



ROLLING FORWARD

Miami-Dade's Path Towards Bicycle-Friendly Designation

NOVEMBER 2025



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Overview

Miami-Dade Transportation Planning Organization (TPO), Miami-Dade County and partners are advancing a shared vision for a safer, healthier, and more accessible transportation future, one where bicycling is a viable, visible, and valued part of daily life. This report documents the renewal effort of Miami-Dade County's Bicycle Friendly Community (BFC) designation from the League of American Bicyclists, capturing the collective progress made since its initial Bronze designation in 2017. It also reflects the County's broader leadership in building momentum for bicycle-friendly policies, infrastructure, and partnerships across the region.

The Miami-Dade TPO undertook a comprehensive and collaborative process to prepare its 2025 BFC renewal application. This included engaging a cross-sector Project Working Group (PWG), coordinating a regional Bike-Friendly Workshop, and developing tailored toolkits to support municipalities, businesses, and universities in pursuing their own Bicycle Friendly designations.

The report describes the BFC and is organized to align with the League's Five E's Framework: Engineering, Education, Encouragement, Evaluation and Planning, as well as Equity and Accessibility. It summarizes lessons from other designated communities in Florida. It also summarizes the County's application submission and its support to peer organizations.

As the Miami-Dade TPO seeks to elevate the County's designation status, this report serves not only as documentation of work completed but also as a roadmap for what lies ahead: deeper collaboration, strategic investment, and an unwavering commitment to making Miami-Dade County a more bicycle-friendly place for all.

The chapters that follow are organized to reflect both the League of American Bicyclists' Bicycle Friendly Community framework and Miami-Dade's locally tailored approach:

- 01** Foundation for a Bicycle-Friendly Future
- 02** Building Momentum Through Collaboration
- 03** Application in Motion
- 04** Appendix

01

Foundation for a Bicycle-Friendly Future

The Bicycle Friendly America (BFA) certification program, created by the League of American Bicyclists (The League), provides a comprehensive framework to make cycling safer and more accessible in communities, businesses, and universities nationwide.

Through this initiative, entities can earn designations as a Bicycle Friendly Community (BFC), Bicycle Friendly Business (BFB), or Bicycle Friendly University (BFU), reflecting their commitment to fostering a bicycle-friendly environment. The BFA program recognizes achievements and offers a roadmap and guidance for further improvements, helping local leaders and advocates build safe and welcoming places for bicyclists.

Through 2025, the BFA program has recognized nearly 500 communities, over 1,300 businesses, and more than 200 universities nationwide for their efforts. It has become a nationwide movement toward safer streets and better cycling for everyone.

Miami-Dade County became actively involved in the BFA program in March 2017, with the Miami-Dade Transportation Planning Organization (TPO) hosting its first Bicycle Friendly Workshop. This pivotal event galvanized local municipalities, businesses, community groups, and educational institutions around the goal of improving cycling conditions throughout the county. **Figure 1** contains The League's logo and the bronze designation award.

Miami-Dade County achieved its first BFC Bronze designation in November 2017.



Figure 1: League of American Bicyclists Logo and Bronze Award

The BFC Bronze designation marked a milestone in the County's commitment to promoting cycling as a viable transportation and recreation choice, and it reflected significant advancements in infrastructure, educational programs, community engagement, and safety improvements. As illustrated in **Figure 2**, within Miami-Dade County, there are seven (7) communities, five (5) businesses, and one (1) university with a bicycle-friendly designation.

The League ranks the State of Florida as the 8th bicycle-friendly state in the nation, highlighting the actions and progress taken to adopt complete streets laws and policies, develop a statewide bike plan, and implement laws for safe passing and slow-speed roads. As illustrated in **Figure 3**, within Florida, there are 24 bicycle-friendly communities, 161 businesses, and eight (8) universities.

Currently, Miami-Dade County, through the TPO, is engaged in the renewal process to improve upon its Bronze-level designation. This renewal effort presents an opportunity to build upon previous successes, highlight areas of improvement since the last designation, and further solidify the County's reputation as a vibrant, bicycle-friendly region. Miami-Dade County aims to sustain and elevate its bicycle-friendly status by encouraging more local municipalities, businesses, and universities to pursue and achieve similar designations. This demonstrates the County's ongoing commitment to the BFA program and underscores a strategic effort to promote safer streets and foster lasting community benefits beyond cycling.

The sections that follow provide an overview of the structure and goals for each of the three programs, highlight the process for successful designation, and discuss how municipalities, businesses, and universities in Miami-Dade County could benefit from pursuing or renewing their bicycle-friendly designations. In addition, it includes a list of current or previously designated organizations for each of the BFA programs in Miami-Dade County.

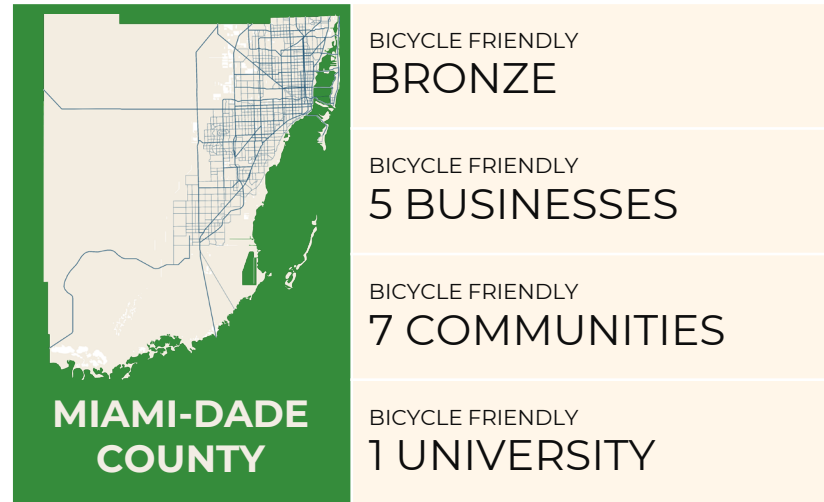


Figure 2: Miami-Dade County BFA Facts

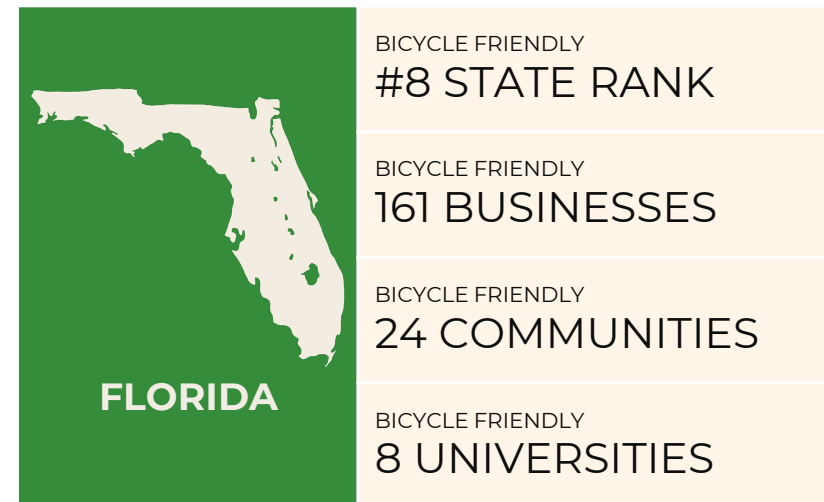
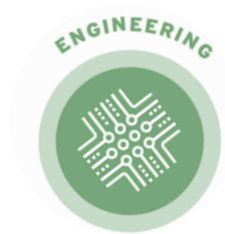


Figure 3: State of Florida BFA Facts

The Bicycle-Friendly America Program

The Bicycle Friendly America program utilizes a comprehensive framework, the “5 E’s”, to assess and guide communities, businesses, and universities towards bike friendliness. The program recognizes these entities at five (5) distinct certification levels: Bronze, Silver, Gold, Platinum, and Diamond, each representing escalating degrees of bicycle-friendly infrastructure, policy support, community engagement, and program effectiveness. These include the following describes the 5 E framework:



ENGINEERING

Developing safe and convenient infrastructure for bicycling, such as bike lanes, trails, and parking facilities, creates environments that encourage cycling as a mode of transportation.



EDUCATION

Providing programs and resources that equip people of all ages and abilities with the skills and confidence to ride safely. This includes educational initiatives aimed at promoting mutual understanding and road safety for cyclists and motorists.



ENCOURAGEMENT

Fostering a strong bike culture through events, campaigns, and programs that promote and celebrate bicycling, thereby increasing community engagement and participation.



EVALUATION AND PLANNING

Implementing strategies to assess current conditions, set measurable goals, and plan for continuous improvements in bicycle infrastructure and programs, ensuring that bicycling remains a safe and viable transportation option.



EQUITY AND ACCESSIBILITY

Ensuring that all individuals, regardless of race, income, ability, geography, age, gender, or sexual orientation, have fair access to bicycling opportunities. This involves creating environments that cater to the needs of underserved and underrepresented populations.

BFA Program Types

Bicycle Friendly Community (BFC)

The BFC application is comprehensive. It requires the community to detail their efforts to expand bike networks, pass supportive policies, and promote cycling culture through education and outreach programs.

This application requires pulling significant data for analysis and identifying the presence and characteristics of programs, policies, and initiatives.

Completing this application and acquiring all necessary evidence requires involvement from various experts, including local government agencies, departments, city staff, citizen volunteers, local bicycle groups, and transportation advocacy groups.

Bicycle Friendly Business (BFB)

The BFB application focuses on secure bike parking, incentives for employees, customers, and guests who bike, and programs that encourage active commuting.

Businesses that apply must show how they create a cycling-friendly culture. This application requires a small amount of mapping/analysis to determine the amenities and infrastructure within a designated radius of the business.

Bicycle Friendly University (BFU)

BFU applicants are evaluated based on campus-specific criteria, including the integration of cycling into transportation planning, the availability of bicycle-sharing programs, and student and faculty engagement in cycling initiatives.

The BFU program requires mapping/analysis that needs data about the campus road and bike infrastructure.

Award Levels

The League of American Bicyclists BFA includes the following award levels: Diamond, Platinum, Gold, Silver, and Bronze, as illustrated in **Figure 4**. Each award level reflects the entity's commitment to the 5 E's framework, reflecting the extent of bicycle-friendly efforts within the community, business, or university. This recognition is for four years and requires reapplication for future designations. Applicants who have made efforts to promote bicycling but have not yet met the criteria for a full award level receive honorable mention.

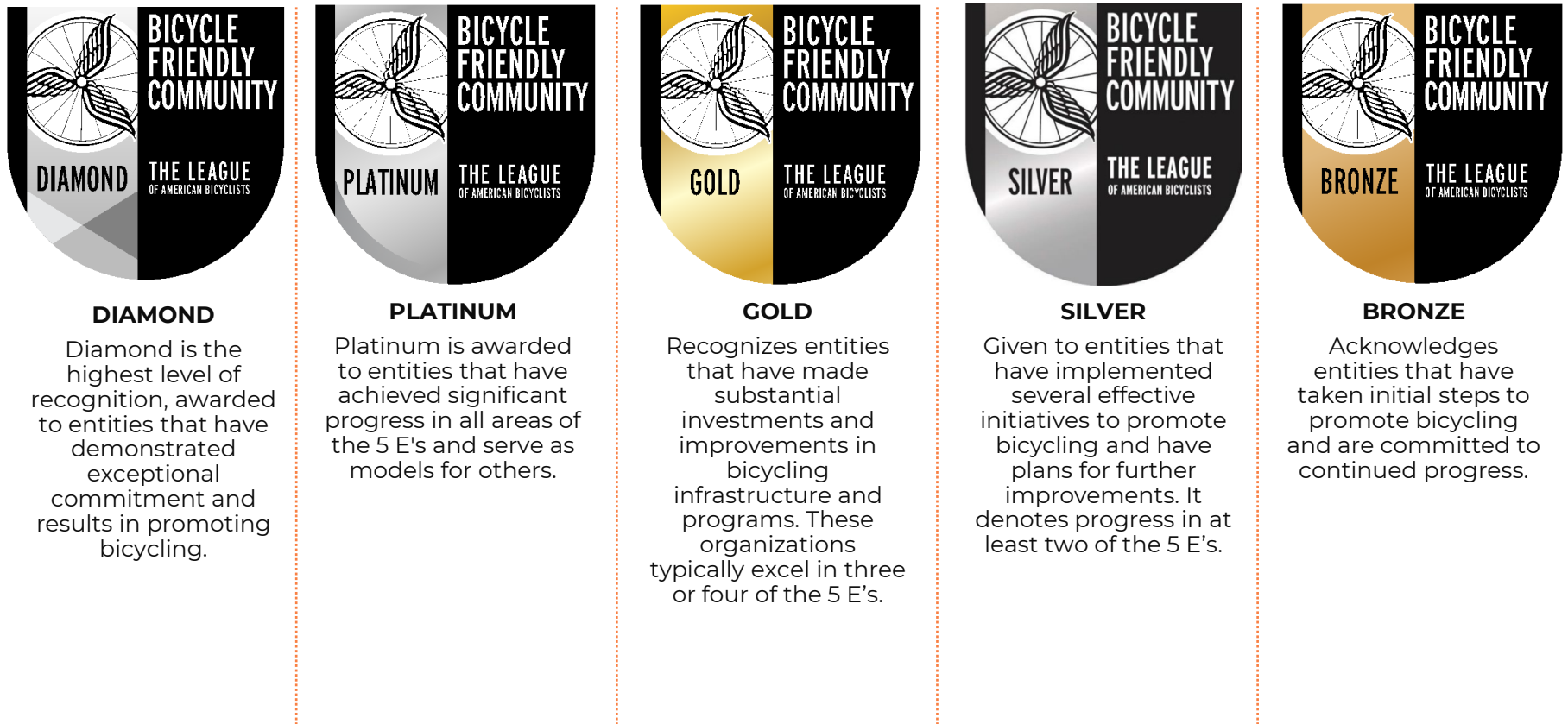


Figure 4: BFA Award Levels

Components of a Successful BFA Application

The League of American Bicyclists emphasizes that successful BFA applicants typically demonstrate a comprehensive and strategic approach to bicycle friendliness. A strong application should include a straightforward, data-driven narrative supported by documented evidence of proactive efforts across all areas of the 5 E's framework.

