

PROJECTS

2050 Bicycle-Pedestrian Master Plan



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2050 LONG RANGE TRANSPORTATION PLAN

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Introduction

The Miami-Dade 2050 Bicycle Pedestrian Master Plan outlines a long-term vision for improving walking and bicycling in the region, helping to create a safer, more equitable, and more sustainable environment for a population of 2,701,762 Miami-Dade County residents.¹ The Master Plan is fully coordinated and integrated with the recommendations made in the 2050 Long Range Transportation Plan (LRTP), also known as the SMART M.A.P. (Mobility. Accessibility. Prosperity.) 2050 LRTP, regarding non-motorized strategies.

As noted in the American Community Survey (ACS), commuting characteristics² indicate that in Miami-Dade County, approximately eight (8) percent of commuters do not drive to work, instead relying on public transportation, walking, bicycling, or using a taxicab, which is three (3) percent higher than the rest of the State of Florida. High-quality bicycle and pedestrian facilities are a critical component in forming more comfortable commuting environments for users of all ages and experience levels. The recommendations identified in the Master Plan will strengthen bicycle and pedestrian friendly communities' connections with existing and future transit opportunities. This intends to encourage alternate modes of transportation throughout the county, ultimately increasing the number of residents and visitors who choose to bicycle and walk. Such modifications will not only increase the safety of such travel modes, but also decrease growing traffic congestion, encourage healthier lifestyles, and reduce single-occupancy vehicle trips contributing to transportation emissions.

This Master Plan builds upon the Miami-Dade 2045 Bicycle Pedestrian Master Plan. It begins by situating Miami-Dade County within the context of existing countywide and municipal plans. This foundation provides a blueprint to address current and future needs, focusing primarily on daily commuters and those projects which support safety for the greatest number of people each day. The Master Plan considers destinations frequented by bicyclists and pedestrians, like schools and high employment areas, as well as countywide statistics regarding high-injury areas, bicycle and pedestrian crashes and fatalities, transit ridership patterns, and historically-disadvantaged neighborhoods.

Finally, the Master Plan identifies and prioritizes a list of improvement project recommendations, and serves as the Projects for the non-motorized element of the SMART M.A.P. 2050 LRTP.

¹<https://www.census.gov/quickfacts/fact/table/miamidadecountyflorida/POP060210>

²U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Commuting Characteristics

Literature Review

An essential element of a Master Plan is to gain understanding of prior initiatives that can provide information about the context in which this Bicycle-Pedestrian Master Plan exists, and about projects that can be used as a starting point for enhancing bicycle and pedestrian mobility. Consequently, countywide and municipal plans were reviewed, and recommendations and projects identified in these prior studies influenced the outcome of this Master Plan.

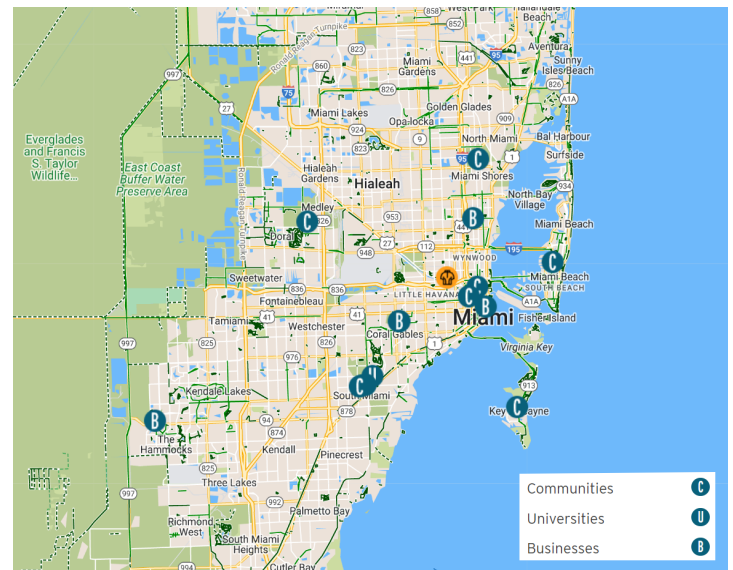
Countywide Studies and Plans

Bicycle Friendly Miami-Dade Program, 2017

The Bicycle Friendly Miami-Dade Program is part of the League of American Bicyclists' Bicycle Friendly America (BFA) Program, which provides recognition and guidance to various entities including states, communities, universities, and businesses on their efforts towards bicycle friendliness. The Program is part of the TPO's Bicycle Pedestrian Program, and provides designations for Bicycle Friendly Businesses, Bicycle Friendly Communities, or Bicycle Friendly Universities within Miami-Dade County. These designations are for those entities or regions which have demonstrated that they are reducing barriers to bicycling based on five (5) elements to being Bicycle Friendly, per the nationwide BFA Program: Engineering, Education, Encouragement, Evaluation and Planning, as well as Equity and Accessibility.

The following are the current Bicycle Friendly Designations within Miami-Dade County:

- Bicycle Friendly Communities - 7
 - Miami Beach - Silver
 - Doral - Bronze
 - Key Biscayne - Bronze
 - Miami Shores - Bronze
 - Miami - Bronze
 - South Miami - Bronze
 - Miami-Dade County - Bronze
- Bicycle Friendly Universities - 1
 - University of Miami - Bronze
- Bicycle Friendly Businesses - 6



The Miami-Dade County Bicycle Friendly Summit was held on March 15, 2017 to disseminate information for and discuss the process of applying for a Bicycle Friendly Designation. The City of Miami, Mack Cycle and Fitness, as well as the University of Miami shared insights and strategies advising participants on attaining a Bicycle Friendly designation. Panelists recommended organizations to identify streets that have a use that supports complete streets. It was suggested that the most ideal corridors would be situated near parks, schools, and major business centers. Public programming and partner organizations were deemed instrumental to the bicycle-friendly efforts. Several local organizations and programs were highlighted.

Complete Streets for Corridors with Bicycle/Pedestrian Gaps on the State Highway System in Miami-Dade County, 2022

The report outlined a study of state roads throughout Miami-Dade County for potential of development as Complete Streets corridors, and it ultimately proposed two (2) state roads identified for Complete Streets corridor improvements. Through the Miami-Dade TPO's Strategic Miami Area Rapid Transit (SMART) Moves program, residents requested various improvements for users selecting non-motorized mobility options. With consideration of these resident requests and the recommendations resulting from Miami-Dade County Mayor's Pedestrian-First Transportation Master Plan, this study prioritized the unfunded needs outlined within the 2045 LRTP.

For the corridor identification process, the study of the state roads underwent three (3) tiers of analysis which utilized a variety of mapping data that included spatial data sources, and interactive mapping tools from Miami-Dade County and FDOT. With input from a Study Advisory Committee, composed of representatives primarily from various Miami-Dade County departments and FDOT, this study also included weighting and scoring matrix systems, existing bicycle networks, planned FDOT projects, and additional corridor metrics.

This three (3)-tiered analysis resulted in the identification of two (2) corridors to be prioritized as Complete Streets corridors:

- Quail Roost Drive (SR-994) from SW 117th Avenue to US-1 (Miami-Dade County jurisdiction)
- Normandy Drive (SR-934) from Bay Drive to SR-A1A/Collins Avenue (City of Miami Beach jurisdiction)

The two (2) identified corridors were analyzed in depth based on general corridor characteristics, safety, traffic, and relevant studies and proposed plans. Several concept plans were developed for key areas along each corridor, as well as several other complete street improvement recommendations (e.g., lighting, crosswalks, signals, landscape). Recommendations included short- and long-term concepts.



Countermeasures for Pedestrian and Bicycle High Crash Locations, 2016

Miami-Dade County has continually had the highest number of pedestrian and bicycle crashes in Florida, with pedestrian fatalities accounting for 31 percent and bicycle fatalities accounting for approximately five (5) percent of Miami-Dade County's total fatal crashes in 2013. Diverse factors contribute to the high pedestrian and bicycle crash rates in Miami-Dade County, including population growth, aggressive road users, year-round warm weather that is conducive for walking and bicycling, tourists and visitors, a high percentage of elderly residents, automobile-oriented transportation infrastructure, as well as land planning and development patterns that resulted in suboptimal walking and bicycling conditions.

The Miami-Dade TPO's Countermeasures for Pedestrian and Bicycle High Crash Locations Study was another step of the agency's continued effort to improve pedestrian and bicycle safety. The primary objectives of this study included the identification of locations with a high incidence of pedestrian and bicycle crashes, as well as development of engineering and non-engineering countermeasures. The other objective was to develop an ongoing process for annual crash data review, where vehicular speeds, mid-block crashes, dark conditions, elderly pedestrians, and impairment were identified as notable causal factors for fatal crashes.

Intersection Safety Analysis, 2021

The study's purpose is to reduce all crashes, but most importantly fatalities and serious injuries, by evaluating intersections countywide, and providing justification to apply for Highway Safety Improvement Program (HSIP) funding. The HSIP is a data-driven program. As such, proposed projects need to meet eligibility requirements through a safety analysis and must demonstrate a benefit-cost ratio (B/C) greater than 1.0, as well as a positive net present value (NPV). The process to identify the three (3) safety improvement projects discussed in this report began with 13 intersections identified by the County for safety analysis. The 13 locations were identified as roadway safety improvement projects under the TPO's adopted Fiscal Year (FY) 2026 List of Program Priorities (LOPP) approved by Resolution #20-2020 on June 18, 2020. These intersections were identified based on existing crash patterns to address safety issues and public feedback. These locations are considered "off-system" since they are not part of the State Highway System (SHS). The 13 locations were evaluated and prioritized based on historical crash data and potential safety benefits, with the top three (3) selected for further concept development.



Miami-Dade Bicycle and Pedestrian Data Collection, 2018

The objective of the Miami-Dade Bicycle and Pedestrian Data Collection was to capture the current trends in bicycle and pedestrian travel, with implications for increased non-motorized travel potential for unlinked trips, and FLM trips to transit stations. Trends in the growth of pedestrian and bicycle travel in Miami-Dade County and its municipalities are used to develop, expand, and prioritize programs to improve and expand pedestrian and bicycle network facilities throughout the County.

The 2018 pedestrian and bicycle data collection cycle included 180 individual surveys (30 in February 2018 and 150 in April/May 2018). Together, these surveys counted a total of 106,981 pedestrians and 22,335 bicyclists during the periods counted.

The 2018 data collection cycle geographically expanded the data collection to include 75 locations based on existing activity levels, new facilities, recent development, and reported pedestrian desire paths to identify new needs. Individual locations were grouped by sub-areas of the County to determine if there were identifiable trends that differ by sub-area. The sub-areas include:

- Miami Downtown Central Business District
- City of Miami Beach
- Coconut Grove
- South Miami
- Virginia Key and Key Biscayne
- North Central Dade
- Northeast Dade
- South Dade
- West Dade

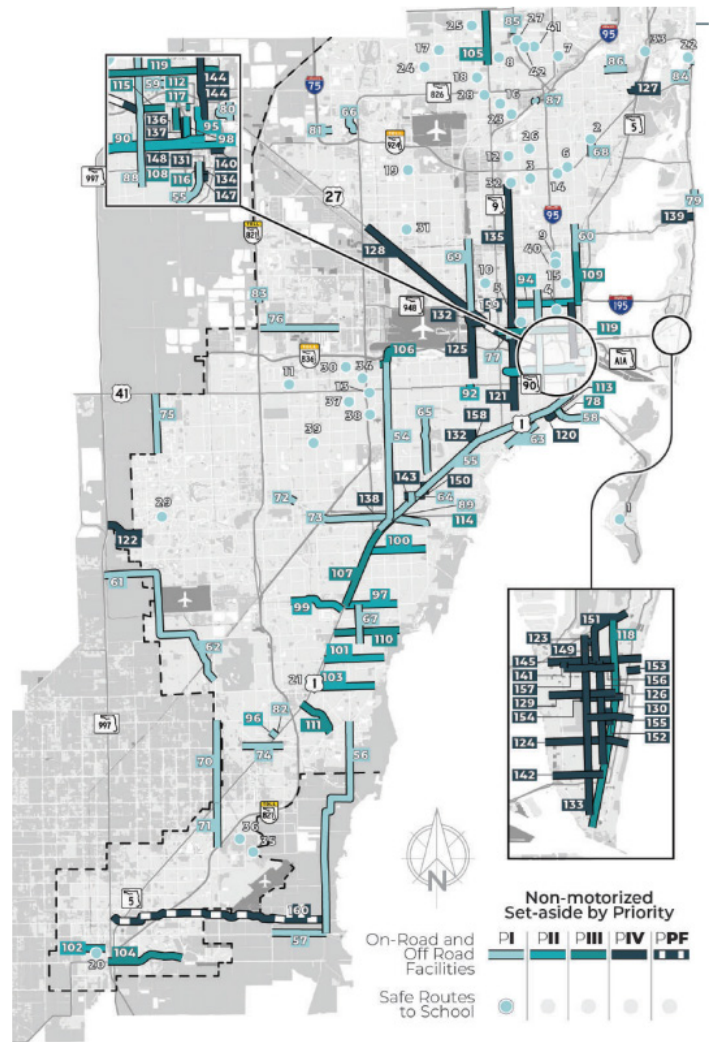
The highest increase in pedestrian activity by area was the Miami Central Business District for weekends and South Dade for weekdays. The highest increase in bicycle activity by area was South Dade on weekends and West Dade for weekdays. Throughout Miami-Dade County, using an average of all observed data collection sites, pedestrian volumes from 2016 to 2018 were lower approximately five (5) percent annually for weekdays and weekends. Bicycle volumes were higher from 2016 to 2018 by annual increases of 16 percent on weekdays and nine (9) percent on weekends.



Miami-Dade 2045 Bicycle and Pedestrian Master Plan, 2019

The Miami-Dade 2045 Bicycle/Pedestrian Master Plan assesses opportunities amongst the SMART Plan transit hubs and stations to expand the reach of bicycle and pedestrian trip distances to the entire county, with the help of transit connections. This plan's primary focus is on the daily commuter trip and aims to incentivize projects that safely connect the largest number of people, that need it the most, to the most places, on a daily basis. This plan also looks at other pedestrian and bicycle trip destinations, such as educational facilities, major medical centers, high employment areas, and outdoor recreational locations. Realizing that these opportunities will help manage the ever-present issue of traffic congestion that any metropolitan area deals with, and will further encourage healthy and sustainable communities countywide, this study shares the following goals and/or strategies with the Miami-Dade 2045 LRTP to develop recommendations and suggest improvements that benefit all who visit and live in Miami-Dade County:

- Maximize mobility choices systemwide
- Increase the safety of the transportation system for all users
- Increase the security of the transportation system for all users
- Support economic vitality
- Protect and preserve the environment and quality of life and promote energy conservation
- Enhance the integration and connectivity of the system, across and between modes for the benefit of people
- Optimize sound investment strategies for system improvement and management/operations
- Improve and preserve the existing transportation system



Miami-Dade County Vision Zero Plan, 2018

The Miami-Dade County Vision Zero Plan is the local plan of the nationwide Vision Zero Program, aiming to eliminate all traffic-related deaths and serious injuries in Miami-Dade County by 2030. The plan outlines a methodology for prioritizing projects based on crash data, conducting meaningful community engagement, and implementing safety countermeasures, and an evaluation process for measuring progress of the plan through the planning period.

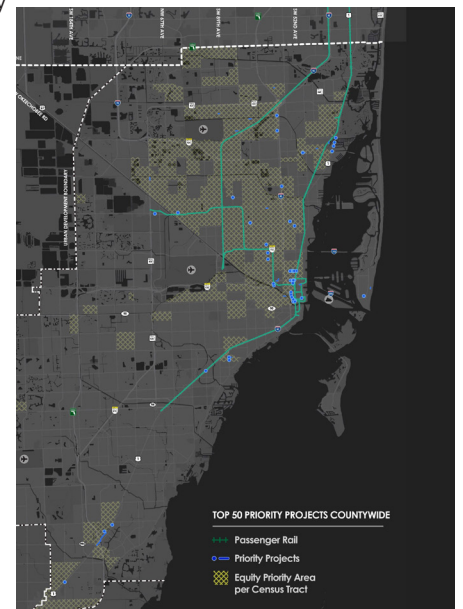
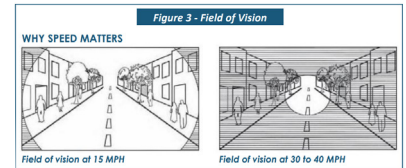
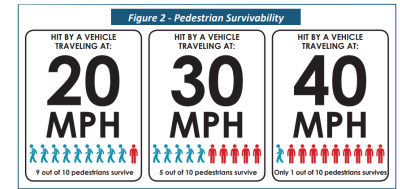
This Miami-Dade County Vision Zero Plan includes an Action Plan outlining the goal of producing a progress report every two (2) years and an updated Action Plan every five (5) years. Vehicle speed was identified as the primary cause of bicyclist and pedestrian fatalities, with the chance of being killed greatly increasing from 10 percent at 20 mph to 90 percent at speeds 40 mph and above, due to a driver's decreased ability to notice potential conflicts in a reduced field of vision.

This plan uses the following five (5) "E's" as key strategies or countermeasures, with two (2) additional "E's" included as a supplement to the other "E's."

- **Engineering**, which includes non-traditional measures to reduce speed in safety critical areas at 18 identified priority locations for improvements towards the Vision Zero goal
- **Enforcement**, which advocates for consistent use of citations for speeding, campaigns for other traffic violations, and use of speed feedback signs
- **Education**, which includes expanding driver courses and requirements, public service announcements, dynamic messaging signs, and bicycling and pedestrian safety programs
- **Encouragement**, which recommends strategies aimed at drivers, bicyclists, and pedestrians for encouraging behaviors that lead to increased roadway safety
- **Evaluation**, to serve as guidance on the use of traffic-related and demographics data in the project prioritization process for equitable implementation, and continuous monitoring of road user behavior as well as crash statistics to track the success of implemented countermeasures
- **Emergency Response**, recommended for improving connectivity, interagency communication, and intelligent transportation systems (ITS) to reduce crash notification and response time
- **Equity**, emphasized as a countermeasure as well as for implementation without bias of location and socioeconomic environment, as well as for consideration of the disproportionate incidence of crash injuries and fatalities among minority and low-income communities in the project prioritization

The plan also includes the following countermeasures beyond the 5 "E's":

- Comprehensive speed reduction plan
- Vision Zero Traffic Safety Toolkit
- Accelerate implementing projects through tactical urbanism
- Develop a Vision Zero alliance with members of the community
- Coordinate other parallel and related efforts
- Work with Community Partners to Establish Community Liaisons



Miami-Dade County Vision Zero Framework Plan, 2021

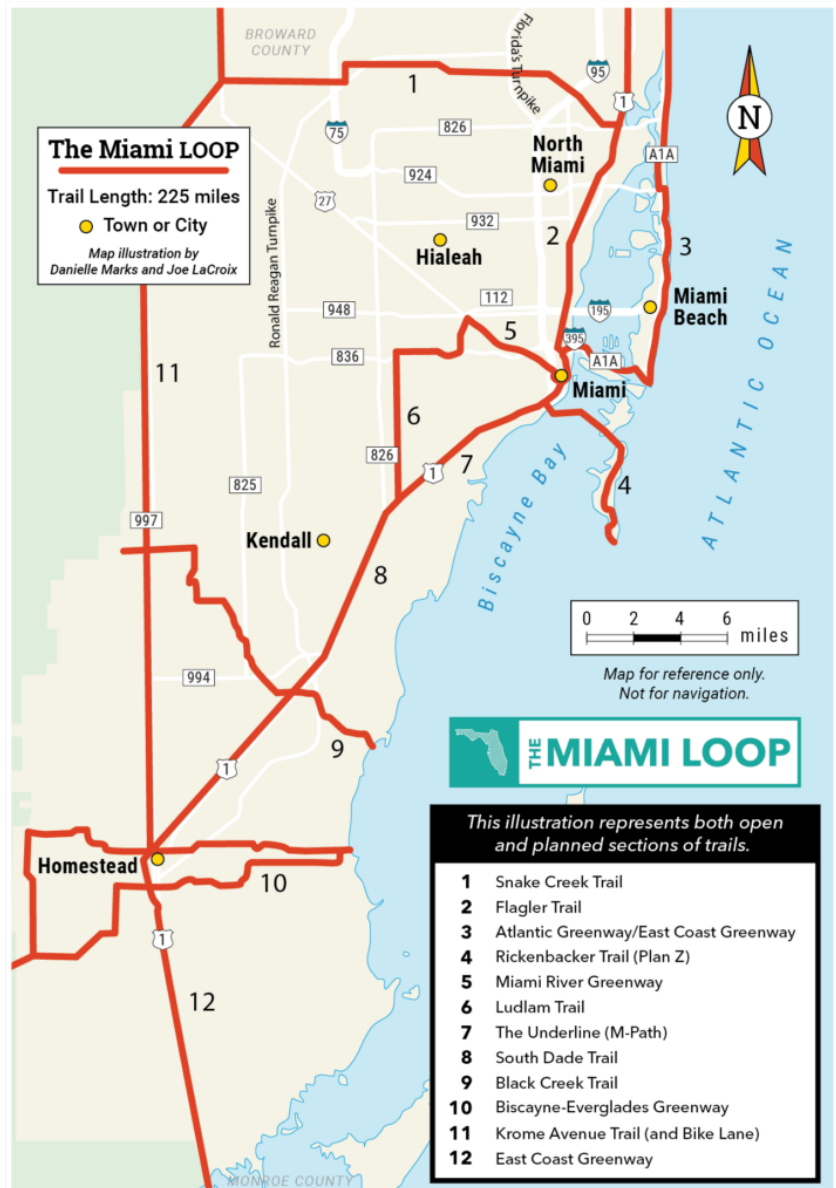
The Miami-Dade County Vision Zero Framework Plan was developed to further progress the Miami-Dade County Vision Zero Program by identifying the initial proactive efforts taken by various Miami-Dade County departments, agency partners, municipalities, and FDOT to meet the Vision Zero goal. This framework plan provides guidance to decisionmakers, designers, local advocacy organizations, and roadway users who will play a role in implementing the Vision Zero Plan. Additionally, this framework plan:

- Outlines a set of guiding values to be used in decision-making, such as:
 - Collaboration
 - Prioritization of equitable outcomes
 - Brave direction, using sensitivity
 - Data-driven decisions
 - Clear, transparent communication
- Identifies crash-vulnerable areas in Miami-Dade County, including:
 - Areas with the highest number of low-income households
 - Predominantly African-American or Hispanic or Latino communities
 - Equity priority areas identified through census tract analysis
- Identifies crash-vulnerable travel modes where people are walking or accessing transit
- Identifies roads with highest injury rates as major arterial roads, followed in descending order by minor/local roads, collectors, and highways
- Identifies additional crash-contributing roadway factors within Miami-Dade County, such as lighting conditions, posted speed limits, and unsignalized intersections
- Provides specific actions that can be taken to meet the Vision Zero goals, categorized as structural, strategic, and systemic changes
- Provides a plan of top 50 priority projects within Miami-Dade County
- Provides a priority projects plan based on Commission Districts most impacted by fatal and severe crashes (Districts 2, 3, 5, 6, and 13)
- Puts forward an Action Plan Timeline for implementing structural, strategic, and systemic changes, as follows:
 - 180 days to kickstart the plan by identifying resources, funding, processes, and teams
 - 18 months to continue the actions that begun in the first 180 days
 - 36 months to identify strategies to sustain the program's continued support and investment in the long term

Miami LOOP

The Miami LOOP is a 225-mile trail vision that aims to improve transportation options, enhance safety for biking and walking, boost the regional economy, reduce carbon emissions, and promote health and wellness in Miami-Dade County. The Miami-Dade Trail Alliance is working towards turning this vision into reality by advocating for the project and its network of trails. According to the Miami LOOP website, 54% of the network is already complete, and nearly 86% of the proposed corridors are publicly owned. The Miami LOOP will provide better access to community destinations and cultural attractions, reducing the reliance on cars and increasing transportation options for those who cannot afford to drive. The various corridors, ranging from urban to rural areas provide connections to downtown Miami, museums, cultural centers, the Port of Miami, Homestead Motor Speedway, and national parks like Biscayne and Everglades. The following trails make up the Miami LOOPS's core route:

- Atlantic Greenway
- Biscayne–Everglades Greenway
- Black Creek Trail
- East Coast Greenway
- Flagler Trail
- M-Path (The Underline)
- Ludlam Trail
- Miami River Greenway
- Rickenbacker Trail (Plan Z)
- Snake Creek Trail
- South Dade Trail



Public Easement Bicycle/Pedestrian Network Plan, 2018

The Public Easement Bicycle/Pedestrian Network Plan identified countywide easements owned by either Florida Power and Light (FPL), the South Florida Water Management District (SFWMD), or Miami-Dade County with capability of connecting the existing and planned bicycle network. The Plan established potential routes for multi-use paths and identified 11 potential opportunities where public easements could be used to enhance the network of bicycle and pedestrian facilities.

The plan evaluated each potential corridor against nine (9) criteria to identify the best easement corridor, as listed below:

- Closes gaps in the trail network
- Enhances safety
- Regional importance
- Constructability
- Connectivity centers of population/employment
- Potential for public support
- Accessibility to/from adjacent roadways
- Access to transit
- Use of public easement

Evaluation results identified Option 7 as the best option for further development and more detailed analysis. Option 7 is a potential 14-mile, multi-use pathway that provides accessibility to major employment centers and includes the major hubs of Fontainebleau, Florida International University, Dadeland, and The Falls. This option provides a multimodal connection to several major transit routes and SMART Plan Corridors, including the East-West Corridor, Flagler Corridor, Kendall Corridor, and the South Dade Transitway.



Within this 14-mile, potential trail, there are portions that are primarily owned by FPL, with privately-owned pockets throughout. These areas, where the easements are on privately-owned property, would likely require a PD&E study to conduct public involvement, and may result in eminent domain. Two sections of Option 7, where FPL owns the easement and property, were identified for sections of the trail that could be quickly developed with agreements between Miami-Dade County and FPL.

Safe Routes to Schools Infrastructure Plans, 2017-2023

The Safe Routes to Schools (SRTS) is a federal program funded by the Federal Highway Administration (FHWA). The goal of the SRTS program is to provide students and parents with educational programming and upgraded infrastructure that improves safety and convenience for those traveling to and from schools by foot, bicycle, and/or transit. The two objectives of these plans are:

1. Developing Safe Routes to Schools' recommendations for selected schools, identifying safe routes, infrastructure improvements, cost estimates, and creating Safe Routes walking maps
2. Preparing FDOT Safe Routes to Schools' infrastructure funding applications for each selected school

Since 2005, the Miami-Dade SRTS Program has had 153 schools applied for with \$19.9 million funded. Each year, schools are selected for that year's Safe Routes to Schools Infrastructure Plans. The schools are selected from a list of elementary, junior high, senior high, and K-8 schools in Miami-Dade County, prioritized in the 2013 Safe Routes to School Infrastructure Plans report. Miami-Dade County has been working from this list for several years to implement Safe Routes to Schools improvements where they are most needed. Schools were prioritized based on factors such as the number of pedestrian and bicycle crashes, percentage of students who walk or bicycle, and nearby traffic volumes. The following are the selected schools for each respective year.

2017

- Rainbow Park Elementary School: 15355 NW 19th Avenue, Miami Gardens, FL 33054
- Norwood Elementary School: 19810 NW 14th Court, Miami Gardens, FL 33169
- North County K-8 Center School: 3250 NW 207th Street, Miami Gardens, FL 33056
- Golden Glades Elementary School: 16520 NW 28th Avenue, Opa-locka, FL 33054
- Benjamin Franklin K-8 Center: 13100 NW 12th Avenue, North Miami, FL 33168
- Charles R. Hadley Elementary School: 8400 NW 7th Street, Miami, FL 33126
- Mae M. Walters Elementary School: 650 W 33rd Street, Hialeah, FL 33012
- Lake Stevens Elementary School: 5101 NW 183 Street, Miami, FL 33055
- Henry E. S. Reeves Elementary School: 2005 NW 111th Street, Miami, FL 33101
- Dante Fascell Elementary School: 15625 SW 80th Street, Miami, FL 33193

2018

- Airbase K-8 Center: 1289 SW 292nd Street, Homestead, FL 33032
- Everglades K-8 Center: 8375 SW 16th Street, Miami, FL 33155
- Mandarin Lakes K-8 Center: 12225 SW 280th Street, Homestead, FL 33032
- Miami Edison Senior High School: 6161 NW 5th Court, Miami, FL 33127
- Norland Elementary School: 19340 NW 8th Court, Miami Gardens, FL 33169
- Norland Middle School: 1235 NW 192nd Avenue, Miami Gardens, FL 33169
- Ojus Elementary School: 18600 Dixie Highway, Miami, FL 33165
- Olympia Heights Elementary School: 9797 SW 40th Street, Miami, FL 33165
- Seminole Elementary School: 121 SW 78th Place, Miami, FL 33144
- West Miami Middle School: 7525 Coral Way, Miami, FL 33155

2019

- North Miami Senior High School: 13110 NE 8th Avenue, North Miami, FL 33161
- North Miami Middle School: 700 NE 137th Street, North Miami, FL 33161
- Miami Central Senior High School: 1781 NW 95th Street, Miami, FL 33147
- Miami Jackson Senior High School: 1751 NW 36th Street, Miami, FL 33142
- Carol City Middle School: 3737 NW 188th Street, Miami Gardens, FL 33055
- North Dade Middle School: 1840 NW 157th Street, Opa-locka, FL 33054
- Ruben Dario Middle School: 350 NW 97th Avenue, Miami, FL 33172
- Miami Northwestern Senior High School: 1100 NW 71st Street, Miami, FL 33150
- Hialeah Senior High School: 251 E 47th Street, Hialeah, FL 33013
- Georgia Jones-Ayers Middle School: 1331 NW 46th Street, Miami, FL 33142

2020

- Booker T. Washington Senior High School: 1200 NW 6th Avenue, Miami, FL 33136
- Hialeah Gardens Middle School: 11690 NW 92nd Avenue, Hialeah Gardens, FL 33018
- Hialeah Gardens Senior High School: 11700 Hialeah Gardens Boulevard, Hialeah Gardens, FL 33018
- Homestead Middle School: 650 NW 2nd Avenue, Homestead, FL 33030
- Horace Mann Middle School: 8950 NW 2nd Avenue, El Portal, FL 33150
- John F. Kennedy Middle School: 1075 NE 167th Street, North Miami Beach, FL 33162
- Miami Southridge Senior High School: 19355 SW 114th Avenue, Miami, FL 33157
- North Miami Beach Senior High School: 1247 NE 167th Street, Miami, FL 33162

2021

- Biscayne Gardens Elementary School: 560 NW 151st Street, Miami, FL 33169
- Brownsville Middle School: 4899 NW 24th Avenue, Miami, FL 33142
- Henry H. Filer Middle School: 531 West 29th Street, Hialeah, FL 33012
- Hialeah-Miami Lakes Senior High School: 7977 West 12th Avenue, Hialeah, FL 33014
- Horace Mann Middle School: 8950 NW 2nd Avenue, El Portal, FL 33150
- Miami Carol City Senior High School: 3301 Miami Gardens Drive, Miami Gardens, FL 33056
- Thomas Jefferson Middle School: 525 NW 147th Street, Miami, FL 33169
- Westland Hialeah Senior High School: 4000 W 18th Avenue, Hialeah, FL 33012

2022

- Homestead Middle School: 650 NW 2nd Avenue, Homestead, FL 33030
- Miami Jackson Senior High School: 1751 NW 36th Street, Miami, FL 33142
- North Miami Beach Senior High School: 1247 NE 167th Street, Miami, FL 33162
- Ruben Dario Middle School: 350 NW 97th Avenue, Miami, FL 33172

2023

- American Senior High School: 18350 NW 67th Avenue, Hialeah, FL 33015
- Homestead Senior High School: 2351 SE 12th Avenue, Homestead, FL 33034
- Palmetto Middle School: 7351 SW 128th Street, Miami, FL 33156
- Madison Middle School: 3400 NW 87th Street, Miami, FL 33147
- Miami Norland Senior High School: 1050 NW 195th Street, Miami Gardens, FL 33169

Senior Living Facilities Road Safety Audit, 2019

This study was initiated due to findings in the Miami-Dade TPO's Aging Road Users Strategic Safety Plan published in 2017, showcasing that 11 percent of all crashes within Miami-Dade County between 2008 and 2014 occurred within a ¼ mile of older adult living facilities. Additionally, the 2017 Plan identified an increasing trend in crashes involving adult roadway users aged 65 or older. In light of the growing older adult population in Florida, the Miami-Dade TPO conducted this Senior Living Facilities Road Safety Audit that studied 140 older adult living facilities and provided a three (3)-tiered prioritization of these facilities. Ultimately, the Audit developed recommendations for safety improvements to five (5) older adult living facilities determined to be Tier 1 priority sites.

The 140 sites were analyzed and then categorized into three (3) levels of priority: Tier 1, Tier 2, and Tier 3. Tier 1 sites were audited and provided with safety improvement recommendations. To determine prioritization of these project sites, data analysis was used in combination with a weighted scoring system applied to the 140 sites, considering total crashes as well as crashes involving 65 and older road users within a ¼-mile radius of the older adult living facilities.

The following Tier 1 sites were audited in this study:

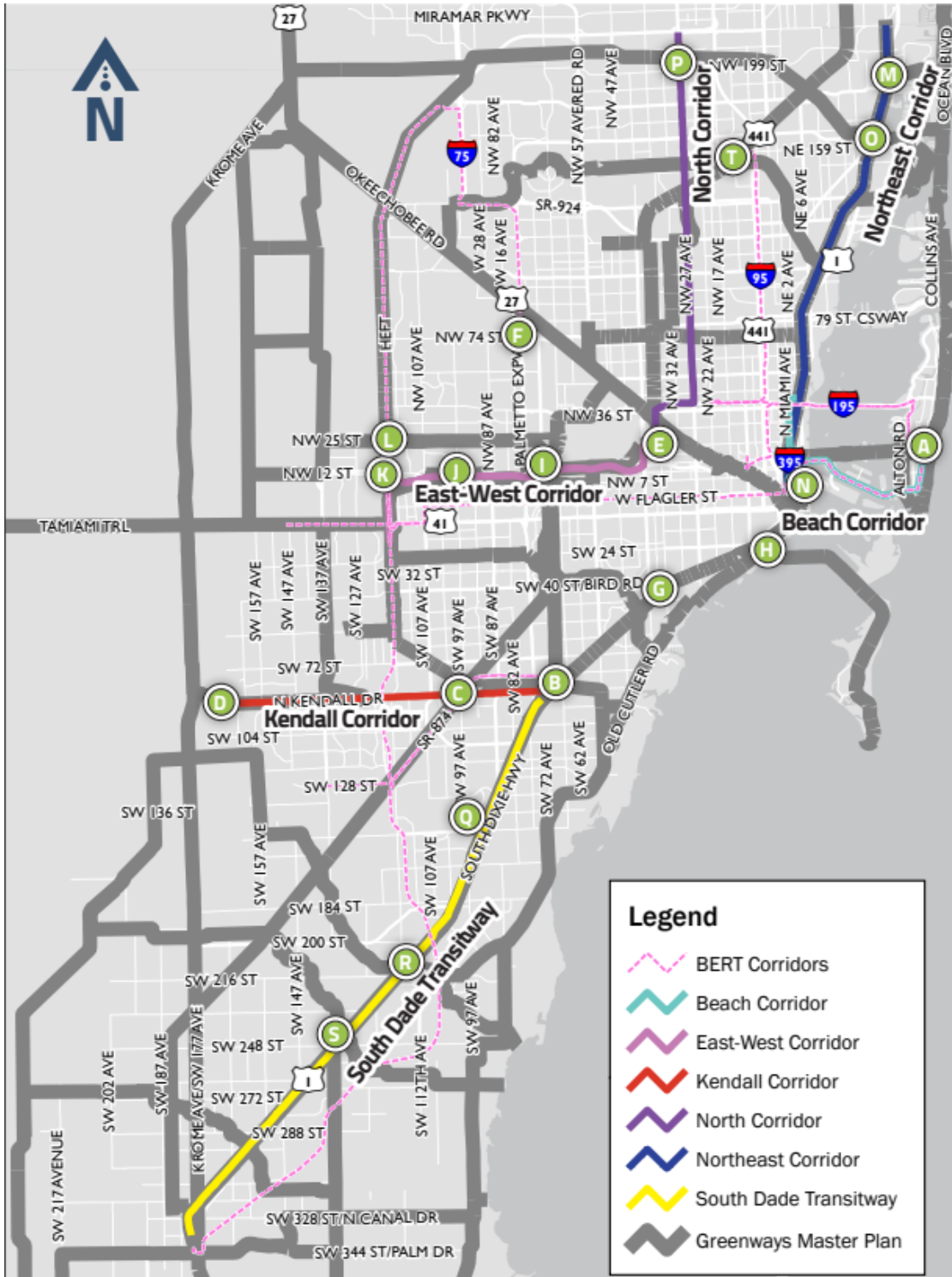
- Joe Moretti II (240 SW 9th Street, Miami, FL 33130)
- Buena Vista Apartments (521 SW 6th Street, Miami, FL 33130)
- Hialeah Residence (1280 W 46th Street, Hialeah, FL 33012)
- Vivian Villas (4650 W 12th Avenue, Hialeah, FL 33012)
- Jasmine (128 SW 22nd Avenue, Miami, FL 33135)

The following are the steps taken to complete the audit on the selected locations:

- Background research and literature review of relevant documents were performed
- Data collection took place regarding roadway characteristics, existing and future land use, traffic data, and crash data within a ¼ mile of over 140 older adult residential living centers
- Community engagement was performed; a Study Advisory Committee (SAC) conducted outreach to residents and staff at the older adult living facilities, where they presented the data analyzed and gathered input regarding safety concerns
- Field reviews were conducted at night, at daytime peak periods, and during daytime off-peak periods with the support of the SAC
- Documentation of the above-mentioned activities were used to conduct the audit and develop the recommended countermeasures for each site

SMART Trails Master Plan, 2019

The SMART Plan is a comprehensive plan which advances six (6) rapid transit corridors and a network of Bus Express Rapid Transit (BERT) service in order to implement mass transit projects in Miami-Dade County. The SMART Trails Master Plan was developed as a multifaceted SMART Plan implementation effort, and it identifies potential first- and last-mile (FLM) connections between the SMART Plan corridors and the regional non-motorized trail system. In addition, this report presents an evaluation process for assessing FLM non-motorized connections to existing and future SMART Plan stations.



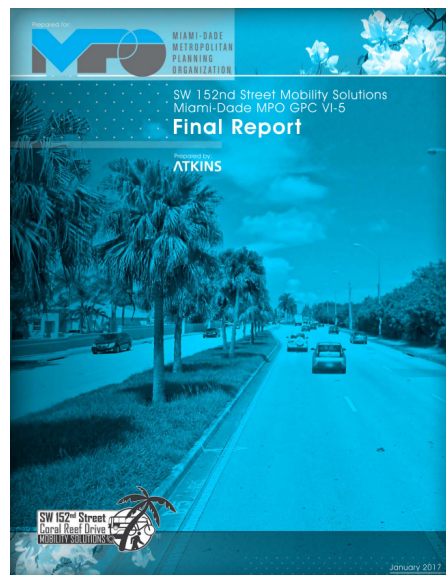
SW 152nd Street Mobility Solutions, 2017

Commuters using SW 152nd Street/Coral Reef Drive routinely experience peak periods of traffic during work commute trips under congested traffic conditions at some locations. In addition, the corridor does not provide a range of attractive mobility choices consistently along its length. The severity and duration of traffic congestion along this corridor raised concerns about the comprehensive impact of current and future development along the corridor. To address these concerns, the Miami-Dade TPO commissioned this study to identify and recommend multimodal solutions that improve accessibility and mobility along the roadway. The proposed transportation improvements addressed both existing deficiencies and future demand.

The goals and objectives are described below:

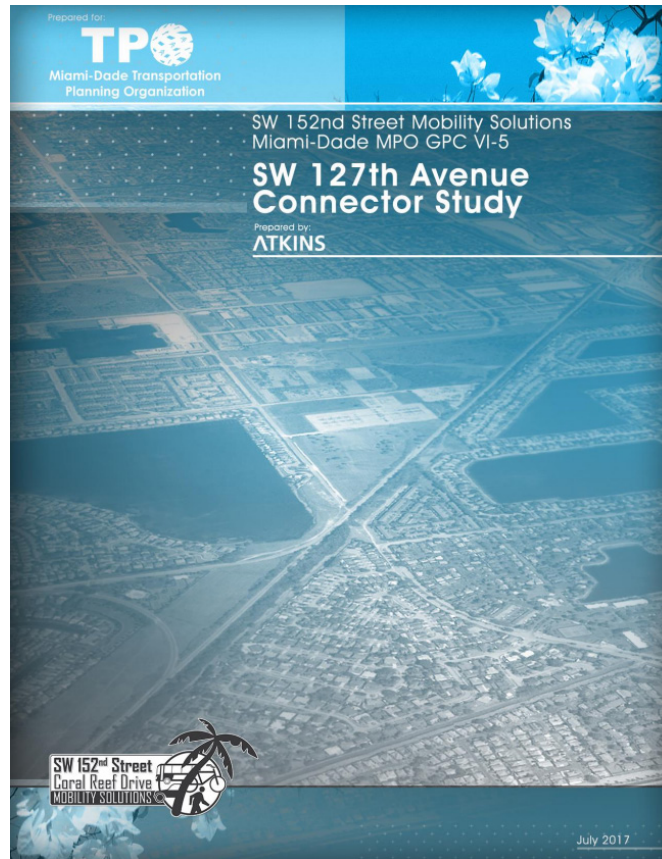
- **Mobility:** Moving people and goods in an efficient manner, focusing on minimizing person delays across modes rather than focusing exclusively on minimizing vehicle delays
- **Regional Accessibility:** Improving access to employment centers, educational opportunities, social and governmental services, and other modes of transportation
- **Safety:** Reducing crash rates and severity of crashes (fatalities and serious injury crashes), while also reducing conflict points
- **Affordability:** Investing in transportation system improvements that enhance the effectiveness of multimodal travel options, while being financially feasible to plan, design, and construct
- **Travel Choice:** Enhancing the availability and quality of other modes of transportation such as ride sharing, public transportation, bicycling, or walking, while maintaining the functionality of the existing roadway corridor
- **Livability:** Improving the quality of life and social equity by better integrating a multimodal transportation corridor into the corridor's communities and their needs

The study defined key transportation issues for local and through travelers, and considered a range of transportation solutions to address the needs along SW 152nd Street/Coral Reef Drive. These solutions included a combination of transit, roadway, as well as pedestrian and bicycle improvements.



SW 127th Avenue Connector Study, 2017

The previously completed study of multimodal improvement actions along the entirety of SW 152nd Street/Coral Reef Drive identified recommendations to improve mobility for all modes with a set of prioritized actions. While not located directly on the SW 152nd Street corridor, one of the recommendations proposed that the segments of SW 127th Avenue lying on either side of the CSX Railroad corridor at a point approximately 0.70 miles north of SW 152nd Street be connected, potentially with an overpass structure. The purpose of this study was to investigate options for the connection of SW 127th Avenue at the railroad corridor. The study proposed three (3) alternatives for connection: an at-grade roadway crossing, an overpass with five (5) percent grades, and an overpass with five (5) percent and nine (9) percent grades.



TPO Mobility Hub Study - SW 244th Street, 2021

A Bus Rapid Transit (BRT) station is proposed to be located at the SW 244th Street Park-and-Ride on the South Dade Transitway. The strategic recommendations for multimodal connectivity presented in this study create a plan to support access to the station, and more broadly, the development potential of the surrounding Princeton and Naranja communities as part of the SMART Moves Program.

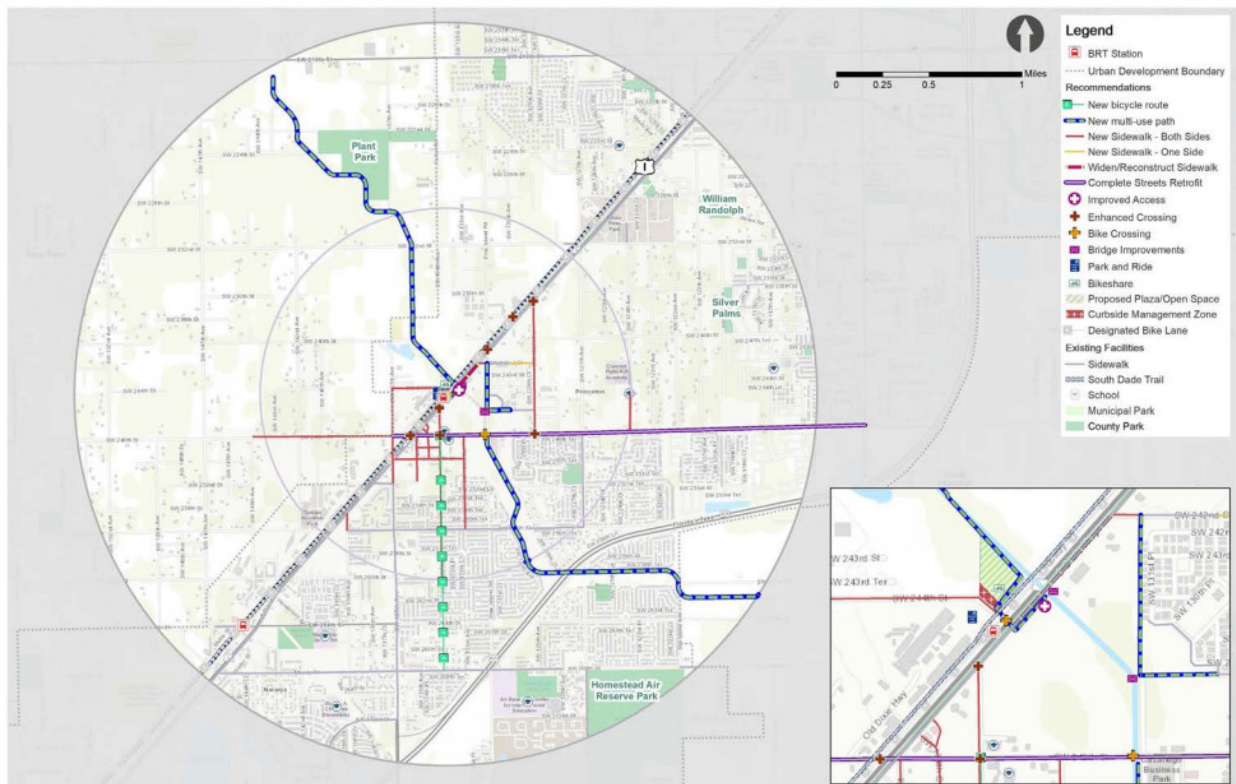
The following are the goals of this study:

Design

- Prioritize mobility and safety of pedestrians of all abilities in the transit core area and along key transit corridors
- Enhance pedestrian and bicycle safety at all major intersections
- Retrofit key corridors as complete streets
- Provide pedestrian amenities at station and open spaces

Destination Accessibility

- Provide new or enhanced multimodal connections to the BRT station from residential neighborhoods
- Prioritize mobility and safety of pedestrians of all abilities in transit core area and along key transit corridors
- Complete prescribed network of streets according to the Princeton Community Urban Center (PCUC) District Regulations
- Supplement the transit network with microtransit and micromobility



TPO SMART Street Transportation Enhancement Program

The Miami-Dade TPO's SMART Street Transportation Enhancement Program (STEP) implements bicycle and pedestrian safety improvement projects aimed at addressing the mobility challenges identified by the Miami-Dade TPO's Urban Mobility Task Force and Non-Urban Core Task Force. The SMART STEP was strategically developed for accelerated implementation of bicycling and pedestrian safety improvement projects through facilitating interagency coordination and innovation. This program also prioritizes accelerated project timelines to enable an agile, responsive program to the public's bicycling and pedestrian connectivity and safety needs. Transitioning from the SMART Plan to the SMART STEP allowed the TPO to develop a more systemic, flexible approach to meeting the SMART Plan goals of addressing first- and last-mile solutions for various Miami-Dade County populations, including pedestrians, bicyclists, and persons with disabilities. SMART STEP projects are quick-build projects similar to push-button projects focused on bicycling and pedestrian improvements, allowing them to be implemented without association to a larger, programmed roadway project, and with accelerated timelines.

SMART STEP Urban Mobility Project Locations:

- W 74th Place at W 3rd Court & Amelia Earhart Park, Hialeah, FL
- NW 74th Street & NW 107th Avenue, Doral, FL
- SE 8th Street & Brickell Avenue Intersection, Miami, FL
- SW 6th Street & SW 8th Avenue, Miami, FL
- SW 72nd Street & SW 57th Avenue, Coral Gables & South Miami, FL

SMART STEP Non-Urban Core Project Locations:

NW 157th Street & NW 22nd Avenue, Miami Gardens, FL

Palmetto Metrorail Station (North Side towards NW 79th Avenue), Medley, FL

SW 92nd Street & SW 122nd Avenue, USMA, FL

SW 160th Street from SW 147th Court to SW 137th Avenue, USMA, FL

SW 142nd Avenue from SW 160th Street to SW 168th Street, USMA, FL

Palm Drive/SW 344th Street & South Dade Transitway, Homestead, FL

Municipalities Studies and Plans

Aventura TPO Mobility Hub Studies, 2021

The Miami-Dade TPO conducted a study to identify the necessary multimodal improvements to support the people traveling to and from the new Aventura Brightline Station. This study evaluated connectivity, mobility, and safety improvements for a well-linked transportation system that includes active transportation (walking and bicycling) from the Aventura Station.

The study's objectives include:

- Proposal of infrastructure improvements for multimodal access around the Aventura Station, within 1/2 mile from the station for people walking, bicycling, and using other micromobility modes, and within a 2-mile radius from the station for transit
- Recommendation of an alternate implementation/ project deliver method.



City of Aventura Unified Master Plan for Pedestrian and Bicycle Connectivity, 2017

The approach in this study was to identify a coordinated project bank of improvements with a focus on pedestrian and bicycle mobility and connectivity. The recommended improvements and implementation plan served as a tool to guide short- and long-term intermodal transportation improvements.

The goal of this Plan was to develop an interconnected network of pedestrian and bicycle facilities that promote mobility alternatives and regional connectivity that:

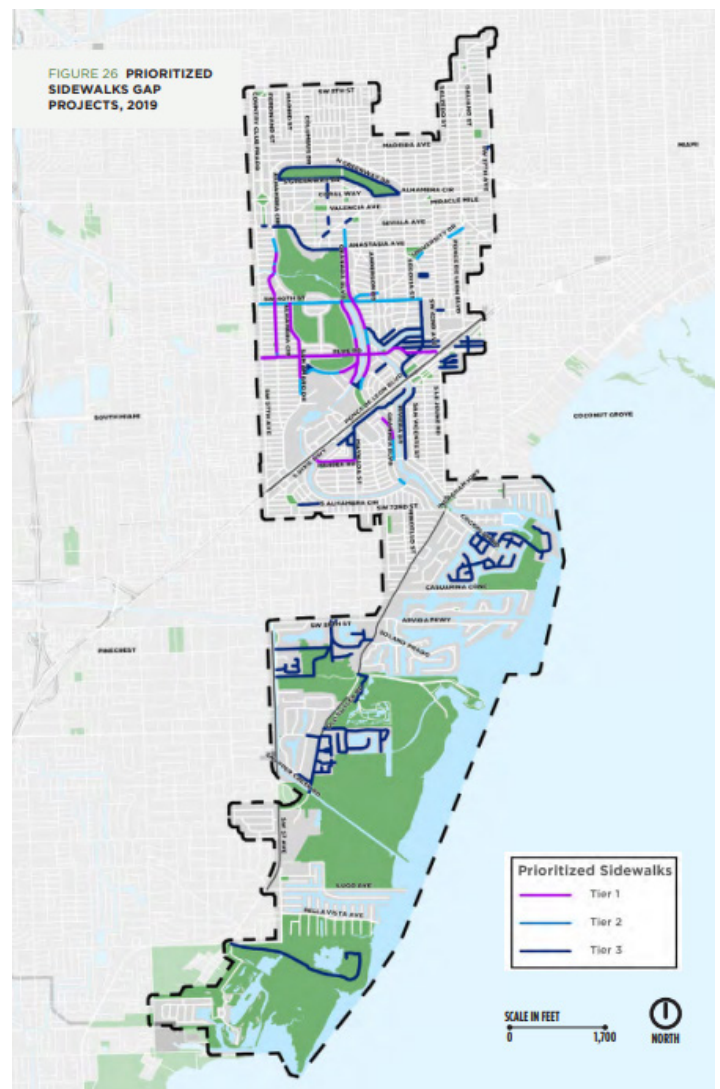
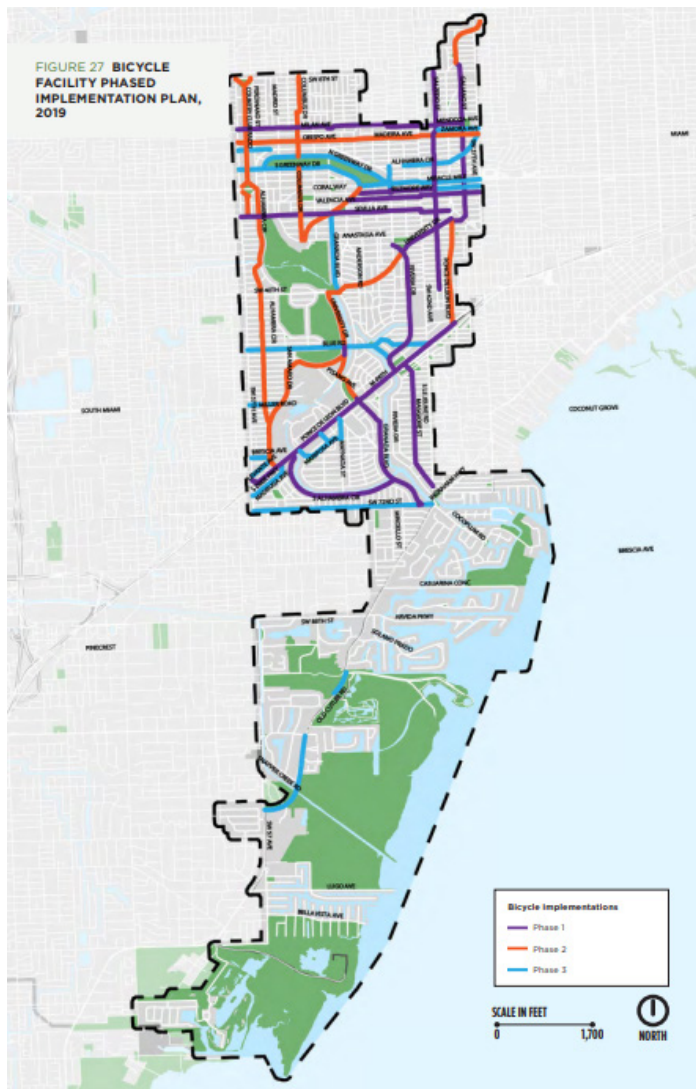
- Provide for multiple transportation modes, including pedestrian, bicycle, transit, and automobile, and include environmentally sustainable, context-sensitive solutions
- Integrate bicycle-pedestrian improvements as integral elements of road projects
- Support flexibility to accommodate future needs and allow change to occur incrementally within budgetary constraints



City of Coral Gables Bicycle and Pedestrian Stress Assessment Study, 2019

The purpose of the Study is to foster the City's goal to expand the bicycle and pedestrian network into something that will appeal to all users, as well as motivate people to choose to ride a bicycle or walk for shorter trips and access to transit. This Study provided a guiding framework for identifying and implementing projects that provide a connected and comfortable network for bicycling and walking in Coral Gables. To help define the baseline conditions for the level of comfort for bicyclists and pedestrians, and assess new opportunities for multimodal connectivity, a Bicycle Level of Traffic Stress (LTS), a Sidewalk Gap Analysis, a Pedestrian Intersection Analysis, and a Pedestrian Connectivity Analysis were conducted.

Each specific recommendation in this plan was prioritized based on factors such as connectivity, safety, demand, and equity. Recommendations were prioritized into three (3) tiers or phases.

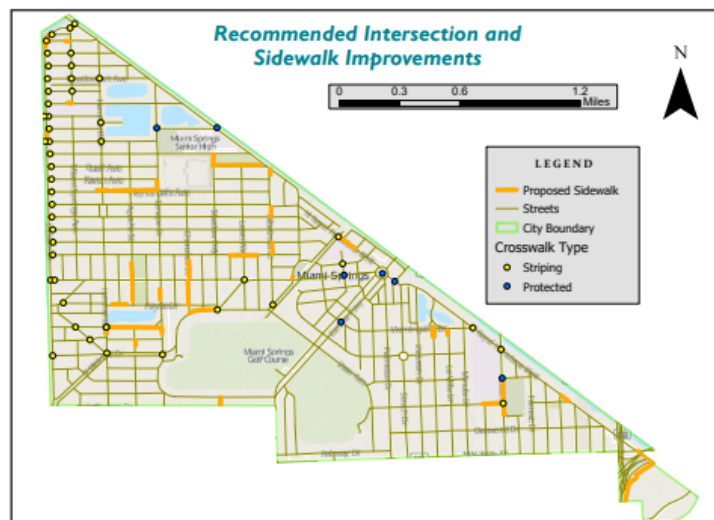
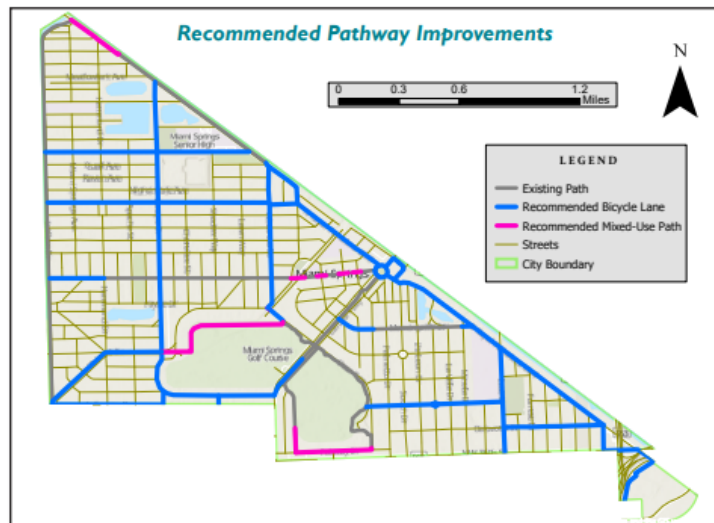


City of Miami Springs Citywide Bicycle and Pedestrian Mobility Study and Master Plan, 2019

The Citywide Bicycle and Pedestrian Mobility Study and Master Plan focused on improving mobility within the City of Miami Springs by enhancing its multimodal transportation system, supporting access and connectivity, and enhancing quality of life. This study undertook a data collection and analysis process to determine areas of interest for transportation improvements. The four (4) key areas that guided the needs assessment of this plan are:

- Land use and future growth
- Existing accessibility, usability, and connectivity
- Safety
- Technology

This study combined community engagement and technical analysis to determine the needs within the community. The following projects were evaluated based on connectivity, safety, usability, needs, cost, and community desire.



Cutler Bay Complete Streets Corridor Analysis, 2017

The Town of Cutler Bay is made up of various parks, schools, as well as residential and commercial areas. While all of these are easily accessible and connected for cars, bicyclists and pedestrians have a harder time reaching these destinations. Being in South Miami-Dade, the area also houses some of the last remaining developable land in Miami-Dade County.

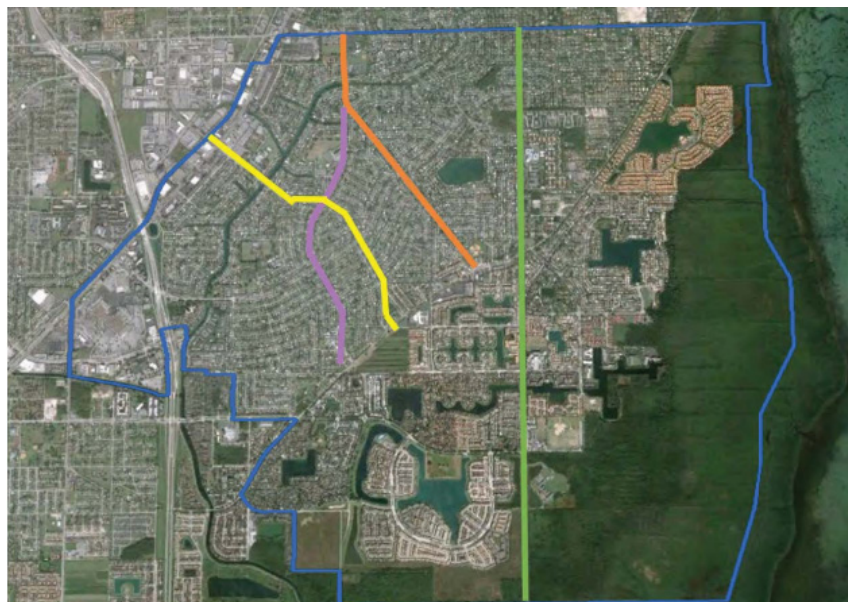
By meeting with the citizens and analyzing studies, the Town of Cutler Bay prioritized projects based on the following factors:

- Ease of implementation
- Efficiency
- Maintains/enhances town character

Study corridors in this analysis included:

- SW 87th Avenue
- Franjo Road
- Marlin Road
- Gulfstream Road

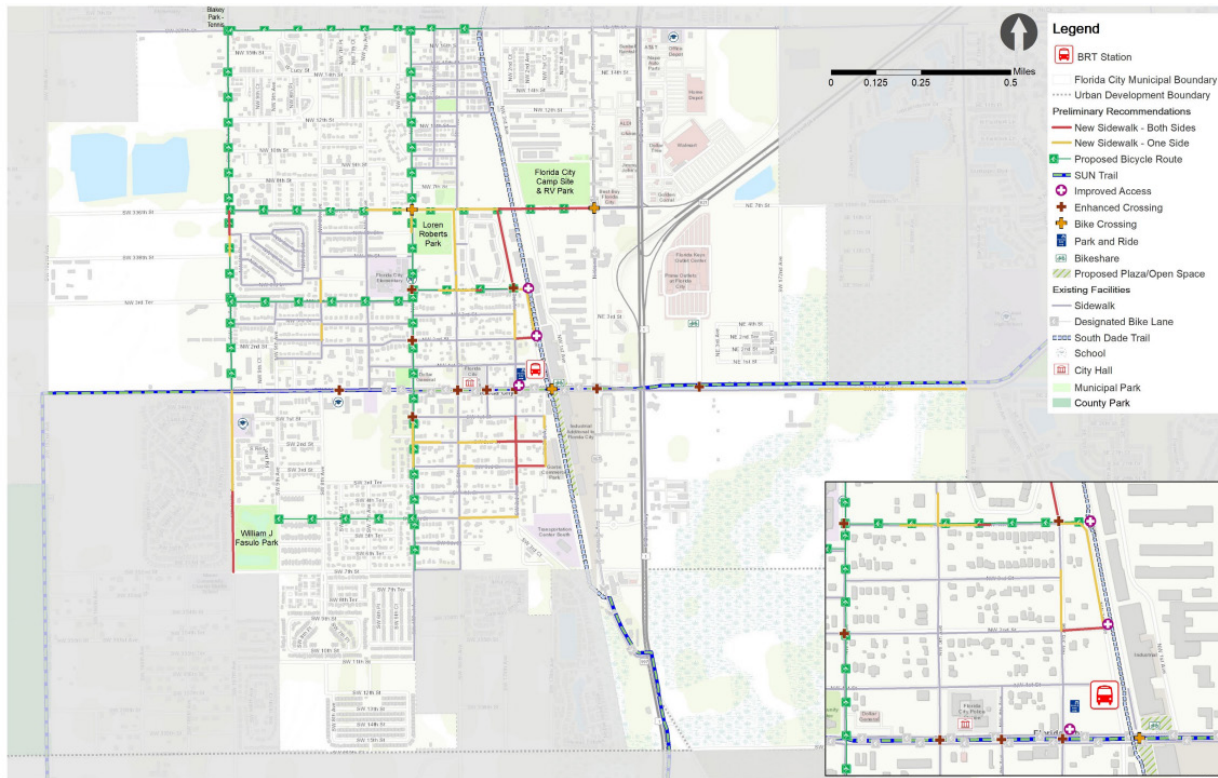
The top priority project was based around SW 87th Avenue, the primary transit corridor in the area. Additionally, Franjo Road is to become an urban connector with a bicycle lane on the roadway since it connects the main commercial centers on Old Cutler Road and SW 184th Street. There will also be a shared pedestrian and furniture zone open for walking, while also containing all kinds of street furniture. Despite linking commercial centers, parks, and schools, the project does not connect to a regional bicycleway. Therefore, a canal bridge is recommended for Marlin Road, ideally with two (2) bicycle lanes and shade. No buses use this roadway, so there is plenty of room for green plantings and shade trees. This project will also link commercial centers in Cutler Bay. An enhanced sidewalk lined with shade trees should also make Gulfstream Road the preferred corridor for walking in the area. The walking path should include benches, streetlamps, and bicycle racks. This will provide an easy and comfortable route to Old Cutler Road, Caribbean Boulevard, and Franjo Road.



Florida City Hub Mobility and Accessibility Study, 2021

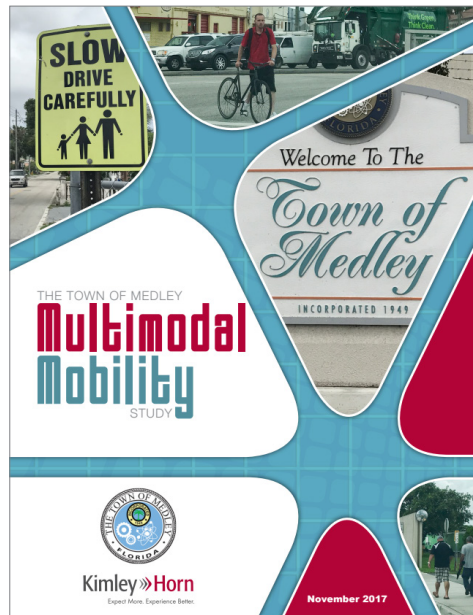
A BRT station is proposed at SW 344th Street in Florida City as part of the South Dade Transitway. A multimodal mobility hub is envisioned at the station to provide connectivity, mobility, and safety for pedestrians, bicyclists, and transit users. This study identified the appropriate scale of transportation technology, infrastructure, and amenities to facilitate the usage of the BRT station, as well as efficient multimodal connections as part of the SMART Moves Program. This study aimed to:

- Prioritize pedestrians of all abilities through wide and continuous paved paths and enhanced crossings
- Increase designated bicycle lane density and intersection safety elements
- Provide continuous bicycle and pedestrian paths from residences and workplaces to the BRT station
- Supplement the transit network through on-demand shared mobility
- Increase multimodal connectivity and enhance wayfinding to key commercial sites, educational institutions, marketplaces, and recreational areas
- Encourage development of public and civic land uses near the station area



Medley Multimodal Mobility Opportunities Study SMART Moves Municipal Grant, 2017

The Town of Medley conducted the Multimodal Mobility Study to improve bicycling, walking, and public transit as alternative modes of transportation. This Study looked to identify specific transit and non-motorized transportation improvements that will become part of work programs for the Town and its transportation partners. This study included recommendations for bicycle and pedestrian facility improvements, as well as recommendations regarding a Medley circulator service. The Study also included recommendations to provide improved connections to Tobie Wilson Recreational Center and other key destinations within Medley, including Town Hall, Palmetto Metrorail Station, parks, and employment areas. This Study also aimed to improve connections to Medley's schools, residential neighborhoods, and other points of interest for the surrounding municipalities of Doral, Hialeah, Hialeah Gardens, and Miami Springs.



Miami Beach Convention Center Bicycle and Transit Safety and Connectivity Project, 2020

The City of Miami Beach Transportation Master Plan (TMP) aimed to implement transportation improvement projects to accommodate for pedestrians first; bicycles, transit, and freight second; and private automobiles last, in order to reduce automobile trips in the City by 33 percent in 2035. This modal shift will improve the City's quality of life and reduce greenhouse gases created by motorized vehicles. For instance, the 17th Street corridor from West Avenue to Beachwalk is well suited to support this modal shift. This corridor already experiences significant pedestrian, bicycle, and transit activity. Furthermore, the existing traffic counts show that the corridor is operating significantly under capacity, allowing for the repurposing of motorized travel lanes to accommodate multimodal improvements. This report documented existing corridor multimodal conditions, the development and evaluation of three (3) improvement alternatives, future no-build and build alternative assessments, public outreach, and recommendations for corridor enhancements. The three (3) alternatives below were analyzed and the third was recommended for implementation.

