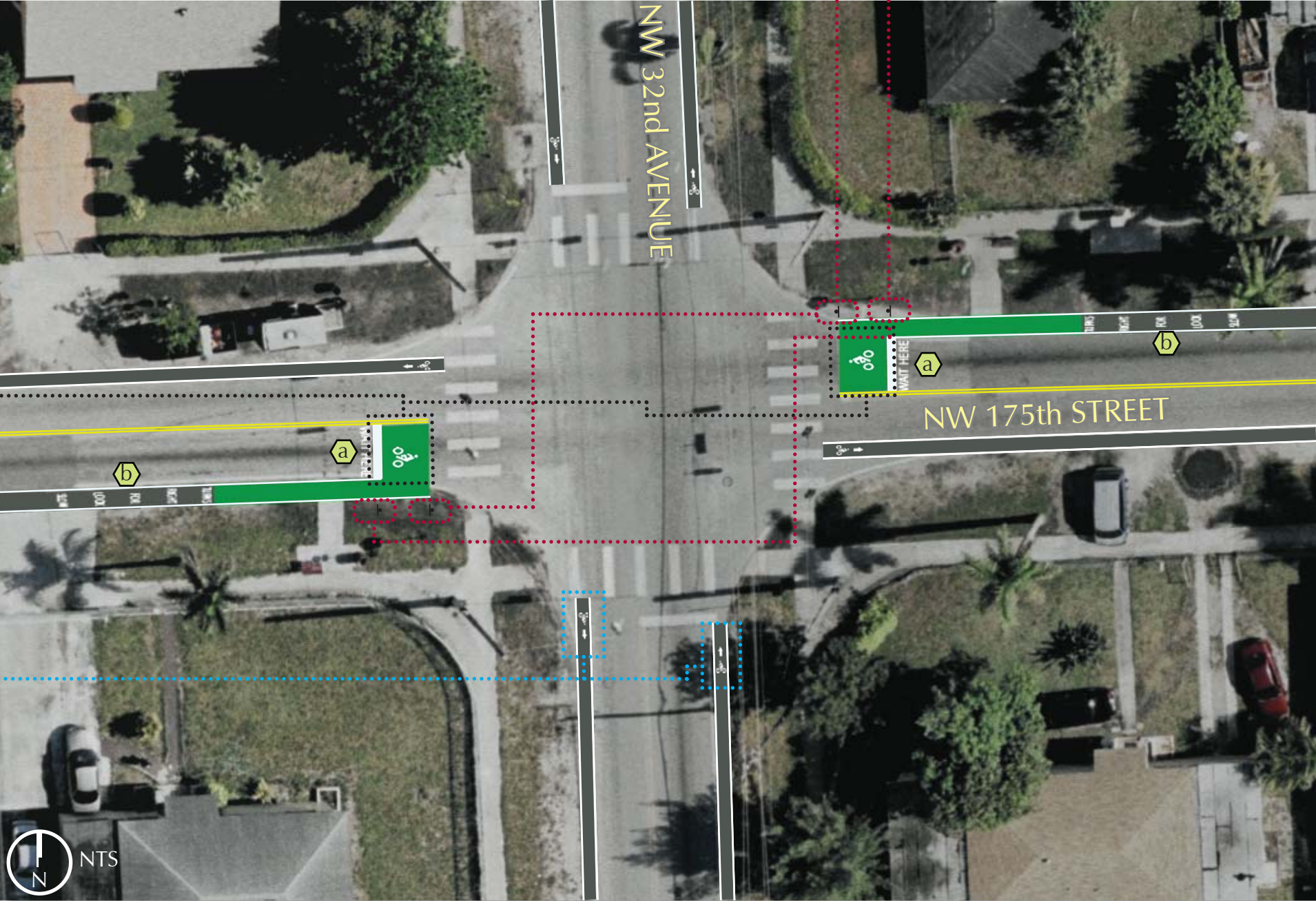
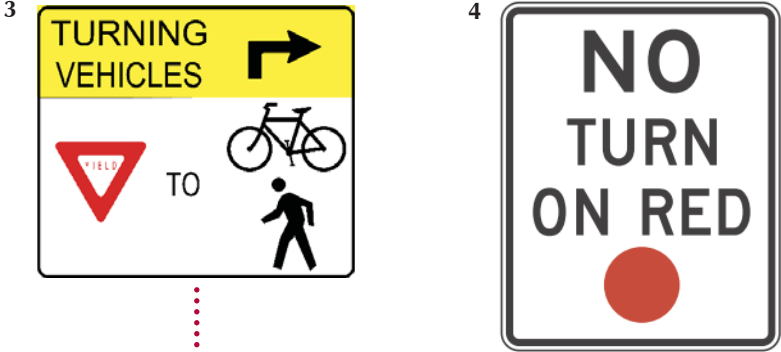
Project 8: Bike Boxes	
Project Description	As bicycle lanes are installed along the corresponding corridors, add bike boxes to the following intersections: • NW 175th Street and NW 42nd Avenue • NW 175th Street and NW 32nd Avenue • NW 175th Street and NW 22nd Avenue • NW 175th Street and NW 12th Avenue
Lead Agencies	City of Miami Gardens, Miami-Dade County, Florida Department of Transportation, Miami-Dade MPO, Miami-Dade County Public Works and Waste Management Department
Notes	• Cyclists pass through an intersecting first during a green signal phase rather than queuing behind motor vehicles • Reduces right-hook incidents • Motorists are alerted by the bike box at the intersection • For use at signalized intersections with high cyclist volumes • Requires FHWA Request to Experiment • See Figure 21 for conceptual bike box design
Timeframe	Short Term (3-5 years)
Implementation Strategy	• Coordinate with MPO and MDPWWM regarding FHWA Request to Experiment • Future CIP projects and as a component of roadway improvement projects on the indicated corridors as bike lanes are constructed
Implementation Cost	\$\$
 Portland, OR  From NACTO Urban Bikeway Design Guide	

Figure 21. Conceptual Bike Box Design

NW 32nd Avenue & NW 175th Street
Miami, Florida | USA



- a "WAIT HERE" pavement marking at stop bar
- b "SLOW LOOK FOR RIGHT TURNS" pavement marking



1. Bike Box
A Bike Box should be installed to provide bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

2. Bike Lane Marking
Bike lane pavement markings designate the portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.

3. R10-15 Street Sign
A "Turning Vehicles Yield" sign shall be installed to alert motorists of the potential for conflicts with bicycles and pedestrians.

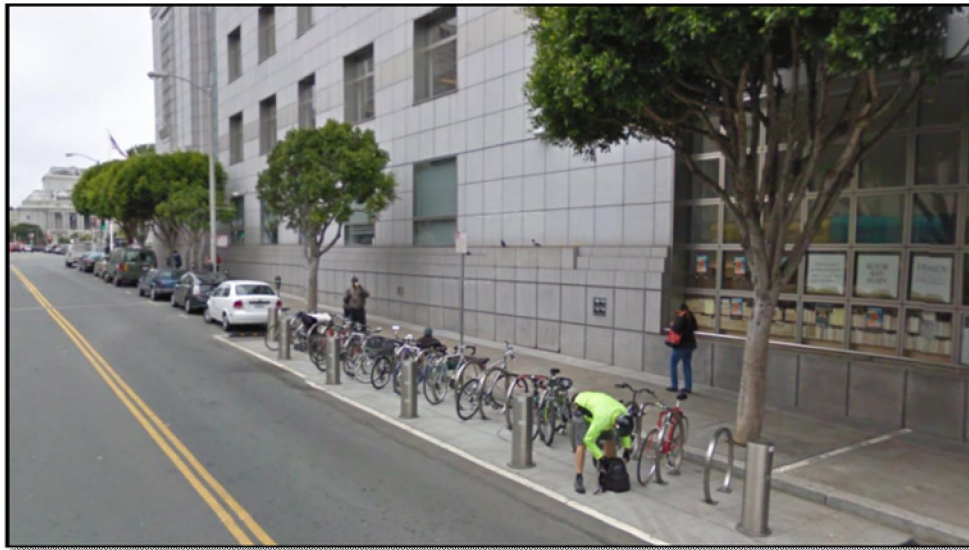
4. R10-11 Street Sign
A "No Turn On Red" sign should be post mounted to prevent vehicles from entering the bike box.

NW 32nd AVENUE & NW 175th STREET

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 9: High Density Bicycle Parking

Project Description	Install high-density bicycle parking improvements at the following locations: • The new City Hall • North Dade Regional Library • Betty T. Ferguson Community Center • Future livable communities development projects
Lead Agencies	City of Miami Gardens and Miami-Dade County Public Works and Waste Management Department
Tasks Involved	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Bike corrals can be implemented in the proper furniture zone as part of curb bulb-out projects
Implementation Cost	\$



Example of bicycle parking corral in San Francisco, CA
Note: Design could be improved with concrete curbs

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 10: Low-Speed Design Principles

Project Description	As streets are redesigned, reconstructed, and redeveloped, use low-speed design principles to achieve lower speeds through techniques such as smaller corner radii, pedestrian bulb-outs, traffic circles that accommodate bicycles and pedestrians, and utilizing traffic calming devices where appropriate. Additionally, perceptual design features such as patterns painted, stamped, or built into the roadway surface encourage motorists to reduce speeds.
Lead Agencies	City of Miami Gardens, Miami-Dade County Public Works and Waste Management Department
Notes	• A general recommendation for most neighborhood streets would be to design for no more than 30 miles per hour; however, each street would need to be evaluated on a case-by-case basis • Roadway safety statistics underscore the need to promote low speeds within high pedestrian areas • The likelihood of a pedestrian surviving a crash with a motor vehicle significantly increases as the vehicular speed at impact decreases
Tasks Involved	Promote the use of low-speed design techniques within the engineering community
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	All applicable engineering projects within the City
Implementation Cost	\$\$



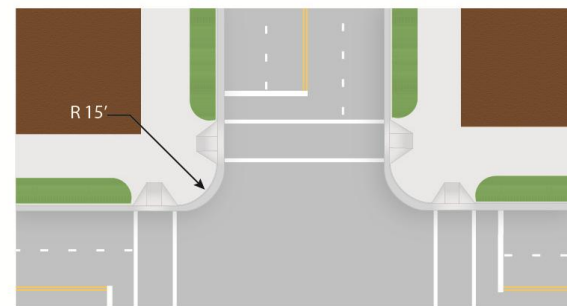
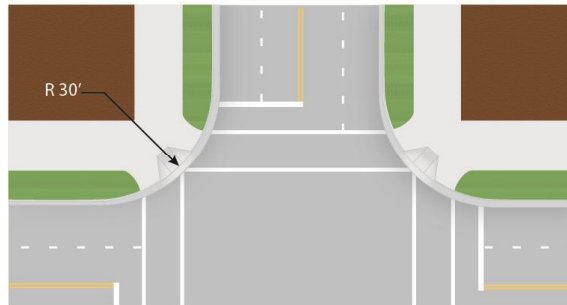
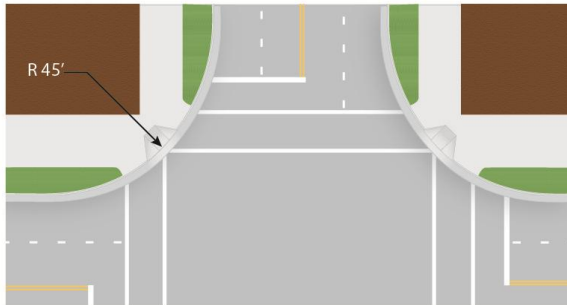
Neighborhood traffic circle



Patterned brick paver intersection treatment

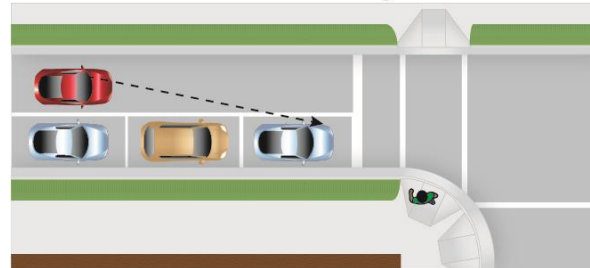
BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 10: Low-Speed Design Principles (continued)

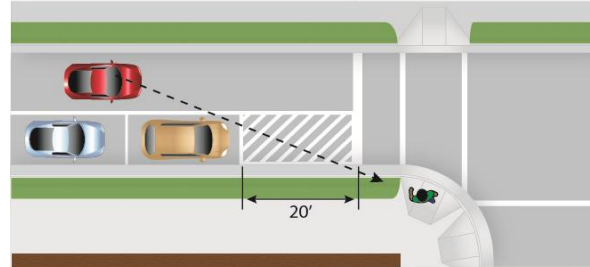


Tighter corner radii slow turning traffic and reduce pedestrian crossing distance

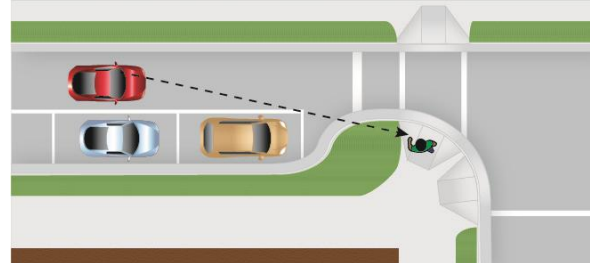
Parked Vehicles Decrease Sight Distance



Parked Setback for Sight Distance



Curb Extension Improves Sight Distance



Curb extensions improve sight distance between pedestrians and motorists

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 11: Pedestrian Crossing Treatments

Project Description	Provide crossing treatments such as crosswalks and signage at intersections and midblock crossings
Lead Agencies	City of Miami Gardens and Florida Department of Transportation
Tasks Involved	- At signalized intersections: - Marked crosswalks on all four approaches - Turning vehicles stop for pedestrian signage - At unsignalized intersections < 12,000 AADT: - Marked crosswalks - At unsignalized intersections > 12,000 AADT: - Marked crosswalks - State law crosswalk signage - Rectangular Rapid Flashing Beacons (RRFB) - Install state law signage at crossings in pedestrian high-crash areas (shown in Figure 15) to alert motorists of the state law requiring them to stop for pedestrians within crosswalks
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Implement as a component of any roadway improvement projects
Implementation Cost	\$

At Signalized Intersections



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 11: Pedestrian Crossing Treatments (continued)

At Unsignalized Intersections < 12,000 AADT



At Unsignalized Intersections > 12,000 AADT



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 12: Pedestrian Mobility Improvements

Project Description	Install pedestrian mobility improvements as indicated in Table 11
Lead Agencies	- City of Miami Gardens - Miami-Dade MPO - Miami-Dade County Public Works and Waste Management Department - Florida Department of Transportation
Tasks Involved	- Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications - Coordinate with FDOT to include improvements in the Long Range Transportation Plan (LRTP) - Coordinate with the Miami-Dade County MPO to include improvements in the Transportation improvement Plan (TIP) - Incorporate improvements to the Capital Improvement Program (CIP)
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	- Implement as part of FDOT Projects where applicable - Construct as part of Miami-Dade MPO TIP projects where applicable - Construct as part of CIP projects where applicable
Implementation Cost	\$



High-emphasis crosswalk marking



Required truncated domes on curb ramps

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Table 11: Pedestrian Mobility Improvements

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
NW 151 st Street @ NW 37 th Avenue		CW			ECR	ECR	CR	CR
NW 151 st Street @ NW 32 nd Avenue			CW		ECR	CR	CR	ECR
NW 151 st Street @ NW 22 nd Avenue					ECR	ECR	ECR	ECR
NW 173 rd Drive @ NW 47 th Avenue							ECR	
NW 175 th Street @ NW 42 nd Avenue	CW				ECR			
NW 175 th Street @ NW 37 th Avenue						ECR		
NW 183 rd Street @ NW 42 nd Avenue				CW	CR	ECR	ECR	CR
NW 183 rd Street @ NW 32 nd Avenue			CW		ECR	CR	CR	ECR
NW 183 rd Street @ NW 27 th Avenue	CW	ECW	ECW	ECW	CR	CR		
NW 183 rd Street @ NW 17 th Avenue				CW	CR	ECR		CR
NW 183 rd Street @ NW 14 th Avenue			CW			CR	CR	
NW 183 rd Street @ NW 7 th Avenue	ECW	ECW	ECW	ECW	ECR	ECR	ECR	ECR
NW 191 st Street @ NW 47 th Avenue					ECR			ECR
NW 191 st Street @ NW 27 th Avenue	CW				CR	CR	ECR	ECR
NW 191 st Street @ NW 7 th Avenue					ECR	ECR	ECR	ECR
NW 191 st Street @ NW 2 nd Avenue			CW	CW	CR	CR	CR	CR
NW 199 th Street @ NW 47 th Avenue					ECR	ECR	ECR	ECR
NW 199 th Street @ NW 27 th Avenue					ECR	ECR	ECR	ECR
NW 199 th Street @ NW 7 th Avenue						ECR	ECR	ECR
NW 199 th Street @ NW 2 nd Avenue			ECW	ECW	ECR	ECR	ECR	ECR
NW 199 th Street @ N Miami Avenue*		CW	CW		ECR	CR	CR	CR

Legend:

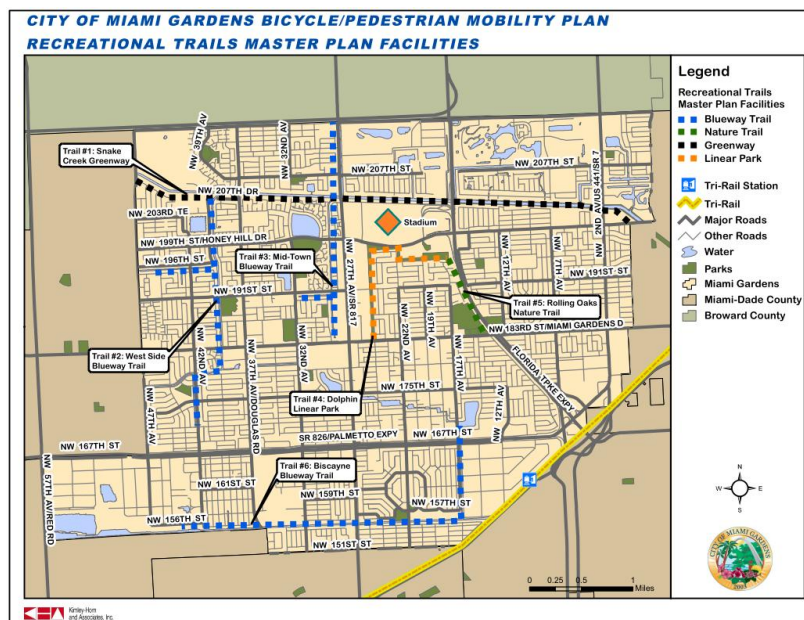
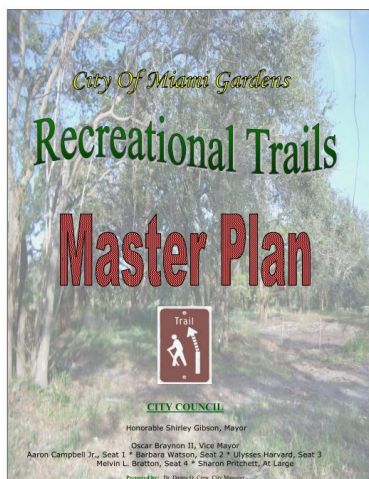
- CR Add new curb ramp
- CW Add new pedestrian crosswalk
- ECR Enhance curb ramp to meet ADA conditions (i.e. detectable warning surface and location/angle of ramp)
- ECW Enhance pedestrian crosswalk to improve visibility (i.e. high visibility crosswalk and pedestrian crossing signs)
- * Reconstruct sidewalk along southeast corner of the intersection of NW 199th Street at N Miami Avenue to connect to proposed crosswalk on the south leg of the intersection just north of the stop bar.



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 13: Non-Motorized Trails

Project Description	Implementation of the six proposed trails identified by the Recreational Trails Master Plan (RTMP): • #1: Snake Creek Canal Greenway Trail Corridor • #2: West Side Blueway Trail • #3: Mid-Town Blueway Trail • #4: Dolphin Center Park Walking Trail • #5: Biscayne Blueway Trail • #6: Rolling Oaks Nature Trail
Lead Agencies	City of Miami Gardens, Miami-Dade County
Notes	• The six trails will comprise the Miami Gardens Trail System to provide a means for residents to walk or bike to work, school, and other destinations. • Refer to the RTMP route description, linkages, character, expected users, typical section, and natural and cultural resources for each of the trails
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years) Long Term (5+ years)
Implementation Strategy	Future CIP projects
Implementation Cost	\$\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 14: School-Related Improvements	
Project Description	Prioritize bicycle and pedestrian facility improvements near schools to improve safety for children walking and biking to and from school
Lead Agencies	City of Miami Gardens, Miami-Dade County Public Schools, Miami-Dade County Public Works and Waste Management Department
Notes	Improvements to include: • Crosswalks ◦ At intersections ◦ Midblock • Sidewalks • Bike Lanes • Signage (see examples below) Schools in Miami Gardens: • 18 elementary schools • 5 middle schools • 2 high schools
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	• Coordinate and prioritize locations with Miami-Dade County Public Schools (MDCPS) Community Traffic Safety Team and the Miami-Dade MPO • Implement through a variety of strategies including: ◦ CIP projects ◦ Grant funding
Implementation Cost	\$\$
School Advance Crossing Assembly  S1-1 W16-9P School Crossing Assembly  S1-1 W16-7P School Speed Limit Assembly  S4-3P R2-1 S4-1P SCHOOL STATE LAW STOP FOR WITHIN CROSSWALK  S4-3P* R1-6a	

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 15: Bus Stop Improvements

Project Description	Provide safety improvements near high-volume bus stops to reduce the frequency and severity of pedestrian and bicycle crashes at and near bus stops as listed in Table 12
Lead Agencies	City of Miami Gardens, Miami-Dade Transit
Notes	Ensure that the stops have adequate: • Sidewalk connectivity • Roadway crossing treatments • Signage
Tasks Involved	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Future CIP projects
Implementation Cost	\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Table 12: Bus Stop Improvements

Existing Bus Stop	Improvements Needed
NW 27th Avenue at NW 207th Street – Southbound, Far-side	Easement and shelter
NW 183rd Street at NW 27th Avenue – Northbound, Far-side	Easement and shelter, crosswalk across north leg of intersection
NW 183rd Street at NW 27th Avenue – Northbound, Near-side	Easement and shelter
NW 183rd Street at NW 27th Avenue – Eastbound, Far-side	Easement and shelter
NW 183rd Street at NW 27th Avenue – Westbound, Far-side	Easement and shelter
NW 183rd Street at NW 7th Avenue – Eastbound, Far-side	Easement and shelter
NW 183rd Street at NW 7th Avenue – Westbound, Far-side	Easement and shelter
NW 183rd Street at NW 2nd Avenue – Northbound, Far-side	Easement and shelter
NW 183rd Street at NW 2nd Avenue – Southbound, Far-side	Easement and shelter
NW 183rd Street at NW 2nd Avenue – Westbound, Far-side	Easement and shelter



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 16: Bike Friendly Business Districts

Project Description	Bike friendly business districts encourage citizens to bike to shops and restaurants through promotion and by providing bicycle amenities such as bike racks, bike lanes, bike valets, and discount programs for bicyclists
Lead Agencies	City of Miami Gardens
Notes	• Businesses in areas where bike lanes and bike racks have been installed have seen substantial increases in sales after the installations • Increased bicycle use in business districts increases social interaction and public safety • Due to their lower speeds, bicyclists are more likely to notice the businesses they pass • Increased bicycle use reduces the need for additional car parking
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Coordinate with local businesses, commercial areas, and bicycle advocacy groups to form bike friendly business districts
Implementation Cost	\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 17: New City Hall Access	
Project Description	Provide bicycle and pedestrian access to the new City Hall that is under construction on the east side of NW 27 th Avenue.
Lead Agencies	City of Miami Gardens
Notes	• Include sidewalks to and throughout the site for pedestrian access • Include bike parking facilities on site • Include wayfinding signage directing bicyclists to City hall along the proposed bicycle boulevard (Project 7) along NW 191st Street
Implementation Timeframe	Now (1-2 years): sidewalks and bike parking Short term (3-5 years): bicycle boulevard and wayfinding signage
Implementation Strategy	Implement as part of the construction of the new City Hall
Implementation Cost	\$\$
  D4-3	

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 18: City Hall and Dolphin Linear Park Connectivity

Project Description	Improve connectivity from the new City Hall to Dolphin Linear Park to promote active transportation and recreation.
Lead Agencies	City of Miami Gardens, SunLife Stadium, Miami-Dade County
Notes	- The new City Hall is just west of Dolphin Linear Park - This connection would link the neighborhoods to the east of Dolphin Linear Park to the new City Hall and to the neighborhoods to the west - This becomes a connection link within the broader network of shared-use paths within the City - Dolphin Linear Park is maintained by the Stadium
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	- Future CIP project - Incorporate into the development of the new City Hall site/other associated development west of Dolphin Linear Park
Implementation Cost	\$\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 19: Snake Creek Trail and Sun Life Stadium Connectivity

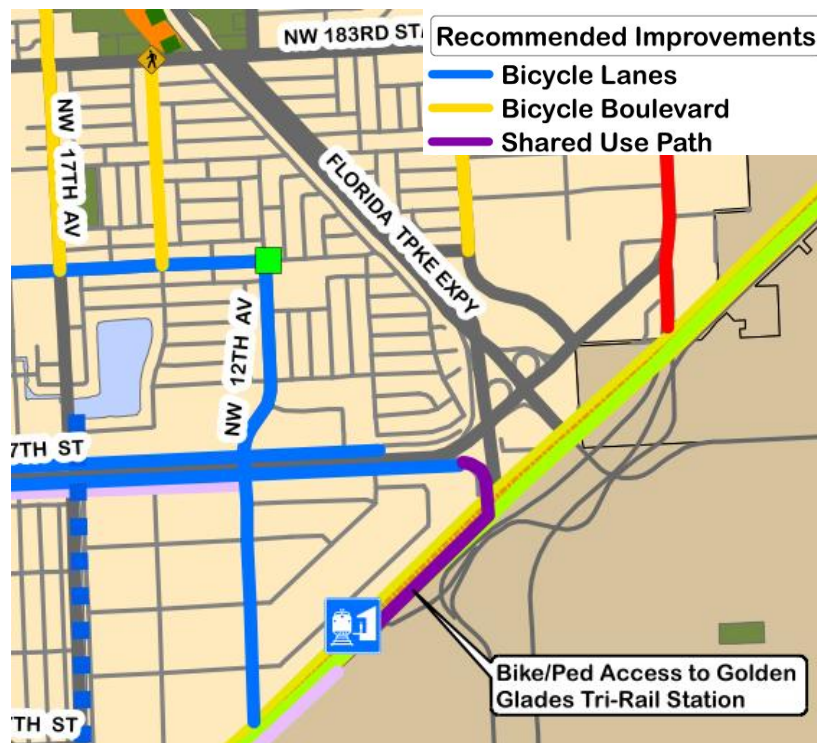
Project Description	Create a connection between the Snake Creek Trail and Sun Life Stadium
Lead Agencies	City of Miami Gardens, Sun Life Stadium, Miami-Dade County, Florida's Turnpike Enterprise
Notes	Include an underpass at the Turnpike as part of the trail connection
Implementation Timeframe	Long Term (5+ years)
Implementation Strategy	Coordinate with Florida's Turnpike Enterprise during the PD&E Study in order to incorporate the connection under the Turnpike bridge on the south side of the Snake Creek Canal bank and connect to existing trail
Implementation Cost	\$\$\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 20: Golden Glades Tri-Rail Station Access

Project Description	Create a walking and bicycling connection from the City of Miami Gardens to the Golden Glades Tri-Rail Station
Lead Agencies	City of Miami Gardens, Florida Department of Transportation, South Florida Regional Transportation Authority
Notes	- Providing access to the Tri-Rail station via a shared-use path connected to recommended bike lanes and bicycle boulevard can link the transit hub to the nearby industrial area and further into the City - A Project Development and Environment (PD&E) Study for the Golden Glades Interchange is currently being conducted by FDOT District 6
Implementation Timeframe	Long Term (5+ years)
Implementation Strategy	Coordinate with FDOT and SFRTA to implement the recommended shared use path as part of the PD&E build alternative construction
Implementation Cost	\$\$\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN

FOR THE CITY OF MIAMI GARDENS

Project 21: Betty T. Ferguson Recreational Complex Access	
Project Description	Provide bicycle access to the Betty T. Ferguson Recreational Complex on NW 199th Street.
Lead Agencies	City of Miami Gardens
Notes	• Include bike parking facilities on site • Include wayfinding signage directing bicyclists to City hall along the proposed bike lane (Project 6) along NW 32nd Avenue and along the proposed bicycle boulevard (Project 7) along NW 191st Street
Implementation Timeframe	Now (1-2 years): bike parking Short term (3-5 years): bike lane, bicycle boulevard and wayfinding signage
Implementation Strategy	Future CIP projects
Implementation Cost	\$\$



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 22: Dolphin Linear Park Wayfinding

Project Description	Facilitate linkages between the Dolphin Linear Park and nearby destinations by providing wayfinding signage.
Lead Agencies	City of Miami Gardens, SunLife Stadium, Miami-Dade County
Notes	Provide wayfinding signs along the linear park for the following destinations: • North Dade Regional Library • The new City Hall • Trail ends • Crestview Elementary School • Future Rolling Oaks Trail • Future Mid-Town Blueway Trail Note: Dolphin Linear Park is maintained by the Stadium
Implementation Timeframe	Now (1-2 years): existing destinations Short Term (3-5 years): future proposed destinations
Implementation Strategy	Future CIP project
Implementation Cost	\$



E1 Facility Directional Sign

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 23: Education Improvements

Project Description

- The objective of the education improvements are to promote the concept of mobility within Miami Gardens to the general public in order to get more people walking and biking safely
- Provide educational pamphlets and workshops about the use of new facilities such as bicycle-activated signals, bicycle lanes, sharrows, crosswalks, and un-signalized mid-block crossings.
- Make use of the City's existing Safety Town setup
- Educate the Miami Gardens Police force utilizing the Florida Bicycle Law Enforcement Guide and the Bicycle Law Enforcement Video to enhance enforcement.
- Work with the Miami-Dade School Board to include safe bicycling and walking classes in Elementary School curricula.
- Work with the Florida Bicycle Association to implement education initiatives in Miami Gardens.
 - *Cycling Savvy* includes three 3-hour components to help turn casual bicyclists into more confident riders.
 - *Alternative Transportation Education (ATE)* educates offenders with revoked or suspended driver licenses on bicycling and walking safety, and has shown proven results in increasing safe use of alternative modes

Lead Agencies

City of Miami Gardens, Miami-Dade MPO, Miami-Dade County

Implementation Cost

\$

Examples of Educational Pamphlets



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 24: Encouragement Improvements

Project Description	• Work with local non-profit organizations to organize community events that would promote safely walking in Miami Gardens during evening hours. • Work with local bicycle clubs and advocacy groups to support and organize bicycle-related community events in Miami Gardens to act as an information source for bicyclists. • Mandate bicycle parking improvements as part of any new development per City of Miami Gardens Code. • Promote bicycle amenities such as bicycle parking racks, bicycle transport racks, lockers, and showers at workplaces. The availability of workplace amenities encourages bicycle commuting by providing facilities that allow employees to maintain a professional appearance. • Work with the Miami Dolphins to promote bicycle events within the City as part of their Dolphins Cycling Challenge • Install bike barometers/counters on shared-use paths and trails to raise awareness of cycling and encourage more bicyclists to use the paths
Lead Agencies	City of Miami Gardens, Miami-Dade County, Health Advocacy Groups, Non-profits, Bicycle clubs
Implementation Cost	\$



Trail counter in Bolzano, Italy



Open Streets event on State Street in Chicago, IL

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 25: Enforcement Improvements

Project Description

- Utilize targeted enforcement for both motorists and non-motorists to ensure that the rights of both groups are respected.
- Expand the use of police on bicycles.
- Develop a bicycle registration program to reduce theft.
- Enforce citizen warnings to pedestrians not following safe walking protocol.
- Promote the Ride Right, Drive Right campaign to enforce the 3-foot separation law between motorists and bicyclists.
- Install bicycle activated detectors on low volume side street approaches to signalized intersections to reduce occurrences of bicyclists having to violate a red light. Gradually install them along all significant bicycle corridors and crossings. Monitor the installation of bicycle activated detectors to study the effect on bicyclist red-light running.
- Develop a "bicycle traffic school" program for adult cyclists who have violated the vehicle code on their bicycle, with the purpose of teaching safe bicycling practices.
- Enforcement improvements provide a better environment for pedestrians and bicyclists in Miami Gardens

Lead Agencies

City of Miami Gardens, Miami-Dade County

Implementation Cost

\$

Police

Bicycle Registration

[Go Back](#)

This registration form is for those bicycles currently in your possession. If your bicycle was recently stolen, please submit an [incident report](#). You may wish to visit the [Recovered Bicycles web page](#) for pictures of recently recovered bicycles. All owner information is required unless otherwise noted.