These components collectively represent the best practices identified by the League of American Bicyclists, ensuring an application that is thorough, compelling, and aligned with national standards for cycling excellence. **Figure 5** illustrates the key components of a bicycle-friendly community application. In renewing its designation, Miami-Dade County should evidence its robust documentation of all bicycle-related initiatives, linking these efforts to measurable outcomes and community impact. In addition, the County should emphasize its existing practices and continuous stakeholder engagement to strengthen its application and position itself favorably to achieve higher-level bicycle-friendly designations.

To better understand the characteristics of successful applications, the following sections examine peer communities, businesses, and universities in Miami-Dade County that have received bicycle-friendly designations. This analysis includes reviewing applications from three (3) Florida communities that have received the BFC designation. While full applications for BFUs and BFBs are unavailable due to confidentiality restrictions, reviewing the characteristics of awarded entities provides insight into successful practices.

Key components of a bicycle-friendly community application include:

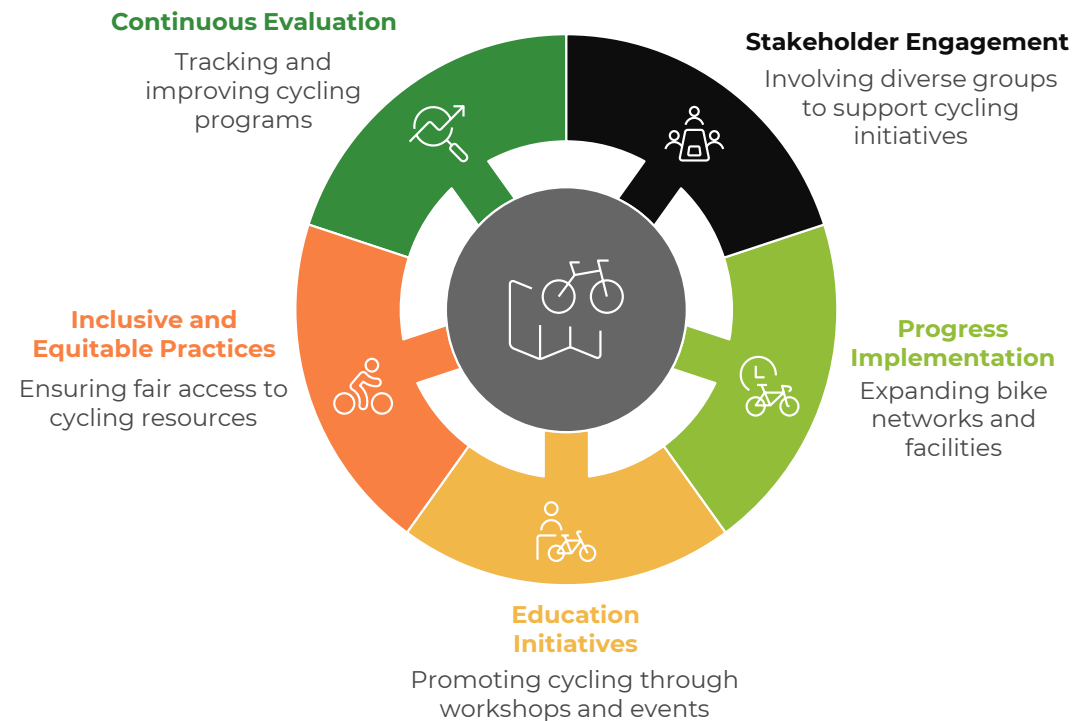


Figure 5: Key Components of a BFC Application

Peer Bicycle-Friendly Communities

Examining the Bicycle Friendly Community report cards for Pinellas County, the City of South Miami, and the Village of Key Biscayne reveals distinct strengths that helped these jurisdictions achieve or sustain their designations, as shown in **Table 1A** through **C**. The report cards score each category out of 10. These three peers were selected because they offer relevant benchmarks for Miami-Dade County as the agency prepares its renewal application. South Miami and Key Biscayne are both municipalities within the County and are also renewing applicants, providing insight into how neighboring communities have maintained their designations. Pinellas County, while a first-time applicant, serves as a statewide comparison point as another Florida county with a metropolitan area working through the BFA program. **Figure 6** highlights key information for each peer community.

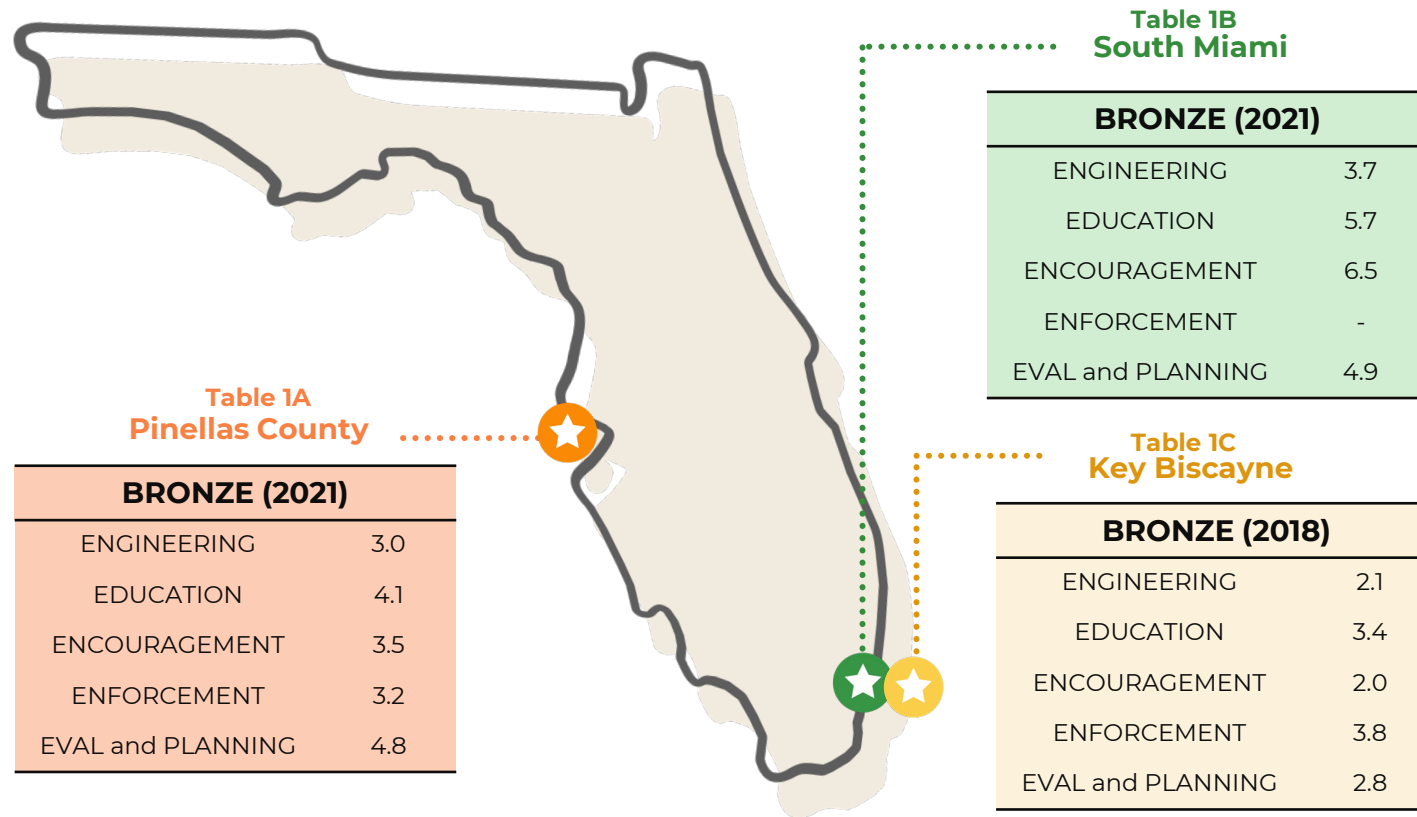


Figure 6: Peer Communities with Bicycle Friendly Community Designation



Pinellas County

Pinellas County was awarded a Bronze-level designation, indicating it has implemented some foundational practices in support of cycling. A review of the League’s scoring and 10 Building Blocks reveals the following strengths:

- + **Bicycle Advisory Committee:** Pinellas had an active advisory committee that met regularly (at least once a month), demonstrating community governance structures were in place to support ongoing input and policy alignment.
- + **Bike Plan Status:** The county had a current bicycle plan that was actively being implemented, a critical benchmark in the League of American Bicyclists’ scoring framework for long-term progress.
- + **Bicycle-Friendly Laws and Ordinances:** The county was recognized for having laws or policies that support bicycling, an important building block that reflects a formal commitment to safe and equitable cycling conditions.
- + **Encouragement Events:** The county hosted events such as Bike Month or Bike-to-Work Day, an indicator of public outreach and mainstreaming of cycling culture.



South Miami

South Miami earned its Bronze designation due to its notable commitment to encouraging bicycling through community engagement and events. The city met several of the League’s “10 Building Blocks of a Bicycle Friendly Community,” including an active Bicycle Advocacy Group, a current bike plan under implementation, and established local bike laws. Highlights of strengths:

- + **Bicycle Education in Schools:** Education programming was recognized as “excellent,” suggesting consistent engagement with school-aged audiences.
- + **Bike Month and Bike-to-Work Events:** South Miami regularly hosts encouraging events, reinforcing a bicycle-friendly culture.
- + **Bike Plan Implementation:** The city has an up-to-date bike plan that actively guides infrastructure and programming improvements.



Key Biscayne

Key Biscayne’s compact size and network of low-stress streets were reflected in its strong performance in several BFA evaluation areas. The League recognized the village for having a current bike plan, supportive bicycle-related ordinances, and an active Bicycle Advisory Committee. Education and encouragement efforts were also rated “good.” Highlights of strengths:

- + **Strong Community Programming:** Regular participation in Bike Month activities and engagement of an advocacy group demonstrated community support.
- + **Policy Foundation:** The village had bicycle-supportive laws and current planning efforts in place.
- + **Bike Plan and Staffing:** Implementation of a bike plan and periodic advisory meetings indicated continued local government commitment.

The review of South Miami, Key Biscayne, and Pinellas County demonstrates that achieving or sustaining a Bicycle Friendly Community designation depends not solely on population size or geography, but on the strength of planning, community involvement, and policy commitment. Each jurisdiction has implemented foundational elements such as active advisory committees, current and guiding bike plans, and visible public engagement through education and encouragement events.

Their success underscores the fact that progress is built on sustained, collaborative effort across sectors, and it highlights these efforts in a clear alignment with the 5-E's framework. For Miami-Dade County and its municipalities, these examples offer practical pathways for both renewal and advancement by investing in planning, elevating programming, and ensuring ongoing coordination among public, private, and community stakeholders.

Figure 7 reflects how art, infrastructure, and partnerships can strengthen key bicycle corridors.

Appendix A contains a list of the designated Florida-based communities.

Figure 7: Cyclists ride along what is now part of The Underline, in Coral Gables, passing domino-themed columns created in 2019 through a grant award-supported public art installation with additional support from community partners and Miami-Dade County. The installation brought new identity and character to the corridor.



Review of Bicycle-Friendly Businesses

The League's Awards Database for bicycle-friendly businesses in Florida offers valuable insights for Miami-Dade County as it works to foster a similar culture. Hospitality, food, and retail businesses, such as cafes and breweries, dominate the list, suggesting that community-oriented establishments with a leisure focus naturally lend themselves to bicycle-friendliness.

The term "business" in the context of bicycle-friendly certification remains flexible, encompassing a wide range of entities beyond traditional retail or office settings. Designated businesses in Florida include non-profits, hospitals, transit agencies such as the Pinellas Suncoast Transit Authority (PSTA) (St. Petersburg, Bronze), and government offices. This diversity demonstrates that bicycle-friendliness can thrive across private, public, and service-oriented sectors.

Employee size varies widely among designated businesses, showing that scale

is not a limiting factor. Barley's Bike Rentals (Panama City Beach, Gold) operates with just three employees, while Tampa General Hospital (Tampa, Gold) employs more than 7,000. Both have successfully created bicycle-friendly environments despite their vastly different capacities.

Individual locations of local, regional, or national chains can also apply for separate designations. The presence of multi-site awardees such as Buddy Brew Coffee (five designated locations in Tampa) and ABC Bicycles (two in St. Petersburg) points to a strong opportunity for businesses to scale bicycle-friendly practices across multiple branches.

The diversity of BFB designees across Florida illustrates that bicycle-friendliness is not confined to any one industry, business size, or sector. From coffee shops and breweries to hospitals, planning firms, and public agencies, the designation is attainable and impactful across a broad

spectrum of organizations. This flexibility presents an opportunity for Miami-Dade County to grow its network of BFBs by targeting a range of business types, from small storefronts to large institutions.

Moreover, the success of multi-site businesses and chain locations highlights the potential for scalable bicycle-friendly practices that can be adopted throughout the County. As Miami-Dade seeks to enhance its BFC designation, actively supporting and promoting local businesses in pursuing BFB certification can reinforce a cycling culture, improve visibility and access to bicycle-friendly amenities, and foster cross-sector collaboration in making the County more welcoming to bicyclists.

Appendix A includes a complete list of designated businesses in Florida.