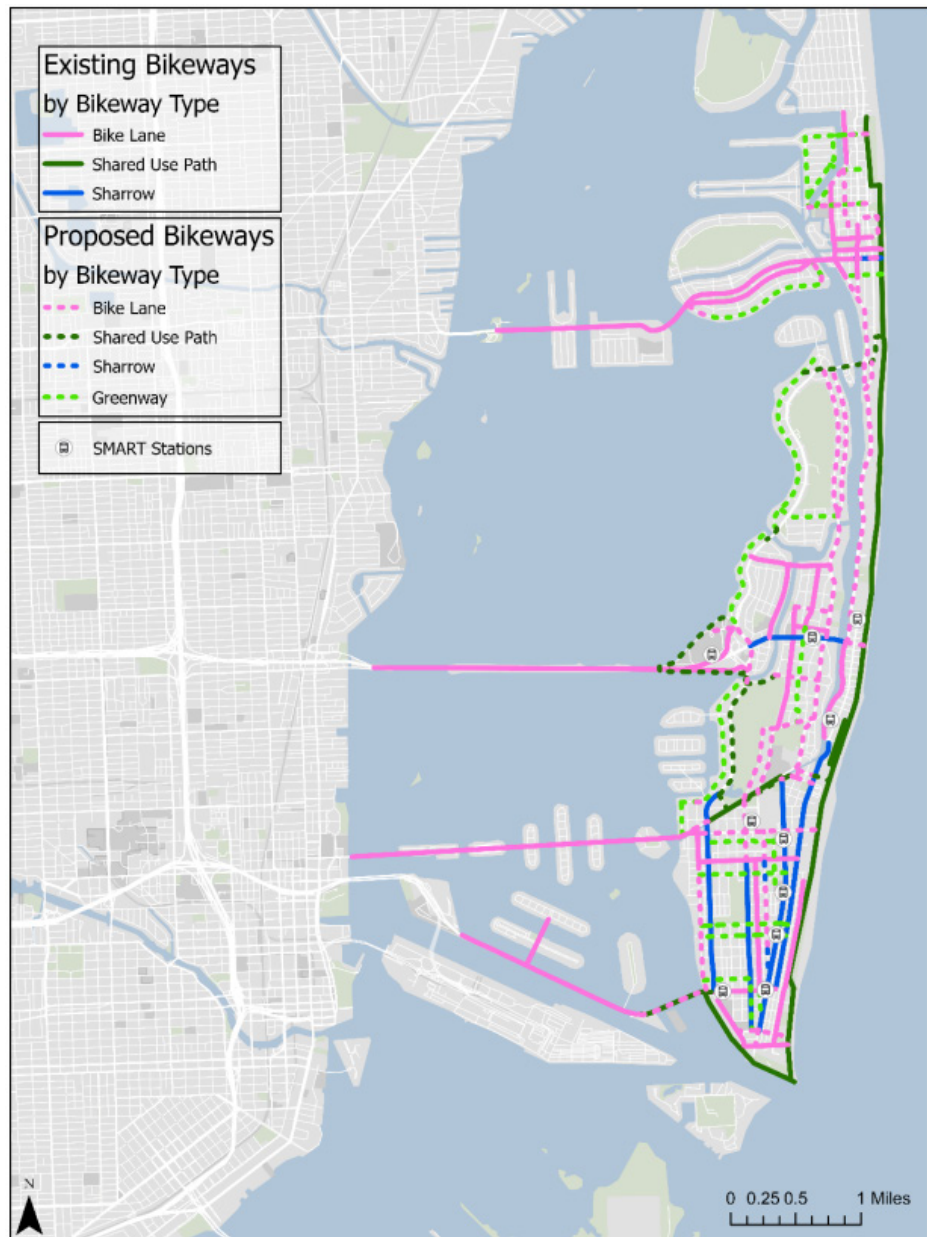
- **Alternative 1** involves implementing pedestrian improvements along the corridor to comply with Americans with Disabilities Act (ADA) sidewalk treatments, including curb ramps, audible crossing countdown warnings, as well as signage and pavement markings. This alternative also included two new midblock pedestrian crosswalks across 17th Street and one (1) parallel pedestrian crosswalk at the city's parking garage driveway to further encourage pedestrian and transit modes. Additionally, a bus only lane is also recommended at the Washington Avenue bus transfer facility just south of 17th Street.
- **Alternative 2** includes Alternative 1 recommendations, with the addition of bicycle lanes on both sides of 17th Street. One (1) travel lane will be repurposed to provide four (4)-foot green painted bicycle lanes, with a one (1)-foot gutter offset. The remaining four (4) travel lanes will be brought up to the Design Manual minimum travel lane width requirement, 10 feet, for this road's context classification. Bus islands are also proposed for improved bicycle movements at bus stops. East of SR-A1A/Collins Avenue, travel lane and sidewalk widths are reduced, and diagonal parking spaces are converted into parallel spaces, allowing for five (5)-foot green painted bicycle lanes, with a two (2)-foot buffer on each side of the road ending at Beachwalk. The commercial loading zone on the south side of street is extended from 80-feet to 160-feet, and a new 80-foot zone is added to the north side of the street. Four (4) of the existing 43 parking spaces are repurposed in this alternative.
- **Alternative 3** includes both Alternative 1 and 2 recommendations and introduces a combination bus–bicycle lane from the east side of the intersection of 17th Street with Meridian Avenue to the west side of the intersection with SR-A1A/Collins Avenue.



Miami Beach First/Last Mile Connections to the SMART Plan Study, 2022

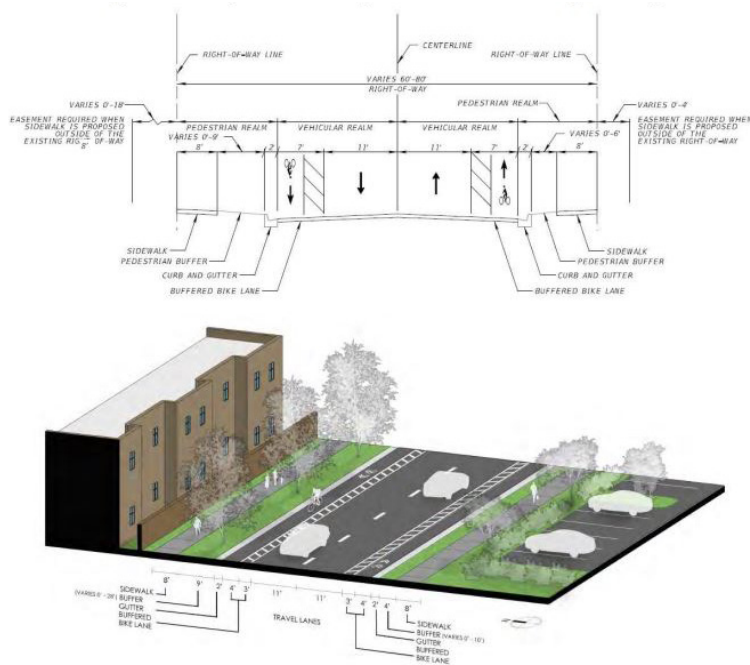
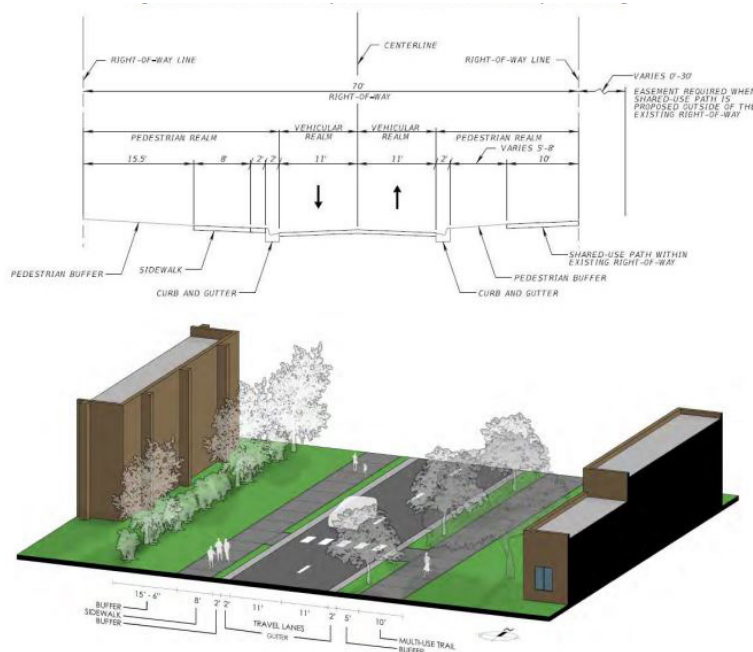
The First/Last Mile Connections to the SMART Plan Study was commissioned by the City of Miami Beach, with grant assistance from the Miami-Dade TPO, to assess the accessibility of proposed SMART stations within Miami Beach for pedestrians, bicyclists, and transit riders. Providing better access to and from SMART stations for multiple transportation modes, rather than focusing on one specific mode, will ultimately lead to improved connections to the future SMART Beach Corridor and Bus Express Rapid Transit (BERT) services. The success of regional transit services outlined in the SMART Plan is key to the City of Miami Beach’s broader goals, particularly by reducing the driving mode share for travel to, from, and within the City.

Projects identified and described in this study are intended to drive success for the Beach Corridor and BERT services in Miami Beach in coordination with regional efforts.



Miami Lakes Complete Streets Implementation Plan, 2017

The Town of Miami Lakes Complete Streets Program provided recommended street design improvements specific to the Town of Miami Lakes' roadways. These Complete Streets infrastructure enhancements aimed to implement additional pedestrian and bicycle improvements to give all users a greater share of the right-of-way. They varied from pavement markings to new physical barriers built between travel lanes and bicycle and pedestrian pathways. Ultimately the proposed improvements were focused on increasing safety of users without compromising traffic flow. The cross sections and concept renderings below show a sample of proposed Complete Streets refigurations identified in the Plan.

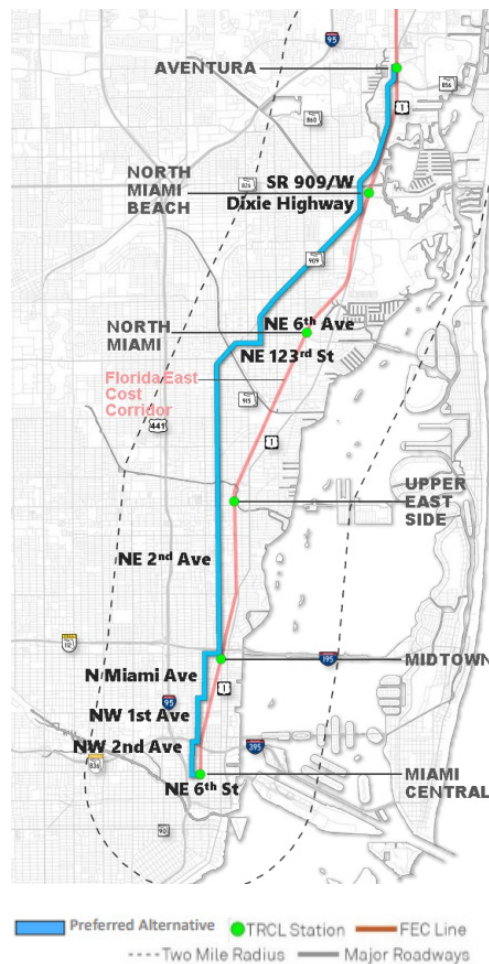


Miami Shores Flagler Trail Greenway Study, 2021

Miami Shores Village conducted a feasibility study for pedestrian and bicycle facilities along Club Drive, called the Flagler Trail. The project will build an eight (8)- to 10-foot asphalt multi-purpose path along the west side of Club Drive between the roadway's template and the right-of-way (R/W) line. This feasibility analysis evaluates potential alignments on both the east and west side of Club Drive due to R/W constraints. The limits of the study matched Club Drive's limits for approximately 0.7 miles, from NE 6th Avenue to NE 100th Street. The extension of multimodal trail facilities along Club Drive in the Village of Miami Shores involved balancing multiple design factors. Each project alternative had benefits and trade-offs, including bicycle and pedestrian comfort, impacts to the nearby neighborhoods, and estimated costs. The following conclusions were made after analyzing these elements for each project alternative:

- **Alternative 1 (West 8-Foot Bicycle Trail):** this alternative takes advantage of the limited space on the west side of the road, and provides a separated bicycle trail that has the least number of crossings and the greatest separation from existing homes
- **Alternative 2 (East Shared-Use Path):** this alternative provides a wider facility for all users on the east side, taking advantage of the larger amount of space between the road's template and the tree line
- **Alternative 3 (East 8-Foot Bicycle Trail):** this alternative combines Alternatives 1 and 2 by taking advantage of the ample room on the east side without impacting existing trees

Ultimately, this study recommended Alternative 1 due to its continuity with the existing Trails Master Plan, as well as the lowest impact it would have on the existing neighborhood by providing the greatest separation from the existing homes.



Plan Z

Plan Z for Miami creates a separated, protected, and dedicated bicycle and pedestrian pathway along the entire Rickenbacker Causeway to eliminate bicycle and pedestrian conflicts with automobiles. It concentrates on elevating and realigning the main roadway on and across Virginia Key, increasing climate resilience against sea-level rise and storm surge on Miami-Dade's most vulnerable park and roadway asset. This realignment produces 20 acres of new park and beach area on the south side of Virginia Key, affording residents and visitors additional and fully accessible recreation opportunities.

This proposed plan complied with the Miami-Dade Parks, Recreation and Open Space Master Plan, and it was approved by the Miami-Dade Transportation Planning Organization's Bicycle and Pedestrian Advisory Committee (BPAC). By downgrading the functional classification of Rickenbacker Causeway to enable an alternate roadway design standard, i.e., Principal Arterial to Minor Arterial, a new design strategy for the causeway could be implemented, formally converting Rickenbacker Causeway into Rickenbacker Park. The plan involved the addition of a signature gateway at the causeway entrance to Key Biscayne. New lanes would be constructed solely for bicycles, and a striking entranceway linking up with the planned Underline Park would be built. The dedicated bicycling and jogging lanes would continue into Key Biscayne.

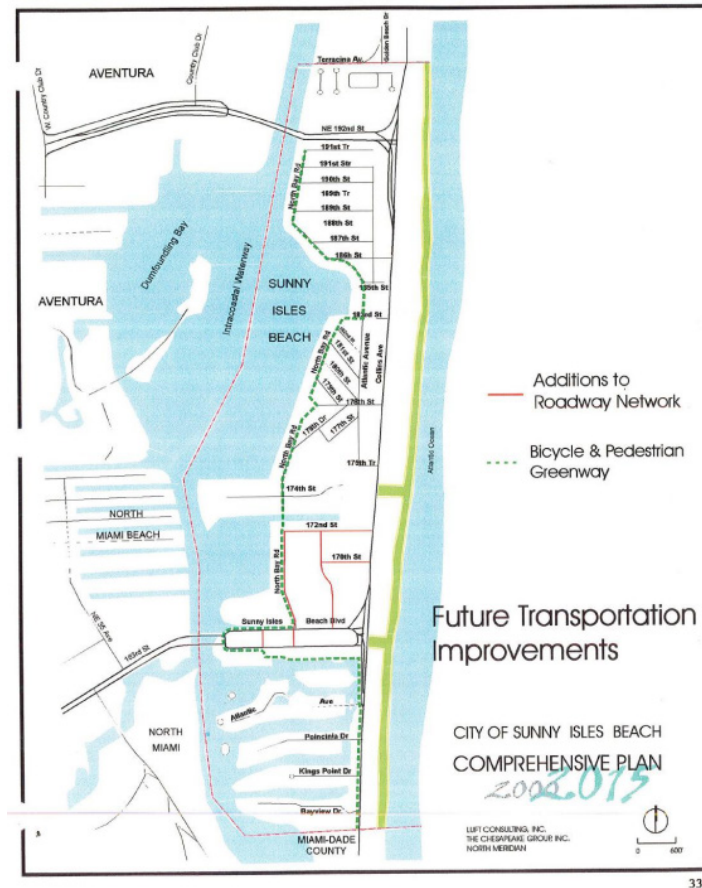


Sunny Isles Beach Transportation Master Plan, 2016

The City of Sunny Isles Beach is a fast-growing coastal community in northeast Miami-Dade County. In preparing for the future, Sunny Isles Beach recognized the need to develop solutions for congestion along SR-A1A/Collins Avenue as development continues to be built, and to respond to the community's desire for enhanced multimodal options to accommodate transportation needs. To preserve and enhance its high quality of life as the community continues to grow, the City set out to examine the existing and future conditions of its transportation system. This included the roadway network, transit system, bicycling, and pedestrian facilities. This plan served as a blueprint by which the City can move forward together in creating a multimodal, safe, convenient, and accessible transportation system.

This plan evaluated transportation modes such as single-occupancy vehicles, transit, pedestrian, and bicycling, taking into consideration relative mobility, accessibility limitation, and intermodal aspects as main measures of multimodal transportation. The provided recommendations for the City included actions, which will:

- Focus on providing multimodal options as an alternative to short vehicular trips
- Reduce pressure on SR-A1A/Collins Avenue by addressing internal circulation
- Maintain and enhance current roadway infrastructure
- Enhance land use and mobility by providing alternative corridors to connect neighborhoods
- Enhance safety and aesthetics by incorporating design into transportation
- Promote multimodal options as attractive, viable alternate modes of transportation
- Emphasize regional intergovernmental efforts to create viable regional transportation options



The Underdeck

While FDOT works to reconstruct I-395 in downtown Miami, a diverse group of citizens, community groups, and elected officials are designing plans for the 33 acres *underneath* the freeway. Currently named the Underdeck, the multi-purpose green space intends to connect Overtown to the waterfront area, potentially with amenities such as an amphitheater, dog play area, community plaza, and more. Such possibilities will be enabled by a reconstructed I-395 that is higher off the ground, has fewer columns, and is designed to increase light and air underneath.

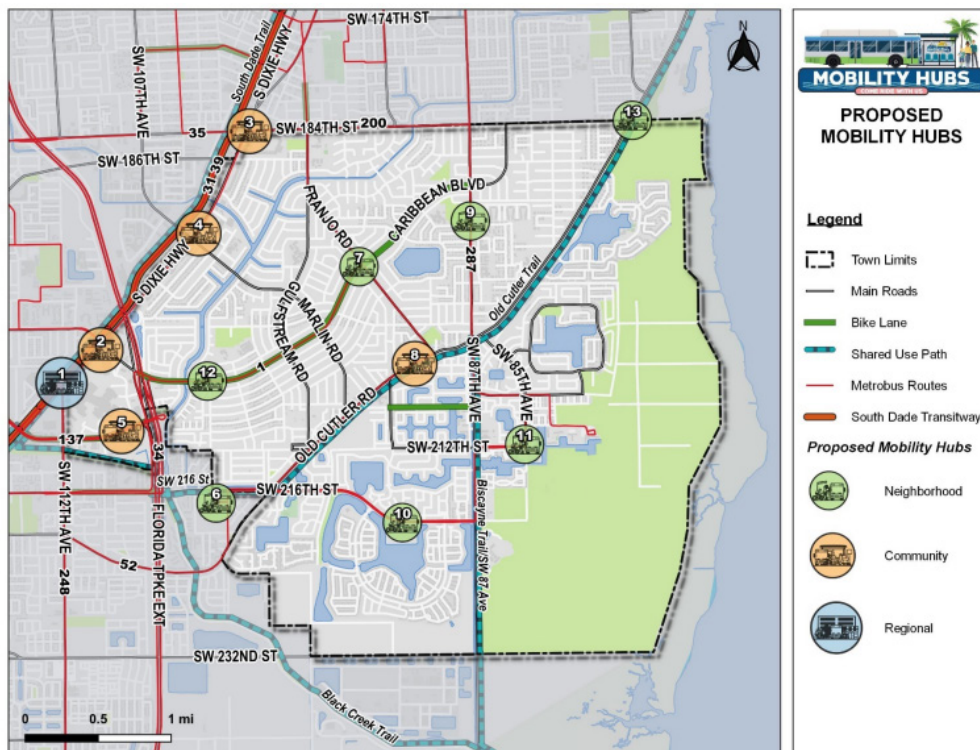
The Underdeck Committee submitted a comprehensive report to the City of Miami Commission in late 2022, with the goal of shaping the project's future development around four (4) design themes: Active, Connected, Authentic, and Green. These themes, established through citizen engagement, will serve as pillars as the project moves forward as a collaboration between the City, FDOT, community foundations, and the non-profit Townsquare Neighborhood Development Corporation (TSNDC). Supplementing the committee's plan are several other reports, including an Operations & Maintenance Review of the area prepared for TSNDC, and the 2021 annual report for the Rose F. Kennedy Greenway in Boston, an urban park developed as a result of a downtown highway being moved underground. The project represents an opportunity to further develop a regional greenway network in Miami, while activating an area of downtown which currently sees minimal social and economic activity due to the presence of the highway.

Town of Cutler Bay Mobility Hubs Plan, 2020

The Cutler Bay Mobility Hubs Plan sought to improve connectivity, mobility, and safety for pedestrians, bicyclists, and transit users through the identification of neighborhood, community, and regional mobility hubs throughout the town's roadway network. This Plan was funded through the Miami-Dade TPO SMART Moves Program. A total of 12 mobility hubs were identified throughout the Town of Cutler Bay, divided into six (6) neighborhood hubs, five (5) community hubs, and one (1) regional hub. The plan also included the potential locations of mobility hubs and identified amenities, improvements, and recommendations to create vibrant public spaces and garner the support needed for a transportation mode shift in the Town of Cutler Bay. Additionally, for each level of the mobility hubs, templates were developed through feedback from the public involvement process, a Stakeholder Advisory Committee, and from town staff. These templates acted as a visual aid to the development of the mobility hub network for the Town.

The following are the identified mobility hubs throughout Cutler Bay:

- Cutler Bay Regional
- Caribbean Boulevard Community
- Eureka Drive West Community
- Marlin Community
- South Dade Government Center Community
- Community Health Neighborhood
- Whispering Pines Neighborhood
- Old Cutler Town Center Community
- Pine Wood Neighborhood
- The Isles of Bayshore Neighborhood
- Lakes by the Bay Neighborhood
- Cutler Ridge Neighborhood
- Eureka Drive East



Village of Palmetto Bay Multi-Use Trail and SMART Plan Connectivity Study, 2021

The Village of Palmetto Bay's Multi-Use Trail and SMART Plan Connectivity Study was a feasibility study for multimodal improvements to enhance mobility, safety, and accessibility to the South Dade Transitway between the Village of Palmetto Bay. The intended purpose was to decrease single-occupancy vehicles, while increasing walking, bicycling, and transit within the Village. The South Dade Transitway was the first corridor identified in the SMART Plan to be implemented and is currently under construction for BRT improvements between Dadeland South and Homestead. Four (4) of the 14 stations will be located adjacent to the Village of Palmetto Bay, providing residents access to the BRT to and from the Dadeland South station.

This study also included a review, analysis, and evaluation of four (4) primary east/west corridors within the Village of Palmetto Bay. These corridors are:

- SW 144th Street
- SW 152nd Street
- SW 168th Street
- SW 184th Street

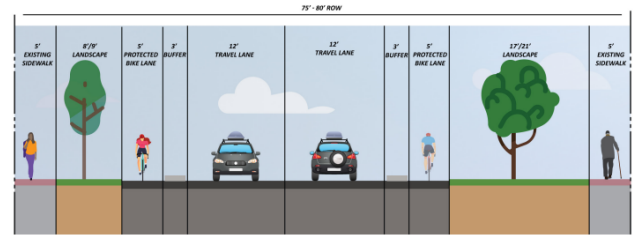


Figure 1: SW 152 Street Alternative 2 Typical Section

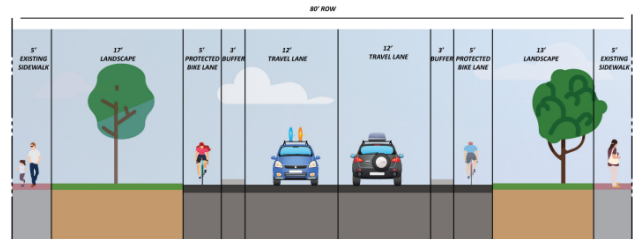
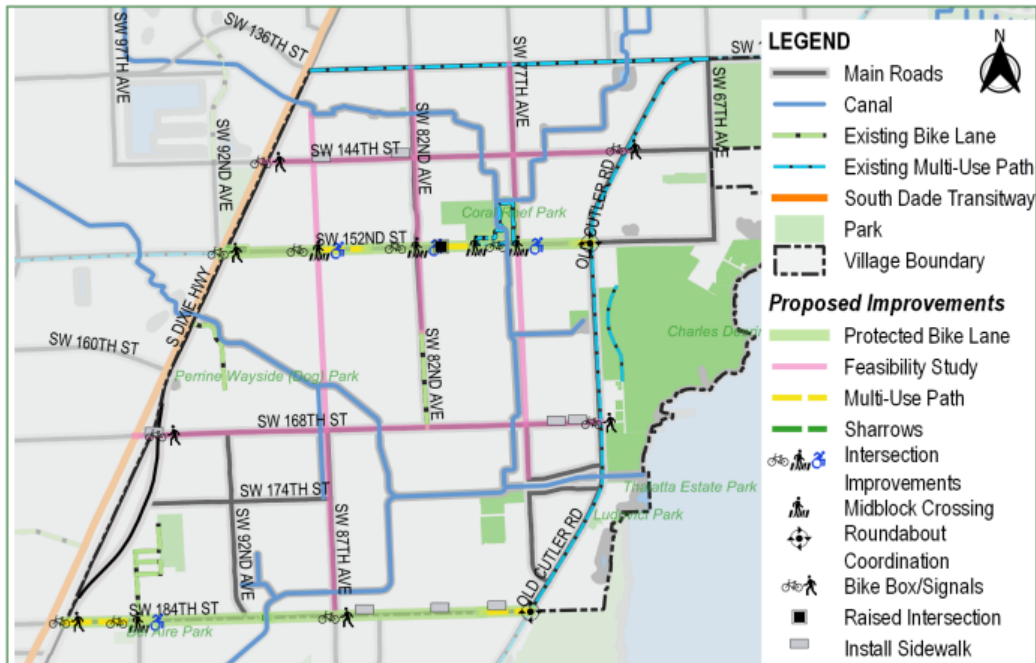


Figure 2: SW 184 Street Alternative 2 Typical Section



Infrastructure Gap Needs Analysis

Evaluating the existing state of bicycle and pedestrian infrastructure within Miami-Dade County enabled an understanding of the gaps between facilities and the needs necessary to provide a network of connected facilities that provide efficient connections to popular destinations. A variety of elements were combined to form a baseline collection of bicycle and pedestrian facilities throughout the county, including:

- Existing Bicycle Facilities¹
- 2045 Miami-Dade TPO Bicycle Pedestrian Master Plan Priority I-V Cost Feasible and Needs Plan Projects²
- SMART Trail Corridors³

Through this data, clear gaps were identified in the network of bicycle and pedestrian facilities. Identifying infrastructure gaps was the initial step of a needs analysis aimed at providing feasible project recommendations. In particular, this analysis emphasized building a network of bicycle and pedestrian facilities connected to existing facilities, SMART Corridors, and other destinations generating frequent bicycle and pedestrian activity, such as schools, multimodal hubs, parks, and areas of high population.

Using connectivity as a primary theme guiding the needs analysis helped form facility recommendations that enable accessible, cohesive, and efficient travel for bicyclists and pedestrians. Additionally, the needs analysis focused on recommending protected or off-road bicycle and pedestrian facilities on corridors that would close a gap in the network or provide connectivity to major activity generators. Providing high-quality bicycle and pedestrian facilities is a critical component in forming more comfortable commuting environments for users of all ages and experience levels. These high-quality facilities are most valuable in areas near elementary and middle schools, where young children are frequently walking or bicycling to school. To highlight the enhanced need for dedicated facilities in these areas, 1/2 mile and 2-mile buffers were created around middle schools that have not been included in any previous SRTS Program in the County.

Bicycle and Pedestrian Facilities

Miami-Dade County is experiencing significant population and employment growth, which in turn has sparked drastic change in development trends of concentrated and connected communities. Additionally, many communities within the County rely on bicycling or walking as a mode of transportation to school, work, and other daily trips, but do not have adequate, connected, or quality facilities they can rely on to complete these trips safely and efficiently. These conditions have created a growing demand for improved and increased multimodal facilities that connect people to multimodal hubs, employment centers, parks, and their place of residence.

¹Source: Miami-Dade County

²Source: Miami-Dade TPO - Feasible and Needs Bicycle and Pedestrian projects from the 2045 Miami-Dade Bicycle Pedestrian Master Plan in Priority Phase I-IV were reviewed to provide a status update of project construction. Unconstructed bicycle and pedestrian facility projects from the 2045 Miami-Dade Bicycle Pedestrian Master Plan have been included in the Needs Plan of the 2050 Miami-Dade Bicycle Pedestrian Master Plan

³Source: Miami-Dade TPO SMART Trails Master Plan, 2019

Common Bicycle Facilities

Figure 1 below depicts the seven (7) most common on- and off-road bicycle facilities that are developed for an environment similar to Miami-Dade County. Each facility provides users with various experiences and comfort levels depending on the environment in which they are implemented. The differences come from each facilities' design requirements, the separation between the users and operating traffic, and functionality of the roadway. Throughout this section, the different types of bicycle and pedestrian facilities will be detailed to provide an understanding of the differences between facility types, and the applicability and effectiveness of certain facilities in different commuting environments. For design criteria specific to each facility type, refer to the latest version of the Florida Greenbook and FDOT Design Manual (FDM).

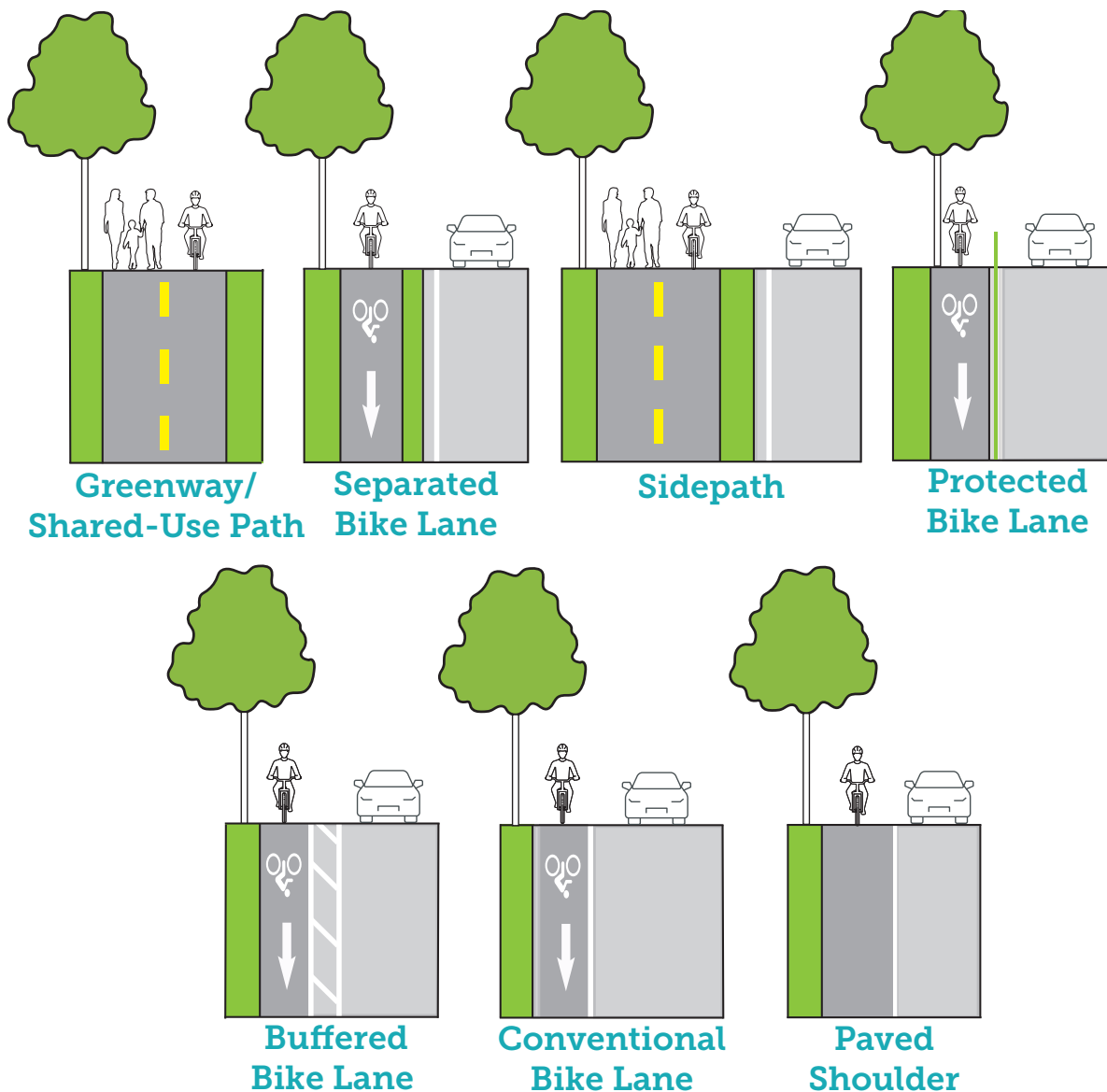


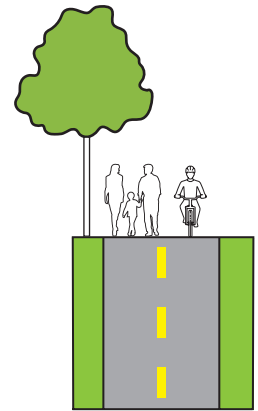
Figure 1: On- and Off-Road Bicycle Facilities

Off-Road Bicycle Facilities

Greenways and Shared-Use Path

A greenway is a linear open space, often a trail or a network of trails, which is designed to provide recreational opportunities for people, while preserving and protecting natural or cultural resources. Locally, many greenways can be situated alongside the County's extensive network of existing infrastructure—canals, former railroad corridors, and utility corridors—providing recreational opportunities for residents, while improving physical conditions in local communities. The Snake Creek Trail, for instance, winds 6.5 miles along an active canal used by the SFWMD.

A greenway preserves open space, provides a place for people to exercise away from traffic, links points of interest, and provides all the benefits of trees and vegetation. Greenways can also connect green spaces to each other or follow established wildlife trails. A single greenway can run through many communities, and multiple greenways can be connected to form a regional greenway system, such as the Florida East Coast Greenway. Greenways can also be found in both urban and rural areas, and they are usually created using public land or easements that allow for access to natural or scenic areas. Greenways can serve a variety of purposes, including providing opportunities for walking, cycling, and other outdoor activities. For instance, guidelines for greenways in the latest version of the Florida Greenbook specify that these trails should provide ample space for pedestrians and bicyclists, including bicycle storage and parking space (Section E.8.b). Although FDOT does not provide specifications for greenway design, standards for greenways from the American Association of State Highway and Transportation Officials (AASHTO) suggest a minimum of 10 feet width and recommend 11 to 14 feet width in locations anticipated to serve higher user volumes. In addition to offering these recreational opportunities, greenways promote healthy lifestyles, improve air and water quality, enhance biodiversity, protect historic and cultural resources, as well as provide transportation alternatives. They can also provide important connections between parks, open spaces, and other public facilities, as well as create corridors for wildlife and plant species.

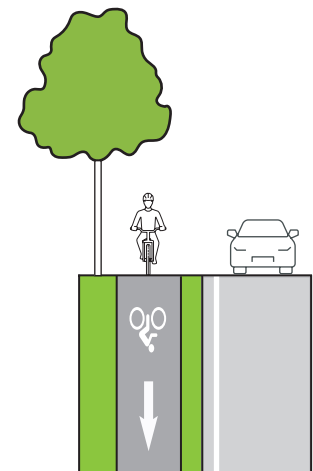


A shared-use path provides an off-road travel area that is separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and others. Shared-use paths provide a low-stress experience for a variety of users because the path is separated from the roadway by landscaping, such as a green area, ditch, swales, trees, or other physical buffers. Shared-use paths can be thought of as a complementary system of off-road transportation routes for bicyclists and other users, serving as a necessary extension to the roadway network. In suburban or rural settings, these paths often operate as independent corridors that are fully separated from traffic and are typically located along rivers, ocean fronts, canals, abandoned or active railroad and utility rights-of-way, limited access freeways, within college campuses or within and between parks.

Separated Bicycle Lanes

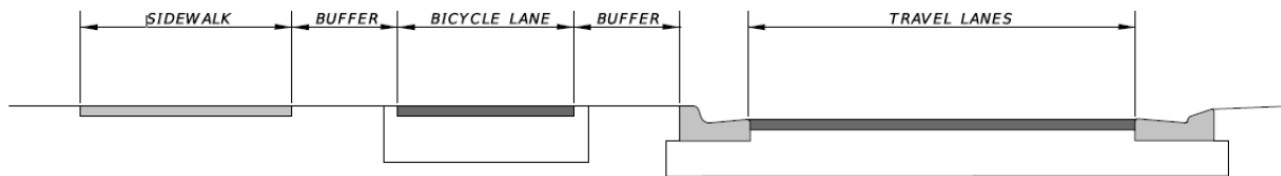
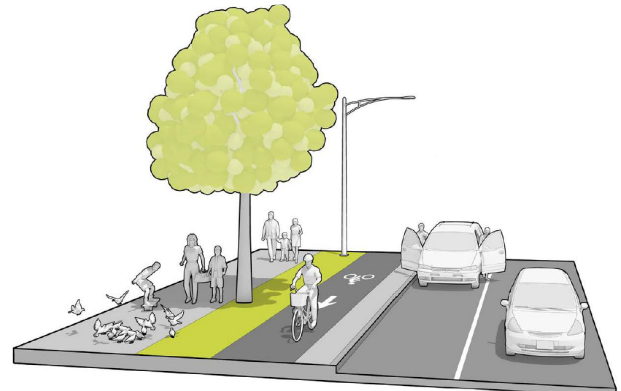
Separated bicycle lane facilities are one-way or two-way bicycle ways that are adjacent to, and physically separated from, the vehicular travel lane. Sidewalk level separated bicycle lanes (sidewalk level SBLs), which are essentially raised bicycle lanes located at sidewalk level adjacent to the roadway, are also included in the Separated Bicycle Lane facility type. Per the 2024 FDOT FDM, when adjacent to a sidewalk, a 2-foot buffer such as a grass strip or textured pavement should be positioned between the sidewalk level SBL and pedestrian realm. In constrained conditions, a 1-foot buffer will suffice.

Bicyclists in these facilities are separated from vehicular traffic and special attention must be paid to facility connections at intersections. Separated bicycle lanes are best suited in areas where there is a high volume of bicyclists and vehicle traffic, where bicyclists would substantially benefit from a facility removed from the roadway realm. This facility is effective in urban environments where there are equally large quantities



of motorists and bicyclists competing for space within limited space within the roadway. The separated facility gives those large quantity of bicyclists a dedicated, high-visibility space that minimizes interaction with motorists. Within these urban settings, separated bicycle lanes should be more prevalent near transit stations and parks-locations generating frequent bicycle activity. They may also be installed near schools and universities to provide a safe and convenient route for students to bicycle to class. The designs of these facilities can vary in approach, as they are often designed within wide sidewalks or have designated space immediately adjacent to a sidewalk. Since most bicycle lane variations require bicycle travel to move in the same direction of traffic, separated bicycle lanes often require a lane on each side of the roadway for bi-directional navigation. Below is an image produced by MassDOT illustrating the concept of a sidewalk level separated bicycle lane. Note that the concept places the facility at sidewalk level and includes buffer areas on either side of the bicycle lane to prevent the encroachment of pedestrians into the bicycle path. Additionally, a cross-section of this facility type from the 2024 FDOT FDM is provided below.

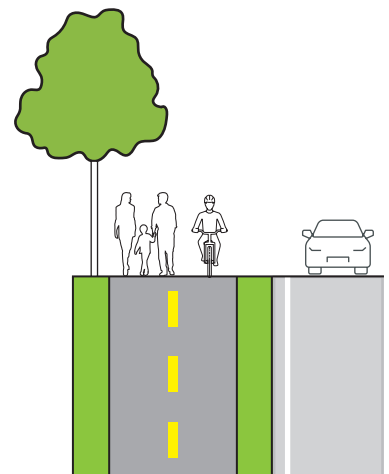
In suburban areas of the County, there may be difficulty in constructing separated bicycle lanes, given the high number of driveways along more localized and low-stress roadways. Additional design treatments can address safety concerns at conflict points including pavement markings to improve visibility of separated bicycle lanes, and signage to increase awareness of the potential presence of bicyclists.



Cross-section of typical Sidewalk level bicycle lane (Source: 2024 FDOT FDM)

Sidepaths

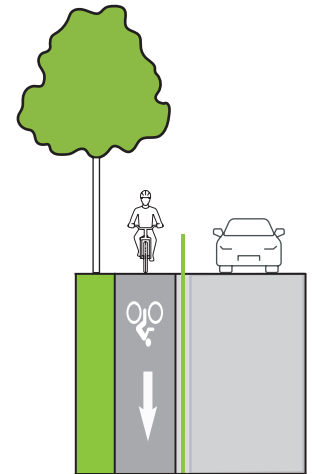
Siddepahs are an off-road facility, similar to a Separated Bicycle Lane, that can comfortably accommodate multiple user types near moderate- to high-speed and high-volume roadways. The path functions as a multi-use path wide enough to comfortably accommodate multiple user types, positioned adjacent to a roadway. Sidepaths are ideal in constrained conditions because separation between the path and the roadway on curbed roadways is not required and the existing sidewalk can be utilized to achieve a minimum width of eight (8) feet. Although separation from the roadway is not required, it is suggested that the edge of the path maintains at least two (2) feet of separation from the edge of the paved shoulder when possible, especially when located near high-volume and high-speed roadways. The off-road creates separation between its users and vehicles, making it effective at improving comfort and safety for non-motorized users in medium- to high-stress roadway settings where there is frequent vehicle activity traveling at medium to high speeds, such as minor arterials and collector roadways.



On-Road Bicycle Facilities

Protected Bicycle Lanes

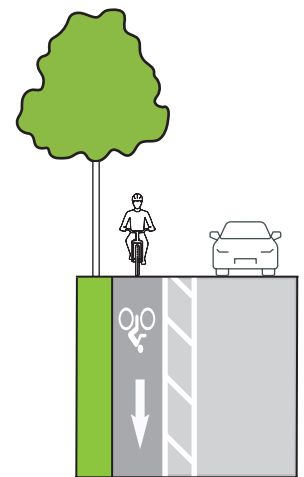
Protected bicycle lanes are dedicated on-road bicycle facilities operating within curbed roadways. These facilities maintain a physical barrier between the bicycle lane and the operating vehicle traffic. The level of physical protection between the dedicated facility and the area dedicated to motor-vehicle traffic varies depending on the safety needs of the roadway and roadway characteristics such as speed and volumes. Protected bicycle lanes on high speed and volume roadways should provide larger and more visible barrier features to increase awareness of bicyclists, if feasible. Two difficulties experienced when attempting to implement protected bicycle lanes in Miami-Dade County are that such physical barriers limit the options available to emergency vehicles attempting to navigate around points of congestion, and the quantity of driveways and intersections that cause an interruption in the protected nature of the facility. Special design considerations must be made at these conflict points at driveways or intersections to ensure safe bicycle crossings can be made.



Protected bicycle lanes are typically best fit for environments that include areas with high bicycle ridership, downtown areas, intersections, and high-speed roads. The use of protected bicycle lanes can help manage bicycle traffic in dense urban areas, where large quantities of bicyclists mix with vehicle traffic, as well as narrow streets. This facility treatment is especially useful in dense urban settings given the high visibility of a dedicated bicycle facility with a physical barrier, where often times multiple modes are competing for limited space within narrow rights-of-way. Additionally, the facility can be a useful tool for calming traffic, as the presence of an on-road facility with elevated barriers forces drivers to navigate the roadway with more caution.

Buffered Bicycle Lanes

Buffered bicycle lanes are dedicated on-road bicycle facilities that provide visual protection between the bicycle lane and adjacent traffic, typically through painted surfaces. Per standards in the 2018 Florida Greenbook, the buffer between bicycles and cars can take several visual forms, to provide space for bicyclists, while making it clear to motorists that the space is not an additional travel lane or parking lane. Most commonly, they are two (2) six (6)-inch-wide pavement markings, eight (8) inches apart, but they can also include wide solid double lines (prohibiting crossing), wide solid single lines (discouraging crossing), or wide dotted single lines (allowing crossing to make right hand turns).



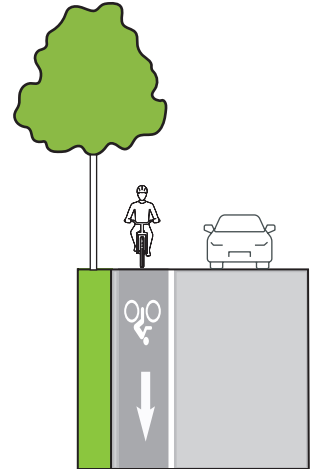
The 2023 FDM lists a seven (7)-foot-wide buffered bicycle lane as the standard for on-system roads for new construction projects. When paired with on-street parking, a buffered bicycle lane operates similar to a protected bicycle lane, except that there is no permanent physical barrier. Instead, the parked vehicle provides the protection from motorized traffic. In these instances, a five (5)-foot minimum width is recommended, in order to encourage bicyclists to ride outside of the door zone, as established in the 2045 Miami-Dade Bicycle Pedestrian Master Plan. Washington Avenue in Miami Beach, for instance, features a curbside buffered bicycle lane protected by parking.

Buffered bicycle lanes are especially useful along roadways with moderate vehicle speeds and volumes and can be especially useful for navigation purposes near transit stops or hubs where frequent bicycle traffic is generated. Buffered bicycle lanes can also help manage bicycle traffic in areas where there are a lot of bicyclists, such as in dense urban settings and also significantly improve comfortability for low-experience or recreational bicyclists.

Conventional Bicycle Lanes

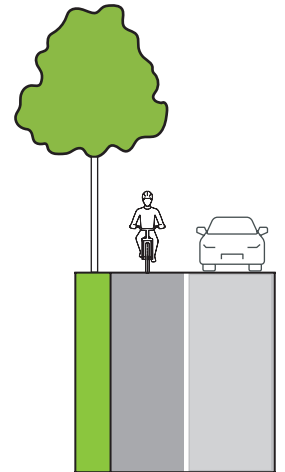
The significant majority of the County's existing bicycle network takes the form of conventional bicycle lanes. These are on-road bicycle facilities without a physical barrier of protection from vehicles but do provide a dedicated facility for bicycles. This treatment visually reinforces the message that bicyclists have a right to the roadway and also increases the predictability of bicyclist and motorist positioning and interaction.

Although separated and protected bicycle facilities are preferred in Miami-Dade County, conventional bicycle lanes can be useful in low-speed, low-volume roadway environments with limited space that cannot accommodate a buffer space or area to implement a physical barrier between vehicles and the bicycle lane.



Paved Shoulder

Paved shoulders are defined as a portion of the roadway contiguous with the travel way for accommodation of bicycle traffic, stopped vehicles, and emergency use. Paved shoulders accommodate bicycle travel on rural highways and country roads by providing a suitable area for bicycling and reducing conflicts with fast-moving vehicles. Paved shoulders have similar characteristics to conventional bicycle lanes, but are not designated through pavement marking symbols and signage. Per standards in the 2018 Florida Greenbook, a paved shoulder must be a minimum width of four (4) feet to serve as a bicycle facility, or five (5) feet if adjacent to a barrier, although the preferred width of six (6) feet is recommended (Section B.5). This allows a bicyclist to ride far enough from the edge of pavement to avoid debris and far enough from passing vehicles to avoid conflicts. If additional pavement width adjacent to the outside travel lane is provided, this will improve operating conditions for cars and provide space for bicycle traffic. Where paved shoulders are provided, the surface condition is critical for safe bicycling. Debris and potholes can create hazardous conditions for bicyclists.



Intersection Treatments

In downtown corridors, freeway off-ramps, and quiet suburban neighborhoods alike, intersections are a major point of conflict for all user types. The mixing of modes, convergence of streets from different directions, and multiple stop-controls often make vulnerable users such as bicyclists and pedestrians less identifiable at these locations. This is only becoming more true as highway congestion motivates drivers to travel on local roads with less traffic, increasing high-speed movement on residential streets frequently used by walkers, bicyclists, and other non-vehicular users. Thus, refining intersections to enhance the presence of vulnerable users and enable safe, accessible, and convenient crossings is critical in minimizing risks to all road users. Design considerations focused on lowering vehicle speeds, heightening visibility, establishing a clear R/W, and removing conflict points should be applied to intersections where a bicycle or pedestrian facility is present.

Techniques that promote safer intersections may include elements such as painted pavement, signage, medians, signal detection, and priority crossings. Multiple design concepts for bicycle and pedestrian facility treatments at intersections are provided in the Urban Bikeway Design Guide, published by the National Association of City Transportation Officials (NACTO). Additional suggestions in the Florida Greenbook and FDM outline effective techniques to manage vehicular speed, including by adding bicycle and pedestrian infrastructure, although these considerations are less concentrated on pedestrian and bicyclist safety. Altogether, these guidelines should be considered during the project design phase, especially at locations identified to be high injury clusters or high injury segments in the High Injury Network, developed as part of the 2021 Miami-Dade County Vision Zero Framework Plan. Within these guides, there are several examples of the core tools used for better intersection design and how to determine the best treatment based on roadway characteristics, the type of bicycle and pedestrian facilities, and the surrounding environment. Some of the most common types of intersection treatments for bicycle facilities are shown below. (Source: NACTO Urban Bikeway Design Guidance)



Figure 4: Median Refuge Buffer with Cycle Track

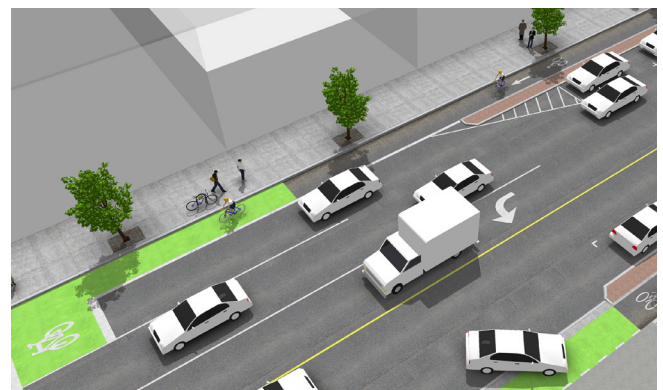


Figure 5: Cycle Track to Bicycle Lane and Bicycle Box

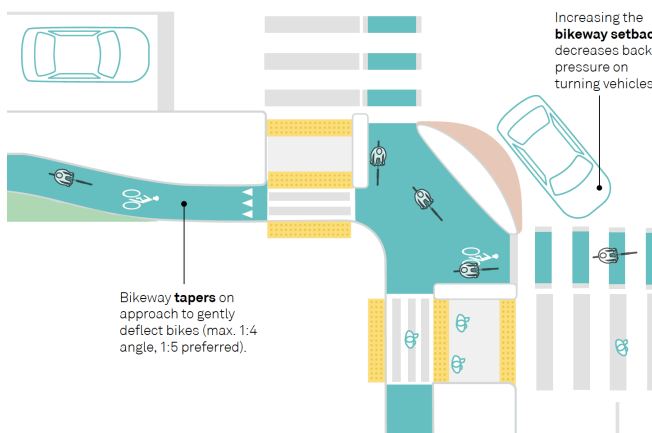


Figure 6: Shared-Use Path/Sidepath Bend Out

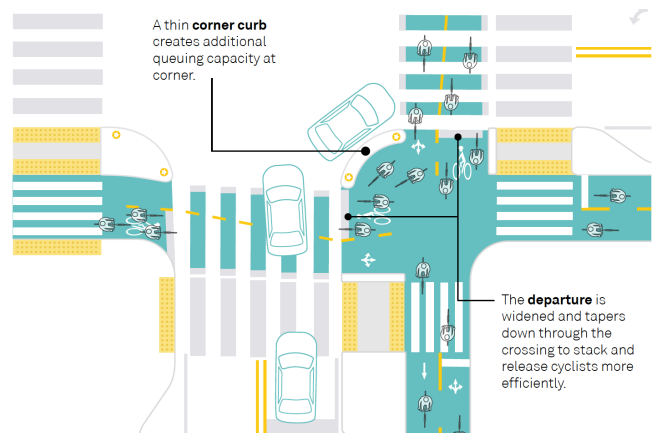


Figure 7: High-Capacity Protected Intersection

At signalized intersections, especially in urban settings where there is high activity of bicyclists, detection systems should be designed to accommodate bicyclists to facilitate safe, comfortable, and convenient crossings. Bicycle detection can either be active or passive. Active detection is through the use of pushbuttons, while passive detection is through the use of automated means such as pavement loops and motion-sensing cameras.

Following guidance from the University of Miami's educational bicycle injury prevention program known as BikeSafe, the following considerations should be taken into when installing a bicycle-activated signal detection:

- Detection devices, passive or active, should be placed in the expected path of the bicyclists, and aimed to maximize efficiency and responsiveness
- It may be desirable to install advanced bicycle detection—such as video cameras or pavement loops—on the *approach* to the intersection, in order to allow for continuous bicycle through movements
- If active detection such as a pushbutton is used, the location of the device should not require bicyclists to dismount or be rerouted out of the way or onto the sidewalk to activate the phase, and signage should supplement the signal to alert bicyclists of the required activation to prompt the green phase
- Signal timings should be adjusted to account for the unique operating speeds and characteristics of bicycles
- If pavement loops are adopted, these loops should consider the amount of metal in typical bicycles so that loop detectors can accurately detect bicycles, as certain types of loop configurations are better at detecting bicyclists than others

A mixture of active and passive signal detection treatment methods are illustrated below. (Source: NACTO Urban Bicycleway Design Guidance)



Figure 8: Signal Detection and Actuation



Figure 9: Signal Detection in Bicycle Box



Figure 10: Signal Detection in Bicycle Lane

Existing Bicycle Facilities

Figure 11 displays the existing bicycle network within Miami-Dade County. To better understand the existing non-motorized network, documentation of additional characteristics beyond the basic type of facility was undertaken. As of 2022, the existing bicycle network consisted of 525.39 miles of bicycle facilities.

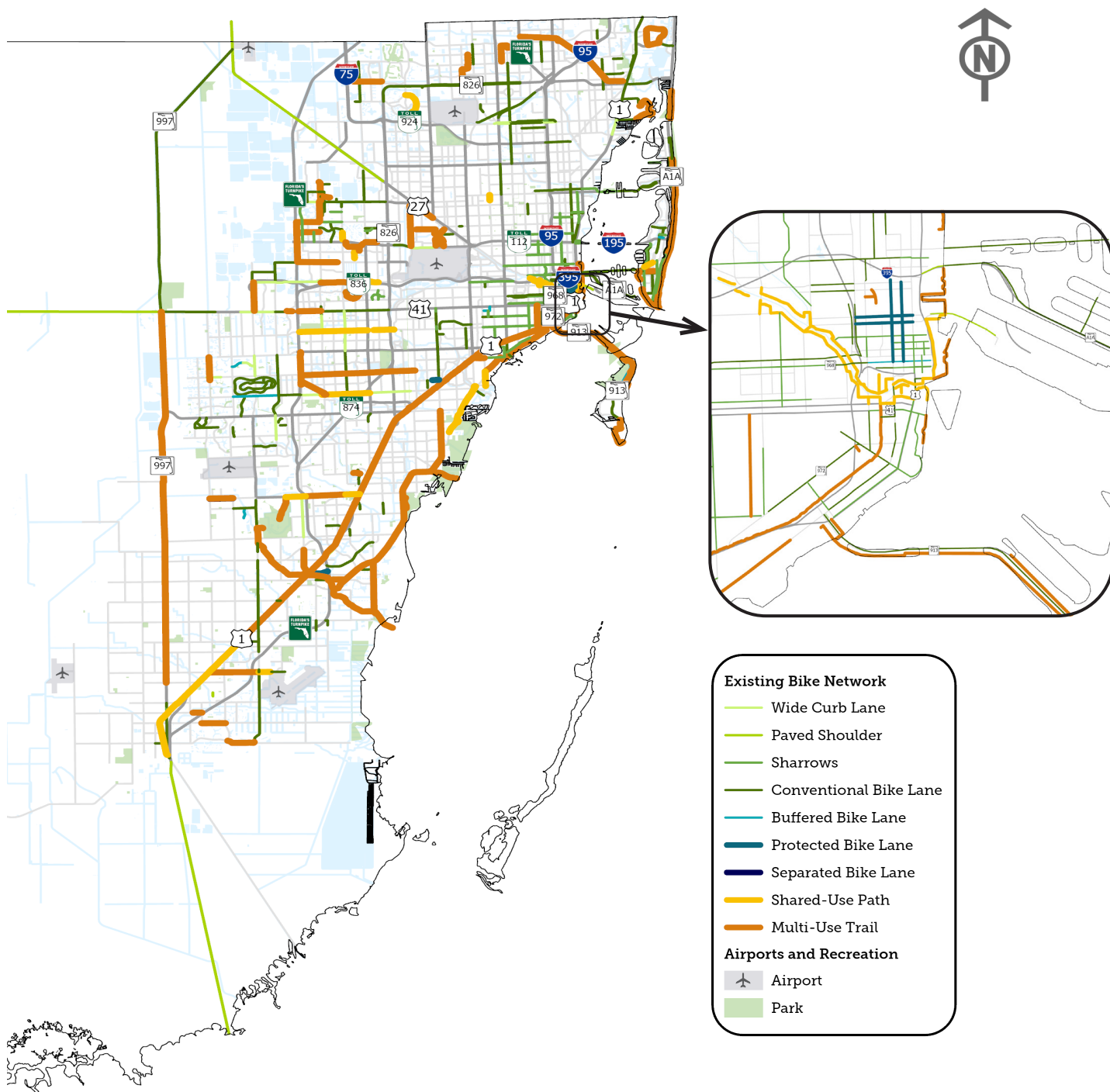


Figure 11: Existing Bicycle Network

Source: Miami-Dade County GIS Data, 2022

Looking specifically at the total mileage of existing buffered and conventional bicycle lanes throughout the county, an opportunity exists to convert these two facility types to Sidewalk Level Separated Bicycle Lanes (SBLs) for increased comfortability and protection from motor vehicles. These facility types are ideal for conversion to Sidewalk Level SBLs because additional right-of-way may not needed to construct the upgraded facility and modifications to the roadway, in terms of number of lanes and lane widths.

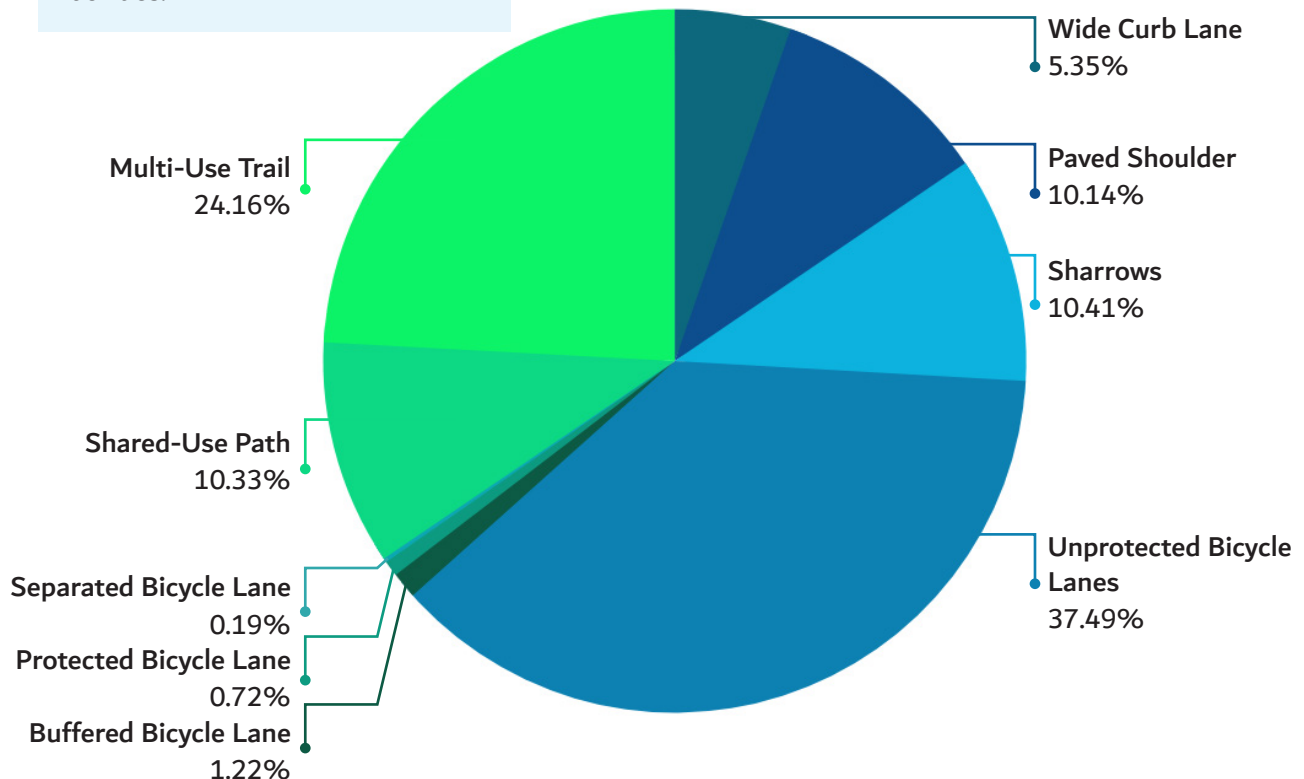
The Miami-Dade TPO performed an analysis to identify existing conventional and buffered bicycle on the State Highway System (SHS) that could be converted to Sidewalk Level SBLs. The analysis, which details the eligibility requirements for implementing these facilities and provides the total miles of existing buffered and conventional bicycle lanes on the SHS, eligible for Sidewalk Level SBLs, can be found in Appendix G.

Table 1: Existing Bicycle Network, 2022

Bicycle Facility	Length (miles)	Percentage
Wide Curb Lane	28.11	5.35%
Paved Shoulder	53.27	10.14%
Sharrows	54.67	10.41%
Unprotected Bicycle Lane	196.95	37.49%
Buffered Bicycle Lane	6.39	1.22%
Protected Bicycle Lane	3.80	0.72%
Separated Bicycle Lane	1.01	0.19%
Shared-Use Path	54.26	10.33%
Multi-Use Trail	126.93	24.16%
Total	525.39	100.00%

DID YOU KNOW THAT

Over 64 percent of the existing bicycle network are not protected facilities.



Existing Transit Routes and Stops

Miami-Dade County encompasses several public transportation options connecting residents and visitors across the region and beyond. These include the Metrobus, the Metrorail, the Metromover, Tri-Rail, and Brightline. Supplementing these services are additional transit services operated by local municipalities, such as the City of Miami's Trolley routes, although the geographic coverage of these lines is more limited.

- **Metrobus** serves all major shopping, entertainment, and cultural centers, as well as major hospitals and schools in the County. Service is available from Miami Beach, Key Biscayne, West Miami-Dade, Broward County, Homestead, Florida City and the Middle Keys. Miami-Dade County maintains approximately 8,000 bus stops, averaging nearly 200,000 riders per weekday, according to the February 2024 Miami-Dade County Ridership Technical Report. Every bus is equipped with bicycle racks that are attached to the front of the bus, capable of carrying two (2) or three (3) bicycles.
- **Metrorail** is a 25-mile dual track system that provides service to Miami International Airport and runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial (Public Health) Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade. Metrorail has nearly 53,000 boardings per weekday, according to the February 2024 Miami-Dade County Ridership Technical Report. Each Metrorail car is designated with storage for bicycles, and most stations are equipped with bicycle parking facilities.
- **Metromover** is a free, elevated people mover system that operates daily in the downtown Miami, Omni, and Brickell areas. Major destinations include the Kaseya Center, Bayside Marketplace, Miami Dade College, and the Miami-Dade County School Board. The 21 Metromover stops serve over 23,000 boardings per weekday, according to the February 2024 Miami-Dade County Ridership Technical Report. Bicycles are welcomed onboard Metromover cars.
- **Tri-Rail** operates as a commuter rail system between Mangonia Park and the Miami International Airport, with 24 weekday round-trip and 15 weekend round-trip services. Many stations offer local bus service to connect passengers, in addition to direct connections to Amtrak and Metrorail service. Tri-Rail serves six (6) stations in the County, totaling about 3,000 boardings at these stations per weekday. Most train sets operate with one (1) bicycle car, with spaces for 14 bicycles, and bicycle parking facilities are available at most stations.
- **Brightline** is a privately-owned passenger railroad which opened in 2018 with service between Miami and Orlando. Within the County, Brightline serves a station in downtown Miami and one adjacent to the Aventura Mall. On average, Brightline serves about 180,000 riders per month across its network.

The SMART Plan rapid transit corridors were created to deliver a high-quality transit network throughout the County through an innovative, coordinated, and cost-effective approach that reflects community needs. The SMART Program provides enhanced affordable modal options that reduce congestion and help manage growth while effectively and appropriately aligning funding for capital, operating, and infrastructure improvements with a defined, implementable strategy. Existing transit routes and the SMART Plan rapid transit corridors can be seen in **Figure 12**.

Due to the COVID-19 pandemic, transit ridership travel patterns between 2020 and 2022 changed as the result of lockdowns and travel restrictions imposed to minimize the spread of the virus, or due to changes in transportation behaviors and the increase of popularity in telecommuting. So, transit ridership data from 2018 was used to establish bus ridership patterns. **Figure 13** highlights the average *monthly* boarding numbers for each Metrobus stop using 2018 ridership data provided by Miami-Dade Transit, with a "boarding" representing a new passenger getting on a bus from a stop. Downtown Miami maintains high ridership within the general area, as well as high ridership stops in Pinecrest, by the Miami International Airport, and Aventura.

Additionally, **Figures 14–16** outline the average *weekday* boardings for Metrorail, Metromover, and Tri-Rail stations within the County, respectively. These graphs incorporate ridership data from March 2023, the latest available month with data.