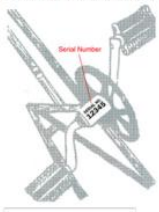
Bicycle Description

Brand:

Model:

Serial #:

To locate the serial number, turn your bike upside down and look for the engraved number between the pedals. DO NOT SUBMIT THE NUMBER FROM YOUR RECEIPT!



Color:

Frame Type: Hybrid

Wheel Size: inches

Number of Spokes:

Lights: ☒ Yes ☐ No

Bells: ☐ Foot ☐ Hand

Owner Information

Name:

Address:

City:

State, Zip:

Online bicycle registration form, Arlington, VA

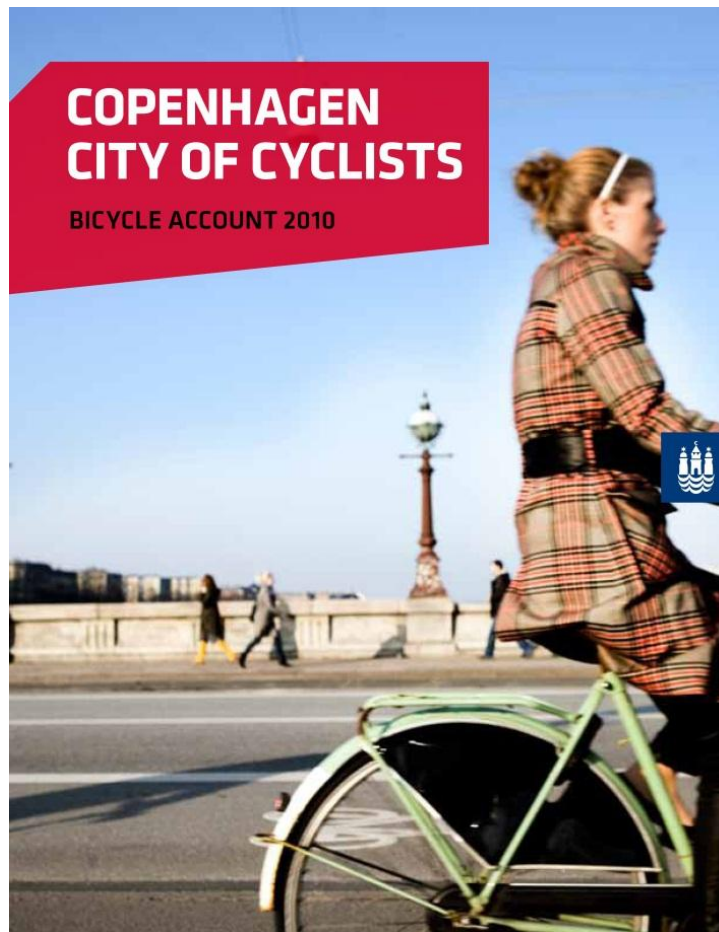


Registration decal, James City County, VA

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Project 26: Evaluation and Monitoring

Project Description	- Conduct a periodic online survey to gauge the quality of the pedestrian experience in Miami Gardens and measure change over time in the perceived safety and pleasantness of the pedestrian environment using the survey included in this project as an established baseline. - Evaluate the change in pedestrian and bicycle volume over time by continuing the count program in the general vicinity of the counts conducted for this study. Document improvements implemented between counts to assess their impact.
Lead Agencies	City of Miami Gardens, Miami-Dade MPO
Implementation Cost	\$



Annual bicycle data collection and monitoring report, Copenhagen

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

Table 13: Associated Project Costs for Planning Purposes

Item	Approximate Cost	Associated Project Number																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Bike Barometers/Counters	\$20,000 each																										
Bike Box	\$10,000																										
Bike Lanes	\$5,000 - \$50,000 per mile																										
Bike Racks	\$1,200 each																										
Brick Crosswalk	\$13 per SF																										
Bulbout	\$5,000 - \$20,000 each																										
Bus Shelter	\$10,000 each																										
Concrete Sidewalk	\$11 per SF																										
Bicycle and Pedestrian Counts	\$350 per intersection																										
Crosswalk Striping	\$3 per LF																										
Curb Ramp with warning surface	\$3,000 each																										
Multi-Use Trails	\$250,000 per mile																										
Neighborhood Traffic Circle	\$250,000 each																										
Pedestrian-Level Street Lights	\$5,000 each																										
Scored Concrete Crosswalk	\$12 per SF																										
Sharrow Pavement Marking	\$400 each																										
Signage	\$400 each																										
Stamped Colored Concrete Crosswalks	\$15 per SF																										
Standard Street Light (Cobra Head)	\$10,000 each																										
Weight-Sensing Surface Treatment	\$1,000 each																										
Synthetic Pedestrian Shading	\$15 per SF																										
Traffic Calming Circle	\$12,000 each																										
Trail Underpass	\$500k to over \$2M																										

Sources: BIKESAFE: Bicycle Countermeasure Selection System, Federal Highway Administration
City of Portland, Bureau of Transportation
Florida Department of Transportation, Pay Item Cost History
Grade-Separated Trail Crossings, 2008 National Trails Symposium Pedestrian Districts Study, Metropolitan Transportation Commission
PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System, Federal Highway Administration



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

SUMMARY

The Bicycle and Pedestrian Mobility Plan for the City of Miami Gardens develops and recommends projects to help implement the City's goals related to bicycle and pedestrian mobility. A focus was placed on developing projects that will connect the city's activity centers, neighborhoods, and community facilities while incorporating existing plans and public input and participation. The Recommendations section of this report groups the bicycling and walking initiatives into 26 Projects that when taken as a comprehensive whole will increase the safety and mobility of the residents and visitors of Miami Gardens for years to come. Figure 22 depicts the existing, planned and recommended bicycle and pedestrian facilities within the City of Miami Gardens.



FIGURE 22. EXISTING FACILITIES, PLANNED FACILITIES, AND RECOMMENDED IMPROVEMENTS



BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

APPENDIX A BICYCLE AND PEDESTRIAN LOS CALCULATION SPREADSHEETS



Kimley-Horn
and Associates, Inc.

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

BICYCLE LOS CALCULATION SPREADSHEET



Kimley-Horn
and Associates, Inc.

Street Name	From	To	Len. (Ls) (Mi)	Lanes (L)		Traffic Data		Post. Spd. (SPp) mph	Width of Pavement			Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR ₅) (1..5)	Bicycle Level of Service	
				Th #	Con.	Vol. (ADT) (vpd)	Pct. (HV) (%)		(Wt) (ft)	(Wl) (ft)	(Wps) (ft)			Score	Grade
Existing Conditions															
NW 12TH AV	NW 191ST ST	NW 199TH ST	0.4975	2	U	4,284	4.97	30	12	0	0	0	4	4.13	D
NW 12TH AV	NW 183RD ST	NW 191ST ST	0.5018	2	S	5,712	4.97	30	12	0	0	0	3	4.60	E
NW 12TH AV	NW 167TH ST	NW 175TH ST	0.4807	2	U	6,100	4.97	30	10	0	0	0	4	4.52	E
NW 12TH AV	NW 175TH ST	NW 179TH ST	0.2519	2	U	6,100	4.97	30	10	0	0	0	4	4.52	E
NW 13TH AVE	NW 155TH DR	NW 167TH ST	0.5836	4	S	6,100	4.97	30	12	0	0	0	4	3.95	D
NW 156TH ST	NW 47TH AV	NW 42ND AV	0.5010	2	U	5,814	4.97	30	12	0	0	0	4	4.43	D
NW 157TH ST	NW 47TH AV	NW 37TH AV	0.5029	2	U	9,486	4.97	30	10	0	0	0	4	4.74	E
NW 167TH ST	NW 17TH AV	NW 12TH AV	0.4232	2	O	5,712	4.97	30	16	0	0	0	5	3.94	D
NW 167TH ST	NW 37TH AV	NW 32ND AV	0.4971	2	O	12,529	4.97	30	12	0	0	0	4	5.00	E
NW 167TH ST	NW 37TH AV	NW 32ND AV	0.4971	2	O	12,529	4.97	30	12	0	0	0	4	5.00	E
NW 167TH ST	NW 42ND AV	NW 37TH AV	0.4905	2	O	12,529	4.97	40	17	5	0	0	5	3.55	D
NW 167TH ST	NW 22ND AV	NW 17TH AV	0.5090	2	O	12,529	4.97	30	17	5	0	0	5	3.20	C
NW 167TH ST	NW 47TH AV	NW 42ND AV	0.5075	2	O	12,529	4.97	40	19	6	0	0	4	2.95	C
NW 167TH ST	NW 32ND AV	NW 27TH AV	0.4993	2	O	12,529	4.97	35	17	5	0	0	5	3.40	C
NW 167TH ST	NW 52ND AV	NW 47TH AV	0.5013	2	O	12,529	4.97	40	19	6	0	0	4	2.95	C
NW 167TH ST	NW 67TH AV	NW 57TH AV	1.0086	2	O	12,529	4.97	40	19	6	0	0	4	2.95	C
NW 167TH ST	NW 57TH AV	NW 47TH AV	1.0205	2	O	12,529	4.97	40	12	0	0	0	4	5.35	E
NW 167TH ST	NW 37TH AV	NW 32ND AV	0.5024	2	O	12,529	4.97	40	17	5	0	0	5	3.55	D
NW 167TH ST	NW 17TH AV	NW 12TH AV	0.4228	2	O	12,529	4.97	30	17	5	0	0	5	3.20	C
NW 167TH ST	NW 27TH AV	NW 22ND AV	0.5000	2	O	5,712	4.97	35	17	5	0	0	4	3.10	C
NW 173RD DR	NW 47TH AV	NW 42ND AV	0.5123	2	U	4,386	4.97	30	10	0	0	0	4	4.35	D
NW 173RD DR	NW 52ND AV	NW 47TH AV	0.4981	2	U	4,590	4.97	30	10	0	0	0	4	4.53	E
NW 175TH ST	NW 17TH AV	NW 12TH AV	0.5033	2	U	918	4.97	30	12	0	0	0	4	1.96	B
NW 175TH ST	NW 22ND AV	NW 17TH AV	0.4985	2	U	4,080	4.97	30	12	0	0	0	4	4.10	D
NW 175TH ST	NW 27TH AV	NW 22ND AV	0.5056	2	U	3,500	4.97	30	12	0	0	0	4	3.82	D
NW 175TH ST	NW 32ND AV	NW 27TH AV	0.5018	2	U	5,508	4.97	30	12	0	0	0	4	4.40	D
NW 175TH ST	NW 37TH AV	NW 32ND AV	0.5016	2	U	3,774	4.97	30	12	0	0	0	4	4.12	D
NW 175TH ST	NW 42ND AV	NW 37TH AV	0.4887	2	U	4,590	4.97	30	12	0	0	0	4	4.16	D
NW 17TH AV	NW 175TH ST	NW 183RD ST	0.5021	2	U	11,579	4.97	30	12	0	0	0	4	4.62	E
NW 17TH AV	NW 167TH ST	NW 175TH ST	0.4794	2	U	11,579	4.97	30	12	0	0	0	4	4.62	E
NW 17TH AV	NW 183RD ST	NW 195TH ST	0.7448	2	U	11,579	4.97	30	12	0	0	0	4	4.62	E
NW 17TH AV	NW 166TH ST	NW 167TH ST	0.0891	4	D	11,579	4.97	30	10	0	0	0	5	4.33	D
NW 17TH AV	NW 157TH ST	NW 167TH ST	0.6100	2	U	11,579	4.97	30	12	0	0	0	4	4.78	E
NW 183RD ST	NW 2ND AV	NE 183RD ST	0.2457	4	D	46,000	3.46	40	12	0	0	0	4	4.99	E
NW 183RD ST	NW 7TH AV	NW 2ND AV	0.5091	4	D	46,000	3.46	40	20	0	0	100	4	5.31	E
NW 183RD ST	NW 12TH AV	NW 7TH AV	0.4983	4	D	33,000	3.46	35	12	0	0	0	4	4.65	E
NW 183RD ST	NW 14TH AV	NW 12TH AV	0.2028	4	D	36,500	4.97	40	12	0	0	0	4	5.21	E
NW 183RD ST	NW 17TH AV	NW 12TH AV	0.2990	4	D	36,500	3.46	40	12	0	0	0	4	4.82	E
NW 183RD ST	NW 22ND AV	NW 17TH AV	0.4981	4	D	36,500	3.46	40	12	0	0	0	4	4.97	E
NW 183RD ST	NW 27TH AV	NW 22ND AV	0.5024	4	D	33,500	3.12	40	12	0	0	0	4	4.70	E
NW 183RD ST	NW 32ND AV	NW 27TH AV	0.5090	4	U	33,500	3.46	40	12	0	0	0	4	4.96	E
NW 183RD ST	NW 37TH AV	NW 32ND AV	0.4959	4	D	33,500	3.46	40	12	0	0	0	4	4.96	E

Street Name	From	To	Len. (Ls) (Mi)	Lanes (L)		Traffic Data		Post. Spd. (SPp) mph	Width of Pavement			Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR ₅) (1..5)	Bicycle Level of Service	
				Th #	Con.	Vol. (ADT) (vpd)	Pct. (HV) (%)		(Wt) (ft)	(Wl) (ft)	(Wps) (ft)			Score	Grade
Existing Conditions															
NW 183RD ST	NW 42ND AV	NW 37TH AV	0.5003	4	D	33,500	4.97	40	12	0	0	0	4	5.32	E
NW 183RD ST	NW 47TH AV	NW 42ND AV	0.4995	4	D	33,500	4.97	40	12	0	0	0	4	5.32	E
NW 183RD ST	NW 52ND AV	NW 47TH AV	0.5161	4	D	30,500	3.11	40	12	0	0	0	4	4.81	E
NW 183RD ST	NW 2ND AV	NE 183RD ST	0.2457	4	D	46,000	3.46	40	12	0	0	0	4	4.99	E
NW 183RD ST	NW 7TH AV	NW 2ND AV	0.5091	4	D	46,000	3.46	40	12	0	0	0	4	5.09	E
NW 183RD ST	NW 12TH AV	NW 7TH AV	0.4983	4	D	33,000	3.46	35	12	0	0	0	4	4.65	E
NW 183RD ST	NW 14TH AV	NW 12TH AV	0.2028	4	D	36,500	4.97	40	12	0	0	0	4	5.21	E
NW 183RD ST	NW 17TH AV	NW 12TH AV	0.2990	4	D	36,500	3.46	40	12	0	0	0	4	4.82	E
NW 183RD ST	NW 22ND AV	NW 17TH AV	0.4981	4	D	36,500	3.46	40	12	0	0	0	4	4.97	E
NW 191ST ST	NW 2ND AV	NE 191ST ST	0.2403	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 191ST ST	NW 7TH AV	NW 2ND AV	0.5067	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 191ST ST	NW 12TH AV	NW 7TH AV	0.5055	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 191ST ST	NW 32ND AV	NW 27TH AV	0.4960	2	U	22,379	4.97	30	10	0	0	0	4	5.18	E
NW 191ST ST	NW 37TH AV	NW 32ND AV	0.5105	2	U	22,379	4.97	30	10	0	0	0	4	5.33	E
NW 191ST ST	NW 42ND AV	NW 37TH AV	0.4893	2	U	22,379	4.97	20	10	0	0	0	4	3.78	D
NW 191ST ST	NW 47TH AV	NW 42ND AV	0.5017	2	U	22,379	4.97	30	10	0	0	0	4	5.33	E
NW 191ST ST	NW 22ND AV	NW 17TH AV	0.5055	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 191ST ST	NW 24TH AV	NW 22ND AV	0.5055	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 191ST ST	FL TURNPIKE	NW 12TH AV	0.5055	2	U	22,379	4.97	30	12	0	0	0	4	4.96	E
NW 199TH ST	NW 2ND AV	NE 199TH ST	0.2482	6	D	22,379	4.97	40	12	0	0	0	4	4.76	E
NW 199TH ST	NW 7TH AV	NW 2ND AV	0.5112	4	U	26,567	4.97	30	12	0	0	0	4	4.69	E
NW 199TH ST	NW 12TH AV	NW 7TH AV	0.5057	4	S	26,567	4.97	30	12	0	0	0	4	4.69	E
NW 199TH ST	NW 32ND AV	NW 27TH AV	0.5133	4	D	25,657	4.97	40	12	0	0	0	4	5.03	E
NW 199TH ST	NW 37TH AV	NW 32ND AV	0.4776	4	D	25,657	4.97	40	12	0	0	0	4	5.03	E
NW 199TH ST	NW 42ND AV	NW 37TH AV	0.4956	4	D	18,209	4.97	40	12	0	0	0	3	5.19	E
NW 199TH ST	NW 27TH AV	FLORIDA TP	1.0732	6	S	18,209	4.97	30	12	0	0	0	4	4.30	D
NW 199TH ST	NW 47TH AV	NW 42ND AV	0.5122	4	D	18,209	4.97	40	12	0	0	0	4	5.01	E
NW 199TH ST	FL TP	NW 12TH AV	0.4618	4	S	18,209	4.97	30	12	0	0	0	4	4.66	E
NW 199TH ST	HONEY HILL DR	NW 47TH AV	0.5226	4	D	18,209	4.97	40	12	0	0	0	4	4.86	E
NW 199TH ST	NW 2ND AV	NE 199TH ST	0.2482	6	D	22,379	4.97	40	12	0	0	0	4	4.76	E
NW 199TH ST	NW 32ND AV	NW 27TH AV	0.5133	4	D	26,567	4.97	40	12	0	0	0	4	5.05	E
NW 199TH ST	NW 37TH AV	NW 32ND AV	0.4776	4	D	26,567	4.97	40	12	0	0	0	4	5.05	E
NW 199TH ST	NW 42ND AV	NW 37TH AV	0.4956	4	D	18,209	4.97	40	12	0	0	0	3	5.19	E
NW 199TH ST	NW 47TH AV	NW 42ND AV	0.5122	4	D	18,209	4.97	40	12	0	0	0	4	5.01	E
NW 207TH ST	NW 2ND AV	NE 207TH ST	0.2762	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 215TH ST	NE 2ND AV	SAN SIMEON WY	0.2270	2	U	16,000	2.30	30	12	0	0	0	5	4.12	D
NW 215TH ST	NW 2ND AV	N MIAMI AV	0.2524	2	U	16,000	2.30	30	12	0	0	0	5	4.10	D
NW 215TH ST	NW 27TH AV	FLORIDA TP	1.0781	4	D	31,000	2.30	45	12	0	0	0	4	4.63	E
NW 215TH ST	NW 47TH AV	NW 37TH AV	0.9984	2	U	31,000	2.30	40	12	0	0	0	4	4.85	E
NW 215TH ST	N MIAMI AV	NE 2ND AV	0.2519	2	U	16,000	2.30	30	12	0	0	0	5	4.12	D
NW 215TH ST	FL TP	E OF FL TP	0.4473	6	D	16,000	4.97	45	12	0	0	0	4	4.70	E
NW 215TH ST	E OF FL TP	NW 2ND AV	1.0147	4	D	16,000	4.97	45	12	0	0	0	4	4.91	E

Street Name	From	To	Len. (Ls) (Mi)	Lanes (L)		Traffic Data		Post. Spd. (SPp) mph	Width of			Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR ₅) (1..5)	Bicycle Level of Service	
				Th #	Con.	Vol. (ADT) (vpd)	Pct. (HV) (%)		Pavement					Score	Grade
									(Wt) (ft)	(Wl) (ft)	(Wps) (ft)				
Existing Conditions															
NW 215TH ST	NW 2ND AV	N MIAMI AV	0.2524	2	U	16,000	2.30	30	12	0	0	0	5	4.10	D
NW 215TH ST	NW 27TH AV	FLORIDA TP	1.0781	4	D	31,000	2.30	45	12	0	0	0	4	4.63	E
NW 215TH ST	NW 37TH AV	NW 27TH AV	1.0781	4	D	31,000	2.30	45	12	0	0	0	4	4.63	E
NW 22ND AV	NW 183RD ST	NW 196TH TE	0.8453	2	U	12,100	4.97	30	12	0	0	0	4	4.65	E
NW 22ND AV	NW 175TH ST	NW 183RD ST	0.5081	4	D	12,100	4.97	40	20	0	0	0	4	3.37	C
NW 22ND AV	SR 826 EX	NW 175TH ST	0.4761	4	D	12,100	4.97	40	20	0	0	0	4	3.37	C
NW 22ND AV	NW 151ST ST	NW 167TH ST	0.9823	4	D	15,235	4.97	40	20	0	0	0	4	3.49	C
NW 27TH AV	NW 199TH ST	NW 215TH ST	1.1257	6	D	53,000	1.66	45	12	0	0	0	4	4.49	D
NW 27TH AV	NW 191ST ST	NW 199TH ST	0.5037	6	D	53,000	2.83	45	12	0	0	0	4	4.75	E
NW 27TH AV	NW 183RD ST	NW 191ST ST	0.5036	6	D	49,000	1.66	45	12	0	0	0	4	4.45	D
NW 27TH AV	NW 175TH ST	NW 183RD ST	0.4895	6	D	49,000	2.83	45	10	0	0	0	5	4.83	E
NW 27TH AV	SR 826 EX	NW 175TH ST	0.4813	6	D	49,000	2.83	45	10	0	0	0	5	4.83	E
NW 27TH AV	NW 151ST ST	NW 167TH ST	0.9783	6	D	49,790	4.97	45	10	0	0	0	4	5.50	E
NW 27TH AV	NW 199TH ST	NW 215TH ST	1.1257	6	D	53,000	1.66	45	12	0	0	0	4	4.49	D
NW 27TH AV	NW 191ST ST	NW 199TH ST	0.5037	6	D	53,000	2.83	45	12	0	0	0	4	4.75	E
NW 2ND AV	NW 207TH ST	NW 215TH ST	0.4932	6	D	43,000	4.97	45	12	0	0	0	4	5.21	E
NW 2ND AV	NW 199TH ST	NW 207TH ST	0.5791	6	D	58,000	4.97	45	12	0	0	0	4	5.36	E
NW 2ND AV	NW 191ST ST	NW 199TH ST	0.5029	6	D	53,000	4.97	45	12	0	0	0	4	5.31	E
NW 2ND AV	NW 183RD ST	NW 191ST ST	0.5024	6	D	53,000	4.97	45	12	0	0	0	4	5.31	E
NW 2ND AV	US 441	NW 183RD ST	0.5071	6	D	57,000	4.97	45	12	0	0	0	4	5.35	E
NW 2ND AV	NW 207TH ST	NW 215TH ST	0.4932	6	D	43,000	4.97	45	12	0	0	0	4	5.21	E
NW 2ND AV	NW 199TH ST	NW 207TH ST	0.5791	6	D	58,000	4.97	45	12	0	0	0	4	5.36	E
NW 2ND AV	NW 191ST ST	NW 199TH ST	0.5029	6	D	53,000	4.97	45	12	0	0	0	4	5.31	E
NW 2ND AV	NW 183RD ST	NW 191ST ST	0.5024	6	D	53,000	4.97	45	12	0	0	0	4	5.31	E
NW 32ND AV	NW 191ST ST	NW 199TH ST	0.5160	2	U	24,563	4.97	30	12	0	0	0	4	5.16	E
NW 32ND AV	NW 183RD ST	NW 191ST ST	0.5056	2	U	24,563	4.97	30	12	0	0	0	4	5.01	E
NW 32ND AV	NW 175TH ST	NW 183RD ST	0.4888	2	U	24,563	4.97	30	12	0	0	0	4	5.01	E
NW 32ND AV	NW 167TH ST	NW 175TH ST	0.4714	2	U	24,563	4.97	30	12	0	0	0	4	5.01	E
NW 32ND AV	NW 167TH ST	SR 826 EX	0.0712	4	D	24,563	4.97	30	22	12	0	0	5	0.00	A
NW 32ND AV	NW 151ST ST	NW 167TH ST	0.9648	2	U	24,563	4.97	35	10	0	0	0	4	5.43	E
NW 37TH AV	NW 199TH ST	NW 215TH ST	1.1301	4	S	21,500	4.97	40	12	0	0	0	4	4.94	E
NW 37TH AV	NW 191ST ST	NW 199TH ST	0.4998	4	S	21,500	4.97	35	12	0	0	0	4	4.79	E
NW 37TH AV	NW 183RD ST	NW 191ST ST	0.4997	4	S	21,500	4.97	35	12	0	0	0	4	4.79	E
NW 37TH AV	NW 175TH ST	NW 183RD ST	0.5012	4	S	21,500	4.97	35	12	0	0	0	4	4.79	E
NW 37TH AV	NW 167TH ST	NW 175TH ST	0.4489	4	S	21,500	4.97	35	12	0	0	0	4	4.79	E
NW 37TH AV	NW 167TH ST	SR 826 EX	0.0726	6	D	21,500	4.97	35	16	6	0	0	4	2.88	C
NW 37TH AV	NW 157TH ST	NW 167TH ST	0.5751	4	S	21,500	4.97	40	12	0	0	0	4	4.94	E
NW 37TH AV	NW 151ST ST	NW 157TH ST	0.4255	4	S	21,500	4.97	40	12	0	0	0	4	4.94	E
NW 42ND AV	NW 199TH ST	NW 204TH ST	0.3655	2	U	19,200	4.97	30	12	0	0	0	4	4.88	E
NW 42ND AV	NW 191ST ST	NW 199TH ST	0.5057	2	U	19,200	4.97	30	12	0	0	0	4	4.88	E
NW 42ND AV	NW 183RD ST	NW 191ST ST	0.4918	2	U	19,200	4.97	30	12	0	0	0	4	4.88	E
NW 42ND AV	NW 173RD DR	NW 183RD ST	0.5081	2	U	19,200	4.97	30	12	0	0	0	4	4.88	E