Review of Bicycle-Friendly Universities

The definition of "university" in this bicycle-friendly context applies consistently to higher education institutions, but varies in terms of size and type. Certified universities range from smaller private schools, such as the Florida Institute of Technology in Melbourne (Bronze, 4,721 students), to larger university research hubs, like Florida State University in Tallahassee (Silver, 42,876 students), and specialized campuses, like the University of South Florida in St. Petersburg (Bronze, 5,888 students). This range proves that bicycle-friendliness thrives across diverse academic settings.

Additionally, enrollment figures vary significantly among designated universities in Florida, ranging from 4,721 students (Florida Institute of Technology) to 71,948 students (University of Central Florida).

Campus size and structure also allow flexibility; each distinct campus of a university system can earn its own certification. For example, the University of South Florida's Tampa Campus (44,968 students) and its St. Petersburg campus (5,888 students) hold separate designations, reflecting the unique efforts at each location. Multi-campus systems highlight the potential to scale bicycle-friendliness across a university network, amplifying its reach and impact on student communities. **Figure 8** demonstrates an existing bicycle use for students at Florida International University.

This flexibility presents a clear opportunity for Miami-Dade County to encourage more of its local colleges and universities, beyond the currently designated University of Miami, to pursue certification.

With supportive infrastructure, strong partnerships, and targeted programming, campuses can enhance mobility and wellness for students, faculty, and staff, serving as hubs of innovation and leadership in building a bicycle-friendly region. By expanding BFU participation, the County can further solidify its broader efforts to embed cycling into the fabric of everyday life across Miami-Dade.

A complete list of designated universities in Florida is included in Appendix A.

Figure 8: A student mounts a bicycle at a Florida International University campus bike corral, illustrating routine bicycle use in a campus environment.

Designation Benefits

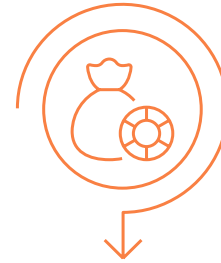
The League of American Bicyclists supports communities, businesses, and universities in making cycling a core part of their identity through its Bicycle Friendly designations. The benefits begin with the application process, which helps identify data gaps and areas for improvement. As highlighted in **Figure 9**, designated communities, businesses, and universities often see positive outcomes in economic impact, safety, mobility, health, and promotional value.

Economically, the designation can strengthen grant applications and attract tourists, customers, residents, and students. Communities may see increased property values, while businesses and universities benefit from reduced parking demand and expanded customer or student bases.

Designated places also improve safety and mobility by offering safer biking environments and promoting bike safety programs. Encouraging bike commuting reduces car reliance, eases traffic and enhances overall mobility. Biking supports healthy lifestyles, leading to better quality of life, higher satisfaction, and stronger recruitment and retention.

Finally, the designation brings promotional value. Communities gain a reputation that attracts visitors and new residents. Businesses receive national recognition, decals, online profiles, and inclusion in the League's yearbook. Universities can use the certification to appeal to prospective students by highlighting bicycle-friendly amenities on campus.

Benefits of the Bicycle-Friendly designation



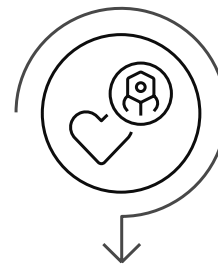
Economic Impact

Strengthens grant applications and attracts tourists, customers, residents, and students. Increased property values, reduced parking demand.



Safety and Mobility

Offers safer biking environments and promotes bike safety programs. Reduces car reliance, eases traffic and enhances mobility.



Health Benefits

Supports healthy lifestyles, leading to better quality of life and higher satisfaction. Stronger recruitment and retention.



Promotional Value

Attracts visitors and new residents, and national recognition, decals, online profiles, and inclusion in the League's yearbook.

Figure 9: Benefits of a Bicycle-Friendly Designation

Current and Expired Designations in Miami-Dade County

The following tables summarize the current and expired Bicycle Friendly designations for communities (**Table 2**), businesses (**Table 3**), and universities (**Table 4**) within Miami-Dade County. During the COVID-19 pandemic, the League of American Bicyclists introduced a grace period (GP) extension for entities whose designations were set to expire. This extension was provided to support entities in maintaining their bicycle-friendly status despite disruptions caused by the pandemic.

Table 2 Miami-Dade County BFCs

| Community Name | Current Award Level | Award Status | Recent Round | BFC Since |
|--------------------------------|---------------------|--------------|--------------|-----------|
| City of Doral | Bronze | GP 17-21 | 2017 | 2017 |
| City of Miami | Bronze | GP 16-20 | 2016 | 2016 |
| City of Miami Beach | Silver | GP 17-21 | 2017 | 2012 |
| City of South Miami | Bronze | Renewed | 2021 | 2017 |
| Miami Shores Village | Bronze | GP 17-21 | 2017 | 2017 |
| Miami-Dade County | Bronze | GP 17-21 | 2017 | 2017 |
| Village of Key Biscayne | Bronze | GP 18-22 | 2018 | 2014 |

GP= Grace Period

Table 3 Miami-Dade County BFBs

| Business Name | Current Award | Award Status | Recent Round | BFB Since | Staff | City |
|--|---------------|--------------|--------------|-----------|-------|--------------|
| Coral Gables Art Cinema | Bronze | Lapsed | Spring '15 | 2015 | 15 | Coral Gables |
| Coral Gables Museum | Silver | Lapsed | Spring '15 | 2015 | 9 | Coral Gables |
| Dade Heritage Trust | Silver | GP 17-21 | Winter '17 | 2017 | 2 | Miami |
| Dover, Kohl and Partners | Silver | GP 17-21 | Spring '17 | 2017 | 10 | Coral Gables |
| Kaire and Heffernan, LLC | HM | PR HM | Spring '19 | - | 6 | Miami |
| Mack Cycle and Fitness | Platinum | GP 17-21 | Spring '17 | 2016 | 25 | Miami |
| Magic City Bicycle Collective <i>(No Longer in Business)</i> | Gold | GP 18-22 | Fall '18 | 2018 | 4 | Miami |
| Morrison and Foerster LLP - Miami Office | HM | PR HM | Spring '21 | - | 19 | Miami |
| West Kendall Baptist Hospital | Bronze | GP 17-21 | Spring '17 | 2017 | 1,138 | Miami |

GP= Grace Period; HM= Honorable Mention; PR HM = Previous Round Honorable Mention

Table 4 Miami-Dade County BFUs

| University Name | Current Award | Recent Round | Enrollment | City |
|--|---------------|--------------|------------|--------------|
| University of Miami, Coral Gables | Bronze | 2020 | 15,341 | Coral Gables |

The Bicycle Friendly America program provides communities, businesses, and universities with a framework to enhance their support for bicycling. For Miami-Dade County, it offers more than certification; it charts a path toward safer streets, healthier communities, and a stronger, sustainable regional identity.

Chapter 1 explained the program's foundations, designation process, and lessons from peers. While Miami-Dade and several local entities hold designations, most are lapsed or in grace periods, signaling a need for renewed engagement. Successful applications elsewhere emphasize community planning, equity, education, and stakeholder involvement principles that Miami-Dade can apply to its renewal and to supporting new applicants. This foundation is reinforced by visible bicycling activity across the County, including along Miami Beach's popular Beachwalk, as demonstrated in **Figure 10**.

Case studies show that size or complexity doesn't limit achievement; collaboration, commitment, and linking planning to implementation are key.

As Miami-Dade County moves forward with its renewal, it is also uniquely positioned to lead a coordinated regional effort that supports peer cities, local businesses, and higher education institutions in pursuing their designations. With the proper support and partnerships, Miami-Dade can grow its network of bicycle-friendly designations, build momentum toward a higher tier of recognition, and serve as a model for other large, diverse metropolitan regions.



Figure 10: People bike and walk along the Beachwalk in Miami Beach, illustrating the County's strong culture of outdoor recreation and active mobility.

02

Building Momentum Through Collaboration

This chapter highlights both the behind-the-scenes coordination that supported Miami-Dade County's Bicycle Friendly Community renewal application and the outward collaboration that culminated in the 2025 Bike-Friendly Workshop on May 2nd. Together, these efforts demonstrate how careful planning and broad engagement worked hand-in-hand to advance the County's renewal and inspire new applications across the region.

The Project Working Group (PWG) and project management framework provided a foundation for the application process. Through regular meetings, scheduling, and documentation, the group helped align tasks, address challenges, and ensure the renewal reflected both local priorities and the League of American Bicyclists' criteria.

At the same time, outreach and the Bike-Friendly Workshop brought municipalities, universities, businesses, and advocates together to share experiences and explore opportunities for their own designations. By offering resources, highlighting success stories, and fostering peer exchange, the workshop demonstrated how collaboration can eliminate challenges and expand participation in the Bicycle Friendly America program.

Together, these efforts illustrate how internal organization and external engagement complemented one another, supporting Miami-Dade's renewal while also advancing a broader network of bicycle-friendly partners across the County.

Project Working Group

From the outset, transparency, collaboration, and shared ownership were prioritized. A dedicated PWG was brought together, comprising representatives from transportation, planning, parks and recreation, roadway engineering, and advocacy, to serve as both subject matter experts and strategic advisors. Their insights shaped the County's story through data and information validation, elevating local strengths.

The PWG consisted of representatives from various public and private organizations at the local, state, and national levels. **Figure 11** illustrates the organizations represented in the group, they include:

- + Bike305
- + League of American Bicyclists
- + City of Miami Beach
- + Florida Bicycle Association
- + Florida Department of Transportation (FDOT)
- + Miami-Dade Parks, Recreation, and Open Spaces (PROS)
- + Miami-Dade Department of Transportation and Public Works (DTPW)
- + University of Miami KiDZ Neuroscience Center

Steering the process also meant curating input from a variety of technical sources, ensuring that both quantitative data and lived experience informed the application responses. Regular meetings, targeted outreach, and facilitated discussions helped maintain momentum and build consensus along the way.

The PWG met three times throughout the project and contributed valuable insights to shape each phase of work. These meetings strengthened collaboration across jurisdictions and offered a platform for peer learning among designated and aspiring communities. **Figure 12** includes a timeline of PWG meetings.

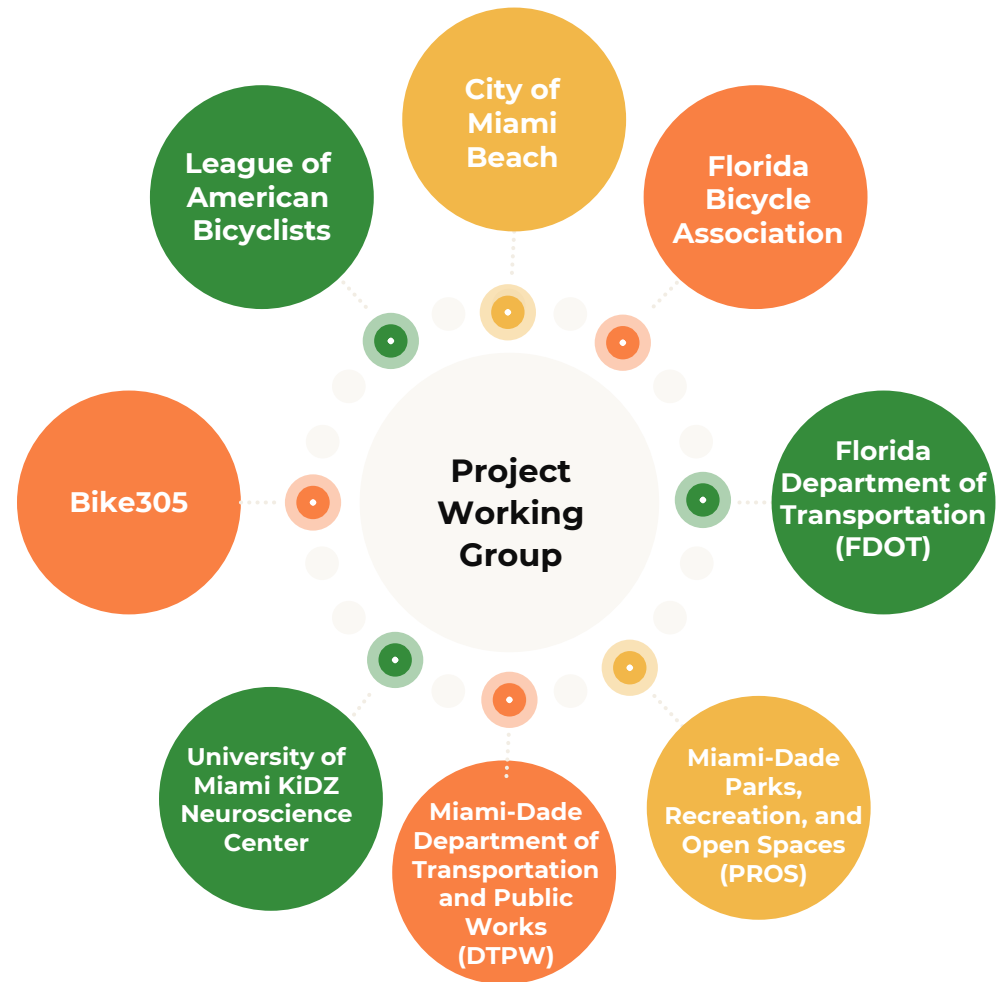


Figure 11: PWG Organization Composition

PWG Members and Key Collaborators

This effort engaged several staff members across the PWG member organizations. In addition, meetings with the Miami-Dade County Public Schools and the University of Miami's Bike Safe program helped inform many of the in-school youth efforts.

Engaging with this diverse network to align efforts and fill data gaps ensured that the Bicycle Friendly Community application for Miami-Dade County reflected the most accurate and up-to-date information.

Project Management

Fourteen (14) project management meetings were held, beginning with the January 22, 2025, kickoff, to track milestones, address challenges, and align priorities. A detailed schedule outlined major milestones, including application deadlines, PWG meetings, and the workshop, and was updated as needed.

In addition, 28 supporting meetings took place, including internal sessions, TPO coordination, panelist preparation, three PWG meetings, workshop calls, and assistance for local BFBs and BFUs.