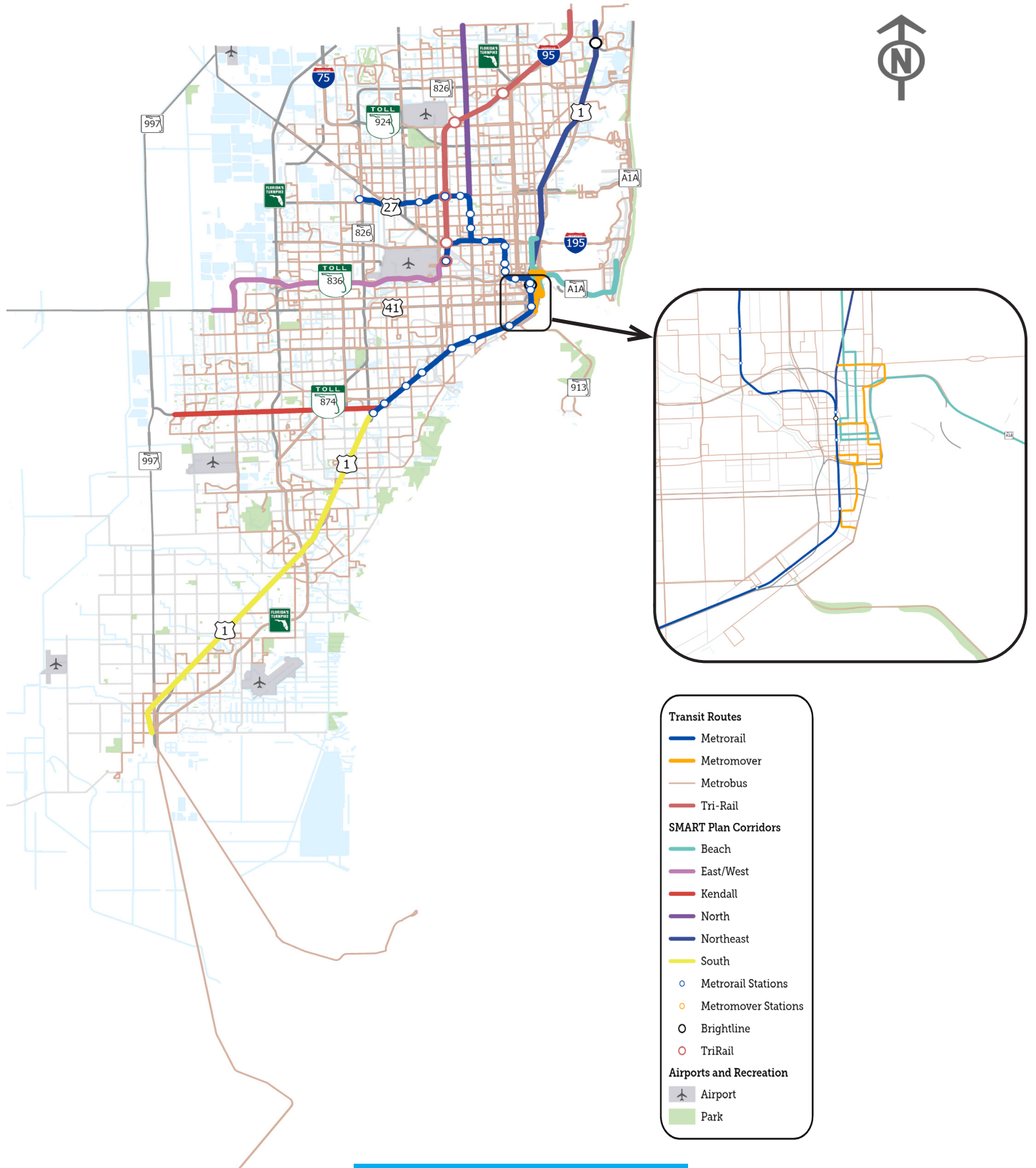


Figure 12: Existing 2024 Transit Network and SMART Plan Corridors

Source: Miami-Dade County

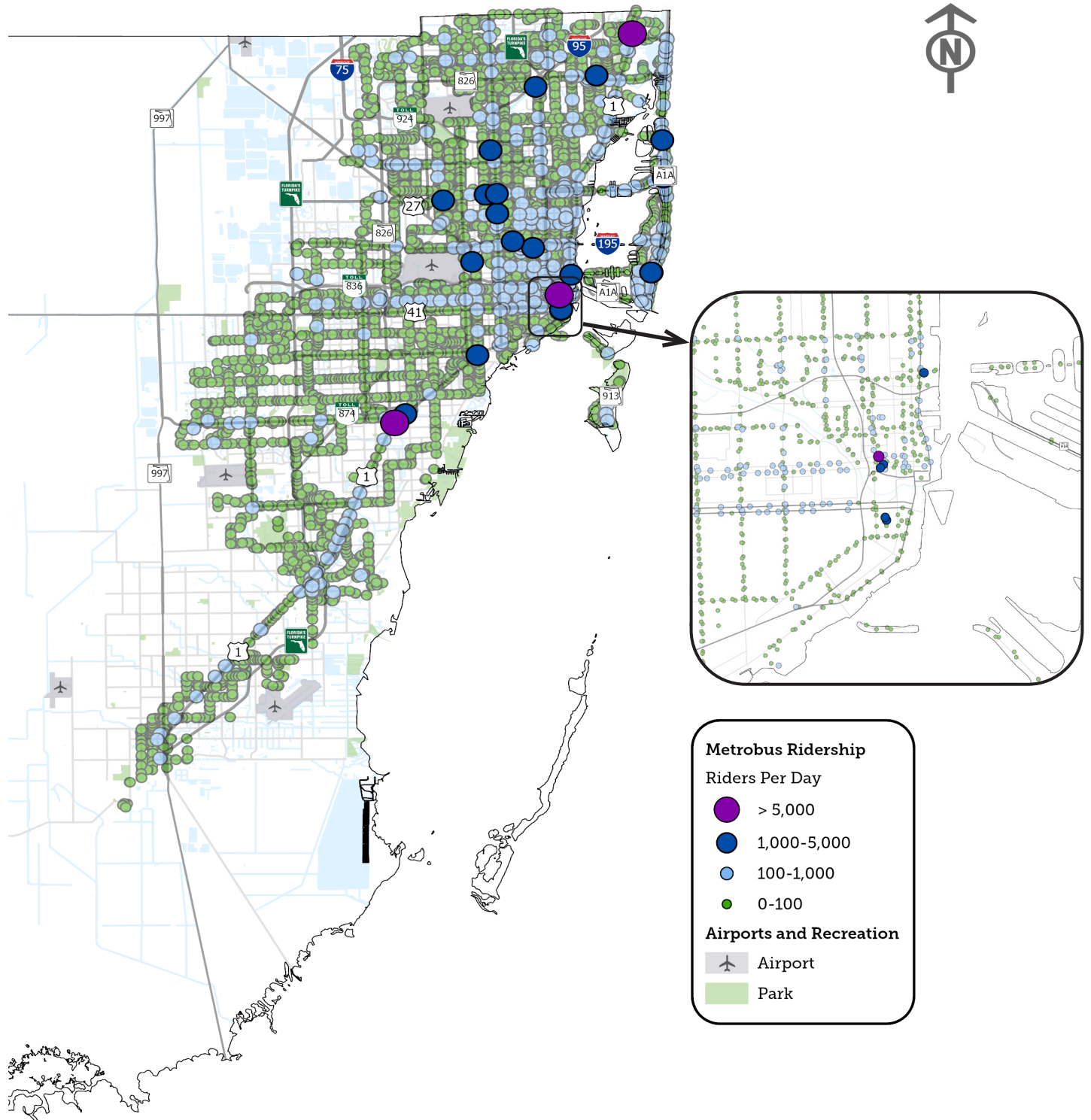


Figure 13: Metrobus Ridership

Source: Miami-Dade Transit

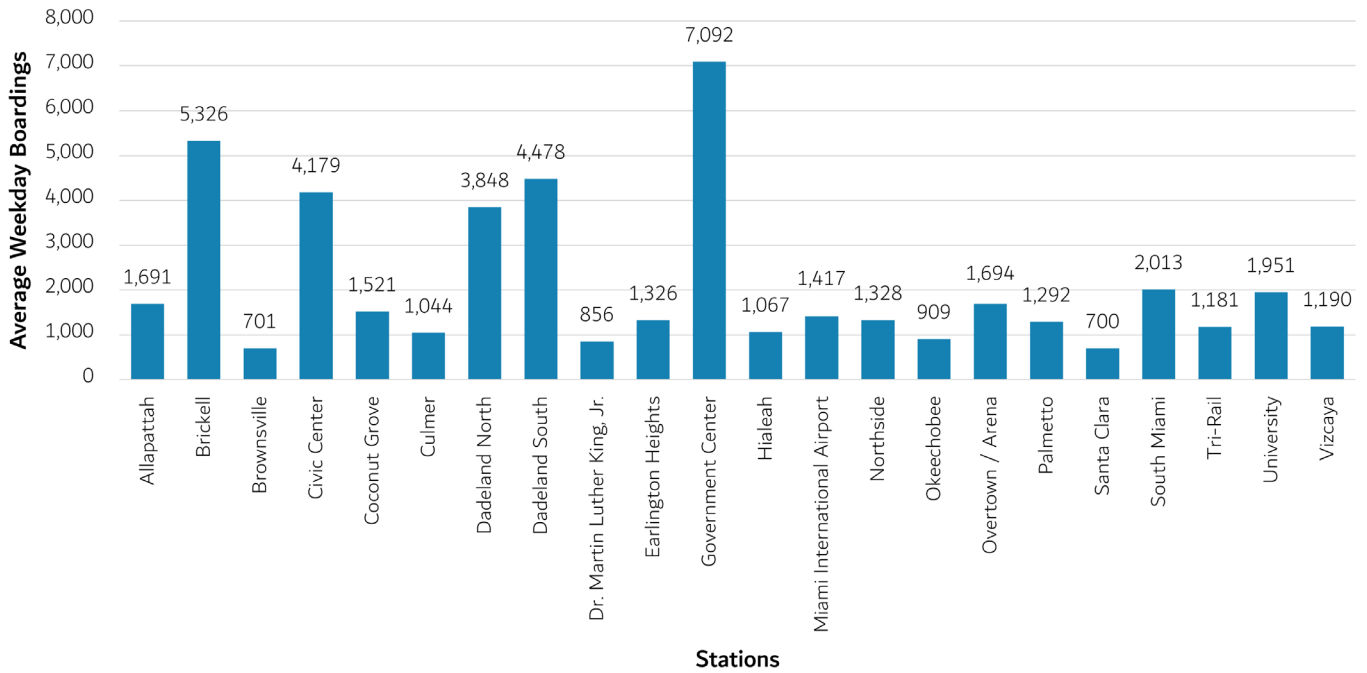


Figure 14: Metrorail Ridership

Source: Miami-Dade Transit, March 2023

Note: Douglas Road station data not collected since the station was closed due to construction.

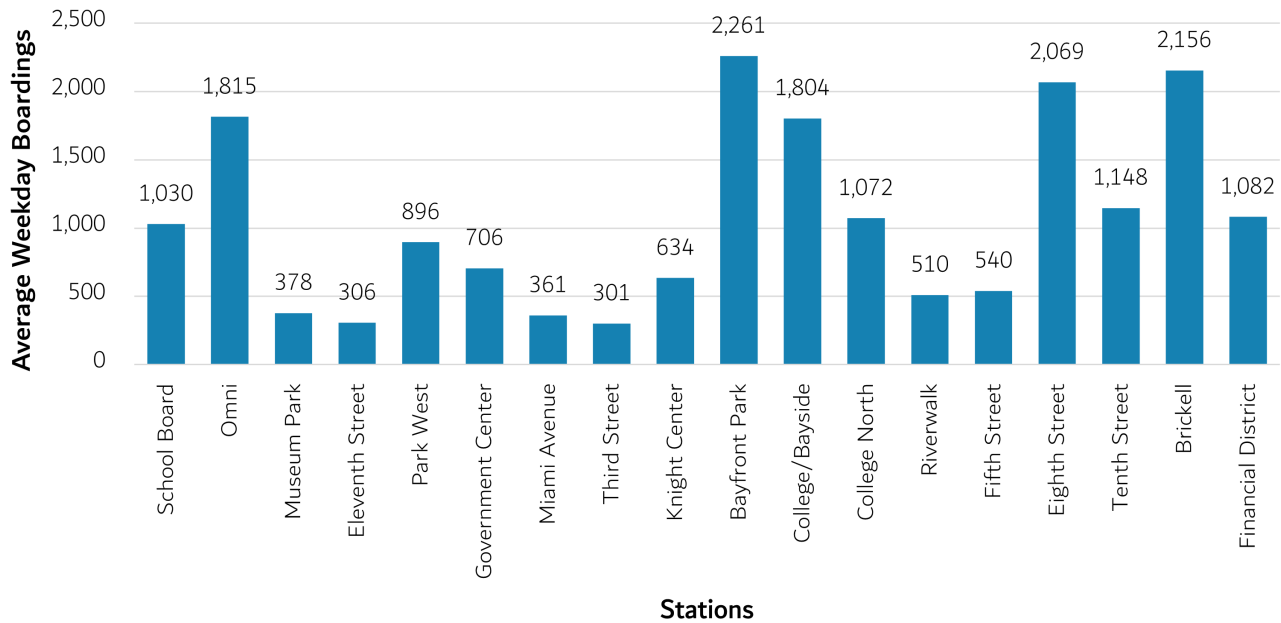


Figure 15: Metromover Ridership

Source: Miami-Dade Transit, March 2023

Note: Freedom Tower, First Street, and Wilkie D. Ferguson stations data not collected due to construction and new passenger counter systems.

A concentration on providing bicycle and pedestrian facilities linking to the multiple transit services provided throughout the County will create a safe and cohesive multimodal transportation system easily accessible for non-motorized users. Decreased vehicle dependence often follows a multimodal system that connects non-motorized users to transit services, as more users can complete daily trips through a combination of bicycling or walking and transit. Additionally, access to public transportation is important for people who cannot afford or do not have access to private vehicles. By providing bicycle and pedestrian facilities around transit routes and stops, people who rely on public transportation have safer and more reliable access to transportation options. Furthermore, challenges with achieving first- and last-mile connections—reaching one’s home from the closest transit stop, or bridging the gap between a transit stop and one’s workplace, for instance—are often cited by riders as a common reason for driving personal vehicles. Developing infrastructure to support additional last-mile opportunities, including facilities designed for bicyclists and pedestrians, increases the likelihood that a transit rider may overcome such concerns, given the ease of walking or bicycling between transit and a nearby destination.

As part of the needs analysis, high ridership stops and the locations of multimodal hubs and other transit facilities were mapped to highlight areas most utilized by transit users. This information was applied when considering locations for new bicycle and pedestrian facility recommendations to ensure that infrastructure is provided near these locations to help to improve connectivity and accessibility to public transportation and mobility options.

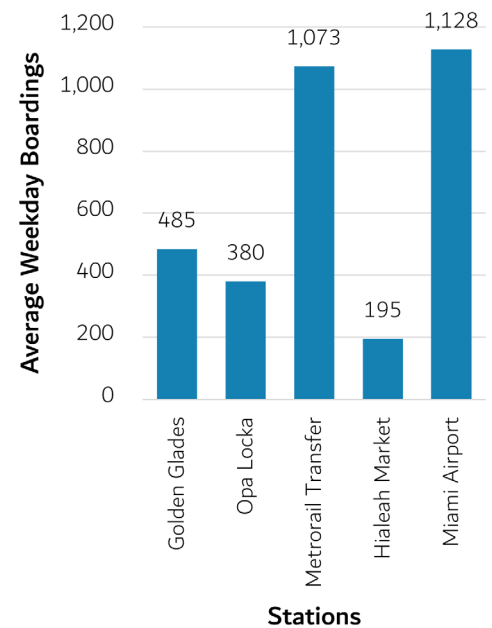


Figure 16: Tri-Rail Ridership within Miami-Dade County

Source: South Florida Regional Transportation Authority, March 2023

Population Density

The US Census Bureau indicates that Miami-Dade County’s population, over the course of 10 years, has increased from 2,496,435 residents in 2010 to 2,701,767 in 2020. Dense population centers (10,000 people or more per square mile) are highlighted in red throughout the County in **Figure 17**.

Notable concentrations of high-density areas can be found around Hialeah, North Miami, and portions of the east coast of Miami Beach. The largest singular concentration of high density is located within the downtown area, just south of the Miami River. Within these high-density areas, there are clear opportunities to connect these nearby population centers through multimodal enhancements.

Dense population centers tend to have a larger concentration of residents in a relatively small geographic area. By providing bicycle lanes and pedestrian facilities in densely populated areas, it can help to improve accessibility for a larger number of people. This enables residents to easily access essential services, such as schools, workplaces, healthcare facilities, and retail centers, without relying solely on motorized transportation. With a growing population, implementing bicycle facilities can accommodate a larger number of people within the existing infrastructure, reducing the need for additional road capacity or parking spaces. These dense population centers were identified to help guide the project recommendations to provide meaningful connections to large portions of the population.

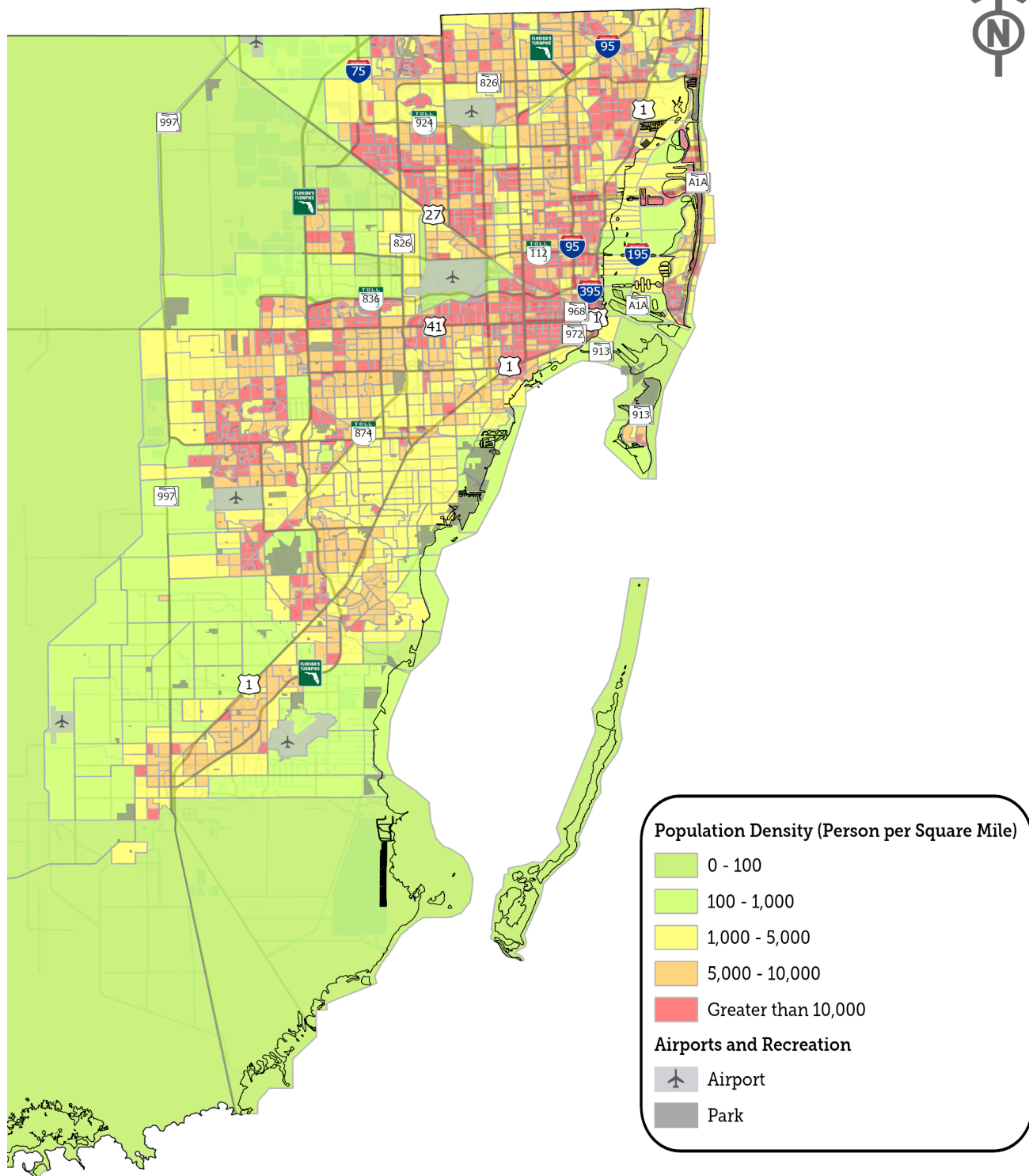


Figure 17: Population Density

Source: US Census Bureau, 2020

Employment Density

According to the 2020 US Census, there are approximately 958,467 employed persons in Miami-Dade County. There are high-density employment centers (7,000 or more employed persons per acre) located in Brickell, Coral Gables, Flagami, Hialeah, as well as smaller centers near Aventura and Kendall. This can be seen in **Figure 18**. Note that, due to the pandemic, 2020 was a record-low year for employment, both in Miami-Dade County and nationwide. For comparison, according to the US Bureau of Labor Statistics, there are approximately 1,334,724 employed persons in Miami-Dade County as of 2023. Across both years, however, the high-density employment centers for the County remained similar.

In terms of a transportation network, these locations indicate areas likely to act as “trip generators” or places people want to or will need to travel to as a trip destination. High employment density areas tend to attract a large number of employees who commute to work. By providing bicycle lanes and pedestrian facilities in areas with high employment density, active transportation options for daily commutes become a realistic option for employers. This can in turn help alleviate traffic congestion by reducing the number of cars on the road, resulting in smoother traffic flow and shorter travel times for all road users. This improves accessibility and reduces reliance on motorized transportation. When recommending projects, high density employment centers played a crucial role in decision making. The recommended projects prioritized the needs of employees and aimed to provide infrastructure that supports active transportation.

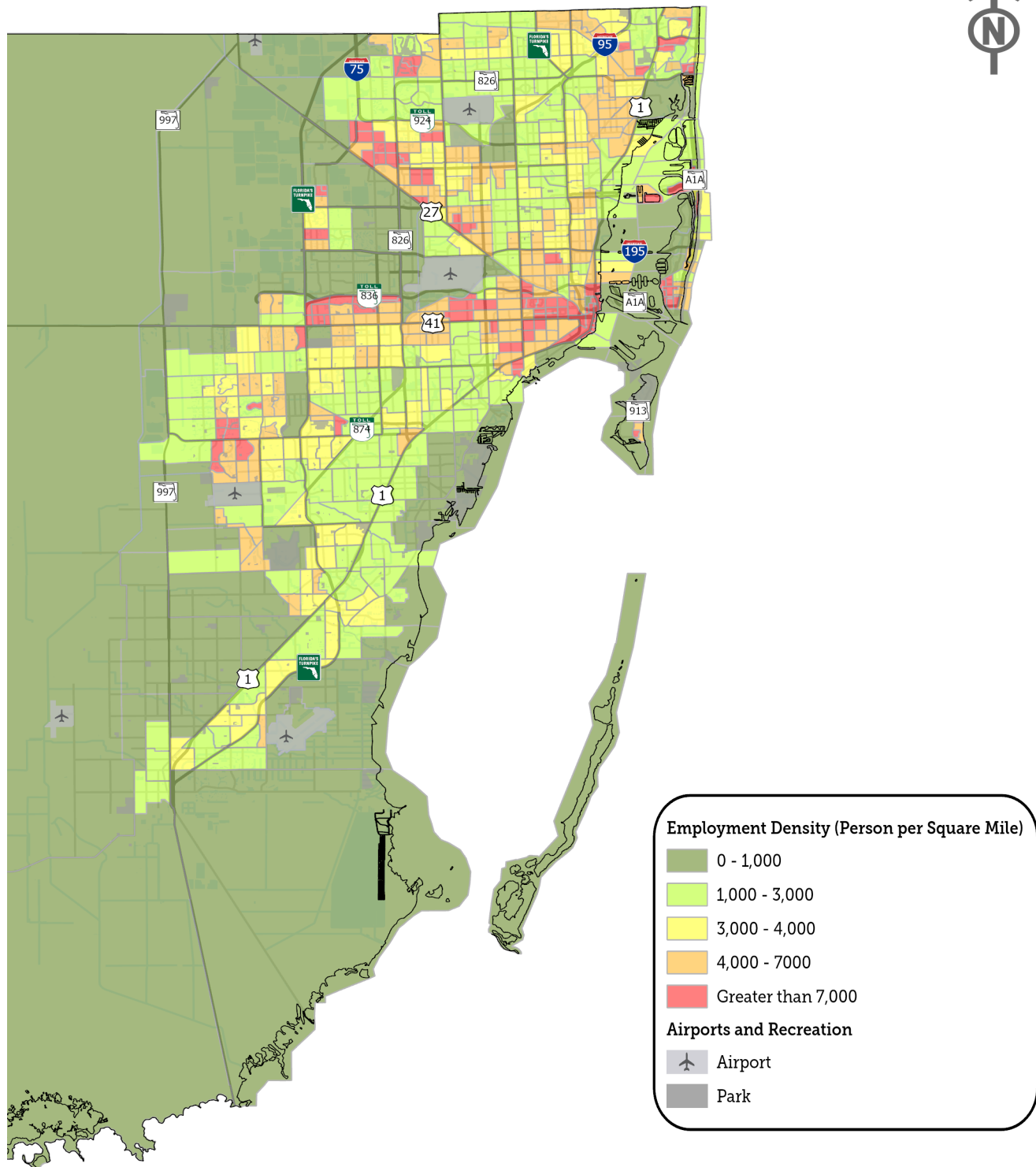


Figure 18: Employment Density

Source: US Census Bureau, 2020

Schools

Schools and institutions are locations that act as points of interest for the daily population of Miami-Dade County. There are a total of 392 schools in the County, with a total enrollment of over 340,000 students.

Schools are daily destinations for a large portion of the residents of Miami-Dade County, so ensuring their accessibility for both students and employees is essential. Establishing identifiable and dedicated bicycle facilities, within a two (2)-mile radius of schools, and pedestrian infrastructure, within a ½-mile zone of schools, has a major impact on the walking and bicycling safety for students. As part of the methodology used to recommend new bicycle and pedestrian facilities, a major effort was made to identify opportunities for off-road bicycle facilities to be implemented near schools to reduce the risk of accidents with vehicles among children who may be less experienced in navigating traffic.

More specifically, this plan focuses on establishing an off-road bicycle and pedestrian network around middle schools, especially those that had not previously been included in any previous Safe Routes to School Program funding applications. These schools were analyzed using the ½-mile and two (2)-mile buffers to ensure connectivity within desirable distances, seen in **Figure 19**. Middle school students are at an age they begin utilizing bicycling and walking as a means of transportation, emphasizing the importance of buffers within one (1) and two (2) miles to ensure connectivity within reasonable distances. Equally, their age and relative inexperience with bicycling, especially independently, emphasizes the importance of separating these commuters from hazardous vehicle traffic. Providing off-road infrastructure advances the comfortability and quality of these facilities which will naturally attract users due to the increased perception of accessibility, efficiency, and safety.

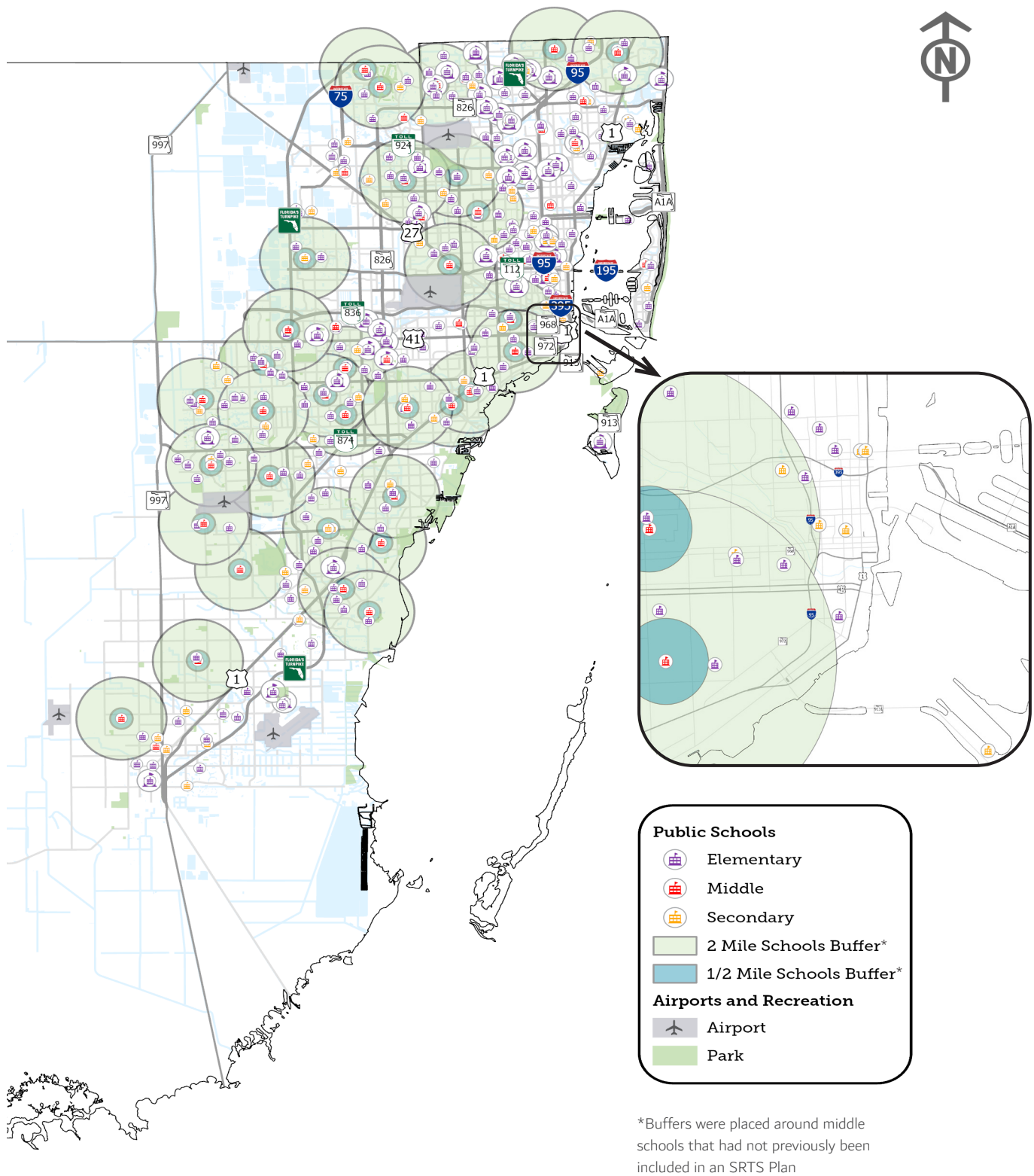


Figure 19: Schools

Source: Miami-Dade County

Safety Analysis

Crash Data Analysis

Bicycle and pedestrian crash data throughout Miami-Dade County for the most recent five (5) years (2018–2022) were obtained from Signal 4 Analytics to identify concentrated areas of crash activity and common themes that may be causing these crashes. Visually, as demonstrated in **Figure 20**, crashes are most prevalent in highly-urbanized areas and along some of the county’s most major roadways. These include US-1, SW 8th Street, US-441/NW 7th Avenue, and NW 27th Avenue in Miami, and SR-997/Krome Avenue in Homestead. The concentration of accidents in several key locations suggests that targeting these areas may significantly decrease the number of crashes, given potential factors like extremely high pedestrian and bicycle usage or particularly unsafe road conditions.

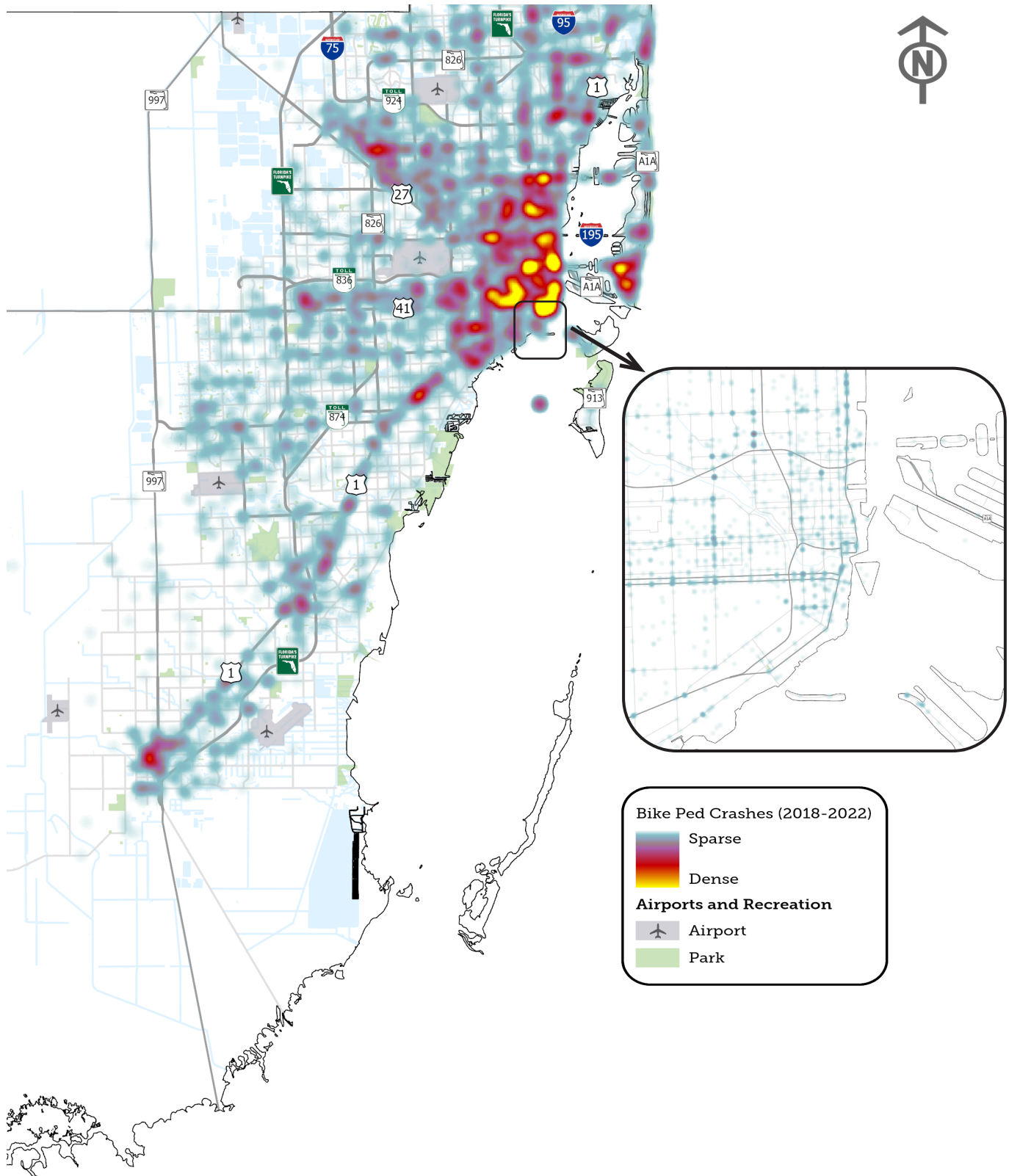


Figure 20: Heat Map of Bicycle and Pedestrian Crashes, 2018–2022

Source: Signal 4 Analytics

In addition to concentrated areas of high crash rates, the data suggests a tendency for crashes to occur primarily on high-speed roads, including the major roads and arterials listed above. As a result, the Needs Plan prioritizes bicycle and pedestrian treatments on smaller, local roads, in an attempt to redirect non-motorists to roads where lower speeds inherently make travel safer. Combined with improved infrastructure, it is the hope that the added safety from slower passing vehicles will motivate bicyclists and pedestrians elect to travel on local roads instead of high-speed ones, thereby decreasing the rate of collisions.

As shown in **Figure 21**, despite a decrease in crashes in 2020 due to the COVID-19 pandemic, there has been an overall upward trend in the number of crashes in recent years. There were 2,097 crashes reported in 2022, which represents an increase from pre-pandemic levels. Breaking these down by severity, the data from each year follows a similar trend. Over the past five (5) years, 6,032 crashes (65 percent) resulted in an injury, while 441 crashes (five [5] percent) resulted in a fatality, as outlined in **Figure 22**.

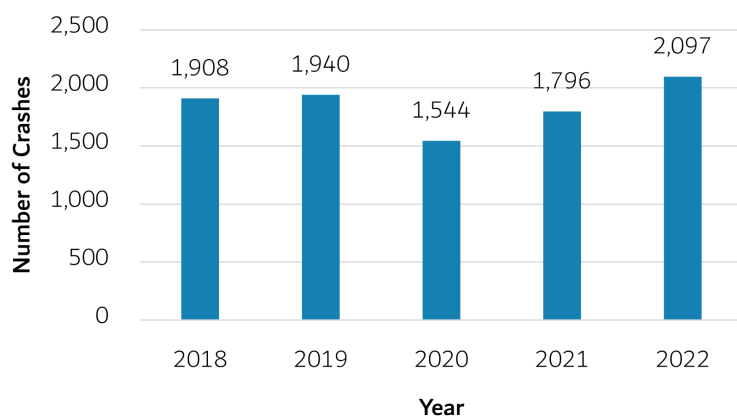


Figure 21: Bicycle and Pedestrian Crashes Per Year

Source: Signal 4 Analytics

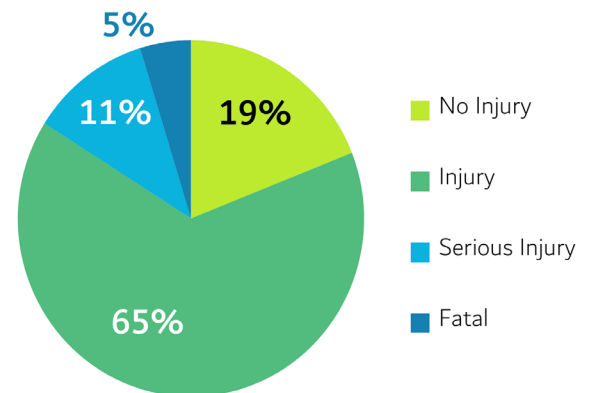


Figure 22: Severity of Crashes

Source: Signal 4 Analytics

In terms of lighting, daylight conditions accounted for 70 percent of crashes and non-daylight conditions accounted for 30 percent of crashes, shown in **Figure 23**. This represents a significant number of crashes during darkness, suggesting that inconsistent lighting may be an issue countywide. As a result, lighting improvements represent an infrastructure investment which could significantly increase roadway safety conditions for bicyclists and pedestrians. This is further supported by the low number of crashes that involved motorists driving under the influence (DUI): roughly 0.3 percent. Although DUIs are more likely to occur at night, suggesting a potential explanation for such a high number of crashes in non-daylight conditions, the fact that DUIs are not a significant cause of crashes points to a lack of visibility as a potential cause for such a high rate of nighttime crashes.

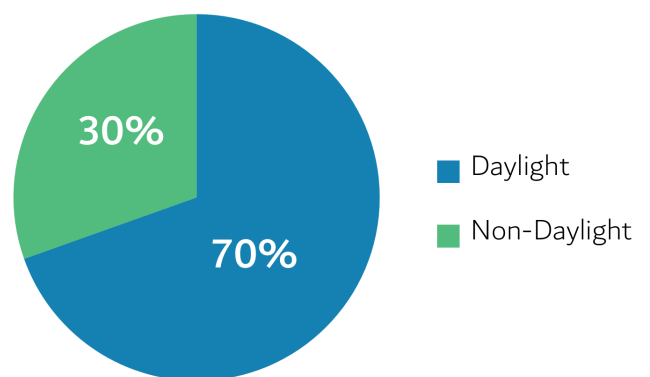


Figure 23: Crashes by Lighting Conditions

Source: Signal 4 Analytics

In general, the highest concentration of bicycle and pedestrian crashes take place during sunset and at night, owing to low driver visibility that makes it difficult to see other roadway users. Indeed, the data from Miami-Dade County observes a general trend of increased crashes beginning in the late afternoon, as shown below in **Figure 24**. Uniquely, however, there is a high rate of crashes beginning in the morning commute period. This continues through mid-afternoon, even though non-commute times typically see fewer drivers on the road, and midday does not typically entail poor visibility conditions. Additionally, low-light conditions occurring earlier in the day as a result of daylight saving time were not differentiated in the figure below. As such, the figure suggests that some roadways may be inherently dangerous to bicyclists and pedestrians, even without additional factors like the lack of visibility at night which increases the risk of crashes. Potential conditions causing these trends could include a lack of designated bicycle lanes on roadways which see heavy bicycle traffic, crosswalks which need to be upgraded to be more visible to drivers, or trees and landscaping which need to be trimmed in order to increase visibility for oncoming traffic.

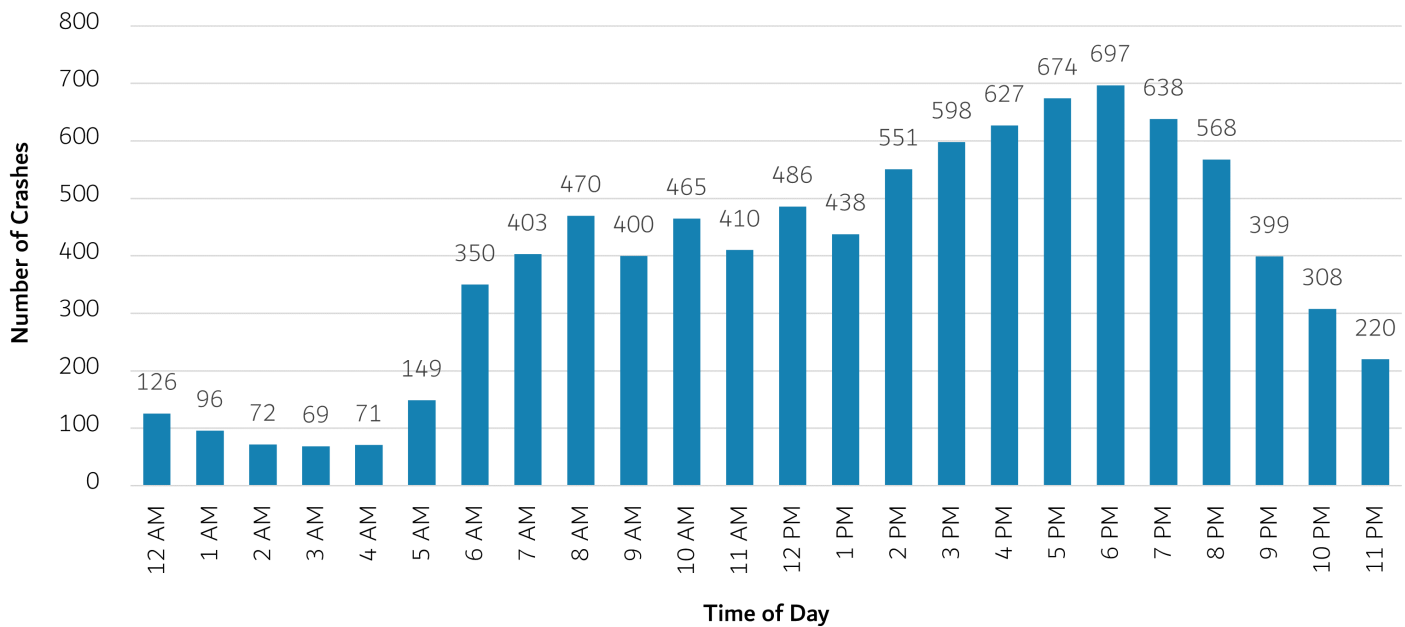


Figure 24: Crashes by Time of Day

Source: Signal 4 Analytics

Furthermore, as shown in **Figure 25**, dry roadway surface conditions accounted for 92 percent of crashes and wet roadway pavement conditions accounted for eight (8) percent of crashes. The statewide average for wet pavement condition crashes is 18 percent. Therefore, pavement surface improvements do not represent the most significant priority in terms of needed bicycle and pedestrian facility improvements.

Similar to overall trends in crashes, crashes resulting in fatalities tend to take place in congested areas, as shown in **Figure 26**. Again, these sites tend to cluster along high-speed arterial roads, with several intersections and corridors featuring extremely high rates of crashes, such as SR-934/NW 79th Street at US-441/NW 7th Avenue in Miami, SR-826/NE 163rd Street at SR-A1A/Collins Avenue in Sunny Isles Beach, and SR-997/Krome Avenue at NW 8th Street in the City of Homestead.

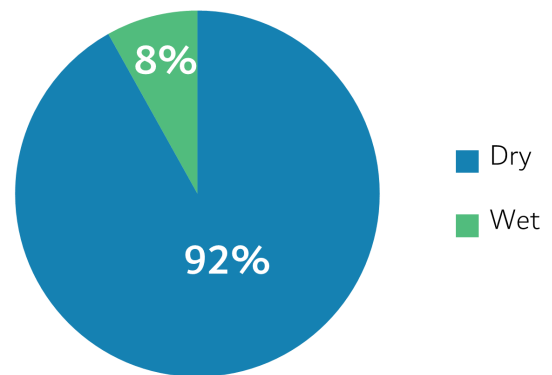


Figure 25: Crashes by Roadway Surface Conditions

Source: Signal 4 Analytics

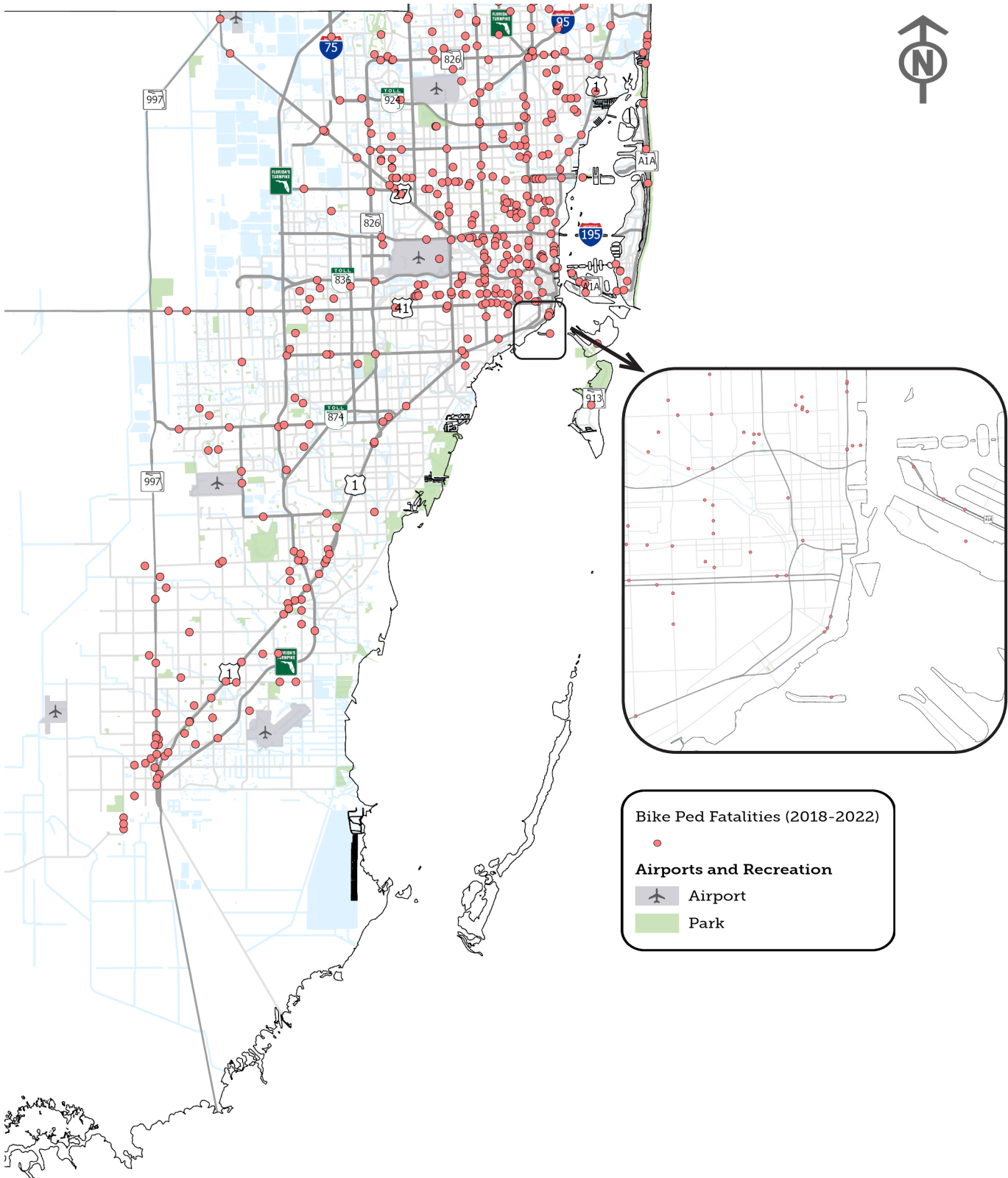


Figure 26: Crashes Resulting in Bicycle and Pedestrian Fatalities

Source: Signal 4 Analytics

Considering Florida Department of Health (FDOH) Data

Traditionally, police crash reports have served as the main data source for analysis of crashes resulting in severe injuries and fatalities. Although police reports provide crucial crash data related to severe injuries and fatalities involving bicyclists and pedestrians, they do not provide a complete picture of these tragic incidents. Depending on the circumstances of these events, some of these incidents are never reported to the police.

Researchers at University of California Berkeley compared six (6) reports that analyzed underreporting of bicycle and pedestrian crashes in police crash data. Due to variations between the reports, their estimated range of underreporting is broad, but nonetheless illustrative of the level of underreporting of crash incidents in police reports. Based on their research, they were able to determine that reporting levels ranged from between 44 to 75 percent for pedestrian crashes, and from seven (7) to 46 percent for bicycle crashes (Doggett et al., p. 5). The studies also indicate that there are a variety of reasons why some crashes are never reported to the police, including but not limited to if the location of the crash is on a roadside or on private property such as driveways and parking lots, if the injured person was male or African-American, or if no vehicle was involved.

To better understand the conditions of severe injuries and fatalities among bicyclists and pedestrians in Miami-Dade County, this study also considers hospitalization data from the Florida Department of Health's (FDOH) Florida Injury Surveillance Data System. Information in the FDOH Florida Injury Surveillance Data System is received from death certificates, hospital discharge data, and emergency department discharge data. The database allows for filtering by involvement with a motor vehicle and by County, year of the occurrence, and age of involved parties, among other variables. These variables prove useful for understanding trends related to bicyclist and pedestrian crashes within the County including trends from year to year, comparison between incidents involving pedestrians and those involving bicyclists, and how these incidents may impact different age groups.

Pedestrian and Pedalcyclist Injuries and Fatalities

The following charts represent pedestrian and pedalcyclist injuries and fatalities within Miami-Dade County from 2017 to 2021. The use of the term "pedalcyclist" differentiates cyclists who use pedals, including bicyclists, from "motorcyclists." **Figure 27** shows that the number of pedalcyclist injuries involving a motor vehicle has remained at around 800 injured over the past four (4) years. The graph also shows that pedalcyclist injuries not involving a motor vehicle have increased by more than 30 percent over the last five (5) years.

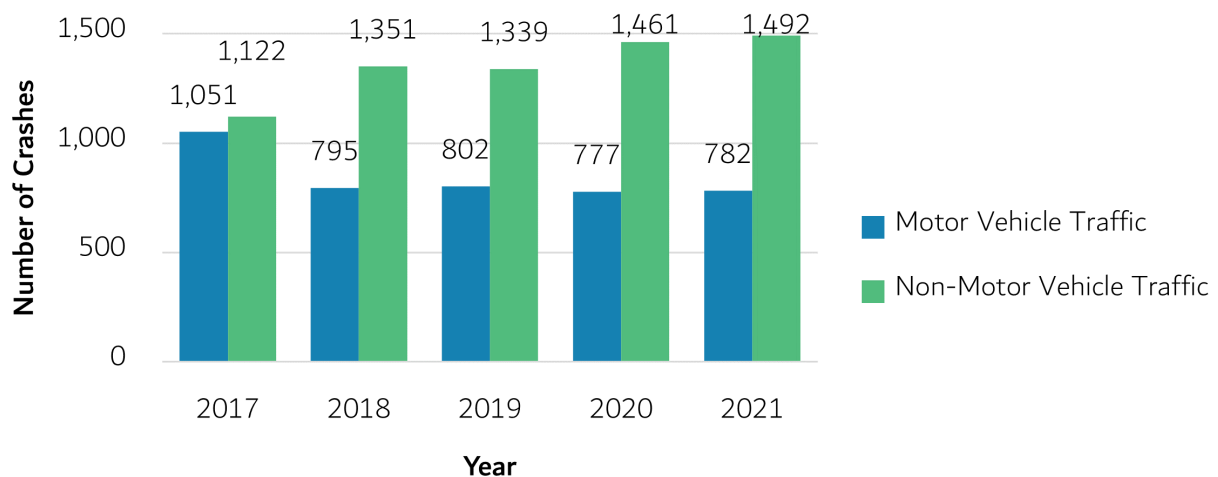


Figure 27: Pedalcyclist Injuries

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 28 shows that pedestrian injuries involving a motor vehicle were consistently around 1,000 from 2017–2019, reduced to 741 in 2020, likely as a result of the COVID-19 pandemic, and then increased again to 911 injuries in 2021 as restrictions related to COVID-19 began to lessen. Pedestrian injuries not involving a motor vehicle decreased by over 100 injuries from 2017 to 2018 and 2019, and then reduced by just under 200 injuries to 187 injuries for both 2020 and 2021, likely also in part because of the COVID-19 pandemic.

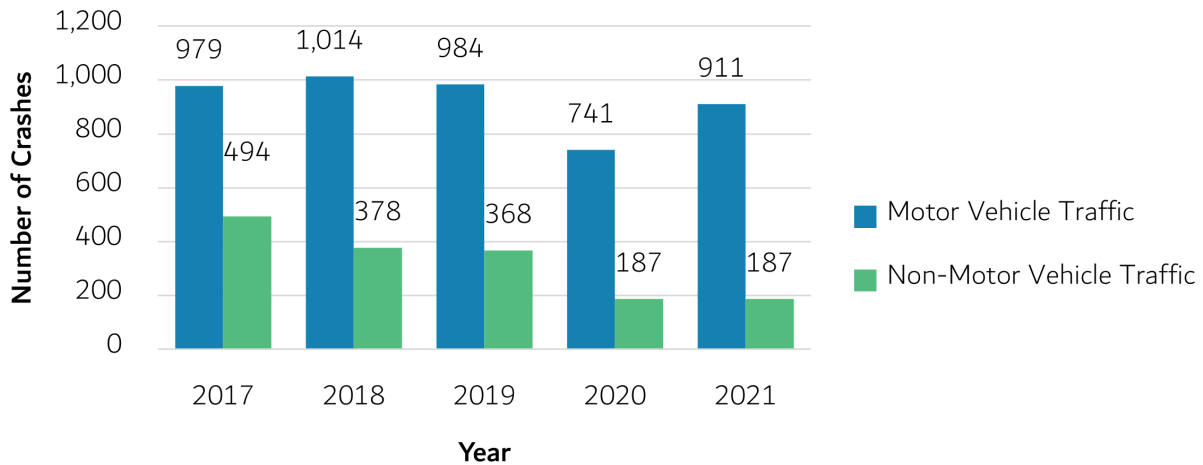


Figure 28: Pedestrian Injuries

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 29 depicts pedalcyclist fatalities, which have been consistently around 12 fatalities with no apparent upward or downward trend over the past five (5) years. This is true for incidents both involving a motor vehicle and those not involving a motor vehicle.

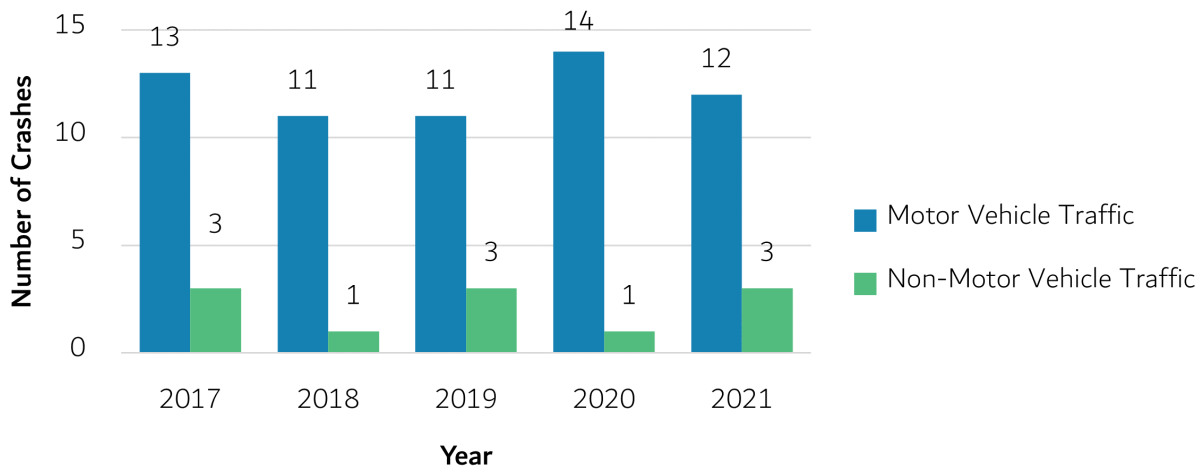


Figure 29: Pedalcyclist Fatalities

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 30 shows that pedestrian fatalities involving a motor vehicle have risen by a third since 2017 and have doubled from six (6) to 12 fatalities for incidents not involving a motor vehicle.

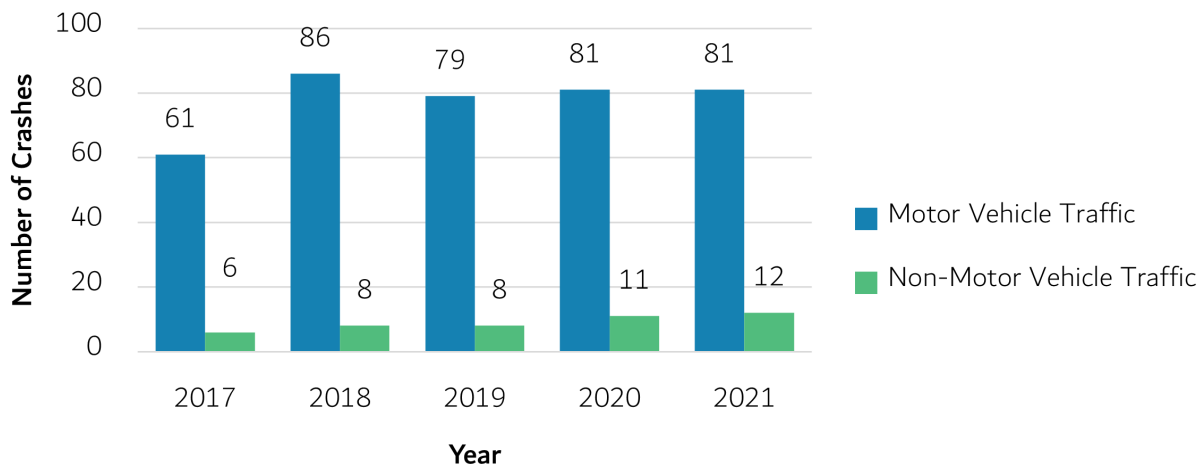


Figure 30: Pedestrian Fatalities

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

The following series of charts represent pedestrian and pedalcyclist injuries and fatalities within Miami-Dade County by age in 2021 both involving and not involving a motor vehicle.

Figure 31 shows that pedalcyclist injuries involving a motor vehicle most affected youth aged 10–19 and adults ages 25–64. Furthermore, pedalcyclist injuries not involving a motor vehicle most affected youth aged five (5) to 14 and adults ages 25–64. Of particular interest is that in both categories of injuries involving and not involving a motor vehicle, youth ages 10–14 reflected more injuries than other youth age groups. Also of note in this chart is that for pedalcyclists, injuries not involving a motor vehicle surpass those involving a motor vehicle, reflecting a need for more general bicycle safety programming and enhancements.

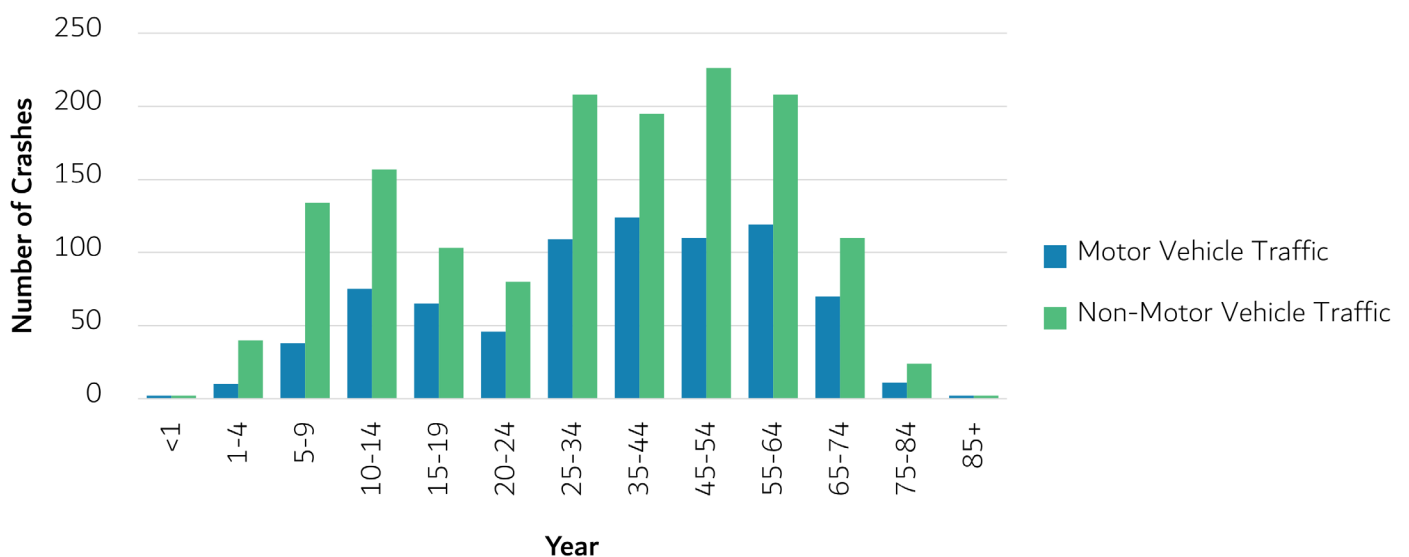


Figure 31: Pedalcyclist Injuries by Age

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 32, illustrating pedestrian injuries by age, shows that injuries involving a motor vehicle significantly impact adults, particularly ages 25–34 and 55–64. This chart also shows that injuries involving a motor vehicle greatly outnumber injuries not involving a motor vehicle, reflecting a need for pedestrian safety programming and enhancements specifically protecting pedestrians from motor vehicles or aimed at creating safer drivers.

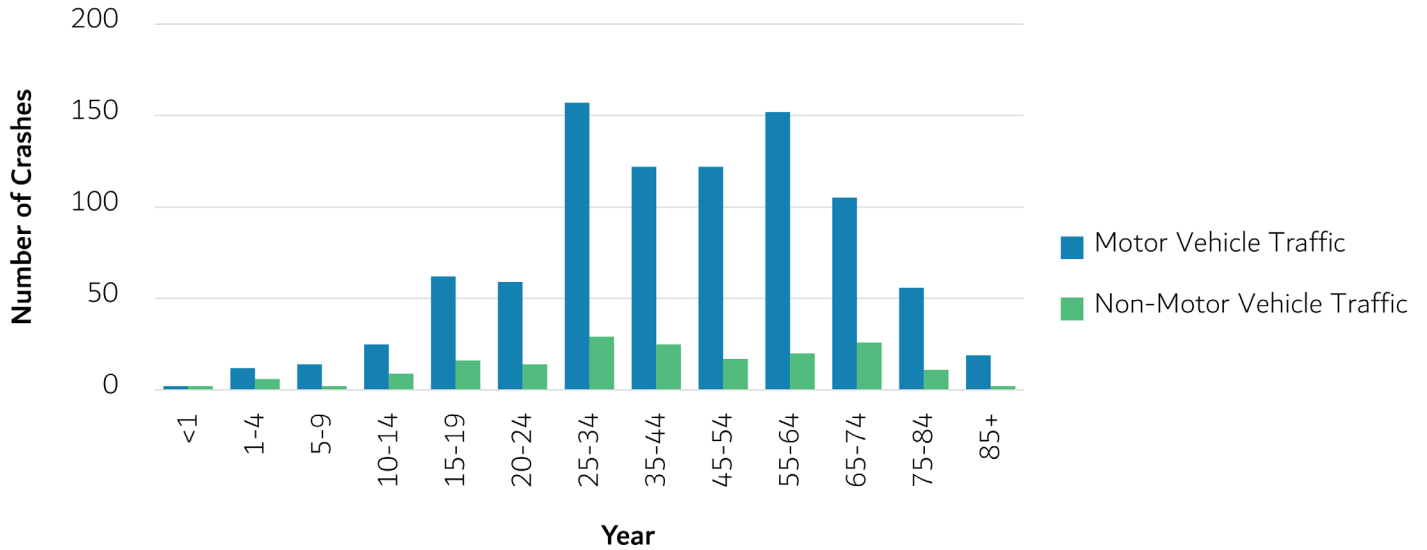


Figure 32: Pedestrian Injuries by Age

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 33 shows that pedalcyclist fatalities occur more in incidents involving a motor vehicle and with adults ages 35–44.

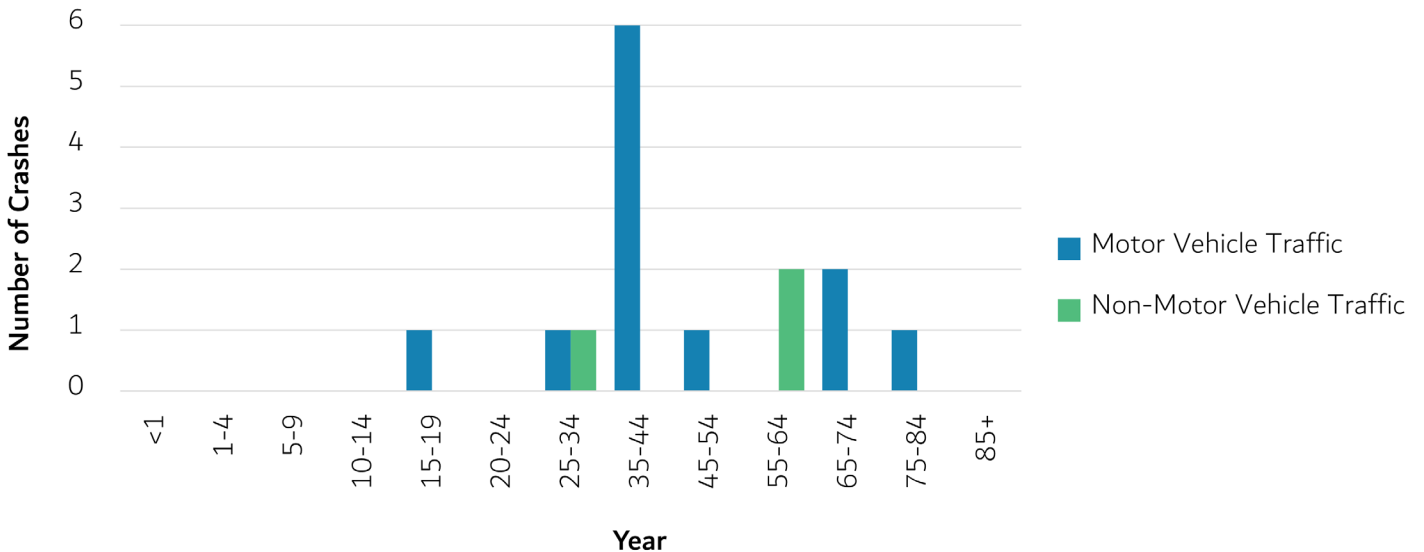


Figure 33: Pedalcyclist Fatalities by Age

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

Figure 34 depicts pedestrian fatalities and demonstrates that incidents involving a motor vehicle most significantly impact adults aged 55–64, followed by ages 65–74. Notably, this chart demonstrates a higher impact on older adults compared to other adult age groups. Adults age 65–74 represent a smaller portion of the countywide population according to the US Census, representing about nine (9) percent of the population compared to between 13 and 15 percent of adults ages 25–64. Since older adults are more likely to rely on modes of transportation other than driving a vehicle, the higher fatality count of older adults reflects that they are a particularly vulnerable population in crashes involving motor vehicles.

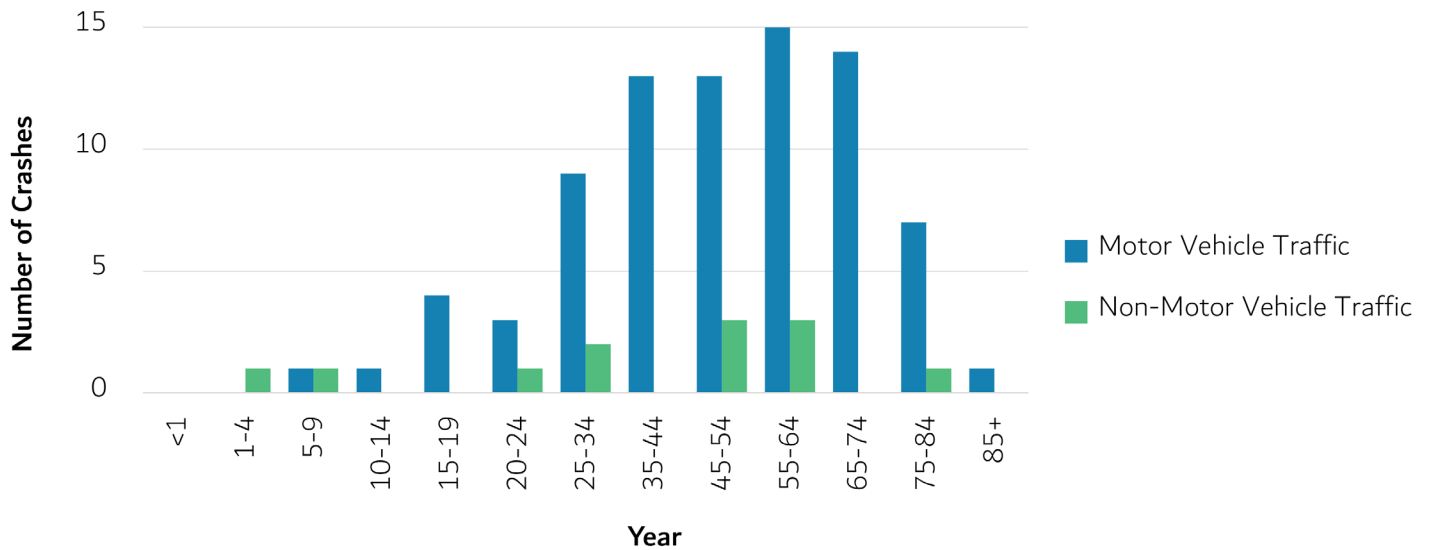


Figure 34: Pedestrian Fatalities by Age

Source: Florida Department of Health Florida Injury Surveillance Data System, 2021

High Injury Network

Figure 35 portrays the high injury network that was determined by the 2021 Miami-Dade County Vision Zero Framework Plan. The high injury roadway network identifies intersections and segments where crashes resulting in fatal or severe injuries occurred between 2015 and 2019. Over 2,500 intersections and road segments were identified in this high injury network.