Street Name	From	To	Len. (Ls) (Mi)	Lanes (L)		Traffic Data		Post. Spd. (SPp) mph	Width of Pavement			Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR ₅) (1..5)	Bicycle Level of Service	
				Th #	Con.	Vol. (ADT) (vpd)	Pct. (HV) (%)		(Wt) (ft)	(Wl) (ft)	(Wps) (ft)			Score	Grade
Existing Conditions															
NW 42ND AV	NW 167TH ST	NW 173RD DR	0.4416	2	U	19,200	4.97	30	12	0	0	0	4	4.88	E
NW 42ND AV	SR 826 EX	NW 167TH ST	0.0856	4	D	19,200	4.97	30	27	0	0	0	5	1.51	B
NW 47TH AV	NW 199TH ST	NW 215TH ST	1.1332	2	U	15,900	3.49	40	12	0	0	0	4	4.76	E
NW 47TH AV	NW 191ST ST	NW 199TH ST	0.4951	2	U	15,900	3.49	30	18	0	0	0	4	3.63	D
NW 47TH AV	NW 183RD ST	NW 191ST ST	0.4949	2	U	24,000	3.49	40	18	6	0	0	4	2.86	C
NW 47TH AV	NW 173RD DR	NW 183RD ST	0.5631	4	S	24,000	4.97	40	12	0	0	0	4	5.00	E
NW 47TH AV	NW 167TH ST	NW 173RD DR	0.3808	4	S	24,000	4.97	40	12	0	0	0	4	5.00	E
NW 47TH AV	NW 157TH ST	SR 826 EX	0.5693	2	S	24,000	4.97	30	12	0	0	0	4	4.99	E
NW 47TH AV	NW 156TH ST	NW 157TH ST	0.0768	2	S	24,000	4.97	30	12	0	0	0	4	4.99	E
NW 57TH AV	NW 167TH ST	SR 826 EX	0.0785	8	D	46,000	4.97	45	12	0	0	0	4	5.09	E
NW 57TH AV	MIAMI LAKES DR	NW 167TH ST	0.9893	6	D	46,000	4.97	45	12	0	0	0	4	5.24	E
NW 7TH AV	NW 191ST ST	NW 199TH ST	0.5061	2	U	28,000	4.97	30	10	0	0	0	4	5.45	E
NW 7TH AV	NW 183RD ST	NW 191ST ST	0.5001	2	U	28,000	4.21	30	10	0	0	0	4	5.30	E
NW 7TH AV	NW 175TH ST	NW 183RD ST	0.5015	2	U	28,000	4.97	30	12	0	0	0	4	5.07	E
NW 7TH AV	NW 7TH AVEX	NW 175TH ST	0.3669	4	D	24,500	4.97	35	12	0	0	0	4	4.86	E
NW 7TH AVEX	NW 7TH AV	US 441	0.3212	4	D	24,500	4.97	35	16	4	0	0	4	3.73	D

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

PEDESTRIAN LOS CALCULATION SPREADSHEET



Road Name	From	To	Side	Traffic	Dir.	Hourly	Lanes		SPD	Width of			%	Buffer	Tree	Swalk	% Sidewalk	Pedestrian LOS		
				Volume			Factor	Th		Con	Pavement	OSP		Width	Spacing	Width	Coverage	Value	Grade	
				ADT (vpd)	(D)	Factor (Kd)	#		(mph)	W _t (ft)	W _l (ft)	W _{ps} (ft)		in feet (Wb)	in Buffer (ft on ctr)	in feet (Ws)				
Existing Conditions																				
NE 183RD ST	NW 183RD ST	NE 2ND AV	N	46,000	0.54	0.09	4	D	40	12	0	0	0	0	0	4	100	1.02	A	
NE 183RD ST	NW 183RD ST	NE 2ND AV	S	46,000	0.54	0.09	4	D	40	12	0	0	0	0	0	4	100	1.02	A	
NE 191ST ST	NW 191ST ST	NE 2ND AV	N	4,386	0.52	0.11	2	U	30	12	0	0	0	12	20	4	100	1.36	A	
NE 191ST ST	NW 191ST ST	NE 2ND AV	S	4,386	0.52	0.11	2	U	30	12	0	0	0	12	20	4	100	1.36	A	
NE 199TH ST	HIGHLAND LAKES BD	NE 22ND AV	N	8,466	0.52	0.11	2	U	30	12	0	0	0	15	20	4	100	1.36	A	
NE 199TH ST	HIGHLAND LAKES BD	NE 22ND AV	S	8,466	0.52	0.11	2	U	30	12	0	0	0	15	20	4	100	1.36	A	
NE 199TH ST	NE 18TH AV	HIGHLAND LAKE	N	9,282	0.52	0.11	2	U	30	10	0	0	0	20	0	4	100	2.47	B	
NE 199TH ST	NE 18TH AV	HIGHLAND LAKE	S	9,282	0.52	0.11	2	U	30	10	0	0	0	20	0	4	100	2.47	B	
NE 207TH ST	NW 207TH ST	NE 2ND AV	N	3,366	0.52	0.11	2	U	30	10	0	0	0	10	30	4	100	1.27	A	
NE 207TH ST	NW 207TH ST	NE 2ND AV	S	3,366	0.52	0.11	2	U	30	10	0	0	0	10	30	4	100	1.27	A	
NE 2ND AV	NE 207TH ST	NW 215TH ST	E	8,311	0.54	0.10	2	U	30	10	0	0	0	12	30	4	100	1.72	B	
NE 2ND AV	NE 207TH ST	NW 215TH ST	W	8,311	0.54	0.10	2	U	30	10	0	0	0	15	30	4	100	1.53	B	
NE 2ND AV	NE 199TH ST	NE 207TH ST	E	8,311	0.54	0.10	2	U	30	10	0	0	0	15	40	4	100	1.69	B	
NE 2ND AV	NE 199TH ST	NE 207TH ST	W	8,311	0.54	0.10	2	U	30	10	0	0	0	15	40	4	100	1.69	B	
NE IVES DAIRY RD	NE 2ND AV	NE 10TH AVRD	N	36,521	0.52	0.08	6	D	40	12	0	0	0	4	0	4	100	2.86	C	
NE IVES DAIRY RD	NE 2ND AV	NE 10TH AVRD	S	36,521	0.52	0.08	6	D	40	12	0	0	0	4	0	4	100	2.86	C	
NW 12TH AV	NW 191ST ST	NW 199TH ST	E	4,284	0.52	0.11	2	U	30	12	0	0	0	12	0	4	100	1.98	B	
NW 12TH AV	NW 191ST ST	NW 199TH ST	W	4,284	0.52	0.11	2	U	30	12	0	0	0	18	25	4	100	0.79	A	
NW 12TH AV	NW 183RD ST	NW 191ST ST	E	5,712	0.52	0.11	2	S	30	12	0	0	0	15	25	4	100	1.14	A	
NW 12TH AV	NW 183RD ST	NW 191ST ST	W	5,712	0.52	0.11	2	S	30	12	0	0	0	10	30	4	100	1.54	B	
NW 12TH AV	NW 167TH ST	NW 175TH ST	E	6,100	0.54	0.09	2	U	30	10	0	0	0	0	5	100	2.45	B		
NW 12TH AV	NW 167TH ST	NW 175TH ST	W	6,100	0.54	0.09	2	U	30	10	0	0	0	20	0	5	100	1.86	B	
NW 12TH AV	NW 175TH ST	NW 179TH ST	E	6,100	0.54	0.09	2	U	30	10	0	0	0	20	0	5	100	1.86	B	
NW 12TH AV	NW 175TH ST	NW 179TH ST	W	6,100	0.54	0.09	2	U	30	10	0	0	0	20	0	5	100	1.86	B	
NW 13TH AVE	NW 155TH DR	NW 167TH ST	E	6,100	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	1.90	B	
NW 13TH AVE	NW 155TH DR	NW 167TH ST	W	6,100	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	1.90	B	
NW 151ST ST	NW 22ND AV	LINCOLN AV	N	3,066	0.59	0.08	2	U	30	12	0	0	0	0	5	0	3.33	C		
NW 151ST ST	NW 22ND AV	LINCOLN AV	S	3,066	0.59	0.08	2	U	30	12	0	0	0	12	0	5	100	1.66	B	
NW 151ST ST	NW 27TH AV	NW 22ND AV	N	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	NW 27TH AV	NW 22ND AV	S	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	NW 32ND AV	NW 27TH AV	N	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	NW 32ND AV	NW 27TH AV	S	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	PERVIZ AV	NW 32ND AV	N	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	PERVIZ AV	NW 32ND AV	S	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	NW 37TH AV	PERVIZ AV	N	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 151ST ST	NW 37TH AV	PERVIZ AV	S	10,366	0.53	0.09	4	S	35	12	0	0	0	2	0	6	100	2.12	B	
NW 156TH ST	NW 47TH AV	NW 42ND AV	N	5,814	0.52	0.11	2	U	30	12	0	0	0	0	0	0	3.77	D		
NW 156TH ST	NW 47TH AV	NW 42ND AV	S	5,814	0.52	0.11	2	U	30	12	0	0	0	8	0	4	50	3.04	C	
NW 157TH ST	NW 47TH AV	NW 37TH AV	N	9,486	0.52	0.11	2	U	30	10	0	0	0	0	0	0	4.46	D		
NW 157TH ST	NW 47TH AV	NW 37TH AV	S	9,486	0.52	0.11	2	U	30	10	0	0	0	0	0	0	4.46	D		
NW 167TH ST	NW 17TH AV	NW 12TH AV	N	5,712	0.52	0.11	2	O	30	4	0	0	0	5	0	4	100	2.67	C	
NW 167TH ST	NW 17TH AV	NW 12TH AV	S	5,712	0.52	0.11	2	O	30	16	0	0	0	2	0	5	100	2.23	B	
NW 167TH ST	NW 37TH AV	NW 32ND AV	N	12,529	0.52	0.11	2	O	30	12	0	0	0	0	0	0	4.58	E		
NW 167TH ST	NW 37TH AV	NW 32ND AV	S	12,529	0.52	0.11	2	O	30	12	0	0	0	0	0	5	0	4.58	E	
NW 167TH ST	NW 42ND AV	NW 37TH AV	N	12,529	0.52	0.11	2	O	40	17	5	0	0	2	0	5	0	4.15	D	
NW 167TH ST	NW 42ND AV	NW 37TH AV	S	12,529	0.52	0.11	2	O	40	17	5	0	0	0	0	5	10	4.04	D	
NW 167TH ST	NW 22ND AV	NW 17TH AV	N	12,529	0.52	0.11	2	O	30	17	5	0	0	0	0	0	4.15	D		
NW 167TH ST	NW 22ND AV	NW 17TH AV	S	12,529	0.52	0.11	2	O	30	17	5	0	0	0	0	0	4.15	D		
NW 167TH ST	NW 47TH AV	NW 42ND AV	N	12,529	0.52	0.11	2	O	40	19	6	0	0	2	0	5	25	3.76	D	
NW 167TH ST	NW 47TH AV	NW 42ND AV	S	12,529	0.52	0.11	2	O	40	19	6	0	0	5	0	5	25	3.74	D	
NW 167TH ST	NW 32ND AV	NW 27TH AV	N	12,529	0.52	0.11	2	O	35	17	5	0	0	0	5	50	4.15	D		
NW 167TH ST	NW 32ND AV	NW 27TH AV	S	12,529	0.52	0.11	2	O	35	17	5	0	0	0	0	0	4.15	D		
NW 167TH ST	NW 52ND AV	NW 47TH AV	N	12,529	0.52	0.11	2	O	40	19	6	0	0	0	0	0	4.01	D		
NW 167TH ST	NW 52ND AV	NW 47TH AV	S	12,529	0.52	0.11	2	O	40	19	6	0	0	4	0	5	100	2.93	C	
NW 167TH ST	NW 67TH AV	NW 57TH AV	N	12,529	0.52	0.11	2	O	40	13	0	0	0	0	0	0	4.48	D		
NW 167TH ST	NW 67TH AV	NW 57TH AV	S	12,529	0.52	0.11	2	O	40	19	6	0	0	0	0	0	4.01	D		
NW 167TH ST	NW 57TH AV	NW 47TH AV	N	12,529	0.52	0.11	2	O	40	18	6	0	0	0	0	4	75	3.40	C	
NW 167TH ST	NW 57TH AV	NW 47TH AV	S	12,529	0.52	0.11	2	O	40	12	0	0	0	0	0	0	4.58	E		
NW 167TH ST	NW 37TH AV	NW 32ND AV	N	12,529	0.52	0.11	2	O	40	17	5	0	0	0	0	0	4.15	D		

Road Name	From	To	Side	Traffic	Dir.	Hourly	Lanes		SPD	Width of			%	Buffer	Tree	Swalk	% Sidewalk	Pedestrian LOS		
				Volume			Factor	Factor		Th	Con	(mph)		Pavement	OSP	Width	Spacing	Width	Coverage	Value
				ADT (vpd)	(D)	(Kd)	#			W _t (ft)	W _l (ft)	W _{ps} (ft)		in feet (Wb)	in Buffer (ft on ctr)	in feet (Ws)				
Existing Conditions																				
NW 167TH ST	NW 37TH AV	NW 32ND AV	S	12,529	0.52	0.11	2	O	40	17	5	0	0	0	0	0	0	4.15	D	
NW 167TH ST	NW 17TH AV	NW 12TH AV	N	12,529	0.52	0.11	2	O	30	17	5	0	0	2	0	5	100	3.04	C	
NW 167TH ST	NW 17TH AV	NW 12TH AV	N	12,529	0.52	0.11	2	O	30	17	5	0	0	2	0	5	20	3.93	D	
NW 167TH ST	NW 27TH AV	NW 22ND AV	S	12,529	0.52	0.11	2	O	30	17	5	0	0	0	0	0	0	4.15	D	
NW 167TH ST	NW 27TH AV	NW 22ND AV	N	12,529	0.52	0.11	2	O	30	17	5	0	0	0	0	0	0	4.15	D	
NW 173RD DR	NW 47TH AV	NW 42ND AV	S	4,386	0.52	0.11	2	U	30	10	0	0	0	15	30	4	100	1.09	A	
NW 173RD DR	NW 47TH AV	NW 42ND AV	N	4,386	0.52	0.11	2	U	30	10	0	0	0	15	25	4	100	0.99	A	
NW 173RD DR	NW 52ND AV	NW 47TH AV	S	4,590	0.52	0.11	2	U	30	10	0	0	0	15	15	4	100	0.71	A	
NW 173RD DR	NW 52ND AV	NW 47TH AV	N	4,590	0.52	0.11	2	U	30	10	0	0	0	10	20	4	100	1.22	A	
NW 175TH ST	NW 17TH AV	NW 12TH AV	S	918	0.52	0.11	2	U	30	12	0	0	0	0	30	5	100	1.82	B	
NW 175TH ST	NW 17TH AV	NW 12TH AV	N	918	0.52	0.11	2	U	30	12	0	0	0	20	30	5	100	0.32	A	
NW 175TH ST	NW 22ND AV	NW 17TH AV	S	4,080	0.52	0.11	2	U	30	12	0	0	0	18	20	5	90	0.89	A	
NW 175TH ST	NW 22ND AV	NW 17TH AV	N	4,080	0.52	0.11	2	U	30	12	0	0	0	20	20	5	100	0.50	A	
NW 175TH ST	NW 27TH AV	NW 22ND AV	S	3,500	0.52	0.11	2	U	30	12	0	0	0	15	20	5	100	0.67	A	
NW 175TH ST	NW 27TH AV	NW 22ND AV	N	3,500	0.52	0.11	2	U	30	12	0	0	0	18	0	5	100	1.64	B	
NW 175TH ST	NW 32ND AV	NW 27TH AV	S	5,508	0.52	0.11	2	U	30	12	0	0	0	12	25	5	100	1.24	A	
NW 175TH ST	NW 32ND AV	NW 27TH AV	N	5,508	0.52	0.11	2	U	30	12	0	0	0	15	15	5	100	0.78	A	
NW 175TH ST	NW 37TH AV	NW 32ND AV	S	3,774	0.52	0.11	2	U	30	12	0	0	0	15	30	5	100	0.94	A	
NW 175TH ST	NW 37TH AV	NW 32ND AV	N	3,774	0.52	0.11	2	U	30	12	0	0	0	18	20	5	100	0.55	A	
NW 175TH ST	NW 42ND AV	NW 37TH AV	S	4,590	0.52	0.11	2	U	30	12	0	0	0	15	0	5	100	1.86	B	
NW 175TH ST	NW 42ND AV	NW 37TH AV	N	4,590	0.52	0.11	2	U	30	12	0	0	0	16	25	5	100	0.90	A	
NW 17TH AV	NW 175TH ST	NW 183RD ST	E	11,579	0.69	0.09	2	U	30	12	0	0	0	15	15	5	100	1.70	B	
NW 17TH AV	NW 175TH ST	NW 183RD ST	W	11,579	0.69	0.09	2	U	30	12	0	0	0	20	15	5	100	1.43	A	
NW 17TH AV	NW 167TH ST	NW 175TH ST	E	11,579	0.69	0.09	2	U	30	12	0	0	0	12	20	5	100	2.04	B	
NW 17TH AV	NW 167TH ST	NW 175TH ST	W	11,579	0.69	0.09	2	U	30	12	0	0	0	20	20	5	100	1.60	B	
NW 17TH AV	NW 183RD ST	NW 195TH ST	E	11,579	0.69	0.09	2	U	30	12	0	0	0	7	25	4	100	2.59	C	
NW 17TH AV	NW 183RD ST	NW 195TH ST	W	11,579	0.69	0.09	2	U	30	12	0	0	0	7	25	4	100	2.59	C	
NW 17TH AV	NW 166TH ST	NW 167TH ST	E	11,579	0.69	0.09	4	D	30	10	0	0	0	2	0	4	100	2.67	C	
NW 17TH AV	NW 166TH ST	NW 167TH ST	W	11,579	0.69	0.09	4	D	30	10	0	0	0	2	0	4	100	2.67	C	
NW 183RD ST	NW 27TH AV	NW 22ND AV	N	33,500	0.54	0.09	4	D	40	12	0	0	0	6	0	4	100	3.47	C	
NW 183RD ST	NW 27TH AV	NW 22ND AV	S	33,500	0.54	0.09	4	D	40	12	0	0	0	2	0	4	100	3.61	D	
NW 183RD ST	NW 32ND AV	NW 27TH AV	N	33,500	0.54	0.09	4	U	40	12	0	0	0	6	0	4	100	3.47	C	
NW 183RD ST	NW 32ND AV	NW 27TH AV	S	33,500	0.54	0.09	4	U	40	12	0	0	0	8	0	4	100	3.40	C	
NW 183RD ST	NW 37TH AV	NW 32ND AV	N	33,500	0.54	0.09	4	D	40	12	0	0	0	5	0	4	100	3.50	D	
NW 183RD ST	NW 37TH AV	NW 32ND AV	S	33,500	0.54	0.09	4	D	40	12	0	0	0	8	0	4	100	3.40	C	
NW 183RD ST	NW 42ND AV	NW 37TH AV	N	33,500	0.54	0.09	4	D	40	12	0	0	0	6	0	5	100	3.37	C	
NW 183RD ST	NW 42ND AV	NW 37TH AV	S	33,500	0.54	0.09	4	D	40	12	0	0	0	8	0	5	100	3.31	C	
NW 183RD ST	NW 47TH AV	NW 42ND AV	N	33,500	0.54	0.09	4	D	40	12	0	0	0	6	0	5	100	3.37	C	
NW 183RD ST	NW 47TH AV	NW 42ND AV	S	33,500	0.54	0.09	4	D	40	12	0	0	0	7	0	5	100	3.33	C	
NW 183RD ST	NW 52ND AV	NW 47TH AV	N	30,500	0.54	0.09	4	D	40	12	0	0	0	4	0	5	100	3.26	C	
NW 183RD ST	NW 52ND AV	NW 47TH AV	S	30,500	0.54	0.09	4	D	40	12	0	0	0	7	0	5	100	3.16	C	
NW 183RD ST	NW 2ND AV	NE 183RD ST	N	46,000	0.54	0.09	4	D	40	12	0	0	0	0	0	4	100	4.37	D	
NW 183RD ST	NW 2ND AV	NE 183RD ST	S	46,000	0.54	0.09	4	D	40	12	0	0	0	0	0	4	100	4.37	D	
NW 183RD ST	NW 7TH AV	NW 2ND AV	N	46,000	0.54	0.09	4	D	40	20	0	0	100	2	0	4	100	3.55	D	
NW 183RD ST	NW 7TH AV	NW 2ND AV	S	46,000	0.54	0.09	4	D	40	12	0	0	0	2	0	4	100	4.30	D	
NW 183RD ST	NW 12TH AV	NW 7TH AV	N	33,000	0.54	0.09	4	D	35	12	0	0	0	6	0	4	100	3.43	C	
NW 183RD ST	NW 12TH AV	NW 7TH AV	S	33,000	0.54	0.09	4	D	35	12	0	0	0	3	0	4	100	3.54	D	
NW 183RD ST	NW 14TH AV	NW 12TH AV	N	36,500	0.54	0.09	4	D	40	12	0	0	0	6	0	4	100	3.63	D	
NW 183RD ST	NW 14TH AV	NW 12TH AV	S	36,500	0.54	0.09	4	D	40	12	0	0	0	5	0	4	100	3.67	D	
NW 183RD ST	NW 17TH AV	NW 12TH AV	N	36,500	0.54	0.09	4	D	40	12	0	0	0	6	0	4	100	3.63	D	
NW 183RD ST	NW 17TH AV	NW 12TH AV	S	36,500	0.54	0.09	4	D	40	12	0	0	0	5	0	4	100	3.67	D	
NW 183RD ST	NW 22ND AV	NW 17TH AV	N	36,500	0.54	0.09	4	D	40	12	0	0	0	8	0	4	100	3.57	D	
NW 183RD ST	NW 22ND AV	NW 17TH AV	S	36,500	0.54	0.09	4	D	40	12	0	0	0	4	0	4	100	3.70	D	
NW 191ST ST	NW 2ND AV	NE 191ST ST	N	22,379	0.53	0.08	2	U	30	12	0	0	0	12	20	4	100	2.61	C	
NW 191ST ST	NW 2ND AV	NE 191ST ST	S	22,379	0.53	0.08	2	U	30	12	0	0	0	12	25	4	100	2.73	C	
NW 191ST ST	NW 7TH AV	NW 2ND AV	N	22,379	0.53	0.08	2	U	30	12	0	0	0	15	0	4	100	3.50	D	
NW 191ST ST	NW 7TH AV	NW 2ND AV	S	22,379	0.53	0.08	2	U	30	12	0	0	0	15	20	4	100	2.41	B	
NW 191ST ST	NW 12TH AV	NW 7TH AV	N	22,379	0.53	0.08	2	U	30	12	0	0	0	15	0	4	100	3.50	D	
NW 191ST ST	NW 12TH AV	NW 7TH AV	S	22,379	0.53	0.08	2	U	30	12	0	0	0	15	10	4	100	1.97	B	
NW 191ST ST	NW 32ND AV	NW 27TH AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	30	5	100	2.63	C	

Road Name	From	To	Side	Traffic	Dir.	Hourly	Lanes		SPD	Width of			%	Buffer	Tree	Swalk	% Sidewalk	Pedestrian LOS		
				Volume			Factor	Factor		Th	Con	(mph)		W _t	W _l	W _{ps}		Width	Spacing	Width
				ADT (vpd)	(D)	(Kd)	#			(ft)	(ft)	(ft)	OSP	in feet (Wb)	in Buffer (ft on ctr)	in feet (Ws)				
Existing Conditions																				
NW 191ST ST	NW 32ND AV	NW 27TH AV	S	22,379	0.53	0.08	2	U	30	10	0	0	0	15	45	5	100	2.84	C	
NW 191ST ST	NW 37TH AV	NW 32ND AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	20	5	100	2.40	B	
NW 191ST ST	NW 37TH AV	NW 32ND AV	S	22,379	0.53	0.08	2	U	30	10	0	0	0	10	30	5	100	2.93	C	
NW 191ST ST	NW 42ND AV	NW 37TH AV	N	22,379	0.53	0.08	2	U	20	10	0	0	0	15	25	5	100	2.53	C	
NW 191ST ST	NW 42ND AV	NW 37TH AV	S	22,379	0.53	0.08	2	U	20	10	0	0	0	15	25	5	100	2.53	C	
NW 191ST ST	NW 47TH AV	NW 42ND AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	30	5	100	2.63	C	
NW 191ST ST	NW 47TH AV	NW 42ND AV	S	22,379	0.53	0.08	2	U	30	10	0	0	0	12	20	5	100	2.58	C	
NW 191ST ST	NW 57TH AV	NW 47TH AV	N	22,379	0.53	0.08	2	U	30	12	0	0	0	25	20	5	100	1.91	B	
NW 191ST ST	NW 57TH AV	NW 47TH AV	S	22,379	0.53	0.08	2	U	30	12	0	0	0	25	20	5	100	1.91	B	
NW 191ST ST	FL TURNPIKE	NW 12TH AV	N	22,379	0.53	0.08	2	U	30	12	0	0	0	15	0	4	100	3.50	D	
NW 191ST ST	FL TURNPIKE	NW 12TH AV	S	22,379	0.53	0.08	2	U	30	12	0	0	0	15	10	4	100	1.97	B	
NW 191ST ST	NW 24TH AV	NW 22ND AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	30	5	100	2.63	C	
NW 191ST ST	NW 24TH AV	NW 22ND AV	S	22,379	0.53	0.08	2	U	30	10	0	0	0	15	45	5	100	2.84	C	
NW 191ST ST	NW 22ND AV	NW 17TH AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	30	5	100	2.63	C	
NW 191ST ST	NW 22ND AV	NW 17TH AV	N	22,379	0.53	0.08	2	U	30	10	0	0	0	15	45	5	100	2.84	C	
NW 199TH ST	NW 7TH AV	NW 2ND AV	S	26,567	0.65	0.08	4	U	30	12	0	0	0	2	0	5	100	3.23	C	
NW 199TH ST	NW 7TH AV	NW 2ND AV	N	25,657	0.65	0.08	4	U	30	12	0	0	0	2	0	5	100	3.18	C	
NW 199TH ST	NW 12TH AV	NW 7TH AV	S	26,567	0.65	0.08	4	S	30	12	0	0	0	2	0	5	100	3.23	C	
NW 199TH ST	NW 12TH AV	NW 7TH AV	N	25,657	0.65	0.08	4	S	30	12	0	0	0	2	0	5	100	3.18	C	
NW 199TH ST	NW 27TH AV	FLORIDA TP	S	18,209	0.54	0.09	6	S	30	12	0	0	0	2	0	7	100	2.18	B	
NW 199TH ST	NW 27TH AV	FLORIDA TP	N	18,209	0.54	0.09	6	S	30	12	0	0	0	2	0	7	100	2.18	B	
NW 199TH ST	FL TP	NW 12TH AV	S	18,209	0.54	0.09	4	S	30	12	0	0	0	2	0	5	100	2.67	C	
NW 199TH ST	FL TP	NW 12TH AV	N	18,209	0.54	0.09	4	S	30	12	0	0	0	2	0	5	100	2.67	C	
NW 199TH ST	HONEY HILL DR	NW 47TH AV	S	18,209	0.54	0.09	4	D	40	12	0	0	0	5	0	5	100	2.55	C	
NW 199TH ST	HONEY HILL DR	NW 47TH AV	N	18,209	0.54	0.09	4	D	40	12	0	0	0	5	0	5	100	2.55	C	
NW 199TH ST	NW 2ND AV	NE 199TH ST	S	22,379	0.53	0.08	6	D	40	12	0	0	0	2	0	5	100	2.39	B	
NW 199TH ST	NW 2ND AV	NE 199TH ST	N	22,379	0.53	0.08	6	D	40	12	0	0	0	2	0	5	100	2.39	B	
NW 199TH ST	NW 32ND AV	NW 27TH AV	S	25,657	0.65	0.08	4	D	40	12	0	0	0	2	0	6	100	3.08	C	
NW 199TH ST	NW 32ND AV	NW 27TH AV	N	26,567	0.65	0.08	4	D	40	12	0	0	0	2	0	6	100	3.13	C	
NW 199TH ST	NW 37TH AV	NW 32ND AV	S	25,657	0.65	0.08	4	D	40	12	0	0	0	7	0	6	100	2.93	C	
NW 199TH ST	NW 37TH AV	NW 32ND AV	N	26,567	0.65	0.08	4	D	40	12	0	0	0	2	0	6	100	3.13	C	
NW 199TH ST	NW 42ND AV	NW 37TH AV	S	18,209	0.54	0.09	4	D	40	12	0	0	0	20	15	5	100	0.80	A	
NW 199TH ST	NW 42ND AV	NW 37TH AV	N	18,209	0.54	0.09	4	D	40	12	0	0	0	15	25	5	100	1.37	A	
NW 199TH ST	NW 47TH AV	NW 42ND AV	S	18,209	0.54	0.09	4	D	40	12	0	0	0	7	0	5	100	2.51	C	
NW 199TH ST	NW 47TH AV	NW 42ND AV	N	18,209	0.54	0.09	4	D	40	12	0	0	0	6	0	5	100	2.53	C	
NW 207TH ST	NW 2ND AV	NE 207TH ST	S	5,712	0.52	0.11	2	U	30	10	0	0	0	10	30	4	100	1.58	B	
NW 207TH ST	NW 2ND AV	NE 207TH ST	N	5,712	0.52	0.11	2	U	30	10	0	0	0	10	25	4	60	2.48	B	
NW 215TH ST	NW 27TH AV	FLORIDA TP	S	31,000	0.54	0.09	4	D	45	12	0	0	0	0	0	0	0	4.72	E	
NW 215TH ST	NW 27TH AV	FLORIDA TP	N	31,000	0.54	0.09	4	D	45	12	0	0	0	0	0	0	0	4.72	E	
NW 215TH ST	NW 47TH AV	NW 37TH AV	S	31,000	0.54	0.09	2	U	40	12	0	0	0	15	20	10	25	5.72	F	
NW 215TH ST	NW 47TH AV	NW 37TH AV	N	31,000	0.54	0.09	2	U	40	12	0	0	0	0	0	5	10	6.30	F	
NW 215TH ST	E OF FL TP	NW 2ND AV	S	16,000	0.53	0.08	4	D	45	12	0	0	0	5	0	4	50	3.10	C	
NW 215TH ST	E OF FL TP	NW 2ND AV	N	16,000	0.53	0.08	4	D	45	12	0	0	0	5	0	4	50	3.10	C	
NW 215TH ST	NW 2ND AV	N MIAMI AV	S	16,000	0.53	0.08	2	U	30	12	0	0	0	20	0	4	75	3.21	C	
NW 215TH ST	NW 2ND AV	N MIAMI AV	N	16,000	0.53	0.08	2	U	30	12	0	0	0	10	0	4	80	3.33	C	
NW 215TH ST	NW 37TH AV	NW 27TH AV	S	31,000	0.54	0.09	4	D	45	12	0	0	0	0	0	0	0	4.72	E	
NW 215TH ST	NW 37TH AV	NW 27TH AV	N	31,000	0.54	0.09	4	D	45	12	0	0	0	0	0	0	0	4.72	E	
NW 22ND AV	NW 183RD ST	NW 196TH TE	E	12,100	0.54	0.09	2	U	30	12	0	0	0	25	25	4	100	1.27	A	
NW 22ND AV	NW 183RD ST	NW 196TH TE	W	12,100	0.54	0.09	2	U	30	12	0	0	0	30	15	4	100	0.73	A	
NW 22ND AV	NW 175TH ST	NW 183RD ST	E	12,100	0.54	0.09	4	D	40	22	0	0	0	0	0	5	100	2.06	B	
NW 22ND AV	NW 175TH ST	NW 183RD ST	W	12,100	0.54	0.09	4	D	40	20	0	0	0	0	0	5	100	2.12	B	
NW 22ND AV	SR 826 EX	NW 175TH ST	E	12,100	0.54	0.09	4	D	40	22	0	0	0	0	0	5	100	2.06	B	
NW 22ND AV	SR 826 EX	NW 175TH ST	W	12,100	0.54	0.09	4	D	40	20	0	0	0	0	0	5	100	2.12	B	
NW 22ND AV	NW 151ST ST	NW 167TH ST	E	15,235	0.67	0.09	4	D	40	22	0	0	0	0	0	5	100	2.44	B	
NW 22ND AV	NW 151ST ST	NW 167TH ST	W	15,235	0.67	0.09	4	D	40	20	0	0	0	0	0	5	100	2.50	B	
NW 22ND AV	ALI BABA AV	NW 151ST ST	E	15,235	0.67	0.09	4	D	40	20	0	0	0	0	0	5	100	2.50	B	
NW 22ND AV	ALI BABA AV	NW 151ST ST	W	15,235	0.67	0.09	4	D	40	20	0	0	0	0	0	5	100	2.50	B	
NW 27TH AV	NW 183RD ST	NW 191ST ST	E	49,000	0.54	0.09	6	D	45	12	0	0	0	2	0	5	100	3.47	C	
NW 27TH AV	NW 183RD ST	NW 191ST ST	W	49,000	0.54	0.09	6	D	45	12	0	0	0	2	0	7	100	3.31	C	