This structure of recurring check-ins, shared tools, and responsive communication built trust among stakeholders, strengthened the application, and established a framework for collaborative planning.

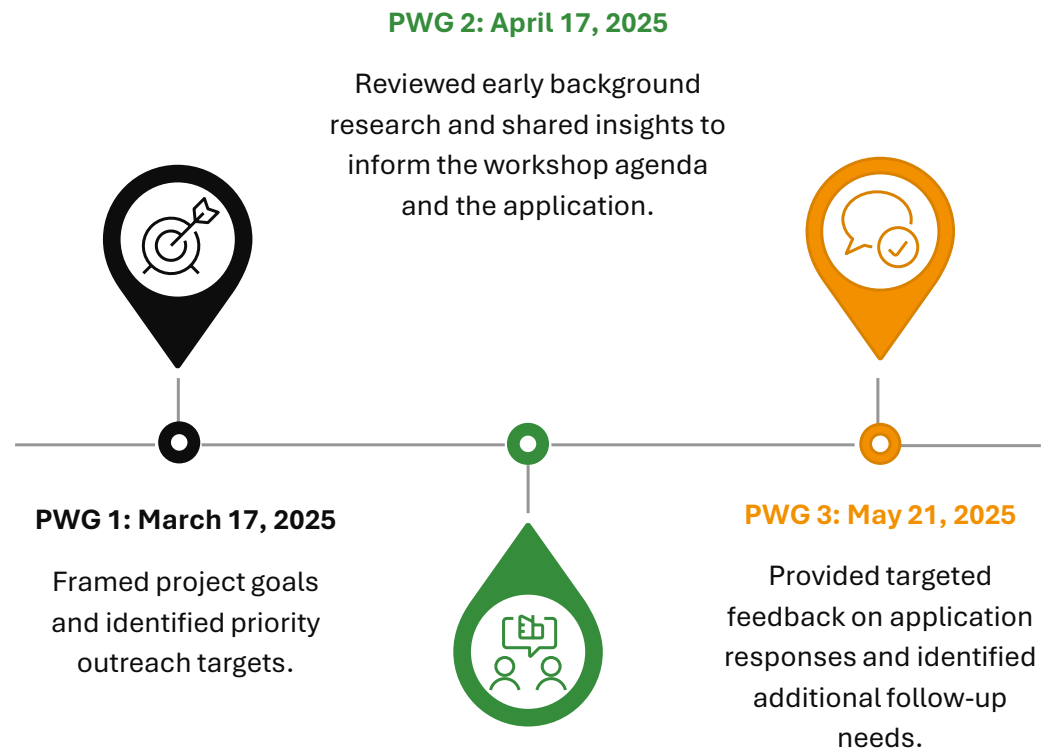


Figure 12: PWG Meeting Timeline

Workshop Coordination and Planning

The same coordination and diverse perspectives that guided the County's application also shaped the Bike-Friendly Workshop. PWC members and partners played an active role in designing the program, shaping outreach, and ensuring it reflected local priorities. The TPO served as the lead convener, developed the workshop program, and handled workshop logistics, communications, and facilitation. Weekly meetings took place to coordinate and prepare for the workshop. Meeting agenda items included:

Identifying the Venue and Logistics

The 2025 Bike-Friendly Workshop was hosted at the FDOT District Six Auditorium. The location was selected to support an accessible, interactive, and bicycle-focused program, and included the following features:

- + **Parking and ADA Access:** Provided ample parking and fully ADA-compliant facilities.
- + **A/V Capabilities:** Equipped with high-quality audio and visual systems suitable for presentations and panel discussions.
- + **Exhibit and Networking Space:** Offered a dedicated space for vendor exhibits, engagement stations, and participant networking.
- + **Bike Valet Service:** Added to reinforce the workshop's bicycle-friendly mission and support attendees arriving by bike.
- + **Repair and Maintenance Station:** Provided a free on-site repair station that helped create a welcoming environment and encouraged participant engagement in bicycle-friendly initiatives.

Determining Prospective Participants

A broad mix of stakeholders, some already designated, others new to the program, was sought. Invitees included:

- + **Municipalities:** Miami, Miami Beach, Coral Gables, Homestead, Hialeah, Miami Gardens, Doral, North Miami, Cutler Bay, and all municipalities within the County limits.
- + **Businesses and Organizations:** Amazon, WeWork, Pipeline, Marlins Organization, Arsht Center, Royal Caribbean, Carnival Cruise Line, DHL, Kraft Foods, DoorDash, Mack Cycle and Fitness, Baptist Health South Florida, Deco Bike, and more.
- + **Universities and Academic Partners:** University of Miami, Florida International University, Miami Dade College, Barry University, and more.
- + **Agencies and Advocacy Partners:** Miami International Airport, Brightline, Tri-Rail, Bike Somi, The Underline, Coconut Grove Business Improvement District, and more.

Inviting and Promoting the Event

The Bike-Friendly Workshop was promoted through a multi-channel outreach campaign designed to engage a diverse mix of entities across Miami-Dade County. The strategy focused on both broad and targeted communications to maximize participation and ensure broad representation. Key outreach tactics included:

- + **Email Campaigns:** Targeted invitations and reminders sent to over 400 contacts throughout Miami-Dade, including elected and appointed officials for all the municipalities, various community organizations, businesses, transportation agencies, universities, and more.
- + **Phone Calls:** Follow-up calls were made to key contacts.
- + **Promotional Flyer:** A visually engaging flyer was developed and distributed via eblast and as a downloadable asset.
- + **Social Media Posts:** Event announcements were promoted on LinkedIn, X, Facebook, and other social media platforms. Partner agencies also shared posts.

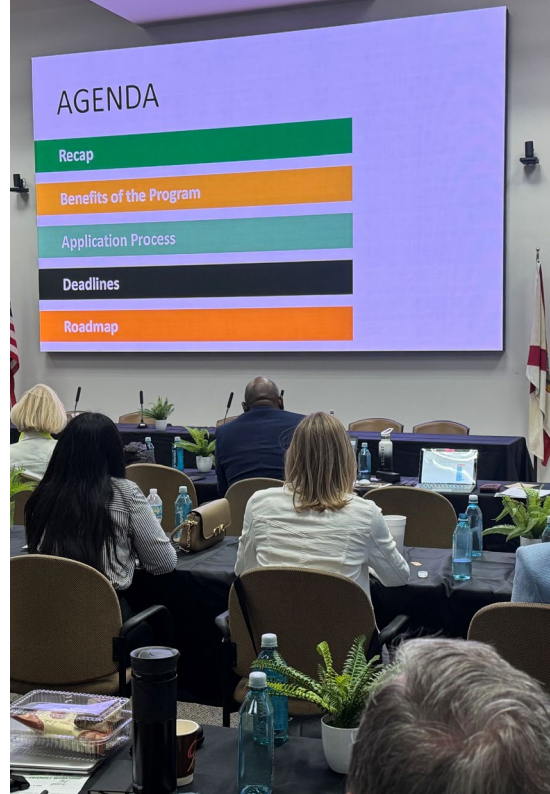
Workshop

All of this preparation culminated on May 2, 2025, when the Bike-Friendly Workshop was held at the FDOT District Six Auditorium. The event was designed to encourage the advancement of bicycling initiatives, strengthen coordination, and support bicycle-friendly applications throughout Miami-Dade County. **Figure 13** contains a photo of the workshop. The workshop brought together over 50 participants representing local governments, planning agencies, universities, and advocacy organizations. Every element of the agenda was intentional and aimed to deliver value through technical guidance, peer inspiration, and targeted networking, positioning attendees to take immediate action in their communities.

The program featured national and state leaders from the League of American Bicyclists and the Florida Bicycle Association, along with local champions driving progress across the Five E's of bicycle friendliness. Complementary activities, including a vendor showcase, free bike repairs, helmet-fitting certification training, and an on-site bike valet, expanded the workshop beyond presentations and fostered an interactive, hands-on environment.

The following pages describe the workshop activities. **Figures 14** and **15**, and **Appendices B** and **C**, contain the workshop flyer and the order of the day. **Appendix D** contains the workshop sign-in sheets.

Figure 13: Collage of photos from the Miami-Dade TPO's 2025 Bike-Friendly Workshop.



TPO
Miami-Dade Transportation
Planning Organization

**MIAMI-DADE
BIKE-FRIENDLY
WORKSHOP 2025**

Join us for a day of learning, collaboration, and action to make Miami-Dade more bike-friendly. The Miami-Dade TPO Bike-Friendly Workshop is an opportunity for businesses, universities, and municipalities to learn how to earn a Bicycle Friendly Community, Business, or University designation through the League of American Bicyclists.

AGENDA

| | |
|---------------|---|
| MAY 02 | 9:30 AM - 10:00 AM Registration |
| | 10:00 AM - 10:30 AM Introduction and Overview |
| | 10:30 AM - 11:20 AM Panel Discussion - Bike Organizations |
| | 11:30 AM - 12:30 PM Panel Discussion - Best Practices |
| 10 AM | 12:30 PM - 2:00 PM Lunch & Networking |
| | 2:00 PM - 3:00 PM Application & Certification Session |
| | 3:00 PM - 4:00 PM Helmet-Fitting Certification Training |

FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172

Figure 14: Promotional Flyer for the Miami-Dade TPO's 2025 Bike-Friendly Workshop

Registration and Networking: The day began with participant check-in and informal networking. This allowed early opportunities for cross-sector introductions and built the foundation for collaboration that continued throughout the event.

Introduction and Overview: Opening remarks framed the workshop within the context of Miami-Dade's broader multimodal and safety priorities. The purpose was clear: renew the County's Bicycle Friendly Community designation, inspire new applications from municipalities, universities, and businesses, and align local strategies with proven national standards.

Panel I – From National Vision to Local Action: Building a Bike-Friendly Future: The first panel brought together representatives from the League of American Bicyclists, the Florida Bicycle Association, FDOT, the Miami-Dade TPO, the Miami-Dade DTPW, and Bike305. Together, they connected the national framework of the Bicycle Friendly America program with real-world implementation at the state, regional, and local levels. The discussion explained the structure and benefits of the program, demonstrated how advocacy organizations and public agencies can collaborate to improve conditions, and provided practical guidance on translating national best practices into local contexts.

Panel II – Ideas in Motion: Local Approaches to the 5 E's of Bicycle Friendliness: This panel featured local and regional organizations, including Tri-Rail, the City of Miami Beach, university of Miami's BikeSafe, and Florida International University. Each presentation focused on one or more of the Five E's: Engineering, Equity and Accessibility, Encouragement and Education, and Evaluation. Examples included infrastructure upgrades that enhance safety, inclusive design practices that expand access, community programs that increase participation, and data-driven performance measurement techniques that guide continuous improvement. The variety of approaches gave participants practical, transferable strategies to apply in their own jurisdictions or institutions.

Palm Beach TPA Video - Leveling Up to Gold Status: A short video profile of Palm Beach TPA illustrated the actions and commitment required to achieve a higher Bicycle Friendly Community status. The case study served as both a benchmark and a motivator for participants aiming to elevate their own recognition.

The Machine and the Infrastructure - A Brief History of the Bicycle: This presentation explored the history of the bicycle and its role in shaping mobility. By connecting past innovations to current planning efforts, it encouraged participants to frame bicycling as both a functional mode of transportation and an integral part of community identity.

From Idea to Designation - Your Roadmap to Bicycle Friendly Status: An application walk-through provided step-by-step guidance for achieving Bicycle Friendly status. The discussion addressed common challenges, identified key success factors, and equipped participants with a clear plan for moving forward and toolkits.

Hands-On Training and Vendor Engagement: The closing session featured Bike 305's helmet-fitting certification, enabling participants to apply safety skills directly in community programs, schools, and public events. Additional engagement opportunities, including the vendor showcase, on-site bike valet, and free bike repair station, reinforced the workshop's focus on equipping attendees with practical tools and resources they could deploy immediately.

Through a balanced mix of strategic insight, peer learning, cultural perspective, and hands-on training, the workshop successfully delivered on its goals. Participants left with the knowledge, connections, and tangible resources needed to accelerate bicycle-friendly initiatives throughout Miami-Dade County.

Appendices B, C, and D contain the workshop flyer, order of the day, and sign-in sheets.



The flyer features a header with the TPO logo and a bicycle illustration on the left, and the title 'MIAMI-DADE BIKE-FRIENDLY WORKSHOP 2025' on the right. Below the title is the event name 'BIKE-FRIENDLY WORKSHOP - ORDER OF THE DAY', the date 'FRIDAY, MAY 2, 2025 - 9:30 AM - 4:00 PM', and the location 'FDOT DISTRICT 6 AUDITORIUM - 1000 NW 111TH AVE, MIAMI, FL 33172'. The main content is a table with two columns: time slots and activities. The table is bordered by green and yellow lines. A decorative graphic of a rainbow arch is in the bottom right corner.

| Time Slot | Activity |
|---------------------|---|
| 9:30 AM – 10:00 AM | Registration |
| 10:00 AM – 10:15 AM | Introduction and Overview |
| 10:15 AM – 11:15 AM | Panel I – From National Vision to Local Action: Building a Bike-Friendly Future Moderator - Chris Rosenberg, TPO Amelia Neptune, League of American Bicyclists Kelly Morph, Florida Bike Association, Ken Jeffries, FDOT Kevin Walford, TPO Paola Baez, DTPW Sue Kawalerski, Bike 305 |
| 11:15 AM – 11:25 AM | Break |
| 11:25 AM – 12:15 PM | Panel II - Ideas in Motion: Local Approaches to the 5 E's of Bicycle Friendliness Moderator - Jeannine Gaslonde, TPO Engineering Presentation - Vince, Tri-Rail Equity + Accessibility Presentation - Otniel Rodriguez, City of Miami Beach Encouragement + Education Presentation - Nicole Fuentes Krafczyk, UHealth BikeSafe Evaluation Presentation - Dr. Priyanka Alluri, FIU |
| 12:15 PM – 1:30 PM | Lunch & Networking |
| 12:30 PM – 12:45 PM | Palm Beach TPA Video – Leveling up to Gold Status |
| 1:10 PM – 1:25 PM | Presentation: “The Machine and the Infrastructure: A Brief History of the Bicycle” - Kurt Kaminer |
| 1:30 PM – 2:00 PM | Presentation + Discussion – From Idea to Designation: Your Roadmap to Bicycle Friendly Status |
| 2:00 PM – 2:10 PM | Formal End of Day |
| 2:10 PM – 4:00 PM | Bike 305 Helmet-Fitting Certification Training |

Figure 15: Bike-Friendly Workshop Order of the Day

Toolkits and Data

As part of the “From Idea to Designation” presentation and discussion session, the project team unveiled three Getting Started Toolkits tailored for communities, businesses, and universities. These toolkits, illustrated in **Figure 16**, were created to translate the workshop’s guidance into actionable next steps, helping participants begin or refine their pursuit of a Bicycle Friendly designation.