Several key takeaways can be noted from the Plan and the figure below. For one, the highest proportion (nearly 40 percent) of high-injury locations are along major arterial roads, despite these routes making up less than 13 percent of the County's total roadway network. These larger roads typically accommodate higher-speed traffic, supporting the Plan's recommendation to manually reduce speeds along these high injury roads, instead of relying on the traditional standard of speed limits set at the 85th percentile speed of free-flowing traffic. Even the very idea of bicycling alongside such high-speed traffic likely dissuades many potential bicyclists, emphasizing the need to consider strategies to separate bicycles from vehicle traffic, when possible, and increase overall safety.

Furthermore, many of the high injury roadways are along transit routes, underscoring the need to design transit stops in an accessible, safe manner. Like with intersection treatment, increasing the visibility of pedestrians boarding or alighting from a bus is an important factor in reducing collisions. This can be done with physical placement of bus stops, such as reducing mid-block bus stops that frequently result in mid-block crossings from pedestrians on the opposite side of the street. Instead, bus stop placement should be prioritized at intersections, supported by treatment techniques like wide sidewalks to accommodate waiting bicyclists and pedestrians, and narrow intersections to reduce vehicle speeds.



Figure 35: High Injury Network

Source: Miami-Dade County

Equity Analysis Areas

Prioritizing based on socioeconomic, demographic, and geographic need

Part of the Miami-Dade TPO mission is “to provide reliable transportation and mobility choices while supporting sustainable, equitable, and livable communities.” As such, this plan considers historic harms from transportation planning that have left areas of the County’s transportation system underinvested in, and the minority and low-income communities within them underserved. Low-income communities, which are typically also minority communities in Miami-Dade County, are highly dependent on bicycling and pedestrian modes of travel due to their affordability. Many residents in these communities also utilize transit due to its affordability, but since they must also travel to and from their transit stops, these residents are likely making multimodal trips in part as bicyclists and pedestrians. For many residents, these modes of travel are used by necessity, not choice.

Additionally, many of Miami-Dade County’s crash vulnerable areas or hot spots are located in low-income, minority communities. At a national level, bicyclist and pedestrian crashes are well-known to disproportionately occur more in neighborhoods with these demographic characteristics. Historical underinvestment and minimal transportation safety improvements have negatively impacted residents within these communities, making them more susceptible to health and safety issues such as noise and air pollution, displacement, and serious and fatal crashes. This intersection of challenges creates a need to address these areas as priority areas towards creating an equitable transportation system for all bicyclists and pedestrians. This Plan’s safety analysis includes a review of socioeconomic and demographic factors for Miami-Dade County that correlate with a higher prevalence of severe injury and fatal crashes involving bicyclists and pedestrians.

This Master Plan utilizes and builds upon the work of the 2021 Miami-Dade County Vision Zero Framework Plan’s analysis, which analyzed crash data in conjunction with socioeconomic and demographic factors to identify Equity Priority Areas within Miami-Dade County. These Equity Priority Areas are used in prioritizing projects in transportation planning that align with the Vision Zero goal of eliminating severe injuries and fatalities among bicyclists and pedestrians by 2040.

Equity Priority Areas were determined using the following US Census tract data:

Socioeconomic Data

- Low-Income Households (households earning less than \$25,000 a year)
- Zero-Vehicle Households

Demographic Data

- Population under 15 years old
- Population over 65 years old
- Population density
- Distribution of population based on race and ethnicity

Figure 36 shows the Equity Priority Areas Map from the 2021 Miami-Dade County Vision Zero Framework Plan with the addition of middle schools within the County to assist project planners in implementing this Master Plan. The map shows middle schools that are within Equity Priority Areas. The areas near these middle schools should be prioritized in planning bicycling and pedestrian safety enhancements.

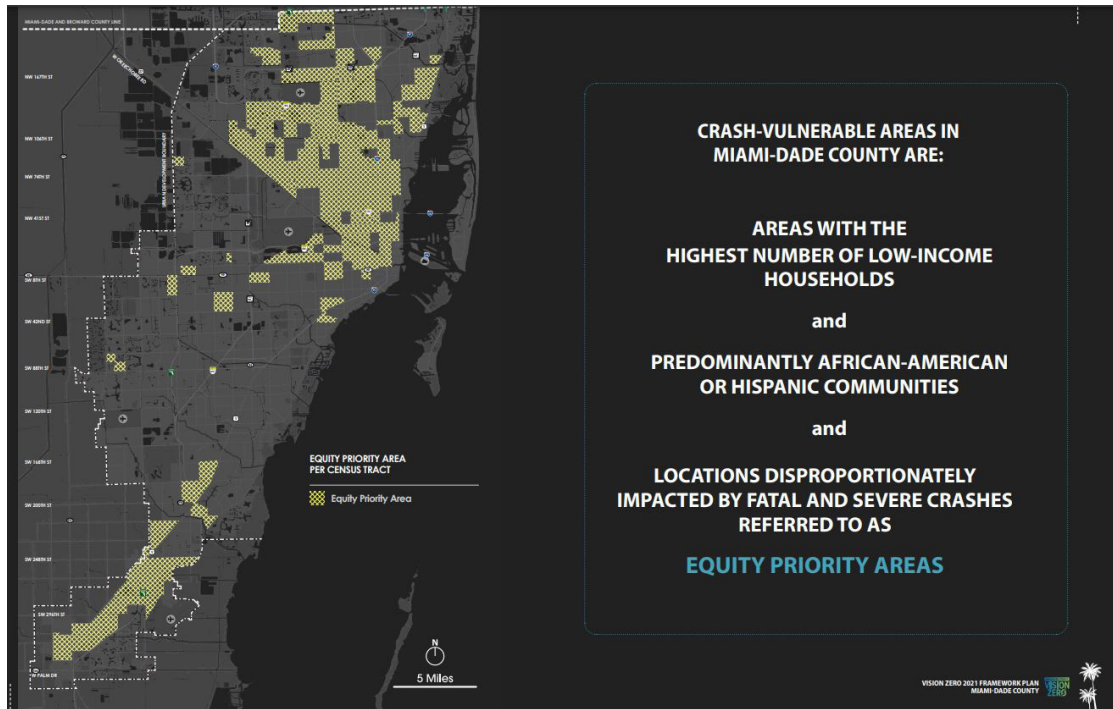


Figure 36: Equity Priority Areas

Historically Disadvantaged Communities

Figure 37 shows Historically Disadvantaged Communities, as established by USDOT. The disadvantaged census tracts identified in **Figure 37** exceeded the 50th percentile (75th for resilience) across at least four (4) of the following six (6) transportation disadvantaged indicators. Each of the six (6) disadvantage indicators are assembled at the Census Tract level using data from the Centers for Disease Control and Prevention Social Vulnerability Index, Census America Community Survey, Environmental Protection Agency (EPA) Smart Location Map, Department of Housing and Urban Development Location Affordability Index, EPA EJScreen, Federal Emergency Management Agency (FEMA) Resilience Analysis and Planning Tool, and FEMA National Risk Index. In total, demographics data for 22 factors was collected for each census tract. From there, these values were grouped into six (6) indicators for transportation disadvantage:

- Transportation access disadvantage identifies communities and places that spend more, and longer, to get where they need to go
- Health disadvantage identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures
- Environmental disadvantage identifies communities with disproportionate pollution burden and inferior environmental quality

- Economic disadvantage identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality
- Resilience disadvantage identifies communities vulnerable to hazards caused by climate change
- Equity disadvantage: identifies communities with a high percentile of persons ages five (5) or older who speak English “less than well”

As shown in the figure, concentrations of Historically Disadvantaged Communities exist in several areas. These include census tracts alongside the US-41 Corridor, stretching from Little Havana west to the edges of the urbanized County; in neighborhoods surrounding the Miami International Airport (MIA); in the northeast part of the County, especially Miami Gardens; Richmond Heights; Palmetto Estates; and in rural, unincorporated parts of the County along SR-997, such as Redland and Silver Palm.

While each neighborhood presents unique needs, some challenges within the County’s urban areas—along US-41, surrounding MIA, and in Miami Gardens—may be similar to one another. These communities already feature extensive infrastructure, meaning pedestrian and bicycle improvements will have to be adopted in the context of the existing built environment. For instance, this may include removing a through traffic lane in order to add a separated bicycle path, or relocating bus stops and adding intersection treatment techniques in order to increase visibility of pedestrians. Considering the network of existing Metrobus routes through these neighborhoods, along with the nature of residents in these communities being less likely to own a personal vehicle, care should be taken to ensure that access to transit is preserved. At the same time, the density of such urban areas is conducive to public transit ridership, so planning goals should seek to encourage *all* residents to ride transit, even those with access to a vehicle.

Less-urbanized regions, such as Richmond Heights and Palmetto Estates, may offer more flexibility in adding pedestrian and bicycle facilities. Where possible, adding bicycle lanes on arterial roads may provide helpful connections between residences and job sites, while reducing challenges caused by having protected bicycle lanes on collectors and other local roads with numerous driveways. Within these census tracts, furthermore, are the Cutler Drain Canal and the Belle Aire Canal, which provide potential opportunities for a greenway to be developed amidst the community. In the southwest part of the County, the existing low-density growth provides physical space to be dedicated to pedestrian and bicycle improvements, such as in the form of shared-use paths. Community engagement is particularly important in planning these neighborhoods, in order to study the needs and travel patterns of residents. For instance, the distance to job sites and existing housing development locations in Redland and Silver Palm may make public transit or bicycling less-practical commute methods than in other, more-urbanized parts of the County. Therefore, infrastructure improvements could theoretically concentrate on providing scenic recreational paths for residents to enjoy with families and outside of work.

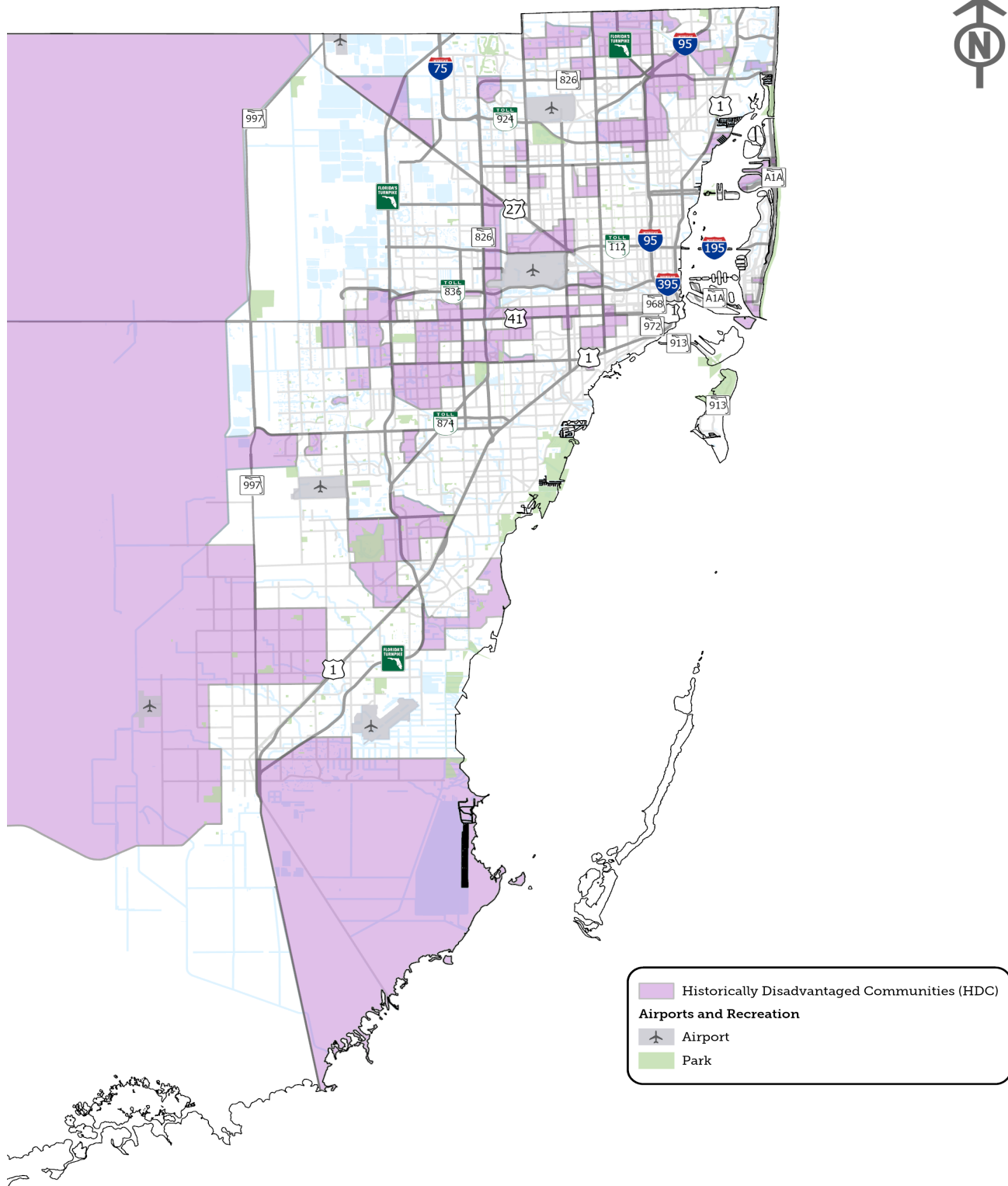


Figure 37: Historically Disadvantaged Communities

Source: USDOT

Bicycling Needs Survey Summary

The Miami-Dade TPO conducted a survey over several months in 2023 to gain understanding from community members about bicycling needs within the County. The survey received 400 individual responses. Findings from an in-depth analysis of the survey responses will inform the development of this Plan. The following section provides a summary of these findings.

Bicycling Priorities

The Bicycling Needs Survey included several questions to help determine priorities on various levels, including the type of cycling, benefits of cycling, concerns, and future improvements. Survey respondents reported on which type of cyclist they felt themselves primarily to be (see **Figure 38**), with the greatest number indicating they were recreational bicyclists, followed by fitness bicyclists, commuting bicyclists, and group/club cycling.

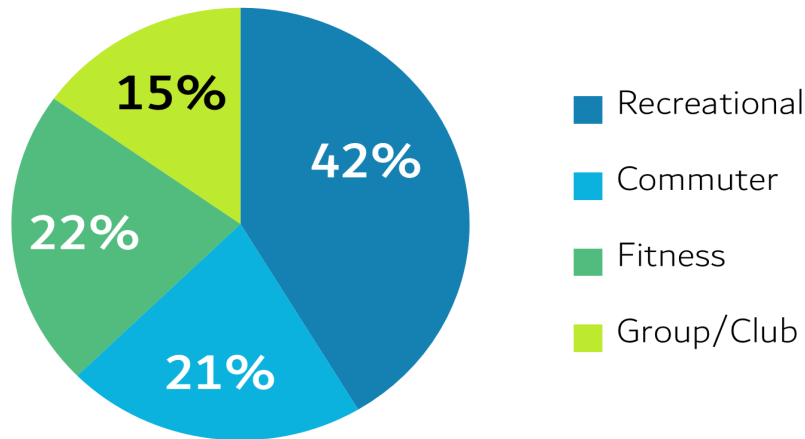


Figure 38: Types of Bicyclists

Source: Miami-Dade
Bicycling Needs Survey, 2023

When survey respondents were asked about the benefits they receive from bicycling, the majority of users, regardless of the type of bicyclist, reported exercise as the top benefit, followed by reduced carbon emissions. Notably, significantly more commuters (82 percent) than any other types of bicyclists (between eight [8] percent and 40 percent) cited that saving money on transportation was a benefit of bicycling for them. This survey question also offered an option to input other benefits beyond this listed in the options. A summary of the major themes identified during the analysis of these responses is shown in **Figure 39**, indicating that enjoyment or fun was a top benefit for bicyclists. Other answers included a wide variety of themes, including saving time, mental health benefits, a sense of connection to community both socially and physically, avoiding typical car hassles such as traffic and parking, and others.

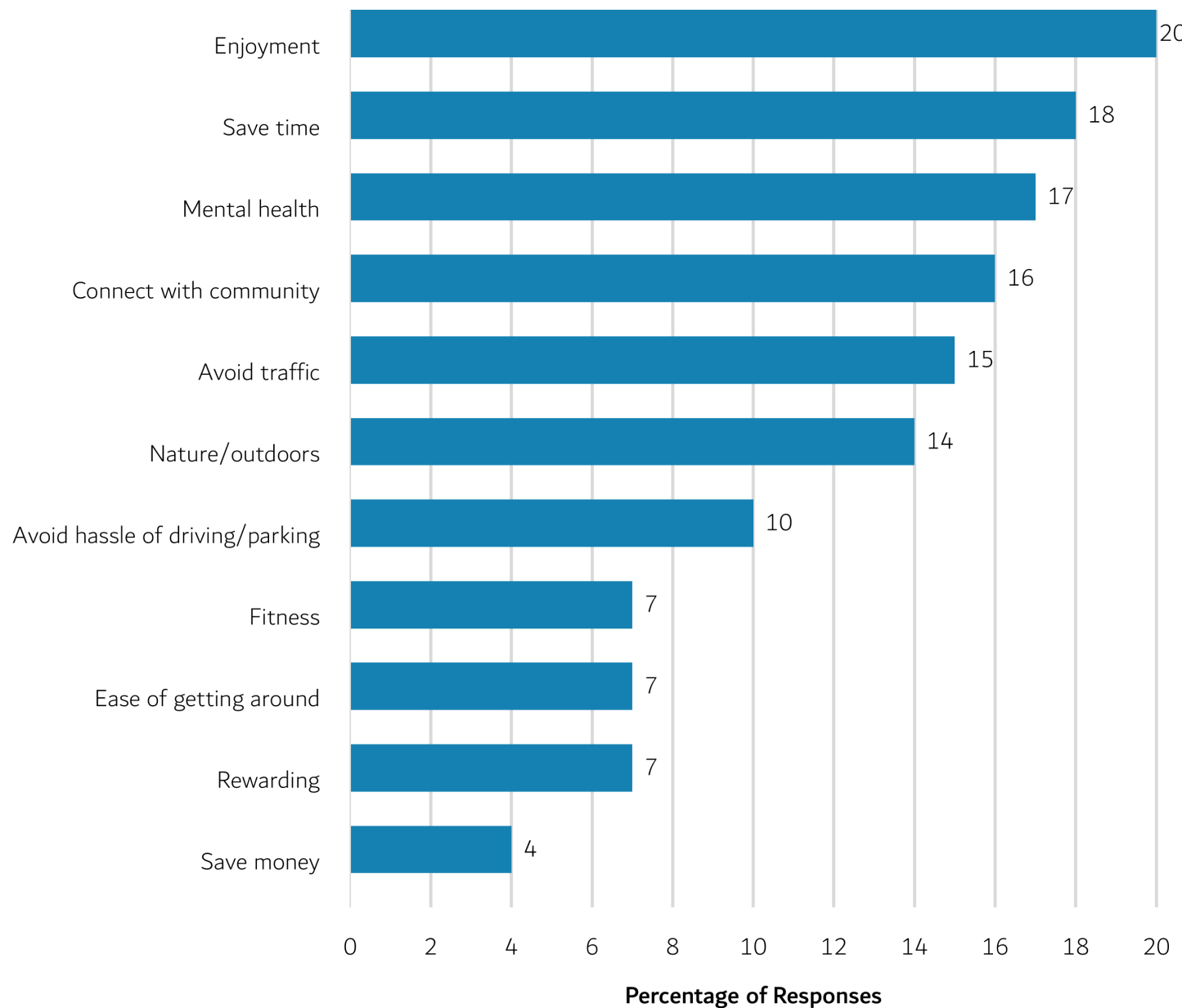


Figure 39: Other Benefits of Bicycling

Source: Source: Miami-Dade Bicycling Needs Survey, 2023

Most (67 percent) riders did not feel safe riding on streets in Miami-Dade County. This holds true no matter the type of bicyclist. On a similar note, lack of protected on-road routes was reported as the top challenge (86 percent) to a safe bicycling experience for all survey respondents, across all bicyclist categories. Lack of connectivity between trails and routes was the next greatest challenge (62 percent), followed by hazards in the roadway (55 percent). The question on challenges to safe bicycling allowed multiple choices and also offered an open-ended response option to indicate other challenges not therein listed. From these open-ended responses, it is worth noting that 63 percent of the other responses indicated unsafe drivers as a challenge to a safe bicycling experience, followed by a need for more infrastructure (10 percent) and more effective designs (10 percent). From these responses, one can identify a wide variety of challenges to be explored further, which are shown in **Figure 40.**

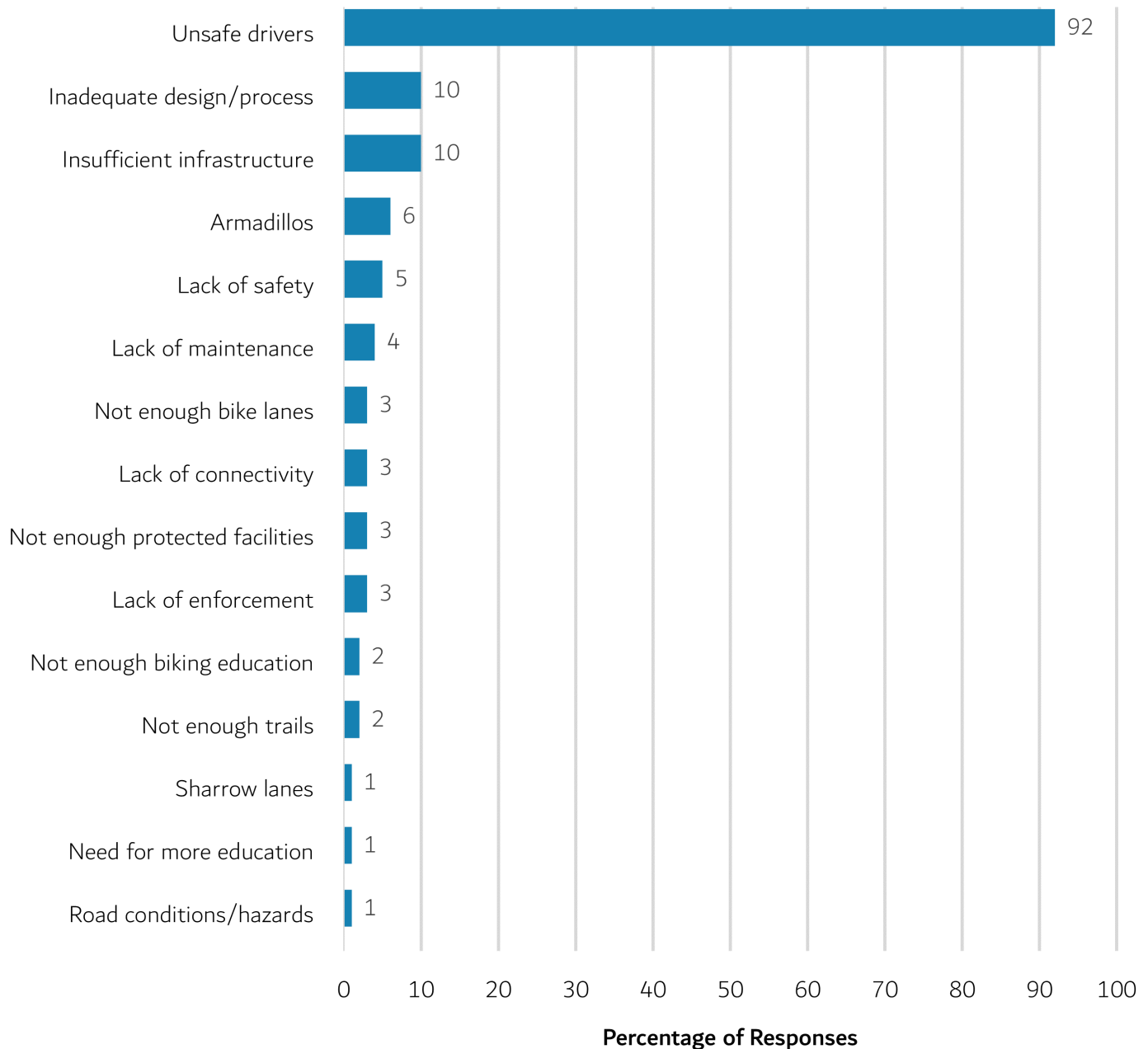


Figure 40: Challenges Within Bicycling

Source: Miami-Dade Bicycling Needs Survey, 2023

Ride Frequency

The survey also asked respondents to report on how frequently they bicycle (see **Figure 41**), which indicated that approximately 60 percent of people ride between one (1) and three (3) or more times a week, with 15 percent of respondents riding a few times a year, 14 percent of bicyclists riding one (1) or two (2) times per month, and 12 percent of bicyclists riding daily.

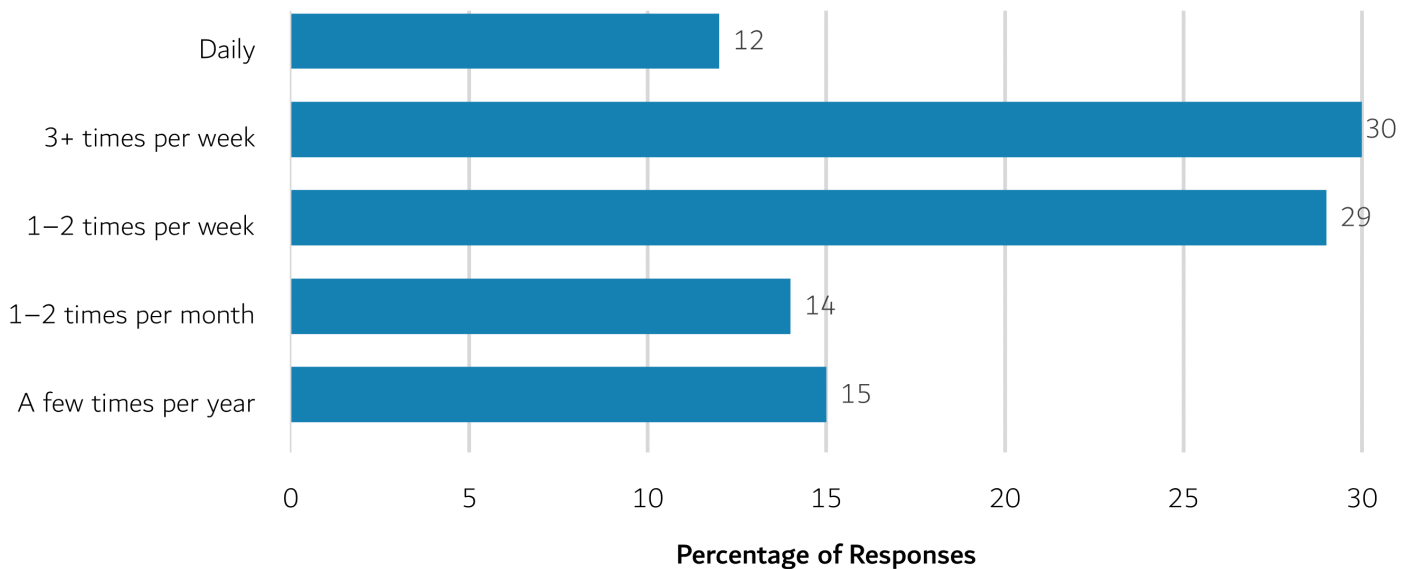


Figure 41: Frequency of Bicycle Rides

Source: 2023 Miami-Dade Bicycling Needs Survey

An analysis of bicycling frequency based on bicyclist type revealed that 89 percent of commuters, 84 percent of fitness bicyclists, and 97 percent of group bicyclists were likely to ride at least one (1) time each week, if not daily. Only 43 percent of recreational bicyclists were riding at that same level of frequency, with the majority of recreational users bicycling only a few times per year or one (1) to two (2) times per month. This is shown in **Table 2**.

Table 2: Frequency of Cycling by User Type

Source: 2023 Miami-Dade Bicycling Needs Survey

	Recreational (%)	Commuter (%)	Fitness (%)	Group/Club (%)
Daily	30.2	4.8	6.8	0.0
3+ times per week	26.5	6.0	9.1	1.6
1-2 times per week	27.2	25.0	36.4	24.6
1-2 times per month	13.0	32.1	35.2	62.3
A few times per year	2.5	32.1	12.5	9.8

The bolded values in **Table 2** represent the frequency of bicycling with the greatest percentage of responses, for each user type. This finding is notable since it suggests that, while recreational bicyclists had the highest percentage of survey responses, commuting, fitness, and group bicyclists are more frequently interacting with the County's transportation system, and therefore most at risk of a crash-related injury or fatality. Significantly more

commuters (82 percent) than any other group (less than 40 percent) also indicated that one of the benefits they get from bicycling is saving money on transportation. Due to the affordability of bicycling, transit, and pedestrian uses compared to vehicle ownership, commuters often opt for non-motorized forms of transportation such as bicycling out of necessity rather than by choice. Per the Equity Priority Areas defined in the Vision Zero Framework Plan, the most vulnerable areas of the County include zero-vehicle households. As such, strong consideration should be given to bicycling infrastructure related to commuting behaviors and routes to and from employment centers, as well as the challenges experienced daily by these users.

Most-Used Facilities

The survey asked respondents to list their two most-used facilities for bicycling. This question resulted in a list of 145 unique locations listed from over 600 facility mentions among the responses. These locations varied widely in locations across the County, type of facility, intensity of the facility, and characteristics of the area. The more preferred facilities, however, tended to be scenic destinations, particularly near water bodies and major corridors such as Key Biscayne, Biscayne Boulevard, Miami Beach, Venetian Causeway, Old Cutler Road, and the Underline. Of the top 20 locations mentioned, all but three (3), including the top 14, are located on the east side of Miami-Dade County.

Open Feedback Themes

The Bicycling Needs Survey provided respondents with an opportunity to share additional feedback that had not yet been captured. In total, 221 respondents provided additional feedback. An analysis was conducted on these responses, and themes were then identified based on the frequency of topics within these comments. The most significant feedback themes identified are listed below:

- **Safety:** Respondents generally shared feeling unsafe when bicycling, or cited lack of safety as a deterrent to more bicycling, particularly due to behaviors from drivers. Several mentioned a need for more enforcement of driving laws that could help protect other users outside of vehicles.
- **Strengthening Designs:** Many respondents felt that the existing infrastructure fell short of a successful bicycle network due to design implementation that did not provide sufficient protection, connectivity between routes, or mechanisms to ensure drivers will slow down and remain aware of users in their surroundings. Many respondents mentioned that the gaps between routes were particularly dangerous for a bicyclist and that the network needs more connectivity to prevent these unsafe scenarios. Often, respondents mentioned cities and countries leading the way in bicycleway design as benchmarks they hoped Miami-Dade County could achieve.
- **Additional Infrastructure:** A need for more bicycling infrastructure was urged by respondents. Comments included requests for a variety of infrastructure, but most respondents mentioned wanting bicycle facilities that include protection from cars. More bicycle lanes and trails were also frequently mentioned. Many respondents also mentioned that the bicycling infrastructure needs to be expanded more across the County, with several respondents indicating that expansion should occur towards the western areas of the County. Other respondents mentioned diversifying the infrastructure investments to accommodate more multimodal usage of the bicycle network, such as increasing bicycle parking, ensuring transit is better able to accommodate bicyclists, and that e-bicycles are increasingly integrated in future designs.
- **Commitment:** Respondents often felt that commitment is needed on the part of decisionmakers who plan and implement the bicycle improvements to make the strides necessary to enhance the bicycling system to a level comparable to those in globally recognized bicycle-friendly communities.
- **Education:** Survey respondents often cited education as a needed investment for improving the bicycling experience. Most respondents mentioning education were desiring more education for drivers to reduce unsafe driving behaviors. Several respondents also desired to see educational programming for bicyclists to

build their skills on the road.

- **Armadillos:** A dozen respondents specifically mentioned that the armadillos installed on the Venetian Causeway are unsafe for bicyclists who may veer into them, and therefore more of a hazard than a protective device.
- **Improved Maintenance:** Comments often mentioned that poor conditions due to lack of maintenance is a challenge for bicyclists. Many respondents mentioned issues such as tree roots lifting pavement, potholes, and areas with no sidewalks. One user also mentioned that lack of maintenance of the Metrorail station escalators and elevators posed an issue for multimodal travel, including bicycling.
- **South Florida Weather:** Many respondents felt that South Florida's warmer weather provides an ideal climate for bicycling year-round and helps enable Miami-Dade County to become a prominent bicycle-friendly community.
- **Community Engagement:** Several survey respondents mentioned that the community should be engaged in various processes more, such as with project prioritization, discussing and identifying issues, strategizing solutions, event programming such as rides, and in accommodating both locals and tourists.
- **No Sharrows:** Several survey respondents felt that sharrow lanes were dangerous for bicyclists. Most respondents also added that this is due to unsafe and aggressive drivers who do not change driving patterns consistent with sharing the road with bicyclists.

Limitations and Considerations for Future Efforts

The findings from the 400 responses to the Miami-Dade Bicycling Needs Survey provide a good start in understanding the needs of bicyclists from around the County. As with any type of community engagement action, understanding the limits of the tool used could inform whose experience may have not been captured fully and therefore which tools could help fill the gaps of understanding the County's bicycling needs across all users.

The Bicycling Needs Survey was implemented as an online survey in English; therefore, it would be worthwhile to investigate further what takeaways may have been missed from populations who are less likely to engage with a digital survey or for whom English is not their primary language, such as:

- Older adults, many of whom do not own a smartphone, tablet, or computer
- Homeless individuals without regular access to a phone, tablet, or computer for accessing the Internet
- Low-income households that cannot afford smartphones, tablets, and computers or who may have less leisure time due to working longer hours or multiple jobs
- Youth who do not have regular access to the Internet through a smartphone, tablet, or computer, but who are already riding their bicycles in their community, such as to and from school

The survey did not include questions on the respondents' demographic information and gathered limited geographical information, so it is not possible to determine whether the survey captured a representative sample of the population of Miami-Dade County or whether various hard-to-reach populations were represented in the results. Therefore, it is recommended that further community outreach include methods that specifically target groups whose voices may not have yet been meaningfully captured, but may be significantly impacted by mobility decisions.

Needs Plan

Project Recommendations

Utilizing the existing conditions evaluation process throughout the county, a set of projects have been recommended for implementation. **Table 3** shows the mileage of the needs plan and **Table 4** shows the individual projects sorted by Facility Type, then Facility Roadway. The projects are shown by the seven (7) Transportation Planning Areas (TPA) throughout Miami-Dade County on **Figures 42–49** and can also be viewed online using this link: <http://tinyurl.com/2050TPOBPMP>. The projects focus on building meaningful connections and a cohesive protected bicycle network in the county, with a specific focus on connections to middle schools and neighborhoods. Together the projects support the TPO’s long-term emphasis on strengthening bicycle- and pedestrian-friendly communities’ connections with existing and future transit opportunities. As noted in the Bicycle Needs Survey, approximately 42 percent of respondents were recreational bicyclists, and a protected bicycle network would benefit those recreational bicyclists. The projects establish a framework to increase walking and bicycling, and most importantly, improve connectivity. Ultimately, a more detailed phase of project development and design is needed in the future, to consider factors like utility and/or drainage coordination, R/W constraints, transit connections, environmental concerns, permitting, tree canopy, and on-street parking removal.

QUICK FACT

80 percent of the project recommendations are off-road, protected facilities.

Table 3: Mileage of Needs Plan

Facility Type		Miles
Protected Facilities	Shared-Use Path	321.8
	Sidepath	87.6
	Protected Bicycle Lane	29.1
	Subtotal	438.5
SMART Plan Terminal Corridor		100.4
Bicycle and Pedestrian Facility Improvements		1.87
Buffered Bicycle Lane		2.5
Total		543.3



Connection to Parks

105

Parks are within
500 ft. of projects



Connection to High Ridership Stops

81

High Ridership Stops
(>250 Riders/Day) within
500 ft. of projects



Connection to Schools

80

Schools are within
500 ft. of projects



Connection to Transit Stations

21

Transit Stations
(Metrorail, Metromover,
Tri-Rail, and Brightline)
500 ft. of projects

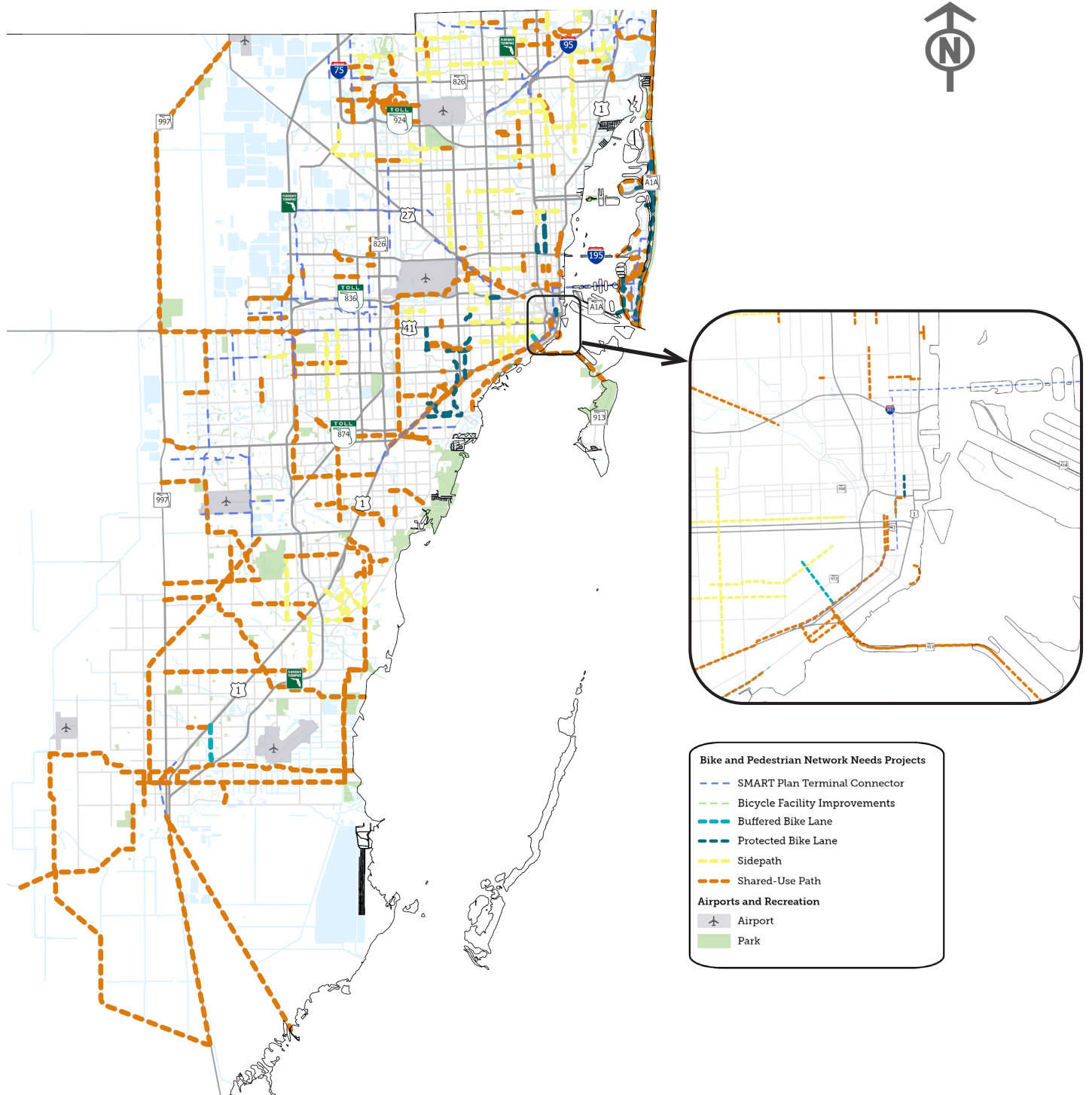
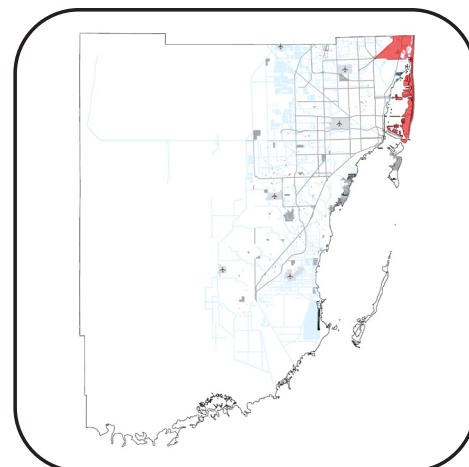
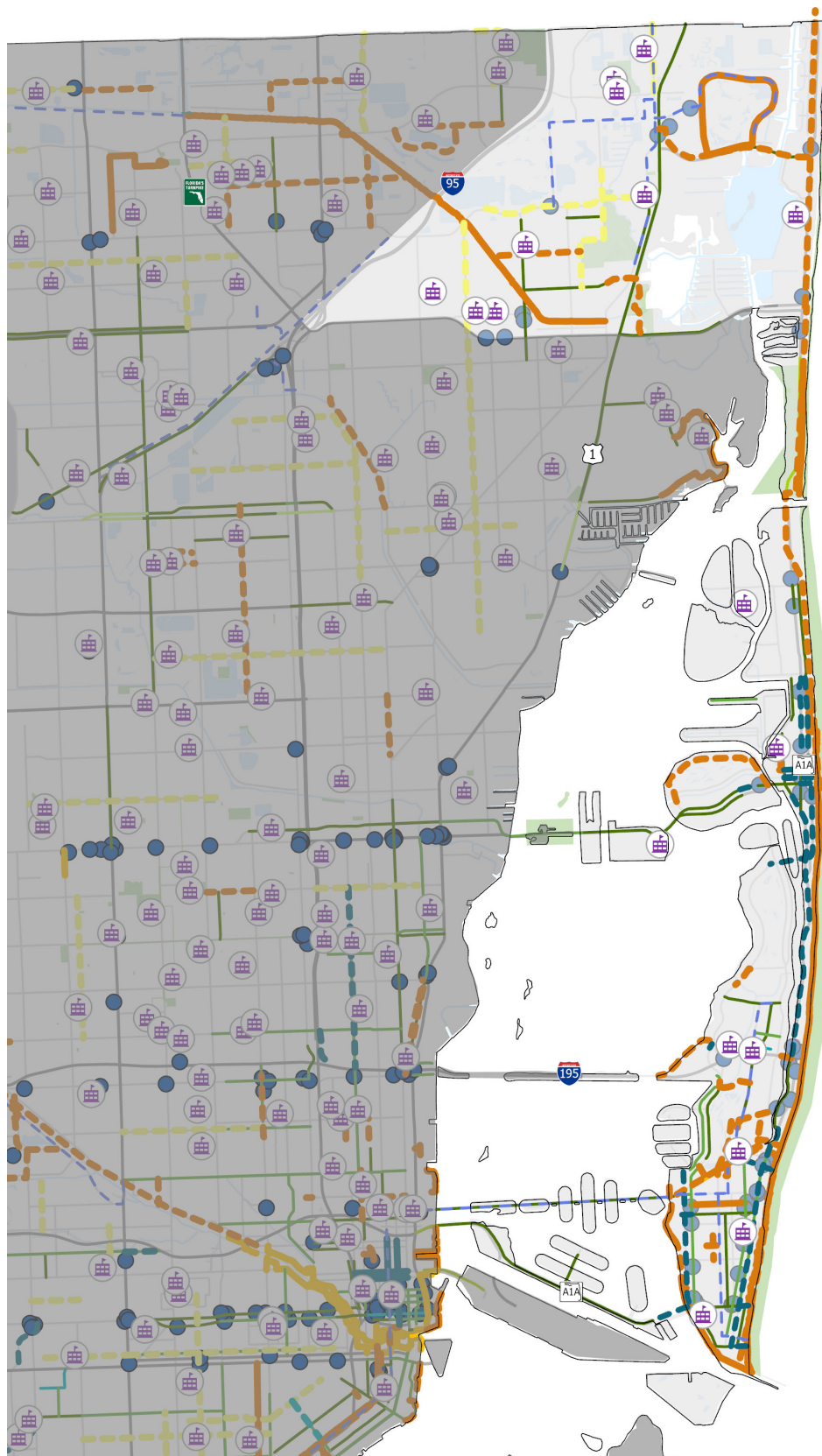


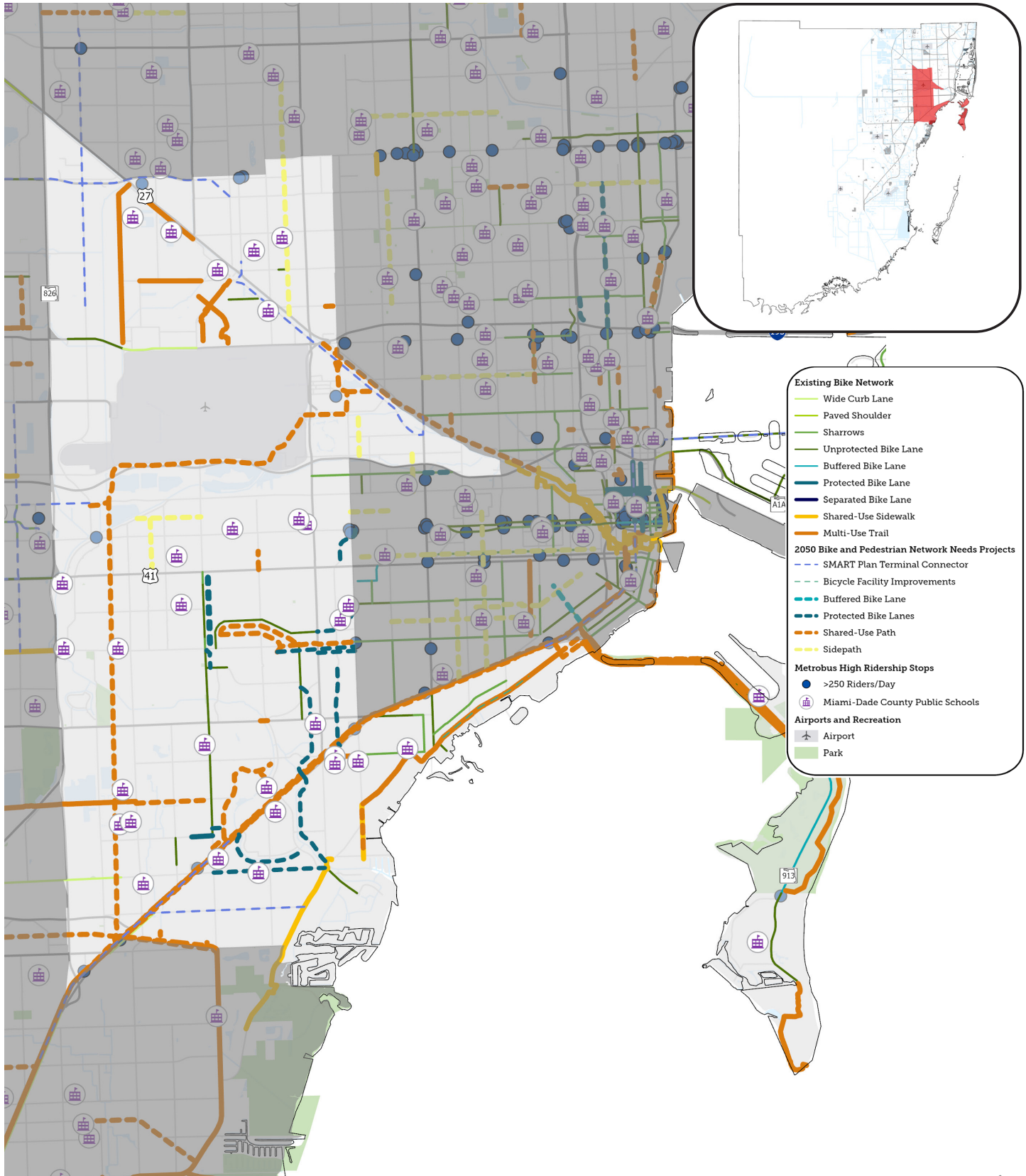
Figure 42: Bicycle and Pedestrian Network Needs Projects



- Existing Bike Network**
- Wide Curb Lane
 - Paved Shoulder
 - Sharrows
 - Unprotected Bike Lane
 - Buffered Bike Lane
 - Protected Bike Lane
 - Separated Bike Lane
 - Shared-Use Sidewalk
 - Multi-Use Trail
- 2050 Bike and Pedestrian Network Needs Projects**
- SMART Plan Terminal Connector
 - Bicycle Facility Improvements
 - Buffered Bike Lane
 - Protected Bike Lanes
 - Shared-Use Path
 - Sidewalk
- Metrobus High Ridership Stops**
- >250 Riders/Day
 - Miami-Dade County Public Schools
- Airports and Recreation**
- Airport
 - Park

Figure 43: Needs Plan Connectivity (Beach TPA)





**Figure 44: Needs Plan
Connectivity (Central TPA)**



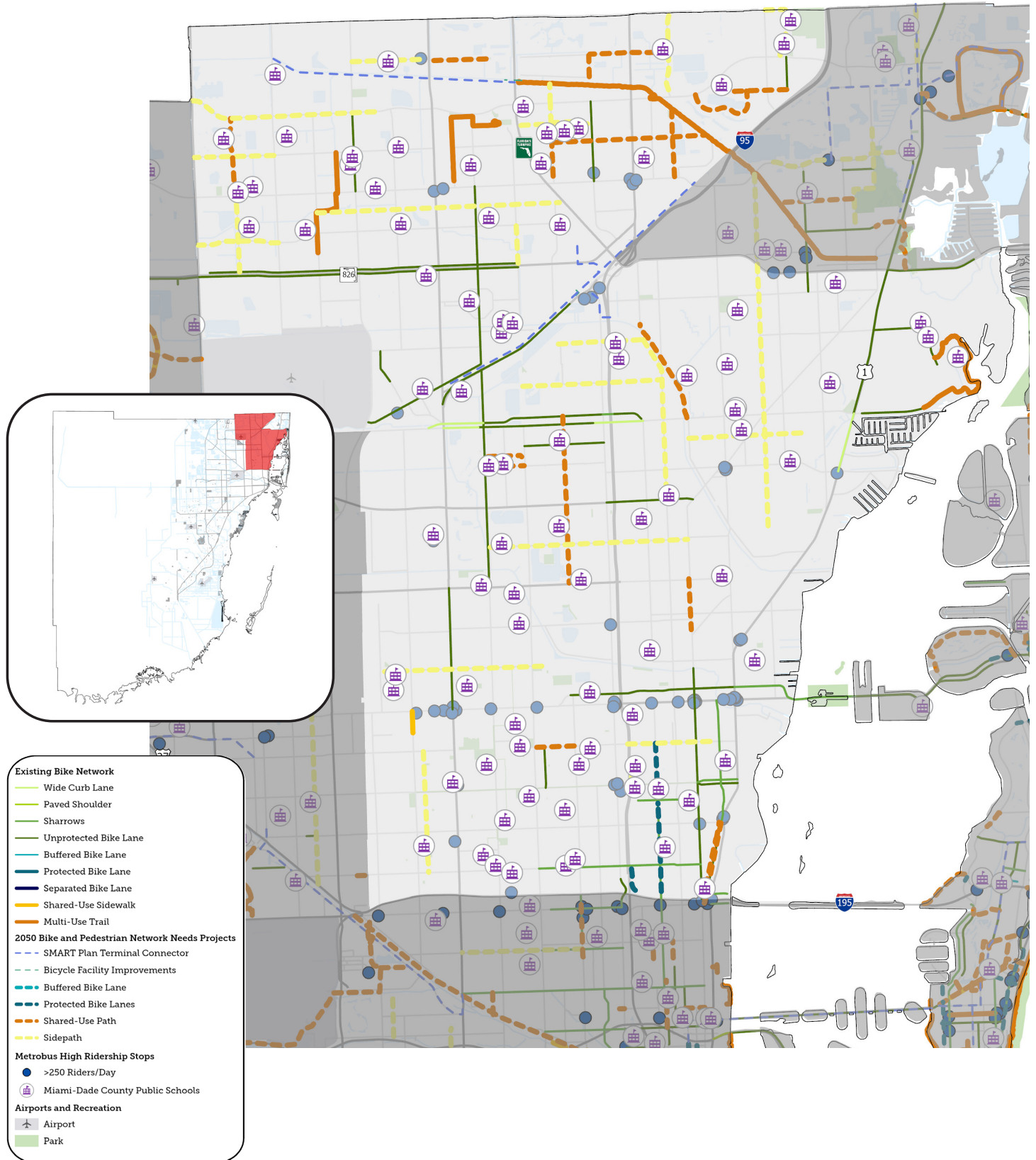
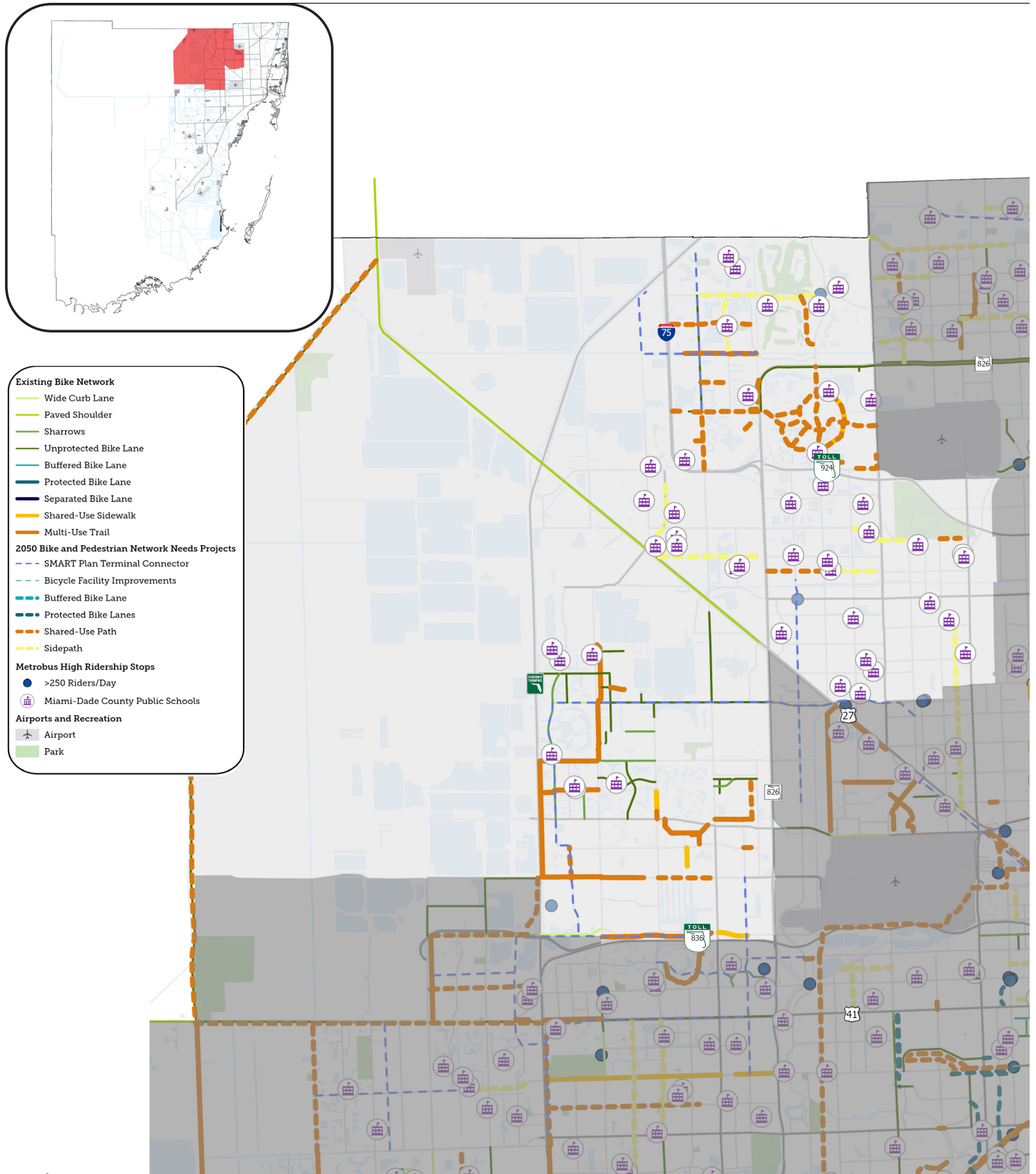
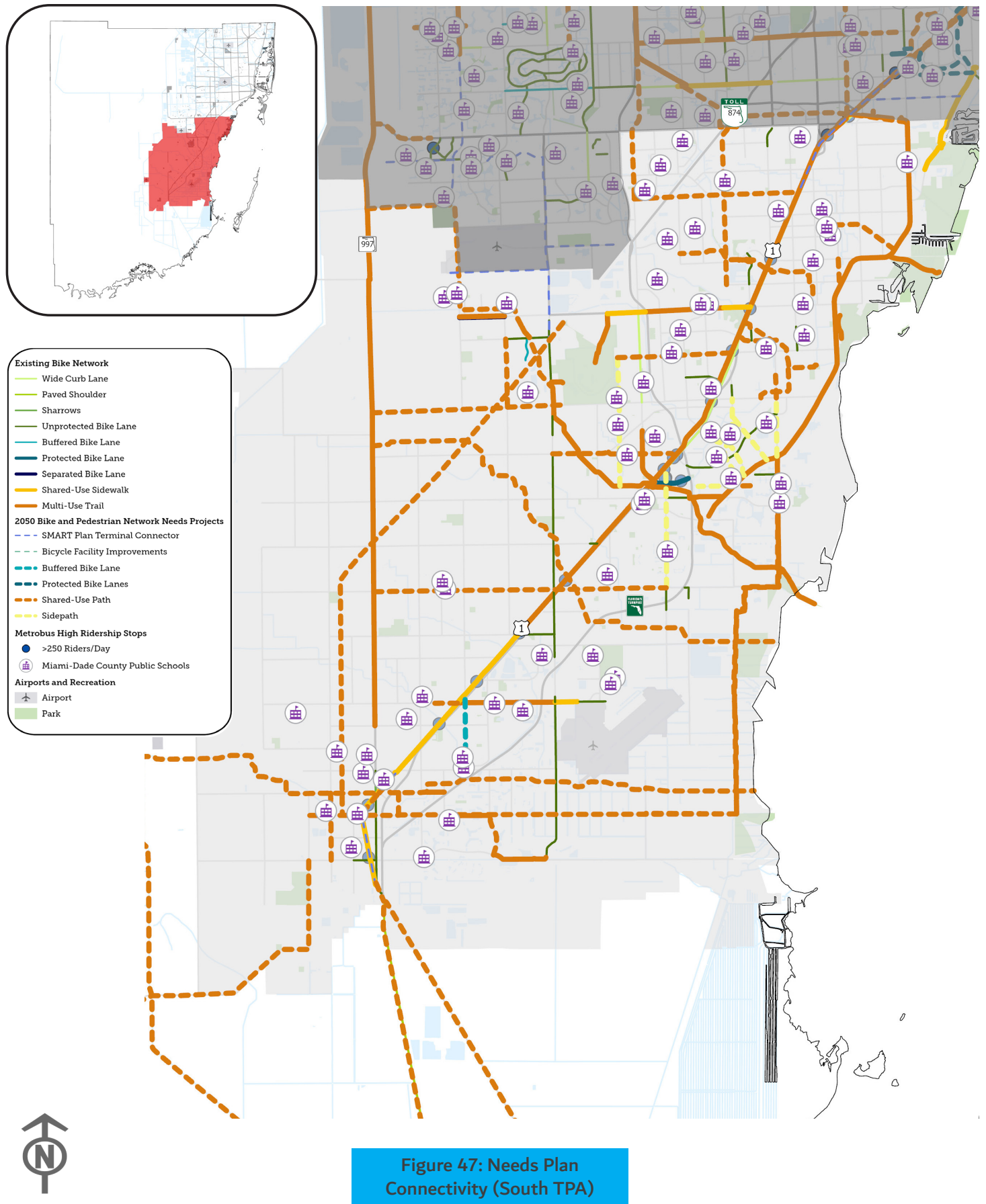


Figure 45: Needs Plan Connectivity (North TPA)





**Figure 46: Needs Plan
Connectivity (Northwest TPA)**



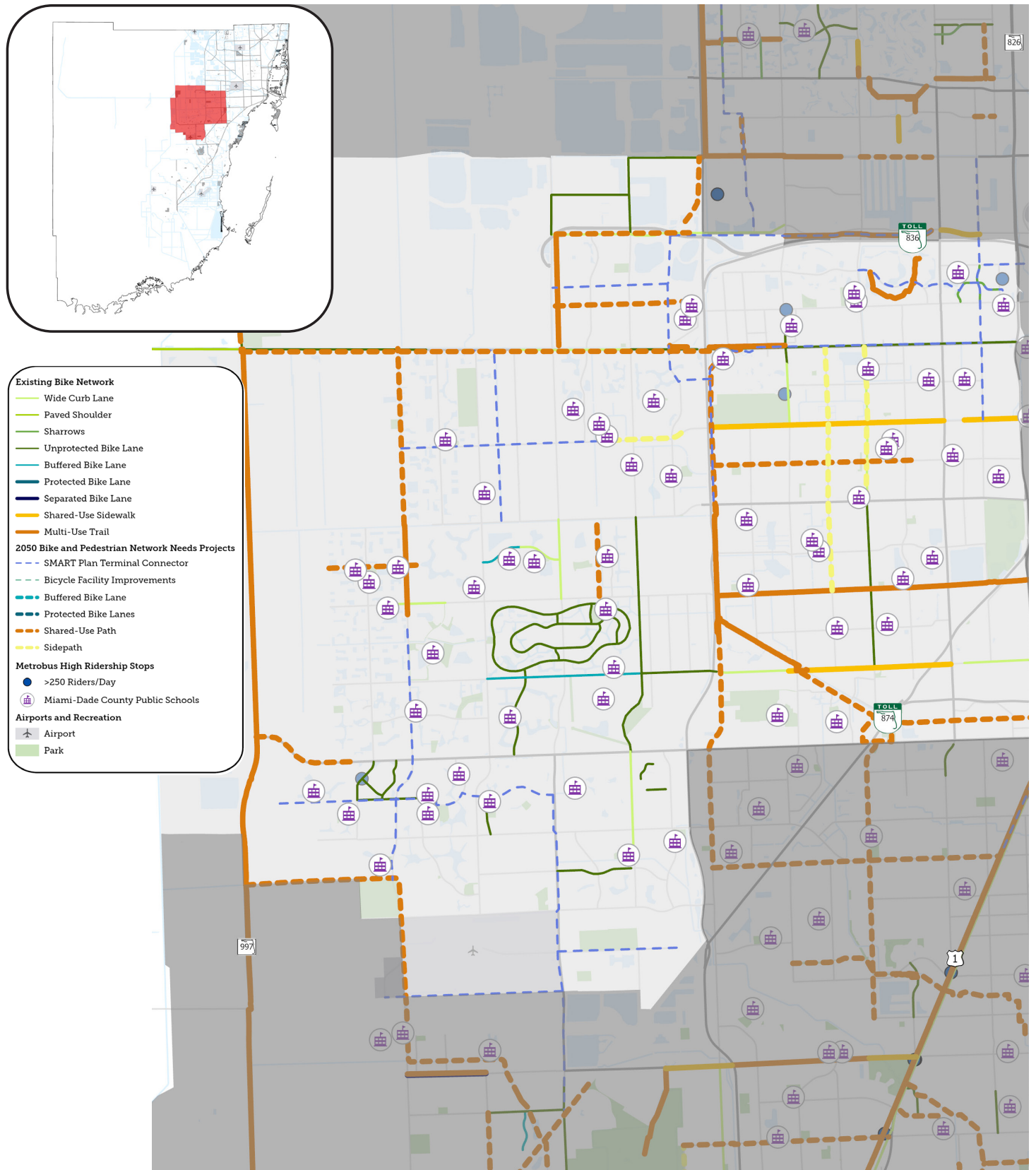


Figure 48: Needs Plan Connectivity (West TPA)

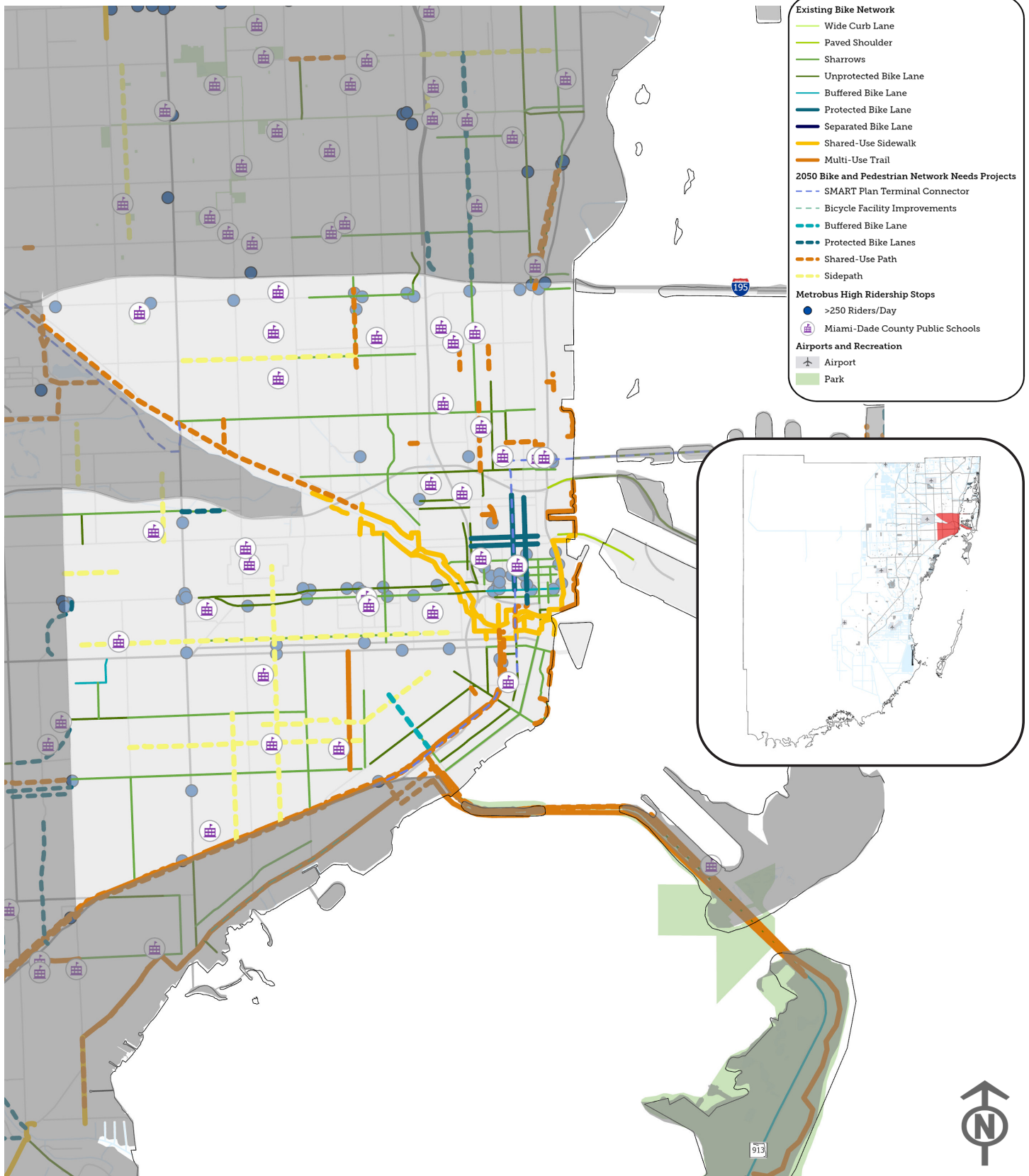


Figure 49: Needs Plan Connectivity (CBD TPA)