Road Name	From	To	Side	Traffic	Dir.	Hourly	Lanes		SPD	Width of			%	Buffer	Tree	Swalk	% Sidewalk	Pedestrian LOS		
				Volume			Factor	Th		Con	Pavement	W _l		W _i	W _{ps}	Width		Spacing	Width	Coverage
				ADT (vpd)	(D)	Factor (Kd)	#		(mph)	W _l (ft)	W _i (ft)	W _{ps} (ft)	OSP	in feet (Wb)	in Buffer (ft on ctr)	in feet (Ws)				
Existing Conditions																				
NW 27TH AV	NW 175TH ST	NW 183RD ST	E	49,000	0.54	0.09	6	D	45	10	0	0	0	2	0	6	100	3.44	C	
NW 27TH AV	NW 175TH ST	NW 183RD ST	W	49,000	0.54	0.09	6	D	45	10	0	0	0	2	0	6	100	3.44	C	
NW 27TH AV	SR 826 EX	NW 175TH ST	E	49,000	0.54	0.09	6	D	45	10	0	0	0	5	0	5	100	3.43	C	
NW 27TH AV	SR 826 EX	NW 175TH ST	W	49,000	0.54	0.09	6	D	45	10	0	0	0	2	0	6	100	3.44	C	
NW 27TH AV	NW 151ST ST	NW 167TH ST	E	47,970	0.52	0.08	6	D	45	10	0	0	0	2	0	6	100	3.15	C	
NW 27TH AV	NW 151ST ST	NW 167TH ST	W	49,790	0.52	0.08	6	D	45	10	0	0	0	2	0	6	100	3.22	C	
NW 27TH AV	SHARAZAD BD	NW 151ST ST	E	40,000	0.54	0.09	6	D	35	10	0	0	0	2	0	6	100	3.12	C	
NW 27TH AV	SHARAZAD BD	NW 151ST ST	W	40,000	0.54	0.09	6	D	35	10	0	0	0	2	0	6	100	3.12	C	
NW 27TH AV	NW 199TH ST	NW 215TH ST	E	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	5	100	3.62	D	
NW 27TH AV	NW 199TH ST	NW 215TH ST	W	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	7	80	3.77	D	
NW 27TH AV	NW 191ST ST	NW 199TH ST	E	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	5	100	3.62	D	
NW 27TH AV	NW 191ST ST	NW 199TH ST	W	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	7	100	3.46	C	
NW 2ND AV	US 441	NW 183RD ST	E	57,000	0.54	0.09	6	D	45	12	0	0	0	2	0	5	100	3.77	D	
NW 2ND AV	US 441	NW 183RD ST	W	57,000	0.54	0.09	6	D	45	12	0	0	0	12	0	4	100	3.56	D	
NW 2ND AV	NW 207TH ST	NW 215TH ST	E	43,000	0.53	0.08	6	D	45	12	0	0	0	2	0	6	100	2.95	C	
NW 2ND AV	NW 207TH ST	NW 215TH ST	W	43,000	0.53	0.08	6	D	45	12	0	0	0	2	0	6	100	2.95	C	
NW 2ND AV	NW 199TH ST	NW 207TH ST	E	58,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.71	D	
NW 2ND AV	NW 199TH ST	NW 207TH ST	W	58,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.71	D	
NW 2ND AV	NW 191ST ST	NW 199TH ST	E	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.53	D	
NW 2ND AV	NW 191ST ST	NW 199TH ST	W	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.53	D	
NW 2ND AV	NW 183RD ST	NW 191ST ST	E	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.53	D	
NW 2ND AV	NW 183RD ST	NW 191ST ST	W	53,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.53	D	
NW 32ND AV	NW 191ST ST	NW 199TH ST	E	24,563	0.69	0.09	2	U	30	12	0	0	0	12	35	4	25	5.91	F	
NW 32ND AV	NW 191ST ST	NW 199TH ST	W	24,563	0.69	0.09	2	U	30	12	0	0	0	12	0	4	75	5.30	E	
NW 32ND AV	NW 183RD ST	NW 191ST ST	E	24,563	0.69	0.09	2	U	30	12	0	0	0	15	25	4	100	3.86	D	
NW 32ND AV	NW 183RD ST	NW 191ST ST	W	24,563	0.69	0.09	2	U	30	12	0	0	0	15	20	6	100	3.66	D	
NW 32ND AV	NW 175TH ST	NW 183RD ST	E	24,563	0.69	0.09	2	U	30	12	0	0	0	0	0	5	100	5.17	E	
NW 32ND AV	NW 175TH ST	NW 183RD ST	W	24,563	0.69	0.09	2	U	30	12	0	0	0	12	15	5	100	3.72	D	
NW 32ND AV	NW 167TH ST	NW 175TH ST	E	24,563	0.69	0.09	2	U	30	12	0	0	0	0	0	5	100	5.17	E	
NW 32ND AV	NW 167TH ST	NW 175TH ST	W	24,563	0.69	0.09	2	U	30	12	0	0	0	15	20	5	100	3.68	D	
NW 32ND AV	NW 167TH ST	SR 826 EX	E	24,563	0.69	0.09	4	D	30	22	12	0	0	0	0	5	100	3.13	C	
NW 32ND AV	NW 167TH ST	SR 826 EX	W	24,563	0.69	0.09	4	D	30	22	12	0	0	6	0	5	100	2.98	C	
NW 32ND AV	NW 151ST ST	NW 167TH ST	E	24,563	0.69	0.09	2	U	35	10	0	0	0	0	0	5	100	5.24	E	
NW 32ND AV	NW 151ST ST	NW 167TH ST	W	24,563	0.69	0.09	2	U	35	10	0	0	0	8	0	5	100	4.97	E	
NW 37TH AV	NW 199TH ST	NW 215TH ST	E	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 199TH ST	NW 215TH ST	W	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 191ST ST	NW 199TH ST	E	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	6	100	2.75	C	
NW 37TH AV	NW 191ST ST	NW 199TH ST	W	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	6	100	2.75	C	
NW 37TH AV	NW 183RD ST	NW 191ST ST	E	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 183RD ST	NW 191ST ST	W	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 175TH ST	NW 183RD ST	E	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 175TH ST	NW 183RD ST	W	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 167TH ST	NW 175TH ST	E	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 167TH ST	NW 175TH ST	W	21,500	0.54	0.09	4	S	35	12	0	0	0	2	0	5	100	2.85	C	
NW 37TH AV	NW 167TH ST	SR 826 EX	E	21,500	0.54	0.09	6	D	35	16	6	0	0	0	0	4	100	2.48	B	
NW 37TH AV	NW 167TH ST	SR 826 EX	W	21,500	0.54	0.09	6	D	35	16	6	0	0	7	0	4	100	2.26	B	
NW 37TH AV	NW 157TH ST	NW 167TH ST	E	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	6	100	2.75	C	
NW 37TH AV	NW 157TH ST	NW 167TH ST	W	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	6	100	2.75	C	
NW 37TH AV	NW 151ST ST	NW 157TH ST	E	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	6	100	2.75	C	
NW 37TH AV	NW 151ST ST	NW 157TH ST	W	21,500	0.54	0.09	4	S	40	12	0	0	0	2	0	6	100	2.75	C	
NW 42ND AV	NW 199TH ST	NW 204TH ST	E	19,200	0.54	0.09	2	U	30	12	0	0	0	20	0	4	100	3.33	C	
NW 42ND AV	NW 199TH ST	NW 204TH ST	W	19,200	0.54	0.09	2	U	30	12	0	0	0	10	15	4	100	2.56	C	
NW 42ND AV	NW 191ST ST	NW 199TH ST	E	19,200	0.54	0.09	2	U	30	12	0	0	0	30	25	4	100	1.87	B	
NW 42ND AV	NW 191ST ST	NW 199TH ST	W	19,200	0.54	0.09	2	U	30	12	0	0	0	25	20	4	100	1.90	B	
NW 42ND AV	NW 183RD ST	NW 191ST ST	E	19,200	0.54	0.09	2	U	30	12	0	0	0	25	35	4	100	2.25	B	
NW 42ND AV	NW 183RD ST	NW 191ST ST	W	19,200	0.54	0.09	2	U	30	12	0	0	0	25	0	4	100	3.22	C	
NW 42ND AV	NW 173RD DR	NW 183RD ST	E	19,200	0.54	0.09	2	U	30	12	0	0	0	20	0	4	100	3.33	C	
NW 42ND AV	NW 173RD DR	NW 183RD ST	W	19,200	0.54	0.09	2	U	30	12	0	0	0	20	15	4	100	1.93	B	
NW 42ND AV	NW 167TH ST	NW 173RD DR	E	19,200	0.54	0.09	2	U	30	12	0	0	0	27	25	4	100	1.99	B	
NW 42ND AV	NW 167TH ST	NW 173RD DR	W	19,200	0.54	0.09	2	U	30	12	0	0	0	27	20	4	100	1.83	B	

Road Name	From	To	Side	Traffic	Dir.	Hourly	Lanes		SPD	Width of			%	Buffer	Tree	Swalk	% Sidewalk	Pedestrian LOS		
				Volume			Factor	Th		Con	Pavement	W _t		W _l	W _{ps}	Width		Spacing	Width	Coverage
				ADT	(D)	Factor	(Kd)	#	(mph)	(ft)	(ft)	(ft)	OSP	in feet	in Buffer	in feet				
				(vpd)										(Wb)	(ft on ctr)	(Ws)				
Existing Conditions																				
NW 42ND AV	SR 826 EX	NW 167TH ST	E	19,200	0.54	0.09	4	D	30	27	0	0	0	8	30	5	100	1.70	B	
NW 42ND AV	SR 826 EX	NW 167TH ST	W	19,200	0.54	0.09	4	D	30	27	0	0	0	8	30	5	100	1.70	B	
NW 47TH AV	NW 199TH ST	NW 215TH ST	E	15,900	0.54	0.09	2	U	40	12	0	0	0	45	0	4	0	4.76	E	
NW 47TH AV	NW 199TH ST	NW 215TH ST	W	15,900	0.54	0.09	2	U	40	12	0	0	0	0	0	0	25	4.76	E	
NW 47TH AV	NW 183RD ST	NW 191ST ST	E	24,000	0.54	0.09	2	U	40	12	6	0	0	8	0	4	100	4.20	D	
NW 47TH AV	NW 183RD ST	NW 191ST ST	W	24,000	0.54	0.09	2	U	40	18	6	0	0	30	30	4	100	2.47	B	
NW 47TH AV	NW 173RD DR	NW 183RD ST	E	24,000	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.99	C	
NW 47TH AV	NW 173RD DR	NW 183RD ST	W	24,000	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.99	C	
NW 47TH AV	NW 167TH ST	NW 173RD DR	E	24,000	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.99	C	
NW 47TH AV	NW 167TH ST	NW 173RD DR	W	24,000	0.54	0.09	4	S	40	12	0	0	0	2	0	5	100	2.99	C	
NW 47TH AV	NW 157TH ST	SR 826 EX	E	24,000	0.54	0.09	2	S	30	12	0	0	0	9	0	5	100	4.09	D	
NW 47TH AV	NW 157TH ST	SR 826 EX	W	24,000	0.54	0.09	2	S	30	12	0	0	0	7	35	5	100	3.71	D	
NW 47TH AV	NW 156TH ST	NW 157TH ST	E	24,000	0.54	0.09	2	S	30	12	0	0	0	9	0	5	100	4.09	D	
NW 47TH AV	NW 156TH ST	NW 157TH ST	W	24,000	0.54	0.09	2	S	30	12	0	0	0	9	0	5	100	4.09	D	
NW 57TH AV	NW 167TH ST	SR 826 EX	E	46,000	0.54	0.09	8	D	45	12	0	0	0	2	0	5	100	2.95	C	
NW 57TH AV	NW 167TH ST	SR 826 EX	W	46,000	0.54	0.09	8	D	45	12	0	0	0	2	0	5	100	2.95	C	
NW 57TH AV	MIAMI LAKES DR	NW 167TH ST	E	46,000	0.54	0.09	6	D	45	12	0	0	0	0	0	0	100	4.71	E	
NW 57TH AV	MIAMI LAKES DR	NW 167TH ST	W	46,000	0.54	0.09	6	D	45	12	0	0	0	2	0	6	100	3.26	C	
NW 7TH AV	NW 191ST ST	NW 199TH ST	E	28,000	0.54	0.09	2	U	30	10	0	0	0	18	0	4	100	4.27	D	
NW 7TH AV	NW 191ST ST	NW 199TH ST	W	28,000	0.54	0.09	2	U	30	10	0	0	0	15	0	4	100	4.33	D	
NW 7TH AV	NW 183RD ST	NW 191ST ST	E	28,000	0.54	0.09	2	U	30	10	0	0	0	18	0	4	100	4.27	D	
NW 7TH AV	NW 183RD ST	NW 191ST ST	W	28,000	0.54	0.09	2	U	30	10	0	0	0	15	0	4	100	4.33	D	
NW 7TH AV	NW 175TH ST	NW 183RD ST	E	28,000	0.54	0.09	2	U	30	12	0	0	0	25	15	4	100	2.67	C	
NW 7TH AV	NW 175TH ST	NW 183RD ST	W	28,000	0.54	0.09	2	U	30	12	0	0	0	15	25	4	100	3.48	C	
NW 7TH AV	NW 7TH AVEX	NW 175TH ST	E	24,500	1.00	0.09	4	D	35	12	0	0	0	8	0	4	100	4.06	D	
NW 7TH AV	NW 7TH AVEX	NW 175TH ST	W	24,500	1.00	0.09	4	D	35	12	0	0	0	8	0	4	100	4.06	D	
NW 7TH AVEX	NW 7TH AV	US 441	N	24,500	1.00	0.09	4	D	35	16	4	0	0	0	0	0	0	5.16	E	
NW 7TH AVEX	NW 7TH AV	US 441	S	24,500	1.00	0.09	4	D	35	16	4	0	0	0	0	0	0	5.16	E	
PERVIZ AV	SHARAZAD BD	NW 151ST ST	E	8,874	0.52	0.11	2	U	30	10	0	0	0	0	0	5	100	2.93	C	
PERVIZ AV	SHARAZAD BD	NW 151ST ST	W	8,874	0.52	0.11	2	U	30	10	0	0	0	12	0	5	100	2.54	C	

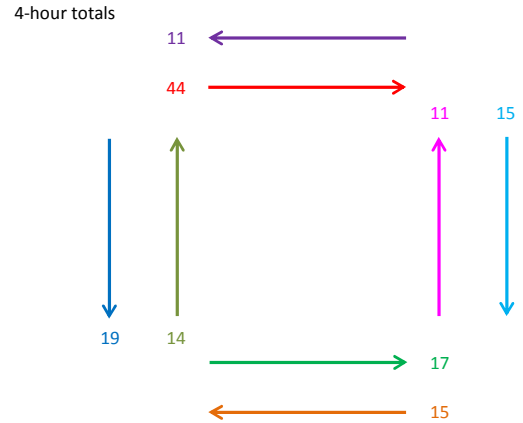
BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

APPENDIX B BICYCLE AND PEDESTRIAN COUNT DATA



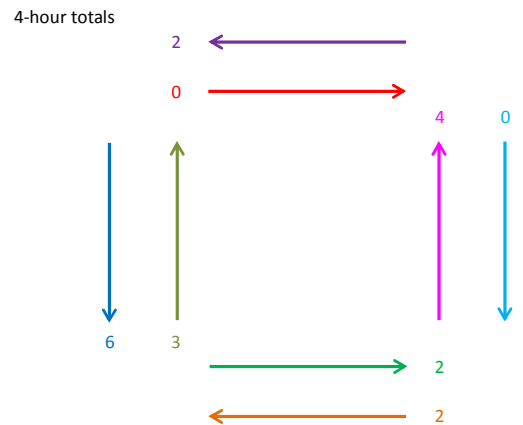
4/3/2013

	North Leg		East Leg		South Leg		West Leg			
Time	WB	EB	NB	SB	EB	WB	SB	NB	TOTAL	Hourly
14:00	0	27	0	1	1	3	0	1	33	59
14:15	1	3	0	2	1	2	0	1	10	34
14:30	0	0	1	1	2	0	3	1	8	29
14:45	0	0	1	2	1	1	1	2	8	27
15:00	0	0	4	0	1	2	0	1	8	25
15:15	0	2	2	0	0	0	1	0	5	26
15:30	0	0	1	0	4	0	1	0	6	29
15:45	1	1	0	0	1	1	1	1	6	27
16:00	0	2	0	2	0	1	2	2	9	33
16:15	2	2	0	1	2	1	0	0	8	36
16:30	0	0	0	0	0	1	2	1	4	34
16:45	7	3	0	1	1	0	0	0	12	36
17:00	0	2	0	1	3	0	6	0	12	29
17:15	0	2	2	0	0	0	1	1	6	
17:30	0	0	0	2	0	2	0	2	6	
17:45	0	0	0	2	0	1	1	1	5	
TOTAL	11	44	11	15	17	15	19	14	146	



NW 47th Avenue and NW 183rd Street - Bicycles on Sidewalk

	North Leg		East Leg		South Leg		West Leg			
Time	WB	EB	NB	SB	EB	WB	SB	NB	TOTAL	Hourly
14:00	0	0	0	0	0	0	0	0	0	7
14:15	1	0	0	0	1	0	0	0	2	8
14:30	0	0	1	0	0	1	2	1	5	6
14:45	0	0	0	0	0	0	0	0	0	1
15:00	0	0	1	0	0	0	0	0	1	2
15:15	0	0	0	0	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	0	5
15:45	0	0	0	0	0	0	1	0	1	7
16:00	1	0	1	0	0	0	1	1	4	6
16:15	0	0	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	1	0	1	2	5
16:45	0	0	0	0	0	0	0	0	0	3
17:00	0	0	1	0	0	0	1	0	2	4
17:15	0	0	0	0	1	0	0	0	1	
17:30	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	1	0	1	
TOTAL	2	0	4	0	2	2	6	3	19	

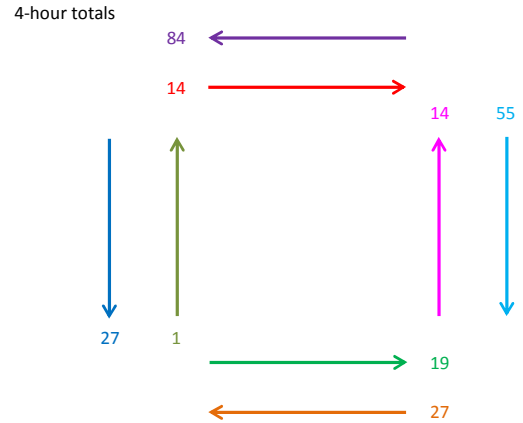


NW 47th Avenue and NW 183rd Street - Bicycles on Road

[illegible]

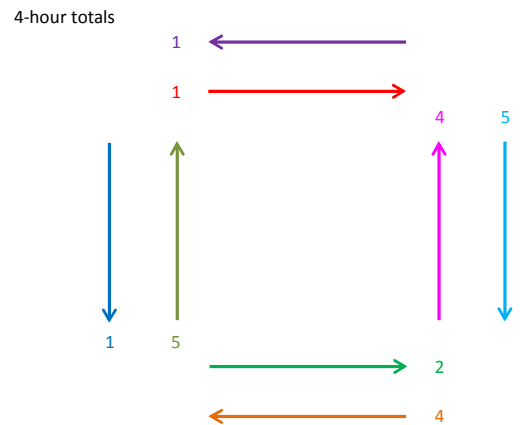
4/3/2013

	North Leg		East Leg		South Leg		West Leg			
Time	WB	EB	NB	SB	EB	WB	SB	NB	TOTAL	Hourly
14:00	4	0	3	5	6	1	2	0	21	157
14:15	9	3	0	8	2	4	11	0	37	155
14:30	40	2	1	23	0	3	11	0	80	128
14:45	3	1	1	7	4	3	0	0	19	50
15:00	4	2	2	7	1	3	0	0	19	41
15:15	7	1	0	1	1	0	0	0	10	27
15:30	1	0	0	0	0	1	0	0	2	25
15:45	3	3	2	2	0	0	0	0	10	32
16:00	1	0	0	1	1	2	0	0	5	29
16:15	6	0	1	0	0	1	0	0	8	26
16:30	1	0	0	0	2	4	2	0	9	22
16:45	1	1	1	1	0	2	1	0	7	16
17:00	1	0	0	0	0	1	0	0	2	14
17:15	1	0	1	0	2	0	0	0	4	
17:30	1	0	0	0	0	2	0	0	3	
17:45	1	1	2	0	0	0	0	1	5	
TOTAL	84	14	14	55	19	27	27	1	241	



NW 37th Avenue and NW 183rd Street - Bicycles on Sidewalk

	North Leg		East Leg		South Leg		West Leg			
Time	WB	EB	NB	SB	EB	WB	SB	NB	TOTAL	Hourly
14:00	0	0	1	0	0	0	0	2	3	14
14:15	0	0	0	1	0	1	0	1	3	11
14:30	0	0	1	1	0	0	1	0	3	8
14:45	1	0	0	2	1	1	0	0	5	5
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	6
15:45	0	0	0	0	0	0	0	0	0	8
16:00	0	0	1	0	0	0	0	0	1	8
16:15	0	1	1	1	0	1	0	1	5	7
16:30	0	0	0	0	1	0	0	1	2	3
16:45	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	1	0	0	1	
17:30	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	
TOTAL	1	1	4	5	2	4	1	5	23	

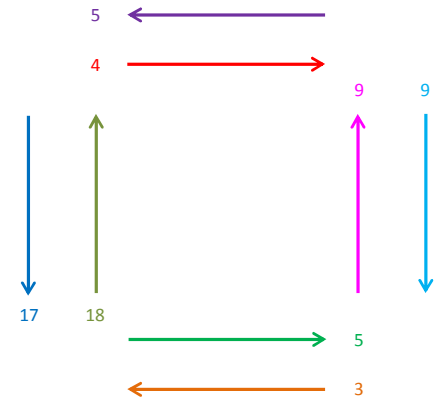


NW 37th Avenue and NW 183rd Street - Bicycles on Road

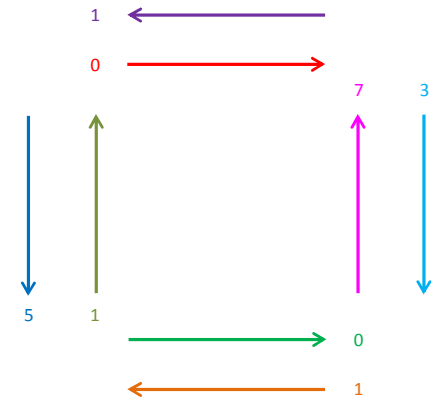
[illegible]

4/4/2013

4-hour totals



4-hour totals

4-hour totals

Eastbound

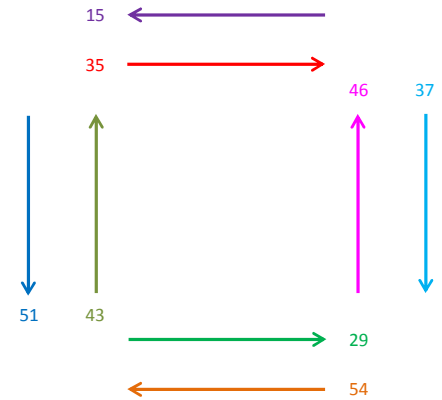
[illegible]

NW 27th Avenue and NW 183rd Street - Pedestrians

4/3/2013

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	2	2	0	0	0	3	0	0	7	59
14:15	0	0	2	1	4	3	0	2	12	77
14:30	1	12	1	2	1	2	2	0	21	82
14:45	1	5	1	4	1	2	3	2	19	79
15:00	1	3	7	0	1	2	6	5	25	92
15:15	1	1	1	2	2	4	3	3	17	82
15:30	0	0	3	2	0	4	5	4	18	86
15:45	0	6	6	4	5	2	4	5	32	104
16:00	0	0	2	2	6	2	2	1	15	102
16:15	0	0	7	5	2	4	2	1	21	105
16:30	3	2	7	7	1	7	5	4	36	94
16:45	0	0	2	3	3	9	8	5	30	80
17:00	1	2	3	2	0	5	4	1	18	57
17:15	0	0	2	0	2	2	1	3	10	
17:30	2	2	2	3	0	3	6	4	22	
17:45	3	0	0	0	1	0	0	3	7	
TOTAL	15	35	46	37	29	54	51	43	310	