Each toolkit provides a concise, easy-to-navigate starting point, offering:

- + An overview of the designation type and what the League looks for in successful applications
- + A data checklist to help local teams gather the most relevant policies, programs, and data
- + Quick tips and insights based on past applicants and local success stories
- + Contact information for local and national resources
- + A self-assessment worksheet to help identify strengths, gaps, and areas for improvement

The toolkits were distributed during the workshop and introduced during the interactive discussion on aligning efforts with the League’s Five E’s framework. They are intended to supplement the official League application materials.

To further support participants, the consultant team also conducted a countywide data analysis to help eliminate barriers to completing the more technical sections of the application. This analysis, based solely on available Miami-Dade County datasets, provides each municipality with a baseline picture of its bicycle and roadway network conditions. While this information offers a valuable starting point, municipalities may have supplemental data on planned projects or local facilities that are not captured in County sources. Incorporating that additional information will ensure their applications present the most accurate and complete representation of their networks. The baseline analysis is available upon request to the Miami-Dade TPO due to file size.

By equipping participants with both tailored toolkits and ready-to-use data, the workshop’s hands-on, forward-looking spirit was reinforced and a clear pathway from interest to action was offered.



Figure 16: Collage of the Getting Started Toolkits developed by the Miami-Dade TPO for distribution at the 2025 Bike-Friendly Workshop.

Outcomes and Takeaways

More than 50 participants attended the event, many of whom expressed renewed interest or newfound curiosity in the BFA program. Several entities indicated direct intent to apply for designation. Others left with information to explore next steps internally. Feedback was collected through informal conversations during and after the event, as well as through verbal comments made during breakout sessions and the networking hour. Several recurring themes emerged from participant reflections and conversations with staff.

Key feedback themes included:



Value of Practical Guidance: Many attendees appreciated the clear, step-by-step guidance provided during the Ideas to Designation panel.



Learning from Peers: Both panels received strong praise for their diversity of speakers and candid insights. Attendees valued hearing from communities and institutions that had already navigated the BFA process.



Hands-On Resources: Attendees enjoyed the hands-on training session, noting that it added a practical and immediately applicable skill to take back to their organizations.



Missed Opportunities: One attendee noted the absence of local cycling clubs; event planners acknowledged outreach to advocacy groups had occurred, but participation remained voluntary.

The workshop signaled Miami-Dade's commitment to cultivating a regional ecosystem of bicycle-friendly designations, as demonstrated in **Figure 17**. It demonstrated how coordinated, well-supported collaboration can help communities take the next step in their journey toward bicycle-friendliness. The ideas, relationships, and resources seeded at this event will continue to inform implementation and inspire action across the region.

Figure 17: Introduction session of the 2025 Bike-Friendly Workshop, highlighting a regional vision for safe and connected bicycling for all.

Let's build a region where every ride feels safe, every street works for everyone, and every community has a chance to be recognized.



03

Application in Motion

The journey toward Miami-Dade County's recognition as a Bicycle Friendly Community begins with a clear and comprehensive understanding of the programs, policies, and partnerships that make up its active transportation ecosystem. This chapter documents the research, data, and local knowledge that supported the County's BFC renewal application, reflecting the momentum already underway across the region.

To build a strong and accurate submission, the project team cast a wide net, drawing from County plans, agency policies, public programs, press releases, social media campaigns, and insights gathered through the PWG. This multi-source approach ensured that the diversity of efforts across Miami-Dade was fully captured and that local successes were meaningfully represented.

Organized around the League of American Bicyclists' Five E Framework: Engineering, Education, Encouragement, Evaluation and Planning, as well as Equity and Accessibility; each section provides a thematic summary of the initiatives, partnerships, and data points that shaped the application.

This chapter also includes supporting information on the submission of Miami-Dade County's renewal application and the TPO's ongoing encouragement to municipalities, businesses, and universities to pursue their own Bicycle Friendly designations.

Together, these elements reflect a comprehensive and collaborative effort to advance bicycling throughout Miami-Dade.



Engineering

The engineering section focuses on the bicycle infrastructure and policies that shape environments that encourage cycling as a mode of transportation. Bicycle infrastructure encompasses safe and well-connected networks, quiet neighborhood streets, conventional and protected bike lanes, shared-use trails, bike parking, and policies that ensure the connectivity, maintenance, and expansion of these facilities.

Gathering Data and Information

The Engineering section of the application was primarily informed by data and information from Miami-Dade DTPW, with support from the Miami-Dade TPO and other organizations. The County's Complete Streets Resolution and Design Guidelines were key foundational documents, supported by a range of zoning ordinances, ADA standards, and trail acquisition plans. The Miami-Dade TPO's board-approved Resolution to develop an implementation plan to advance bikeways in Miami-Dade County further reinforced the regional importance of infrastructure expansion, connectivity, and maintenance.

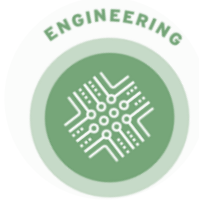
Insights

Miami-Dade County has made significant progress in institutionalizing bike infrastructure across its transportation system. With more than 75 percent of new or reconstructed roadways including bicycle facilities, the County is embedding biking into the built environment through a combination of design guidance and policy leadership. The Complete Streets Design Guidelines emphasize physical separation on high-speed corridors and prioritize user comfort and safety. Signature projects, such as The Underline and the South Dade Trail, exemplify this approach, integrating lighting, landscaping, and public art alongside protected facilities.

Miami-Dade's bicycle network spans more than 550 miles, offering a range of facility types that support different rider needs and comfort levels. The network includes approximately 54 miles of protected bike lanes, 57 miles of conventional bike lanes, 80 miles of shared lane markings, 159 miles of shared-use paths, and over 120 miles of paved shoulders.

Representative List of Sources

- + Acquisition information on parks and trails, including Central West Basin Linear Park and Ludlam Trail
- + Americans with Disabilities Act (c) Standards for Accessible Design
- + Article XXXIII(K), Standard Urban Center District Regulations, Parking Reductions, Miami-Dade County
- + Complete Streets Resolution and Guidelines, Miami-Dade County
- + Local Action Plan for Safer People, Safer Streets, Miami-Dade County
- + Miami-Dade Infill Housing Developer Requirements, Miami-Dade County
- + 2050 Bicycle Pedestrian Master Plan, Miami-Dade TPO
- + 2050 Long-Range Transportation Plan, Miami-Dade TPO
- + Miami-Dade County Bicycle Connectivity Assessment, FDOT
- + Plans Preparation Manual (PPM), FDOT
- + Property Maintenance Ordinance, Miami-Dade County
- + Public Works Manual, Miami-Dade County
- + The American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (the "Green Book")
- + The Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the "Florida Greenbook")
- + The Manual on Uniform Traffic Control Devices
- + Zoning Ordinance, Miami-Dade County



Engineering

This variety reflects the County's commitment to building a connected, accessible, and user-friendly system that supports both recreational and utilitarian trips. Continued expansion and upgrades, particularly in protected and low-stress facilities, are helping close gaps and elevate the network's consistency across jurisdictions.

Multimodal integration remains a priority, with secure bike parking available at all Metrorail and Metro Express BRT stations and 100 percent of buses and BRT vehicles equipped with bike racks. The County has demonstrated initiative in adopting innovative technology to enhance the rider experience, such as the SiBike app and the GoConnect app.

Recognizing the importance of regional consistency, the Miami -Dade TPO Governing Board adopted Resolution #30-2024, which authorizes the development of an implementation plan to advance bikeways countywide. This resolution is part of the TPO's SMART STEP initiative and reflects lessons learned during a study tour to the Netherlands with the Dutch Cycling Embassy. It formalizes the Board's intent to expand first- and last-mile connectivity, enhance access to key destinations, and align with Vision Zero safety goals, reinforcing the County's broader transportation agenda.

While approximately 40 percent of roadways fall under the jurisdiction of other entities, this dynamic presents an opportunity for deeper collaboration. Ongoing coordination through the TPO, FDOT, and municipal partners will be critical to advancing design consistency, filling network gaps, and scaling infrastructure improvements.

With priorities such as completing the Miami Loop, expanding low -stress corridors, and implementing Vision Zero strategies, Miami-Dade's engineering efforts continue to evolve as illustrated in **Figure 18**. Together, these initiatives demonstrate a bold, collaborative approach to creating a safer and more inclusive bicycle network.

Figure 18: Collage of images showcasing Miami-Dade County's engineering efforts, including protected and well-marked bicycle facilities at The Underline, on-street protected bikeways that enhance safety and connectivity across the County, and a multi-use trail supporting recreational riders,

Rolling Forward: Miami-Dade's Path Towards Bicycle-Friendly Designation





Education

The education section requires information on how bicycle education is included as a routine element of the community's education system; how adults, motorists, and government workers are informed and taught about bike safety; and the credentials held by those who teach these groups.

Gathering Data and Information

The Education section of the application was primarily informed by data and information from Bike305, the University of Miami's BikeSafe, and Miami-Dade County Public Schools. Bike305 is a County-led initiative that promotes bicycling through regional collaboration, public events, educational programming, and outreach campaigns designed to encourage active transportation and healthier lifestyles across Miami-Dade. Bike305 provided information regarding youth bicycle education, adult bicycle education, motorist education, and education resources. As demonstrated in **Figure 19**, the University of Miami's BikeSafe and Miami-Dade County Public Schools provided vital information on youth bicycle education programs, including efforts within and outside schools. Various organizations at the County and state levels offer bike safety education resources.

Insights

Miami-Dade County has established a strong foundation for bicycle education, particularly through its youth and community-based efforts. The public school system offers broad access to off-bike safety education, reaching a significant number of students each year. While on-bike instruction is not currently offered in schools due to liability constraints, this creates an opportunity to strengthen out-of-school partnerships and deliver on-bike experiences through community centers and after-school programs.

Programs like Bike305 and the University of Miami's BikeSafe are instrumental in filling this gap. Bike305 regularly offers free on-bike instruction for youth and adults, distributes helmets through state-sponsored programs, and provides resources to municipal partners and law enforcement agencies.

Representative List of Sources

- + 2023-2024 Annual Statistical Student Population Highlights, Miami-Dade County Public Schools
- + Bike305 Program Overview, Miami-Dade TPO
- + Press Release for Miami-Dade Police Department's Pedestrian and Bicycle Safety Campaign
- + Safe Routes to School, FDOT, and Miami-Dade TPO
- + The Pocket Guide for Informed Bicycling in Florida, Florida Bicycle Association



Figure 19: Students participate in a University of Miami BikeSafe activity, practicing traffic signals and safe riding skills under guidance from program instructors.



Education

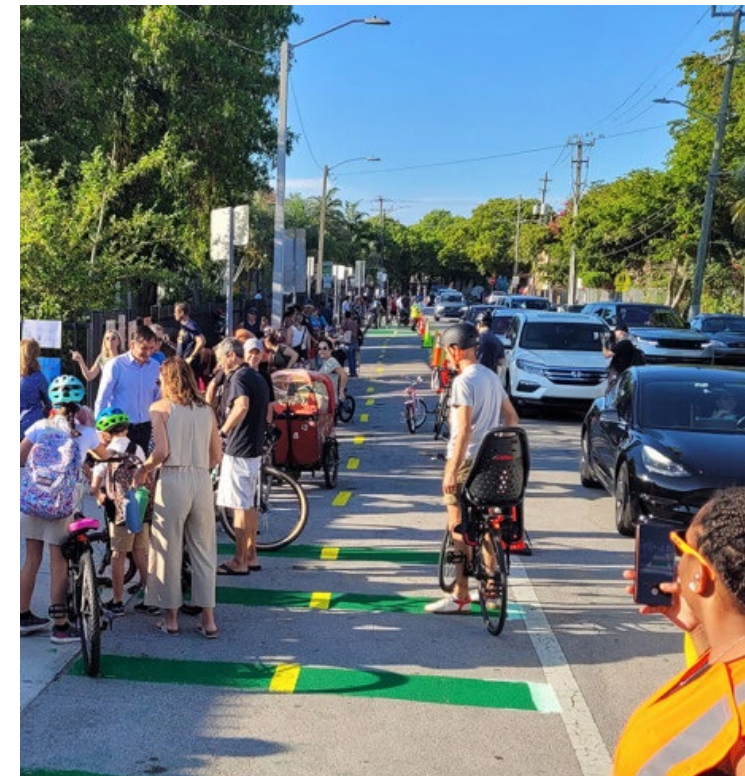
These programs are delivered through coordinated efforts by County agencies and community partners. The University of Miami's BikeSafe program expands on this by piloting multimodal safety curricula in select schools, with plans for future growth.

The County's educational efforts also extend beyond its borders. In 2019, representatives from Miami-Dade PROS presented at the Florida Recreation and Park Association (FRPA) Conference. The session focused on handcycling, helmet fittings, recommendations, and resources for starting a program.