Table 4: Needs Plan

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
Miami Shores Village - Multimodal Mobility Improvements	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Districtwide Community Safety	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Districtwide Traffic Operations - Safety Studies	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Safety Street Light Retrofits	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.01
Town of Cutler Bay Caribbean Boulevard Complete Streets	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.01
South Bayshore Drive	Darwin Street	Mercy Way	Bicycle Facility Improvements	FY 2024 TIP	1.43
SW 157th Avenue	SW 42nd Street	SW 8th Street	Bicycle Facility Improvements	West	2.27
SW 157th Avenue	NE 8th Street/SW 312th Street	US-1/S. Dixie Highway	Buffered Bicycle Lane	East	1.76
SW 25th Road	SW 1st Avenue	SW 9th Avenue	Buffered Bicycle Lane	Lanes on both side of road	0.69
GGI Bicycle/Pedestrian Bridge Sunshine Industriail Park	GGMTF	Sunshine State Industrial Park	Pedestrian Bridge/Overpass	FY 2024 TIP	0.15
Snake Creek Trail Underpass PE Study	West Side of Florida Turnpike	East Side of Florida Turnpike	Pedestrian Bridge/Overpass	FY 2024 TIP	0.21
NW 11th Street	NW 27th Avenue	NW 23rd Avenue	Protected Bicycle Lane	Lanes on both sides of road	0.41
NW 2nd Avenue	NW 58th Street	NW 71st Street	Protected Bicycle Lane	West	0.85
NW 2nd Avenue	NW 38th Street	NW 57th Street	Protected Bicycle Lane	East	1.23
NW 6th Avenue	NW 40th Street	NW 47th Street	Protected Bicycle Lane	West	0.42
SE 1st Avenue	SE 1st Street	NE 1st Street	Protected Bicycle Lane	East	0.26
16th Street	SR-907/Alton Road	Bay Road	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.15
21st Street	Beachwalk	Washington Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.35
5th Street	Beachwalk	SR-A1A/Collins Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.14
71st Street	71st Street terminus	Abbott Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.17

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
72nd Street	SR-A1A/Collins Avenue	Dickens Avenue	Protected Bicycle Lane	L RTP Cost Feasible	0.29
73rd Street	Ocean Terrace	Dickens Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.35
Alhambra Circle	Madeira Avenue	SW 42nd Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.63
Andalusia Avenue	SW 37th Avenue	De Soto Boulevard	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.06
Country Club Prado (East)	San Marco Avenue	SR-972/SW 24th Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.01
County Club Prado (West)	San Marco Avenue	Sevilla Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.29
Liguria Avenue	San Amaro Drive	SR-959/SW 57th Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.16
Ponce De Leon Boulevard	US-1/S. Dixie Highway	University Drive	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.05
Ponce De Leon Boulevard	US-41/SW 8th Street	SR-968/W. Flagler Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.58
Riviera Drive	S. Dixie Highway	Segovia Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.34
Riviera Drive	SW 42nd Avenue	S. Dixie Highway	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.33
S. Alhambra Circle	Granada Boulevard	S. Dixie Highway	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.19
S. Pointe Drive	Beachwalk	Ocean Drive	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.11
SR-907/Alton Road	Sullivan Drive	N. Bay Road	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.05
SR-934/Normandy Drive	Rue Versailles	Rue Notre Dame	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.20
SR-986/SW 72nd Street	SR-959/SW 57th Avenue	SR-953/SW 42nd Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.51
SR-A1A/5th Street	Lenox Avenue	SR-907/Alton Road	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.08
SR-A1A/Collins Avenue	73rd Street	87th Terrace	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.98
SR-A1A/Collins Avenue	W. 63rd Street	73rd Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.96
SR-A1A/Collins Avenue	W. 41st Street	69th Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	2.89
SR-A1A/Collins Avenue	S. Pointe Drive	26th Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	2.41
SR-A1A/Harding Avenue	75th Street	87th Terrace	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.82

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
SR-A1A/MacArthur Causeway	Terminal Island	Biscayne Bay Path	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.40
Valencia Avenue	SW 37th Avenue	SR-953/SW 42nd Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.51
W. 63rd Street	Alton Road	SR-A1A/Collins Avenue	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.44
Washington Avenue	S. Pointe Drive	Dade Boulevard	Protected Bicycle Lane	L RTP Cost Feasible	2.07
West Avenue	Dade Boulevard	20th Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	0.20
West Avenue	SR-A1A/5th Street	17th Street	Protected Bicycle Lane	L RTP Unfunded Needs Plan	1.22
19th Street/Dade Boulevard	Meridian Avenue	23rd Street	Shared-Use Path	L RTP Cost Feasible	0.69
73rd Street	Dickens Avenue	Wayne Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.05
Allison Park	Beachwalk	SR-A1A/Collins Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.07
Atlantic Trail	South Pointe Park/ South Pointe Drive	5th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.44
Atlantic Trail	North Shore Park	Haulover Park	Shared-Use Path	L RTP Unfunded Needs Plan	5.32
Atlantic Trail	Haulover Park	Broward County Line	Shared-Use Path	L RTP Unfunded Needs Plan	3.18
Beachwalk	3rd Street	5th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.17
Beachwalk	South Point Park	3rd Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.55
Beachwalk	6th Street	18th Street	Shared-Use Path	L RTP Unfunded Needs Plan	1.59
Beachwalk Greenway/ 5th Street	Ocean Drive	Atlantic Trail/ Beachwalk	Shared-Use Path	L RTP Unfunded Needs Plan	0.13
Biscayne Bay Path	Lincoln Road	South Point Park	Shared-Use Path	L RTP Unfunded Needs Plan	2.20
Biscayne Elementary Park	75th Street	77th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.37
Biscayne Everglades Trail (Segment 1)	SR-9336/SW 392nd Street	SW 308th Street	Shared-Use Path	L RTP Unfunded Needs Plan	5.46
Biscayne Everglades Trail (Segment 2)	Old Ingraham Highway	SW 344th Street	Shared-Use Path	L RTP Unfunded Needs Plan	7.91
Biscayne Everglades Trail (Segment 3)	SW 344th Street	SW 328th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.94
Biscayne Everglades Trail (Segment 4)	South Transit Way	Biscayne National Park	Shared-Use Path	L RTP Unfunded Needs Plan	8.47
Biscayne Everglades Trail (Segment 5)	SW 320th Street	SW 328th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.50
Biscayne Everglades Trail (Segment 6)	SR-997/Krome Avenue	Biscayne National Park	Shared-Use Path	L RTP Cost Feasible	8.56
Biscayne Everglades Trail (Segment 7)	SW 328th Street	E Mowry Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.58

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
Biscayne Everglades Trail (Segment 8)	C-111 Canal	N Flagler Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	6.10
Biscayne Trail "C"	Biscayne National Park	Black Point Park	Shared-Use Path	L RTP Unfunded Needs Plan	6.40
Biscayne Trail "D"	US-1/S. Dixie Highway	Biscayne National Park	Shared-Use Path	L RTP Unfunded Needs Plan	4.54
Biscayne Trail Segment "D"	SW 137th Street	Homestead Bayfront Park	Shared-Use Path	FY 2024 TIP	8.96
Biscayne Trail Segment "D" Phase II	SW 117th Avenue	Homestead Bayfront Park	Shared-Use Path	FY 2024 TIP	2.05
Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared-Use Path	FY 2024 TIP	7.54
Black Creek Trail Segment "B" Phase II	Krome Path	SW 160 St	Shared-Use Path	FY 2024 TIP	0.12
Brickell Bay Drive	SE 15th Road	SE 14th Street	Shared-Use Path	East	0.35
C-111 Canal	US-1/S. Dixie Highway	SR-9336/Ingraham Highway	Shared-Use Path	L RTP Unfunded Needs Plan	12.24
Canal	SW 57th Avenue	SW 62nd Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.51
Canal	SW 62nd Avenue	SW 69th Avenue	Shared-Use Path	L RTP Cost Feasible	0.73
Chase Avenue	SR-907/Alton Road	W. 34th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.35
Commodore Trail/SW 37th Avenue/Main Highway/S. Bayshore Drive	Cocoplum Road	Rickenbacker Causeway	Shared-Use Path	Field review recommended to determine path alignment	4.37
CSX Rail Corridor	NW 7th Street	Perimeter Greenway	Shared-Use Path	L RTP Cost Feasible	0.83
CSX Trail	SW 328th Street	Gold Coast Railroad Museum Park	Shared-Use Path	L RTP Unfunded Needs Plan	12.98
Cutler Drain Canal	US-1/S. Dixie Highway	SW 77th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	2.31
Cutler Drain Canal	SW 184th Street	SW 174th Street	Shared-Use Path	L RTP Unfunded Needs Plan	1.24
Cutler Drain Canal (C-100c)	US-1/S. Dixie Highway	SW 148th Street	Shared-Use Path	L RTP Unfunded Needs Plan	1.55
Dade Boulevard Bicycle Path	Meridian Avenue	Atlantic Trail/Beachwalk	Shared-Use Path	L RTP Unfunded Needs Plan	0.77
Dade Boulevard	Bay Road	Meridian Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.51
Dade Boulevard	Convention Center Drive	Meridian Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.12
Dade Boulevard/Pine Tree Drive	Convention Center Drive	Beachwalk	Shared-Use Path	L RTP Unfunded Needs Plan	0.78
Dade Pine Avenue	Miami Lakeway S.	Queen Palm Terrace	Shared-Use Path	L RTP Unfunded Needs Plan	0.37
De Soto Boulevard	Andalusia Avenue	Coral Way	Shared-Use Path	L RTP Unfunded Needs Plan	0.09

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
Dickens Avenue	73rd Street	75th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.16
E. 65th Street	E. 4th Avenue	E. 7th Avenue	Shared-Use Path	South	0.39
Fairway Drive	Miami Lakeway N.	Miami Lakes Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.45
Fairway Drive	N. Shore Drive	Biarritz Drive	Shared-Use Path	L RTP Unfunded Needs Plan	1.59
Flaming Park	11th Street	14th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.26
Flamingo Park	Meridian Avenue	Michigan Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.14
FPL easement	SW 107th Avenue	South Dade Transitway	Shared-Use Path	L RTP Cost Feasible	2.13
Hi-Tide Road	W. 24th Terrace	W. 28th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.18
Lake Patricia Drive	Lake Candlewood Court	NW 67th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.46
Ludlam Trail	Dadeland North	NW 7th Street	Shared-Use Path	FY 2024 TIP	5.94
Maurice Gibbs Memorial Park	Venetian Causeway	18th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.14
Memorial Highway	NW 135th Street	NW 154th Street	Shared-Use Path	West	1.49
Meridian Avenue	Dade Boulevard	Pine Tree Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.97
Miami Lakes Drive/ NW 154th Street	SR-823/NW 57th Avenue	NW 87th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	3.28
Miami Lakeway N.	Big Cypress Drive	Miami Lakes Drive	Shared-Use Path	L RTP Unfunded Needs Plan	3.03
Miami River Greenway - Curtis Park East	NW 20th Street	NW North River Drive	Shared-Use Path	FY 2024 TIP	0.28
Miami River Greenway (complete missing segments)	NW 36th Street	NW 12th Avenue	Shared-Use Path	L RTP Cost Feasible	3.36
Miccosukee Link	SR-977/Krome Avenue	Florida International University	Shared-Use Path	L RTP Unfunded Needs Plan	6.25
Mount Sinai Path	I-195/Julia Tuttle Causeway	N. Bay Road	Shared-Use Path	L RTP Unfunded Needs Plan	0.69
M-Path Greenlink	SW 67th Avenue	Miami River Greenway	Shared-Use Path	L RTP Cost Feasible	0.39
N. Federal Highway	NE 36th Street	NE 54th Street	Shared-Use Path	West	1.15
N. Greenway Drive	SR-972/SW 24th Street	S. Greenway Drive	Shared-Use Path	L RTP Unfunded Needs Plan	1.19
N. Greenway Drive	SR-972/Coral Way	S. Greenway Drive	Shared-Use Path	L RTP Unfunded Needs Plan	1.16
N. Michigan Avenue	Dade Boulevard	SR-907/Alton Road	Shared-Use Path	L RTP Unfunded Needs Plan	0.13
NE 172nd Street	NE 22nd Avenue	East Greynolds Park	Shared-Use Path	L RTP Unfunded Needs Plan	0.97
NE 17th Street	N. Miami Avenue	NE 2nd Avenue	Shared-Use Path	North	0.28

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
NE 17th Street	NE 2nd Avenue	Biscayne Boulevard	Shared-Use Path	Median	0.12
NE 191st Street	NW 12th Avenue	Snake Creek Trail	Shared-Use Path	North	2.15
NE 195th Street	Ives Dairy Road	NE 199th Street	Shared-Use Path	North	1.13
NE 199th Street	Ives Dairy Road	NE 14th Avenue	Shared-Use Path	South	1.05
NE 23rd Street	Biscayne Boulevard	NE 4th Avenue	Shared-Use Path	North	0.06
NE 2nd Avenue	NE Miami Gardens Drive	Snake Creek Trail	Shared-Use Path	East	0.95
NE 2nd Avenue	NE 17th Street	NE 17th Street	Shared-Use Path	East	0.03
NE 2nd Avenue	NW 93rd Street	SR-932/NE 103rd Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.64
NE 4th Avenue	NE 42nd Street	NE 50th Street	Shared-Use Path	East	0.67
NE 4th Avenue	NE 22nd Street	NE 24th Street	Shared-Use Path	West	0.15
NE 4th Avenue	NE 50th Street	NE 54th Street	Shared-Use Path	West	0.24
NW 112th Avenue	NW 25th Street	NW 33rd Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.54
NW 127th Street	NW 19th Avenue	NW 17th Avenue	Shared-Use Path	North	0.26
NW 12th Avenue	NW 184th Drive	NW 195th Street	Shared-Use Path	West	0.75
NW 12th Avenue	NW 103rd Street	Opa-locka Boulevard	Shared-Use Path	West	2.34
NW 12th Avenue	NW 14th Street	NW 37th Street	Shared-Use Path	Underneath Metrorail	0.74
NW 12th Street	NW 136th Avenue	Telemundo Way	Shared-Use Path	L RTP Unfunded Needs Plan	1.72
NW 149th Street	Oak Lane	NW 77th Court	Shared-Use Path	L RTP Unfunded Needs Plan	0.20
NW 154th Street	NW 87th Avenue	NW 89th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.23
NW 154th Street/ Miami Lake Drive	W. 33rd Avenue	NW 89th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.25
NW 159th Terrace	SR-826/Palmetto Expressway	NW 77th Place	Shared-Use Path	L RTP Unfunded Needs Plan	0.06
NW 162nd Street	NW 82nd Avenue	NW 87th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.50
NW 170th Street	NW 78th Avenue	NW 82nd Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.49
NW 178th Street	NW 91st Court	NW 87th Avenue	Shared-Use Path	South	0.52
NW 178th Street	NW 87th Avenue	NW 78th Avenue	Shared-Use Path	North	1.03
NW 1st Avenue	NW 25th Street	NW 29th Street	Shared-Use Path	West	0.24
NW 1st Place	NW 14th Street	NW 21st Street	Shared-Use Path	East	0.66
NW 207th Street	NW 7th Avenue	NE 2nd Avenue	Shared-Use Path	North	1.11
NW 207th Street	NW 27th Avenue	NW 19th Avenue	Shared-Use Path	South	0.78
NW 25th Street	NW 87th Avenue	NW 97th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	1.00
NW 25th Street - Route B	NW 37th Avenue	NW South River Drive	Shared-Use Path	L RTP Cost Feasible	0.36
NW 28th Street/NW South River Drive - Route A	NW 37th Avenue	NW North River Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.34

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
NW 2nd Street	NW 136th Place	NW 118th Avenue	Shared-Use Path	North	2.01
NW 33rd Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.25
NW 35th Lane	NW 89th Court	NW 91st Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.18
NW 3rd Avenue	NW 25th Street	NW 29th Avenue	Shared-Use Path	West	0.24
NW 41st Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.25
NW 52nd Avenue	NW 183rd Street	NW 199th Street	Shared-Use Path	West	1.09
NW 57th Court	NW 142nd Street	NW 60th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.57
NW 67th Avenue	SR-924/Gratigny Parkway	SR-826/Palmetto Expressway	Shared-Use Path	L RTP Unfunded Needs Plan	1.79
NW 68th Avenue	NW 186th Street	NW 67th Avenue	Shared-Use Path	West	1.05
NW 71st Street	NW 17th Avenue	NW 12th Avenue	Shared-Use Path	North	0.56
NW 77th Court	NW 154th Street	NW 76th Place	Shared-Use Path	L RTP Unfunded Needs Plan	0.71
NW 79th Place	NW 41st Street	NW 53rd Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.69
NW 7th Avenue	NW 203rd Street	NW 207th Street	Shared-Use Path	West	0.30
NW 87th Avenue	SR-924/I-75 Expressway	NW 154th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.98
NW 95th Avenue	NW 35th Lane	NW 41st Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.71
NW 97th Avenue	NW 41st Street	NW 43rd Terrace	Shared-Use Path	L RTP Unfunded Needs Plan	0.14
NW/NE 131st Street	NW 22nd Avenue	NE 16th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.43
Perimeter Trail	CSX Rail/NW 12th Street Intersection	Miami River	Shared-Use Path	L RTP Unfunded Needs Plan	4.26
Pine Tree Drive	24th Terrace	W. 26th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.15
Pisano Avenue	Granada Boulevard	Campo Sano Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.24
Rickenbacker Trail	The Underline	Village of Key Biscayne	Shared-Use Path	Rickenbacker Causeway Master Plan	6.00
Ponce De Leon Boulevard	Brooker Street	San Amaro Drive	Shared-Use Path	L RTP Unfunded Needs Plan	2.28
Princeton Trail	SR-997/Krome Avenue	Moody Road Eastern Terminus	Shared-Use Path	L RTP Unfunded Needs Plan	12.17
Richmond Drive/SW 168th Street	SW 122nd Avenue	S Dixie Highway	Shared-Use Path	North/South	2.96
Roberta Hunter Park - South Dade Trail Connection	SW 208th Street	South Transit Way	Shared-Use Path	FY 2024 TIP	0.25
San Amaro Drive	SW 57th Avenue	University Drive	Shared-Use Path	L RTP Unfunded Needs Plan	1.65
SE 1st Avenue	SE 6th Street	SE 3rd Street	Shared-Use Path	East	0.32
SE 32nd Road/Brickell Avenue - Route A	Underline	SR-913/Rickenbacker Causeway	Shared-Use Path	L RTP Cost Feasible	0.91
SE 6th Avenue	SE 8th Street	US-1/S. Dixie Highway	Shared-Use Path	West	0.73

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
SE 8th Street	SE 9th Terrace	SE 10th Court	Shared-Use Path	South	0.14
SE/SW 26th Road - Route B	SR-913/Rickenbacker Causeway	Underline	Shared-Use Path	L RTP Cost Feasible	0.41
Snake Creek Trail	West of SR-411/NW 2nd Avenue	East of SR-411/NW 2nd Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.02
Snake Creek Trail Extension to Greynolds Park	C-9 Snake Creek Canal	Greynolds Park	Shared-Use Path	FY 2024 TIP	0.87
Snapper Creek Trail "A"	K-Land Park/ SW 88th Street	SW 72nd Street	Shared-Use Path	L RTP Unfunded Needs Plan	2.08
Snapper Creek Trail "A"	SW 72nd Street	SW 8th Street/Florida International University	Shared-Use Path	L RTP Unfunded Needs Plan	2.30
Snapper Creek Trail "B" Phase 1	SR-874/Don Shula Expressway	SW 56th Avenue	Shared-Use Path	FY 2024 TIP	4.04
Snapper Creek Trail Segment "A" SW 107 Ave Gap	Westwood Lakes Canal (K)	East Side of SR-985/SW 107th Avenue	Shared-Use Path	FY 2024 TIP	0.22
SR-856/William Lehman Causeway	US-1/Biscayne Boulevard	SR-A1A/Collins Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	1.82
SR-905A/Card Sound Road	Card Sound Toll Plaza	SR-997/S. Krome Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	10.86
SR-907/Alton Road	W. 48th Street	W. 51st Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.24
SR-907/Alton Road	N. Bay Road	NW 34th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.06
SR-913/Rickenbacker Causeway	S. Miami Avenue	Crandon Boulevard	Shared-Use Path	L RTP Unfunded Needs Plan	3.96
SR-94/SW 88th Street	SR-997/Krome Avenue	SW 162nd Avenue	Shared-Use Path	L RTP Cost Feasible	1.42
SR-972/24th Street	N. Greenway	SW 37th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	0.77
SR-976/SW 40th Street	Granada Boulevard	University Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.10
SR-997/Krome Avenue Trail	US-41/SW 8th Street	US-27/Okeechobee Road	Shared-Use Path	L RTP Unfunded Needs Plan	14.28
SR-997/S Krome Avenue	SW 177th Court	US-1/S Dixie Highway	Shared-Use Path	L RTP Unfunded Needs Plan	0.45
SR-A1A/5th Street	Biscayne Bay Path	SR-907/Alton Road	Shared-Use Path	L RTP Unfunded Needs Plan	0.08
SW 112th Street	SW 117th Avenue	US-1/S Dixie Highway	Shared-Use Path	South	4.12
SW 117th Avenue	SW 112th Street	Snapper Creek Trail	Shared-Use Path	East	3.63
SW 124th Street	SW 74th Avenue	Old Cutler Road	Shared-Use Path	South	1.91
SW 132nd Avenue	SW 56th Street	SW 42nd Street	Shared-Use Path	West	1.13
SW 147th Avenue	SW 184th Street	SW 160th Street	Shared-Use Path	East	1.71

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
SW 164th Street/SW 89th Avenue	SW 168th Street	US-1/S. Dixie Highway	Shared-Use Path	L RTP Unfunded Needs Plan	0.74
SW 184th Street	SW 177th Avenue	SW 134th Avenue	Shared-Use Path	North/South	4.79
SW 187th Avenue	SW 344th Street	W. Mowry Drive/ SW 320th Street	Shared-Use Path	West	1.68
SW 200th Street	Quail Roost Drive	South Dade Transitway	Shared-Use Path	South	1.70
SW 200th Street	SW 137th Avenue	Quail Roost Drive	Shared-Use Path	North/South	1.40
SW 212th Street	SW 97th Avenue	SW 92nd Place	Shared-Use Path	North	0.32
SW 248th Street	SW 177th Avenue	SW 112th Avenue	Shared-Use Path	South	7.32
SW 288th Street	SW 167th Avenue	South Dade Transitway	Shared-Use Path	South	0.93
SW 328th Street	SW 18th Avenue	South Dade Transitway	Shared-Use Path	North	1.34
SW 32nd Street	SW 117th Avenue	SW 90th Avenue	Shared-Use Path	North	2.89
SW 47th Street	SW 167th Avenue	W Meadow Lake Drive	Shared-Use Path	South	1.28
SW 49th Avenue	SW 8th Street	SW 4th Street	Shared-Use Path	East	0.28
SW 56th Street	SW 57th Avenue	SW 67th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	1.02
SW 58th Avenue	Canal	SW 87th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.04
SW 64th Avenue	SW 85th Street	SW 84th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.05
SW 72nd Avenue	SW 144th Street	SW 136th Street	Shared-Use Path	L RTP Unfunded Needs Plan	0.50
SW 87th Avenue	SW 184th Street	SW 174th Street	Shared-Use Path	West	0.74
SW 97th Avenue	SW 144th Street	SW 88th Street	Shared-Use Path	West	3.97
SW side of SW 117th Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail junction	Shared-Use Path	L RTP Cost Feasible	0.27
Telemundo Way/NW 25th Street - Route A	Dolphin Park-and-Ride	NW 112th Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	1.45
The Underline	Dadeland South	Miami River	Shared-Use Path	FY 2024 TIP	9.61
Town of Miami Lakes - G.R.E.E.N.	NW 89th Avenue	NW 87th Avenue	Shared-Use Path	FY 2024 TIP	0.25
US-1/S. Dixie Highway	C-111 Canal	SR-997/S. Krome Avenue	Shared-Use Path	L RTP Unfunded Needs Plan	10.15
W 56th Street	W 15th Court	W. 12th Avenue	Shared-Use Path	North	0.46
W 56th Street	W 20th Avenue	W. 16th Avenue	Shared-Use Path	North	0.51
W. 41st Street	SR-A1A/Indian Creek Drive	Pine Tree Drive	Shared-Use Path	L RTP Unfunded Needs Plan	0.16
E 6th Avenue	E. Okeechobee Road	E. 42nd Street	Sidepath	West	3.58
Franjo Road	Gulfstream Road	Old Cutler Road	Sidepath	L RTP Unfunded Needs Plan	1.22
Marlin Road	Belview Dr	Old Cutler Road	Sidepath	L RTP Cost Feasible	1.64

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
N. Miami Avenue/S. Biscayne River Drive	NW 119th Street	NW 151st Street	Sidepath	East	2.31
NE 10th Avenue	NE 135th Street	NE Miami Gardens Drive	Sidepath	East	3.36
NE 10th Avenue	NE 113th Street	NE 135th Street	Sidepath	East	1.56
NE 131st Street	Memorial Highway	NE 14th Avenue	Sidepath	North	1.61
NE 13th Court/NE 208th Terrace	Ives Dairy Road	NE 14th Avenue	Sidepath	East/South	0.29
NE 14th Avenue	NE 208th Terrace	NE 12th Avenue	Sidepath	East/South	0.72
NE 20th Avenue/NE 22nd Avenue	NE 171st Street	NE 191st Street	Sidepath	East/South	1.67
NE 2nd Avenue	NE 199th Street	NE 215th Street	Sidepath	East	1.18
NE Miami Gardens Drive/NE 185th Street	NE 12th Avenue	NE 18th Avenue	Sidepath	North	0.84
NE Miami Gardens Drive/NE 185th Street	NE 19th Avenue	NE 24th Place	Sidepath	North	0.83
NW 110th Street	NW 10th Avenue	W. 4th Avenue	Sidepath	North	0.85
NW 111th Street	NW 22nd Avenue	NE 2nd Avenue	Sidepath	North	2.76
NW 114th Street/W. 60th Street	W. Okeechobee Road	W. 20th Avenue	Sidepath	North	1.98
NW 12th Avenue	NW 195th Street	Snake Creek Trail	Sidepath	West	0.54
NW 143rd Street	NW 17th Avenue	N. Miami Avenue	Sidepath	South	1.94
NW 151st Street	S. River Drive	S. Biscayne River Drive	Sidepath	South	1.19
NW 173rd Drive	NW 57th Avenue	NW 47th Avenue	Sidepath	North	1.13
NW 179th Street	NW 42nd Avenue	NW Sunshine State Parkway W.	Sidepath	North	3.39
NW 17th Avenue	NW 167th Street	NW 175th Street	Sidepath	East	0.54
NW 186th Street	NW 87th Avenue	Bobolink Drive	Sidepath	South	2.24
NW 191st Street	NW 57th Avenue	NW 47th Avenue	Sidepath	North	1.12
NW 194th Terrace	NW 8th Court	NW 7th Avenue	Sidepath	South	0.15
NW 195th Street	NW Sunshine State Parkway E.	NW 8th Court	Sidepath	South	0.82
NW 199th Street	NW 57th Avenue	NW 33rd Avenue	Sidepath	South	2.67
NW 207th Street	NW 37th Avenue	NW 28th Avenue	Sidepath	South	0.95
NW 28th Street	NW 27th Avenue	NW 12th Avenue	Sidepath	North	1.68
NW 29th Avenue	NW 7th Street	NW 15th Street	Sidepath	West	0.66
NW 31st Avenue	NW 46th Street	NW 71st Street	Sidepath	West	1.69
NW 36th Avenue	NW 14th Street	NW 20th Street	Sidepath	West	0.57
NW 3rd Street	Tamiami Canal Road	NW 57th Avenue	Sidepath	Lanes on both sides of road	0.96
NW 3rd Street	NW 37th Avenue	NW 32nd Avenue	Sidepath	North	0.57
NW 52nd Avenue	NW 167th Street	NW 183rd Street	Sidepath	West	1.08

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
NW 5th Court	NW 62nd Street	NW 67th Street	Sidepath	East	0.28
NW 71st Street	I-95	NE 4th Avenue	Sidepath	South	1.23
NW 82nd Avenue	NW 170th Street	NW 186th Street	Sidepath	West	1.13
NW 87th Street	NW 36th Avenue	NW 15th Avenue	Sidepath	South	2.26
NW 92nd Avenue	W. Okeechobee Road	W 80th Street	Sidepath	East	1.29
SW 102nd Avenue	SW 56th Street	SW 8th Street	Sidepath	West	3.48
SW 112th Avenue	SW 248th Street	US-1/S. Dixie Highway	Sidepath	East	2.93
SW 122nd Avenue	Black Creek Trail	Richmond Drive	Sidepath	West	3.22
SW 17th Street	SW 21st Avenue	SW 12th Avenue	Sidepath	South	1.03
SW 19th Street	SW 32nd Avenue	SW 12th Avenue	Sidepath	South	2.25
SW 212th Street	SW 103rd Place	Old Cutler Road	Sidepath	North	0.89
SW 23rd Avenue	SW 27th Street	SW 16th Street	Sidepath	West	1.20
SW 26th Street	SW 129th Avenue	SW 25th Terrace	Sidepath	North	1.02
SW 63rd Court	SW 8th Street	Tamiami Canal Road	Sidepath	East	0.90
SW 6th Street	SW 35th Avenue	SW 27th Avenue	Sidepath	South	0.99
SW 6th Street	SW 27th Avenue	SW 5th Avenue	Sidepath	South	2.52
SW 7th Avenue	SW 12th Avenue	SW 11th Street	Sidepath	South	0.74
SW 87th Avenue	SW 184th Street	Old Cutler Road	Sidepath	L RTP Unfunded Needs Plan	1.31
SW 97th Avenue/ Gulfstream Road	SW 184th Street	Montego Bay Drive	Sidepath	L RTP Unfunded Needs Plan	1.76
SW 97th Avenue	SW 24th Street	SW 8th Street	Sidepath	East	1.08
SW 97th Avenue	SW 40th Street	SW 24th Street	Sidepath	West	1.09
SW/NW 19th Avenue	US-1	NW 3rd Street	Sidepath	East/West	2.45
W. 65th Street	W. 68th Street	W. 4th Avenue	Sidepath	South	0.61
W. 65th Street	W. 4th Avenue	E. 2nd Avenue	Sidepath	South	0.84
W. Dixie Highway	NE 203rd Street	NW 215th Street	Sidepath	West	0.82
Convention Center Drive & Hi-Tide Drive & Prairie Drive	17th Street	W. 47th Street	Terminal Corridor	L RTP Unfunded Needs Plan	2.31
Fontainebleau Boulevard & Park Boulevard	NW 97th Avenue	NW 79th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	2.09
Meridian Avenue & 1st Street	Miami Beach Beachwalk	17th Street	Terminal Corridor	L RTP Unfunded Needs Plan	1.81
NE 18th Avenue & NE 199th Street	SR-860/NE Miami Gardens Drive	W. Dixie Highway	Terminal Corridor	L RTP Unfunded Needs Plan	2.24
NE 199th Street & Country Club Drive	US-1/Biscayne Boulevard	NE 192nd Street	Terminal Corridor	L RTP Unfunded Needs Plan	2.32
NW 112th Avenue & NW 114th Avenue	NW 12th Street	SR-934/NW 74th Street	Terminal Corridor	L RTP Unfunded Needs Plan	4.26

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
NW 122nd Avenue & SW 14th Street	SW 117th Avenue	NW 12th Street	Terminal Corridor	L RTP Unfunded Needs Plan	2.34
NW 12th Street	NW 123rd Avenue	NW 87th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	3.39
NW 167th Street & NW 9th Avenue	SR-9/NW 7th Avenue	NW 170 Terrace	Terminal Corridor	L RTP Unfunded Needs Plan	0.58
NW 170th Street	NW 97th Avenue	NW 78th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	3.11
NW 6th Street	NW 137th Avenue	NW 122nd Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	1.49
NW 7th Street	NW 82nd Avenue	NW 72nd Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	0.99
NW 87th Avenue	NW 154th Street	NW 197th Terrace	Terminal Corridor	L RTP Unfunded Needs Plan	2.72
NW South River Drive & Delaware Parkway	NW 27th Avenue	Hook Square/SE 1st Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	3.88
Snake Creek Canal	NW 47th Avenue	NW 2nd Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	4.53
South Transitway	SR-997/S. Krome Avenue	SW 312th Street	Terminal Corridor	L RTP Unfunded Needs Plan	2.85
SR-825/SW 137th Avenue	SW 160th Street	SW 96th Street	Terminal Corridor	L RTP Unfunded Needs Plan	4.08
SR-9 Extension Frontage Road	NW 27th Avenue	SR-860/NE Miami Gardens Drive	Terminal Corridor	L RTP Unfunded Needs Plan	4.00
SR-934/NW 74th Street	NW 114th Avenue	Palm Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	6.36
SR-969/NW 72nd Avenue/W 16th Avenue	NW 47th Street	NW 53rd Terrace	Terminal Corridor	L RTP Unfunded Needs Plan	3.82
SW 128th Street	SR-825/SW 137th Avenue	SW 122nd Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	1.54
SW 136th Street	SW 157th Avenue	SW 137th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	2.30
SW 144th Avenue	SW 42nd Street	US-41/SW 8th Street	Terminal Corridor	L RTP Unfunded Needs Plan	2.49
SW 157th Avenue	Black Creek Canal No. C-1W	SW 61st Street	Terminal Corridor	L RTP Unfunded Needs Plan	3.30
SW 26th Street	SW 157th Avenue	SW 129th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	2.71
SW 80th Street	Old Cutler Road	US-1/S. Dixie Highway	Terminal Corridor	L RTP Unfunded Needs Plan	2.11
SW 82nd Avenue	SW 24th Street	NW 25th Street	Terminal Corridor	L RTP Unfunded Needs Plan	3.40
SW 96th Street & SW 96th Street	SW 172nd Avenue	SR-825/SW 137th Avenue	Terminal Corridor	L RTP Unfunded Needs Plan	3.76
Underline/M-Path & SW 12th Street & Miami Avenue	SE 32nd Road	NE 17th Street	Terminal Corridor	L RTP Unfunded Needs Plan	3.39

Facility	From	To	Facility Type	Proposed Facility Type Alignment or Project Source	Length (miles)
Underline/M-Path/ South Transitway	SW 110th Street	S. Alhambra Circle	Terminal Corridor	LRTP Unfunded Needs Plan	4.04
US-41/SW 8th Street & SW 117th Avenue	SR-976/SW 40th Street	SW 82nd Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	5.35
US-441/NW 7th Avenue	NW 156th Street	NW 7th Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	0.46
Venetian Causeway & 17th Street	N Miami Avenue	Convention Center Drive	Terminal Corridor	LRTP Unfunded Needs Plan	3.74
West Dixie Highway	SR-826/NE 153rd Street	NE 214th Terrace	Terminal Corridor	LRTP Unfunded Needs Plan	2.66

Planning Level Cost Estimates

Methodology

Preliminary planning level cost estimates were prepared for the four (4) facility types. The development of the cost estimates, were drawn from a variety of sources, depending on the facility type.

The development of the cost per mile as shown in **Table 5**, is based on the following methodology. The FDOT Item Average Unit Cost, for the period between June 1, 2022 and May 31, 2023, includes the average cost of pay items collected from executed construction contracts with a letting date in the designated time period. Specifically, item costs were calculated from construction projects within FDOT Market Area 13, which represents Miami-Dade and Monroe Counties. Quantities for certain pay items for shared-use pathways were obtained from the FDOT Long Range Estimating (LRE) System, published in October 2022, which calculates the cost per mile of a shared-use pathway. Appendix B includes the FDOT Item Average Unit Cost and shared-use pathways LRE. Line items from the FDOT Item Average Unit Cost sheets that were used to develop the cost estimates are highlighted in blue. The cost per mile for the different facility types include roadway and hardscape, signing and pavement markings, and hard and soft cost fees, which is included in Appendix C.

For proposed projects derived from the 2045 Miami-Dade Bicycle-Pedestrian Master Plan, cost estimates accounted for inflation. A percentage inflation factor was applied to all for each year between 2018 and 2024. The factors were obtained from the 2018 FDOT Revenue Forecast Handbook, which can be found in Appendix D.

From these costs, the subtotals—comprising roadway, hardscape, signing, and pavement items—for each of the four (4) facility types were calculated. Hard and soft cost fees, as a percentage of the subtotal, were also added, representing an additional 72 percent (72%) increase overall. Note that the cost values outlined below are shown in thousands, and do not include easement and ROW acquisition, nor environmental estimates.

- Mobilization: 6%
- Maintenance of Traffic (MOT): 6%
- Drainage: 10%
- Signalization: 10%
- Design and CEI: 20%
- Contingency: 20%

Table 5 lists the total cost-per-mile values for each facility type and Appendix C includes the details of the pay items for the individual facility type, which includes roadway and hardscape and signing and pavement markings pay items as well as hard and soft cost fees. Appendix E lists the individual projects with their cost estimates.

**Table 5: Non-Motorized Facility
Cost Per Mile**

Facility Type	Cost Per Mile Estimate (2024 \$)
Protected Bicycle Lane	\$1,665,382
Buffered Bicycle Lane	\$1,514,431
Shared-Use Path	\$738,822
Sidepath	\$597,303

Project Prioritization

Methodology

The prioritization process allows the TPO to evaluate a projects significance to enhancing the bicycle and pedestrian network, with a specific focus on a recommended facilities ability to improve key initiatives of the master plan such as connectivity, equity, and safety. The criteria detailed below have been developed to support projects with higher degrees of connectivity and protection from motor vehicles, along with those that improve conditions for disadvantaged populations, to ensure that the most beneficial projects are prioritized for implementation. A GIS analysis was used to assign scores to each project recommended as part of the Master Plan. A project received points if its location satisfied the criteria detailed in **Table 6**, which provides a breakdown of the scoring method used to prioritize the needs plan projects. With a maximum score of 15 points, higher scoring projects should be selected to advance toward implementation by identifying funding sources, available rights-of-way, and utility or land use conflicts.

Table 6: Prioritization Scoring

Criteria	Description	Points
Population Density	Targets projects that are located in densely populated areas.	Greater than 10,000 persons per square mile 2 points 5,000-10,000 persons per square mile 1.50 points 1,000-5,000 persons per square mile 1 point 100-1,000 persons per square mile 0.50 points 0-100 persons per square mile 0 points
Employment Density	Targets projects that are located in areas of dense employment.	Greater than 7,000 persons per square mile 1 point 4,000-7,000 persons per square mile 0.75 points 3,000-4,000 persons per square mile 0.50 points 1,000-3,000 persons per square mile 0.25 points 0-1,000 persons per square mile 0 points
Facility Type	Measures the degree of protection or separation between a facility and motor vehicles	Shared-Use Path 2 points On-Road Protected Bicycle Lanes 1 point Sidepath 0.50 points Unprotected Facilities 0 points
Access to Schools	Conveys the extent to which a project will improve bicycle/pedestrian access to schools.	Project within ¼ mile of a Middle School 1 point Project within ¼ mile of any School .75 points Project within ½ mile of any School 0.50 points Project greater than ½ mile of any School 0 points
Presence of Transit (includes bus and rail)	Conveys the extent to which a project will improve bicycle/pedestrian access to transit	Project within ¼ mile of a transit stop 1 point Project within ½ mile of a transit stop 0.50 points Project greater than ½ mile of a transit stop 0 points
Access to High Ridership Transit Stops/Stations	Proximity of a project to transit locations/services that produce a large amount of bicycle/pedestrian activity.	Project within 250 feet of a High Ridership Stop (>250 Riders/day) 2 points Project within 500 feet of a High Ridership Stop 0 points
Access to Parks	Conveys the extent to which a project will improve bicycle/pedestrian access to parks.	Project within ¼ mile of a park 1 point Project within ½ mile of a park 0.50 points Project greater than ½ mile of a park 0 points
Promotes Safety	Project at a location with a high crash history, as identified by the High Injury Network (HIN)	Project located within a High Injury Corridor 2 points No overlap with a High Injury Corridor 0 points
Equity	Indicates if the project is within, or intersects, a Historically Disadvantaged Community (HDC).	Project located within a HDC 3 points No overlap with a HDC 0 points
		Maximum Total Points 15

Prioritization Results

The results of the prioritization process are not intended to inhibit projects from receiving funding or from being incorporated into new developments or roadway projects that overlap a project corridor. The prioritized list of projects is intended to provide clear direction for seeking project funds and completing design and engineering of the most critical projects, while still allowing for opportunistic implementation of the entire network.

Table 7 highlights the Top 20 scoring projects. These twenty projects provide comfortable travel conditions and connect users to major bicycle and pedestrian destinations throughout the county. The average length of these facilities is approximately 2.5 miles, which is especially beneficial for users relying on bicycle and pedestrian infrastructure for long-distance commuting or recreation purposes. The length of these facilities enhances mobility and accessibility for users, allowing them to easily travel longer distances along clearly marked pathways. A full list of prioritized projects can be found in Appendix F.

Table 7: Top 20 Scoring Projects

Rank	Facility	From	To	Facility Type	Length (miles)	Score
1	SW 200th Street	Quail Roost Drive	S Miami Dade Busway	Shared-Use Path	1.70	12.5
2	Ponce De Leon Boulevard	US-41/SW 8th Street	SR 968/W. Flagler Street	Protected Bike Lane	0.58	12.3
3	Richmond Drive/SW 168th Street	SW 122nd Avenue	S Dixie Highway	Shared-Use Path	2.96	11.8
4	SR 969/NW 72nd Avenue/W 16th Avenue	NW 47th Street	NW 53rd Terrace	Terminal Corridor	3.82	11.5
5	73rd Street	Ocean Terrace	Dickens Avenue	Protected Bike Lane	0.35	11.5
6	NW 52nd Avenue	NW 183rd Street	NW 199th Street	Shared-Use Path	1.09	10.8
7	Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared-Use Path	7.54	10.8
8	Washington Avenue	S. Pointe Drive	Dade Boulevard	Protected Bike Lane	2.07	10.8
9	SR A1A/Collins Avenue	S. Pointe Drive	26th Street	Protected Bike Lane	2.41	10.8
10	SR A1A/5th Street	Lenox Avenue	SR 907/Alton Road	Protected Bike Lane	0.08	10.8
11	SW 117th Avenue	SW 112th Street	Snapper Creek Trail	Shared-Use Path	3.63	10.5
12	CSX Trail	SW 328th Street	Gold Coast Railroad Museum Park	Shared-Use Path	12.98	10.5
13	SW/NW 19th Avenue	US-1	NW 3rd Street	Sidepath	2.45	10.5
14	72nd Street	SR A1A/Collins Avenue	Dickens Avenue	Protected Bike Lane	0.29	10.5
15	SR A1A/Harding Avenue	75th Street	87th Terrace	Protected Bike Lane	0.82	10.5
16	SR A1A/Collins Avenue	73rd Street	87th Terrace	Protected Bike Lane	0.98	10.5
17	SR A1A/Collins Avenue	W. 63rd Street	73rd Street	Protected Bike Lane	0.96	10.5
18	NW 2nd Street	NW 136th Place	NW 118th Avenue	Shared-Use Path	2.01	10.3
19	SW 32nd Street	SW 117th Avenue	SW 90th Avenue	Shared-Use Path	2.89	10.3
20	Atlantic Trail	South Pointe Park/South Pointe Drive	5th Street	Shared-Use Path	0.44	10.3



Miami-Dade Transportation Planning Organization

**150 West Flagler Street, Suite 1900
Miami, FL 33130
305-375-4507
miamidadetpo.org**

Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call 305-375-1881. If you are interested in participating in the transportation planning process, please contact TPO at 305-375-4507.

The preparation of this report has been funded in part from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the USDOT.





Appendix A:

Needs Plan Connectivity Maps

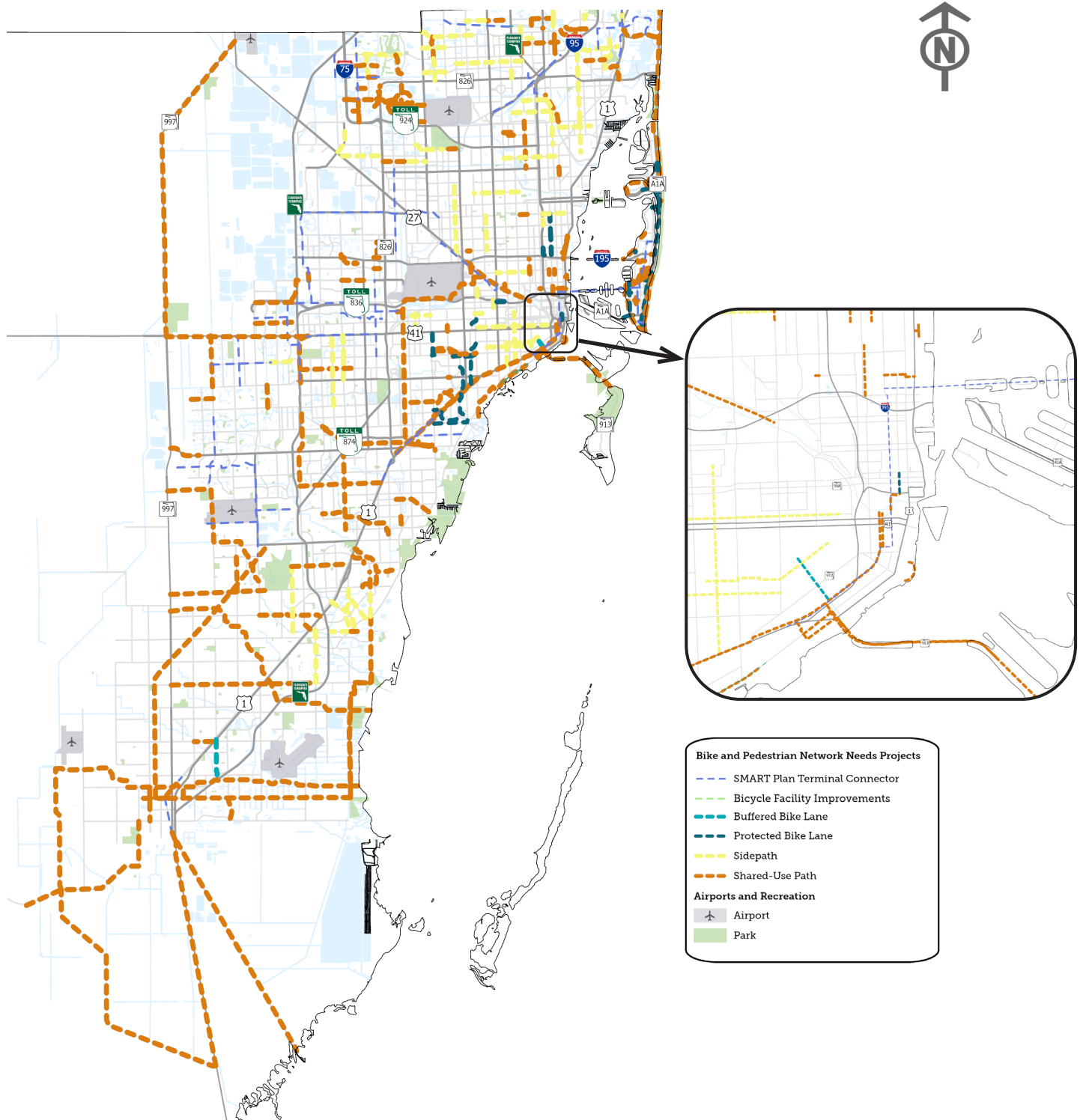
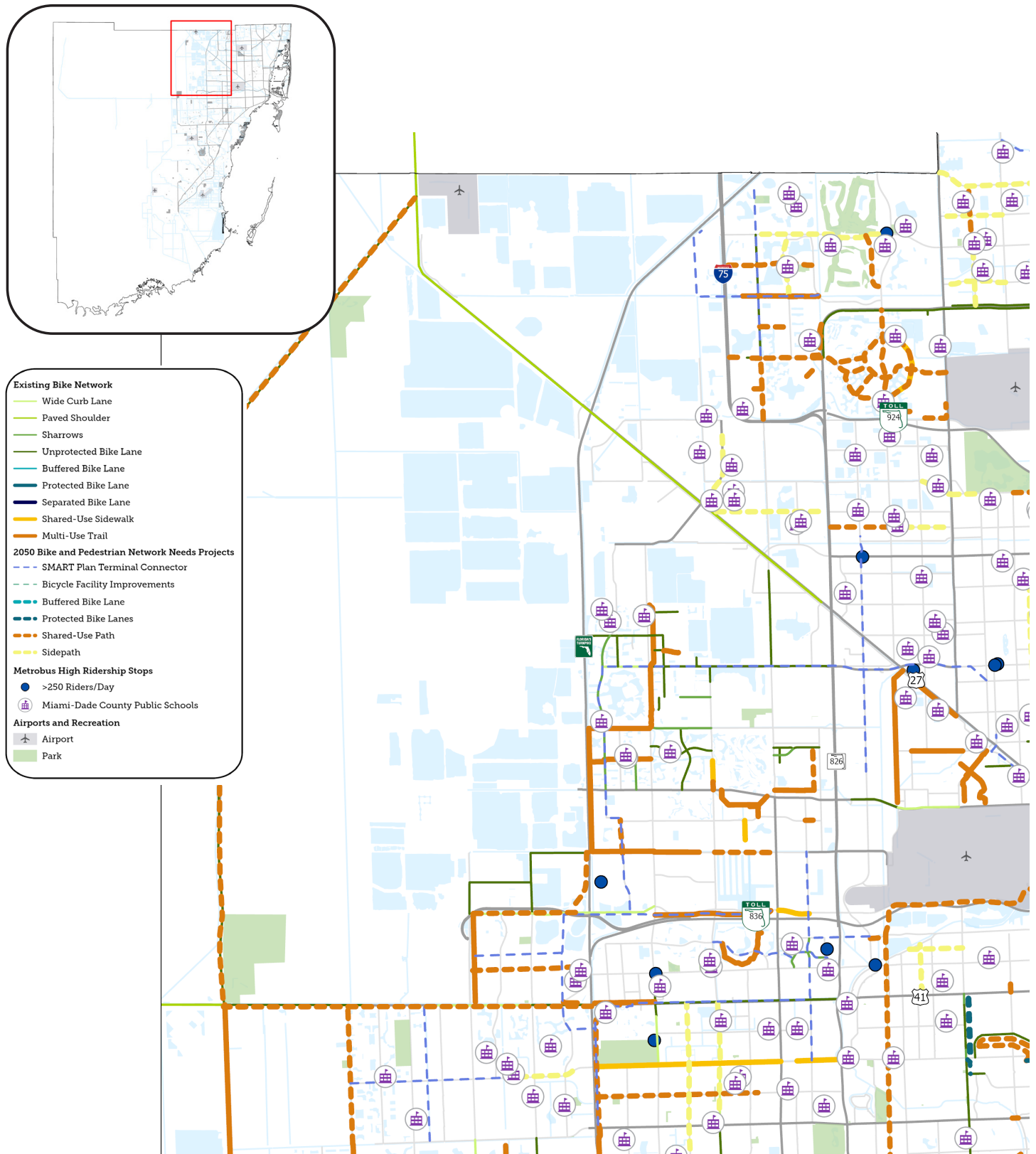
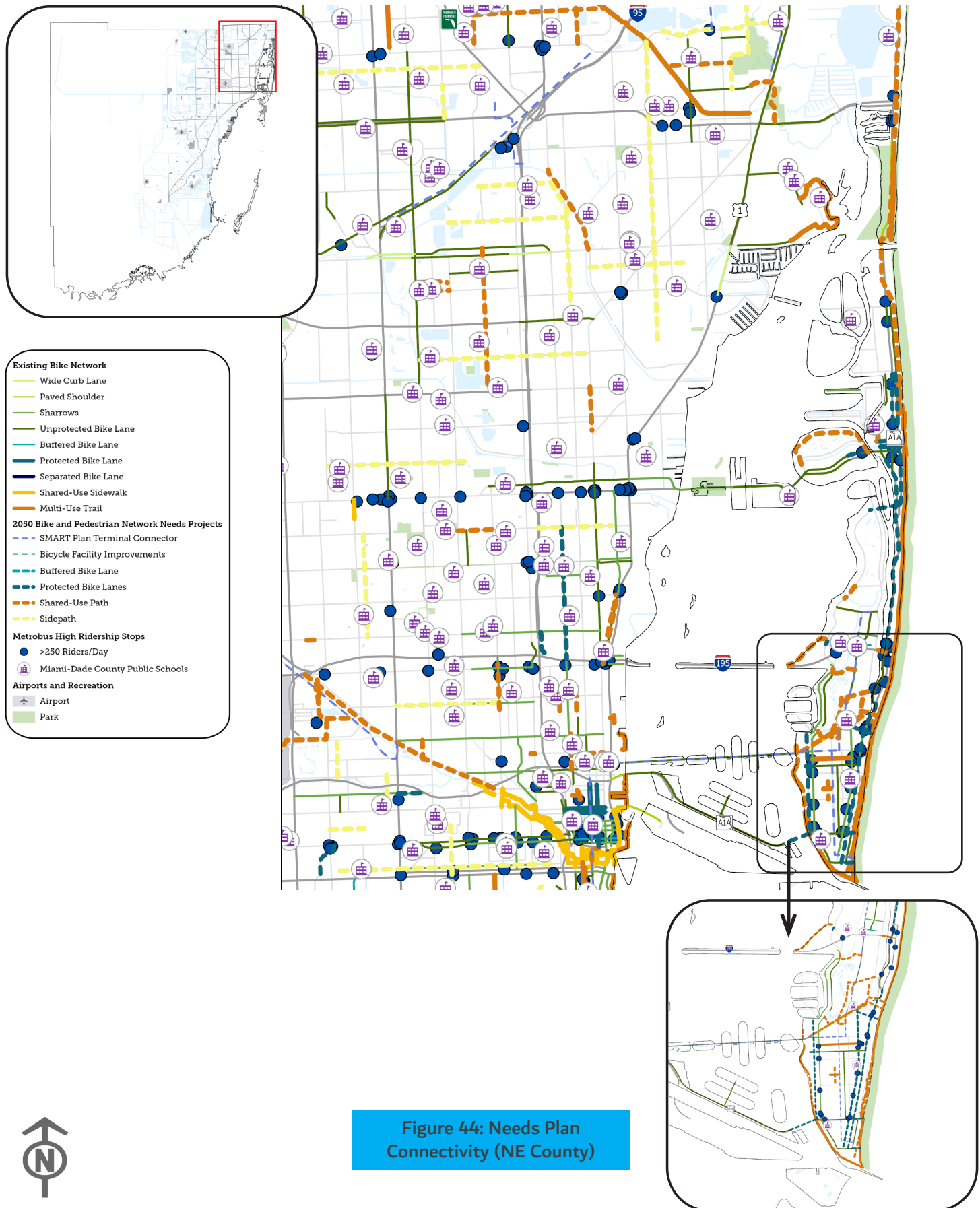


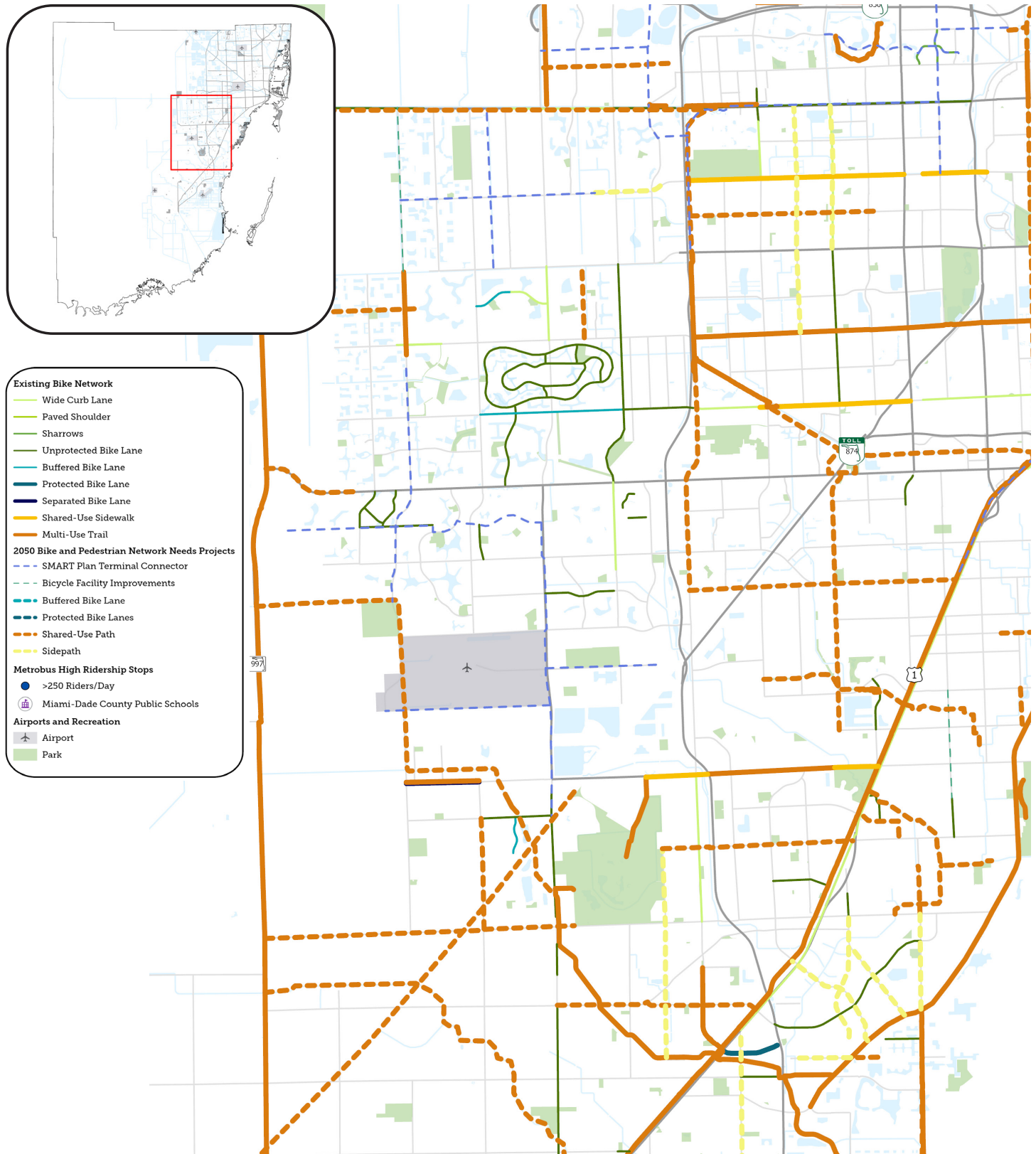
Figure 42: Bicycle and Pedestrian Network Needs Projects



**Figure 43: Needs Plan
Connectivity (NW County)**

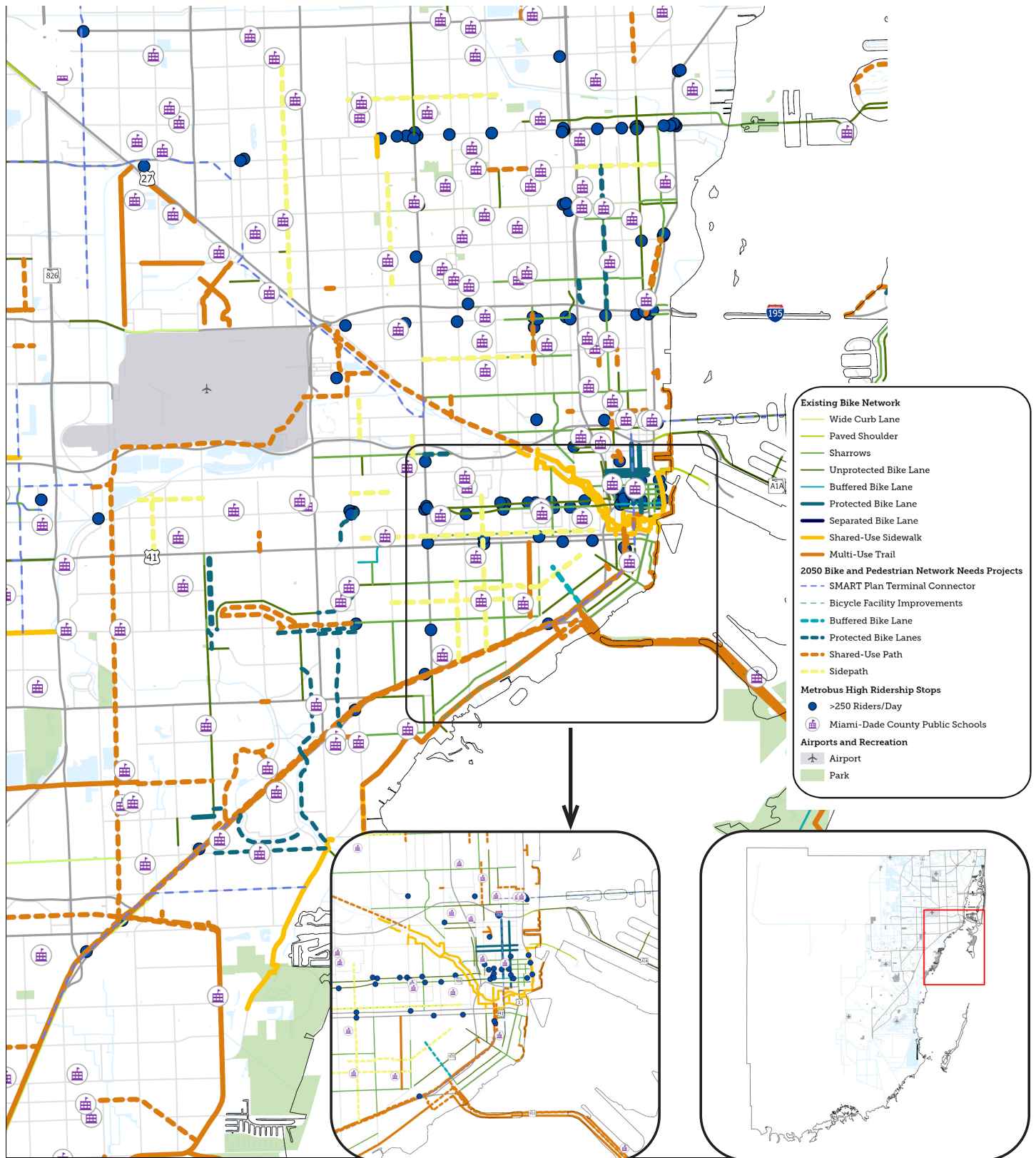






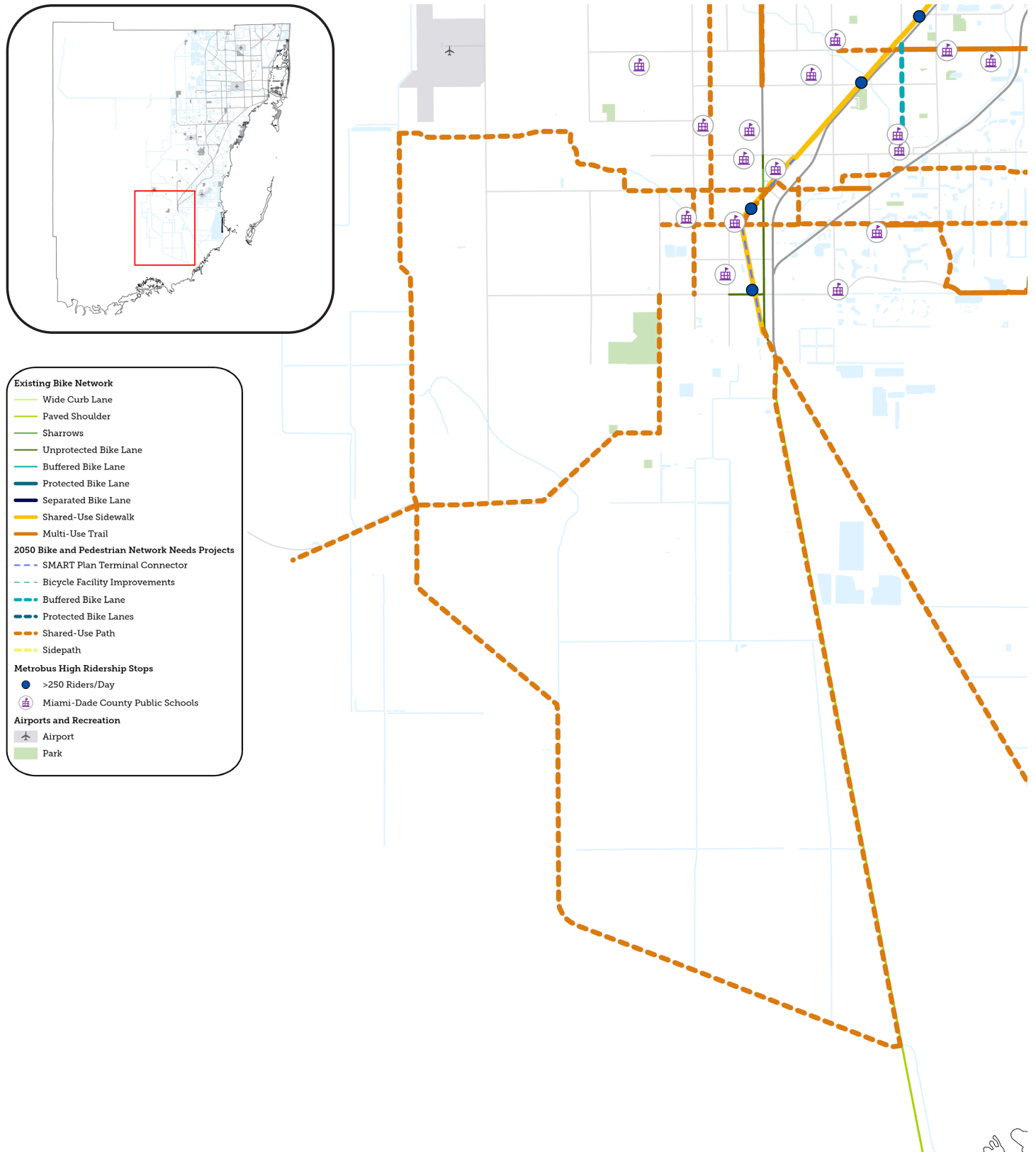
**Figure 45: Needs Plan
Connectivity (West County)**