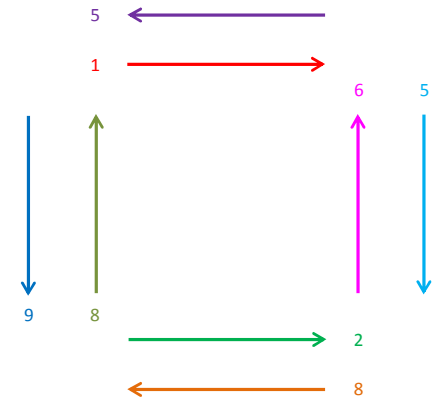
4-hour totals



NW 27th Avenue and NW 183rd Street - Bicycles on Sidewalk

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	1	0	1	0	0	1	0	0	3	12
14:15	1	0	0	0	0	0	1	0	2	9
14:30	2	0	0	1	0	1	0	0	4	8
14:45	0	0	0	0	0	1	1	1	3	5
15:00	0	0	0	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	1	1	6
15:30	0	1	0	0	0	0	0	0	1	7
15:45	0	0	1	0	0	0	0	2	3	10
16:00	0	0	1	0	0	0	0	0	1	14
16:15	1	0	0	0	0	0	1	0	2	17
16:30	0	0	2	1	0	1	0	0	4	19
16:45	0	0	1	2	1	2	0	1	7	16
17:00	0	0	0	0	0	1	2	1	4	13
17:15	0	0	0	0	1	0	3	0	4	
17:30	0	0	0	0	0	0	1	0	1	
17:45	0	0	0	1	0	1	0	2	4	
TOTAL	5	1	6	5	2	8	9	8	44	

4-hour totals



NW 27th Avenue and NW 183rd Street - Bicycles on Road

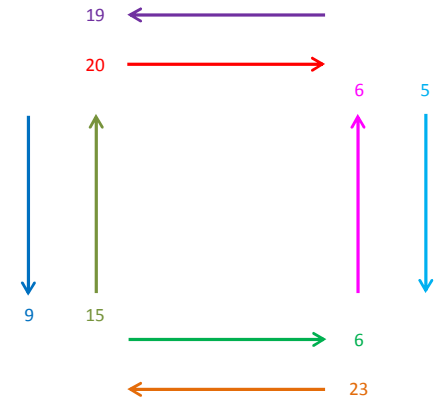
Time	Southbound			Westbound			Northbound			Eastbound			TOTAL	Hourly
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
14:00	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	1	0	0	0	1	0	0	0	0	0	0	2	

NW 27th Avenue and NW 160th Street - Pedestrians

4/4/2013

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	1	0	0	0	0	0	3	4	27
14:15	3	1	0	0	0	1	1	2	8	25
14:30	1	1	2	1	1	0	1	0	7	24
14:45	0	4	1	0	0	1	1	1	8	18
15:00	0	1	0	0	1	0	0	0	2	14
15:15	2	2	0	1	0	1	1	0	7	20
15:30	0	1	0	0	0	0	0	0	1	31
15:45	2	1	0	0	0	0	1	0	4	40
16:00	1	0	2	0	1	1	2	1	8	39
16:15	1	0	0	0	1	15	0	1	18	35
16:30	3	1	0	1	0	3	0	2	10	19
16:45	2	0	0	1	0	0	0	0	3	17
17:00	0	3	0	0	0	0	0	1	4	23
17:15	1	0	0	0	0	1	0	0	2	
17:30	3	2	0	0	2	0	0	1	8	
17:45	0	2	1	1	0	0	2	3	9	
TOTAL	19	20	6	5	6	23	9	15	103	

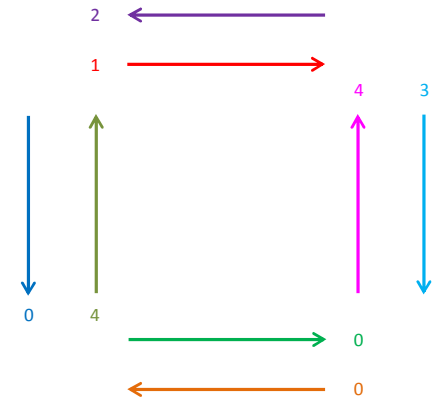
4-hour totals



NW 27th Avenue and NW 160th Street - Bicycles on Sidewalk

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	5
14:30	0	0	0	0	0	0	0	1	1	7
14:45	1	0	0	0	0	0	0	0	1	6
15:00	1	0	1	0	0	0	0	1	3	5
15:15	0	1	1	0	0	0	0	0	2	3
15:30	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	1	1	2
16:15	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	0	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	5
17:15	0	0	1	0	0	0	0	0	1	
17:30	0	0	0	2	0	0	0	1	3	
17:45	0	0	1	0	0	0	0	0	1	
TOTAL	2	1	4	3	0	0	0	4	14	

4-hour totals



NW 27th Avenue and NW 160th Street - Bicycles on Road

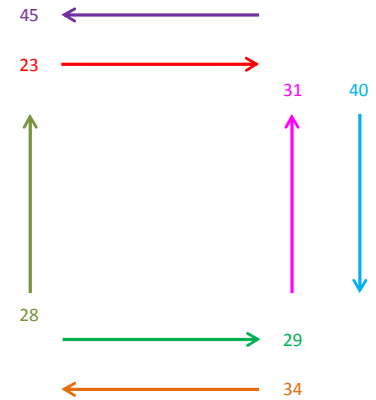
Time	Southbound			Westbound			Northbound			Eastbound			TOTAL	Hourly
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	1	0	0	0	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	1	0	0	1	
17:45	0	0	0	0	1	0	0	0	0	1	0	0	2	
TOTAL	0	1	0	0	2	0	0	0	0	0	2	0	5	

NW 7th Avenue and NW 183rd Street - Pedestrians

4/3/2013

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	1	0	0	3	0	4	2	1	11	67
14:15	0	0	0	3	1	3	0	4	11	84
14:30	3	1	4	3	0	1	7	1	20	86
14:45	0	0	1	6	1	2	14	1	25	93
15:00	5	2	4	2	2	2	9	2	28	83
15:15	0	1	5	2	1	1	2	1	13	79
15:30	2	3	5	2	1	2	10	2	27	106
15:45	3	2	0	3	4	1	1	1	15	114
16:00	3	5	3	1	4	2	4	2	24	115
16:15	3	2	1	0	4	1	26	3	40	101
16:30	4	0	1	4	2	3	20	1	35	91
16:45	3	2	3	3	2	1	2	0	16	77
17:00	5	0	0	2	1	1	1	0	10	79
17:15	9	1	2	3	2	4	5	4	30	
17:30	4	1	1	3	2	4	5	1	21	
17:45	0	3	1	0	2	2	6	4	18	
TOTAL	45	23	31	40	29	34	114	28	344	

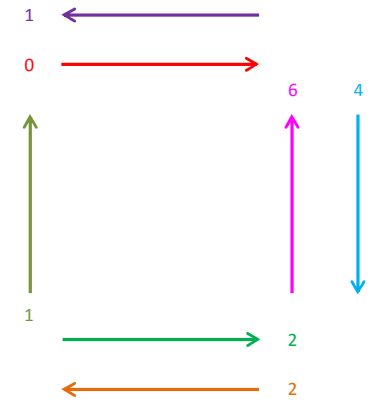
4-hour totals



NW 7th Avenue and NW 183rd Street - Bicycles on Sidewalk

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	1
14:30	0	0	1	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	7
16:00	0	0	1	0	0	0	0	0	1	9
16:15	0	0	1	0	0	0	0	0	1	9
16:30	0	0	1	2	0	1	0	1	5	10
16:45	0	0	1	1	0	0	0	0	2	6
17:00	0	0	0	0	1	0	0	0	1	7
17:15	0	0	1	0	1	0	0	0	2	
17:30	0	0	0	0	0	1	0	0	1	
17:45	1	0	0	1	0	0	1	0	3	
TOTAL	1	0	6	4	2	2	1	1	17	

4-hour totals



NW 7th Avenue and NW 183rd Street - Bicycles on Road

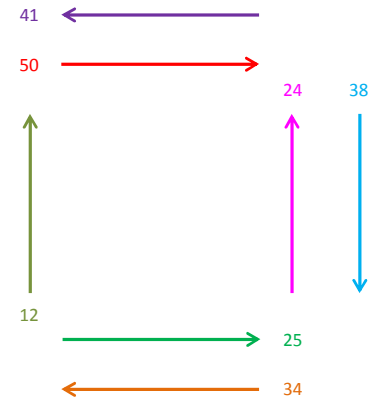
Time	Southbound			Westbound			Northbound			Eastbound			TOTAL	Hourly
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	0	0	0	1	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	1	0	0	0	0	0	0	0	0	0	0	1	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	0	0	0	1	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	1	2	0	0	0	0	0	1	0	1	1	0	6	

NW 2nd Avenue and NW 199th Street - Pedestrians

4/4/2013

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	0	0	2	3	3	3	0	11	47
14:15	2	0	2	2	0	4	1	1	12	64
14:30	1	1	1	1	3	3	1	1	12	73
14:45	2	1	1	2	3	2	1	0	12	79
15:00	9	7	1	1	3	6	1	0	28	87
15:15	6	6	0	2	1	2	4	0	21	72
15:30	0	12	3	1	1	1	0	0	18	69
15:45	2	4	0	3	5	2	2	2	20	64
16:00	7	4	0	2	0	0	0	0	13	61
16:15	4	4	2	2	1	0	3	2	18	66
16:30	4	1	1	2	1	3	0	1	13	58
16:45	0	7	2	2	1	1	1	3	17	56
17:00	1	2	2	9	0	2	2	0	18	49
17:15	2	1	0	4	1	2	0	0	10	
17:30	0	0	5	1	1	2	0	2	11	
17:45	1	0	4	2	1	1	1	0	10	
TOTAL	41	50	24	38	25	34	20	12	244	

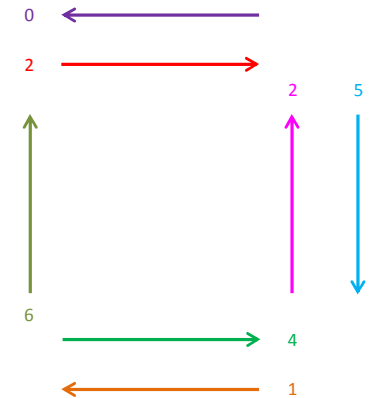
4-hour totals



NW 2nd Avenue and NW 199th Street - Bicycles on Sidewalk

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	1	0	0	0	0	0	0	1	5
14:15	0	0	0	0	0	0	0	0	0	7
14:30	0	0	1	0	0	0	0	0	1	7
14:45	0	0	0	1	1	0	1	0	3	6
15:00	0	0	0	0	2	0	0	1	3	3
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	1	1	10
16:30	0	1	0	2	0	0	0	0	3	13
16:45	0	0	0	2	1	0	0	1	4	10
17:00	0	0	0	0	0	0	1	1	2	6
17:15	0	0	1	0	0	1	0	2	4	
17:30	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	
TOTAL	0	2	2	5	4	1	2	6	22	

4-hour totals



NW 2nd Avenue and NW 199th Street - Bicycles on Road

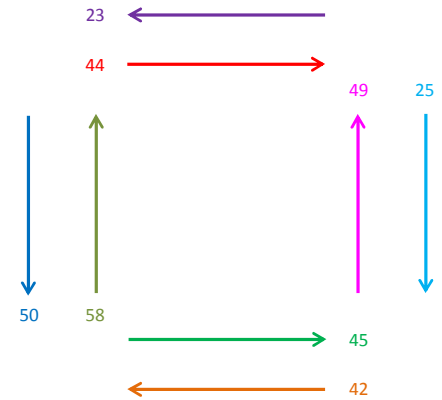
Time	Southbound			Westbound			Northbound			Eastbound			TOTAL	Hourly
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL	0	0	0	0	0	0	0	1	0	0	1	0	2	

NW 2nd Avenue and NW 183rd Street - Pedestrians

4/3/2013

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	1	1	2	2	2	2	0	0	10	65
14:15	1	2	1	0	1	2	0	1	8	63
14:30	2	2	6	0	3	3	7	1	24	86
14:45	1	4	4	0	4	0	4	6	23	81
15:00	0	2	1	2	1	1	0	1	8	79
15:15	1	2	7	1	5	7	7	1	31	100
15:30	0	4	0	2	3	1	1	8	19	84
15:45	2	2	1	4	2	2	5	3	21	93
16:00	5	3	6	1	4	7	2	1	29	98
16:15	1	3	0	1	2	0	1	7	15	96
16:30	3	3	4	0	0	3	7	8	28	109
16:45	0	2	8	3	3	6	2	2	26	97
17:00	4	2	1	1	2	0	5	12	27	94
17:15	0	6	2	5	6	0	7	2	28	
17:30	0	2	4	2	2	3	1	2	16	
17:45	2	4	2	1	5	5	1	3	23	
TOTAL	23	44	49	25	45	42	50	58	336	

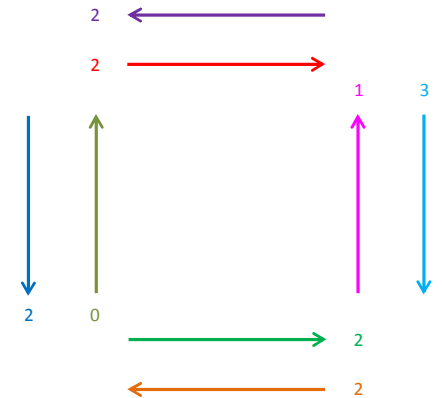
4-hour totals



NW 2nd Avenue and NW 183rd Street - Bicycles on Sidewalk

Time	North Leg		East Leg		South Leg		West Leg		TOTAL	Hourly
	WB	EB	NB	SB	EB	WB	SB	NB		
14:00	0	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	3
15:00	0	0	1	0	1	0	0	0	2	3
15:15	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	1	0	0	0	0	1	2
15:45	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	0	1	5
16:30	0	1	0	0	0	0	0	0	1	7
16:45	0	0	0	0	0	0	2	0	2	6
17:00	0	0	0	0	1	0	0	0	1	6
17:15	1	0	0	1	0	1	0	0	3	
17:30	0	0	0	0	0	0	0	0	0	
17:45	0	1	0	0	0	1	0	0	2	
TOTAL	2	2	1	3	2	2	2	0	14	

4-hour totals



NW 2nd Avenue and NW 183rd Street - Bicycles on Road

Time	Southbound			Westbound			Northbound			Eastbound			TOTAL	Hourly
	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	1	0	0	0	0	0	0	1	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1	
TOTAL	0	0	0	0	1	1	0	0	0	0	0	0	2	

Intersection Peak Hour Pedestrian Counts

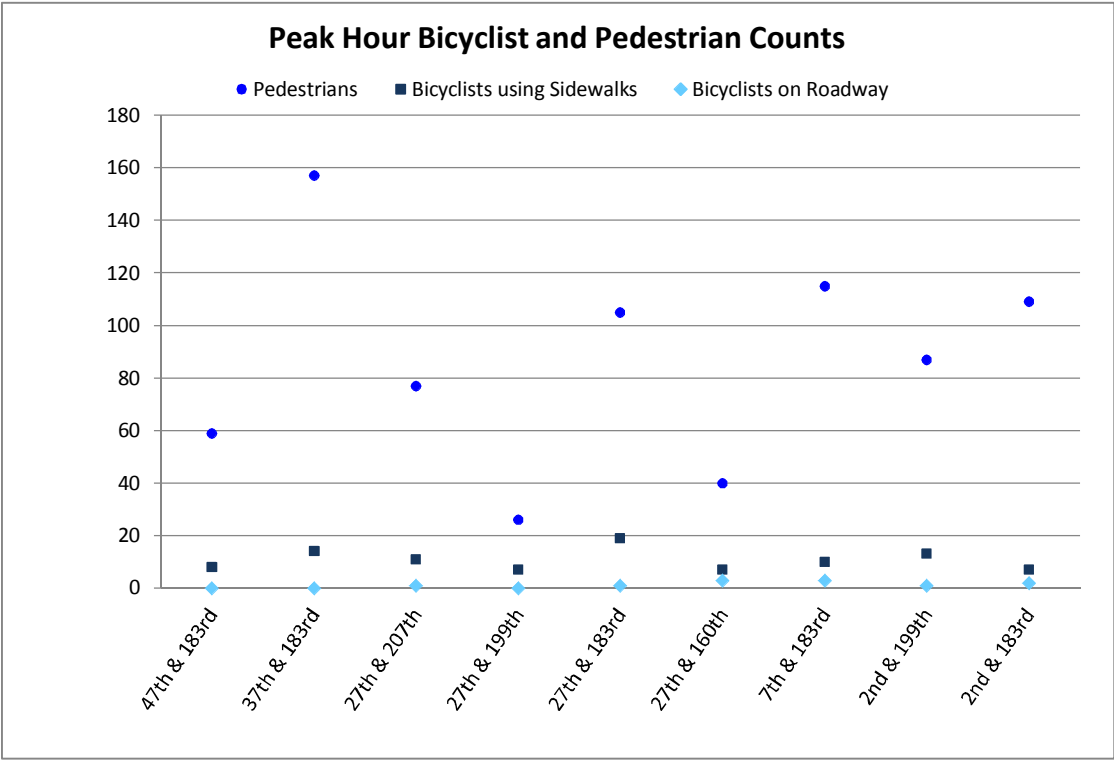
Intersection	Count	Peak Hour Start
NW 47th Avenue and NW 183rd Street	59	14:00
NW 37th Avenue and NW 183rd Street	157	14:00
NW 27th Avenue and NW 207th Street	77	15:30
NW 27th Avenue and NW 199th Street	26	16:15
NW 27th Avenue and NW 183rd Street	105	16:15
NW 27th Avenue and NW 160th Street	40	15:45
NW 7th Avenue and NW 183rd Street	115	16:00
NW 2nd Avenue and NW 199th Street	87	15:00
NW 2nd Avenue and NW 183rd Street	109	16:30

Intersection Peak Hour Bicyclists Using Sidewalks Counts

Intersection	Count	Peak Hour Start
NW 47th Avenue and NW 183rd Street	8	14:15
NW 37th Avenue and NW 183rd Street	14	14:00
NW 27th Avenue and NW 207th Street	11	14:30
NW 27th Avenue and NW 199th Street	7	17:00
NW 27th Avenue and NW 183rd Street	19	16:30
NW 27th Avenue and NW 160th Street	7	14:30
NW 7th Avenue and NW 183rd Street	10	16:30
NW 2nd Avenue and NW 199th Street	13	16:30
NW 2nd Avenue and NW 183rd Street	7	16:30

Intersection Peak Hour Bicyclists Using Road Counts

Intersection	Count	Peak Hour Start
NW 47th Avenue and NW 183rd Street	0	14:00
NW 37th Avenue and NW 183rd Street	0	14:00
NW 27th Avenue and NW 207th Street	1	15:00
NW 27th Avenue and NW 199th Street	0	14:00
NW 27th Avenue and NW 183rd Street	1	14:00
NW 27th Avenue and NW 160th Street	3	17:00
NW 7th Avenue and NW 183rd Street	3	16:15
NW 2nd Avenue and NW 199th Street	1	15:45
NW 2nd Avenue and NW 183rd Street	2	17:00



NW 183RD STREET & NW 47TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: LUIS PALOMINO
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 183S47AV
 Site Code : 00130049
 Start Date: 04/03/13
 Page : 1

PEDESTRIANS

Start Time	NW 47TH AVENUE				NW 183RD STREET				NW 47TH AVENUE				NW 183RD STREET				Intvl.
	From North				From East				From South				From West				
	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		
	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/03/13																	
14:00	0	0	27	0	0	0	1	0	1	0	3	0	0	0	1	0	33
14:15	1	0	3	0	0	0	2	0	1	0	2	0	0	0	1	0	10
14:30	0	0	0	0	1	0	1	0	2	0	0	0	3	0	1	0	8
14:45	0	0	0	0	1	0	2	0	1	0	1	0	1	0	2	0	8
Hour	1	0	30	0	2	0	6	0	5	0	6	0	4	0	5	0	59
15:00	0	0	0	0	4	0	0	0	1	0	2	0	0	0	1	0	8
15:15	0	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	5
15:30	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	6
15:45	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	6
Hour	1	0	3	0	7	0	0	0	6	0	3	0	3	0	2	0	25
16:00	0	0	2	0	0	0	2	0	0	0	1	0	2	0	2	0	9
16:15	2	0	2	0	0	0	1	0	2	0	1	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	4
16:45	7	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	12
Hour	9	0	7	0	0	0	4	0	3	0	3	0	4	0	3	0	33
17:00	0	0	2	0	0	0	1	0	3	0	0	0	6	0	0	0	12
17:15	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	6
17:30	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	6
17:45	0	0	0	0	0	0	2	0	0	0	1	0	1	0	1	0	5
Hour	0	0	4	0	2	0	5	0	3	0	3	0	8	0	4	0	29
Total	11	0	44	0	11	0	15	0	17	0	15	0	19	0	14	0	146
% Apr.	20.0	-	80.0	-	42.3	-	57.6	-	53.1	-	46.8	-	57.5	-	42.4	-	-
% Int.	7.5	-	30.1	-	7.5	-	10.2	-	11.6	-	10.2	-	13.0	-	9.5	-	-

NW 183RD STREET & NW 47TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: LUIS PALOMINO
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 183S47AV
 Site Code : 00130049
 Start Date: 04/03/13
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BICYCLES ON SIDEWALK

Start Time	NW 47TH AVENUE From North				NW 183RD STREET From East				NW 47TH AVENUE From South				NW 183RD STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
14:30	0	0	0	0	1	0	0	0	0	0	1	0	2	0	1	0	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	1	0	0	0	1	0	1	0	2	0	1	0	7
15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
16:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	0	6
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	4
Total	2	0	0	0	4	0	0	0	2	0	2	0	6	0	3	0	19
% Apr.	100.0	-	-	-	100.0	-	-	-	50.0	-	50.0	-	66.6	-	33.3	-	-
% Int.	10.5	-	-	-	21.0	-	-	-	10.5	-	10.5	-	31.5	-	15.7	-	-

NW 183RD STREET & NW 47TH AVENUE
MIAMI GARDENS, FLORIDA
COUNTED BY: LUIS PALOMINO
PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
(561) 272-3255 Fax (561) 272-4381

Study Name: 183S47AV
Site Code : 00130049
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BICYCLES ON ROAD

[illegible]

NW 183RD STREET & NW 37TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MARISA CRUZ
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 183S37AV
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PEDESTRIANS

Start Time	NW 37TH AVENUE From North				NW 183RD STREET From East				NW 37TH AVENUE From South				NW 183RD STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	4	0	0	0	3	0	5	0	6	0	1	0	2	0	0	0	21
14:15	9	0	3	0	0	0	8	0	2	0	4	0	11	0	0	0	37
14:30	40	0	2	0	1	0	23	0	0	0	3	0	11	0	0	0	80
14:45	3	0	1	0	1	0	7	0	4	0	3	0	0	0	0	0	19
Hour	56	0	6	0	5	0	43	0	12	0	11	0	24	0	0	0	157
15:00	4	0	2	0	2	0	7	0	1	0	3	0	0	0	0	0	19
15:15	7	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	10
15:30	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
15:45	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	0	10
Hour	15	0	6	0	4	0	10	0	2	0	4	0	0	0	0	0	41
16:00	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	5
16:15	6	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	8
16:30	1	0	0	0	0	0	0	0	2	0	4	0	2	0	0	0	9
16:45	1	0	1	0	1	0	1	0	0	0	2	0	1	0	0	0	7
Hour	9	0	1	0	2	0	2	0	3	0	9	0	3	0	0	0	29
17:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
17:15	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
17:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	5
Hour	4	0	1	0	3	0	0	0	2	0	3	0	0	0	1	0	14
Total	84	0	14	0	14	0	55	0	19	0	27	0	27	0	1	0	241
% Apr.	85.7	-	14.2	-	20.2	-	79.7	-	41.3	-	58.6	-	96.4	-	3.5	-	-
% Int.	34.8	-	5.8	-	5.8	-	22.8	-	7.8	-	11.2	-	11.2	-	0.4	-	-

NW 183RD STREET & NW 37TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MARISA CRUZ
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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BICYCLES ON SIDEWALK

	NW 37TH AVENUE				NW 183RD STREET				NW 37TH AVENUE				NW 183RD STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/03/13																	
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
14:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3
14:30	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
14:45	1	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	5
Hour	1	0	0	0	2	0	4	0	1	0	2	0	1	0	3	0	14
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	1	0	1	0	1	0	0	0	1	0	0	0	1	0	5
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	1	0	2	0	1	0	1	0	1	0	0	0	2	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	1	0	4	0	5	0	2	0	4	0	1	0	5	0	23
% Apr.	50.0	-	50.0	-	44.4	-	55.5	-	33.3	-	66.6	-	16.6	-	83.3	-	-
% Int.	4.3	-	4.3	-	17.3	-	21.7	-	8.6	-	17.3	-	4.3	-	21.7	-	-

NW 183RD STREET & NW 37TH AVENUE
MIAMI GARDENS, FLORIDA
COUNTED BY: MARISA CRUZ
PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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BICYCLES ON ROAD

[illegible]

NW 207TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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 (561) 272-3255 Fax (561) 272-4381

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PEDESTRIANS

	NW 27TH AVENUE				NW 207TH STREET				NW 27TH AVENUE				NW 207TH STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/04/13																	
14:00	1	0	4	0	1	0	0	0	0	0	0	0	1	0	0	0	7
14:15	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	8
14:30	2	0	1	0	1	0	0	0	3	0	1	0	2	0	2	0	12
14:45	3	0	5	0	0	0	1	0	2	0	0	0	0	0	0	0	11
Hour	6	0	16	0	2	0	1	0	5	0	2	0	3	0	3	0	38
15:00	6	0	4	0	0	0	1	0	1	0	3	0	2	0	1	0	18
15:15	0	0	3	0	0	0	0	0	10	0	0	0	2	0	0	0	15
15:30	1	0	2	0	1	0	1	0	25	0	0	0	0	0	0	0	30
15:45	1	0	0	0	1	0	0	0	3	0	2	0	1	0	1	0	9
Hour	8	0	9	0	2	0	2	0	39	0	5	0	5	0	2	0	72
16:00	1	0	10	0	0	0	0	0	1	0	1	0	0	0	2	0	15
16:15	0	0	5	0	0	0	2	0	12	0	2	0	2	0	0	0	23
16:30	1	0	6	0	1	0	0	0	4	0	1	0	4	0	0	0	17
16:45	2	0	4	0	0	0	0	0	3	0	2	0	4	0	1	0	16
Hour	4	0	25	0	1	0	2	0	20	0	6	0	10	0	3	0	71
17:00	0	0	6	0	0	0	0	0	1	0	2	0	0	0	0	0	9
17:15	1	0	3	0	3	0	0	0	2	0	1	0	3	0	0	0	13
17:30	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	4
17:45	3	0	2	0	0	0	0	0	5	0	3	0	4	0	1	0	18
Hour	5	0	11	0	3	0	0	0	8	0	7	0	9	0	1	0	44
Total	23	0	61	0	8	0	5	0	72	0	20	0	27	0	9	0	225
% Apr.	27.3	-	72.6	-	61.5	-	38.4	-	78.2	-	21.7	-	75.0	-	25.0	-	-
% Int.	10.2	-	27.1	-	3.5	-	2.2	-	32.0	-	8.8	-	12.0	-	4.0	-	-

NW 207TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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BICYCLES ON SIDEWALK

Start Time	NW 27TH AVENUE From North				NW 207TH STREET From East				NW 27TH AVENUE From South				NW 207TH STREET From West				Intvl.
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/04/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	6
15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	4
17:00	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	7
Total	1	0	6	0	4	0	1	0	2	0	0	0	7	0	2	0	23
% Apr.	14.2	-	85.7	-	80.0	-	20.0	-	100.0	-	-	-	77.7	-	22.2	-	-
% Int.	4.3	-	26.0	-	17.3	-	4.3	-	8.6	-	-	-	30.4	-	8.6	-	-

NW 207TH STREET & NW 27TH AVENUE
MIAMI GARDENS, FLORIDA
COUNTED BY: MAXIE ESPINOSA
PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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BICYCLES ON ROAD

[illegible]

NW 199TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: WAYNE ASSAM
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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 (561) 272-3255 Fax (561) 272-4381

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PEDESTRIANS

	NW 27TH AVENUE				NW 199TH STREET				NW 27TH AVENUE				NW 199TH STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/04/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
14:15	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	6
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
14:45	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	4
Hour	1	0	2	0	2	0	2	0	1	0	0	0	2	0	4	0	14
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
15:15	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	6
15:30	0	0	0	0	1	0	0	0	0	0	0	0	3	0	2	0	6
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hour	0	0	1	0	2	0	1	0	0	0	1	0	6	0	5	0	16
16:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5
16:30	0	0	0	0	1	0	0	0	4	0	0	0	4	0	1	0	10
16:45	2	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	5
Hour	4	0	0	0	3	0	2	0	4	0	1	0	5	0	5	0	24
17:00	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	6
17:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	0	0	0	1	0	2	0	1	0	5
Hour	0	0	1	0	2	0	4	0	0	0	1	0	4	0	4	0	16
Total	5	0	4	0	9	0	9	0	5	0	3	0	17	0	18	0	70
% Apr.	55.5	-	44.4	-	50.0	-	50.0	-	62.5	-	37.5	-	48.5	-	51.4	-	-
% Int.	7.1	-	5.7	-	12.8	-	12.8	-	7.1	-	4.2	-	24.2	-	25.7	-	-