The application requests data on in-school education efforts for both public and private schools. Due to the diversity and number of private schools, only public school data was used to ensure consistency and avoid unintentional exclusion.

Overall, Miami-Dade's education strategies reflect a growing commitment to safety, equity, and community engagement, laying a strong foundation for future expansion and innovation in bicycle education (see **Figure 20**).

Figure 20: Collage of photos demonstrating the County's efforts in education, including students painting bike lanes, children and families participating in bike safety activities, and community members using new bicycle facilities.





Encouragement

Encouragement focuses on creating opportunities and incentives for people to ride. According to the League of American Bicyclists, communities play a crucial role in promoting bicycling through initiatives such as National Bike Month and Bike to Work Day, as well as by developing bike maps, implementing wayfinding signage, hosting commuter challenges, and organizing themed community rides. Investments in bike share systems and internal bicycle fleets also serve as accessible, healthy, and cost-effective strategies for short trips.

Gathering Data and Information

Encouragement is evident across all disciplines and within various organizations in Miami-Dade County. Much of this information was gathered through research, including press releases, social media, and webpages. Encouragement resources range from policies that support bicycle use, such as Miami-Dade County's Bicycle and Pedestrian Master Plan and County Code, to events such as the 2025 Bike Friendly Workshop and the Annual Ride of Silence, to bicycling clubs. Bike305 provided specific information about helmets and other giveaways, and BikeSafe shared resources regarding their pop-up bike lanes.

Insights

Miami-Dade County's bicycle encouragement efforts reflect a comprehensive strategy built around inclusive events, strategic partnerships, and community engagement. The County organizes and supports a wide range of events annually, including Bike to Work Day (celebrating its 11th year in 2024), National Bike Month, Mayor-led rides, Ciclovía, charity rides, and the Ride of Silence, as illustrated in **Figure 21**.

Programs like Bike305 and organizations like The Miami Bike Scene serve as central hubs for bicycling culture. Bike305 partners with over 30 municipalities to offer, or support other organizations offering, family-friendly rides, bike rodeos, and educational events.

Representative List of Sources

- + AARP Florida
- + Chamber of Commerce
- + Greater Miami Convention and Visitors Bureau (GMCVB)
- + MetroConnect, Miami-Dade County
- + Miami Downtown Development Authority (DDA)
- + Miami-Dade County Code, Section 19-5.3
- + Shift305 Program, Miami-Dade County
- + South Florida Commuter Services, FDOT
- + South Florida Express Coach, FDOT
- + The Downtown Miami Bike Network
- + The Florida Department of Health's Injury Prevention team
- + Tri-Rail Programs, South Florida Regional Transportation Authority (SFRTA)



Figure 21: Bike305 Ride of Silence Flyer



Encouragement

Additionally, the presence of bike share systems in high-activity areas, such as Downtown Miami and Miami Beach, further supports short trips and multimodal access, particularly near transit hubs and tourism corridors. These systems help normalize biking as a practical choice and expand access for both residents and visitors.

Nonprofit organizations, including local bike advocacy groups and community-based clubs, are also vital contributors to a culture of encouragement. These groups host social rides, organize safety workshops, and serve as trusted messengers in reaching underrepresented communities. Their grassroots leadership helps amplify the County's efforts and deepen year-round engagement across Miami-Dade's diverse neighborhoods.

The presence of bike share systems in high-activity areas, such as Downtown Miami and Miami Beach, further supports short trips and multimodal access, particularly near transit hubs and tourism corridors. These systems help normalize biking as a practical choice and expand access for both residents and visitors. **Figure 22** contains a collage of images showcasing the various events held throughout the city and the bike lid feature available at some transit stops to encourage multimodal access.

Looking forward, opportunities exist to engage new audiences as trail projects and corridors like the Miami Loop and The Underline gain visibility and reinforce Miami-Dade's regional identity as a bicycle-friendly destination.

Figure 22: Collage of photos demonstrating the County's efforts for encouragement. From top right clockwise to lower right, it includes: a Bike305 Bike-to-Work event, bike lids available at a transit station, another Bike305 Bike-to-Work-Day, and a community-organized Critical Mass ride.





Evaluation and Planning

Evaluation and Planning focuses on the metrics, plans, and dedicated funding and support a community has in place to make informed decisions that support a bicycle-friendly environment. The League of American Bicyclists emphasizes the importance of staff involvement, data-driven planning, community engagement, performance monitoring, and integrating biking into local and regional plans and policies.

Gathering Data and Information

This section required a review of plans, the County budget, and an understanding of staff members involved in bike planning efforts. County departments, including DTPW, Bike305, and PROS reflected on their community engagement efforts for recent plans and estimated their full-time employees who spend time on bicycling issues.

Insights

The Evaluation and Planning efforts in Miami-Dade County demonstrate a strong foundation in institutional capacity, public engagement, and data-driven decision-making.

The recently adopted 2050 Bicycle and Pedestrian Master Plan, developed by the Miami-Dade TPO, serves as a comprehensive framework for filling network gaps, addressing regional consistency, and setting implementation priorities. It integrates equity, access, and low-stress network goals while tying recommendations to measurable performance outcomes.

The County's Vision Zero initiative is a key driver of this work, using crash data to identify high-injury corridors and prioritize improvements that support the safety of vulnerable users, including people who bike, as illustrated in **Figure 23**.

Community engagement remains a key component of these efforts. The Miami-Dade TPO and its partner agencies are working to ensure broad geographic coverage and meaningful public participation throughout the process. Municipalities also play a role in localized engagement, contributing insights that inform both the planning and programming pipeline.

Representative List of Sources

- + 2023 Public Participation Plan, Miami-Dade TPO
- + 2024 Public Involvement Outreach Report, Miami-Dade TPO
- + 2050 Bicycle Pedestrian Master Plan, Miami-Dade TPO
- + 2050 Long-Range Transportation Plan, Miami-Dade TPO
- + Bicycle Pedestrian Advisory Committee, Miami-Dade TPO
- + Citizens' Transportation Advisory Committee (CTAC)
- + Countywide Transportation Master Plan, Miami-Dade County
- + Interactive Bicycle Trip Planning for Miami-Dade from BikeMiami, FIU and Miami-Dade TPO
- + Mayor's Challenge for Safer People and Safer Streets, US DOT
- + Miami-Dade County Bicycle Connectivity Assessment, FDOT
- + Miami-Dade County FY 2024–25 Adopted Budget
- + Miami-Dade TPO Webpages, including: "Get Involved" and "Bicycle Pedestrian Program"
- + Non-Motorized Traffic Monitoring Program Data Dashboard, FDOT
- + Vision Zero: Hub Data and 2024 Action Plan

Institutional capacity has a significant role in sustaining these efforts. Miami-Dade County has a full-time Bicycle Program Manager and more than 10 full-time equivalent staff positions dedicated to bicycling, along with a part-time Safe Routes to School coordinator. This team supports day-to-day coordination, project tracking, grant readiness, and integration of bicycle-related priorities into broader transportation plans and projects. The Bicycle-Pedestrian Advisory Committee (BPAC) provides additional leadership, meeting regularly and serving as a platform for feedback and alignment.

As the Miami-Dade TPO and the County continue to advance projects, the evaluation and planning efforts also evolve. Future efforts are grounded in data, shaped by community voice, and supported by a growing institutional foundation.

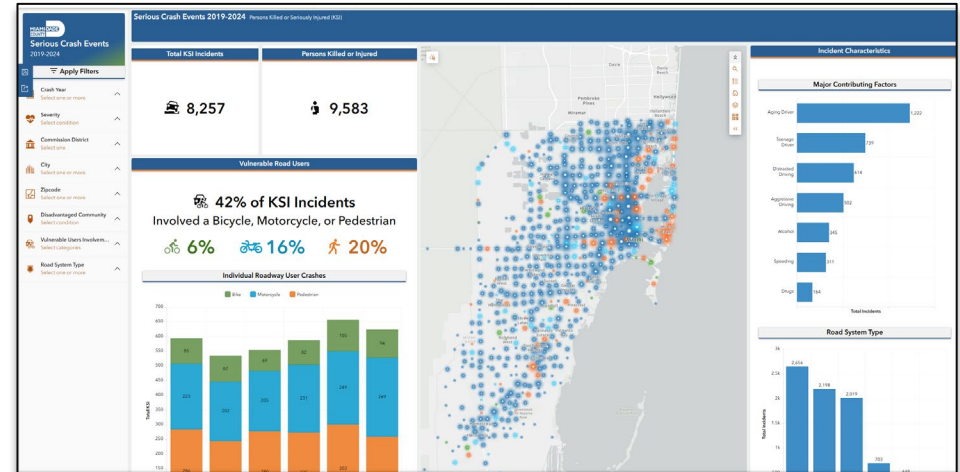
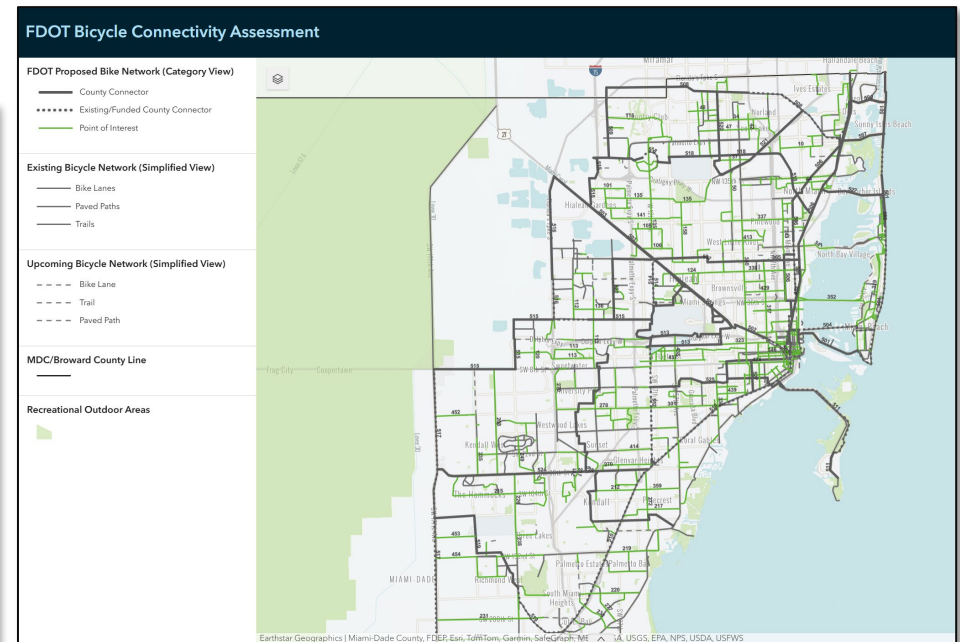
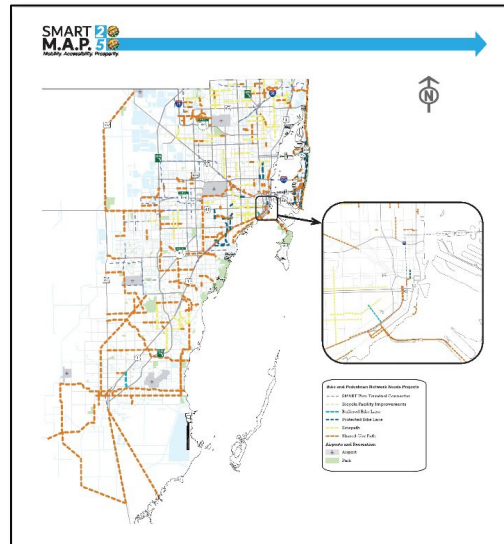


Figure 23: Collage of maps demonstrating the County's efforts for evaluation and planning. On the left is a map of the Miami-Dade TPO's 2050 Bike/Ped Master Plan, outlining the bicycle and pedestrian project needs. On the lower right is FDOT's Bicycle Connectivity Assessment, which demonstrates the existing bike network and the proposed one. Top-right is Miami-Dade County's Vision Zero Dashboard, demonstrating Serious Crash Events in the past 5 years.





Equity and Accessibility

Equity and Accessibility is both a standalone category in the BFA application and a thread woven throughout each of the other E's. This section focuses on how bicycle programs, policies, and plans serve all members of the community, especially those historically underrepresented in transportation decisions, including people of color, low-income households, youth, older adults, immigrants, and individuals with disabilities. The League of American Bicyclists emphasizes collecting demographic data, inclusive planning processes, and universal access as core to achieving bicycle-friendly outcomes.

Gathering Data and Information

Equity was integrated into all aspects of the research and engagement. It was shaped through one-on-one conversations with partners and a review of equity data tools and inclusive planning strategies. It is also embedded across the other E's throughout the application, reinforcing the County's cross-cutting commitment to equitable access.

Insights

Miami-Dade County demonstrates a comprehensive, embedded approach to ensuring equal access to bicycling for its diverse population. As a linguistically and culturally diverse community, the County integrates inclusion into every stage of its planning, outreach, and investment processes. Public engagement is routinely conducted in English, Spanish, and Haitian Creole, with ongoing efforts to include additional languages.

Bicycling programs such as Bike305, Safe Routes to School, and community ride events are intentionally designed to remove challenges to participation. These include free safety equipment, family-friendly formats, and location-specific outreach to low-income neighborhoods and high-crash areas. **Figure 24** contains an example of such efforts via a Safe Routes to School Public Meeting flyer. Programs like the Therapeutic Recreation and Inclusion (TRI) initiative offer adaptive bicycles and support cyclists with cognitive and physical disabilities. Additionally, the V.I.C.T.O.R. program connects disabled veterans with accessible outdoor activities, including cycling.