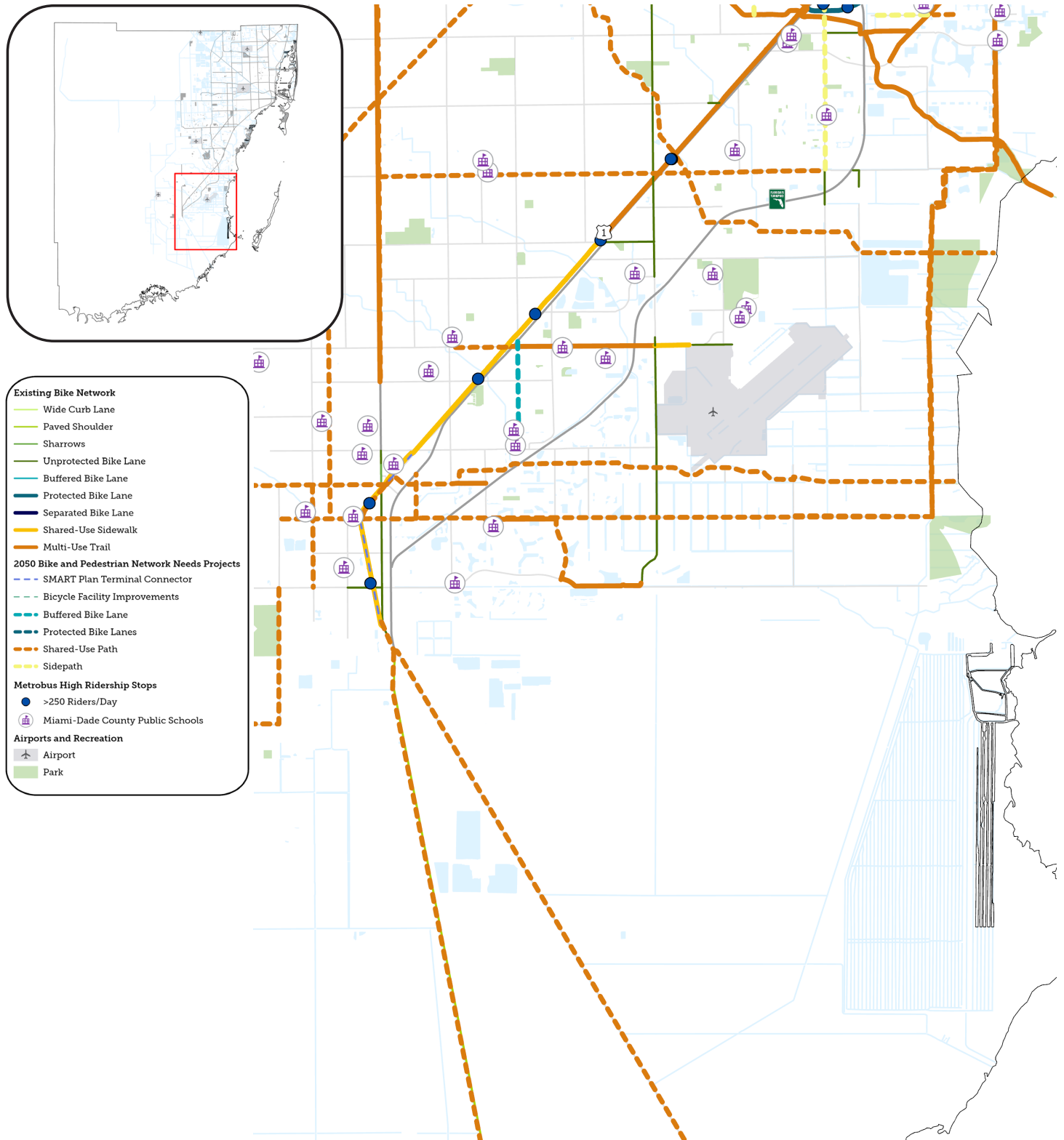
**Figure 46: Needs Plan
 Connectivity (Central County)**





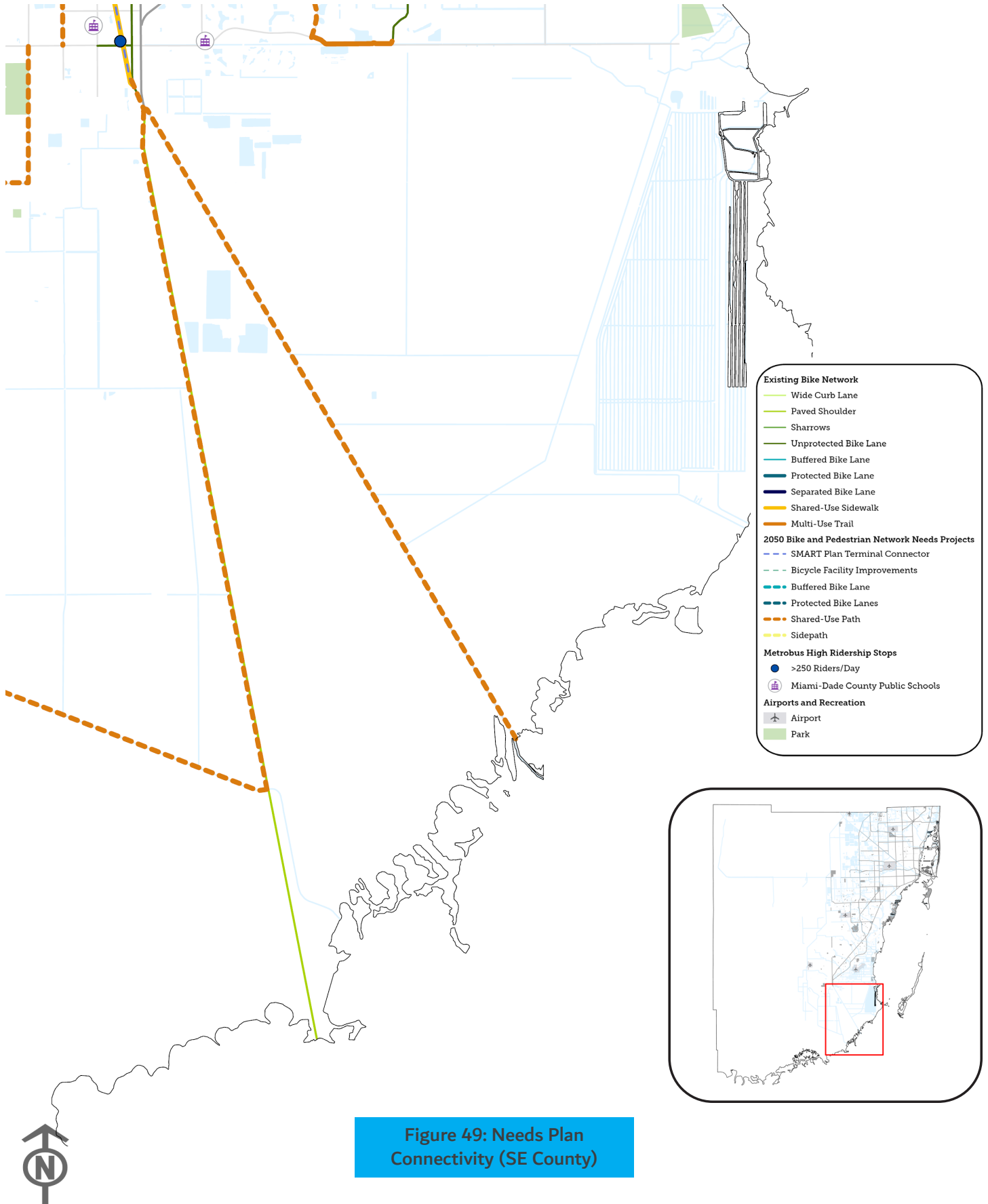
**Figure 47: Needs Plan
Connectivity (SW County)**






**Figure 48: Needs Plan
Connectivity (South County)**







Appendix B:

FDOT Item Average Unit Cost and Shared-Use Pathways LRE



Florida Department of Transportation
Item Average Unit Cost
From 2022/06/01 to 2023/05/31
Statewide

Market Area: 13
Contract Type: CC
Displaying: ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 1	21	\$634.53	\$4,203,791.84	6,625.000	DA	N	MAINTENANCE OF TRAFFIC
0102 2200	2	\$.07	\$1,002.00	15,210.000	SY	N	SPECIAL DETOUR- TEMPORARY PAVEMENT
0102 2300	1	\$.04	\$1.00	25.000	CY	N	SPECIAL DETOUR- TEMPORARY EARTHWORK/BASE
0102 3	1	\$85.00	\$2,023.00	23.800	CY	N	COMMERCIAL MATERIAL FOR TEMPORARY DRIVEWAY MAINTENANCE
0102 4 1	4	\$87.13	\$32,412.00	372.000	SY	N	PEDESTRIAN OR BICYCLE SPECIAL DETOUR
0102 14	14	\$61.60	\$385,111.28	6,252.000	HR	N	TRAFFIC CONTROL OFFICER
0102 60	21	\$.26	\$88,654.50	345,917.000	ED	N	WORK ZONE SIGN
0102 61	3	\$30.14	\$3,858.40	128.000	EA	N	BUSINESS SIGN
0102 71 13	6	\$1.89	\$19,383.01	10,261.000	LF	N	TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE
0102 71 15	2	\$46.64	\$10,215.00	219.000	LF	N	TEMPORARY BARRIER, F&I, ANCHORED
0102 71 16	1	\$45.00	\$31,320.00	696.000	LF	N	TEMPORARY BARRIER, F&I, FREE STANDING
0102 71 23	4	\$.11	\$2,828.29	26,029.000	LF	N	TEMPORARY BARRIER, RELOCATE, LOW PROFILE CONCRETE
0102 71 25	1	\$11.20	\$940.80	84.000	LF	N	TEMPORARY BARRIER, RELOCATE, ANCHORED
0102 74 1	21	\$.15	\$98,747.05	671,744.000	ED	N	CHANNELIZING DEVICE- TYPES I, II, DI, VP, DRUM, OR LCD
0102 74 8	16	\$.12	\$33,252.07	277,540.000	FD	N	CHANNELIZING DEVICE- PEDESTRIAN LCD (LONGITUDINAL CHANNELIZING DEVICE)
0102 76	19	\$6.24	\$80,109.55	12,829.000	ED	N	ARROW BOARD / ADVANCE WARNING ARROW PANEL
0102 89 1	2	\$1,912.80	\$9,564.00	5.000	LO	N	TEMPORARY CRASH CUSHION, REDIRECTIVE OPTION
0102 99	21	\$10.85	\$206,649.06	19,038.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY
0102104	14	\$11.18	\$234,378.64	20,959.000	ED	N	TEMPORARY SIGNALIZATION AND MAINTENANCE, INTERSECTION



Florida Department of Transportation
Item Average Unit Cost
From 2022/06/01 to 2023/05/31
Statewide

Market Area: 13
Contract Type: CC
Displaying: ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102107 1	14	\$7.61	\$159,414.91	20,959.000	ED	N	TEMPORARY TRAFFIC DETECTION AND MAINTENANCE, INTERSECTION
0102115	15	\$.77	\$31,405.86	40,556.000	ED	N	TYPE III BARRICADE
0102150 1	1	\$5.00	\$600.00	120.000	ED	N	PORTABLE REGULATORY, SIGN
0102150 2	1	\$5.00	\$600.00	120.000	ED	N	RADAR SPEED DISPLAY UNIT
0102909	2	\$32.62	\$16,308.00	500.000	DA	N	TEMPORARY RAISED RUMBLE STRIPS- PER DAY, INCLUDES ALL SETS AND RELOCATIONS
0102913 21	2	\$19,050.85	\$11,240.00	.590	GM	N	REMOVABLE TAPE, WHITE, SOLID 6"
0102913 22	1	\$15,000.00	\$1,050.00	.070	GM	N	REMOVABLE TAPE, WHITE, 10'-30', 3'-9', 6'-10', or 2'-4' SKIP, 6" WIDE
0102913 24	2	\$9.73	\$2,160.00	222.000	LF	N	REMOVABLE TAPE, WHITE, 12" CROSSWALK
0102913 31	2	\$20,517.24	\$11,900.00	.580	GM	N	REMOVABLE TAPE, YELLOW, SOLID, 6"
0104 10 3	5	\$.74	\$85,965.39	116,243.000	LF	N	SEDIMENT BARRIER
0104 11	2	\$10.43	\$15,084.00	1,446.000	LF	N	FLOATING TURBIDITY BARRIER
0104 12	1	\$4.59	\$224.91	49.000	LF	N	STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC
0104 15	1	\$500.00	\$3,500.00	7.000	EA	N	SOIL TRACKING PREVENTION DEVICE
0104 18	17	\$110.88	\$101,675.46	917.000	EA	N	INLET PROTECTION SYSTEM
0107 1	17	\$9.24	\$23,670.57	2,560.960	AC	N	LITTER REMOVAL
0107 2	17	\$19.10	\$41,759.73	2,186.840	AC	N	MOWING
0108 1	10	\$7,154.98	\$114,479.73	16.000	EA	N	MONITOR EXISTING STRUCTURES- INSPECTION AND SETTLEMENT MONITORING
0108 2	9	\$4,484.22	\$58,294.87	13.000	EA	N	MONITOR EXISTING STRUCTURES- VIBRATION MONITORING



Florida Department of Transportation
Item Average Unit Cost
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Statewide

Market Area: 13
Contract Type: CC
Displaying: ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0110 1 1	15	\$40,338.92	\$1,972,976.67	48.910	AC	N	CLEARING & GRUBBING
0110 2 2	2	\$27,000.00	\$540.00	.020	AC	N	SELECTIVE CLEARING AND GRUBBING, AREAS WITH TREES TO REMAIN
0110 4 10	17	\$28.02	\$769,743.42	27,469.000	SY	N	REMOVAL OF EXISTING CONCRETE
0110 21	15	\$6.16	\$124,057.34	20,151.000	LF	N	TREE PROTECTION BARRIER
0110 22	7	\$1,487.40	\$188,900.00	127.000	EA	N	TREE ROOT AND BRANCH PRUNING
0110 23	3	\$1,012.90	\$31,400.00	31.000	EA	N	TREE REMOVAL
0120 1	7	\$26.62	\$492,930.65	18,519.200	CY	N	REGULAR EXCAVATION
0120 2 2	4	\$76.25	\$25,077.70	328.900	CY	N	BORROW EXCAVATION, TRUCK MEASURE
0120 4	2	\$8.01	\$123,387.75	15,406.200	CY	N	SUBSOIL EXCAVATION
0120 6	7	\$24.93	\$415,716.43	16,673.200	CY	N	EMBANKMENT
0120 71	5	\$20,226.79	\$182,041.10	9.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY)
0160 4	10	\$.44	\$37,668.42	86,250.000	SY	N	TYPE B STABILIZATION
0210 1 8	1	\$8.80	\$8,351.20	949.000	SY	N	REWORKING LIMEROCK BASE, 4"
0210 1 9	2	\$34.17	\$5,160.40	151.000	SY	N	REWORKING LIMEROCK BASE, 3"
0285701	4	\$23.78	\$353,317.67	14,855.000	SY	N	OPTIONAL BASE, BASE GROUP 01
0285702	3	\$41.19	\$9,968.00	242.000	SY	N	OPTIONAL BASE, BASE GROUP 02
0285703	1	\$34.47	\$336,909.78	9,774.000	SY	N	OPTIONAL BASE, BASE GROUP 03
0285705	1	\$31.00	\$327,112.00	10,552.000	SY	N	OPTIONAL BASE, BASE GROUP 05
0285706	2	\$43.33	\$22,184.00	512.000	SY	N	OPTIONAL BASE, BASE GROUP 06
0285709	5	\$37.79	\$774,713.54	20,498.000	SY	N	OPTIONAL BASE, BASE GROUP 09



Florida Department of Transportation
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Statewide

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0285710	1	\$75.00	\$6,525.00	87.000	SY	N	OPTIONAL BASE, BASE GROUP 10
0285711	4	\$55.33	\$163,107.54	2,948.000	SY	N	OPTIONAL BASE, BASE GROUP 11
0285715	1	\$135.58	\$33,217.10	245.000	SY	N	OPTIONAL BASE, BASE GROUP 15
0286 1	1	\$30.00	\$30,780.00	1,026.000	SY	N	TURNOUT CONSTRUCTION/DRIVEWAY BASE- OPTIONAL MATERIALS
0327 70 1	1	\$6.07	\$6,907.66	1,138.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH
0327 70 4	1	\$20.00	\$1,840.00	92.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH
0327 70 5	3	\$4.06	\$263,962.60	65,068.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH
0327 70 6	13	\$4.83	\$1,945,298.54	402,596.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH
0327 70 8	3	\$4.17	\$1,048,004.91	251,345.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 2 1/2" AVG DEPTH
0327 70 12	4	\$5.81	\$57,743.73	9,937.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 1 1/4" AVG DEPTH
0327 70 23	1	\$20.00	\$1,860.00	93.000	SY	N	MILLING EXISTING ASPHALT PAVEMENT, 6" AVG DEPTH
0334 1 12	3	\$163.04	\$1,642,984.98	10,077.200	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC B
0334 1 13	10	\$152.51	\$1,985,854.48	13,021.500	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC C
0334 1 15	3	\$217.99	\$64,611.15	296.400	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC E
0334 1 53	2	\$446.08	\$14,675.99	32.900	TN	N	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG76-22
0337 7 80	1	\$185.00	\$1,128,888.50	6,102.100	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22
0337 7 81	3	\$179.37	\$1,814,855.40	10,117.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22
0337 7 82	5	\$191.19	\$2,285,425.79	11,953.500	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22
0337 7 83	9	\$166.55	\$4,834,324.48	29,025.500	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22
0337 7 88	4	\$166.77	\$889,484.68	5,333.700	TN	N	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC E, FC-12.5, PG 76-22



Florida Department of Transportation
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0339 1	7	\$377.37	\$77,248.07	204.700	TN	N	MISCELLANEOUS ASPHALT PAVEMENT
0400 0 11	1	\$1,721.01	\$8,949.25	5.200	CY	N	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011
0400142 3	1	\$55.00	\$49,280.00	896.000	SF	N	CATHODIC PROTECTION SYSTEM, ZINC ALUMINUM SPRAY
0400143	2	\$2.58	\$109,328.25	42,420.000	SF	N	CLEANING & COATING CONCRETE SURFACE, CLASS 5
0401 70 2	1	\$11,000.00	\$12,100.00	1.100	CF	N	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR- STYRENE BUTADIENE
0401 70108	1	\$600.00	\$17,400.00	29.000	CF	Y	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR - STYRENE-BUTADIENE, PROJECT 441965-1-52-01
0401 70109	1	\$710.00	\$11,857.00	16.700	CF	Y	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR - STYRENE-BUTADIENE, PROJECT 444798-1-52-01
0401 70110	1	\$710.00	\$7,100.00	10.000	CF	Y	RESTORE SPALLED AREAS, LATEX MODIFIED MORTAR - STYRENE-BUTADIENE, PROJECT 444799-1-52-01
0403 1 20	1	\$100.00	\$130,600.00	1,306.000	SY	Y	EPOXY CONCRETE OVERLAY FOR CONCRETE BRIDGE DECKS, PROJECTS 444798-1-52-01 AND 444799-1-52-01
0411 1	1	\$85.00	\$170.00	2.000	GA	N	EPOXY MATERIAL FOR CRACK INJECTION- STRUCTURES REHAB
0411 2	1	\$225.00	\$7,875.00	35.000	LF	N	CRACKS INJECT & SEAL- STRUCTURES REHAB
0413149	1	\$275.00	\$18,700.00	68.000	GA	N	PENETRANT SEALER
0413151	1	\$110.00	\$65,010.00	591.000	GA	N	METHACRYLATE MONOMER
0413154	2	\$2.17	\$149,608.00	68,864.000	SF	N	CLEANING & SEALING CONCRETE SURFACES - PENETRANT SEALER OR METHACRYLATES



Florida Department of Transportation
Item Average Unit Cost
From 2022/06/01 to 2023/05/31
Statewide

Market Area: 13
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0425 1201	3	\$7,050.07	\$98,701.00	14.000	EA	N	INLETS, CURB, TYPE 9, <10'
0425 1203	3	\$9,000.00	\$27,000.00	3.000	EA	N	INLETS, CURB, TYPE 9, J BOT, <10'
0425 1205	3	\$4,806.75	\$38,454.00	8.000	EA	N	INLETS, CURB, TYPE 9, PARTIAL
0425 1211	1	\$6,500.00	\$6,500.00	1.000	EA	N	INLETS, CURB, TYPE 10, <10'
0425 1311	1	\$6,600.00	\$13,200.00	2.000	EA	N	INLETS, CURB, TYPE P-1, <10'
0425 1335	1	\$9,800.00	\$68,600.00	7.000	EA	N	INLETS, CURB, TYPE P-3, PARTIAL
0425 1345	1	\$10,240.00	\$10,240.00	1.000	EA	N	INLETS, CURB, TYPE P-4, PARTIAL
0425 1351	5	\$7,260.00	\$36,300.00	5.000	EA	N	INLETS, CURB, TYPE P-5, <10'
0425 1352	1	\$6,010.00	\$6,010.00	1.000	EA	N	INLETS, CURB, TYPE P-5, >10'
0425 1355	3	\$5,643.75	\$90,300.00	16.000	EA	N	INLETS, CURB, TYPE P-5, PARTIAL
0425 1361	2	\$7,916.67	\$23,750.00	3.000	EA	N	INLETS, CURB, TYPE P-6, <10'
0425 1365	3	\$4,871.43	\$34,100.00	7.000	EA	N	INLETS, CURB, TYPE P-6, PARTIAL
0425 1461	2	\$6,910.46	\$13,820.91	2.000	EA	N	INLETS, CURB, TYPE J-6, <10'
0425 1503	1	\$9,900.00	\$118,800.00	12.000	EA	N	INLETS, DT BOT, TYPE A, J BOT, <10'
0425 1504	1	\$11,150.00	\$11,150.00	1.000	EA	N	INLETS, DT BOT, TYPE A, J BOT, >10'
0425 1521	1	\$10,260.00	\$123,120.00	12.000	EA	N	INLETS, DT BOT, TYPE C, <10'
0425 1523	1	\$10,612.87	\$10,612.87	1.000	EA	N	INLETS, DT BOT, TYPE C, JBOT, <10'
0425 1541	1	\$6,754.45	\$40,526.70	6.000	EA	N	INLETS, DT BOT, TYPE D, <10'
0425 1545	2	\$4,745.65	\$9,491.29	2.000	EA	N	INLETS, DITCH BOTTOM, TYPE D, PARTIAL
0425 1551	1	\$7,097.19	\$92,263.47	13.000	EA	N	INLETS, DT BOT, TYPE E, <10'



Florida Department of Transportation
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0425 1561	1	\$7,000.00	\$28,000.00	4.000	EA	N	INLETS, DT BOT, TYPE F, <10'
0425 1562	1	\$8,600.00	\$8,600.00	1.000	EA	N	INLETS, DT BOT, TYPE F, >10'
0425 1563	1	\$9,300.00	\$446,400.00	48.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, <10'
0425 1564	1	\$9,800.00	\$9,800.00	1.000	EA	N	INLETS, DITCH BOTTOM, TYPE F, J BOT, >10'
0425 1711	2	\$8,393.63	\$25,180.88	3.000	EA	N	INLETS, GUTTER, TYPE V, <10'
0425 1713	1	\$10,100.00	\$80,800.00	8.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, <10'
0425 1714	1	\$11,000.00	\$44,000.00	4.000	EA	N	INLETS, GUTTER, TYPE V, J BOTTOM, >10'
0425 1715	1	\$5,000.00	\$5,000.00	1.000	EA	N	INLETS, GUTTER, TYPE V, PARTIAL
0425 1719	1	\$7,202.00	\$7,202.00	1.000	EA	N	INLETS, GUTTER, TYPE V, MODIFY
0425 1925	1	\$8,500.00	\$25,500.00	3.000	EA	N	INLETS, ADJACENT BARRIER, PARTIAL
0425 2 41	3	\$5,536.67	\$16,610.00	3.000	EA	N	MANHOLES, P-7, <10'
0425 2 42	1	\$8,200.00	\$8,200.00	1.000	EA	N	MANHOLES, P-7, >10'
0425 2 43	3	\$4,762.47	\$19,049.88	4.000	EA	N	MANHOLES, P-7, PARTIAL
0425 2 61	1	\$6,292.00	\$37,752.00	6.000	EA	N	MANHOLES, P-8, <10'
0425 2 63	1	\$4,750.00	\$4,750.00	1.000	EA	N	MANHOLES, P-8, PARTIAL
0425 2 72	1	\$8,200.00	\$24,600.00	3.000	EA	N	MANHOLES, J-7, >10'
0425 4	2	\$1,720.00	\$5,160.00	3.000	EA	N	INLETS, ADJUST
0425 5	12	\$820.72	\$237,188.20	289.000	EA	N	MANHOLE, ADJUST
0425 6	1	\$1,000.00	\$1,000.00	1.000	EA	N	VALVE BOXES, ADJUST
0425 11	1	\$9,000.00	\$9,000.00	1.000	EA	N	MODIFY EXISTING DRAINAGE STRUCTURE



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0430174124	1	\$482.62	\$7,721.92	16.000	LF	N	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD
0430175112	1	\$323.50	\$61,465.00	190.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 12"S/CD
0430175115	2	\$494.80	\$61,850.00	125.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 15"S/CD
0430175118	9	\$134.61	\$137,706.70	1,023.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 18"S/CD
0430175124	2	\$131.12	\$72,900.00	556.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD
0430175136	1	\$275.00	\$7,975.00	29.000	LF	N	PIPE CULVERT, OPT MATERIAL, ROUND, 36"S/CD
0430175218	1	\$255.00	\$10,965.00	43.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER-ELIP/ARCH, 18"S/CD
0430175224	1	\$245.00	\$31,115.00	127.000	LF	N	PIPE CULVERT,OPTIONAL MATERIAL,OTHER SHAPE-ELIP/ARCH, 24"S/CD
0430602129	1	\$8,043.71	\$16,087.42	2.000	EA	N	U-ENDWALL, WITH GRATE, INDEX 260/430-010, 1:4 SLOPE, 24"
0430830	2	\$1,161.11	\$6,270.00	5.400	CY	N	PIPE FILLING AND PLUGGING- PLACE OUT OF SERVICE
0436 1 3	1	\$552.20	\$188,852.40	342.000	LF	N	TRENCH DRAIN, SPECIAL DESIGN
0440 1 10	1	\$41.04	\$17,647.20	430.000	LF	N	UNDERDRAIN, TYPE I
0440 73 1	1	\$43.20	\$35,035.20	811.000	LF	N	UNDERDRAIN OUTLET PIPE, 4"
0443 70 4	5	\$224.88	\$2,285,197.90	10,162.000	LF	N	FRENCH DRAIN, 24"
0457 2121	1	\$3,250.00	\$305,500.00	94.000	LF	N	CATHODIC PROTECTION INTEGRAL PILE JACKET, NON-STRUCTURAL, 16.1-30.", GALVANIC SYSTEM
0458 1 21	4	\$121.37	\$193,710.90	1,596.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, POURED JOINT WITH BACKER ROD
0458 1 22	1	\$150.00	\$12,150.00	81.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, STRIP SEAL
0458 2	1	\$907.50	\$76,230.00	84.000	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION JOINT



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0460 1 13	1	\$500.00	\$1,000.00	2.000	LB	N	STRUCTURAL STEEL REHAB- BOLTS, NUTS, WASHERS & PLATES
0515 1 1	1	\$191.07	\$30,571.20	160.000	LF	N	PIPE HANDRAIL - GUIDERAIL, STEEL
0515 2311	1	\$160.00	\$5,280.00	33.000	LF	N	PEDESTRIAN/ BICYCLE RAILING, ALUMINUM ONLY, 42" TYPE 1
0515 4 1	2	\$87.85	\$62,722.00	714.000	LF	N	BULLET RAIL, SINGLE RAIL
0520 1 7	3	\$28.85	\$14,397.20	499.000	LF	N	CONCRETE CURB & GUTTER, TYPE E
0520 1 10	15	\$34.69	\$1,028,590.06	29,651.000	LF	N	CONCRETE CURB & GUTTER, TYPE F
0520 1 11	3	\$44.14	\$12,051.00	273.000	LF	N	CONCRETE CURB & GUTTER, VARIABLE HEIGHT TYPE F
0520 2 4	7	\$30.20	\$104,022.58	3,445.000	LF	N	CONCRETE CURB, TYPE D
0520 3	1	\$17.00	\$15,402.00	906.000	LF	N	VALLEY GUTTER- CONCRETE
0520 5 41	2	\$45.33	\$40,704.00	898.000	LF	N	TRAFFIC SEPARATOR CONCRETE- TYPE IV, 4' WIDE
0520 70	2	\$99.73	\$9,773.50	98.000	SY	N	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH
0521 5 8	1	\$765.00	\$45,900.00	60.000	LF	N	CONCRETE TRAFFIC RAILING- BRIDGE, RETROFIT-VERTICAL FACE
0521 5 11	1	\$5,860.00	\$41,020.00	7.000	EA	N	CONCRETE TRAFFIC RAILING- BRIDGE, RETROFIT-POST & BEAM RAILING
0522 1	16	\$58.11	\$836,340.37	14,393.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK
0522 1106	1	\$55.00	\$770.00	14.000	SY	Y	SIDEWALK- FLEXIBLE JOINT SYSTEM, PROJECT 443933-1-52-01
0522 2	14	\$70.72	\$958,566.81	13,555.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK
0522 4	2	\$205.30	\$17,040.04	83.000	SY	N	BUS SHELTER PAD- CONCRETE
0526 1 1	2	\$208.69	\$58,224.00	279.000	SY	N	PAVERS, ARCHITECTURAL, ROADWAY
0526 1 2	1	\$337.30	\$5,734.10	17.000	SY	N	PAVERS, ARCHITECTURAL, SIDEWALK
0526 1101	1	\$1,000.00	\$2,000.00	2.000	SY	N	PAVERS, ARCHITECTURAL, REMOVE EXISTING AND REINSTALL



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0527 2	15	\$33.82	\$297,851.28	8,806.000	SF	N	DETECTABLE WARNINGS
0536 1 1	5	\$29.97	\$197,130.44	6,578.000	LF	N	GUARDRAIL -ROADWAY, GENERAL TL-3
0536 6	1	\$20.70	\$2,194.20	106.000	LF	N	PIPE RAIL FOR GUARDRAIL
0536 7 2	1	\$309.50	\$1,547.50	5.000	EA	N	SPECIAL GUARDRAIL POST- SPECIAL STEEL POST FOR CONCRETE STRUCTURE MOUNT
0536 7 3	1	\$191.00	\$764.00	4.000	EA	N	SPECIAL GUARDRAIL POST- ENCASED POST FOR SHALLOW MOUNT
0536 8113	1	\$1,800.00	\$9,000.00	5.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-001, TRAILING
0536 8122	2	\$4,438.36	\$44,383.64	10.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, APPROACH TL-3
0536 8123	1	\$2,136.40	\$8,545.60	4.000	EA	N	GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, TRAILING
0536 73	7	\$3.26	\$22,592.20	6,930.000	LF	N	GUARDRAIL REMOVAL
0536 85 20	4	\$1,735.98	\$20,831.70	12.000	EA	N	GUARDRAIL END TREATMENT- TRAILING ANCHORAGE
0536 85 24	4	\$3,730.95	\$59,695.16	16.000	EA	N	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL
0536 85 26	1	\$4,900.00	\$4,900.00	1.000	EA	N	GUARDRAIL END TREATMENT- TYPE CRT
0546 72 3	2	\$1,700.10	\$56,735.69	33.372	GM	N	GROUND-IN RUMBLE STRIPS, 8" SINUSOIDAL
0550 10110	1	\$2.00	\$3,278.00	1,639.000	LF	N	FENCING, TYPE A, 0.0-5.0', STANDARD
0561 1	2	\$1,545.27	\$1,485,000.00	961.000	TN	N	COATING EXISTING STRUCTURAL STEEL
0570 1 1	2	\$3.26	\$121,992.25	37,457.000	SY	N	PERFORMANCE TURF



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0570 1 2	15	\$3.31	\$386,320.60	116,757.000	SY	N	PERFORMANCE TURF, SOD
0570 1 3	1	\$10.50	\$157,153.50	14,967.000	SY	N	PERFORMANCE TURF, SOD AND SOIL- SHOULDER TREATMENT INDEX 570-010
0580 1 1	1	\$58,080.00	\$58,080.00	1.000	LS	N	LANDSCAPE COMPLETE- SMALL PLANTS
0581 1 1	2	\$1,545.71	\$54,100.00	35.000	EA	N	RELOCATE TREES AND PALMS, PALM, <14' OF CLEAR TRUNK
0581 1 2	5	\$2,357.21	\$75,430.75	32.000	EA	N	RELOCATE TREES AND PALMS, PALM, >=14' OF CLEAR TRUNK
0581 1 3	1	\$756.00	\$2,268.00	3.000	EA	N	RELOCATE TREES AND PALMS,MULTI-TRUNK OR CLUSTERING
0581 1 4	2	\$1,583.33	\$4,750.00	3.000	EA	N	RELOCATE TREES AND PALMS,TREES, <5" DIAMETER AT BREAST HEIGHT
0581 1 5	2	\$1,310.00	\$18,340.00	14.000	EA	N	RELOCATE TREES AND PALMS,TREES, TREES, >=5" DIAMETER AT BREAST HEIGHT
0581 1 8	1	\$1,000.00	\$1,000.00	1.000	EA	N	RELOCATE TREES AND PALMS, >=14' OF CLEAR TRUNK, SABAL PALM ONLY
0590 70 5	2	\$34,474.50	\$68,949.00	2.000	LS	N	IRRIGATION SYSTEM- MODIFY EXISTING SYSTEM
0630 2 11	3	\$35.65	\$1,746.75	49.000	LF	N	CONDUIT, FURNISH & INSTALL, OPEN TRENCH
0630 2 12	17	\$38.27	\$2,074,374.24	54,207.000	LF	N	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE
0632 7 1	13	\$10,617.50	\$594,579.74	56.000	PI	N	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL
0632 7 2	1	\$18.66	\$3,022.92	162.000	LF	N	SIGNAL CABLE- REPAIR/REPLACE/OTHER, FURNISH & INSTALL
0632 7 6	10	\$967.18	\$31,916.96	33.000	PI	N	SIGNAL CABLE, REMOVE- INTERSECTION
0632 7 7	1	\$5.00	\$985.00	197.000	LF	N	SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSECTION



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0633 6	1	\$432.85	\$173,140.00	400.000	DA	N	FIBER OPTIC CABLE LOCATOR
0635 2 11	17	\$1,326.91	\$2,502,553.33	1,886.000	EA	N	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE
0635 2 12	13	\$2,298.30	\$98,826.75	43.000	EA	N	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE
0639 1121	2	\$6,250.00	\$12,500.00	2.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER FURNISHED BY POWER COMPANY
0639 1122	12	\$6,600.30	\$336,615.23	51.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR
0639 1123	3	\$4,864.32	\$14,592.97	3.000	AS	N	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER NOT REQUIRED
0639 1420	1	\$4,000.00	\$4,000.00	1.000	AS	N	ELECTRICAL POWER SERVICE, RELOCATE, UNDERGROUND
0639 1610	3	\$890.28	\$8,012.50	9.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE OVERHEAD
0639 1620	3	\$847.65	\$3,390.60	4.000	AS	N	ELECTRICAL POWER SERVICE, REMOVE UNDERGROUND
0639 2 1	12	\$9.10	\$93,741.97	10,300.000	LF	N	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL
0639 2 6	8	\$.68	\$3,576.77	5,230.000	LF	N	ELECTRICAL SERVICE WIRE, REMOVE
0639 3 11	3	\$2,338.19	\$18,705.50	8.000	EA	N	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT
0639 3 60	6	\$585.00	\$14,039.95	24.000	EA	N	ELECTRICAL SERVICE DISCONNECT, REMOVE- POLE OR CABINET TO REMAIN
0639 8130	11	\$7,137.50	\$114,200.00	16.000	LS	N	ELECTRICAL POWER SERVICE- CONTRIBUTION IN AID OF CONSTRUCTION (CIAC), FPL (DO NOT BID)
0641 2 11	2	\$4,076.15	\$8,152.30	2.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II PEDESTAL



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0641 2 12	12	\$2,855.99	\$174,215.69	61.000	EA	N	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE
0641 2 60	4	\$700.23	\$4,901.60	7.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE
0641 2 80	1	\$4,916.05	\$9,832.10	2.000	EA	N	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER
0646 1 11	12	\$2,219.95	\$515,027.72	232.000	EA	N	ALUMINUM SIGNALS POLE, PEDESTAL
0646 1 12	4	\$2,159.46	\$45,348.60	21.000	EA	N	ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST
0646 1 60	8	\$247.02	\$23,960.94	97.000	EA	N	ALUMINUM SIGNALS POLE, REMOVE
0649 21 1	2	\$72,651.87	\$217,955.62	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'
0649 21 3	2	\$69,652.16	\$208,956.48	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'
0649 21 6	3	\$63,319.00	\$253,276.00	4.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'
0649 21 7	1	\$72,000.00	\$72,000.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-30'
0649 21 10	3	\$82,942.83	\$248,828.49	3.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'
0649 21 15	2	\$92,231.40	\$368,925.60	4.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'
0649 21 21	2	\$103,802.75	\$207,605.50	2.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'
0649 21 25	1	\$109,500.00	\$109,500.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-60'



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0649 26 3	3	\$3,250.88	\$13,003.50	4.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE, SHALLOW FOUNDATION- BOLT ON ATTACHMENT
0650 1 14	10	\$1,450.69	\$197,293.81	136.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY
0650 1 16	1	\$1,706.10	\$3,412.20	2.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY
0650 1 18	7	\$1,884.61	\$35,807.66	19.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION STRAIGHT, 1 WAY
0650 1 44	1	\$6,800.00	\$13,600.00	2.000	AS	N	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL PROGRAMMABLE, 3 SECTION, 1 WAY
0650 1 60	4	\$168.23	\$14,299.20	85.000	AS	N	VEHICULAR TRAFFIC SIGNAL, REMOVE- POLES TO REMAIN
0650 2109	3	\$395.61	\$41,539.30	105.000	EA	N	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, BACKPLATE- FLEXIBLE REQUIRED
0653 1 11	12	\$1,143.90	\$216,197.07	189.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY
0653 1 12	9	\$1,779.72	\$99,664.28	56.000	AS	N	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS
0653 1 60	7	\$155.73	\$13,081.52	84.000	AS	N	PEDESTRIAN SIGNAL, REMOVE PED SIGNAL- POLE/PEDESTAL TO REMAIN
0654 2 12	1	\$20,607.00	\$41,214.00	2.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- BACK TO BACK



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0654 2 15	1	\$12,364.15	\$37,092.45	3.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC POWER, MAST ARM MOUNT RRFB SIGN ASSEMBLY
0654 2 28	1	\$20,000.00	\$80,000.00	4.000	AS	N	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR
0654 2 60	1	\$800.00	\$3,200.00	4.000	AS	N	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, REMOVE COMPLETE SIGN ASSEMBLY
0654 3 10	1	\$1,949.67	\$15,597.36	8.000	AS	N	MIDBLOCK CROSSWALK: PEDESTRIAN HYBRID BEACON ASSEMBLY, FURNISH & INSTALL COMPLETE ASSEMBLY
0660 1109	6	\$403.15	\$16,932.15	42.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9
0660 1600	2	\$134.04	\$670.20	5.000	EA	N	LOOP DETECTOR INDUCTIVE, REMOVE- CABINET TO REMAIN
0660 2101	1	\$986.00	\$986.00	1.000	AS	N	LOOP ASSEMBLY- F&I, TYPE A
0660 2106	6	\$1,676.57	\$154,243.98	92.000	AS	N	LOOP ASSEMBLY, F&I, TYPE F
0660 3 11	2	\$9,091.19	\$81,820.75	9.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL CABINET EQUIPMENT
0660 3 12	2	\$13,780.42	\$261,828.00	19.000	EA	N	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT
0660 4 11	6	\$4,404.27	\$506,490.69	115.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT



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0660 4 12	6	\$3,661.72	\$457,714.90	125.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT
0660 4 60	1	\$775.00	\$775.00	1.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE
0665 1 11	12	\$422.50	\$146,186.02	346.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD
0665 1 12	1	\$2,300.00	\$9,200.00	4.000	EA	N	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE
0665 1 40	1	\$200.00	\$400.00	2.000	EA	N	PEDESTRIAN DETECTOR, RELOCATE
0665 1 60	8	\$92.08	\$7,458.64	81.000	EA	N	PEDESTRIAN DETECTOR, REMOVE- POLE/PEDESTAL TO REMAIN
0670 5140	7	\$41,829.93	\$1,087,578.20	26.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070
0670 5141	2	\$45,173.33	\$135,520.00	3.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, MODEL 2070, 1 PREEMPTION
0670 5600	7	\$1,050.79	\$21,015.78	20.000	AS	N	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET
0671 2 14	1	\$9,600.00	\$9,600.00	1.000	EA	N	TRAFFIC CONTROLLER WITHOUT CABINET, FURNISH & INSTALL IN EXISTING CABINET, 2070
0671 2 40	1	\$4,121.40	\$16,485.60	4.000	EA	N	TRAFFIC CONTROLLER, MODIFY
0671 2 60	1	\$800.00	\$800.00	1.000	EA	N	TRAFFIC CONTROLLER, REMOVE- CABINET TO REMAIN
0684 90102	9	\$2,077.53	\$60,248.39	29.000	EA	N	NETWORK DEVICE, CELLULAR MODEM
0685 1 13	1	\$19,280.00	\$19,280.00	1.000	EA	N	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE WITH CABINET
0695 1 1	7	\$2,125.36	\$97,766.50	46.000	EA	N	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH & INSTALL



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0695 3 11	1	\$6,399.80	\$25,599.20	4.000	AS	N	TRAFFIC MONITORING SITE SPEED/CLASSIFICATION UNIT, FURNISH & INSTALL, VOLUME SPEED AND CLASSIFICATION
0695 6 12	7	\$2,416.41	\$111,154.70	46.000	EA	N	TRAFFIC MONITORING SITE INDUCTIVE LOOP ASSEMBLY, FURNISH & INSTALL, 2 LOOPS
0695 7132	1	\$6,729.25	\$6,729.25	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, PEDESTAL MOUNT
0695 7133	1	\$5,980.70	\$5,980.70	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 3, POLE MOUNT
0695 7141	1	\$5,631.45	\$16,894.35	3.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, BASE MOUNT
0695 7162	1	\$7,800.00	\$7,800.00	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, F&I, TYPE 3, 2 PANE BACK, PEDESTAL MOUNT
0695 7171	1	\$10,303.50	\$10,303.50	1.000	EA	N	TRAFFIC MONITORING SITE CABINET, FURNISH & INSTALL, TYPE 4, 2 PLANE BACK, BASE MOUNT
0700 1 11	17	\$489.76	\$321,284.51	656.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF
0700 1 12	11	\$1,485.53	\$221,343.32	149.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF
0700 1 13	6	\$1,847.92	\$31,414.63	17.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 1 14	2	\$2,721.22	\$43,539.53	16.000	AS	N	SINGLE POST SIGN, F&I GROUND MOUNT, 31+ SF
0700 1 40	2	\$250.25	\$500.50	2.000	AS	N	SINGLE POST SIGN, INSTALL
0700 1 50	7	\$266.56	\$14,660.80	55.000	AS	N	SINGLE POST SIGN, RELOCATE



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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0700 1 60	15	\$41.27	\$22,615.16	548.000	AS	N	SINGLE POST SIGN, REMOVE
0700 2 13	1	\$3,000.00	\$15,000.00	5.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF
0700 2 14	2	\$4,914.04	\$9,828.08	2.000	AS	N	MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF
0700 2 50	1	\$1,500.00	\$1,500.00	1.000	AS	N	MULTI- POST SIGN, GROUND MOUNT, RELOCATE
0700 2 60	4	\$810.87	\$9,730.48	12.000	AS	N	MULTI- POST SIGN, REMOVE
0700 3101	4	\$639.64	\$7,036.00	11.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF
0700 3102	1	\$268.13	\$268.13	1.000	EA	N	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, 12-20 SF
0700 3201	8	\$1,013.91	\$21,292.10	21.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF
0700 3202	2	\$2,041.02	\$10,205.08	5.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 12-20 SF
0700 3204	1	\$3,363.24	\$6,726.48	2.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 31-50 SF
0700 3205	1	\$4,875.00	\$9,750.00	2.000	EA	N	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 51-100 SF
0700 3302	1	\$2,546.50	\$5,093.00	2.000	EA	N	SIGN PANEL, FURNISH & INSTALL SINGLE POST BRIDGE MOUNT INDEX 11870/700-012, 12-20 SF
0700 3501	3	\$166.57	\$34,647.00	208.000	EA	N	SIGN PANEL, RELOCATE, UP TO 12 SF
0700 3601	9	\$91.60	\$2,473.20	27.000	EA	N	SIGN PANEL, REMOVE, UP TO 12 SF
0700 4114	1	\$122,101.00	\$122,101.00	1.000	EA	N	OVERHEAD STATIC SIGN STRUCTURE, FURNISH & INSTALL, CANTILEVER, 41-50 FT
0700 5 21	3	\$4,004.31	\$36,038.78	9.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF



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0700 5 22	4	\$3,599.92	\$46,799.00	13.000	EA	N	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF
0700 5 50	1	\$2,591.32	\$10,365.28	4.000	EA	N	INTERNALLY ILLUMINATED SIGN, RELOCATE
0700 5 60	1	\$510.50	\$510.50	1.000	EA	N	INTERNALLY ILLUMINATED SIGN, REMOVE
0700 11232	1	\$19,000.00	\$38,000.00	2.000	AS	N	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL GROUND MOUNT- SOLAR POWER, SPEED FEEDBACK, 12-20 SF
0700 12 31	1	\$7,144.80	\$7,144.80	1.000	AS	N	SIGN BEACON, F&I OVERHEAD MOUNT, ONE BEACON
0700 13 12	1	\$107.25	\$1,072.50	10.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 2'
0700 13 15	1	\$121.00	\$1,694.00	14.000	EA	N	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 5'
0701 18101	1	\$2,500.00	\$8,970.00	3.588	GM	N	PROFILED THERMOPLASTIC, STANDARD- ASPHALT SURFACES, WHITE, SOLID, 6"
0704 1 1	3	\$124.65	\$135,616.00	1,088.000	EA	N	TUBULAR MARKER, DURABLE, 36" WHITE POST
0704 1 2	4	\$159.15	\$39,151.20	246.000	EA	N	TUBULAR MARKER, DURABLE, 36" YELLOW POST
0705 10 1	4	\$307.81	\$17,853.20	58.000	EA	N	OBJECT MARKER, TYPE 1
0705 10 2	1	\$330.00	\$25,740.00	78.000	EA	N	OBJECT MARKER, TYPE 2
0705 10 3	2	\$316.80	\$2,217.60	7.000	EA	N	OBJECT MARKER, TYPE 3
0705 11 1	4	\$109.05	\$27,915.65	256.000	EA	N	DELINEATOR, FLEXIBLE TUBULAR
0705 11 6	1	\$125.00	\$2,750.00	22.000	EA	N	DELINEATOR, REPLACE DELINEATOR ON EXISTING BARRIER
0706 1 3	19	\$4.15	\$160,776.80	38,700.000	EA	N	RAISED PAVEMENT MARKER, TYPE B
0710 11101	9	\$1,115.72	\$60,136.11	53.899	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"



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0710 11102	5	\$1,232.00	\$1,158.08	.940	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"
0710 11123	7	\$.92	\$16,430.15	17,843.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"
0710 11124	5	\$1.59	\$1,279.80	805.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR DIAGONAL OR CHEVRON, 18"
0710 11125	6	\$1.51	\$12,508.70	8,288.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"
0710 11131	5	\$585.62	\$9,768.16	16.680	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE
0710 11133	1	\$2,420.00	\$452.54	.187	GM	N	PAINTED PAVEMENT MARKING, STANDARD, WHITE, 3'-9' SKIP DROP LINE AND APPROACH TO TOLL PLAZA, 12" WIDE,
0710 11141	3	\$1,573.20	\$610.40	.388	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 DOTTED EXTENSION, 6"
0710 11160	6	\$109.70	\$8,117.70	74.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL
0710 11170	5	\$59.06	\$18,248.30	309.000	EA	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS
0710 11201	7	\$1,152.43	\$26,995.75	23.425	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"
0710 11224	5	\$1.56	\$1,405.80	903.000	LF	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR DIAGONAL OR CHEVRON, 18"



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0710 11231	3	\$518.25	\$5,477.95	10.570	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SKIP, 6"
0710 11241	2	\$538.03	\$514.36	.956	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, 2-4 DOTTED GUIDELINE/6-10 DOTTED EXTENSION, 6"
0710 12290	10	\$3.53	\$5,651.35	1,601.000	SF	N	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, YELLOW, ISLAND NOSE
0710 90	17	\$16,019.16	\$480,574.67	30.000	LS	N	PAINTED PAVEMENT MARKINGS, FINAL SURFACE
0711 11102	3	\$8,266.83	\$2,322.98	.281	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND
0711 11103	3	\$10,101.55	\$2,282.95	.226	GM	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR INTERCHANGE MARKINGS
0711 11123	15	\$2.97	\$127,035.68	42,811.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDBOUT
0711 11124	15	\$3.39	\$18,634.58	5,503.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS
0711 11125	15	\$5.25	\$54,500.22	10,378.000	LF	N	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK
0711 11130	1	\$750.00	\$1,500.00	2.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION MARKING
0711 11140	1	\$750.00	\$1,500.00	2.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION ADVANCE WARNING MARKING



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0711 11141	12	\$2,098.64	\$4,402.94	2.098	GM	N	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"
0711 11160	15	\$177.62	\$37,123.20	209.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL
0711 11170	15	\$114.43	\$84,335.81	737.000	EA	N	THERMOPLASTIC, STANDARD, WHITE, ARROW
0711 11224	11	\$3.97	\$12,911.26	3,252.000	LF	N	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON
0711 11241	9	\$2,153.07	\$4,198.48	1.950	GM	N	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTENSION LINE, 6"
0711 11421	2	\$.75	\$191.00	254.000	LF	N	THERMOPLASTIC, STANDARD, BLUE, SOLID, 6"
0711 14123	3	\$9.93	\$46,154.70	4,646.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK
0711 14125	15	\$19.22	\$395,445.93	20,578.000	LF	N	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK
0711 14160	9	\$250.00	\$55,001.00	220.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14170	5	\$241.94	\$13,548.60	56.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, ARROW
0711 14191	1	\$16.50	\$1,089.00	66.000	LF	N	THERMOPLASTIC, PREFORMED, 6" WHITE, RAILROAD DYNAMIC ENVELOPE
0711 14193	2	\$15.94	\$19,237.74	1,207.000	LF	N	THERMOPLASTIC, PREFORMED, 12" WHITE ON ASPHALT PAVEMENT, RAILROAD DYNAMIC ENVELOPE
0711 14660	1	\$3,850.00	\$26,950.00	7.000	EA	N	THERMOPLASTIC, PREFORMED, MULTI COLOR ROUTE SHIELD
0711 16101	17	\$5,548.52	\$370,835.54	66.835	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"
0711 16102	9	\$6,413.82	\$7,632.45	1.190	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"



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0711 16131	13	\$1,951.21	\$50,752.86	26.011	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP
0711 16133	7	\$4,344.12	\$2,528.28	.582	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES WHITE, SKIP, 12"- APPROACH TO TOLL PLAZA OR 3-9 LANE DROP
0711 16201	16	\$5,397.92	\$203,323.47	37.667	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"
0711 16202	1	\$7,755.17	\$224.90	.029	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 8"
0711 16231	4	\$1,876.87	\$15,482.27	8.249	GM	N	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"
0711 17 1	1	\$5.00	\$48,360.00	9,672.000	SF	N	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN
0713103101	4	\$12,013.79	\$28,749.00	2.393	GM	N	PERMANENT TAPE, WHITE, SOLID, 6" FOR CONCRETE BRIDGES
0713103131	1	\$15,000.00	\$1,050.00	.070	GM	N	PERMANENT TAPE, WHITE, SKIP/DOTTED, 6" FOR CONCRETE SURFACES
0713103201	3	\$29,072.46	\$14,042.00	.483	GM	N	PERMANENT TAPE, YELLOW, SOLID, 6" FOR CONCRETE BRIDGES
0713103231	1	\$18,000.00	\$198.00	.011	GM	N	PERMANENT TAPE, YELLOW, 10-30 SKIP/ 3-9 DOTTED, 6" FOR CONCRETE SURFACES
0713107	2	\$3.00	\$11,094.00	3,698.000	SF	N	PREFORMED/PERMANENT TAPE, REMOVE
0715 1 12	14	\$3.45	\$213,829.43	61,929.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6
0715 1 13	5	\$5.06	\$35,519.00	7,018.000	LF	N	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2
0715 1 60	12	\$.69	\$27,597.96	39,860.000	LF	N	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS
0715 7 11	6	\$21,182.70	\$275,375.09	13.000	EA	N	LOAD CENTER, F&I, SECONDARY VOLTAGE
0715 7 41	4	\$722.62	\$6,503.60	9.000	EA	N	LOAD CENTER, REMOVE, SECONDARY VOLTAGE



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0715 11211	8	\$1,578.40	\$198,878.72	126.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, COBRA HEAD
0715 11213	1	\$2,950.00	\$11,800.00	4.000	EA	N	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, POLE TOP
0715 21 2	1	\$1,100.00	\$39,600.00	36.000	EA	N	LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE
0715 61152	1	\$9,167.11	\$18,334.22	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 15' ARM LENGTH
0715 61221	2	\$9,552.24	\$28,656.72	3.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 35' MOUNTING HEIGHT, 10' ARM LENGTH
0715 61311	6	\$9,078.91	\$99,868.06	11.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 8' ARM LENGTH
0715 61321	1	\$8,758.00	\$17,516.00	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 10' ARM LENGTH
0715 61411	1	\$9,700.00	\$9,700.00	1.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 45' MOUNTING HEIGHT, 8' ARM LENGTH
0715 61421	1	\$10,000.00	\$30,000.00	3.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 45' MOUNTING HEIGHT, 10' ARM LENGTH
0715 62311	2	\$11,917.00	\$23,834.00	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE SPECIAL FOUNDATION, 40' MOUNTING HEIGHT, 8' ARM LENGTH



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0715 62342	1	\$11,708.95	\$23,417.90	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE SPECIAL FOUNDATION, 40' MOUNTING HEIGHT, 12' ARM LENGTH
0715 62442	1	\$12,500.00	\$25,000.00	2.000	EA	N	LIGHT POLE COMPLETE, F&I, STANDARD POLE SPECIAL FOUNDATION, 45' MOUNTING HEIGHT, 12' ARM LENGTH
0715 65266	1	\$10,822.02	\$43,288.08	4.000	EA	N	LIGHT POLE COMPLETE, F&I, UTILITY CONFLICT POLE STANDARD FOUNDATION, 35' MOUNTING HEIGHT, 16' ARM LENGTH
0715 69000	6	\$1,119.75	\$15,676.50	14.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE AND FOUNDATION
0715500 1	5	\$1,045.96	\$101,458.08	97.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL
0715500 11	10	\$2,305.09	\$126,779.82	55.000	EA	N	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL ALTERNATE SYSTEM, CONVENTIONAL
0715511130	1	\$17,603.09	\$17,603.09	1.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 30'
0715516140	1	\$17,000.00	\$34,000.00	2.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, POLE TOP MNT-ALUMINUM, 40'
0715540000	1	\$11,000.00	\$11,000.00	1.000	EA	N	LIGHT POLE COMPLETE- SPECIAL DESIGN, RELOCATE
0920520 3	1	\$800.00	\$38,400.00	48.000	LF	N	RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRATE, PROJECT 448906-1-52-01
0920714 32	1	\$6.00	\$70,788.00	11,798.000	SF	Y	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE, PROJECT 443432-1-52-01



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0920714100	1	\$19.00	\$6,783.00	357.000	SF	N	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE
0999 25	21	\$30,870.05	\$1,142,192.00	37.000	LS	N	INITIAL CONTINGENCY AMOUNT, DO NOT BID
0999 26	3	\$1,961.67	\$11,770.00	6.000	LS	N	LOCAL AGENCY INITIAL CONTINGENCY AMOUNT (DO NOT BID)
1060 15	3	\$3,321.88	\$53,150.00	16.000	EA	N	UTILITY STRUCTURE, BELOW GROUND, ADJUST/MODIFY
1080 21300	2	\$812.00	\$4,060.00	5.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, INSTALL- BOX FURNISHED BY UTILITY
1080 24500	3	\$845.08	\$109,860.00	130.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, ADJUST/MODIFY

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: SHRUSE-O-01-BB				Letting Date: 01/2099	
Description: Two Directional, 12' Shared Use Path					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 16-P Project Grand Total				\$410,482.63	
Description: October 2022 Update					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	6.00			\$20,116.77
101-1	MOBILIZATION	10.00			\$35,539.62
110-1-1	CLEARING & GRUBBING	3.90	AC	\$23,000.00	\$89,700.00
160-4	TYPE B STABILIZATION	9,386.67	SY	\$5.90	\$55,381.35
285-701	OPTIONAL BASE,BASE GROUP 01	7,040.00	SY	\$18.00	\$126,720.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	528.00	TN	\$110.00	\$58,080.00
570-1-2	PERFORMANCE TURF, SOD	2,347.00	SY	\$2.30	\$5,398.10
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$19,546.79	\$19,546.79
Project Unknowns			0.00	%	\$0.00
Design/Build			0.00	%	\$0.00
Version 16-P Project Grand Total		\$410,482.63			



Appendix C:

Cost Per Mile by Facility Type

Table C-1: Itemized Cost Breakdown

Shared-Use Path Cost Per Mile					
Pay Item	Description	Units	Unit Cost	Quantity	Total
Roadway and Hardscape					
110-1-1	Clearing and Grubbing	AC	\$ 40,338.92	3.90	\$ 157,321.79
160-4	Type "B" Stabilization	SY	\$ 0.44	9,386.67	\$ 4,130.13
285-701	Optional Base, Base Group 01	SY	\$ 23.78	7,040.00	\$ 167,411.20
334-1-12	Superpave Asphaltic Concrete, Traffic B	TN	\$ 163.04	528.00	\$ 86,085.12
337-7-83	Asphaltic Concrete Friction Course, Traffic C, FC-12	TN	\$ 166.55	—	\$ 166.55
520-1-10	Concrete Curb and Gutter, Type "F"	LF	\$ 34.69	—	\$ 34.69
522-2	Concrete Sidewalk, 6" Thick	SY	\$ 70.72	—	\$ 70.72
570-1-2	Performance Turf, Sod	SY	\$ 3.31	2,347.00	\$ 7,768.57
TOTAL ROADWAY AND HARDSCAPE ITEMS					\$ 422,988.77
Signing and Pavement Markings					
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	\$ 518.25	1.00	\$ 518.25
711-14-160	Thermoplastic Preformed Bike Message	EA	\$ 250.00	—	\$ 250.00
711-14-170	Thermoplastic Preformed Bike Arrow	EA	\$ 241.94	—	\$ 241.94
711-16-101	Thermoplastic, Standard-Other, White, Solid, 6"	GM	\$ 5,548.52	—	\$ 5,548.52
TOTAL SIGNING AND PAVEMENT ITEMS					\$ 6,558.71
SUBTOTAL					\$ 429,547.48
	Mobilization			6%	\$ 25,772.85
	Maintenance of Traffic			6%	\$ 25,772.85
	Drainage			10%	\$ 42,954.75
	Signalization			10%	\$ 42,954.75
	Design and CEI			20%	\$ 85,909.50
	Contingency			20%	\$ 85,909.50
TOTAL COST					\$ 738,822

Table C-2: Itemized Cost Breakdown


Sidepath Cost Per Mile					
Pay Item	Description	Units	Unit Cost	Quantity	Total
Roadway and Hardscape					
110-1-1	Clearing and Grubbing	AC	\$ 40,338.92	1.70	\$ 68,576.16
160-4	Type "B" Stabilization	SY	\$ 0.44	7,040.00	\$ 3,097.60
285-701	Optional Base, Base Group 01	SY	\$ 23.78	7,040.00	\$ 167,411.20
334-1-12	Superpave Asphaltic Concrete, Traffic B	TN	\$ 163.04	574.00	\$ 93,584.96
337-7-83	Asphaltic Concrete Friction Course, Traffic C, FC-12	TN	\$ 166.55	—	\$ 166.55
520-1-10	Concrete Curb and Gutter, Type "F"	LF	\$ 34.69	—	\$ 34.69
522-2	Concrete Sidewalk, 6" Thick	SY	\$ 70.72	—	\$ 70.72
570-1-2	Performance Turf, Sod	SY	\$ 3.31	2,347.00	\$ 7,768.57
TOTAL ROADWAY AND HARDSCAPE ITEMS					\$ 340,710.45
Signing and Pavement Markings					
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	\$ 518.25	1.00	\$ 518.25
711-14-160	Thermoplastic Preformed Bike Message	EA	\$ 250.00	—	\$ 250.00
711-14-170	Thermoplastic Preformed Bike Arrow	EA	\$ 241.94	—	\$ 241.94
711-16-101	Thermoplastic, Standard-Other, White, Solid, 6"	GM	\$ 5,548.52	—	\$ 5,548.52
TOTAL SIGNING AND PAVEMENT ITEMS					\$ 6,558.71
SUBTOTAL					\$ 347,269.16
	Mobilization			6%	\$ 20,836.15
	Maintenance of Traffic			6%	\$ 20,836.15
	Drainage			10%	\$ 34,726.92
	Signalization			10%	\$ 34,726.92
	Design and CEI			20%	\$ 69,453.83
	Contingency			20%	\$ 69,453.83
TOTAL COST					\$ 597,303

Table C-3: Itemized Cost Breakdown

Protected Bicycle Lane Cost Per Mile					
Pay Item	Description	Units	Unit Cost	Quantity	Total
Roadway and Hardscape					
110-1-1	Clearing and Grubbing	AC	\$ 40,338.92	2.18	\$ 87,938.85
160-4	Type "B" Stabilization	SY	\$ 0.44	8,213.33	\$ 3,613.87
285-701	Optional Base, Base Group 01	SY	\$ 23.78	8,213.33	\$ 195,312.99
520-70	Concrete Traffic Separator, SP (Variable Width)	SY	\$ 99.73	880.00	\$ 87,762.40
334-1-12	Superpave Asphaltic Concrete, Traffic B	TN	\$ 163.04	428.12	\$ 69,800.68
337-7-83	Asphaltic Concrete Friction Course, Traffic C, FC-12	TN	\$ 166.55	451.73	\$ 75,235.63
520-1-10	Concrete Curb and Gutter, Type "F"	LF	\$ 34.69	10,560.00	\$ 366,326.40
522-2	Concrete Sidewalk, 6" Thick	SY	\$ 70.72	—	\$ 70.72
570-1-2	Performance Turf, Sod	SY	\$ 3.31	—	\$ 3.31
TOTAL ROADWAY AND HARDSCAPE ITEMS					\$ 886,064.84
Signing and Pavement Markings					
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	\$ 518.25	—	\$ 518.25
711-14-160	Thermoplastic Preformed Bike Message	EA	\$ 250.00	108.00	\$ 27,000.00
711-14-170	Thermoplastic Preformed Bike Arrow	EA	\$ 241.94	108.00	\$ 26,129.52
920714100	Green Colored Pavement Markings, Bike Lane	SF	\$ 19.00	100.00	\$ 1,900.00
711-16-101	Thermoplastic, Standard-Other, White, Solid, 6"	GM	\$ 5,548.52	4.80	\$ 26,632.90
TOTAL SIGNING AND PAVEMENT ITEMS					\$ 82,180.67
SUBTOTAL					\$ 968,245.51
	Mobilization			6%	\$ 58,094.73
	Maintenance of Traffic			6%	\$ 58,094.73
	Drainage			10%	\$ 96,824.55
	Signalization			10%	\$ 96,824.55
	Design and CEI			20%	\$ 193,649.10
	Contingency			20%	\$ 193,649.10
TOTAL COST					\$ 1,665,382

Table C-4: Itemized Cost Breakdown

Buffered Bicycle Lane Cost Per Mile					
Pay Item	Description	Units	Unit Cost	Quantity	Total
Roadway and Hardscape					
110-1-1	Clearing and Grubbing	AC	\$ 40,338.92	2.18	\$ 87,938.85
160-4	Type "B" Stabilization	SY	\$ 0.44	8,213.33	\$ 3,613.87
285-701	Optional Base, Base Group 01	SY	\$ 23.78	8,213.33	\$ 195,312.99
334-1-12	Superpave Asphaltic Concrete, Traffic B	TN	\$ 163.04	428.12	\$ 69,800.68
337-7-83	Asphaltic Concrete Friction Course, Traffic C, FC-12	TN	\$ 166.55	451.73	\$ 75,235.63
520-1-10	Concrete Curb and Gutter, Type "F"	LF	\$ 34.69	10,560.00	\$ 366,326.40
522-2	Concrete Sidewalk, 6" Thick	SY	\$ 70.72	—	\$ 70.72
570-1-2	Performance Turf, Sod	SY	\$ 3.31	—	\$ 3.31
TOTAL ROADWAY AND HARDSCAPE ITEMS					\$ 798,302.44
Signing and Pavement Markings					
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	\$ 518.25	—	\$ 518.25
711-14-160	Thermoplastic Preformed Bike Message	EA	\$ 250.00	108.00	\$ 27,000.00
711-14-170	Thermoplastic Preformed Bike Arrow	EA	\$ 241.94	108.00	\$ 26,129.52
920714100	Green Colored Pavement Markings, Bike Lane	SF	\$ 19.00	100.00	\$ 1,900.00
711-16-101	Thermoplastic, Standard-Other, White, Solid, 6"	GM	\$ 5,548.52	4.80	\$ 26,632.90
TOTAL SIGNING AND PAVEMENT ITEMS					\$ 82,180.67
SUBTOTAL					\$ 880,483.11
	Mobilization			6%	\$ 52,828.99
	Maintenance of Traffic			6%	\$ 52,828.99
	Drainage			10%	\$ 88,048.31
	Signalization			10%	\$ 88,048.31
	Design and CEI			20%	\$ 176,096.62
	Contingency			20%	\$ 176,096.62
TOTAL COST					\$ 1,514,431



Appendix D:

Excerpt from the 2018 Revenue Forecasting Guidebook



Florida Department of Transportation

Revenue Forecasting Guidebook

July 3, 2018



Appendix C: Other Information

Inflation Factors

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (typically 2015 or 2016 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed.

Adjusting Project Costs

In order to balance project costs against the revenue estimates from the 2045 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in “present day costs” (i.e., year that the project costs were developed, such as 2015), which are based on the value of money today and not adjusted for inflation.

Table 8 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in fiscal year 2015 dollars and the project is planned to be implemented in the 2026 to 2030 time period, the MPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 8 are based on the Department’s inflation factors associated with the FY 2018-2022 Work Program and previous work programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 8 because needed project cost estimates are likely to be denominated in dollars of one of those years. If subsequent project cost estimates are developed denominated in fiscal years 2019, 2020 or 2021, the table can be updated.

As a detailed example, consider a desired project for which a cost estimate was generated by local government in FY 2015. The annual inflation rates in the lower part of Table 8 can be used to convert local cost estimates prepared in “today’s” dollars to YOE dollars. When the cost estimate is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

$$\text{2021 dollars} = (\text{2015 dollars}) * (1.030) * (1.027) * (1.025) * (1.027) * (1.028) * (1.026) \\ \text{(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)}$$

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

Table 8 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*	Project Cost in 2017 PDC \$*	Project Cost in 2018 PDC \$*
2024-2025 (2 Year Period)	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32
2031-2035	1.69	1.64	1.59	1.55
2036-2045	2.22	2.16	2.10	2.05

Table 9 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars for Each Individual Year

	Multipliers are based on the following annual inflation estimates:			
	<u>From</u>	<u>To</u>	<u>Annual Rate</u>	
	<u>2015 Dollars</u>	<u>2016 Dollars</u>	<u>3.0%</u>	
	<u>2016 Dollars</u>	<u>2017 Dollars</u>	<u>2.7%</u>	
	<u>2017 Dollars</u>	<u>2018 Dollars</u>	<u>2.5%</u>	
	<u>2018 Dollars</u>	<u>2019 Dollars</u>	<u>2.7%</u>	
	<u>2019 Dollars</u>	<u>2020 Dollars</u>	<u>2.8%</u>	
	<u>2020 Dollars</u>	<u>2021 Dollars</u>	<u>2.6%</u>	
	<u>2021 Dollars</u>	<u>2022 Dollars</u>	<u>2.5%</u>	
	<u>2022 Dollars</u>	<u>2023 Dollars</u>	<u>2.7%</u>	
	<u>2023 Dollars</u>	<u>2024 Dollars</u>	<u>2.8%</u>	
	<u>2024 Dollars</u>	<u>2025 Dollar</u>	<u>2.9%</u>	
	<u>2025 Dollars</u>	<u>2026 Dollars</u>	<u>3.0%</u>	
	<u>2026 Dollars</u>	<u>2027 Dollars</u>	<u>3.1%</u>	
	<u>2027 Dollars</u>	<u>2028 Dollars</u>	<u>3.2%</u>	
	<u>2028 Dollars</u>	<u>2029 Dollars</u>	<u>3.3%</u>	
	<u>2029 Dollars</u>	<u>2030 Dollars and beyond</u>	<u>3.3 % each year</u>	

* "PDC \$" means "Present Day Cost"

Relationship of Construction and ROW Costs

The Department experiences extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1991-92, district right-of-way programs have ranged from as low as 4% of construction costs to more than 30% and, in rare instances, have exceeded construction costs.