NW 199TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: WAYNE ASSAM
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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BICYCLES ON SIDEWALK

Start Time	NW 27TH AVENUE From North				NW 199TH STREET From East				NW 27TH AVENUE From South				NW 199TH STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/04/13																	
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
Hour	1	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	7
Total	1	0	0	0	7	0	3	0	0	0	1	0	5	0	1	0	18
% Apr.	100.0	-	-	-	70.0	-	30.0	-	-	-	100.0	-	83.3	-	16.6	-	-
% Int.	5.5	-	-	-	38.8	-	16.6	-	-	-	5.5	-	27.7	-	5.5	-	-

NW 199TH STREET & NW 27TH AVENUE
MIAMI GARDENS, FLORIDA
COUNTED BY: WAYNE ASSAM
PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
(561) 272-3255 Fax (561) 272-4381

Study Name: 199S27AV
Site Code : 00130049
Start Date: 04/04/13
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BICYCLES ON ROAD

[illegible]

NW 183RD STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 183S27AV
 Site Code : 00130049
 Start Date: 04/03/13
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PEDESTRIANS

Start Time	NW 27TH AVENUE From North				NW 183RD STREET From East				NW 27TH AVENUE From South				NW 183RD STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	2	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	7
14:15	0	0	0	0	2	0	1	0	4	0	3	0	0	0	2	0	12
14:30	1	0	12	0	1	0	2	0	1	0	2	0	2	0	0	0	21
14:45	1	0	5	0	1	0	4	0	1	0	2	0	3	0	2	0	19
Hour	4	0	19	0	4	0	7	0	6	0	10	0	5	0	4	0	59
15:00	1	0	3	0	7	0	0	0	1	0	2	0	6	0	5	0	25
15:15	1	0	1	0	1	0	2	0	2	0	4	0	3	0	3	0	17
15:30	0	0	0	0	3	0	2	0	0	0	4	0	5	0	4	0	18
15:45	0	0	6	0	6	0	4	0	5	0	2	0	4	0	5	0	32
Hour	2	0	10	0	17	0	8	0	8	0	12	0	18	0	17	0	92
16:00	0	0	0	0	2	0	2	0	6	0	2	0	2	0	1	0	15
16:15	0	0	0	0	7	0	5	0	2	0	4	0	2	0	1	0	21
16:30	3	0	2	0	7	0	7	0	1	0	7	0	5	0	4	0	36
16:45	0	0	0	0	2	0	3	0	3	0	9	0	8	0	5	0	30
Hour	3	0	2	0	18	0	17	0	12	0	22	0	17	0	11	0	102
17:00	1	0	2	0	3	0	2	0	0	0	5	0	4	0	1	0	18
17:15	0	0	0	0	2	0	0	0	2	0	2	0	1	0	3	0	10
17:30	2	0	2	0	2	0	3	0	0	0	3	0	6	0	4	0	22
17:45	3	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	7
Hour	6	0	4	0	7	0	5	0	3	0	10	0	11	0	11	0	57
Total	15	0	35	0	46	0	37	0	29	0	54	0	51	0	43	0	310
% Apr.	30.0	-	70.0	-	55.4	-	44.5	-	34.9	-	65.0	-	54.2	-	45.7	-	-
% Int.	4.8	-	11.2	-	14.8	-	11.9	-	9.3	-	17.4	-	16.4	-	13.8	-	-

NW 183RD STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: JUANCARLOS PALOMINO
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 183S27AV
 Site Code : 00130049
 Start Date: 04/03/13
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BICYCLES ON SIDEWALK

Start Time	NW 27TH AVENUE From North				NW 183RD STREET From East				NW 27TH AVENUE From South				NW 183RD STREET From West				Intvl.
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3
14:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
14:30	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3
Hour	4	0	0	0	1	0	1	0	0	0	3	0	2	0	1	0	12
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
Hour	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	5
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
16:30	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	4
16:45	0	0	0	0	1	0	2	0	1	0	2	0	0	0	1	0	7
Hour	1	0	0	0	4	0	3	0	1	0	3	0	1	0	1	0	14
17:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	4
17:15	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4
Hour	0	0	0	0	0	0	1	0	1	0	2	0	6	0	3	0	13
Total	5	0	1	0	6	0	5	0	2	0	8	0	9	0	8	0	44
% Apr.	83.3	-	16.6	-	54.5	-	45.4	-	20.0	-	80.0	-	52.9	-	47.0	-	-
% Int.	11.3	-	2.2	-	13.6	-	11.3	-	4.5	-	18.1	-	20.4	-	18.1	-	-

Study Name: 183S27AV
Site Code : 00130049
Start Date: 04/03/13
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[illegible]

NW 160TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 PEDESTRIANS AND BICYCLES ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 (561) 272-3255 Fax (561) 272-4381

Study Name: 160S27AV
 Site Code : 00130049
 Start Date: 04/04/13
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PEDESTRIANS

Start Time	NW 27TH AVENUE From North				NW 160TH STREET From East				NW 27TH AVENUE From South				NW 160TH STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/04/13																	
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
14:15	3	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	8
14:30	1	0	1	0	2	0	1	0	1	0	0	0	1	0	0	0	7
14:45	0	0	4	0	1	0	0	0	0	0	1	0	1	0	1	0	8
Hour	4	0	7	0	3	0	1	0	1	0	2	0	3	0	6	0	27
15:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
15:15	2	0	2	0	0	0	1	0	0	0	1	0	1	0	0	0	7
15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
Hour	4	0	5	0	0	0	1	0	1	0	1	0	2	0	0	0	14
16:00	1	0	0	0	2	0	0	0	1	0	1	0	2	0	1	0	8
16:15	1	0	0	0	0	0	0	0	1	0	15	0	0	0	1	0	18
16:30	3	0	1	0	0	0	1	0	0	0	3	0	0	0	2	0	10
16:45	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Hour	7	0	1	0	2	0	2	0	2	0	19	0	2	0	4	0	39
17:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4
17:15	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
17:30	3	0	2	0	0	0	0	0	2	0	0	0	0	0	1	0	8
17:45	0	0	2	0	1	0	1	0	0	0	0	0	2	0	3	0	9
Hour	4	0	7	0	1	0	1	0	2	0	1	0	2	0	5	0	23
Total	19	0	20	0	6	0	5	0	6	0	23	0	9	0	15	0	103
% Apr.	48.7	-	51.2	-	54.5	-	45.4	-	20.6	-	79.3	-	37.5	-	62.5	-	-
% Int.	18.4	-	19.4	-	5.8	-	4.8	-	5.8	-	22.3	-	8.7	-	14.5	-	-

NW 160TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 PEDESTRIANS AND BICYCLES ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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Study Name: 160S27AV
 Site Code : 00130049
 Start Date: 04/04/13
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BICYCLES ON SIDEWALK

	NW 27TH AVENUE				NW 160TH STREET				NW 27TH AVENUE				NW 160TH STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/04/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
15:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
17:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	5
Total	2	0	1	0	4	0	3	0	0	0	0	0	0	0	0	4	14
% Apr.	66.6	-	33.3	-	57.1	-	42.8	-	-	-	-	-	-	-	-	100.0	-
% Int.	14.2	-	7.1	-	28.5	-	21.4	-	-	-	-	-	-	-	-	28.5	-

NW 160TH STREET & NW 27TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 PEDESTRIANS AND BICYCLES ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Study Name: 160S27AV
 Site Code : 00130049
 Start Date: 04/04/13
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BICYCLES ON ROAD

Start Time	NW 27TH AVENUE From North				NW 160TH STREET From East				NW 27TH AVENUE From South				NW 160TH STREET From West				Intvl. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04/04/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Total	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	5
% Apr.	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-
% Int.	-	20.0	-	-	-	40.0	-	-	-	-	-	-	-	40.0	-	-	-

NW 183RD STREET & NW 7TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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Study Name: 183S7AVE
 Site Code : 00130049
 Start Date: 04/03/13
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PEDESTRIANS

Start Time	NW 7TH AVENUE From North				NW 183RD STREET From East				NW 7TH AVENUE From South				NW 183RD STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	1	0	0	0	0	0	3	0	0	0	4	0	2	0	1	0	11
14:15	0	0	0	0	0	0	3	0	1	0	3	0	0	0	4	0	11
14:30	3	0	1	0	4	0	3	0	0	0	1	0	7	0	1	0	20
14:45	0	0	0	0	1	0	6	0	1	0	2	0	14	0	1	0	25
Hour	4	0	1	0	5	0	15	0	2	0	10	0	23	0	7	0	67
15:00	5	0	2	0	4	0	2	0	2	0	2	0	9	0	2	0	28
15:15	0	0	1	0	5	0	2	0	1	0	1	0	2	0	1	0	13
15:30	2	0	3	0	5	0	2	0	1	0	2	0	10	0	2	0	27
15:45	3	0	2	0	0	0	3	0	4	0	1	0	1	0	1	0	15
Hour	10	0	8	0	14	0	9	0	8	0	6	0	22	0	6	0	83
16:00	3	0	5	0	3	0	1	0	4	0	2	0	4	0	2	0	24
16:15	3	0	2	0	1	0	0	0	4	0	1	0	26	0	3	0	40
16:30	4	0	0	0	1	0	4	0	2	0	3	0	20	0	1	0	35
16:45	3	0	2	0	3	0	3	0	2	0	1	0	2	0	0	0	16
Hour	13	0	9	0	8	0	8	0	12	0	7	0	52	0	6	0	115
17:00	5	0	0	0	0	0	2	0	1	0	1	0	1	0	0	0	10
17:15	9	0	1	0	2	0	3	0	2	0	4	0	5	0	4	0	30
17:30	4	0	1	0	1	0	3	0	2	0	4	0	5	0	1	0	21
17:45	0	0	3	0	1	0	0	0	2	0	2	0	6	0	4	0	18
Hour	18	0	5	0	4	0	8	0	7	0	11	0	17	0	9	0	79
Total	45	0	23	0	31	0	40	0	29	0	34	0	114	0	28	0	344
% Apr.	66.1	-	33.8	-	43.6	-	56.3	-	46.0	-	53.9	-	80.2	-	19.7	-	-
% Int.	13.0	-	6.6	-	9.0	-	11.6	-	8.4	-	9.8	-	33.1	-	8.1	-	-

NW 183RD STREET & NW 7TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
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Study Name: 183S7AVE
 Site Code : 00130049
 Start Date: 04/03/13
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BICYCLES ON SIDEWALK

	NW 7TH AVENUE				NW 183RD STREET				NW 7TH AVENUE				NW 183RD STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/03/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	1	5
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hour	0	0	0	0	0	4	0	3	0	0	0	1	0	0	0	1	9
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3
Hour	1	0	0	0	0	1	0	1	0	2	0	1	0	1	0	0	7
Total	1	0	0	0	0	6	0	4	0	2	0	2	0	1	0	1	17
% Apr.	100.0	-	-	-	-	60.0	-	40.0	-	50.0	-	50.0	-	50.0	-	50.0	-
% Int.	5.8	-	-	-	-	35.2	-	23.5	-	11.7	-	11.7	-	5.8	-	5.8	-

NW 183RD STREET & NW 7TH AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 PEDESTRIANS AND BICYCLES

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Study Name: 183S7AVE
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BICYCLES ON ROAD

Start Time	NW 7TH AVENUE From North				NW 183RD STREET From East				NW 7TH AVENUE From South				NW 183RD STREET From West				Intvl. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04/03/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	1	2	0	0	0	0	0	0	0	1	0	0	1	1	0	0	6
% Apr.	33.3	66.6	-	-	-	-	-	-	-	100.0	-	-	50.0	50.0	-	-	-
% Int.	16.6	33.3	-	-	-	-	-	-	-	16.6	-	-	16.6	16.6	-	-	-

NW 199TH STREET & NW 2ND AVENUE/US441
 MIAMI GARDENS, FLORIDA
 COUNTED BY: KEVIN McNALLY
 PEDESTRIANS AND BICYCLES

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Study Name: 199S2AVE
 Site Code : 00130049
 Start Date: 04/04/13
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PEDESTRIANS

	NW 2ND AVENUE/US441/SR7				NW 199TH STREET				NW 2ND AVENUE/US441/SR7				NW 199TH STREET				
	From North				From East				From South				From West				
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		Intvl.
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/04/13																	
14:00	0	0	0	0	0	0	2	0	3	0	3	0	3	0	0	0	11
14:15	2	0	0	0	2	0	2	0	0	0	4	0	1	0	1	0	12
14:30	1	0	1	0	1	0	1	0	3	0	3	0	1	0	1	0	12
14:45	2	0	1	0	1	0	2	0	3	0	2	0	1	0	0	0	12
Hour	5	0	2	0	4	0	7	0	9	0	12	0	6	0	2	0	47
15:00	9	0	7	0	1	0	1	0	3	0	6	0	1	0	0	0	28
15:15	6	0	6	0	0	0	2	0	1	0	2	0	4	0	0	0	21
15:30	0	0	12	0	3	0	1	0	1	0	1	0	0	0	0	0	18
15:45	2	0	4	0	0	0	3	0	5	0	2	0	2	0	2	0	20
Hour	17	0	29	0	4	0	7	0	10	0	11	0	7	0	2	0	87
16:00	7	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	13
16:15	4	0	4	0	2	0	2	0	1	0	0	0	3	0	2	0	18
16:30	4	0	1	0	1	0	2	0	1	0	3	0	0	0	1	0	13
16:45	0	0	7	0	2	0	2	0	1	0	1	0	1	0	3	0	17
Hour	15	0	16	0	5	0	8	0	3	0	4	0	4	0	6	0	61
17:00	1	0	2	0	2	0	9	0	0	0	2	0	2	0	0	0	18
17:15	2	0	1	0	0	0	4	0	1	0	2	0	0	0	0	0	10
17:30	0	0	0	0	5	0	1	0	1	0	2	0	0	0	2	0	11
17:45	1	0	0	0	4	0	2	0	1	0	1	0	1	0	0	0	10
Hour	4	0	3	0	11	0	16	0	3	0	7	0	3	0	2	0	49
Total	41	0	50	0	24	0	38	0	25	0	34	0	20	0	12	0	244
% Apr.	45.0	-	54.9	-	38.7	-	61.2	-	42.3	-	57.6	-	62.5	-	37.5	-	-
% Int.	16.8	-	20.4	-	9.8	-	15.5	-	10.2	-	13.9	-	8.1	-	4.9	-	-

NW 199TH STREET & NW 2ND AVENUE/US441
 MIAMI GARDENS, FLORIDA
 COUNTED BY: KEVIN McNALLY
 PEDESTRIANS AND BICYCLES

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Study Name: 199S2AVE
 Site Code : 00130049
 Start Date: 04/04/13
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BICYCLES ON SIDEWALK

NW 2ND AVENUE/US441/SR7 From North					NW 199TH STREET From East				NW 2ND AVENUE/US441/SR7 From South				NW 199TH STREET From West				Intvl.
Start	WEST		EAST		NORTH		SOUTH		EAST		WEST		SOUTH		NORTH		
Time	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	BOUND	Thru	BOUND	Peds	Total
04/04/13																	
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	3
Hour	0	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	5
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:30	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	4
Hour	0	0	1	0	0	0	4	0	1	0	0	0	0	0	2	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
17:15	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	1	0	0	0	0	0	1	0	1	0	3	0	6
Total	0	0	2	0	2	0	5	0	4	0	1	0	2	0	6	0	22
% Apr.	-	-	100.0	-	28.5	-	71.4	-	80.0	-	20.0	-	25.0	-	75.0	-	-
% Int.	-	-	9.0	-	9.0	-	22.7	-	18.1	-	4.5	-	9.0	-	27.2	-	-

NW 199TH STREET & NW 2ND AVENUE/US441
 MIAMI GARDENS, FLORIDA
 COUNTED BY: KEVIN McNALLY
 PEDESTRIANS AND BICYCLES

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Study Name: 199S2AVE
 Site Code : 00130049
 Start Date: 04/04/13
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BICYCLES ON ROAD

Start Time	NW 2ND AVENUE/US441/SR7 From North				NW 199TH STREET From East				NW 2ND AVENUE/US441/SR7 From South				NW 199TH STREET From West				Intvl. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04/04/13																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
% Apr.	-	-	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-	-
% Int.	-	-	-	-	-	-	-	-	-	50.0	-	-	-	50.0	-	-	-

NW 183RD STREET & NW 2ND AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 PEDESTRIANS AND BICYCLES

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Study Name: 183S2AVE
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PEDESTRIANS

Start Time	NW 2ND AVENUE From North				NW 183RD STREET From East				NW 2ND AVENUE From South				NW 183RD STREET From West				Intvl.
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	1	0	1	0	2	0	2	0	2	0	2	0	0	0	0	0	10
14:15	1	0	2	0	1	0	0	0	1	0	2	0	0	0	1	0	8
14:30	2	0	2	0	6	0	0	0	3	0	3	0	7	0	1	0	24
14:45	1	0	4	0	4	0	0	0	4	0	0	0	4	0	6	0	23
Hour	5	0	9	0	13	0	2	0	10	0	7	0	11	0	8	0	65
15:00	0	0	2	0	1	0	2	0	1	0	1	0	0	0	1	0	8
15:15	1	0	2	0	7	0	1	0	5	0	7	0	7	0	1	0	31
15:30	0	0	4	0	0	0	2	0	3	0	1	0	1	0	8	0	19
15:45	2	0	2	0	1	0	4	0	2	0	2	0	5	0	3	0	21
Hour	3	0	10	0	9	0	9	0	11	0	11	0	13	0	13	0	79
16:00	5	0	3	0	6	0	1	0	4	0	7	0	2	0	1	0	29
16:15	1	0	3	0	0	0	1	0	2	0	0	0	1	0	7	0	15
16:30	3	0	3	0	4	0	0	0	0	0	3	0	7	0	8	0	28
16:45	0	0	2	0	8	0	3	0	3	0	6	0	2	0	2	0	26
Hour	9	0	11	0	18	0	5	0	9	0	16	0	12	0	18	0	98
17:00	4	0	2	0	1	0	1	0	2	0	0	0	5	0	12	0	27
17:15	0	0	6	0	2	0	5	0	6	0	0	0	7	0	2	0	28
17:30	0	0	2	0	4	0	2	0	2	0	3	0	1	0	2	0	16
17:45	2	0	4	0	2	0	1	0	5	0	5	0	1	0	3	0	23
Hour	6	0	14	0	9	0	9	0	15	0	8	0	14	0	19	0	94
Total	23	0	44	0	49	0	25	0	45	0	42	0	50	0	58	0	336
% Apr.	34.3	-	65.6	-	66.2	-	33.7	-	51.7	-	48.2	-	46.2	-	53.7	-	-
% Int.	6.8	-	13.0	-	14.5	-	7.4	-	13.3	-	12.5	-	14.8	-	17.2	-	-

NW 183RD STREET & NW 2ND AVENUE
 MIAMI GARDENS, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 PEDESTRIANS AND BICYCLES

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BICYCLES ON SIDEWALK

Start Time	NW 2ND AVENUE From North				NW 183RD STREET From East				NW 2ND AVENUE From South				NW 183RD STREET From West				Intvl. Total
	WEST BOUND	Thru	EAST BOUND	Peds	NORTH BOUND	Thru	SOUTH BOUND	Peds	EAST BOUND	Thru	WEST BOUND	Peds	SOUTH BOUND	Thru	NORTH BOUND	Peds	
04/03/13																	
14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hour	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Hour	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	6
Total	2	0	2	0	1	0	3	0	2	0	2	0	2	0	0	0	14
% Apr.	50.0	-	50.0	-	25.0	-	75.0	-	50.0	-	50.0	-	100.0	-	-	-	-
% Int.	14.2	-	14.2	-	7.1	-	21.4	-	14.2	-	14.2	-	14.2	-	-	-	-

NW 183RD STREET & NW 2ND AVENUE
MIAMI GARDENS, FLORIDA
COUNTED BY: MAXIE ESPINOSA
PEDESTRIANS AND BICYCLES

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
(561) 272-3255 Fax (561) 272-4381

Study Name: 183S2AVE
Site Code : 00130049
Start Date: 04/03/13
Page : 1

BICYCLES ON ROAD

[illegible]

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

APPENDIX C PUBLIC MEETING MATERIALS



Public Workshop
November 29, 2012



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



prepared for:



prepared by:



Kimley-Horn and Associates, Inc.

BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



BICYCLE AND PEDESTRIAN MOBILITY PLAN

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for the City of Miami Gardens



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens





Plan Objectives

- ▶ Enhance the city-wide bicycle/pedestrian safety network
- ▶ Provide bicycle facilities and amenities for use as a method of transportation
- ▶ Improve traffic flow and safety for intermodal transportation
- ▶ Refine goals as identified in the City's Transportation Element of the Comprehensive Development Master Plan



Context

- ▶ Benefits of enhancing non-motorized transportation mobility and accessibility in Miami Gardens:
 - Connects the City's activity centers, neighborhoods, and community facilities
 - Invites residents to patronize local businesses, walk or bike to work and school, and access public transportation for longer trips
 - Achieves important sustainability, health, and recreation goals





Study Approach

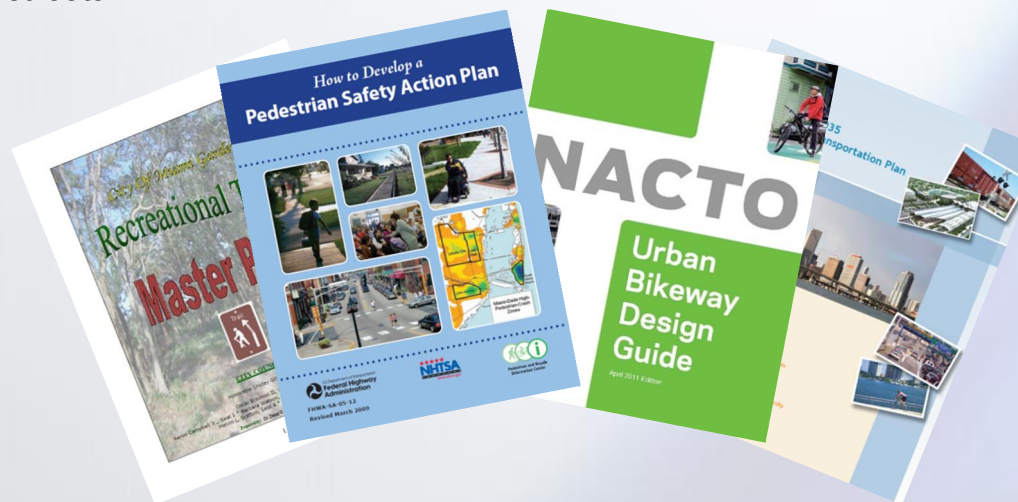
- ▶ Background Research
- ▶ Steering Committee
- ▶ Public Involvement
- ▶ Data Collection and Analysis
- ▶ Problem Identification
- ▶ Recommendations
- ▶ Final Report and Dissemination





Background

- ▶ National Household Travel Survey
- ▶ U.S. Census Journey-to-Work Data
- ▶ Florida Department of Transportation Work Program
- ▶ Miami-Dade MPO Transportation Improvement Program (TIP)
- ▶ Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)
- ▶ USDOT Complete Streets
- ▶ Context Sensitive Solutions
- ▶ NACTO Urban Bikeway Design Guide
- ▶ FHWA's How to Develop a Pedestrian Safety Action Plan
- ▶ City of Miami Gardens Recreational Trails Master Plan
- ▶ State Road 7 Livable Communities Corridor Study
- ▶ City of Miami Gardens Roadway Assessment Report



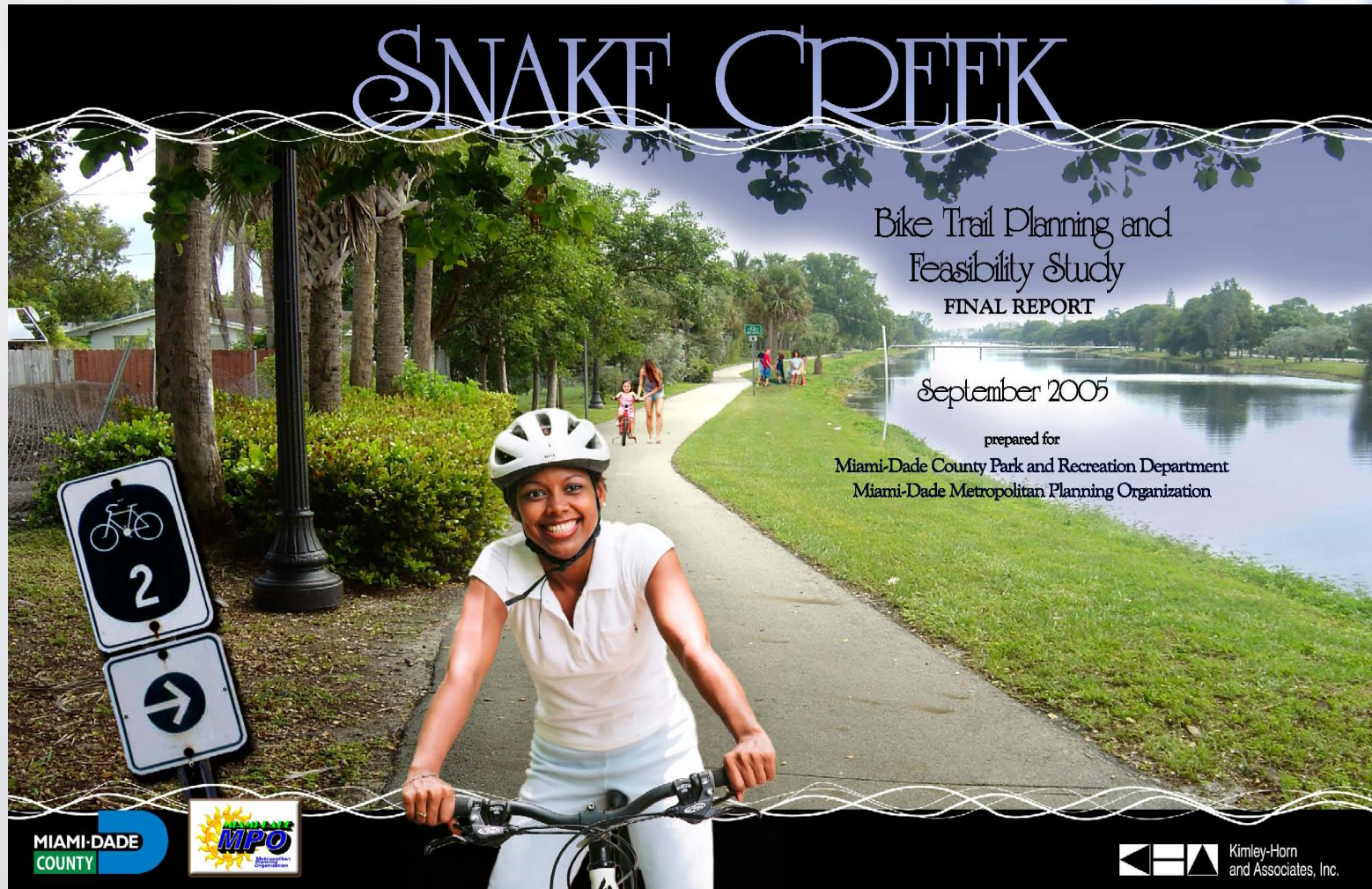


Background

- ▶ National Household Travel Survey (2009)
 - Nearly ½ of all trips are less than 3 miles
 - Approximately 28% of all trips are less than 1 mile
 - Less than 1% of all trips are made by bicycle



Background

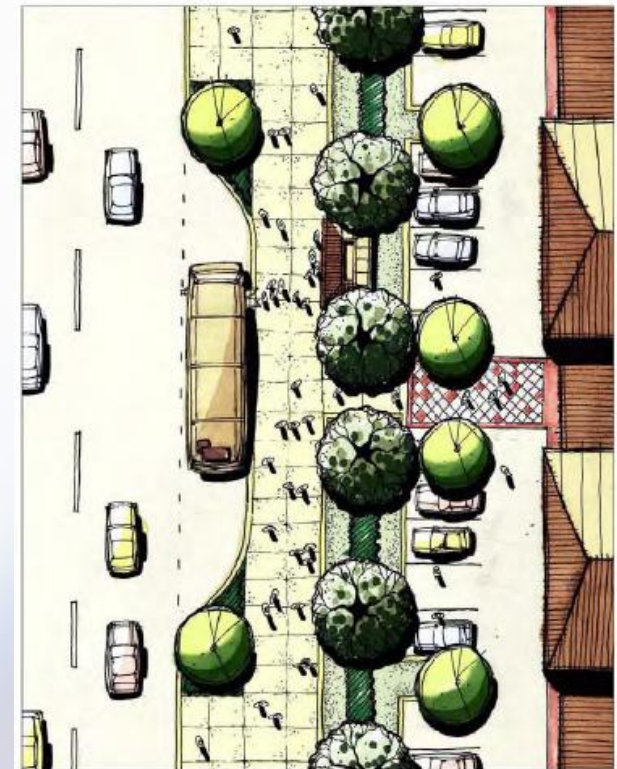




Background

► S.R. 7 Livable Communities Corridor Study

- Defined improvements to S.R. 7 to enhance:
 - Mobility
 - Safety
 - Quality of Life
- Final recommendations included:
 - 19-foot frontage buffer
 - Mixed-use development
 - Gateway treatment at the ends of the corridor
 - Bus bays at several bus stops
 - Landscaping
 - Traffic signal coordination
 - Commercial driveway consolidation