Representative List of Sources

- + 2050 Bicycle Pedestrian Master Plan, Miami-Dade TPO
- + 2050 Long-Range Transportation Plan, Miami-Dade TPO
- + Disability Services for People Living Independently (DSAIL)
- + Therapeutic Recreation and Inclusion (TRI), Miami Dade County Parks, Recreation and Open Spaces



Figure 24: Safe Routes to School Public Meeting Flyer



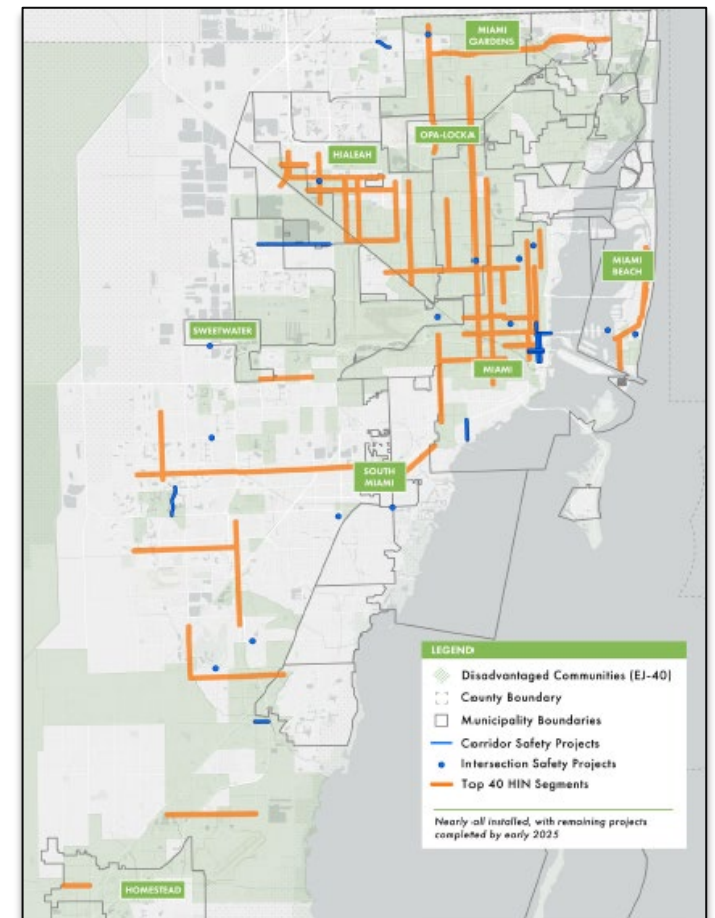
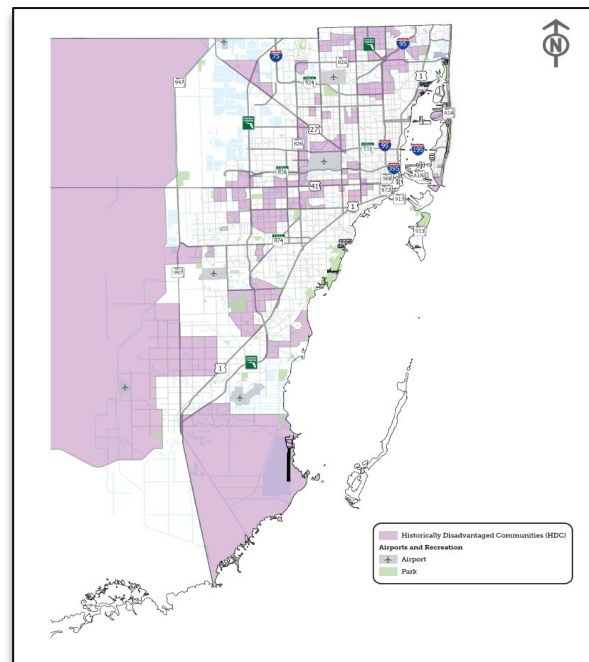
Equity and Accessibility

Data also plays a crucial role in promoting access. The County's latest long-range plans incorporate an equity matrix to identify "Communities of Concern" based on variables such as poverty, access to vehicles, and language proficiency. **Figure 25** contains two example maps illustrating the data analysis for identifying historically disadvantaged communities and improvement projects. This data-driven approach informs infrastructure priorities and resource allocation in underserved areas.

Access for all ages and abilities is deeply embedded in how the County sets goals, develops partnerships, and allocates funding. This holistic strategy ensures that factors such as language, mobility, age, income, and ability are considered at every level of planning. In Miami-Dade, access for all is a core principle and fundamental to successfully expanding the bicycle network and improving the rider experience.



Figure 25: A collage supporting Miami-Dade County's efforts with ensuring access for all abilities and ages through two maps and an image. The map on the left highlights historically disadvantaged communities, while the map on the right shows how safety projects and High-Injury Network improvements are being delivered within these areas. On the top right is an image of a person on a track using a handcycle. This is an example of the County's TRI initiative that offers adaptive bicycles.



Submission of the BFC renewal application for Miami-Dade County

The Miami-Dade TPO officially submitted its BFC renewal application to the League of American Bicyclists on June 25, 2025. The application reflects the County's continued progress in advancing a multimodal transportation network that supports safe, inclusive, and accessible bicycling for all, as evidenced by facilities such as the Khrome Path (see **Figure 26**). The application highlights strategic investments in infrastructure, coordinated education and encouragement programs, and a growing base of political and community support.

The completed application, available in **Appendix F**, documents both current achievements and the County's momentum toward further investments. Following the submission, the League will issue a public survey link to the Miami-Dade TPO for countywide distribution. This survey, open until October 30, 2025, offers residents the opportunity to share their bicycling experiences and perspectives.

Final review and designation award results are expected from the League by December 2025.

Figure 26: Cyclists ride along the Khrome Path, a separated multi-use trail in western Miami-Dade County, demonstrating the County's ongoing investment in safe and comfortable bicycling infrastructure.



Pathways to a Bicycle-Friendly Miami-Dade

The Bike-Friendly Workshop served as a countywide call to action, designed to spark interest in the BFA program and lower barriers for participation. Municipalities, regional agencies, universities, and major employers were invited, and outreach went beyond email blasts to include personal invitations and follow-up calls from TPO staff and the consultant team.

The agenda highlighted currently designated entities whose stories inspired peers and demonstrated that success is achievable. Toolkits with step-by-step guidance were also distributed, giving new applicants practical resources to get started.

As a result, the workshop drew a diverse cross-section of Miami-Dade's bicycle community: large and small municipalities, universities, regional agencies, advocacy groups, and private businesses. These efforts positioned the TPO not only as an organizer but as an active partner; curating a pipeline of future applicants through education, encouragement, and hands-on support.

Beyond the group session, one-on-one meetings provided tailored assistance, including guidance for the South Florida Regional Transportation Authority in preparing for a Bicycle Friendly Business designation, as well as for Florida International University and the University of Miami in pursuing Bicycle Friendly University status.

This section builds on those efforts by examining progress to date, what outreach revealed about participation, lessons learned from the 2025 cycle, and opportunities to establish a more structured engagement strategy moving forward.

Progress to Date

The Miami-Dade TPO has taken significant steps to expand participation in the Bicycle Friendly America program and to position the county as a leader in encouraging bicycle-friendly practices:

- + **Hosting countywide workshops** in 2017 and 2025 that brought together municipalities, universities, regional agencies, advocacy groups, and businesses. These sessions provided both education and inspiration, with designated communities sharing their experiences to motivate and inspire others.
- + **Providing resources and tailored support** through the Getting Started Toolkits and one-on-one guidance for entities.
- + **Elevating visibility of designations** by convening partners into the discussion, incorporating them into TPO Governing Board discussions, and linking them with adopted county goals, reinforcing that bicycle-friendly commitments align with broader multimodal and safety priorities.

Together, these efforts have broadened awareness, strengthened local capacity, and positioned the TPO as a leader in promoting bicycle-friendly practices. The foundation is now in place for deeper engagement and wider participation.

From Awareness to Action

The 2025 workshop and follow-up meetings demonstrated that awareness of the Bicycle Friendly America program is growing across Miami-Dade. While not every entity was ready to submit an application in this 2025 cycle, the outreach has planted clear seeds of future participation. Increased bicycling activity for transportation, exercise, and recreation reinforces this shift, as shown in **Figure 27**.

The University of Miami submitted an application in 2025. Several entities, including the City of Miami Beach, the City of South Miami, the Village of Pinecrest, and the South Florida Regional Transportation Authority, have committed to pursuing designation in the 2026 cycle.

Other entities expressed interest and are considering future participation in the BFA program. These include: City of Doral, City of Hialeah, City of Homestead, City of Miami, Florida International University, and the Town of Miami Lakes.

Feedback from these meetings revealed that interest is strong, but participation often depends on capacity and timing. Three consistent themes emerged:

- + **Staffing shortages:** Many municipal departments operate with limited staff. In smaller cities, one or two employees carry multiple responsibilities, leaving little bandwidth for additional initiatives. Staff turnover further complicates efforts by slowing momentum and eroding institutional knowledge.
- + **Competing priorities:** Local governments prioritize statutory and politically sensitive obligations such as budgets, elections, and long-range planning. Although BFA's application process is viewed positively, the application process is often postponed due to staffing shortages.
- + **Desire to complete ongoing projects first:** Several communities indicated that they preferred to finish their transportation or bicycle master plans before engaging in the BFA application process. For them, designation is best pursued as a capstone to these initiatives, ensuring that local accomplishments are recognized and reinforced.

These insights demonstrate that while outreach has been successful in raising awareness and inspiring commitments, transitioning from awareness to action necessitates more engagement. Addressing capacity constraints, aligning with priorities, and timing outreach to support ongoing initiatives are critical to sustaining participation in future cycles.

Figure 27: Cyclists travel through the intersection at Brickell Avenue and SE 5th Street, where the roadway transitions from a shared-lane marking to a dedicated bike lane.



Insights from 2025

The 2025 cycle highlighted several important takeaways for how entities approach the BFA designation:



Decision-making takes time and leadership

Conversations with municipalities and organizations revealed that pursuing a BFA designation requires time. Most needed at least six months to learn about the program, discuss it internally, and secure support before moving to the next steps. These decisions often rested with leadership-level staff or elected officials, underscoring the importance of starting outreach early and maintaining consistent engagement at different levels within each organization.



Continuous technical assistance is essential

Many entities expressed interest but lacked the staff capacity to move forward. Providing ongoing guidance, resources, and assistance can help reduce challenges and keep potential applicants engaged.



Unified messages and geography matter

Broad promotion raises awareness, but consistent messages delivered through trusted local channels, such as chambers of commerce, business districts, and municipal networks, are often more effective. Aligning outreach with specific geographies makes the program feel relevant and actionable for businesses and institutions in those areas.



Incentives and mutual benefits matter

Entities want to understand what designation offers beyond recognition. Clear communication about benefits, visibility, community pride, alignment with funding, or stronger customer and student engagement is important. Equally, it should be clear how their participation contributes to a broader countywide vision, creating mutual value for both the entity and the region.

These lessons suggest that success depends on engaging leadership early, sustaining technical support, tailoring messages to the right audiences and geographies, and framing BFA as a mutually beneficial commitment.

Strategic Engagement Plan

To align more closely with the TPO's long-term multimodal and safety goals, the next phase of this BFA effort could focus on sustained engagement, targeted incentives, and alignment with county and municipal priorities. The barriers identified and lessons learned make it clear that awareness of the BFA program alone is insufficient to encourage and sustain local participation. Staffing shortages, competing priorities, and the time it takes for entities to make decisions mean that outreach must be paired with a more structured, ongoing program.

A way forward is for the Miami-Dade TPO, as the steward of this BFA application, to develop a dedicated program that builds momentum, convenes partners, and connects organizations so that encouragement is not coming solely from the TPO. Instead, municipalities, chambers of commerce, business districts, and universities can become active messengers and champions within their own geographies.

Spotlight

City of Tampa and the Tampa Downtown Partnership

Tampa leads the nation with 66 Bicycle Friendly Business designations, more than any other city. At the center of this success is the Tampa Downtown Partnership, which has made Bicycle Friendly America part of the city's culture. What makes their approach effective?

- + **Geographic focus:** By concentrating efforts within the defined downtown district, the Partnership was able to target large employers, ground-floor retail, cultural institutions, and other high-visibility organizations.
- + **Hands-on technical support:** The Partnership reduces challenges by helping businesses complete applications and renewals, offering site visits and tailored guidance.
- + **Recognition and visibility:** Designated businesses are highlighted at board and committee meetings, community events, and on social media, making the designation a notable achievement to celebrate.
- + **Unified voice:** The Partnership collaborates closely with the Westshore Alliance, advocacy groups, and local consultants to maintain a consistent message. Businesses report hearing about Bicycle Friendly America from multiple trusted sources, reinforcing the importance of participation.

This model demonstrates how a coordinated, place-based organization can institutionalize Bicycle Friendly designations as part of the local culture. For Miami-Dade, the takeaway is clear: a unified voice across the TPO, municipalities, chambers of commerce, and advocacy groups will be more powerful than any single effort.

Strategic Engagement Plan

The lessons learned show that continuous engagement and consistent technical assistance are essential. This requires early, consistent outreach, combined with hands-on support throughout the application process. This would provide municipalities, universities, and businesses with both encouragement and support, as well as the tools to pursue BFA designations.

This approach transforms local efforts from an application process into a recognition-and-commitment process. When a municipality, university, or business applies, they are recognized not only for what they already do but also for making a public commitment to continue advancing a bicycle-friendly future.

By recruiting and empowering other organizations to help spread the word and encourage participation, the TPO could multiply its impact and build a stronger, more unified movement across the county.

The following pages illustrate and provide some context for how the Miami-Dade TPO could structure a five-prong program to encourage and support additional BFA participation. **Figure 28** illustrates an overview of this five-prong Strategic Engagement Plan for future BFA efforts.