Appendix E:

Needs Plan Cost Estimates

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table E-1: Needs Plan Cost Estimates

Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
City of Miami Shores - Multimodal Mobility Improve	Area-wide Improvements	Area-wide Improvements	Area	0.02	2.103	2.465	\$ 1,643	\$ 164	\$ 2,301	\$ 2,465
Districtwide Community Safety	Area-wide Improvements	Area-wide Improvements	Area	0.02	849.000	995.190	\$ 663,460	\$ 66,346	\$ 928,844	\$ 995,190
Districtwide Traffic Operations - Safety Studies	Area-wide Improvements	Area-wide Improvements	Area	0.02	1,135.000	1,330.437	\$ 886,958	\$ 88,696	\$ 1,241,741	\$ 1,330,437
Safety Street Light Retrofits	Area-wide Improvements	Area-wide Improvements	Area	0.01	5,918.000	6,937.026	\$ 4,624,684	\$ 462,468	\$ 6,474,557	\$ 6,937,026
Town of Cutler Bay Caribbean Boulevard Complete St	Area-wide Improvements	Area-wide Improvements	Area	0.01	524.000	614.228	\$ 409,485	\$ 40,949	\$ 573,279	\$ 614,228
South Bayshore Drive	Darwin Street	Mercy Way	Bicycle Facility Improvements	1.43				\$ 1,653,000	\$ 14,885,000	\$ 16,538,000
19th Street/Dade Boulevard	Meridian Avenue	23rd Street	Shared-Use Path	0.69			\$ 294,949	\$ 58,990	\$ 448,322	\$ 507,312
SW 157th Avenue	NE 8th Street/SW 312th Street	US-1/S Dixie Highway	Buffered Bike Lane	1.76			\$ 1,546,552	\$ 309,310	\$ 2,350,759	\$ 2,660,069
SW 25th Road	SW 1st Avenue	SW 9th Avenue	Buffered Bike Lane	0.69			\$ 607,818	\$ 121,564	\$ 923,884	\$ 1,045,448
GGI Bike/Ped Bridge Sunshine Industrail Park	GGMTF	Sunshine State Industrial Park	Pedestrian Bridge/Overpass	0.15	17,582.000	20,609.460	\$ 13,739,640	\$ 1,373,964	\$ 19,235,496	\$ 20,609,460
Snake Creek Trail Underpass PE Study	West Side of Florida Turnpike	East Side of Florida Turnpike	Pedestrian Bridge/Overpass	0.21	305.000	357.518	\$ 238,345	\$ 23,835	\$ 333,684	\$ 357,518
16th Street	SR 907/Alton Road	Bay Road	Separated Bicycle Lane	0.15			\$ 145,129	\$ 29,026	\$ 220,596	\$ 249,621
21st Street	Beachwalk	Washington Avenue	Protected Bike Lane	0.35			\$ 334,858	\$ 66,972	\$ 508,985	\$ 575,957
5th Street	Beachwalk	SR A1A/Collins Avenue	Separated Bicycle Lane	0.14			\$ 136,864	\$ 27,373	\$ 208,033	\$ 235,406
71st Street	71st Street terminus	Abbott Avenue	Separated Bicycle Lane	0.17			\$ 161,112	\$ 32,222	\$ 244,890	\$ 277,113
72nd Street	SR A1A/Collins Avenue	Dickens Avenue	Protected Bike Lane	0.29			\$ 276,334	\$ 55,267	\$ 420,028	\$ 475,295
73rd Street	Ocean Terrace	Dickens Avenue	Separated Bicycle Lane	0.35			\$ 342,918	\$ 68,584	\$ 521,235	\$ 589,819
Alhambra Circle	Madeira Avenue	SW 42nd Avenue	Protected Bike Lane	0.63			\$ 607,921	\$ 121,584	\$ 924,040	\$ 1,045,624
Andalusia Avenue	SW 37th Avenue	De Soto Boulevard	Protected Bike Lane	1.06			\$ 1,026,906	\$ 205,381	\$ 1,560,898	\$ 1,766,279
Country Club Prado (East)	San Marco Avenue	SR 972/SW 24th Street	Protected Bike Lane	1.01			\$ 979,261	\$ 195,852	\$ 1,488,477	\$ 1,684,329
County Club Prado (West)	San Marco Avenue	Sevilla Avenue	Protected Bike Lane	1.29			\$ 1,246,642	\$ 249,328	\$ 1,894,896	\$ 2,144,225
Liguria Avenue	San Amaro Drive	SR 959/SW 57th Avenue	Protected Bike Lane	0.16			\$ 152,469	\$ 30,494	\$ 231,753	\$ 262,247
NW 11th Street	NW 27th Avenue	NW 23rd Avenue	Protected Bike Lane	0.41			\$ 398,078	\$ 79,616	\$ 605,079	\$ 684,694
NW 2nd Avenue	NW 38th Street	NW 57th Street	Protected Bike Lane	1.23			\$ 1,193,242	\$ 238,648	\$ 1,813,728	\$ 2,052,377
NW 2nd Avenue	NW 58th Street	NW 71st Street	Protected Bike Lane	0.85			\$ 824,808	\$ 164,962	\$ 1,253,708	\$ 1,418,670
NW 6th Avenue	NW 40th Street	NW 47th Street	Protected Bike Lane	0.42			\$ 402,691	\$ 80,538	\$ 612,091	\$ 692,629
Ponce De Leon Boulevard	US-1/S. Dixie Highway	University Drive	Protected Bike Lane	1.05			\$ 1,015,927	\$ 203,185	\$ 1,544,210	\$ 1,747,395
Ponce De Leon Boulevard	US-41/SW 8th Street	SR 968/W. Flagler Street	Protected Bike Lane	0.58			\$ 559,207	\$ 111,841	\$ 849,995	\$ 961,836
Riviera Drive	S. Dixie Highway	Segovia Street	Protected Bike Lane	1.34			\$ 1,295,337	\$ 259,067	\$ 1,968,913	\$ 2,227,980
Riviera Drive	SW 42nd Avenue	S. Dixie Highway	Protected Bike Lane	1.33			\$ 1,292,048	\$ 258,410	\$ 1,963,913	\$ 2,222,322
S Alhambra Circle	Granada Boulevard	S. Dixie Highway	Protected Bike Lane	1.19			\$ 1,149,232	\$ 229,846	\$ 1,746,832	\$ 1,976,678
S. Pointe Drive	Beachwalk	Ocean Drive	Protected Bike Lane	0.11			\$ 107,504	\$ 21,501	\$ 163,405	\$ 184,906
SE 1st Avenue	SE 1st Street	NE 1st Street	Protected Bike Lane	0.26			\$ 252,002	\$ 50,400	\$ 383,042	\$ 433,443
SR 907/Alton Road	Sullivan Drive	N. Bay Road	Protected Bike Lane	0.05			\$ 49,940	\$ 9,988	\$ 75,909	\$ 85,897
SR 934/Normandy Drive	Rue Versailles	Rue Notre Dame	Protected Bike Lane	0.20			\$ 195,155	\$ 39,031	\$ 296,636	\$ 335,667
SR 986/SW 72nd Street	SR 959/SW 57th Avenue	SR 953/SW 42nd Avenue	Protected Bike Lane	1.51			\$ 1,465,371	\$ 293,074	\$ 2,227,365	\$ 2,520,439
SR A1A/5th Street	Lenox Avenue	SR 907/Alton Road	Protected Bike Lane	0.08			\$ 72,976	\$ 14,595	\$ 110,924	\$ 125,519

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table E-1: Needs Plan Cost Estimates

Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
SR A1A/Collins Avenue	73rd Street	87th Terrace	Protected Bike Lane	0.98			\$ 944,748	\$ 188,950	\$ 1,436,017	\$ 1,624,966
SR A1A/Collins Avenue	W. 63rd Street	73rd Street	Protected Bike Lane	0.96			\$ 926,662	\$ 185,332	\$ 1,408,526	\$ 1,593,858
SR A1A/Collins Avenue	W. 41st Street	69th Street	Protected Bike Lane	2.89			\$ 2,793,584	\$ 558,717	\$ 4,246,248	\$ 4,804,965
SR A1A/Collins Avenue	S. Pointe Drive	26th Street	Protected Bike Lane	2.41			\$ 2,333,006	\$ 466,601	\$ 3,546,170	\$ 4,012,771
SR A1A/Harding Avenue	75th Street	87th Terrace	Protected Bike Lane	0.82			\$ 798,366	\$ 159,673	\$ 1,213,516	\$ 1,373,189
SR A1A/MacArthur Causeway	Terminal Island	Biscayne Bay Path	Protected Bike Lane	0.40			\$ 387,478	\$ 77,496	\$ 588,967	\$ 666,462
Valencia Avenue	SW 37th Avenue	SR 953/SW 42nd Avenue	Protected Bike Lane	0.51			\$ 491,270	\$ 98,254	\$ 746,730	\$ 844,984
W. 63rd Street	Alton Road	SR A1A/Collins Avenue	Protected Bike Lane	0.44			\$ 429,235	\$ 85,847	\$ 652,437	\$ 738,284
Washington Avenue	S. Pointe Drive	Dade Boulevard	Protected Bike Lane	2.07			\$ 2,002,571	\$ 400,514	\$ 3,043,908	\$ 3,444,423
West Avenue	Dade Boulevard	20th Street	Protected Bike Lane	0.20			\$ 193,838	\$ 38,768	\$ 294,633	\$ 333,401
West Avenue	SR A1A/5th Street	17th Street	Protected Bike Lane	1.22			\$ 1,176,715	\$ 235,343	\$ 1,788,607	\$ 2,023,950
73rd Street	Dickens Avenue	Wayne Avenue	Separated Bicycle Lane	0.05			\$ 19,628	\$ 3,926	\$ 29,834	\$ 33,760
Allison Park	Beachwalk	SR A1A/Collins Avenue	Shared-Use Path	0.07			\$ 30,091	\$ 6,018	\$ 45,738	\$ 51,756
Atlantic Trail	South Pointe Park/ South Pointe Drive	5th Street	Shared-Use Path	0.44			\$ 188,988	\$ 37,798	\$ 287,262	\$ 325,059
Atlantic Trail	North Shore Park	Haulover Park	Shared-Use Path	5.32			\$ 2,285,596	\$ 457,119	\$ 3,474,106	\$ 3,931,225
Atlantic Trail	Haulover Park	Broward County Line	Shared-Use Path	3.18			\$ 1,366,344	\$ 273,269	\$ 2,076,843	\$ 2,350,111
Beachwalk	3rd Street	5th Street	Shared-Use Path	0.17			\$ 74,165	\$ 14,833	\$ 112,730	\$ 127,563
Beachwalk	South Point Park	3rd Street	Shared-Use Path	0.55			\$ 236,011	\$ 47,202	\$ 358,737	\$ 405,939
Beachwalk	6th Street	18th Street	Shared-Use Path	1.59			\$ 683,811	\$ 136,762	\$ 1,039,392	\$ 1,176,154
Beachwalk Greenway/ 5th Street	Ocean Drive	Atlantic Trail/ Beachwalk	Shared-Use Path	0.13			\$ 56,001	\$ 11,200	\$ 85,122	\$ 96,322
Biscayne Bay Path	Lincoln Road	South Point Park	Shared-Use Path	2.20			\$ 944,644	\$ 188,929	\$ 1,435,859	\$ 1,624,788
Biscayne Elementary Park	75th Street	77th Street	Shared-Use Path	0.37			\$ 159,957	\$ 31,991	\$ 243,134	\$ 275,126
Biscayne Everglades Trail (Seg 1)	SR 9336/SW 392nd Street	SW 308th Street	Shared-Use Path	5.46			\$ 2,346,378	\$ 469,276	\$ 3,566,495	\$ 4,035,771
Biscayne Everglades Trail (Seg 2)	Old Ingraham Highway	SW 344th Street	Shared-Use Path	7.91			\$ 3,396,717	\$ 679,343	\$ 5,163,010	\$ 5,842,354
Biscayne Everglades Trail (Seg 3)	SW 344th Street	SW 328th Street	Shared-Use Path	0.94			\$ 403,109	\$ 80,622	\$ 612,725	\$ 693,347
Biscayne Everglades Trail (Seg 4)	South Transit Way	Biscayne National Park	Shared-Use Path	8.47			\$ 3,640,294	\$ 728,059	\$ 5,533,247	\$ 6,261,306
Biscayne Everglades Trail (Seg 5)	SW 320th Street	SW 328th Street	Shared-Use Path	0.50			\$ 213,196	\$ 42,639	\$ 324,058	\$ 366,697
Biscayne Everglades Trail (Seg 6)	SR 997/Krome Avenue	Biscayne National Park	Shared-Use Path	8.56			\$ 3,675,052	\$ 735,010	\$ 5,586,079	\$ 6,321,090
Biscayne Everglades Trail (Seg 7)	SW 328th Street	E Mowry Drive	Shared-Use Path	0.58			\$ 249,423	\$ 49,885	\$ 379,123	\$ 429,008
Biscayne Everglades Trail (Seg 8)	C-111 Canal	N Flagler Avenue	Shared-Use Path	6.10			\$ 2,618,558	\$ 523,712	\$ 3,980,208	\$ 4,503,920
Biscayne Trail "C"	Biscayne National Park	Black Point Park	Shared-Use Path	6.40			\$ 2,747,959	\$ 549,592	\$ 4,176,897	\$ 4,726,489
Biscayne Trail "D"	US-1 / South Dixie Highway	Biscayne National Park	Shared-Use Path	4.54			\$ 1,951,144	\$ 390,229	\$ 2,965,738	\$ 3,355,967
Biscayne Trail Segment "D"	SW 137th Street	Homestead Bayfront Park	Shared-Use Path	8.96			\$ 3,849,599	\$ 769,920	\$ 5,851,390	\$ 6,621,310
Biscayne Trail Segment "D" Phase II	SW 117th Avenue	Homestead Bayfront Park	Shared-Use Path	2.05			\$ 882,220	\$ 176,444	\$ 1,340,974	\$ 1,517,418
Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared-Use Path	7.54			\$ 3,237,361	\$ 647,472	\$ 4,920,789	\$ 5,568,261
Black Creek Trail Segment "B" Phase II	Krome Path	SW 160 St	Shared-Use Path	0.12			\$ 51,807	\$ 10,361	\$ 78,746	\$ 89,108
Brickell Bay Drive	SE 15th Road	SE 14th Street	Shared-Use Path	0.35			\$ 148,477	\$ 29,695	\$ 225,685	\$ 255,381
C-111 Canal	US 1/S Dixie Highway	SR 9336/Ingraham Highway	Shared-Use Path	12.24			\$ 5,255,731	\$ 1,051,146	\$ 7,988,711	\$ 9,039,858

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Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
Canal	SW 62nd Avenue	SW 69th Avenue	Shared-Use Path	0.73			\$ 314,907	\$ 62,981	\$ 478,659	\$ 541,641
Canal	SW 57th Avenue	SW 62nd Avenue	Shared-Use Path	0.51			\$ 220,235	\$ 44,047	\$ 334,758	\$ 378,805
Chase Avenue	SR 907/Alton Road	W. 34th Street	Shared-Use Path	0.35			\$ 149,482	\$ 29,896	\$ 227,213	\$ 257,109
Commodore Trail/SW 37th Avenue/Main Highway/S B	Cocoplum Road	Rickenbacker Causeway	Shared-Use Path	4.37			\$ 1,875,705	\$ 375,141	\$ 2,851,071	\$ 3,226,212
CSX Rail Corridor	NW 7th Street	Perimeter Greenway	Shared-Use Path	0.83			\$ 354,575	\$ 70,915	\$ 538,954	\$ 609,869
CSX Trail	SW 328th Street	Gold Coast Railroad Museum Park	Shared-Use Path	12.98			\$ 5,576,534	\$ 1,115,307	\$ 8,476,331	\$ 9,591,638
Cutler Drain Canal	US 1/S Dixie Highway	SW 77th Avenue	Shared-Use Path	2.31			\$ 990,108	\$ 198,022	\$ 1,504,965	\$ 1,702,986
Cutler Drain Canal	SW 184th Street	SW 174th Street	Shared-Use Path	1.24			\$ 533,142	\$ 106,628	\$ 810,376	\$ 917,004
Cutler Drain Canal (C-100c)	US 1/S Dixie Highway	SW 148th Street	Shared-Use Path	1.55			\$ 665,302	\$ 133,060	\$ 1,011,259	\$ 1,144,319
Dade Blvd Bike Path	Meridian Avenue	Atlantic Trail/Beachwalk	Shared-Use Path	0.77			\$ 329,762	\$ 65,952	\$ 501,239	\$ 567,191
Dade Boulevard	Bay Road	Meridian Avenue	Shared-Use Path	0.51			\$ 220,156	\$ 44,031	\$ 334,637	\$ 378,668
Dade Boulevard	Convention Center Drive	Meridian Avenue	Shared-Use Path	0.12			\$ 52,851	\$ 10,570	\$ 80,334	\$ 90,904
Dade Boulevard/Pine Tree Drive	Convention Center Drive	Beachwalk	Shared-Use Path	0.78			\$ 335,047	\$ 67,009	\$ 509,271	\$ 576,281
Dade Pine Avenue	Miami Lakeway S.	Queen Palm Terrace	Shared-Use Path	0.37			\$ 158,868	\$ 31,774	\$ 241,479	\$ 273,253
De Soto Boulevard	Andalusia Avenue	Coral Way	Shared-Use Path	0.09			\$ 37,498	\$ 7,500	\$ 56,996	\$ 64,496
Dickens Avenue	73rd Street	75th Street	Shared-Use Path	0.16			\$ 68,423	\$ 13,685	\$ 104,002	\$ 117,687
E 65th Street	E 4th Avenue	E 7th Avenue	Shared-Use Path	0.39			\$ 167,782	\$ 33,556	\$ 255,028	\$ 288,585
Fairway Drive	Miami Lakeway N.	Miami Lakes Drive	Shared-Use Path	0.45			\$ 193,721	\$ 38,744	\$ 294,457	\$ 333,201
Fairway Drive	N. Shore Drive	Biarritz Drive	Shared-Use Path	1.59			\$ 684,681	\$ 136,936	\$ 1,040,715	\$ 1,177,652
Flaming Park	11th Street	14th Street	Shared-Use Path	0.26			\$ 111,536	\$ 22,307	\$ 169,535	\$ 191,842
Flamingo Park	Meridian Avenue	Michigan Avenue	Shared-Use Path	0.14			\$ 60,200	\$ 12,040	\$ 91,504	\$ 103,545
FPL easement	SW 107th Avenue	South Dade Transitway	Shared-Use Path	2.13			\$ 916,099	\$ 183,220	\$ 1,392,470	\$ 1,575,689
Hi-Tide Road	W. 24th Terrace	W.28th Street	Shared-Use Path	0.18			\$ 75,707	\$ 15,141	\$ 115,074	\$ 130,215
Lake Patricia Drive	Lake Candlewood Court	NW 67th Avenue	Shared-Use Path	0.46			\$ 196,293	\$ 39,259	\$ 298,365	\$ 337,623
Maurice Gibbs Memorial Park	Venetian Causeway	18th Street	Shared-Use Path	0.14			\$ 58,701	\$ 11,740	\$ 89,225	\$ 100,966
Memorial Highway	NW 135th Street	NW 154th Street	Shared-Use Path	1.49			\$ 638,585	\$ 127,717	\$ 970,649	\$ 1,098,366
Meridian Avenue	Dade Boulevard	Pine Tree Drive	Shared-Use Path	0.97			\$ 415,576	\$ 83,115	\$ 631,675	\$ 714,790
Miami Lakes Drive/NW 154th Street	SR 823/NW 57th Avenue	NW 87th Avenue	Shared-Use Path	3.28			\$ 1,410,424	\$ 282,085	\$ 2,143,844	\$ 2,425,929
Miami Lakeway N.	Big Cypress Drive	Miami Lakes Drive	Shared-Use Path	3.03			\$ 1,301,610	\$ 260,322	\$ 1,978,447	\$ 2,238,769
Miami River Greenway - Curtis Park East	NW 20th Street	NW Norht River Drive	Shared-Use Path	0.28			\$ 118,142	\$ 23,628	\$ 179,576	\$ 203,204
Miami River Greenway (complete missing segments)	NW 36th Street	NW 12th Avenue	Shared-Use Path	3.36			\$ 1,443,818	\$ 288,764	\$ 2,194,604	\$ 2,483,368
Miccosukee Link	SR 977/Krome Avenue	Florida International University	Shared-Use Path	6.25			\$ 2,686,524	\$ 537,305	\$ 4,083,517	\$ 4,620,821
Mount Sinai Path	I-195/Julia Tuttle Causeway	N. Bay Road	Shared-Use Path	0.69			\$ 298,429	\$ 59,686	\$ 453,612	\$ 513,298
M-Path Greenlink	SW 67th Avenue	Miami River Greenway	Shared-Use Path	0.39			\$ 165,907	\$ 33,181	\$ 252,179	\$ 285,361
N Federal Highway	NE 36th Street	NE 54th Street	Shared-Use Path	1.15			\$ 492,289	\$ 98,458	\$ 748,279	\$ 846,737
N. Greenway Drive	SR 972/SW 24th Street	S. Greenway Drive	Shared-Use Path	1.19			\$ 511,825	\$ 102,365	\$ 777,974	\$ 880,339
N. Greenway Drive	SR 972/Coral Way	S. Greenway Drive	Shared-Use Path	1.16			\$ 496,498	\$ 99,300	\$ 754,677	\$ 853,977
N. Michigan Avenue	Dade Boulevard	SR 907/Alton Road	Shared-Use Path	0.13			\$ 57,848	\$ 11,570	\$ 87,930	\$ 99,499

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Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
NE 172nd Street	NE 22nd Avenue	East Greynolds Park	Shared-Use Path	0.97			\$ 418,553	\$ 83,711	\$ 636,200	\$ 719,911
NE 17th Street	Ne 2nd Avenue	Biscayne Boulevard	Shared-Use Path	0.12			\$ 50,980	\$ 10,196	\$ 77,489	\$ 87,685
NE 17th Street	N Miami Avenue	NE 2nd Avenue	Shared-Use Path	0.28			\$ 118,901	\$ 23,780	\$ 180,730	\$ 204,510
NE 191st Street	NW 12th Avenue	Snake Creek Trail	Shared-Use Path	2.15			\$ 921,480	\$ 184,296	\$ 1,400,649	\$ 1,584,945
NE 195th Street	Ives Dairy Road	NE 199th Street	Shared-Use Path	1.13			\$ 485,429	\$ 97,086	\$ 737,852	\$ 834,937
NE 199th Street	Ives Dairy Road	NE 14th Avenue	Shared-Use Path	1.05			\$ 452,436	\$ 90,487	\$ 687,702	\$ 778,190
NE 23rd Street	Biscayne Boulevard	NE 4th Avenue	Shared-Use Path	0.06			\$ 26,935	\$ 5,387	\$ 40,942	\$ 46,329
NE 2nd Avenue	NE Miami Gardens Drive	Snake Creek Trail	Shared-Use Path	0.95			\$ 406,460	\$ 81,292	\$ 617,819	\$ 699,111
NE 2nd Avenue	NE 17th Street	NE 17th Street	Shared-Use Path	0.03			\$ 14,608	\$ 2,922	\$ 22,205	\$ 25,126
NE 2nd Avenue	NW 93rd Street	SR 932/NE 103rd Street	Shared-Use Path	0.64			\$ 273,912	\$ 54,782	\$ 416,347	\$ 471,129
NE 4th Avenue	NE 42nd Street	NE 50th Street	Shared-Use Path	0.67			\$ 288,541	\$ 57,708	\$ 438,583	\$ 496,291
NE 4th Avenue	NE 22nd Street	NE 24th Street	Shared-Use Path	0.15			\$ 66,247	\$ 13,249	\$ 100,696	\$ 113,945
NE 4th Avenue	NE 50th Street	NE 54th Street	Shared-Use Path	0.24			\$ 103,363	\$ 20,673	\$ 157,113	\$ 177,785
NW 112th Avenue	NW 25th Street	NW 33rd Street	Shared-Use Path	0.54			\$ 232,247	\$ 46,449	\$ 353,016	\$ 399,465
NW 127th Street	NW 19th Avenue	NW 17th Avenue	Shared-Use Path	0.26			\$ 111,365	\$ 22,273	\$ 169,274	\$ 191,547
NW 12th Avenue	NW 14th Street	NW 37th Street	Shared-Use Path	0.74			\$ 318,535	\$ 63,707	\$ 484,173	\$ 547,880
NW 12th Avenue	NW 184th Drive	NW 195th Street	Shared-Use Path	0.75			\$ 321,746	\$ 64,349	\$ 489,054	\$ 553,403
NW 12th Avenue	NW 103rd Street	Opa Locka Boulevard	Shared-Use Path	2.34			\$ 1,003,636	\$ 200,727	\$ 1,525,527	\$ 1,726,254
NW 12th Street	NW 136th Avenue	Telemundo Way	Shared-Use Path	1.72			\$ 739,542	\$ 147,908	\$ 1,124,104	\$ 1,272,012
NW 149th Street	Oak Lane	NW 77th Court	Shared-Use Path	0.20			\$ 86,960	\$ 17,392	\$ 132,179	\$ 149,570
NW 154th Street	NW 87th Avenue	NW 89th Avenue	Shared-Use Path	0.23			\$ 100,455	\$ 20,091	\$ 152,691	\$ 172,782
NW 154th Street/Miami Lake DriveLakes Drive	W 33rd Avenue	NW 89th Avenue	Shared-Use Path	0.25			\$ 107,387	\$ 21,477	\$ 163,228	\$ 184,705
NW 159th Terrace	SR 826/Palmetto Expressway	NW 77th Place	Shared-Use Path	0.06			\$ 27,205	\$ 5,441	\$ 41,351	\$ 46,792
NW 162nd Street	NW 82nd Avenue	NW 87th Avenue	Shared-Use Path	0.50			\$ 213,395	\$ 42,679	\$ 324,361	\$ 367,040
NW 170th Street	NW 78th Avenue	NW 82nd Avenue	Shared-Use Path	0.49			\$ 208,740	\$ 41,748	\$ 317,285	\$ 359,033
NW 178th Street	NW 87th Avenue	NW 78th Avenue	Shared-Use Path	1.03			\$ 440,534	\$ 88,107	\$ 669,612	\$ 757,719
NW 178th Street	NW 91st Court	NW 87th Avenue	Shared-Use Path	0.52			\$ 223,480	\$ 44,696	\$ 339,690	\$ 384,386
NW 1st Avenue	NW 25th Street	NW 29th Street	Shared-Use Path	0.24			\$ 102,817	\$ 20,563	\$ 156,282	\$ 176,845
NW 1st Place	NW 14th Street	NW 21st Street	Shared-Use Path	0.66			\$ 282,999	\$ 56,600	\$ 430,159	\$ 486,759
NW 207th Street	NW 7th Avenue	NE 2nd Avenue	Shared-Use Path	1.11			\$ 478,476	\$ 95,695	\$ 727,284	\$ 822,980
NW 207th Street	NW 27th Avenue	NW 19th Avenue	Shared-Use Path	0.78			\$ 336,883	\$ 67,377	\$ 512,061	\$ 579,438
NW 25th Street	NW 87th Avenue	NW 97th Avenue	Shared-Use Path	1.00			\$ 431,139	\$ 86,228	\$ 655,332	\$ 741,560
NW 25th Street - Route B	NW 37th Avenue	NW South River Drive	Shared-Use Path	0.36			\$ 155,698	\$ 31,140	\$ 236,661	\$ 267,801
NW 28th Street/NW South River Drive - Route A	NW 37th Avenue	NW North River Drive	Shared-Use Path	0.34			\$ 146,046	\$ 29,209	\$ 221,990	\$ 251,199
NW 2nd Street	NW 136th Place	NW 118th Avenue	Shared-Use Path	2.01			\$ 863,271	\$ 172,654	\$ 1,312,171	\$ 1,484,826
NW 33rd Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	0.25			\$ 109,118	\$ 21,824	\$ 165,860	\$ 187,683
NW 35th Lane	NW 89th Court	NW 91st Avenue	Shared-Use Path	0.18			\$ 75,363	\$ 15,073	\$ 114,551	\$ 129,624
NW 3rd Avenue	NW 25th Street	NW 29th Avenue	Shared-Use Path	0.24			\$ 102,558	\$ 20,512	\$ 155,888	\$ 176,399

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NW 41st Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	0.25			\$ 107,858	\$ 21,572	\$ 163,944	\$ 185,515
NW 52nd Avenue	NW 183rd Street	NW 199th Street	Shared-Use Path	1.09			\$ 467,193	\$ 93,439	\$ 710,134	\$ 803,573
NW 57th Court	NW 142nd Street	NW 60th Avenue	Shared-Use Path	0.57			\$ 245,351	\$ 49,070	\$ 372,933	\$ 422,004
NW 67th Avenue	SR 924/Gratigny Parkway	SR 826/Palmetto Expressway	Shared-Use Path	1.79			\$ 768,476	\$ 153,695	\$ 1,168,083	\$ 1,321,778
NW 68th Avenue	NW 186th Street	NW 67th Avenue	Shared-Use Path	1.05			\$ 450,157	\$ 90,031	\$ 684,238	\$ 774,269
NW 71st Street	NW 17th Avenue	NW 12th Avenue	Shared-Use Path	0.56			\$ 240,195	\$ 48,039	\$ 365,096	\$ 413,135
NW 77th Court	NW 154th Street	NW 76th Place	Shared-Use Path	0.71			\$ 306,203	\$ 61,241	\$ 465,428	\$ 526,669
NW 79th Place	NW 41st Street	NW 53rd Street	Shared-Use Path	0.69			\$ 295,172	\$ 59,034	\$ 448,662	\$ 507,696
NW 7th Avenue	NW 203rd Street	NW 207th Street	Shared-Use Path	0.30			\$ 128,095	\$ 25,619	\$ 194,704	\$ 220,323
NW 87th Avenue	SR 924/I-75 Expressway	NW 154th Street	Shared-Use Path	0.98			\$ 419,454	\$ 83,891	\$ 637,570	\$ 721,461
NW 95th Avenue	NW 35th Lane	NW 41st Street	Shared-Use Path	0.71			\$ 305,744	\$ 61,149	\$ 464,731	\$ 525,880
NW 97th Avenue	NW 41st Street	NW 43rd Terrace	Shared-Use Path	0.14			\$ 59,607	\$ 11,921	\$ 90,602	\$ 102,524
NW/NE 131st Street	NW 22nd Avenue	NE 16th Avenue	Shared-Use Path	0.43			\$ 184,801	\$ 36,960	\$ 280,897	\$ 317,857
Perimeter Trail	CSX Rail/NW 12th Street Intersection	Miami River	Shared-Use Path	4.26			\$ 1,828,296	\$ 365,659	\$ 2,779,011	\$ 3,144,670
Pine Tree Drive	24th Terrace	W. 26th Street	Shared-Use Path	0.15			\$ 63,570	\$ 12,714	\$ 96,627	\$ 109,341
Pisano Avenue	Granada Boulevard	Campo Sano Avenue	Shared-Use Path	0.24			\$ 101,280	\$ 20,256	\$ 153,945	\$ 174,201
Ponce De Leon Boulevard	Brooker Street	San Amaro Drive	Shared-Use Path	2.28			\$ 978,196	\$ 195,639	\$ 1,486,858	\$ 1,682,497
Princeton Trail	SR 997/Krome Avenue	Moody Road Eastern Terminus	Shared-Use Path	12.17			\$ 5,228,033	\$ 1,045,607	\$ 7,946,611	\$ 8,992,217
Richmond Drive/SW 168th Street	SW 122nd Avenue	S Dixie Highway	Shared-Use Path	2.96			\$ 1,270,788	\$ 254,158	\$ 1,931,598	\$ 2,185,756
Rickenbacker Trail	The Underline	Village of Key Biscayne	Shared-Use Path	6.00			\$ 2,577,285	\$ 515,457	\$ 3,917,473	\$ 4,432,930
Roberta Hunter Park - South Dade Trail Connection	SW 208th Street	South Transit Way	Shared-Use Path	0.25			\$ 106,893	\$ 21,379	\$ 162,477	\$ 183,856
San Amaro Drive	SW 57th Avenue	University Drive	Shared-Use Path	1.65			\$ 709,615	\$ 141,923	\$ 1,078,615	\$ 1,220,538
SE 1st Avenue	SE 6th Street	SE 3rd Street	Shared-Use Path	0.32			\$ 138,090	\$ 27,618	\$ 209,897	\$ 237,516
SE 32nd Road/Brickell Avenue - Route A	Underline	SR 913/Rickenbacker Causeway	Shared-Use Path	0.91			\$ 389,324	\$ 77,865	\$ 591,772	\$ 669,637
SE 6th Avenue	SE 8th Street	US-1/S Dixie Highway	Shared-Use Path	0.73			\$ 312,364	\$ 62,473	\$ 474,793	\$ 537,266
SE 8th Street	SE 9th Terrace	SE 10th Court	Shared-Use Path	0.14			\$ 59,143	\$ 11,829	\$ 89,898	\$ 101,726
SE/SW 26th Road - Route B	SR 913/Rickenbacker Causeway	Underline	Shared-Use Path	0.41			\$ 177,147	\$ 35,429	\$ 269,263	\$ 304,693
Snake Creek Trail	West of SR 411/NW 2nd Avenue	East of SR 411/NW 2nd Avenue	Shared-Use Path	0.02			\$ 8,374	\$ 1,675	\$ 12,729	\$ 14,404
Snake Creek Trail Extension to Greynolds Park	C-9 Snake Creek Canal	Greynolds Park	Shared-Use Path	0.87			\$ 375,786	\$ 75,157	\$ 571,194	\$ 646,351
Snapper Creek Trail "A"	K-Land Park/ SW 88th Street	SW 72nd Street	Shared-Use Path	2.08			\$ 893,301	\$ 178,660	\$ 1,357,817	\$ 1,536,477
Snapper Creek Trail "A"	SW 72nd Street	SW 8th Street /FIU	Shared-Use Path	2.30			\$ 989,408	\$ 197,882	\$ 1,503,900	\$ 1,701,781
Snapper Creek Trail "B" Phaze 1	SR 874/Don Shula Expressway	SW 56th Avenue	Shared-Use Path	4.04			\$ 1,735,772	\$ 347,154	\$ 2,638,373	\$ 2,985,528
Snapper Creek Trail Segment "A" SW 107 Ave Gap	Westwood Lakes Canal (K)	East Side of SR 985/SW 107th Avenue	Shared-Use Path	0.22			\$ 94,320	\$ 18,864	\$ 143,366	\$ 162,230
SR 856/William Lehman Causeway	US-1/Biscayne Boulevard	SR A1A/Collins Avenue	Shared-Use Path	1.82			\$ 781,776	\$ 156,355	\$ 1,188,300	\$ 1,344,655
SR 905A/Card Sound Road	Card Sound Toll Plaza	SR 997/ S Krome Avenue	Shared-Use Path	10.86			\$ 4,664,024	\$ 932,805	\$ 7,089,317	\$ 8,022,122
SR 907/Alton Road	W. 48th Street	W. 51st Street	Shared-Use Path	0.24			\$ 103,095	\$ 20,619	\$ 156,704	\$ 177,323
SR 907/Alton Road	N. Bay Road	NW 34th Street	Shared-Use Path	0.06			\$ 26,293	\$ 5,259	\$ 39,965	\$ 45,224
SR 913/Rickenbacker Causeway	S Miami Avenue	Crandon Boulevard	Shared-Use Path	3.96			\$ 1,699,224	\$ 339,845	\$ 2,582,821	\$ 2,922,666

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SR 94/SW 88th Street	SR 997/Krome Avenue	SW 162nd Avenue	Shared-Use Path	1.42			\$ 610,973	\$ 122,195	\$ 928,679	\$ 1,050,874
SR 972/24th Street	N. Greenway	SW 37th Avenue	Shared-Use Path	0.77			\$ 328,833	\$ 65,767	\$ 499,827	\$ 565,593
SR 976/SW 40th Street	Granada Boulevard	University Drive	Shared-Use Path	0.10			\$ 41,494	\$ 8,299	\$ 63,071	\$ 71,370
SR 997/Krome Avenue Trail	US 41/SW 8th Street	US 27/Okeechobee Road	Shared-Use Path	14.28			\$ 6,132,988	\$ 1,226,598	\$ 9,322,141	\$ 10,548,739
SR 997/S Krome Avenue	SW 177th Court	US 1/S Dixie Highway	Shared-Use Path	0.45			\$ 193,386	\$ 38,677	\$ 293,947	\$ 332,625
SR A1A/5th Street	Biscayne Bay Path	SR 907/Alton Road	Shared-Use Path	0.08			\$ 32,291	\$ 6,458	\$ 49,082	\$ 55,540
SW 112th Street	SW 117th Avenue	US-1/S Dixie Highway	Shared-Use Path	4.12			\$ 1,770,175	\$ 354,035	\$ 2,690,666	\$ 3,044,700
SW 117th Avenue	SW 112th Street	Snapper Creek Trail	Shared-Use Path	3.63			\$ 1,560,573	\$ 312,115	\$ 2,372,071	\$ 2,684,186
SW 124th Street	SW 74th Avenue	Old Cutler Road	Shared-Use Path	1.91			\$ 822,010	\$ 164,402	\$ 1,249,455	\$ 1,413,857
SW 132nd Avenue	SW 56th Street	SW 42nd Street	Shared-Use Path	1.13			\$ 486,560	\$ 97,312	\$ 739,571	\$ 836,883
SW 147th Avenue	SW 184th Street	SW 160th Street	Shared-Use Path	1.71			\$ 734,022	\$ 146,804	\$ 1,115,714	\$ 1,262,518
SW 157 Avenue	SW 42 Street	SW 8 Street	Shared-Use Path	2.27	17,393.000	0.000	\$ 973,635	\$ 97,364	\$ 1,363,089	\$ 1,460,453
SW 164th Street & SW 89th Avenue	SW 168th Street	US 1/S Dixie Highway	Shared-Use Path	0.74			\$ 319,830	\$ 63,966	\$ 486,142	\$ 550,108
SW 184th Street	SW 177th Avenue	SW 134th Avenue	Shared-Use Path	4.79			\$ 2,059,132	\$ 411,826	\$ 3,129,880	\$ 3,541,707
SW 187th Avenue	SW 344th Street	W Mowry Drive/SW 320th Street	Shared-Use Path	1.68			\$ 720,602	\$ 144,120	\$ 1,095,315	\$ 1,239,436
SW 200th Street	SW 137th Avenue	Quail Roost Drive	Shared-Use Path	1.40			\$ 601,963	\$ 120,393	\$ 914,984	\$ 1,035,377
SW 200th Street	Quail Roost Drive	S Miami Dade Busway	Shared-Use Path	1.70			\$ 730,936	\$ 146,187	\$ 1,111,023	\$ 1,257,211
SW 212th Street	SW 97th Avenue	SW 92nd Place	Shared-Use Path	0.32			\$ 136,252	\$ 27,250	\$ 207,104	\$ 234,354
SW 248th Street	SW 177th Avenue	SW 112th Avenue	Shared-Use Path	7.32			\$ 3,143,990	\$ 628,798	\$ 4,778,865	\$ 5,407,663
SW 288th Street	SW 167th Avenue	S Miami Dade Busway	Shared-Use Path	0.93			\$ 397,381	\$ 79,476	\$ 604,019	\$ 683,495
SW 328th Street	SW 18th Avenue	S Miami Dade Busway	Shared-Use Path	1.34			\$ 576,270	\$ 115,254	\$ 875,930	\$ 991,184
SW 32nd Street	SW 117th Avenue	SW 90th Avenue	Shared-Use Path	2.89			\$ 1,242,852	\$ 248,570	\$ 1,889,135	\$ 2,137,706
SW 47th Street	SW 167th Avenue	W Meadow Lake Drive	Shared-Use Path	1.28			\$ 548,146	\$ 109,629	\$ 833,182	\$ 942,811
SW 49th Avenue	SW 8th Street	SW 4th Street	Shared-Use Path	0.28			\$ 118,805	\$ 23,761	\$ 180,583	\$ 204,344
SW 56th Street	SW 57th Avenue	SW 67th Avenue	Shared-Use Path	1.02			\$ 438,231	\$ 87,646	\$ 666,111	\$ 753,758
SW 58th Avenue	Canal	SW 87th Street	Shared-Use Path	0.04			\$ 15,639	\$ 3,128	\$ 23,771	\$ 26,899
SW 64th Avenue	SW 85th Street	SW 84th Street	Shared-Use Path	0.05			\$ 22,084	\$ 4,417	\$ 33,568	\$ 37,985
SW 72nd Avenue	SW 144th Street	SW 136th Street	Shared-Use Path	0.50			\$ 213,686	\$ 42,737	\$ 324,802	\$ 367,539
SW 87th Avenue	SW 184th Street	SW 174th Street	Shared-Use Path	0.74			\$ 318,535	\$ 63,707	\$ 484,173	\$ 547,880
SW 97th Avenue	SW 144th Street	SW 88th Street	Shared-Use Path	3.97			\$ 1,705,264	\$ 341,053	\$ 2,592,001	\$ 2,933,053
SW side of SW 117th Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail junction	Shared-Use Path	0.27			\$ 116,040	\$ 23,208	\$ 176,381	\$ 199,589
Telemundo Way/NW 25th Street - Route A	Dolphin Park-N-Ride	NW 112th Avenue	Shared-Use Path	1.45			\$ 622,844	\$ 124,569	\$ 946,723	\$ 1,071,291
Town of Miami Lakes - Green 2.0	NW 89th Avenue	NW 87th Avenue	Shared-Use Path	0.25			\$ 108,896	\$ 21,779	\$ 165,522	\$ 187,301
US 1/S Dixie Highway	C-111 Canal	SR 997/ S Krome Avenue	Shared-Use Path	10.15			\$ 4,361,466	\$ 872,293	\$ 6,629,428	\$ 7,501,721
W 56th Street	W 15th Court	W 12th Avenue	Shared-Use Path	0.46			\$ 196,073	\$ 39,215	\$ 298,032	\$ 337,246
W 56th Street	W 20th Avenue	W 16th Avenue	Shared-Use Path	0.51			\$ 220,584	\$ 44,117	\$ 335,287	\$ 379,404
W. 41st Street	SR A1A/Indian Creek Drive	Pine Tree Drive	Shared-Use Path	0.16			\$ 68,182	\$ 13,636	\$ 103,637	\$ 117,274
E 6th Avenue	E Okeechobee Road	E 42nd Street	Sidepath	3.58			\$ 1,241,741	\$ 248,348	\$ 1,887,446	\$ 2,135,794

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table E-1: Needs Plan Cost Estimates

Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
Franjo Road	Gulfstream Road	Old Cutler Road	Sidepath	1.22			\$ 424,118	\$ 84,824	\$ 644,659	\$ 729,482
Marlin Road	Belview Dr	Old Cutler Road	Sidepath	1.64			\$ 570,300	\$ 114,060	\$ 866,857	\$ 980,917
N Miami Avenue/S Biscayne River Drive	NW 119th Street	NW 151st Street	Sidepath	2.31			\$ 800,957	\$ 160,191	\$ 1,217,454	\$ 1,377,645
NE 10th Avenue	NE 135th Street	NE Miami Gardens Drive	Sidepath	3.36			\$ 1,168,070	\$ 233,614	\$ 1,775,466	\$ 2,009,080
NE 10th Avenue	NE 113th Street	NE 135th Street	Sidepath	1.56			\$ 541,324	\$ 108,265	\$ 822,812	\$ 931,077
NE 131st Street	Memorial Highway	NE 14th Avenue	Sidepath	1.61			\$ 559,754	\$ 111,951	\$ 850,826	\$ 962,777
NE 13th Court/NE 208th Terrace	Ives Dairy Road	NE 14th Avenue	Sidepath	0.29			\$ 100,054	\$ 20,011	\$ 152,082	\$ 172,093
NE 14th Avenue	NE 208th Terrace	NE 12th Avenue	Sidepath	0.72			\$ 251,713	\$ 50,343	\$ 382,604	\$ 432,946
NE 20th Avenue/NE 22nd Avenue	NE 171st Street	NE 191st Street	Sidepath	1.67			\$ 580,946	\$ 116,189	\$ 883,038	\$ 999,228
NE 2nd Avenue	NE 199th Street	NE 215th Street	Sidepath	1.18			\$ 411,006	\$ 82,201	\$ 624,728	\$ 706,930
NE Miami Gardens Drive/NE 185th Street	NE 12th Avenue	NE 18th Avenue	Sidepath	0.84			\$ 290,179	\$ 58,036	\$ 441,071	\$ 499,107
NE Miami Gardens Drive/NE 185th Street	NE 19th Avenue	NE 24th Place	Sidepath	0.83			\$ 287,609	\$ 57,522	\$ 437,165	\$ 494,687
NW 110th Street	NW 10th Avenue	W 4th Avenue	Sidepath	0.85			\$ 295,152	\$ 59,030	\$ 448,632	\$ 507,662
NW 111th Street	NW 22nd Avenue	NE 2nd Avenue	Sidepath	2.76			\$ 959,756	\$ 191,951	\$ 1,458,829	\$ 1,650,780
NW 114th Street/W 60th Street	W Okeechobee Road	W 20th Avenue	Sidepath	1.98			\$ 688,914	\$ 137,783	\$ 1,047,150	\$ 1,184,933
NW 12th Avenue	NW 195th Street	Snake Creek Trail	Sidepath	0.54			\$ 186,075	\$ 37,215	\$ 282,835	\$ 320,050
NW 143rd Street	NW 17th Avenue	N Miami Avenue	Sidepath	1.94			\$ 674,637	\$ 134,927	\$ 1,025,448	\$ 1,160,375
NW 151st Street	S River Drive	S Biscayne River Drive	Sidepath	1.19			\$ 412,003	\$ 82,401	\$ 626,245	\$ 708,645
NW 173rd Drive	NW 57th Avenue	NW 47th Avenue	Sidepath	1.13			\$ 394,106	\$ 78,821	\$ 599,041	\$ 677,862
NW 179th Street	NW 42nd Avenue	NW Sunshine State Parkway W	Sidepath	3.39			\$ 1,178,881	\$ 235,776	\$ 1,791,899	\$ 2,027,676
NW 17th Avenue	NW 167th Street	NW 175th Street	Sidepath	0.54			\$ 185,945	\$ 37,189	\$ 282,637	\$ 319,826
NW 186th Street	NW 87th Avenue	Bobolink Drive	Sidepath	2.24			\$ 776,863	\$ 155,373	\$ 1,180,832	\$ 1,336,205
NW 191st Street	NW 57th Avenue	NW 47th Avenue	Sidepath	1.12			\$ 387,606	\$ 77,521	\$ 589,161	\$ 666,682
NW 194th Terrace	NW 8th Court	NW 7th Avenue	Sidepath	0.15			\$ 51,061	\$ 10,212	\$ 77,613	\$ 87,826
NW 195th Street	NW Sunshine State Parkway E	NW 8th Court	Sidepath	0.82			\$ 284,259	\$ 56,852	\$ 432,074	\$ 488,925
NW 199th Street	NW 57th Avenue	NW 33rd Avenue	Sidepath	2.67			\$ 927,773	\$ 185,555	\$ 1,410,215	\$ 1,595,769
NW 207th Street	NW 37th Avenue	NW 28th Avenue	Sidepath	0.95			\$ 329,902	\$ 65,980	\$ 501,451	\$ 567,431
NW 28th Street	NW 27th Avenue	NW 12th Avenue	Sidepath	1.68			\$ 583,168	\$ 116,634	\$ 886,415	\$ 1,003,048
NW 29th Avenue	NW 7th Street	NW 15th Street	Sidepath	0.66			\$ 229,063	\$ 45,813	\$ 348,176	\$ 393,989
NW 31st Avenue	NW 46th Street	NW 71st Street	Sidepath	1.69			\$ 587,265	\$ 117,453	\$ 892,643	\$ 1,010,096
NW 36th Avenue	NW 14th Street	NW 20th Street	Sidepath	0.57			\$ 198,302	\$ 39,660	\$ 301,419	\$ 341,080
NW 3rd Street	Tamiami Canal Road	NW 57th Avenue	Sidepath	0.96			\$ 333,240	\$ 66,648	\$ 506,525	\$ 573,173
NW 3rd Street	NW 37th Avenue	NW 32nd Avenue	Sidepath	0.57			\$ 198,184	\$ 39,637	\$ 301,239	\$ 340,876
NW 52nd Avenue	NW 167th Street	NW 183rd Street	Sidepath	1.08			\$ 374,926	\$ 74,985	\$ 569,887	\$ 644,872
NW 5th Court	NW 62nd Street	NW 67th Street	Sidepath	0.28			\$ 95,724	\$ 19,145	\$ 145,500	\$ 164,645
NW 71st Street	I-95	NE 4th Avenue	Sidepath	1.23			\$ 425,416	\$ 85,083	\$ 646,633	\$ 731,716
NW 82nd Avenue	NW 170th Street	NW 186th Street	Sidepath	1.13			\$ 392,137	\$ 78,427	\$ 596,048	\$ 674,476
NW 87th Street	NW 36th Avenue	NW 15th Avenue	Sidepath	2.26			\$ 783,107	\$ 156,621	\$ 1,190,323	\$ 1,346,945

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table E-1: Needs Plan Cost Estimates

Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
NW 92nd Avenue	W Okeechobee Road	W 80th Street	Sidepath	1.29			\$ 447,015	\$ 89,403	\$ 679,462	\$ 768,865
SW 102nd Avenue	SW 56th Street	SW 8th Street	Sidepath	3.48			\$ 1,209,596	\$ 241,919	\$ 1,838,586	\$ 2,080,505
SW 112th Avenue	SW 248th Street	US-1/S Dixie Highway	Sidepath	2.93			\$ 1,019,006	\$ 203,801	\$ 1,548,890	\$ 1,752,691
SW 122nd Avenue	Black Creek Trail	Richmond Drive	Sidepath	3.22			\$ 1,117,892	\$ 223,578	\$ 1,699,196	\$ 1,922,775
SW 17th Street	SW 21st Avenue	SW 12th Avenue	Sidepath	1.03			\$ 356,592	\$ 71,318	\$ 542,020	\$ 613,339
SW 19th Street	SW 32nd Avenue	SW 12th Avenue	Sidepath	2.25			\$ 781,213	\$ 156,243	\$ 1,187,443	\$ 1,343,686
SW 212th Street	SW 103rd Place	Old Cutler Road	Sidepath	0.89			\$ 308,725	\$ 61,745	\$ 469,261	\$ 531,006
SW 23rd Avenue	SW 27th Street	SW 16th Street	Sidepath	1.20			\$ 416,012	\$ 83,202	\$ 632,339	\$ 715,541
SW 26th Street	SW 129th Avenue	SW 25th Terrace	Sidepath	1.02			\$ 355,251	\$ 71,050	\$ 539,982	\$ 611,032
SW 63rd Court	SW 8th Street	Tamiami Canal Road	Sidepath	0.90			\$ 312,266	\$ 62,453	\$ 474,644	\$ 537,097
SW 6th Street	SW 35th Avenue	SW 27th Avenue	Sidepath	0.99			\$ 342,963	\$ 68,593	\$ 521,304	\$ 589,897
SW 6th Street	SW 27th Avenue	SW 5th Avenue	Sidepath	2.52			\$ 874,824	\$ 174,965	\$ 1,329,732	\$ 1,504,697
SW 7th Avenue	SW 12th Avenue	SW 11th Street	Sidepath	0.74			\$ 256,700	\$ 51,340	\$ 390,184	\$ 441,524
SW 87th Avenue	SW 184th Street	Old Cutler Road	Sidepath	1.31			\$ 455,360	\$ 91,072	\$ 692,147	\$ 783,219
SW 97th Ave/Gulfstream Road	SW 184th Street	Montego Bay Drive	Sidepath	1.76			\$ 611,760	\$ 122,352	\$ 929,875	\$ 1,052,227
SW 97th Avenue	SW 24th Street	SW 8th Street	Sidepath	1.08			\$ 374,091	\$ 74,818	\$ 568,618	\$ 643,436
SW 97th Avenue	SW 40th Street	SW 24th Street	Sidepath	1.09			\$ 378,775	\$ 75,755	\$ 575,737	\$ 651,492
SW/NW 19th Avenue	US-1	NW 3rd Street	Sidepath	2.45			\$ 851,931	\$ 170,386	\$ 1,294,936	\$ 1,465,322
W 65th Street	W 68th Street	W 4th Avenue	Sidepath	0.61			\$ 213,052	\$ 42,610	\$ 323,839	\$ 366,450
W 65th Street	W 4th Avenue	E 2nd Avenue	Sidepath	0.84			\$ 292,101	\$ 58,420	\$ 443,994	\$ 502,414
W Dixie Highway	NE 203rd Street	NW 215th Street	Sidepath	0.82			\$ 283,162	\$ 56,632	\$ 430,407	\$ 487,039
Convention Center Drive & Hi-Tide Dr & Prairie Dr	17th Street	W 47th Street	Terminal Corridor	2.31	1,943.088	2,277.670	\$ 1,518,447	\$ 151,845	\$ 2,125,825	\$ 2,277,670
Fontainebleau Boulevard & Park Boulevard	NW 97th Avenue	NW 79th Avenue	Terminal Corridor	2.09	1,760.542	2,063.691	\$ 1,375,794	\$ 137,579	\$ 1,926,112	\$ 2,063,691
Meridian Avenue & 1st Street	Miami Beach Beachwalk	17th Street	Terminal Corridor	1.81	1,520.599	1,782.432	\$ 1,188,288	\$ 118,829	\$ 1,663,603	\$ 1,782,432
NE 18th Avenue & NE 199th Street	SR 860/NE Miami Gardens Drive	W Dixie Highway	Terminal Corridor	2.24	1,833.447	2,149.150	\$ 1,432,767	\$ 143,277	\$ 2,005,873	\$ 2,149,150
NE 199th Street & Country Club Drive	US 1/Biscayne Boulevard	NE 192nd Street	Terminal Corridor	2.32	1,953.454	2,289.821	\$ 1,526,547	\$ 152,655	\$ 2,137,166	\$ 2,289,821
NW 112th Avenue & NW 114th Avenue	NW 12th Street	SR 934/NW 74th Street	Terminal Corridor	4.26	3,588.684	4,206.623	\$ 2,804,415	\$ 280,442	\$ 3,926,181	\$ 4,206,623
NW 122nd Avenue & SW 14th Street	SW 117th Avenue	NW 12th Street	Terminal Corridor	2.34	1,969.784	2,308.963	\$ 1,539,309	\$ 153,931	\$ 2,155,032	\$ 2,308,963
NW 12th Street	NW 123rd Avenue	NW 87th Avenue	Terminal Corridor	3.39	2,854.396	3,345.897	\$ 2,230,598	\$ 223,060	\$ 3,122,837	\$ 3,345,897
NW 167th Street & NW 9th Avenue	SR 9/NW 7th Avenue	NW 170 Terrace	Terminal Corridor	0.58	489.897	574.253	\$ 382,835	\$ 38,284	\$ 535,969	\$ 574,253
NW 170th Street	NW 97th Avenue	NW 78th Avenue	Terminal Corridor	3.11	2,616.256	3,066.751	\$ 2,044,501	\$ 204,450	\$ 2,862,301	\$ 3,066,751
NW 6th Street	NW 137th Avenue	NW 122nd Avenue	Terminal Corridor	1.49	1,251.175	1,466.616	\$ 977,744	\$ 97,774	\$ 1,368,842	\$ 1,466,616
NW 7th Street	NW 82nd Avenue	NW 72nd Avenue	Terminal Corridor	0.99	829.451	972.275	\$ 648,183	\$ 64,818	\$ 907,457	\$ 972,275
NW 87th Avenue	NW 154th Street	NW 197th Terrace	Terminal Corridor	2.72	2,289.313	2,683.512	\$ 1,789,008	\$ 178,901	\$ 2,504,611	\$ 2,683,512
NW South River Drive & Delaware Parkway	NW 27th Avenue	Hook Square/SE 1st Avenue	Terminal Corridor	3.88	3,269.507	3,832.486	\$ 2,554,991	\$ 255,499	\$ 3,576,987	\$ 3,832,486
Snake Creek Canal	NW 47th Avenue	NW 2nd Avenue	Terminal Corridor	4.53	2,592.610	3,039.034	\$ 2,026,023	\$ 202,602	\$ 2,836,432	\$ 3,039,034
South Transitway	SR 997/S Krome Avenue	SW 312th Street	Terminal Corridor	2.85	2,394.850	2,807.221	\$ 1,871,481	\$ 187,148	\$ 2,620,073	\$ 2,807,221
SR 825/SW 137th Avenue	SW 160th Street	SW 96th Street	Terminal Corridor	4.08	3,436.235	4,027.923	\$ 2,685,282	\$ 268,528	\$ 3,759,395	\$ 4,027,923

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table E-1: Needs Plan Cost Estimates

Facility	From	To	Facility Type	Length (miles)	Total 2018 Cost (LRTP only)	2023 Cost (LRTP only)	Project Cost (either 2/3 of 2023 Cost or Based on Cost Per Mile)	PDE (10 or 20 percent of Project Cost)	CST/CEI (152 or 140 Percent of Project Cost)	Total Cost
SR 9 Extension Frontage Road	NW 27th Avenue	SR 860/NE Miami Gardens Drive	Terminal Corridor	4.00	3,362.871	3,941.927	\$ 2,627,951	\$ 262,795	\$ 3,679,132	\$ 3,941,927
SR 934/NW 74th Street	NW 114th Avenue	Palm Avenue	Terminal Corridor	6.36	5,355.584	6,277.767	\$ 4,185,178	\$ 418,518	\$ 5,859,249	\$ 6,277,767
SR 969/NW 72nd Avenue/W 16th Avenue	NW 47th Street	NW 53rd Terrace	Terminal Corridor	3.82	3,215.040	3,768.641	\$ 2,512,427	\$ 251,243	\$ 3,517,398	\$ 3,768,641
SW 128th Street	SR 825/SW 137th Avenue	SW 122nd Avenue	Terminal Corridor	1.54	1,295.918	1,519.063	\$ 1,012,709	\$ 101,271	\$ 1,417,792	\$ 1,519,063
SW 136th Street	SW 157th Avenue	SW 137th Avenue	Terminal Corridor	2.30	1,936.150	2,269.537	\$ 1,513,025	\$ 151,302	\$ 2,118,235	\$ 2,269,537
SW 144th Avenue	SW 42nd Street	US 41/SW 8th Street	Terminal Corridor	2.49	2,098.973	2,460.397	\$ 1,640,265	\$ 164,026	\$ 2,296,371	\$ 2,460,397
SW 157th Avenue	Black Creek Canal No. C-1W	SW 61st Street	Terminal Corridor	3.30	2,780.371	3,259.126	\$ 2,172,750	\$ 217,275	\$ 3,041,851	\$ 3,259,126
SW 26th Street	SW 157th Avenue	SW 129th Avenue	Terminal Corridor	2.71	2,281.676	2,674.560	\$ 1,783,040	\$ 178,304	\$ 2,496,256	\$ 2,674,560
SW 80th Street	Old Cutler Road	US 1/S Dixie Highway	Terminal Corridor	2.11	1,778.085	2,084.255	\$ 1,389,503	\$ 138,950	\$ 1,945,305	\$ 2,084,255
SW 82nd Avenue	SW 24th Street	NW 25th Street	Terminal Corridor	3.40	2,858.814	3,351.076	\$ 2,234,050	\$ 223,405	\$ 3,127,671	\$ 3,351,076
SW 96th Street & SW 96th Street	SW 172nd Avenue	SR 825/SW 137th Avenue	Terminal Corridor	3.76	3,167.183	3,712.543	\$ 2,475,029	\$ 247,503	\$ 3,465,040	\$ 3,712,543
Underline/M-Path & SW 12th St & Miami Avenue	SE 32nd Road	NE 17th Street	Terminal Corridor	3.39	2,857.418	3,349.439	\$ 2,232,960	\$ 223,296	\$ 3,126,143	\$ 3,349,439
Underline/M-Path/South Transitway	SW 110th Street	S Alhambra Circle	Terminal Corridor	4.04	3,398.699	3,983.924	\$ 2,655,949	\$ 265,595	\$ 3,718,329	\$ 3,983,924
US 41/SW 8th Street & SW 117th Avenue	SR 976/SW 40th Street	SW 82nd Avenue	Terminal Corridor	5.35	4,501.982	5,277.182	\$ 3,518,122	\$ 351,812	\$ 4,925,370	\$ 5,277,182
US 441/NW 7th Avenue	NW 156th Street	NW 7th Avenue	Terminal Corridor	0.46	387.965	454.769	\$ 303,179	\$ 30,318	\$ 424,451	\$ 454,769
Venetian Causeway & 17th Street	N Miami Avenue	Convention Center Drive	Terminal Corridor	3.74	3,147.198	3,689.117	\$ 2,459,411	\$ 245,941	\$ 3,443,176	\$ 3,689,117
West Dixie Highway	SR 826/NE 153rd Street	NE 214th Terrace	Terminal Corridor	2.66	2,240.846	2,626.699	\$ 1,751,133	\$ 175,113	\$ 2,451,586	\$ 2,626,699



Appendix F:

Prioritized Needs Projects

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
SW 200th Street	Quail Roost Drive	S Miami Dade Busway	Shared-Use Path	1.70	2.0	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	12.5
Ponce De Leon Boulevard	US-41/SW 8th Street	SR 968/W. Flagler Street	Protected Bike Lane	0.58	2.0	0.75	1.0	2.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	12.3
Richmond Drive/SW 168th Street	SW 122nd Avenue	S Dixie Highway	Shared-Use Path	2.96	1.50	0.50	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	11.8
SR 969/NW 72nd Avenue/W 16th Avenue	NW 47th Street	NW 53rd Terrace	Terminal Corridor	3.82	2.0	1.0	0.0	2.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	11.5
73rd Street	Ocean Terrace	Dickens Avenue	Separated Bicycle Lane	0.35	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	1.0	0.0	11.5
Washington Avenue	S. Pointe Drive	Dade Boulevard	Protected Bike Lane	2.07	2.0	1.0	1.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	10.8
SR A1A/Collins Avenue	S. Pointe Drive	26th Street	Protected Bike Lane	2.41	2.0	1.0	1.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	10.8
SR A1A/5th Street	Lenox Avenue	SR 907/Alton Road	Protected Bike Lane	0.08	2.0	1.0	1.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	10.8
Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared-Use Path	7.54	2.0	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.8
NW 52nd Avenue	NW 183rd Street	NW 199th Street	Shared-Use Path	1.09	2.0	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.8
SW/NW 19th Avenue	US-1	NW 3rd Street	Sidepath	2.45	2.0	1.0	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	10.5
72nd Street	SR A1A/Collins Avenue	Dickens Avenue	Protected Bike Lane	0.29	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	10.5
SR A1A/Harding Avenue	75th Street	87th Terrace	Protected Bike Lane	0.82	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	10.5
SR A1A/Collins Avenue	73rd Street	87th Terrace	Protected Bike Lane	0.98	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	10.5
SR A1A/Collins Avenue	W. 63rd Street	73rd Street	Protected Bike Lane	0.96	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	10.5
CSX Trail	SW 328th Street	Gold Coast Railroad Museum Park	Shared-Use Path	12.98	2.0	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.5
SW 117th Avenue	SW 112th Street	Snapper Creek Trail	Shared-Use Path	3.63	2.0	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.5
Atlantic Trail	South Pointe Park/ South Pointe Drive	5th Street	Shared-Use Path	0.44	2.0	0.75	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	10.3
NW 2nd Street	NW 136th Place	NW 118th Avenue	Shared-Use Path	2.01	1.50	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.3
SW 32nd Street	SW 117th Avenue	SW 90th Avenue	Shared-Use Path	2.89	1.50	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.3
Atlantic Trail	North Shore Park	Haulover Park	Shared-Use Path	5.32	2.0	0.50	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	10.0
NE Miami Gardens Drive/NE 185th Street	NE 12th Avenue	NE 18th Avenue	Sidepath	0.84	2.0	1.0	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	10.0
Biscayne Trail Segment "D"	SW 137th Street	Homestead Bayfront Park	Shared-Use Path	8.96	1.50	0.50	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.0
NE 191st Street	NW 12th Avenue	Snake Creek Trail	Shared-Use Path	2.15	1.50	0.50	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.0
Roberta Hunter Park - South Dade Trail Connection	SW 208th Street	South Transit Way	Shared-Use Path	0.25	2.0	0.50	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	10.0
Snake Creek Trail Extension to Greynolds Park	C-9 Snake Creek Canal	Greynolds Park	Shared-Use Path	0.87	1.50	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.0
SW 248th Street	SW 177th Avenue	SW 112th Avenue	Shared-Use Path	7.32	1.50	0.50	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	10.0
SW side of SW 117th Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail junction	Shared-Use Path	0.27	2.0	0.50	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	10.0
Beachwalk	South Point Park	3rd Street	Shared-Use Path	0.55	2.0	0.75	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.8
Biscayne Bay Path	Lincoln Road	South Point Park	Shared-Use Path	2.20	1.0	1.0	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.8
Biscayne Everglades Trail (Seg 4)	South Transit Way	Biscayne National Park	Shared-Use Path	8.47	1.50	0.50	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.8
Biscayne Everglades Trail (Seg 6)	SR 997/Krome Avenue	Biscayne National Park	Shared-Use Path	8.56	1.50	0.50	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.8
NW 199th Street	NW 57th Avenue	NW 33rd Avenue	Sidepath	2.67	2.0	0.75	0.5	2.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	9.8
Micosukee Link	SR 977/Krome Avenue	Florida International University	Shared-Use Path	6.25	2.0	1.0	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.8
NW 207th Street	NW 7th Avenue	NE 2nd Avenue	Shared-Use Path	1.11	2.0	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.8
NW 67th Avenue	SR 924/Gratigny Parkway	SR 826/Palmetto Expressway	Shared-Use Path	1.79	2.0	0.75	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.8
Snapper Creek Trail "A"	SW 72nd Street	SW 8th Street /FIU	Shared-Use Path	2.30	1.50	0.50	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.8
SR A1A/5th Street	Biscayne Bay Path	SR 907/Alton Road	Shared-Use Path	0.08	2.0	1.0	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.8
SW 200th Street	SW 137th Avenue	Quail Roost Drive	Shared-Use Path	1.40	2.0	0.25	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	9.8
Biscayne Everglades Trail (Seg 8)	C-111 Canal	N Flagler Avenue	Shared-Use Path	6.10	1.50	0.50	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	9.5
West Dixie Highway	SR 826/NE 153rd Street	NE 214th Terrace	Terminal Corridor	2.66	1.50	0.25	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	9.5
SW 26th Street	SW 129th Avenue	SW 25th Terrace	Sidepath	1.02	2.0	1.0	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.5
71st Street	71st Street terminus	Abbott Avenue	Separated Bicycle Lane	0.17	2.0	1.0	1.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	9.5
NE 18th Avenue & NE 199th Street	SR 860/NE Miami Gardens Drive	W Dixie Highway	Terminal Corridor	2.24	2.0	1.0	0.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	9.5
Dade Boulevard/Pine Tree Drive	Convention Center Drive	Beachwalk	Shared-Use Path	0.71	2.0	0.75	2.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.5
Fairway Drive	N. Shore Drive	Blairritz Drive	Shared-Use Path	1.59	2.0	1.0	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	9.5
Memorial Highway	NW 135th Street	NW 154th Street	Shared-Use Path	1.49	2.0	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.5
NW 12th Avenue	NW 103rd Street	Opa Locka Boulevard	Shared-Use Path	2.34	2.0	0.75	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.5
SW 49th Avenue	SW 8th Street	SW 4th Street	Shared-Use Path	0.28	2.0	1.0	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	9.5
SW 102nd Avenue	SW 56th Street	SW 8th Street	Sidepath	3.48	2.0	0.75	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.3
SR 825/SW 137th Avenue	SW 160th Street	SW 96th Street	Terminal Corridor	4.08	2.0	0.75	0.0	2.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	9.3
Miami Lakeway N.	Big Cypress Drive	Miami Lakes Drive	Shared-Use Path	3.03	2.0	0.25	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.3
NW 52nd Avenue	NW 167th Street	NW 183rd Street	Sidepath	1.08	2.0	0.50	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
NW 87th Street	NW 36th Avenue	NW 15th Avenue	Sidepath	2.26	2.0	0.50	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
W 65th Street	W 4th Avenue	E 2nd Avenue	Sidepath	0.84	2.0	0.75	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
SW 122nd Avenue	Black Creek Trail	Richmond Drive	Sidepath	3.22	2.0	0.75	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
SW 96th Street & SW 96th Street	SW 172nd Avenue	SR 825/SW 137th Avenue	Terminal Corridor	3.76	2.0	1.0	0.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
NE 20th Avenue/NE 22nd Avenue	NE 171st Street	NE 191st Street	Sidepath	1.67	2.0	1.0	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	9.0