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens



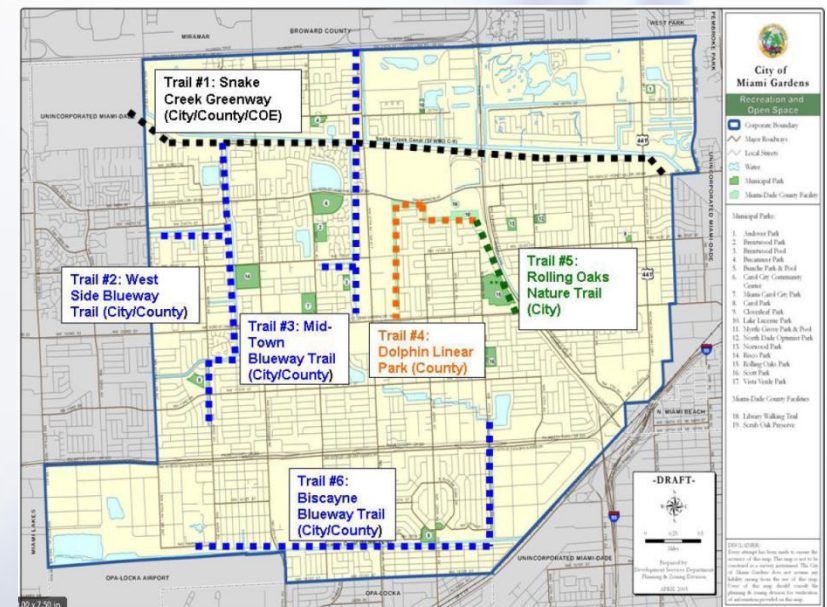


Background

► City of Miami Gardens Recreational Trails Master Plan

– Identifies six proposed trails:

- #1: Snake Creek Canal Greenway Trail Corridor
- #2: West Side Blueway Trail
- #3: Mid-Town Blueway Trail
- #4: Dolphin Center Park Walking Trail
- #5: Biscayne Blueway Trail
- #6: Rolling Oaks Nature Trail





Transportation Mobility Analysis

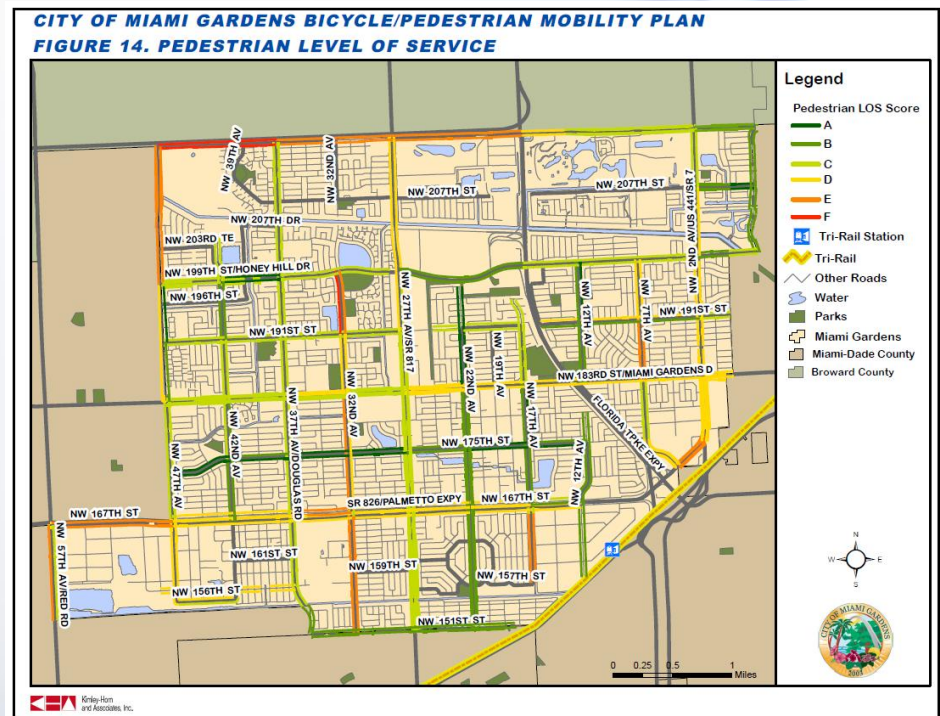
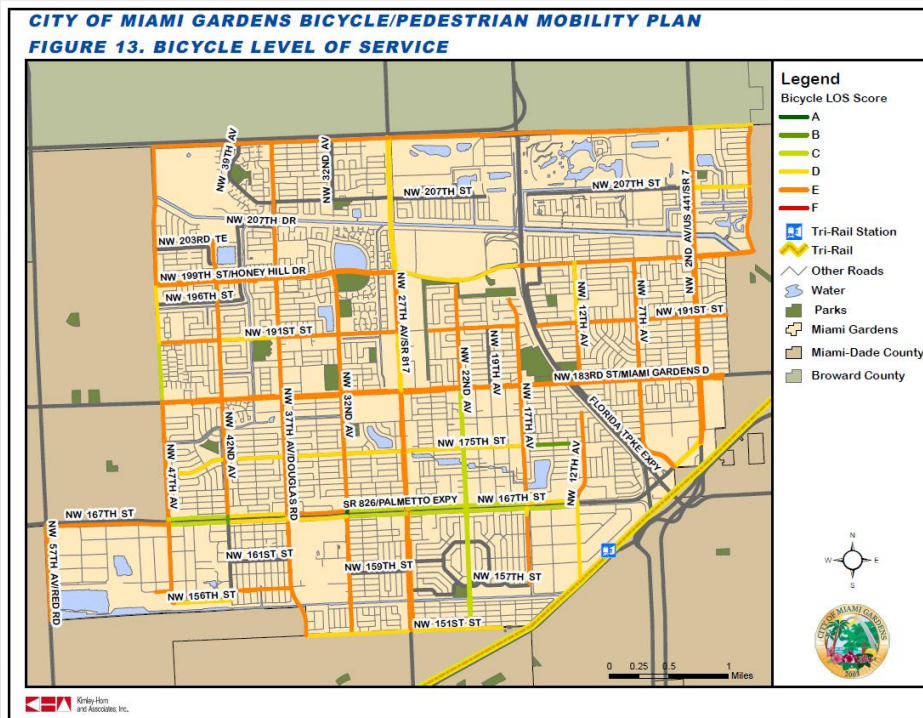
► Field Observations

- Pedestrian corridors meet minimum standards, not context sensitive
- Unmarked crossings at major intersections
- Long blocks on major corridors – long distances between marked crosswalks
- Many bus stops without adequate crosswalks nearby
- High occurrence of improvised bicycle parking
- Florida's Turnpike forms a significant barrier to east-west flow
- Low level of connectivity between the City and the Golden Glades Tri-Rail Station



Transportation Mobility Analysis

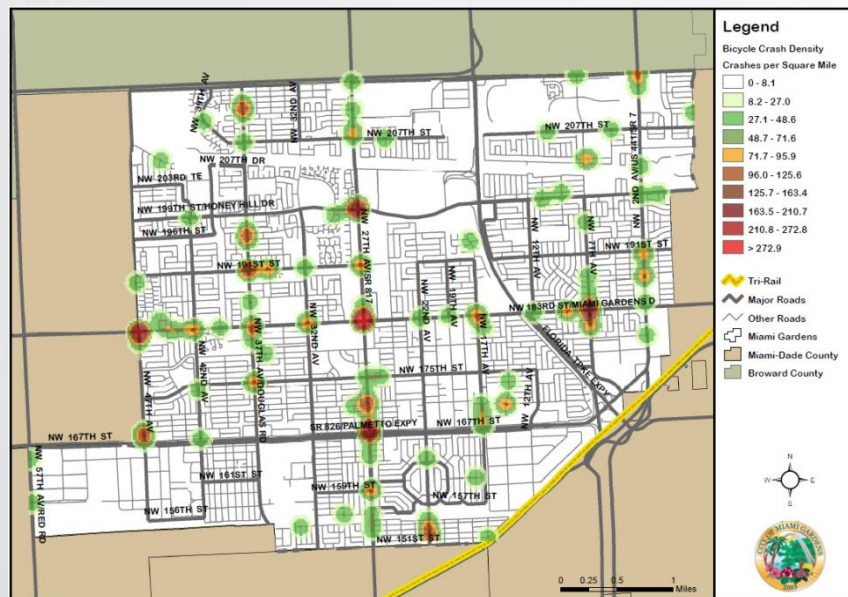
► Bicycle and Pedestrian Level of Service



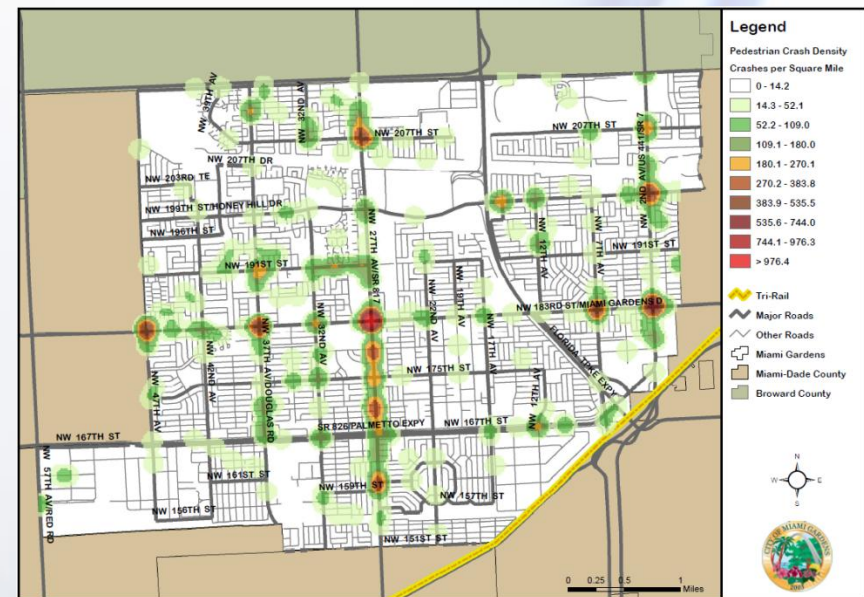
Transportation Mobility Analysis

► Traffic Crash Data

- Bicycle and Pedestrian crashes within Miami Gardens from 2005 to 2011



Bicycle Crash Density Map



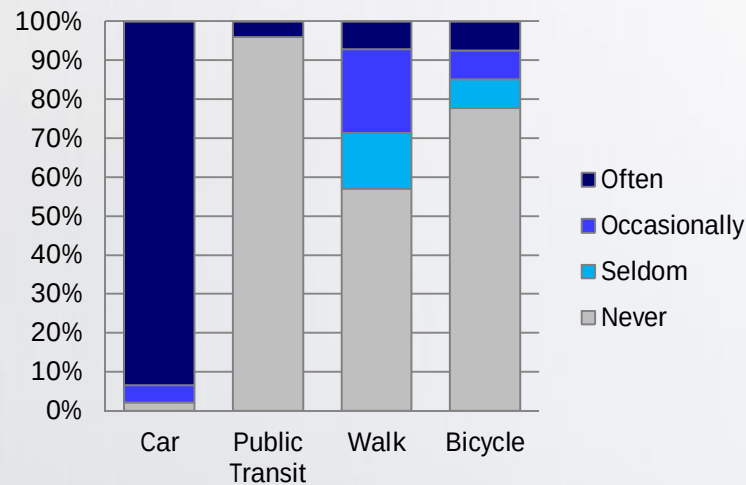
Pedestrian Crash Density Map



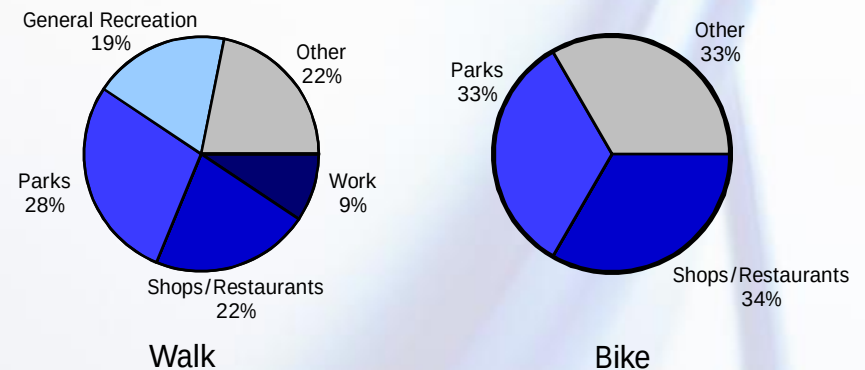
Transportation Mobility Analysis

► Online Survey Results

How Do You Get Around in Miami Gardens?



When You Walk/Bike in Miami Gardens, Primarily Where Do You Go?

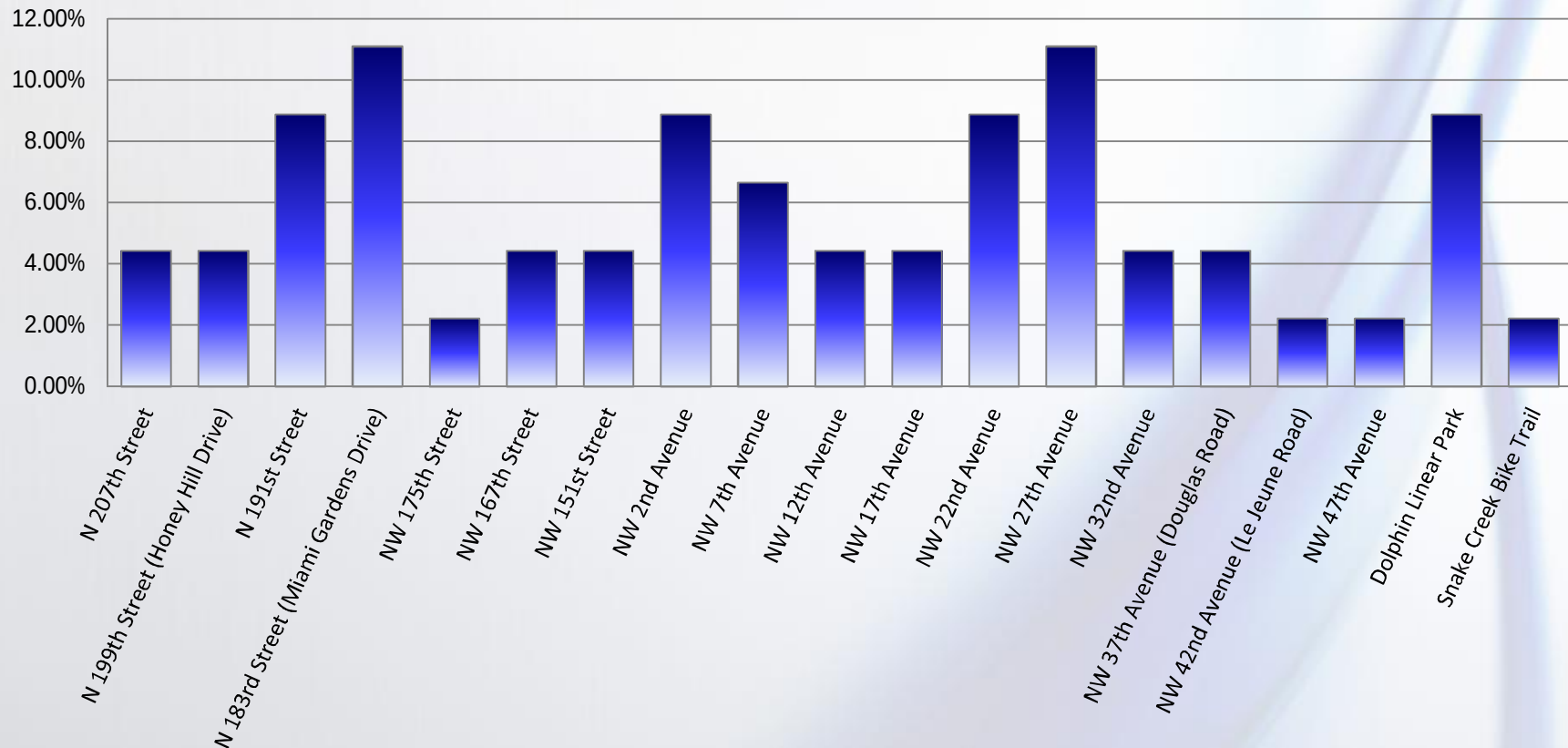




Transportation Mobility Analysis

► Online Survey Results

What Areas/Streets of Miami Gardens Do You Like to Walk? (Percentage of Responses)

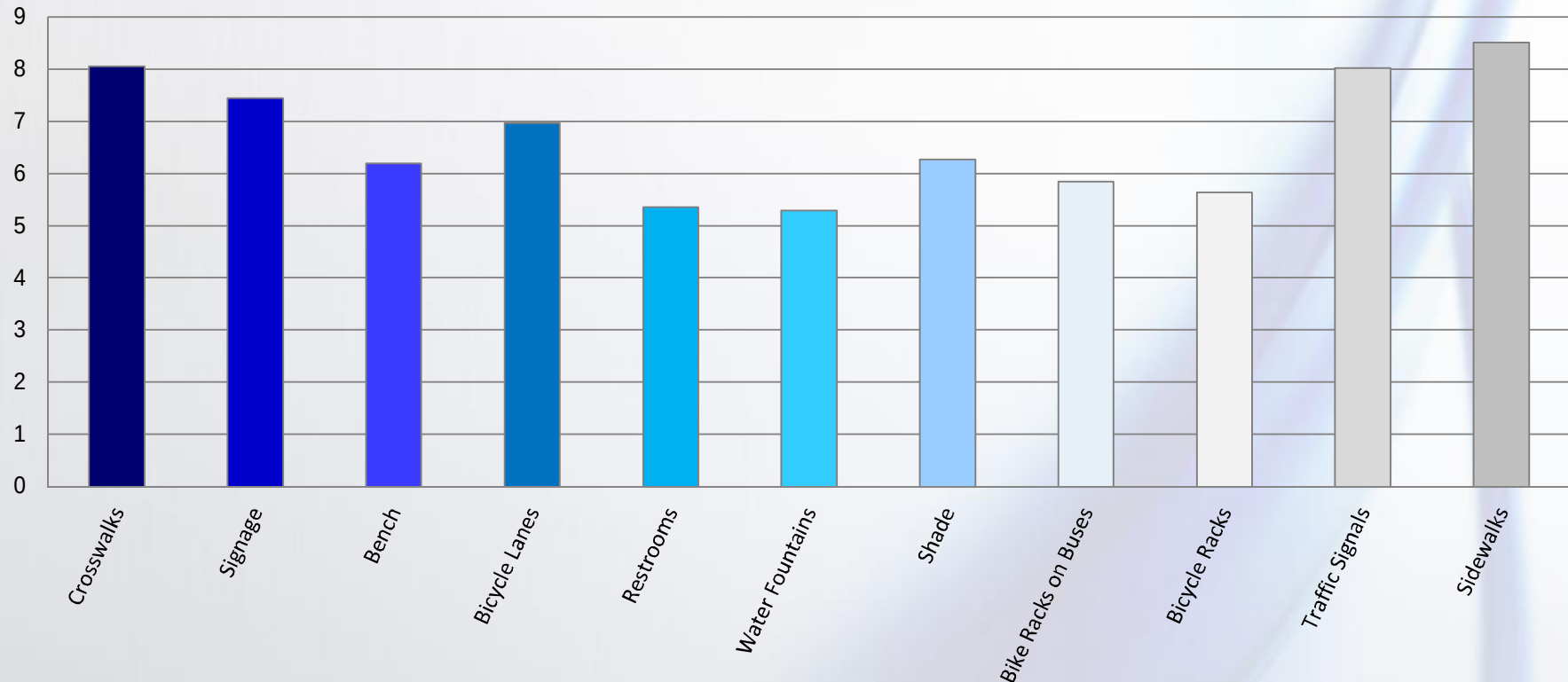




Transportation Mobility Analysis

► Online Survey Results

Average Ranking for the Importance of Bicycle/Pedestrian Infrastructures





Transportation Mobility Analysis

► Online Survey Results

"It would be great to get a shaded area to walk around the new city hall. I don't know if that is included but it will be a good way to increase the health of the employees."

"Helps me to get my 30 minutes of cardio in everyday."

"I do not bike because there is not enough space allowed for pedestrians and a biker."

"More attention must be given to sidewalks. Trees, foliage and cars are blocking the sidewalks."

"Sidewalks are available on busy streets."

"Sidewalks are in good condition."



Goals & Objectives/Problem Identification

- ▶ Provide bicycle and pedestrian access to the new City Hall that is under construction on the east side of NW 27th Avenue.
- ▶ Improve connectivity from the new City Hall to Dolphin Linear Park to promote active transportation and recreation.
- ▶ Create a connection between the Snake Creek Trail and Sun Life Stadium, potentially through coordinating with Florida's Turnpike Enterprise on their PD&E.
- ▶ Create a long-term project for a walking and bicycling connection to the Golden Glades Tri-Rail Station.



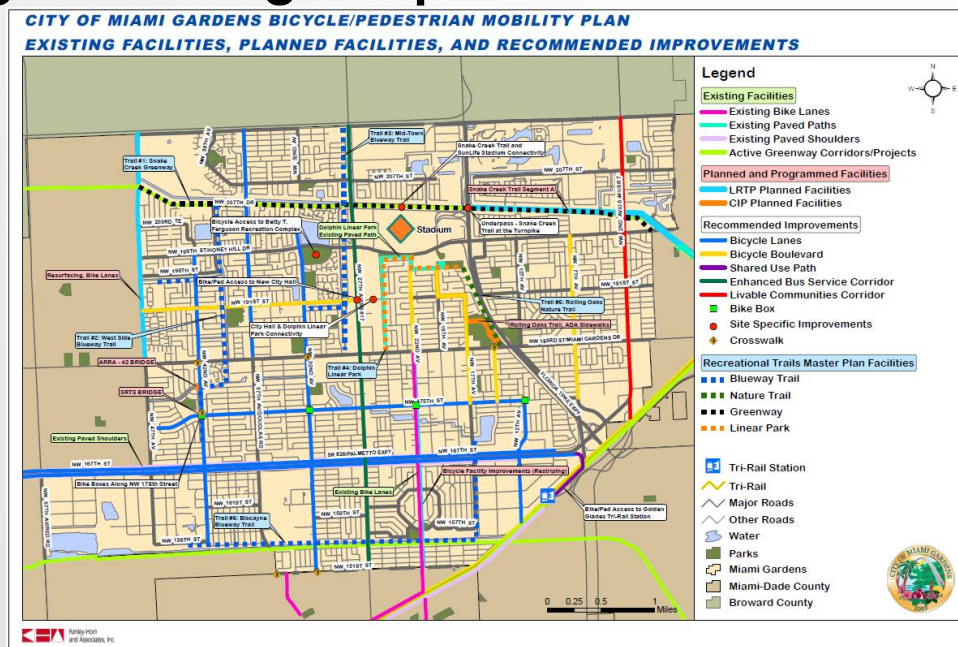
Goals & Objectives/Problem Identification

- ▶ Prioritize improvements near schools.
 - 18 elementary schools
 - 5 middle schools
 - 2 high schools
- ▶ Provide safety improvements near high-volume bus stops.
- ▶ Provide bicycle access to the Betty T. Ferguson Recreational Complex on NW 199th Street.
- ▶ Create more accessibility to the Dolphin Linear Park.
 - Provide wayfinding signs
 - Add more parking
 - Allow bicycles, potentially during certain times of the day (commuting hours)
- ▶ Establish bike friendly business districts.



Recommended Improvement Categories

- Area Wide Improvements
- Site-Specific Improvements
- Non-Engineering Improvements



Area Wide Improvements

► Bus Stop Improvements

- Safety improvements near high-volume bus stops
- Ensure that the stops have adequate:
 - Sidewalk connectivity
 - Roadway crossing treatments
 - Signage



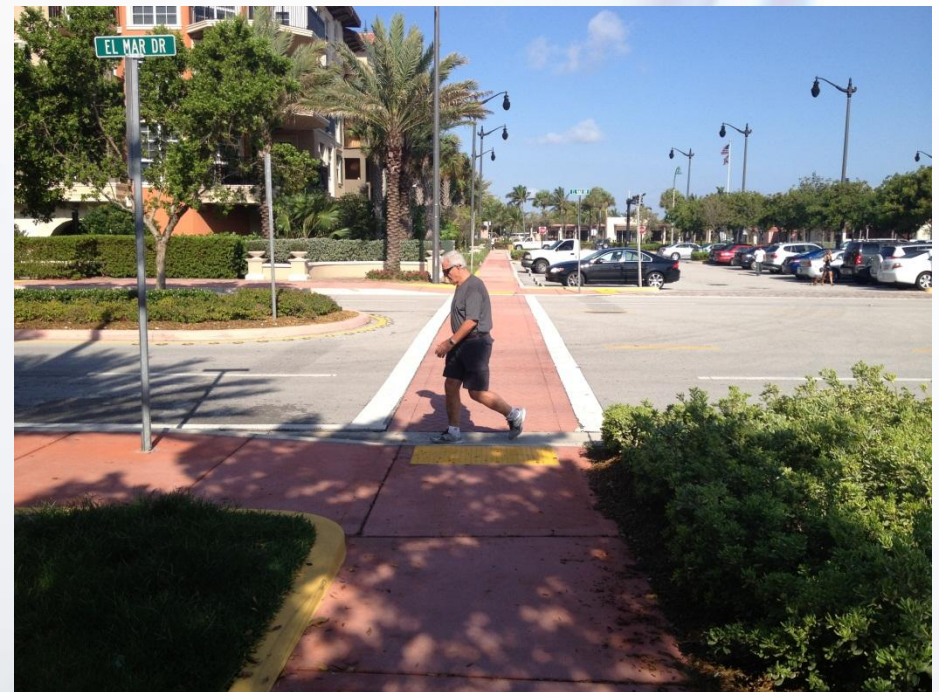
Area Wide Improvements

- At Signalized Intersections – X-Walk on All Approaches



Area Wide Improvements

- At Unsignalized Intersections < 12,000 AADT



Area Wide Improvements

- At Unsignalized Intersections > 12,000 AADT



Area Wide Improvements

- At Unsignalized Intersections > 12,000 AADT





Area Wide Improvements

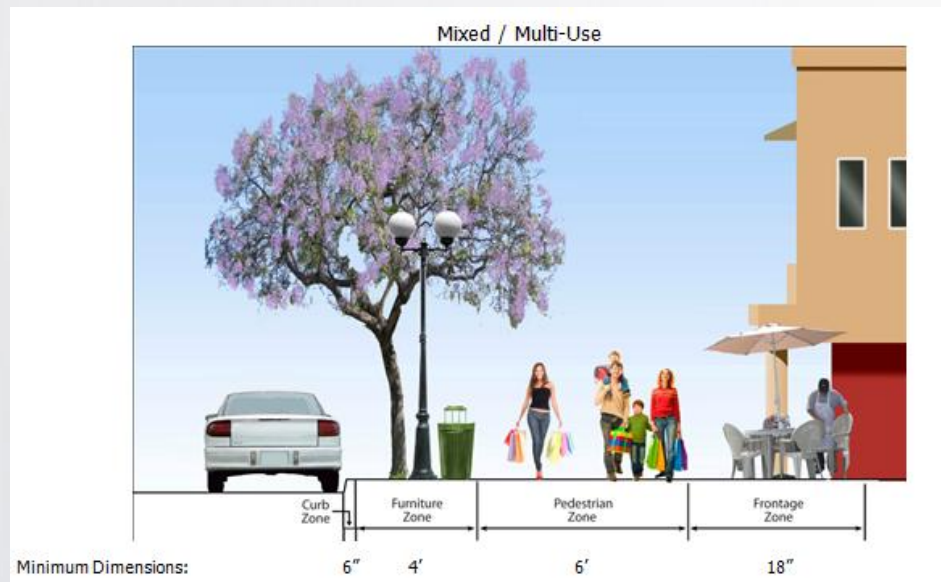
► Pedestrian Mobility Improvements

- Add new curb ramps, pedestrian crosswalks, curb extensions
- Enhance existing curb ramps to meet ADA conditions
- Enhance existing pedestrian crosswalks to improve visibility



Area Wide Improvements

► Pedestrian Throughway Zone





Area Wide Improvements

► Pedestrian Improvements

- Shade Corridors
 - Provide shade along heavily walked thoroughfares
- Pedestrian Lighting
 - Bus stops
 - Street advertising panels
 - Areas of security and visibility concern
- Automated Pedestrian Detection
 - Automatically detect the presence of pedestrians





Area Wide Improvements

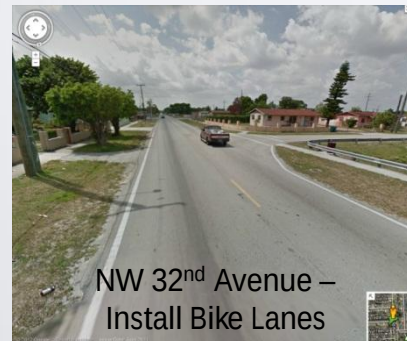
- ▶ **Bike Friendly Business Districts**
 - Encourage citizens to bike to shops and restaurants
 - Promotion
 - Provide bicycle amenities
 - bike racks
 - bike lanes
 - bike valets
 - discount programs for bicyclists



Area Wide Improvements

► Bicycle Facility Improvements

- Bike Lanes



Area Wide Improvements

- Bicycle Facility Improvements
 - Bike Boxes





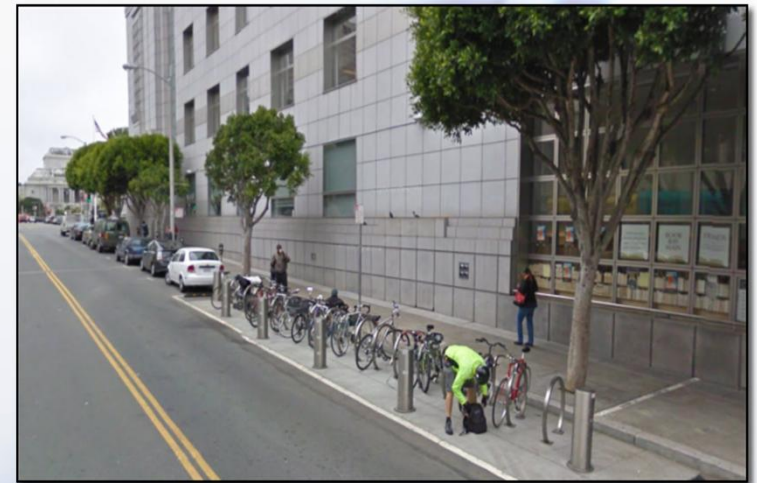
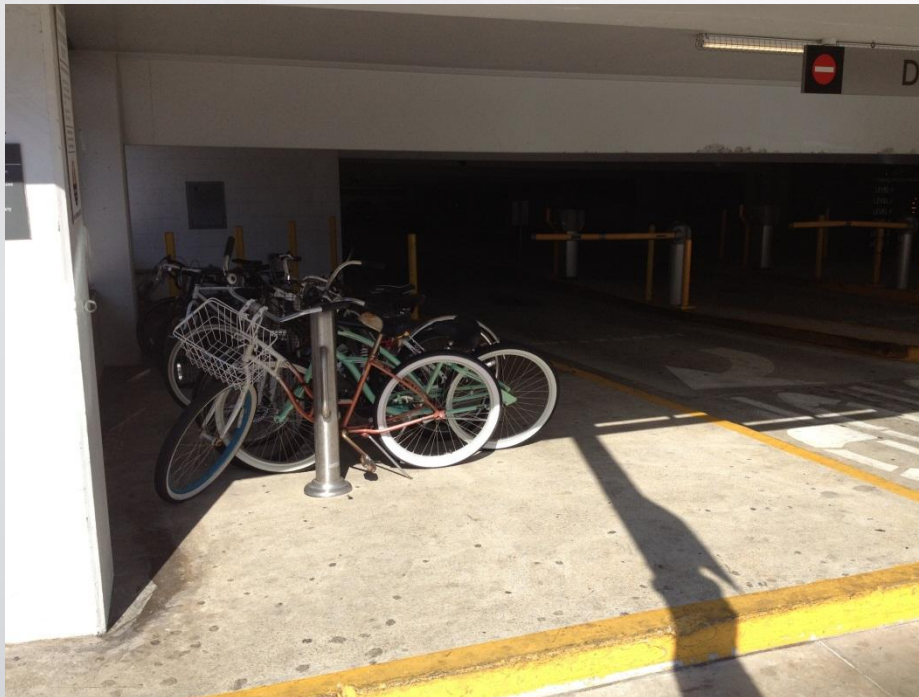
Area Wide Improvements

► Bicycle Facility Improvements – Bicycle Boulevards



Area Wide Improvements

- Bicycle Facility Improvements
 - Bike Corrals





Area Wide Improvements

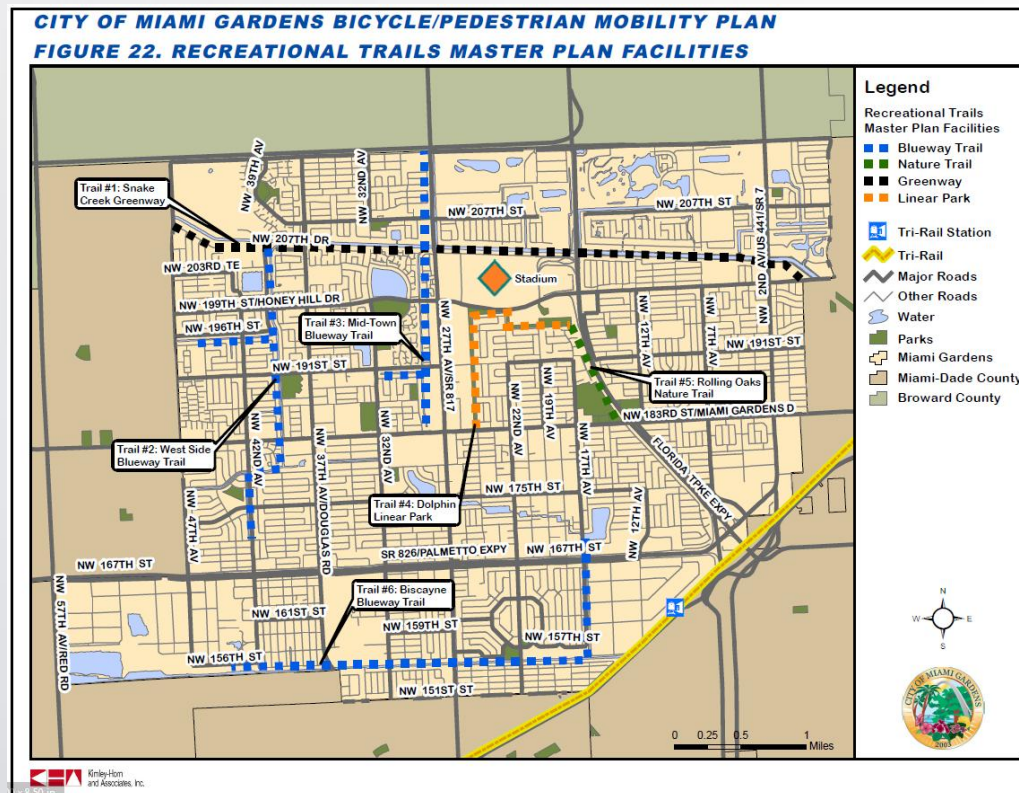
► Low-Speed Design Principles

- As streets are redesigned, reconstructed, and redeveloped
- Achieve lower speeds through:
 - smaller corner radii
 - pedestrian bulb-outs
 - traffic circles that accommodate bicycles and pedestrians
 - traffic calming devices
 - patterns painted, stamped, or built into the roadway surface

Area Wide Improvements

► Non-Motorized Trails

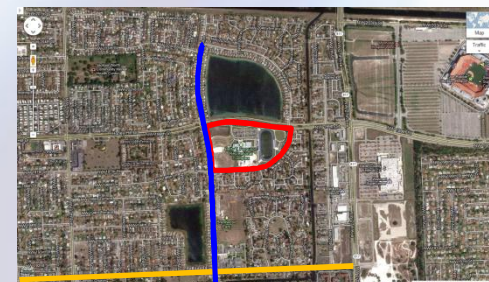
- Implementation of the 6 proposed trails identified by the RTMP





Site-Specific Improvements

- ▶ Bicycle and Pedestrian Access
 - New City Hall
 - Golden Glades Tri-Rail Station Access
 - Betty T. Ferguson Recreation Complex



Site-Specific Improvements

- Connectivity Improvements
 - Snake Creek Trail and SunLife Stadium



Non-Engineering Improvements

► Education Improvements

- Pamphlets and workshops about bicycle and pedestrian safety and the use of new facilities





Non-Engineering Improvements

- Encouragement Improvements
 - Community events that promote safe walking and biking
 - Work with local bicycle clubs and advocacy groups
 - Incentives for bicycle parking improvements as part of any new development per City of Miami Gardens Code
 - Promote bicycle amenities such as bicycle parking racks, lockers, and showers at workplaces





Non-Engineering Improvements

► Enforcement Improvements

- Utilize targeted enforcement for both motorists and non-motorists
- Expand the use of police on bicycles.
- Develop a bicycle registration program to reduce theft.
- Promote the Ride Right, Drive Right campaign to enforce the 3-foot separation law between motorists and bicyclists.
- Enforce citizen warnings to pedestrians not following safe walking protocol.
- Develop a “bicycle traffic school” program for adult cyclists who have violated the vehicle code on their bicycle, with the purpose of teaching safe bicycling practices.





Non-Engineering Improvements

► Evaluation and Monitoring

- Conduct an annual online survey
 - Gauge the quality of the pedestrian experience in Miami Gardens
 - Measure change over time in the perceived safety and pleasantness of the pedestrian environment
- Pedestrian and Bicycle Counts
 - Evaluate the change in volumes over time
 - Document improvements implemented between counts to assess the impact of these improvements

Today's Workshop

► Menu of Bicycle/Pedestrian Infrastructure Options

– Benches



– Bicycle Racks on Buses



– Bicycle Racks



– Bike Lanes



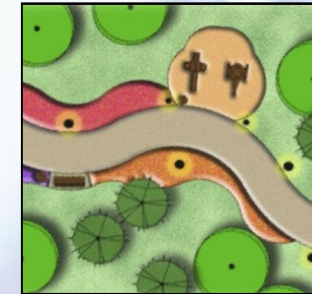
Today's Workshop

► Menu of Bicycle/Pedestrian Infrastructure Options

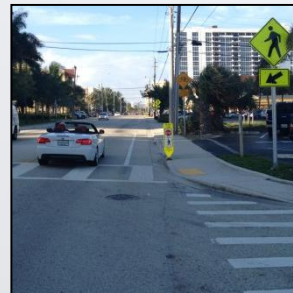
– Bus Shelters



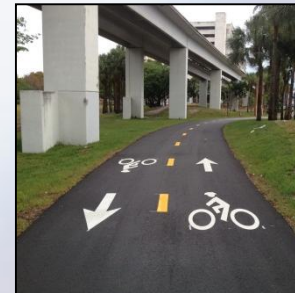
– Lighting



– Crosswalks



– Multi-Use Trails



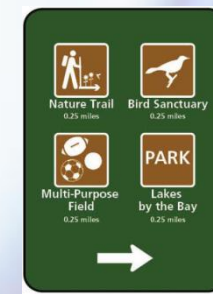
Today's Workshop

► Menu of Bicycle/Pedestrian Infrastructure Options

– Shading/Trees



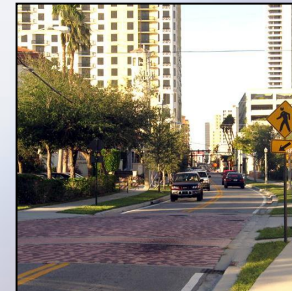
– Signage



– Sidewalks



– Traffic Calming





Next Steps

- ▶ 2-hour bicycle and pedestrian counts
- ▶ Refine recommended improvements
- ▶ Develop generalized costs of improvements
- ▶ Develop implementation strategies



Bicycle and Pedestrian Mobility Plan
For the City of Miami Gardens
Public Workshop
November 29, 2012



Kimley-Horn
and Associates, Inc.

Contact Information (Optional):

Name:

JIMMIE ALLEN

Address:

1515 NW 16TH ST.

Representing:

City of Miami Gardens

Phone No.:

954 205 5810

E-Mail Address:

Jallen@miamigardens.fl.gov

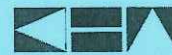
Comments:

- ① RECOMMENDATION: Where there is space along the Right of Way Consider plan to install paved shoulders where practical to permit bicycle Right of ways adjacent to the Route.
- ② Mark Routes with standard FDOT Outbound signage and symbology.
- ③ Consider Solar powered crossing signs at pedestrian and bicycle crossings.

Please turn in at the end of the evening.



Bicycle and Pedestrian Mobility Plan
For the City of Miami Gardens
Public Workshop
November 29, 2012



Kimley-Horn
and Associates, Inc.

Contact Information (Optional):

Name: Andrea Abbott

Address: _____

Representing: _____

Phone No.: _____

E-Mail Address: Andreaapel@yahoo.com

Comments:

This was an excellent presentation: very clear, concise, to
the point. The maps + ~~an~~ pictures of the roadways
were helpful. The way that the presentation
was conducted, allowing for questions during the
presentation was great as well.
Thank you so much!

Please turn in at the end of the evening.



Bicycle and Pedestrian Mobility Plan
For the City of Miami Gardens
Public Workshop
November 29, 2012



Kimley-Horn
and Associates, Inc.

Contact Information (Optional):

Name: VERNAL Siddle

Address: _____

Representing: CITY OF NORTH MIAMI BEACH

Phone No.: 305 948 2925

E-Mail Address: VERNAL.SIDDLE@CITYNMB.COM

Comments:

COORDINATE BIKE PATH/LANES WITH
ADJACENT CITIES

Please turn in at the end of the evening.



Bicycle and Pedestrian Mobility Plan
For the City of Miami Gardens
Public Workshop
November 29, 2012



Kimley-Horn
and Associates, Inc.

Contact Information (Optional):

Name: BILL ABBOTT

Address: _____

Representing: _____

Phone No.: _____

E-Mail Address: _____

Comments:

I THINK THE CITY OF MIAMI
GARDENS HAS SOME TERRIFIC
DEDICATED EMPLOYEE'S. THANK
YOU FOR THE INVITATION TO
TONIGHT'S MEETING.

KEEP UP THE GOOD WORK!

Please turn in at the end of the evening.



BICYCLE AND PEDESTRIAN MOBILITY PLAN

for the City of Miami Gardens

Bicycle/Pedestrian Infrastructure Elements

With the green dot stickers, indicate the top three infrastructure treatments that you would want in your community.

Benches 3 green dot stickers	Bicycle Racks 3 green dot stickers	Bicycle Racks on Buses 1 green dot sticker	Bike Lanes 6 green dot stickers	Bus Shelters 1 green dot sticker	Crosswalks 4 green dot stickers
Lighting 6 green dot stickers	Multi-Use Recreational Trails 7 green dot stickers	Shading/Trees 5 green dot stickers	Sidewalks 5 green dot stickers	Signage 1 green dot sticker	Traffic Calming 5 green dot stickers

Kimley-Horn and Associates, Inc.

BICYCLE AND PEDESTRIAN MOBILITY PLAN FOR THE CITY OF MIAMI GARDENS

APPENDIX D ONLINE SURVEY RESULTS



Kimley-Horn
and Associates, Inc.

Bicycle and Pedestrian Mobility Survey for the City of Miami Gardens

1. The City of Miami Gardens is where I (check all that apply)

☐ Live

☐ Work

☐ Shop

☐ Play

2. When you are working, shopping or playing in Miami Gardens, how do you get around?

Car	☐ Often	☐ Occasionally	☐ Seldom	☐ Never
Public Transit	☐ Often	☐ Occasionally	☐ Seldom	☐ Never
Walk	☐ Often	☐ Occasionally	☐ Seldom	☐ Never
Bicycle	☐ Often	☐ Occasionally	☐ Seldom	☐ Never

3. How many times per week do you take a (five or more) minute WALK in Miami Gardens?

- ☐ Less than 3 times a week
- ☐ 3 to 5 times a week
- ☐ More than 5 times a week

4. When you WALK or BIKE in Miami Gardens, primarily where do you go?

	Walk	Bike
Work	☐	☐
Shops/Restaurants	☐	☐
Sports/Entertainment	☐	☐
Parks	☐	☐
General Recreation	☐	☐
Other	☐	☐

5. How many times per week do you BIKE in Miami Gardens?

- ☐ Less than 3 times a week
- ☐ 3 to 5 times a week
- ☐ More than 5 times a week

6. What areas or streets of Miami Gardens do you like to WALK or BIKE? (Specify other areas not listed in the "Comment" box below)

	Walk	Bike
Dolphin Linear Park	☐	☐
Snake Creek Bike Trail	☐	☐
N 191st Street	☐	☐
N 207th Street	☐	☐
N 199th Street (Honey Hill Drive)	☐	☐
N 183rd Street (Miami Gardens Drive)	☐	☐
NW 175th Street	☐	☐
NW 151st Street	☐	☐
NW 2nd Avenue	☐	☐
NW 7th Avenue	☐	☐
NW 12th Avenue	☐	☐
NW 17th Avenue	☐	☐
NW 22nd Avenue	☐	☐
NW 27th Avenue	☐	☐
NW 32nd Avenue	☐	☐
NW 37th Avenue (Douglas Road)	☐	☐
NW 42nd Avenue (LeJeune Road)	☐	☐
NW 47th Avenue	☐	☐

7. Please rank the following bicycle -pedestrian infrastructure in order of importance (1=LEAST Important, 10= Most Important, use the "Comment" section for additional infrastructure):

Crosswalks		Shade	
Signage		Bike Racks on Buses	
Benches		Bicycle Racks	
Bicycle Lanes		Traffic Signals	
Restrooms		Sidewalks	
Water Fountains			

COMMENT BOX:

8. Do you support greater public investment in bicycle-pedestrian improvements throughout the City of Miami Gardens?

- ☐ Yes
- ☐ No

9. What the best things about WALKING in Miami Gardens?

10. What are the best things about BIKING in Miami Gardens?

11. What is your gender?

- ☐ Female
- ☐ Male
- ☐ Prefer not to answer

12. Which category best describes your age?

- ☐ Younger than 20
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-69
- ☐ 70 or older
- ☐ Prefer not to annswer

13. What is your home zip code?

	Question 1	Question 2				Question 3	Question 4						Question 5
	The City of Miami Gardens is where I ...	When you are working, shopping or playing in Miami Gardens, how do you get around?				How many times per week do you take a five (or more) minute WALK in Miami Gardens?	When you WALK or BIKE in Miami Gardens, primarily where do you go?						How many times per week do you BIKE in Miami Gardens?
		Car	Public Transit	Walk	Bicycle		Work	Shops/ Restaurants	Sports/ Entertainment	Parks	General Recreation	Other	
1	Work	Often	Never	Never	Never	Less than 3 times a week					Walk		Less than 3 times a week
2	Play	Often	Never	Never	Never	3 to 5 times a week				Walk			Less than 3 times a week
3	Work	Often				Less than 3 times a week							Less than 3 times a week
4	Work	Often	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
5	Work	Often	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
6	Work	Often	Never	Never	Never	Less than 3 times a week	Walk	Walk					Less than 3 times a week
7	Work	Often				Less than 3 times a week						Walk	Less than 3 times a week
8	Work	Often	Never	Occasionally	Never	More than 5 times a week					Walk	Walk	Less than 3 times a week
9	Work	Often								Walk			Less than 3 times a week
10	Work	Often		Occasionally		Less than 3 times a week		Walk		Walk			Less than 3 times a week
11	Shop	Often	Never	Occasionally	Seldom	Less than 3 times a week		Walk		Walk	Walk	Walk	Less than 3 times a week
12	Work	Often				Less than 3 times a week		Walk					Less than 3 times a week
13	Work	Often	Never	Never	Never	Less than 3 times a week				Walk			Less than 3 times a week
14	Work	Often				Less than 3 times a week							Less than 3 times a week
15	Work	Often	Never	Never	Never	Less than 3 times a week					Walk		Less than 3 times a week
16	Work	Often	Never	Often	Never	3 to 5 times a week					Walk		Less than 3 times a week
17	Work	Often				Less than 3 times a week						Walk	Less than 3 times a week
18	Work	Often	Never	Often	Never	3 to 5 times a week				Walk	Walk	Walk	Less than 3 times a week
19	Play				Often	More than 5 times a week		Walk, Bike					3 to 5 times a week
20	Shop	Occasionally	Often	Occasionally	Never	3 to 5 times a week	Walk	Walk				Walk	Less than 3 times a week
21	Work	Often				3 to 5 times a week						Bike	3 to 5 times a week
22	Work	Often	Never	Occasionally	Occasionally	Less than 3 times a week				Walk, Bike			Less than 3 times a week
23	Work	Often	Never	Never	Never	Less than 3 times a week						Walk	Less than 3 times a week
24	Work	Often				Less than 3 times a week	Walk						Less than 3 times a week
25	Work	Often	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
26	Work	Often	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
27	Shop	Often		Occasionally		3 to 5 times a week		Walk		Walk			Less than 3 times a week
28	Live	Often	Never	Never	Never	Less than 3 times a week				Walk			Less than 3 times a week
29	Work	Often		Seldom		Less than 3 times a week							
30	Work	Often				Less than 3 times a week							Less than 3 times a week
31	Work	Often	Never	Never	Never	Less than 3 times a week	Walk						Less than 3 times a week
32	Work	Often				Less than 3 times a week	Walk						
33	Work	Often	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
34	Work	Often	Never	Never	Never								
35	Live	Often	Never	Seldom	Occasionally	Less than 3 times a week	Bike		Walk				Less than 3 times a week
36	Work	Often			Often	Less than 3 times a week							
37	Work	Often											
38	Work	Never	Never	Never	Never	Less than 3 times a week							Less than 3 times a week
39	Shop	Occasionally											
40	Live	Often											
41	Work	Often											
42	Work	Often											
43	Work	Often	Never	Seldom	Never	Less than 3 times a week						Walk	Less than 3 times a week
44	Work	Often	Never	Never	Never	More than 5 times a week							More than 5 times a week
45	Work	Often				3 to 5 times a week							
46	Live	Often	Never	Seldom	Seldom	3 to 5 times a week						Walk, Bike	Less than 3 times a week

Question 6																			
What areas or streets of Miami Gardens do you like to WALK or BIKE?																			
N 207th Street	N 199th Street (Honey Hill Drive)	N 191st Street	N 183rd Street (Miami Gardens Drive)	NW 175th Street	NW 167th Street	NW 151st Street	NW 2nd Avenue	NW 7th Avenue	NW 12th Avenue	NW 17th Avenue	NW 22nd Avenue	NW 27th Avenue	NW 32nd Avenue	NW 37th Avenue (Douglas Road)	NW 42nd Avenue (Le Jeune Road)	NW 47th Avenue	Dolphin Linear Park	Snake Creek Bike Trail	Comments
			Walk							Walk	Walk								
	Walk, Bike		Walk, Bike									Walk							
					Walk														
																	Walk		
Walk																			
Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	Walk	
																			None because I do not bike in the city
		Walk										Walk		Walk					153rd St
							Walk	Walk											
Bike	Bike		Bike		Bike							Bike							
	Bike	Walk	Walk				Walk	Walk											
		Bike	Walk																
		Walk											Walk						
												Walk, Bike							
																			none
												Walk							I only walk on the City parks and
							Walk		Walk										
																			I never walk or bike
	Bike																Walk		
																			Walk all areas it's my job
						Walk					Walk, Bike	Walk, Bike							

Question 7 Please rank the following bicycle -pedestrian infrastructure in order of importance (1=LEAST Important, 10= Most Important, use the "Comment" section for additional infrastructure)												Question 8	Question 9	Question 10	Question 11	Question 12	Question 13
Crosswalks	Signage	Benches	Bicycle Lanes	Restrooms	Water Fountains	Shade	Bike Racks on Buses	Bicycle Racks	Traffic Signals	Sidewalks	Comments	Do you support greater public investment in bicycle-pedestrian improvements throughout the City of Miami Gardens?	What are the best things about WALKING in Miami Gardens?	What are the best things about BIKING in Miami Gardens?	What is your gender?	Which category describes your age?	What is your home zip code?
6	2	5	2	2	2	2	2	2	3	2		Yes	don't do this much	never done it	Male	60-69	33180
10	9	4	10	1	1	1	10	10	2	10		Yes	I walk behind the library on 183 st. just to no the the walk path is safe	I dont ride a bike	Female	40-49	33056
10	9	9	9	3	3	9	7	9	10	10		Yes	Sidewalks are in good condition.	Need improvements.	Prefer not to	Prefer not to	33434
10	10	6	10	8	9	9	7	10	10	10		Yes	Walking	Biking	Male	30-39	33162
10	10	7	6	7	5	4	4	4	10	10		Yes	Sidewalks are available on busy exercise	There is not much traffic on the exercise	Male	20-29	33143
9	9	8	8	6	8	5		4	9	10		Yes			Female	30-39	33169
6										9		No	safety	safety	Male	50-59	why
10	10	10	10	10	10	10	10	10	10	10		Yes	Helps me to get my 30 minutes of	I don't bike.	Female	20-29	33009
5	5	3	9	4	9	9	9	9	9	9		No	IS HEALTHY	LESS FUEL EXPENSE	Female	20-29	33169
10		10			10		10		10	10		Yes	There are sidewalks	I do not bike because there is not	Female	50-59	33169
10	10	5	10	5	5	9	9	6	10	10		Yes	None	None	Female	30-39	33056
10	10	10	10	9	9	10	10	10	10	10		Yes	FRESH AIR	FRESH AIR	Male	60-69	33169
	10			9	8	10			10	10		Yes	health	outdoors	Female	40-49	33322
10	8	6	5	3	3	8	8	6	7	10		Yes	-	-	Male	50-59	-
10	10	7	9	7	8	7	10	10	9	10		Yes	Health	N/A	Female	30-39	33014
10	8	7	6	5	5	6	2	1	9	9		Yes	scenic safety	n/a	Female	60-69	33054
8	9	1	10	4		2	7	3	5	6		Yes	I don'twalk in MiamiGardens.	I don'tcycle in MiamiGardens.	Male	50-59	33027
5	7	7	5	5	5	3	8	8	6	6		Yes	sidewalks	na	Female	40-49	33169
10	8	8	10	8	8	8	8	8	10	8		Yes	Weather	Exercise	Female	40-49	33056
9	4	2	3	8	7	5	1	1	6	10		Yes	You can actually see the	N/A	Female	60-69	33169
8	7	7	3	1	1	1	1	1	9	10		No	ur free	it is ok	Male	40-49	33169
10	10	10	10	10	10	10	8	10	10	10					Female	30-39	33055
5	7	6	4	5	5	6	8	3	7	9			saves gas.	saves gas and reduces vehicular traffic.	Male	40-49	33023
1	5	7	9	5	6	8	3		4	10	It would be great to get a shaded area to walk around the new city hall. I don't know if that is included but it will be a good way to increase the health of the employees.		I only walk within the City Hall Compound. It is pleasant to have the fountain in the middle of the buildings.	I've never biked in Miami Gardens	Female	30-39	33314
8	8	5	10	4	4	7	7	7	10	9			NA	NA	Female	30-39	33034
												Yes	I do not know	I do not know	Female	40-49	33018
10	8	6	10	4	3	7	6	9		9		Yes	Nice Parks		Male	50-59	33139
1	1	1	1	1	1	1	1	1	1	1					Female	30-39	33054
8	7	5	6		2	1	3	4	10	9					Male	50-59	33169
9	9	9	9	9	9	9	9	9	9	9		Yes	Not Applicable	Not Applicable	Male	60-69	33027
10										10		No	Cardiovascular	No comment	Male	50-59	33176
7	9	5	6		2	3	4	1	10	8		Yes			Male	40-49	
5	8	6	1	2	2	4	4	2	7	8		Yes	I do not walk in Miami Gardens	I do not bike in Miami Gardens	Male	20-29	33015
10	9	7	8	4	4	5		4	9	9		Yes			Male	30-39	33027
7	7	7	10	8		10	5		10	10		Yes	Walking through neighborhood	N/A	Male	50-59	33169
												No	Nothing	Nothing	Prefer not to	Prefer not to	N/A
1	1	9	1	5	5	3	7	7	2	2		Yes	Be fit	Be fit	Male	60-69	33317
												Yes			Male	50-59	33311
												Yes			Male	50-59	33056
															Male	50-59	33351
															Male	50-59	33311
10	5	5	2	2	2	8	1	1	9	10		Yes			Male	50-59	
10	10	5	5	5	2	10	7	10	10			Yes	The view of the landscape areas		Male	50-59	33360
10	9	2	10	8	7	6	1	5	10	10	More attention must be given to sidewalks. Trees, foliage and cars are blocking the sidewalks		Exercise	Exercise	Female	60-69	33054