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
NW 12th Avenue	NW 184th Drive	NW 195th Street	Shared-Use Path	0.75	1.50	0.50	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
Princeton Trail	SR 997/Krome Avenue	Moody Road Eastern Terminus	Shared-Use Path	12.17	1.50	0.50	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
Snake Creek Trail	East of SR 411/NW 2nd Avenue	East of SR 411/NW 2nd Avenue	Shared-Use Path	0.02	1.50	0.50	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	9.0
SW 132nd Avenue	SW 56th Street	SW 42nd Street	Shared-Use Path	1.13	1.50	0.50	2.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
19th Street/Dade Boulevard	Meridian Avenue	23rd Street	Shared-Use Path	0.69	2.0	1.0	2.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.8
Biscayne Everglades Trail (Seg 7)	SW 328th Street	E Mowry Drive	Shared-Use Path	0.58	1.50	0.50	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	8.8
Venetian Causeway & 17th Street	N Miami Avenue	Convention Center Drive	Terminal Corridor	3.74	2.0	1.0	0.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	8.8
Meridian Avenue & 1st Street	Miami Beach Beachwalk	17th Street	Terminal Corridor	1.81	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.8
NW 122nd Avenue & SW 14th Street	SW 117th Avenue	NW 12th Street	Terminal Corridor	2.34	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.8
US 41/SW 8th Street & SW 117th Avenue	SR 976/SW 40th Street	SW 82nd Avenue	Terminal Corridor	5.35	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.8
SW 157th Avenue	Black Creek Canal No. C-1W	SW 61st Street	Terminal Corridor	3.30	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.8
Miami Lakes Drive/NW 154th Street	SR 823/NW 57th Avenue	NW 87th Avenue	Shared-Use Path	3.28	2.0	0.25	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	8.8
Miami River Greenway (complete missing segments)	NW 36th Street	NW 12th Avenue	Shared-Use Path	3.36	2.0	0.75	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.8
M-Path Greenlink	SW 67th Avenue	Miami River Greenway	Shared-Use Path	0.39	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	8.8
NW 12th Avenue	NW 14th Street	NW 37th Street	Shared-Use Path	0.74	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	8.8
Snapper Creek Trail Segment "A" SW 107 Ave Gap	Westwood Lakes Canal (K)	East Side of SR 985/SW 107th Avenue	Shared-Use Path	0.22	1.50	0.25	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.8
SW 184th Street	SW 177th Avenue	SW 134th Avenue	Shared-Use Path	4.79	1.50	0.75	2.0	2.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	8.8
Dade Boulevard	Bay Road	Meridian Avenue	Shared-Use Path	0.51	2.0	1.0	2.0	2.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	8.5
NW 12th Avenue	NW 195th Street	Snake Creek Trail	Sidpath	0.54	1.50	0.50	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.5
NW 2nd Avenue	NW 58th Street	NW 71st Street	Protected Bicycle Lanes	0.85	2.0	0.75	1.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.5
Snake Creek Canal	NW 47th Avenue	NW 2nd Avenue	Terminal Corridor	3.08	2.0	0.75	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.5
SW 19th Street	SW 32nd Avenue	SW 12th Avenue	Sidpath	2.25	2.0	1.0	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.5
N Federal Highway	NE 36th Street	NE 54th Street	Shared-Use Path	1.15	2.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	8.5
NW 127th Street	NW 19th Avenue	NW 17th Avenue	Shared-Use Path	0.26	1.50	0.25	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.5
NW 77th Court	NW 154th Street	NW 76th Place	Shared-Use Path	0.71	1.50	0.25	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.5
NW/NE 131st Street	NW 22nd Avenue	NE 16th Avenue	Shared-Use Path	0.43	1.50	0.25	2.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.5
Atlantic Trail	Haulover Park	Broward County Line	Shared-Use Path	3.18	2.0	0.50	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	8.3
US 441/NW 7th Avenue	NW 156th Street	NW 7th Avenue	Terminal Corridor	0.46	1.50	0.25	0.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	8.3
SW 97th Avenue	SW 24th Street	SW 8th Street	Sidpath	1.08	1.50	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.3
NE 2nd Avenue	NE 199th Street	NE 215th Street	Sidpath	1.18	2.0	0.75	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
NE 10th Avenue	NE 135th Street	NE Miami Gardens Drive	Sidpath	3.36	2.0	0.75	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
SW 6th Street	SW 27th Avenue	SW 5th Avenue	Sidpath	2.52	2.0	1.0	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
E 6th Avenue	E Okeechobee Road	E 42nd Street	Sidpath	3.58	2.0	1.0	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
SW 23rd Avenue	SW 27th Street	SW 16th Street	Sidpath	1.20	2.0	1.0	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
NW 207th Street	NW 27th Avenue	NW 19th Avenue	Shared-Use Path	0.78	2.0	0.25	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
NW 28th Street/NW South River Drive - Route A	NW 37th Avenue	NW North River Drive	Shared-Use Path	0.28	1.50	0.75	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
SE 8th Street	SE 9th Terrace	SE 10th Court	Shared-Use Path	0.14	1.50	0.75	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.3
Snapper Creek Trail "B" Phaze 1	SR 874/Don Shula Expressway	SW 56th Avenue	Shared-Use Path	4.04	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	1.0	0.0	8.3
SR 997/S Krome Avenue	SW 177th Court	US 1/S Dixie Highway	Shared-Use Path	0.45	1.0	0.25	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.3
Biscayne Everglades Trail (Seg 2)	Old Ingraham Highway	SW 344th Street	Shared-Use Path	7.91	1.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.0
CSX Rail Corridor	NW 7th Street	Perimeter Greenway	Shared-Use Path	0.83	1.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.0
S. Pointe Drive	Beachwalk	Ocean Drive	Protected Bike Lane	0.11	2.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	8.0
21st Street	Beachwalk	Washington Avenue	Separated Bicycle Lane	0.35	2.0	0.25	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	8.0
NW 110th Street	NW 10th Avenue	W 4th Avenue	Sidpath	0.85	2.0	0.50	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
NW 29th Avenue	NW 7th Street	NW 15th Street	Sidpath	0.66	2.0	0.75	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
NW South River Drive & Delaware Parkway	NW 27th Avenue	Hook Square/SE 1st Avenue	Terminal Corridor	3.88	2.0	1.0	0.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
NW 3rd Street	NW 37th Avenue	NW 32nd Avenue	Sidpath	0.57	2.0	1.0	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	8.0
Beachwalk	6th Street	18th Street	Shared-Use Path	1.59	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.8
Commodore Trail/SW 37th Avenue/Main Highway/SB	Cocoplum Road	Rickenbacker Causeway	Shared-Use Path	4.37	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.8
Dade Blvd Bike Path	Meridian Avenue	Atlantic Trail/Beachwalk	Shared-Use Path	0.77	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.8
Fairway Drive	Miami Lakeway N.	Miami Lakes Drive	Shared-Use Path	0.45	2.0	0.25	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	7.8
NW 6th Street	NW 137th Avenue	NW 122nd Avenue	Terminal Corridor	1.49	1.50	0.75	0.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	7.8
SW 112th Avenue	SW 248th Street	US-1/S Dixie Highway	Sidpath	2.93	2.0	0.50	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	7.8
NW 191st Street	NW 57th Avenue	NW 47th Avenue	Sidpath	1.12	2.0	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
N Miami Avenue/S Biscayne River Drive	NW 119th Street	NW 151st Street	Sidpath	2.31	2.0	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
SW 26th Street	SW 157th Avenue	SW 129th Avenue	Terminal Corridor	2.71	2.0	0.75	0.0	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
SW 63rd Court	SW 8th Street	Tamiami Canal Road	Sidpath	0.90	2.0	0.75	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	7.8
West Avenue	SR A1A/5th Street	17th Street	Protected Bike Lane	1.22	2.0	1.0	1.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
SE 1st Avenue	SE 1st Street	NE 1st Street	Protected Bicycle Lanes	0.26	2.0	1.0	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	7.8
SR 934/NW 74th Street	NW 114th Avenue	Palm Avenue	Terminal Corridor	6.36	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
SW 82nd Avenue	SW 24th Street	Terminal Corridor	Terminal Corridor	3.40	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
Fontainebleau Boulevard & Park Boulevard	NW 97th Avenue	NW 79th Avenue	Terminal Corridor	2.09	2.0	1.0	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.8
NW 68th Avenue	NW 186th Street	NW 67th Avenue	Shared-Use Path	1.05	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.8
NW 7th Avenue	NW 203rd Street	NW 207th Street	Shared-Use Path	0.30	1.50	0.75	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	7.8
Pine Tree Drive	24th Terrace	W. 26th Street	Shared-Use Path	0.15	1.50	0.75	2.0	2.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	7.8
SR 94/SW 88th Street	SR 997/Krome Avenue	SW 162nd Avenue	Shared-Use Path	1.42	1.0	0.25	2.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	7.8
SR 972/24th Street	N. Greenway	SW 37th Avenue	Shared-Use Path	0.77	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	7.8
NW 195th Street	NW Sunshine State Parkway E	NW 8th Court	Sidepath	0.82	1.50	0.50	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.5
NW 179th Street	NW 42nd Avenue	NW Sunshine State Parkway W	Sidepath	3.39	2.0	0.25	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.5
NW 2nd Avenue	NW 38th Street	NW 57th Street	Protected Bicycle Lanes	1.23	2.0	0.75	1.0	2.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.5
Underline/M-Path/South Transitway	SW 110th Street	S Alhambra Circle	Terminal Corridor	4.04	2.0	0.75	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	7.5
NW 114th Street/W 60th Street	W Okeechobee Road	W 20th Avenue	Sidepath	1.98	2.0	1.0	0.5	2.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.5
SR 934/Normandy Drive	Rue Versailles	Rue Notre Dame	Protected Bike Lane	0.20	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	7.5
NW 7th Street	NW 82nd Avenue	NW 72nd Avenue	Terminal Corridor	0.99	2.0	1.0	0.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	7.5
E 65th Street	E 4th Avenue	E 7th Avenue	Shared-Use Path	0.39	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	7.3
NW 151st Street	S River Drive	S Biscayne River Drive	Sidepath	1.19	1.50	0.25	0.5	0.0	3.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3
NW 194th Terrace	NW 8th Court	NW 7th Avenue	Sidepath	0.15	1.50	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3
W 65th Street	W 68th Street	W 4th Avenue	Sidepath	0.61	1.50	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3
SW 97th Avenue	SW 40th Street	SW 24th Street	Sidepath	1.09	1.50	0.50	0.5	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3
NW 36th Avenue	NW 14th Street	NW 20th Street	Sidepath	0.57	2.0	0.75	0.5	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3
SR 913/Rickenbacker Causeway	S Miami Avenue	Crandon Boulevard	Shared-Use Path	3.96	1.50	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.3
Allison Park	Beachwalk	SR A1A/Collins Avenue	Shared-Use Path	0.07	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.0
NE 172nd Street	NE 22nd Avenue	East Greynolds Park	Shared-Use Path	0.97	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.0
NW 143rd Street	NW 17th Avenue	N Miami Avenue	Sidepath	1.94	1.50	0.50	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	7.0
SE 32nd Road/Brickell Avenue - Route A	Underline	SR 913/Rickenbacker Causeway	Shared-Use Path	0.91	1.50	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	7.0
Snapper Creek Trail "A"	K-Land Park/ SW 88th Street	SW 72nd Street	Shared-Use Path	2.08	1.50	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	7.0
SW 328th Street	SW 18th Avenue	S Miami Dade Busway	Shared-Use Path	1.34	2.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.0
SW 47th Street	SW 167th Avenue	W Meadow Lake Drive	Shared-Use Path	1.28	1.50	0.50	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	7.0
73rd Street	Dickens Avenue	Wayne Avenue	Separated Bicycle Lane	0.05	2.0	1.0	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
Biscayne Elementary Park	75th Street	77th Street	Shared-Use Path	0.37	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.8
Dickens Avenue	73rd Street	75th Street	Shared-Use Path	0.16	2.0	1.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.8
FPL easement	SW 107th Avenue	South Dade Transitway	Shared-Use Path	2.13	2.0	0.25	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	6.8
NW 17th Avenue	NW 167th Street	NW 175th Street	Sidepath	0.54	1.50	0.25	0.5	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.8
South Transitway	SR 997/S Krome Avenue	SW 312th Street	Terminal Corridor	2.85	1.50	0.50	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	1.0	0.0	6.8
SW 144th Avenue	SW 42nd Street	US 41/SW 8th Street	Terminal Corridor	2.49	1.50	0.50	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.8
Snake Creek Trail Underpass PE Study	West Side of Florida Turnpike	East Side of Florida Turnpike	Pedestrian Bridge/Overpass	0.21	1.50	0.75	0.0	0.0	3.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.0	0.0	6.8
Underline/M-Path & SW 12th St & Miami Avenue	SE 32nd Road	NE 17th Street	Terminal Corridor	3.39	2.0	1.0	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	6.8
NW 3rd Avenue	NW 25th Street	NW 29th Avenue	Shared-Use Path	0.24	2.0	0.75	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.8
Ponce De Leon Boulevard	Brocker Street	San Amaro Drive	Shared-Use Path	2.28	1.50	0.25	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.8
Biscayne Trail Segment "D" Phase II	SW 117th Avenue	Homestead Bayfront Park	Shared-Use Path	2.05	0.5	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	6.5
Brickell Bay Drive	SE 15th Road	SE 14th Street	Shared-Use Path	0.35	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
Flaming Park	11th Street	14th Street	Shared-Use Path	0.26	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
Flamingo Park	Meridian Avenue	Michigan Avenue	Shared-Use Path	0.14	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
N. Michigan Avenue	Dade Boulevard	SR 907/Alton Road	Shared-Use Path	0.13	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
NE 199th Street	Ives Dairy Road	NE 14th Avenue	Shared-Use Path	1.05	2.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.5
NE 2nd Avenue	NE Miami Gardens Drive	Snake Creek Trail	Shared-Use Path	0.95	1.50	0.50	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	6.5
NE 4th Avenue	NE 42nd Street	NE 50th Street	Shared-Use Path	0.67	2.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.5
SR A1A/Collins Avenue	W. 41st Street	69th Street	Protected Bike Lane	2.89	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	2.0	0.0	0.0	0.0	6.5
NW 186th Street	NW 87th Avenue	Bobolink Drive	Sidepath	2.24	2.0	1.0	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.5
NW 178th Street	NW 87th Avenue	NW 78th Avenue	Shared-Use Path	1.03	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.5
NW 1st Avenue	NW 25th Street	NW 29th Street	Shared-Use Path	0.24	2.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.5
5th Street	Beachwalk	SR A1A/Collins Avenue	Separated Bicycle Lane	0.14	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	6.5
Rickenbacker Trail	The Underline	Village of Key Biscayne	Shared-Use Path	6.00	1.50	1.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.5
SE 1st Avenue	SE 6th Street	SE 3rd Street	Shared-Use Path	0.32	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
SE/SW 26th Road - Route B	SR 913/Rickenbacker Causeway	The Underline	Shared-Use Path	0.41	1.50	1.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.5
SW 97th Avenue	SW 144th Street	SW 88th Street	Shared-Use Path	3.97	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.5

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
W 56th Street	W 20th Avenue	W 16th Avenue	Shared-Use Path	0.51	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.5
Beachwalk	3rd Street	5th Street	Shared-Use Path	0.17	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.3
Beachwalk Greenway/ 5th Street	Ocean Drive	Atlantic Trail/ Beachwalk	Shared-Use Path	0.13	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.3
NE 195th Street	Ives Dairy Road	NE 199th Street	Shared-Use Path	1.13	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.3
NE 4th Avenue	NE 50th Street	NE 54th Street	Shared-Use Path	0.24	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.3
NW 1st Place	NW 14th Street	NW 21st Street	Shared-Use Path	0.66	2.0	0.50	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.3
SR 9 Extension Frontage Road	NW 27th Avenue	SR 860/NE Miami Gardens Drive	Terminal Corridor	4.00	1.0	0.50	0.0	0.0	3.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.3
NW 167th Street & NW 9th Avenue	SR 9/NW 7th Avenue	NW 170 Terrace	Terminal Corridor	0.58	1.50	0.25	0.0	0.0	3.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.3
SR 986/SW 72nd Street	SR 959/SW 57th Avenue	SR 953/SW 42nd Avenue	Protected Bike Lane	1.51	2.0	0.50	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.3
NW 92nd Avenue	W Okeechobee Road	W 80th Street	Sidpath	1.29	2.0	1.0	0.5	2.0	0.0	0.0	0.75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
San Amaro Drive	SW 57th Avenue	University Drive	Shared-Use Path	1.65	2.0	0.50	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.3
SW 124th Street	SW 74th Avenue	Old Cutler Road	Shared-Use Path	1.91	1.0	0.25	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.3
SW 147th Avenue	SW 184th Street	SW 160th Street	Shared-Use Path	1.71	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	6.3
Biscayne Everglades Trail (Seg 3)	SW 344th Street	SW 328th Street	Shared-Use Path	0.94	1.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Cutler Drain Canal	US 1/S Dixie Highway	SW 77th Avenue	Shared-Use Path	2.31	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	0.0	0.5	0.0	0.0	1.0	0.0	6.0
NW 207th Street	NW 37th Avenue	NW 28th Avenue	Sidpath	0.95	1.50	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	2.0	0.0	0.0	0.0	6.0
NW 71st Street	NW 17th Avenue	NW 12th Avenue	Shared-Use Path	0.56	1.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.0
NW 5th Court	NW 62nd Street	NW 67th Street	Sidpath	0.28	2.0	0.75	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.0
NE 199th Street & Country Club Drive	US 1/Biscayne Boulevard	NE 192nd Street	Terminal Corridor	2.32	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	6.0
SR 856/William Lehman Causeway	US-1/Biscayne Boulevard	SR A1A/Collins Avenue	Shared-Use Path	1.83	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
SW 112th Street	SW 117th Avenue	US-1/S Dixie Highway	Shared-Use Path	4.12	1.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	6.0
SW 187th Avenue	SW 344th Street	W Mowry Drive/SW 320th Street	Shared-Use Path	1.68	2.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
W 56th Street	W 15th Court	W 12th Avenue	Shared-Use Path	0.46	1.50	0.50	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
Black Creek Trail Segment "B" Phase II	Krome Path	SW 160 St	Shared-Use Path	0.12	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
Cutler Drain Canal (C-100c)	US 1/S Dixie Highway	SW 148th Street	Shared-Use Path	1.55	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	5.8
Miami River Greenway - Curtis Park East	NW 20th Street	NW Norht River Drive	Shared-Use Path	0.28	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
N. Greenway Drive	SR 972/Coral Way	S. Greenway Drive	Shared-Use Path	1.16	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
NE 23rd Street	Biscayne Boulevard	NE 4th Avenue	Shared-Use Path	0.06	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
NW 12th Street	NW 136th Avenue	Telemundo Way	Shared-Use Path	1.72	2.0	0.75	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	5.8
NW 12th Street	NW 123rd Avenue	NW 87th Avenue	Terminal Corridor	3.39	1.50	0.25	0.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
Alhambra Circle	Madeira Avenue	SW 42nd Avenue	Protected Bike Lane	0.63	2.0	1.0	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
SR A1A/MacArthur Causeway	Terminal Island	Biscayne Bay Path	Protected Bike Lane	0.40	2.0	1.0	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.8
W. 41st Street	SR A1A/Indian Creek Drive	Pine Tree Drive	Shared-Use Path	0.16	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.8
Biscayne Everglades Trail (Seg 1)	SR 9336/SW 392nd Street	SW 308th Street	Shared-Use Path	5.46	0.5	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
NE 17th Street	Ne 2nd Avenue	Biscayne Boulevard	Shared-Use Path	0.12	1.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.5
NE 17th Street	N Miami Avenue	NE 2nd Avenue	Shared-Use Path	0.28	1.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.5
NE 2nd Avenue	NE 17th Street	NE 17th Street	Shared-Use Path	0.03	1.0	0.75	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.5
NE 2nd Avenue	NW 93rd Street	SR 932/NE 103rd Street	Shared-Use Path	0.64	1.50	0.50	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.5
NW 87th Avenue	SR 924/I-75 Expressway	NW 154th Street	Shared-Use Path	0.98	1.50	0.50	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.5
Pisano Avenue	Granada Boulevard	Campo Sano Avenue	Shared-Use Path	0.24	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.5
Riviera Drive	S. Dixie Highway	Segovia Street	Protected Bike Lane	1.34	1.50	0.25	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.5
Marlin Road	Belview Dr	Old Cutler Road	Sidpath	1.64	1.50	0.50	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.5
NW 173rd Drive	NW 57th Avenue	NW 47th Avenue	Sidpath	1.13	2.0	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.5
NW 31st Avenue	NW 46th Street	NW 71st Street	Sidpath	1.69	1.50	0.75	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.5
NW 11th Street	NW 27th Avenue	NW 23rd Avenue	Protected Bicycle Lanes	0.41	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.5
SW 164th Street & SW 89th Avenue	SW 168th Street	US 1/S Dixie Highway	Shared-Use Path	0.74	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.5
SW 56th Street	SW 57th Avenue	SW 67th Avenue	Shared-Use Path	1.02	1.50	0.50	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.5
De Soto Boulevard	Andalusia Avenue	Coral Way	Shared-Use Path	0.09	2.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3
N. Greenway Drive	SR 972/SW 24th Street	S. Greenway Drive	Shared-Use Path	1.19	1.50	0.75	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3
NW 162nd Street	NW 82nd Avenue	NW 87th Avenue	Shared-Use Path	0.50	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.3
NW 170th Street	NW 78th Avenue	NW 82nd Avenue	Shared-Use Path	0.49	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.3
Riviera Drive	SW 42nd Avenue	S. Dixie Highway	Protected Bike Lane	1.33	1.50	0.25	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	5.3
SW 212th Street	SW 103rd Place	Old Cutler Road	Sidpath	0.89	1.50	0.50	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.3
SW 17th Street	SW 21st Avenue	SW 12th Avenue	Sidpath	1.03	2.0	0.75	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3
NW 87th Avenue	NW 154th Street	NW 197th Terrace	Terminal Corridor	2.72	2.0	0.75	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	5.3
NW 28th Street	NW 27th Avenue	NW 12th Avenue	Sidpath	1.68	2.0	1.0	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3
SW 212th Street	SW 97th Avenue	SW 92nd Place	Shared-Use Path	0.32	1.50	0.50	2.0	0.0	0.0	0.0	0.75	0.0	0.0	0.5	0.0	0.0	0.0	0.0	5.3
SW 288th Street	SW 167th Avenue	S Miami Dade Busway	Shared-Use Path	0.93	0.5	0.0	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.3

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
Town of Miami Lakes - Green 2.0	NW 89th Avenue	NW 87th Avenue	Shared-Use Path	0.25	2.0	0.25	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	5.3
Dade Boulevard	Convention Center Drive	Meridian Avenue	Shared-Use Path	0.12	1.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
Lake Patricia Drive	Lake Candlewood Court	NW 67th Avenue	Shared-Use Path	0.46	1.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
Meridian Avenue	Dade Boulevard	Pine Tree Drive	Shared-Use Path	0.97	1.0	0.25	2.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
NW 159th Terrace	SR 826/Palmetto Expressway	NW 77th Place	Shared-Use Path	0.06	1.50	0.25	2.0	0.0	0.0	0.0	0.75	0.0	0.0	0.5	0.0	0.0	0.0	0.0	5.0
SE 6th Avenue	SE 8th Street	US-1/S Dixie Highway	Shared-Use Path	0.73	1.0	0.50	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.0
SR 905A/Card Sound Road	Card Sound Toll Plaza	SR 997/ S Krome Avenue	Shared-Use Path	10.86	0.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
NE Miami Gardens Drive/NE 185th Street	NE 19th Avenue	NE 24th Place	Sidpath	0.83	1.50	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.0
SW 87th Avenue	SW 184th Street	Old Cutler Road	Sidpath	1.31	1.50	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.0
Franjo Road	Gulfstream Road	Old Cutler Road	Sidpath	1.22	1.50	0.50	0.5	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	5.0
Andalusia Avenue	SW 37th Avenue	De Soto Boulevard	Protected Bike Lane	1.06	2.0	0.50	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	5.0
NE 131st Street	Memorial Highway	NE 14th Avenue	Sidpath	1.61	2.0	0.75	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
SW 6th Street	SW 35th Avenue	SW 27th Avenue	Sidpath	0.99	2.0	0.75	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
16th Street	SR 907/Alton Road	Bay Road	Separated Bicycle Lane	0.15	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
W. 63rd Street	Alton Road	SR A1A/Collins Avenue	Protected Bike Lane	0.44	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
West Avenue	Dade Boulevard	20th Street	Protected Bike Lane	0.20	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
US 1/S Dixie Highway	C-111 Canal	SR 997/ S Krome Avenue	Shared-Use Path	10.15	0.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Canal	SW 62nd Avenue	SW 69th Avenue	Shared-Use Path	0.73	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
Canal	SW 57th Avenue	SW 62nd Avenue	Shared-Use Path	0.51	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
Cutler Drain Canal	SW 184th Street	SW 174th Street	Shared-Use Path	1.24	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 149th Street	Oak Lane	NW 77th Court	Shared-Use Path	0.20	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
Ponce De Leon Boulevard	US-1/S. Dixie Highway	University Drive	Protected Bike Lane	1.05	1.50	0.50	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 6th Avenue	NW 40th Street	NW 47th Street	Protected Bicycle Lanes	0.42	1.50	0.75	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 111th Street	NW 22nd Avenue	NE 2nd Avenue	Sidpath	2.76	2.0	0.50	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 3rd Street	Tamiami Canal Road	NW 57th Avenue	Sidpath	0.96	2.0	0.75	0.5	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
SW 7th Avenue	SW 12th Avenue	SW 11th Street	Sidpath	0.74	2.0	0.75	0.5	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 71st Street	I-95	NE 4th Avenue	Sidpath	1.23	2.0	0.75	0.5	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NE 10th Avenue	NE 113th Street	NE 135th Street	Sidpath	1.56	2.0	0.75	0.5	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.8
NW 112th Avenue & NW 114th Avenue	NW 12th Street	SR 934/NW 74th Street	Terminal Corridor	4.26	2.0	1.0	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
SW 157 Avenue	SW 42 Street	SW 8 Street	Shared-Use Path	2.27	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.0	0.0	4.8
SW 87th Avenue	SW 184th Street	SW 174th Street	Shared-Use Path	0.74	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.8
Chase Avenue	SR 907/Alton Road	W. 34th Street	Shared-Use Path	0.35	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.5
Mount Sinai Path	I-195/Julia Tuttle Causeway	N. Bay Road	Shared-Use Path	0.69	0.5	0.0	2.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.5
NE 4th Avenue	NE 22nd Street	NE 24th Street	Shared-Use Path	0.15	1.0	0.50	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.5
NW 178th Street	NW 91st Court	NW 87th Avenue	Shared-Use Path	0.52	1.50	0.0	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	4.5
SR 907/Alton Road	N. Bay Road	NW 34th Street	Shared-Use Path	0.06	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.5
SW 97th Ave/Gulfstream Road	SW 184th Street	Montego Bay Drive	Sidpath	1.76	1.50	0.50	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.5
Liguria Avenue	San Amaro Drive	SR 959/SW 57th Avenue	Protected Bike Lane	0.16	1.50	0.50	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.5
Valencia Avenue	SW 37th Avenue	SR 953/SW 42nd Avenue	Protected Bike Lane	0.51	1.50	0.50	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.5
Dade Pine Avenue	Miami Lakeway S.	Queen Palm Terrace	Shared-Use Path	0.37	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	4.3
Hi-Tide Road	W. 24th Terrace	W.28th Street	Shared-Use Path	0.18	1.0	0.0	2.0	0.0	0.0	0.0	0.75	0.0	0.0	0.5	0.0	0.0	0.0	0.0	4.3
NW 154th Street	NW 87th Avenue	NW 89th Avenue	Shared-Use Path	0.23	2.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
NW 57th Court	NW 142nd Street	NW 60th Avenue	Shared-Use Path	0.57	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.3
SR 976/SW 40th Street	Granada Boulevard	University Drive	Shared-Use Path	0.10	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.3
SW 80th Street	Old Cutler Road	US 1/S Dixie Highway	Terminal Corridor	2.11	1.50	0.25	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	1.0	0.0	4.3
County Club Prado (West)	San Marco Avenue	Sevilla Avenue	Protected Bike Lane	1.29	1.50	0.25	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.3
Country Club Prado (East)	San Marco Avenue	SR 972/SW 24th Street	Protected Bike Lane	1.01	1.50	0.25	1.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	4.3
SW 157th Avenue	NE 8th Street/SW 312th Street	US-1/S Dixie Highway	Buffered Bike Lane	1.76	2.0	0.50	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.3
SW 58th Avenue	Canal	SW 87th Street	Shared-Use Path	0.04	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.3
Maurice Gibbs Memorial Park	Venetian Causeway	18th Street	Shared-Use Path	0.14	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
NW 41st Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	0.25	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
NW 79th Place	NW 41st Street	NW 53rd Street	Shared-Use Path	0.69	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
SR 907/Alton Road	W. 48th Street	W. 51st Street	Shared-Use Path	0.24	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
SR 997/Krome Avenue Trail	US 41/SW 8th Street	US 27/Okeechobee Road	Shared-Use Path	14.28	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	4.0
S Alhambra Circle	Granada Boulevard	S. Dixie Highway	Protected Bike Lane	1.19	1.0	0.25	1.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
NW 82nd Avenue	NW 170th Street	NW 186th Street	Sidpath	1.13	1.50	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
W Dixie Highway	NE 203rd Street	NW 215th Street	Sidpath	0.82	1.50	0.25	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
SW 25th Road	SW 1st Avenue	SW 9th Avenue	Buffered Bike Lane	0.69	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan
Table F-1: Prioritized Project List

										Access to School			Access to Transit				Access to Parks		Total
Facility	From	To	Facility Type	Length (miles)	Population Density	Employment Density	Facility Type	Located on High Injury Network (HIN)	Within a Historically Disadvantaged Community (HDC)	Proximity to Middle Schools (1/4 mile)	Proximity to Schools (1/4 mile)	Proximity to Schools (1/2 mile)	Proximity to Transit (1/4 mile)	Proximity to Transit (1/2 mile)	High Ridership Transit Stop/Station (250ft)	High Ridership Transit Stop/Station (500ft)	Proximity to Parks (250ft)	Proximity to Parks (500ft)	
NW 154th Street/Miami Lake DriveLakes Drive	W 33rd Avenue	NW 89th Avenue	Shared-Use Path	0.25	1.50	0.25	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
NW 97th Avenue	NW 41st Street	NW 43rd Terrace	Shared-Use Path	0.14	0.5	0.25	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.8
NE 14th Avenue	NE 208th Terrace	NE 12th Avenue	Sidepath	0.72	1.0	0.50	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.8
NE 13th CourtNE 208th Terrace	Ives Dairy Road	NE 14th Avenue	Sidepath	0.29	1.0	0.50	0.5	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.8
SW 64th Avenue	SW 85th Street	SW 84th Street	Shared-Use Path	0.05	1.0	0.25	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	3.8
Biscayne Everglades Trail (Seg 5)	SW 320th Street	SW 328th Street	Shared-Use Path	0.50	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.5
Biscayne Trail "C"	Biscayne National Park	Black Point Park	Shared-Use Path	6.40	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.5
Biscayne Trail "D"	US-1 / South Dixie Highway	Biscayne National Park	Shared-Use Path	4.54	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.5
NW 112th Avenue	NW 25th Street	NW 33rd Street	Shared-Use Path	0.54	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.5
NW 25th Street	NW 87th Avenue	NW 97th Avenue	Shared-Use Path	1.00	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.5
SR 907/Alton Road	Sullivan Drive	N. Bay Road	Protected Bike Lane	0.05	0.5	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.5
Convention Center Drive & Hi-Tide Dr & Prairie Dr	17th Street	W 47th Street	Terminal Corridor	2.31	1.50	0.25	0.0	0.0	0.0	0.0	0.75	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.5
SW 128th Street	SR 825/SW 137th Avenue	SW 122nd Avenue	Terminal Corridor	1.54	1.0	0.25	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	3.3
NW 170th Street	NW 97th Avenue	NW 78th Avenue	Terminal Corridor	3.11	1.50	0.25	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	3.3
NW 25th Street - Route B	NW 37th Avenue	NW South River Drive	Shared-Use Path	0.36	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
NW 35th Lane	NW 89th Court	NW 91st Avenue	Shared-Use Path	0.18	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
NW 95th Avenue	NW 35th Lane	NW 41st Street	Shared-Use Path	0.71	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
Perimeter Trail	CSX Rail/NW 12th Street Intersection	Miami River	Shared-Use Path	4.26	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
SW 72nd Avenue	SW 144th Street	SW 136th Street	Shared-Use Path	0.50	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Telemundo Way/NW 25th Street - Route A	Dolphin Park-N-Ride	NW 112th Avenue	Shared-Use Path	0.96	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	3.0
Districtwide Traffic Operations - Safety Studies	Area-wide Improvements	Area-wide Improvements	Area	0.02	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Districtwide Community Safety	Area-wide Improvements	Area-wide Improvements	Area	0.02	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
City of Miami Shores - Multimodal Mobility Improve	Area-wide Improvements	Area-wide Improvements	Area	0.02	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Town of Cutler Bay Caribbean Boulevard Complete S	Area-wide Improvements	Area-wide Improvements	Area	0.01	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Safety Street Light Retrofits	Area-wide Improvements	Area-wide Improvements	Area	0.01	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
South Bayshore Drive	Darwin Street	Mercy Way	Bicycle Facility Improvements	1.43	1.50	0.50	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
SW 136th Street	SW 157th Avenue	SW 137th Avenue	Terminal Corridor	2.30	1.0	0.25	0.0	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	2.8
NW 33rd Street	NW 79th Avenue	NW 82nd Avenue	Shared-Use Path	0.25	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	2.5
GGI Bike/Ped Bridge Sunshine Industrail Park	GGMTF	Sunshine State Industrial Park	Pedestrian Bridge/Overpass	0.15	1.0	0.25	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.3
C-111 Canal	US 1/S Dixie Highway	SR 9336/Ingraham Highway	Shared-Use Path	12.24	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0



Appendix G:

Sidewalk-Level Separated Bike Lanes Analysis

Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan

Addendum

Sidewalk-Level Separated Bicycle Lanes (SBLs)

Introduction

As of January 2024, Sidewalk-Level Separated Bicycle Lanes became an official type of bicycle facility recognized by the Florida Department of Transportation (FDOT) in the 2024 FDOT Design Manual (FDM), as part of Section 223.2.4.2. The facility type responds to recent industry initiatives advocating for further protection and separation of bicyclists from motor vehicles by placing the bicycle facility within the sidewalk level and adjacent to the sidewalk/pedestrian pathway.

Within the context of Miami-Dade County, many multimodal planning efforts have been completed that advocate for bicycle facilities that are safe and comfortable for all types of transportation uses – commuting, school, shopping, recreational, and others. The recently completed *Miami-Dade TPO 2050 Bicycle-Pedestrian Master Plan* identified the total mileage of existing conventional and buffered bicycle facilities throughout the county. These facility types are potentially ideal for conversion to Sidewalk-Level Separated Bicycle Lanes because additional right-of-way is not needed to construct the upgraded facility and modifications to the roadway, in terms of number of lanes and lane widths.

As a response to the Miami-Dade TPO's bicycle safety initiatives, the implementation of Sidewalk Level Separated Bicycle Lanes is a top priority of the agency. Currently, the existing network of conventional and buffered bicycle lanes presents an opportunity for potential upgrades to Sidewalk-Level Separated Bicycle Lane facilities. This possibility has been assessed, and the evaluation is summarized below. The findings provide a preliminary framework to guide further analysis and development of these enhanced cycling facilities.

Design Criteria and Guidelines

Separated bicycle lanes may be designed as raised facilities at the sidewalk level. When designed at the sidewalk level, the use of different pavement types, markings, or textured buffers may be necessary to keep bicyclists and pedestrians separated.

The [2024 FDM](#) includes Chapter 223, which provides the minimum criteria to be used for the design of bicycle facilities on the State Highway System (SHS). FDM Chapter 223 also provides guidance for the optional use of Sidewalk-Level Separated Bicycle Lanes, as exclusive bicycle facilities located at sidewalk level directly adjacent to the roadway.

Figure 1 illustrates page 11 of the 2024 FDM, Section 223.2.4.2 – Sidewalk Level Separated Bicycle Lanes, which includes specific design criteria when designing Sidewalk-Level Separated Bicycle Lanes.

223.2.4.2 Sidewalk Level Separated Bicycle Lanes

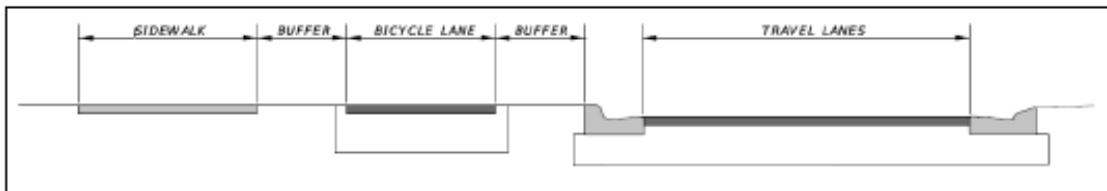
Sidewalk level separated bicycle lanes (sidewalk level SBLs), also known as raised bicycle lanes, are exclusive bicycle facilities located at sidewalk level directly adjacent to the roadway,

Use the following criteria when designing sidewalk level SBLs:

- In C2T, C4, C5, or C6 where design speed is 35 mph or less, use urban side path criteria per FDM 224 for the following elements. In other conditions, use Shared Use Path criteria for these elements.
 - Horizontal Clearance
 - Vertical Clearance
 - Design Speed
 - Horizontal Alignment
 - Separation from Roadway
 - Longitudinal Grades
 - Cross Slopes
- Follow the width criteria in **Table 223.2.1**
- When adjacent to a sidewalk, provide a 2-foot detectable buffer (e.g. grass strip or textured pavement) between the sidewalk and separated bicycle lane. A 1-foot detectable buffer may be used in constrained conditions.

A sidewalk level bike lane does not substitute for a sidewalk, where a sidewalk is required. See **Figure 223.2.2** for an example of a sidewalk level bike lane.

Figure 223.2.2 Example of Sidewalk Level Bicycle Lane



The Federal Highway Administration (FHWA) also provides guidance related to the selection and design of Sidewalk-Level Separated Bicycle Lanes in its [Separated Bike Lane Planning and Design Guide](#). Another nationwide best practice is the [Separated Bike Lane Planning & Design Guide](#), developed by the Massachusetts Department of Transportation (MassDOT), which includes the following design guidance and rendering of a Sidewalk Level Separated Bicycle Lane.

3.2.1 SIDEWALK LEVEL SEPARATED BIKE LANE

Sidewalk level separated bike lanes are typically separated from the roadway by a standard vertical curb (see [EXHIBIT 3D](#)). The design of sidewalk level bike lanes should provide a sidewalk buffer that discourages pedestrian encroachment into the bike lane and bicyclist encroachment onto the sidewalk. This can be achieved by providing a wide buffer, a sidewalk buffer with frequent vertical elements, or a significant visual contrast between the sidewalk and bike lane. In constrained corridors, the sidewalk level separated bike lanes may help facilitate passing maneuvers in areas of low bicycle or pedestrian volumes if a portion of either the sidewalk or street buffer space is usable by bicyclists.

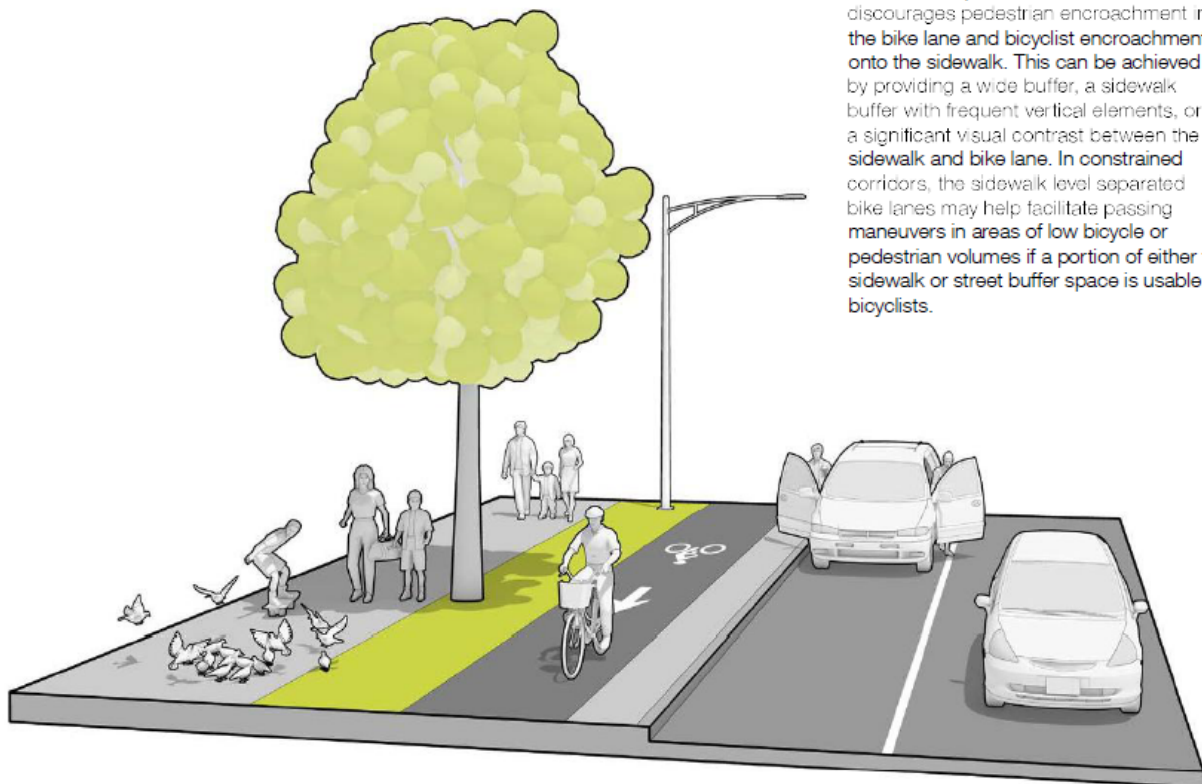


EXHIBIT 3D: Sidewalk Level Separated Bike Lane

Figure 2: MassDOT Sidewalk-Level Separated Bicycle Lane Guidelines

The following pages include several examples of Sidewalk-Level Separated Bicycle Lanes that have been implemented both in South Florida and nationwide. These cases showcase how different communities have successfully integrated this type of cycling infrastructure to enhance safety and connectivity for cyclists.



Figure 3: Sidewalk-Level Separated Bicycle Lane at SW 152nd Street and SW 152nd Avenue in Miami-Dade County



Figure 4: Sidewalk-Level Separated Bicycle Lane in Minneapolis, MN

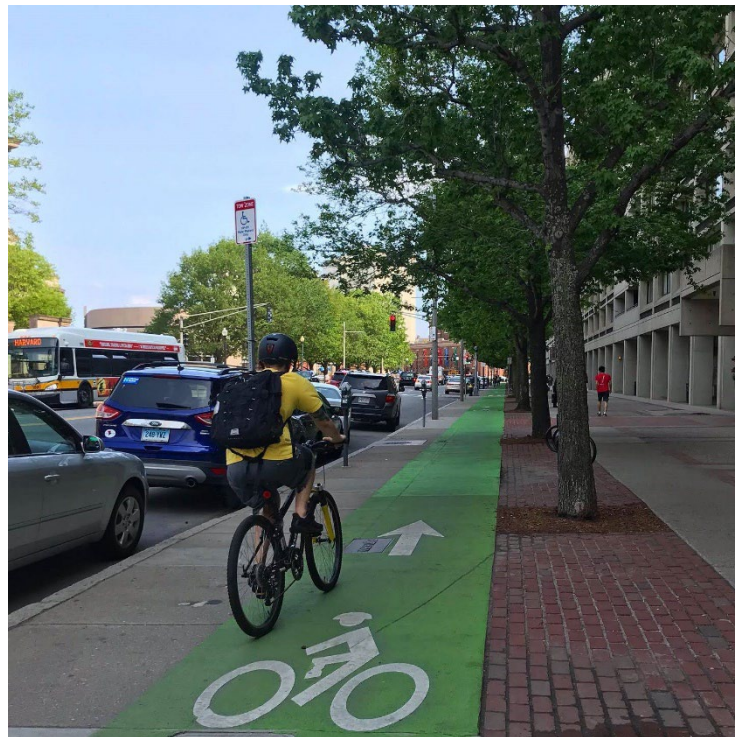


Figure 5: Sidewalk-Level Separated Bicycle Lane in Boston, MA



Figure 6: Sidewalk-Level Separated Bicycle Lane in Fort Lauderdale, FL



Figure 7: Sidewalk-Level Separated Bicycle Lane in Sunrise, FL

Sidewalk Level Separated Bicycle Lane (SBL) Analysis

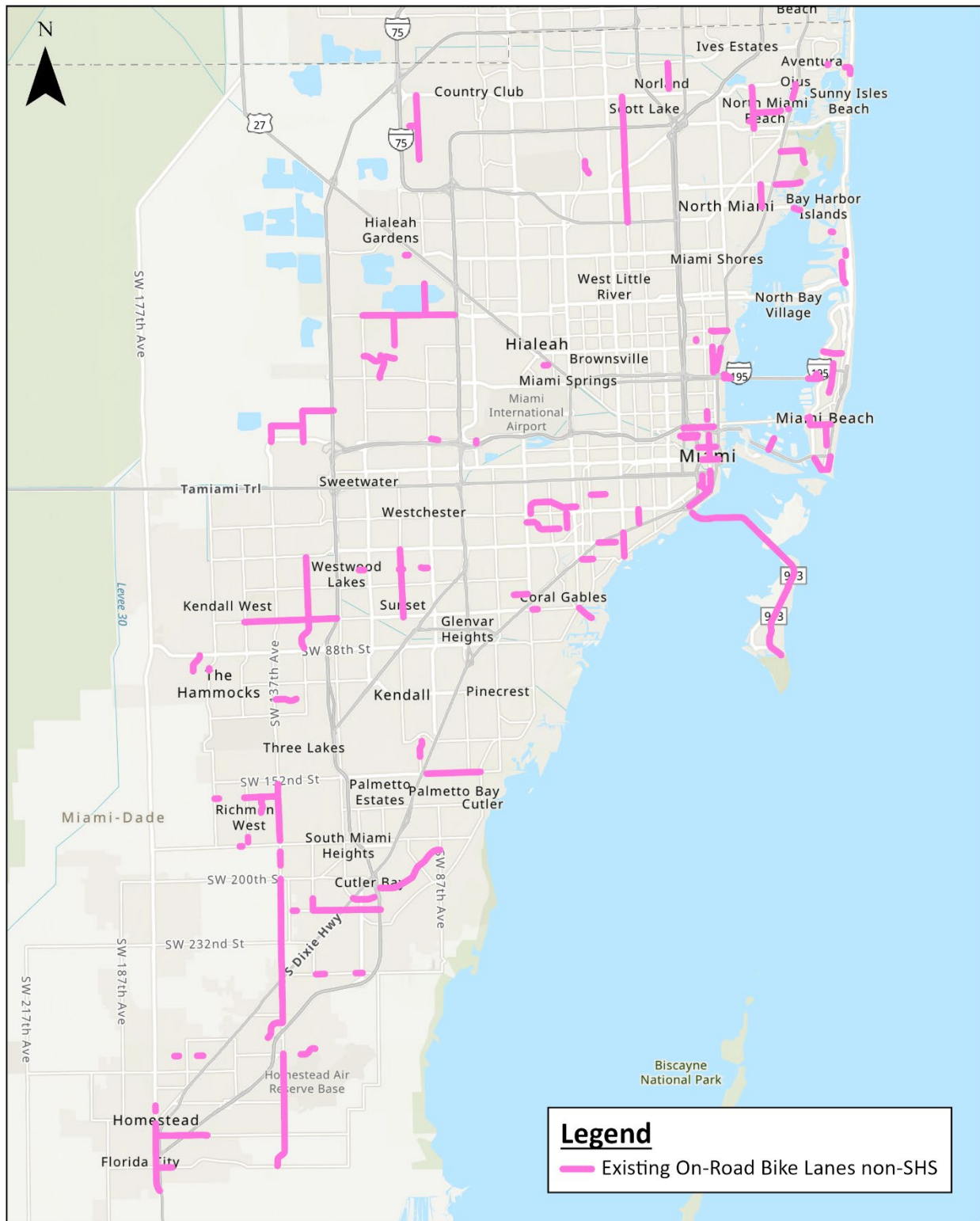
The Miami-Dade TPO performed an analysis to identify bicycle facilities that could be converted to Sidewalk-Level Separated Bicycle Lanes.

To perform the analysis, the “Bike Lanes” GIS layer from the FDOT Open Data Hub was used to represent the existing bicycle lane facilities throughout Miami-Dade County.

A filter was applied to the GIS layer to display only conventional and buffered on-road bicycle lane types in Miami-Dade County. The filtered results were then compared to a GIS layer that represented roadways on the State Highway System (SHS).

Existing on-road conventional and buffered bicycle lane types that are not part of the SHS were selected to calculate the total mileage of existing on-road bicycle facilities on County or other municipal jurisdiction roadways. These facilities are mapped in Map 1 and that total mileage is shown below.

*Total Mileage of Existing On-Road Bicycle Facilities (including Buffered and Conventional Bicycle Lane types) on County or other municipal jurisdiction roadway: **162.8 miles (mileage considers lanes on both sides of road, when applicable)***



A similar analysis was performed for those existing on-road bicycle facilities located on the SHS but included an additional analysis to identify the eligibility of applying the urban side path criteria outlined in the 2024 FDM Chapter 224, “*Shared Use Paths*,” to potentially convert these facilities to Sidewalk-Level Separated Bicycle Lanes.

Eligibility for conversion was determined based on the guidelines provided in Section 223.2.4.2 of the 2024 FDM, titled “*Sidewalk Level Separated Bicycle Lanes*.” Under these guidelines, any corridor or roadway segment classified as C2T, C4, C5, or C6 with a speed limit of 35 mph or less qualifies to use the aforementioned criteria, covering aspects such as Horizontal Clearance, Vertical Clearance, Design Speed, Horizontal Alignment, Separation from Roadway, Longitudinal Grades, and Cross Slopes. For reference, the FDOT Context Classification definitions are shown in Figure 8.

Total Mileage of Existing On-Road Bicycle Facilities (including Buffered and Conventional Bicycle Lane types) on SHS: 191.6 miles (mileage considers lanes on both sides of road, when applicable). These facilities are mapped in Map 2.

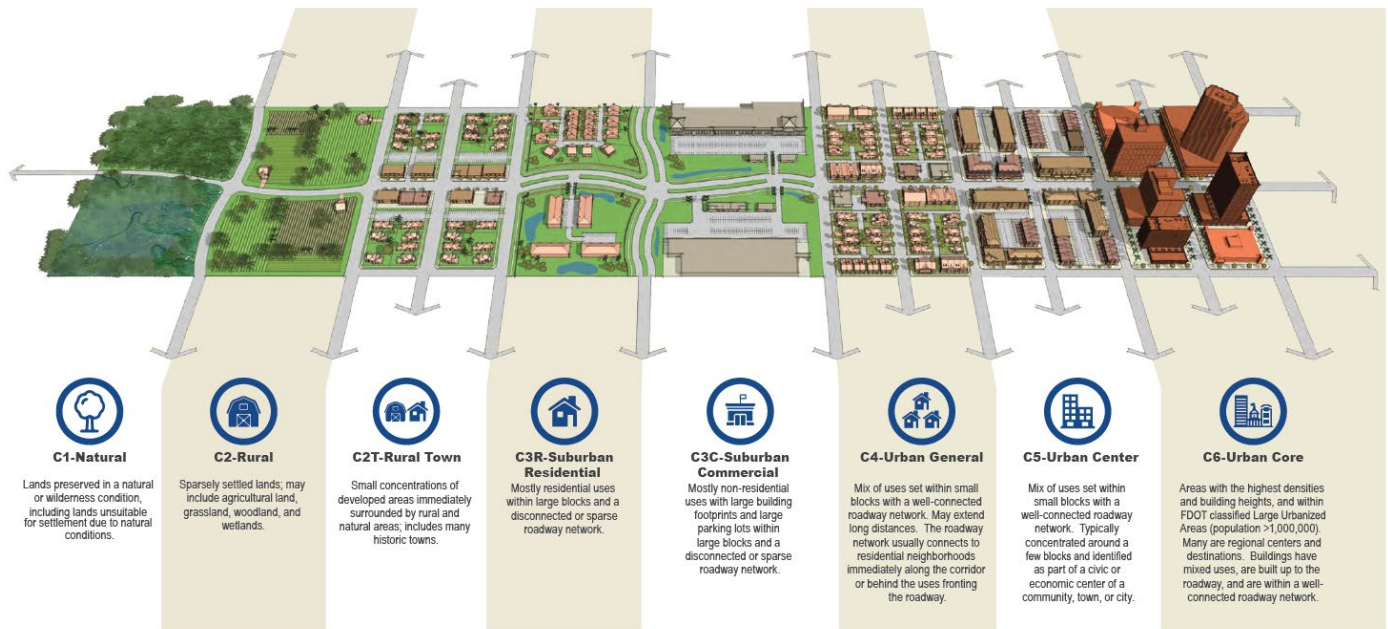
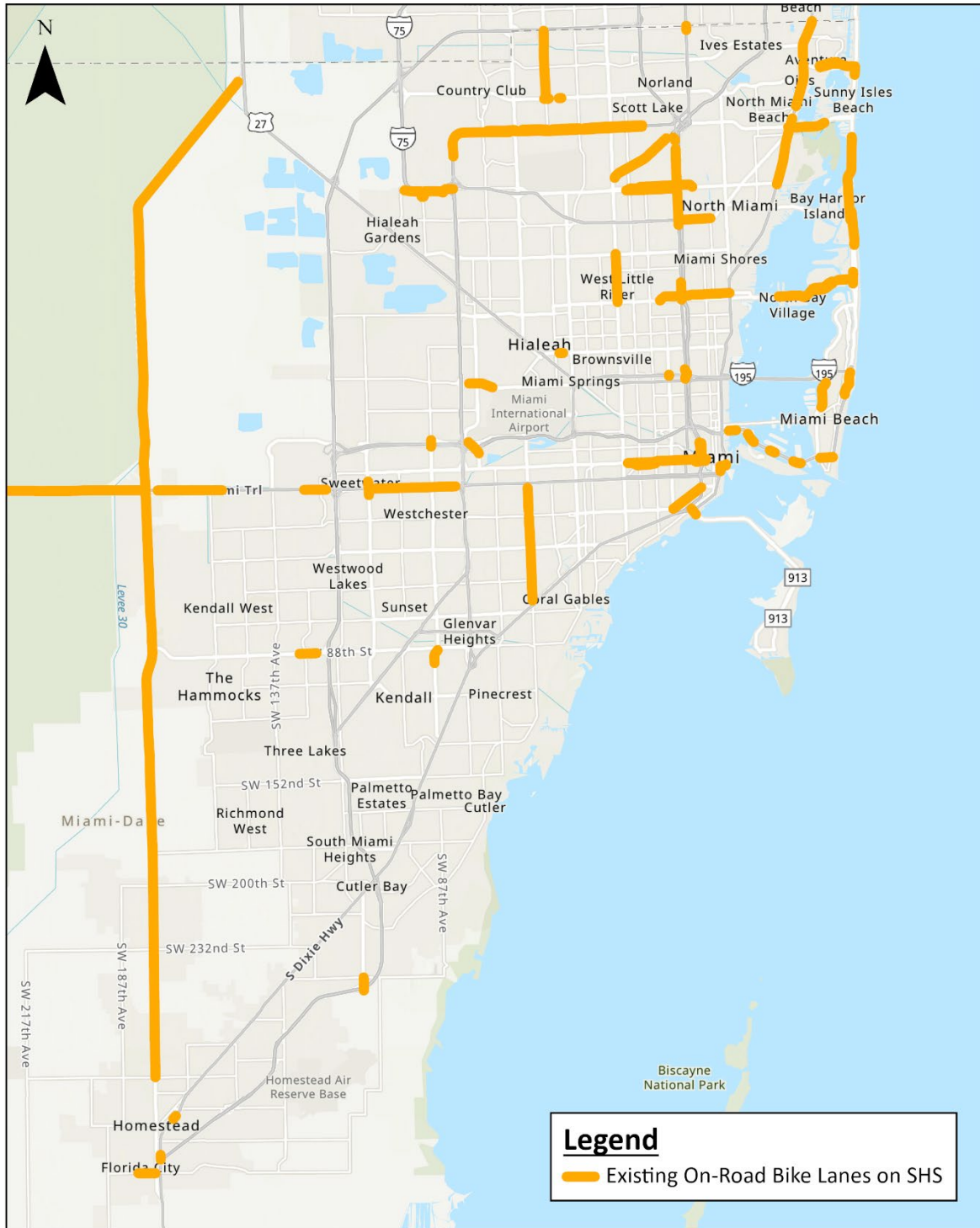


Figure 8: FDOT Context Classification Definitions



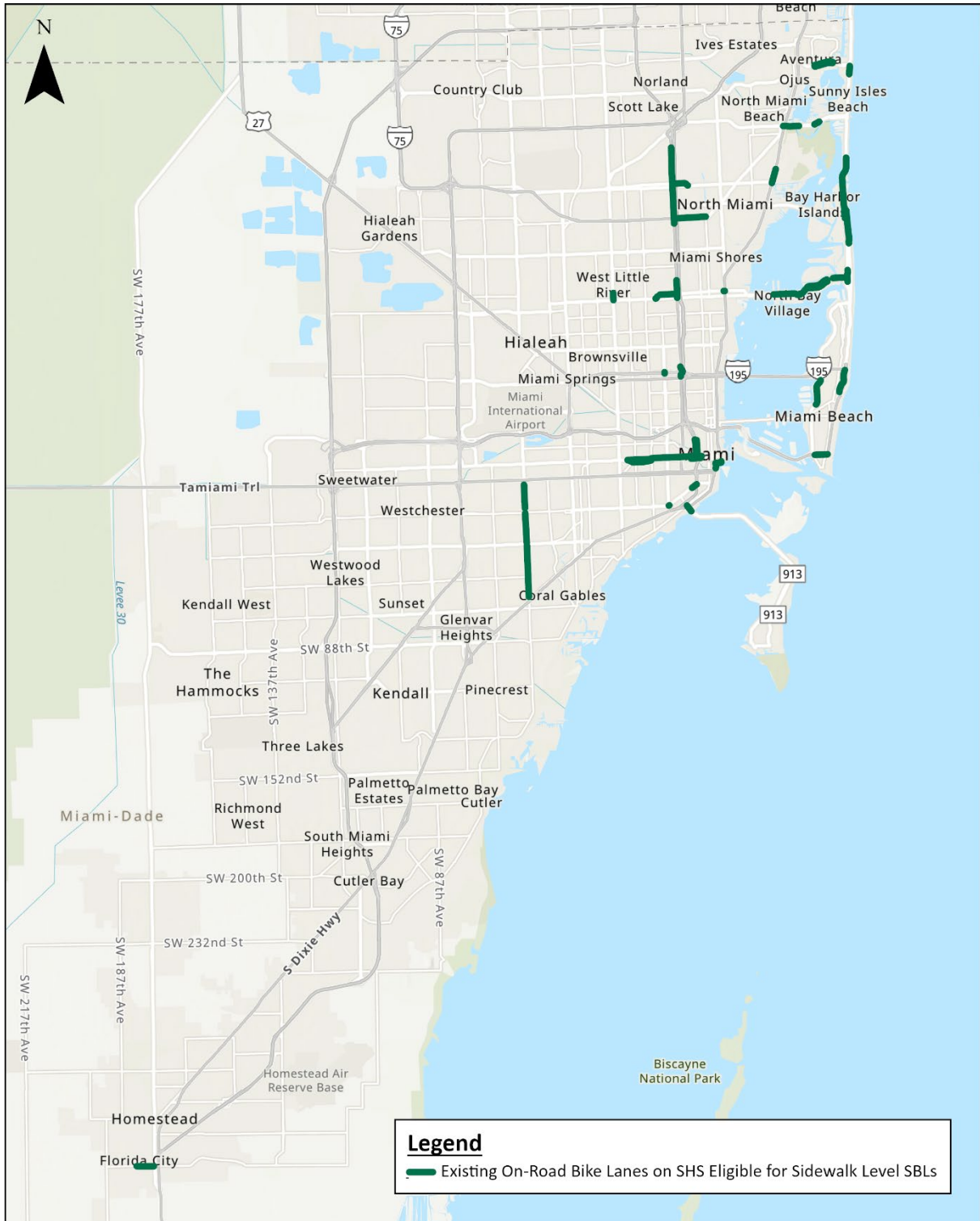
Map 2: Sidewalk-Level Separated Bicycle Lane Analysis – Existing On-Road Bicycle Lanes on SHS

Based on the criteria outlined in the 2024 FDM, an analysis was performed to determine the eligibility of existing SHS bicycle facilities for potential conversion to Sidewalk-Level Separated Bicycle Lanes. Eligible facilities on the SHS are mapped in Map 3.

*Total Mileage of Existing On-Road Bicycle Facilities (including Buffered and Conventional Bicycle Lane types) on SHS, Eligible for Sidewalk Level SBLs: **36.2 miles (mileage considers lanes on both sides of road, when applicable)***

The analysis observed many on-road bicycle facilities on roadway segments that are part of the SHS with a context classification designation of C4, C5, C6 but the roadway speed limit is 40MPH, making the facility “ineligible” for Sidewalk Level Separated Bicycle Lanes based on the parameters used for this analysis set forth in Section 223.2.4.2 of the 2024 FDM.

In conclusion, the 36.2 miles of bicycle facilities on the SHS would need further evaluation to identify the feasibility of conversion to Sidewalk Level Separated Bicycle Lanes.



Map 3: Sidewalk-Level Separated Bicycle Lane Analysis – Existing On-Road Bicycle Lanes on SHS, Eligible for Sidewalk-Level Separate Bicycle Lanes

Below are the roadway segments with existing conventional and buffered bicycle lanes that are eligible to potentially support the conversion to Sidewalk-Level Separated Bicycle Lanes. The roadway segment list has been organized based on which side of the roadway the existing facility is located on.

Roadway Side: Left			
Roadway Facility	From	To	Mileage
SW 344 th Street/W Palm Drive	NW 6 th Avenue	Krome Avenue	0.54
SW 3 rd Avenue	SW 19 th Road	SW 17 th Road	0.17
Collins Avenue	North of 96 th Street (across from St. Regis Bal Harbour Resort)	Haulover Park (MP 13.31)	1.64
S Red Road/SW 57 th Avenue	Plasentia Avenue	Coral Way	0.86
S Red Road/SW 57 th Avenue	SW 22 nd Street	SW 17 th Street	0.32
NW 7 th Avenue	NW 79 th Street	NW Little River Drive	0.54
NW 119 th Street	NW 6 th Avenue	NE 2 nd Avenue	0.87
S Red Road/SW 57 th Avenue	SW 16 th Street	SW 10 th Street	0.33
NW 7 th Avenue	North of NW 36 th Street (MP 3.15)	NW 43 rd Street	0.29
NW 12 th Avenue	NW 39 th Street	NW 40 th Street	0.04
5 th Street	Lenox Avenue	Collins Avenue	0.41
NW 7 th Avenue	NW 116 th Terrace	S Biscayne River Drive	2.36
79 th Street Causeway/N Bay Causeway	West of Harbor Island Drive (MP 1.56)	Bay Drive	1.11
S Red Road/SW 57 th Avenue	Levante Avenue	SW 41 st Street	1.62

Roadway Side: Left			
Roadway Facility	From	To	Mileage
71 st Street	Bay Drive	Abbott Avenue	0.33
Collins Avenue	South of 189 th Street (MP 15.96)	NE 192 nd Street	0.26
Brickell Avenue/SE 2 nd Avenue	SE 5 th Street	Biscayne Boulevard Way	0.18
W Flagler Street	NW 24 th Avenue	East of NW 24 th Avenue (MP 1.78)	0.02
NE 163 rd Street/Sunny Isles Boulevard	Biscayne Boulevard	NE 26 th Avenue	0.50
NE 163 rd Street/Sunny Isles Boulevard	West of NE 34 th Avenue (MP 4.65)	NE 34 th Avenue	0.17
Biscayne Boulevard	NE 135 th Street	North of NE 140 th Street (MP 20.54)	0.46

Table 1: List of Roadway Segments with On-Road Bicycle Facilities (on the Left Side) part of the SHS potentially eligible for Sidewalk-Level Separated Bicycle Lanes

Roadway Side: Right			
Roadway Facility	From	To	Mileage
NW 3 rd Drive	NW 2 nd Street	NW 8 th Street	0.37
Harding Avenue	94 th Street	96 th Street	0.25
NE 192 nd Street (frontage road loop beneath William Lehman Causeway)	W Country Club Drive	W Country Club Drive	1.18
NW 7 th Avenue	North of NW 36 th Street (MP 3.15)	NW 43 rd Street	0.33
Collins Avenue	87 th Street	96 th Street	1.05
Normandy Drive	Biarritz Drive	Rue Notre Dame	0.68
Brickell Avenue/SE 2 nd Avenue	SE 5 th Street	Biscayne Boulevard Way	0.21
NW 7 th Avenue	NW 116 th Terrace	S Biscayne River Drive	2.40
5 th Street	Lenox Avenue	Collins Avenue	0.40
SW 1 st Street	SW 5 th Avenue	SW 2 nd Avenue	0.30
Abbott Avenue	69 th Street	74 th Street	0.37
Indian Creek Drive	26 th Street	W 41 st Street	0.74
SW 1 st Street	SW 24 th Avenue	SW 17 th Avenue	0.76
Collins Avenue	Haulover Park (MP 12.59)	Haulover Park (MP 13.31)	0.72
NW 81 st Street	NW 13 th Court	NW 13 th Avenue	0.09
Alton Road	North of Michigan Avenue (MP 1.65)	Chase Avenue	0.82
S Red Road/SW 57 th Avenue	SW 64 th Street	Algardi Avenue	1.45

Roadway Side: Right			
Roadway Facility	From	To	Mileage
W Flagler Street	NW 24 th Avenue	NW 2 nd Avenue	2.32
Normandy Drive	Rue Versailles	Abbott Court	0.41
Opa Locka Boulevard	NW 6 th Court	NW 2 nd Avenue	0.46
79 th Street Causeway/N Bay Causeway	West of Harbor Island Drive (MP 1.56)	Rue Notre Dame	1.85
Biscayne Boulevard Way	SE 3 rd Avenue	SE 3 rd Street	0.15
S Red Road/SW 57 th Avenue	Bird Road	Coral Way	0.92
SE 26 th Road/Rickenbacker Causeway	S Miami Avenue	Rickenbacker Causeway Toll Gantry	0.23
W Palm Drive	SW 6 th Avenue	Krome Avenue	0.49
NW 7 th Avenue	NW 79 th Street	NW Little River Drive	0.56
NW 3 rd Court	E Flagler Street/NW 1 st Street	NW 8 th Street	0.46
NW/NE 119 th Street	NW 6 th Avenue	NE 2 nd Avenue	0.87
NE 163 rd Street/Sunny Isles Boulevard	West of NE 34 th Avenue (MP 4.65)	NE 34 th Avenue	0.16
S Red Road/SW 57 th Avenue	S Greenway Drive	SW 10 th Street	0.69
SW 3 rd Avenue	SW 19 th Road	SW 17 th Road	0.14
NW 81 st Street	NW 12 th Court	NW 7 th Avenue	0.49
SW 3 rd Avenue	SW 12 th Avenue	SW 32 nd Road	0.02
Biscayne Boulevard	NE 135 th Street	North of NE 140 th Street (MP 20.53)	0.41
NE 82 nd Street	West of Biscayne Boulevard (MP 0.81)	Biscayne Boulevard	0.03

Roadway Side: Right			
Roadway Facility	From	To	Mileage
NW 27 th Avenue	NW 79 th Street	NW 83 rd Street	0.22

Table 2: List of Roadway Segments with On-Road Bicycle Facilities (on the Right Side) part of the SHS potentially eligible for Sidewalk-Level Separated Bicycle Lanes