Overview of a Strategic Engagement Plan for future BFA efforts:

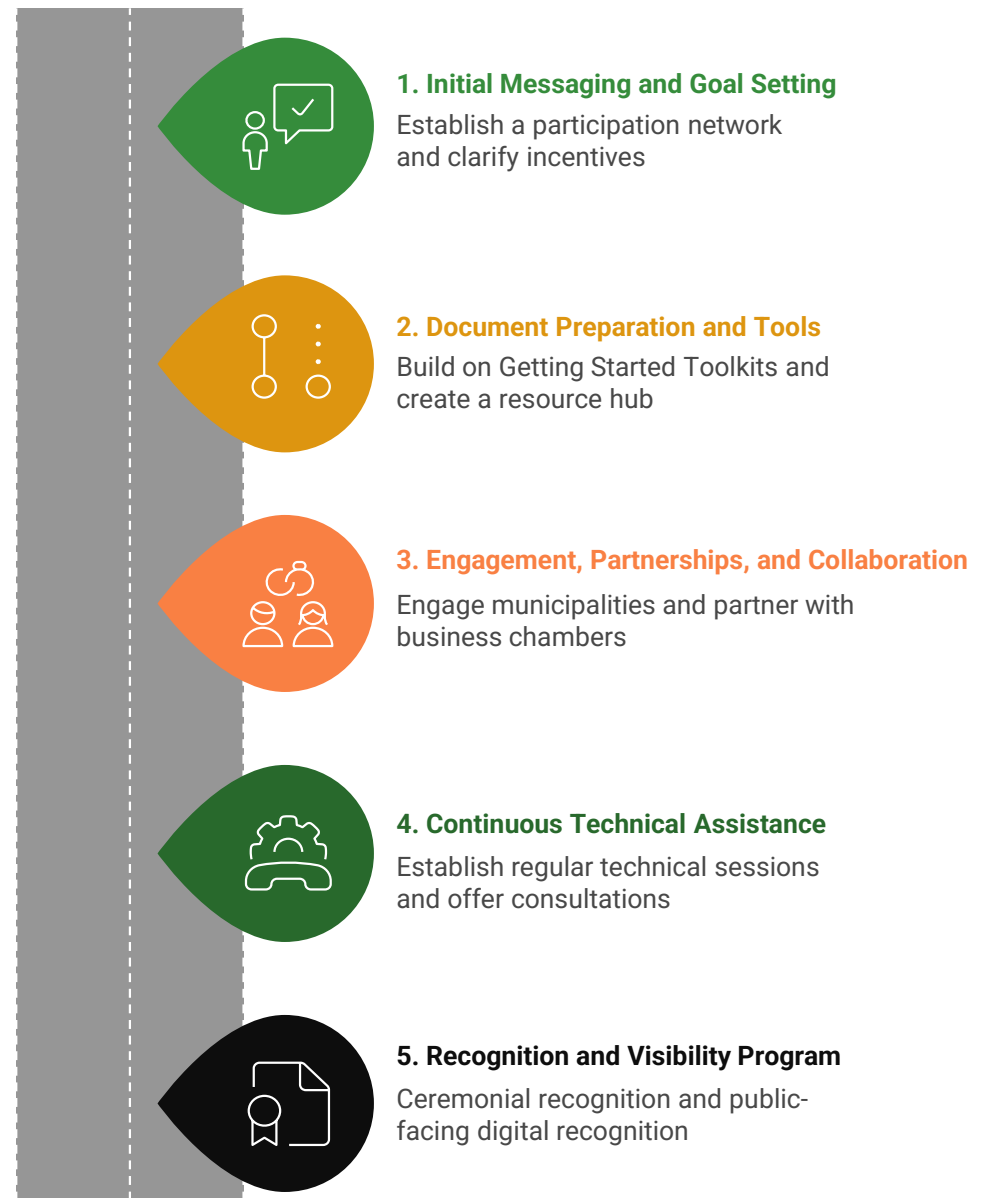
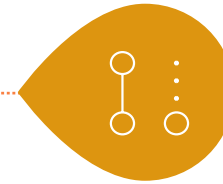


Figure 28: Roadmap of the Strategic Engagement Plan for Future BFA Efforts



1. Initial Messaging and Goal Setting

- + **Establish a participation network:** Create a standing network of municipalities, universities, and businesses that have expressed interest in or achieved BFA designation. This group could meet periodically to share progress, troubleshoot challenges, and celebrate milestones.
- + **Build on the countywide goal:** Define a collective target, such as increasing the number of designated entities across all sectors over the next three years, positioned as a shared vision for building a bicycle-friendly Miami-Dade. Create communication materials that frame the BFA as part of the TPO's larger, multimodal, and safety agenda.
- + **Clarify incentives and benefits:** Develop a clear "value proposition" for participants. This could include visibility and recognition, stronger positioning for grants, support for economic development and tourism, and opportunities to partner in TPO-led events. Messaging should directly connect these benefits to the countywide goal, illustrating how each entity's commitment contributes to a larger, collective effort.
- + **Provide a communication framework:** Develop a clear message about what BFA designations mean for Miami-Dade and how to move forward with implementation efforts, recognition of current efforts, and a commitment to future progress. Equip partners with ready-to-use messages, slides, and templates, enabling them to promote BFA within their own networks and ensure unified and consistent outreach across the region.



2. Document Preparation and Tools

- + **Build on the Getting Started Toolkits:** Continue offering starter guides, but add a new layer of resources focused on "what comes next" once an entity is designated.
- + **For businesses:** Provide guidance on requesting bike rack installations near storefronts, connecting with local bike-to-work or commuter challenges, and participating in TPO-hosted events that highlight bicycle-friendly employers.
- + **For municipalities:** Develop sample activities such as hosting community rides, organizing open-street events, promoting safe biking campaigns, or using designation as a benchmark in transportation and land use planning. Include evaluation tools for measuring progress in bicycle infrastructure and programming.
- + **For universities:** Encourage campuses to integrate bicycle programs into student life and sustainability plans. Suggested activities could include running annual "bike to campus" days, expanding bike-share programs, or hosting commuter workshops. Provide guidance on how to maintain momentum beyond the application process by embedding BFA into broader university initiatives.
- + **Create a resource hub:** Centralize these materials in an online portal where entities can access not only "how to apply" documents but also "how to grow and sustain your designation" resources.



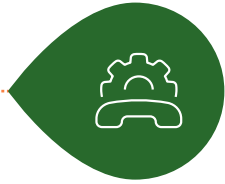
3. Engagement, Partnerships, and Collaboration (Sector-Based Strategies)

Expanding Bicycle Friendly America participation across Miami - Dade will require partners across municipalities, businesses, and universities to translate the designation into visible impact within their respective geographies. Each sector has unique levers it can use to institutionalize bicycle-friendly practices, extend encouragement to others, and contribute to a countywide movement.

- + **Engaging Municipalities:** Municipal governments have the power to embed bicycle-friendly practices into local systems that shape how residents and businesses experience their community.
 - + Their impact stems from institutionalizing support: integrating BFA goals into transportation and land-use plans, adopting resolutions of support, and linking designation to funding priorities.
 - + Municipalities can also extend influence through permitting and development review, encouraging businesses and new projects to include bike racks, end-of-trip facilities, or commuter incentives.
 - + Hosting recurring events such as open-street programs or bike-to-school days further signals that bicycling is a community priority.
- + **Partnering with Businesses and Chambers of Commerce:** Employers influence the daily travel choices of thousands of workers, while chambers and business improvement districts serve as amplifiers of local culture and economic vitality.
 - + Their impact lies in making bicycle-friendly practices visible

in the marketplace. Designated businesses signal to employees and customers that they value health, sustainability, and community connection.

- + Chambers can normalize participation by promoting BFA to members, highlighting designated employers, and tying bicycle-friendly recognition to awards or livability campaigns.
- + By linking designation to workforce attraction and customer visibility, businesses and chambers can incorporate bicycling into their economic competitiveness strategy for Miami-Dade.
- + **Collaborating with Universities:** Universities are hubs of innovation and cultural change, with the ability to influence thousands of students and staff each year.
 - + Their impact comes from integrating bicycling into campus systems and student life. A BFU designation can enhance recruitment, demonstrate leadership in sustainability, and create healthier commuting options.
 - + Universities can also serve as incubators, engaging students in surveys, campaigns, and events that both strengthen the application and foster long-term cultural shifts.
- + By connecting BFA with climate goals, wellness initiatives, and academic programs, universities institutionalize bicycling as part of their identity and extend influence to the surrounding community.



4. Continuous Technical Assistance

For many entities, the biggest challenges to pursuing Bicycle Friendly America designations are capacity. Staff shortages, unfamiliarity with the process, and uncertainty about expectations can prevent otherwise motivated organizations from moving forward. The TPO could address this by offering structured, ongoing technical assistance that reduce challenges to entry and sustains momentum over time.

- + **Establish regular technical sessions:** The TPO could hold quarterly sessions, either virtually or in person, where municipalities, businesses, and universities can ask questions about the application and designation process. These sessions provide real-time support, helping entities avoid delays caused by uncertainty.
- + **Host application tutorials:** Step-by-step workshops could walk participants through the application, explaining sections, data needs, and best practices. These tutorials could be tailored by sector (community, business, university) to ensure relevance.
- + **Provide templates and model responses:** Offering sample policies, example survey language, and model application responses gives applicants a head start and reduces the workload required to complete submissions.
- + **Offer individualized consultations:** The TPO could make staff or consultants available for one-on-one calls with entities that have specific barriers, such as limited staff capacity, data gaps, or leadership turnover.



5. Recognition and Visibility Program

Recognition is one of the most powerful motivators for municipalities, businesses, and universities to pursue Bicycle Friendly America designations. Public acknowledgment validates the effort invested in the application, elevates visibility, and builds pride in being part of a larger countywide commitment. The TPO could formalize recognition as an integral part of the program by offering multiple layers of visibility:

- + **Ceremonial recognition at Governing Board meetings:** New designations could be celebrated in front of elected officials and decision-makers, underscoring that participation aligns with countywide goals and has political significance.
- + **Badges and plaques for participants:** Window decals for storefronts, plaques for universities, or certificates for municipalities provide tangible items that designated entities can display proudly. These serve as both recognition and ongoing promotion of bicycle-friendly practices to the public.
- + **Highlighting participants in TPO communications:** Designated entities could be featured in newsletters, social media campaigns, and event programs. Short stories or spotlights could describe how they are contributing to a bicycle-friendly community, offering inspiration for others.
- + **Integration into events:** Recognition could be tied to broader county campaigns such as Bike Month, Vision Zero events, or active transportation summits, further linking designations to the TPO's multimodal and safety agenda.

Strategic Engagement Plan

The BFA program is one piece of a much larger effort to make Miami-Dade a safer and more multimodal county. The Miami-Dade TPO already leads and collaborates on many critical initiatives that advance this vision, and the BFA program adds another tool for building public commitment and visibility.

Over time, recognition can be paired with network-building activities such as collaborative events with designated businesses, municipalities, and universities. Together, these actions will continue to foster a culture of bicycle friendliness that is visible throughout the county (as shown in **Figure 29**) and aligned with Miami-Dade's long-term mobility and safety goals.

Figure 29: Bicycles parked at a public bike rack along Lincoln Road Mall in Miami Beach, reflecting the area's established culture of bicycle use and support for active transportation.



04

Appendix

This appendix provides supporting documentation and reference materials associated with Miami-Dade County's Bicycle Friendly Community renewal effort. These items offer additional details on the workshop, application process, and resources developed for municipalities, businesses, and universities. They are intended for archival, reporting, and future planning purposes.

Contents include:

- A. List of Bicycle Friendly Communities (BFC), Universities (BFU), and Businesses (BFB) in Florida
- B. 2025 Bike-Friendly Workshop Invitation Flyer
- C. 2025 Bike-Friendly Workshop Order of the Day
- D. 2025 Bike-Friendly Workshop Sign-in Sheets
- E. Getting Started Toolkits for the BFC, BFB, and BFU Applications
- F. Bicycle-Friendly Community Application Submitted for Miami-Dade County

Appendix A

The State of Florida is ranked #8 in the country for bicycle friendliness, with 28 Bicycle Friendly Communities, 158 Bicycle Friendly Businesses, and eight Bicycle Friendly Universities. The detailed tables of the award recipients in the tables below are taken from the BFA Awards Database on the League of American Bicyclists website as of March 2025. This appendix details the designated communities (**Table 5**), businesses (**Table 6**), and universities (**Table 7**) in the state of Florida.

Bicycle Friendly Communities in Florida

| Community | Award | Population | Jurisdiction | Land Use |
|--|--------|------------|------------------------|---|
| Amelia Island/ Fernandina Beach | Bronze | 25,000 | Town/City/Municipality | Small town |
| Boca Raton | Bronze | 97,422 | Town/City/Municipality | Urbanized area |
| Cape Coral | Bronze | 183,365 | Town/City/Municipality | Low density suburban |
| Clermont | Bronze | 35,208 | Town/City/Municipality | Urban core surrounded by low density suburban areas |
| Doral | Bronze | 54,116 | Town/City/Municipality | Urban core surrounded by low density suburban areas |
| Gainesville | Silver | 133,997 | Town/City/Municipality | Urban core surrounded by low density suburban areas |
| Indian River County | Bronze | 159,788 | County/Borough/Parish | Suburban |
| Key Biscayne | Bronze | 13,182 | Town/City/Municipality | Low density suburban |
| Key West | Bronze | 26,444 | Town/City/Municipality | Small town |
| Miami Beach | Silver | 90,669 | Town/City/Municipality | Urbanized area |
| Miami Shores | Bronze | 10,800 | Town/City/Municipality | Urbanized area |
| Miami-Dade County | Bronze | 2,712,945 | County/Borough/Parish | Urban core surrounded by low density suburban areas |
| Naples | Bronze | 22,088 | Town/City/Municipality | Urban |
| Orlando | Silver | 330,964 | Town/City/Municipality | Urbanized area |
| Pensacola | Bronze | 54,312 | Town/City/Municipality | Urbanized area |
| Pinellas County | Bronze | 971,000 | County/Borough/Parish | Urbanized area |
| Sanibel | Gold | 6,461 | Town/City/Municipality | Small town |
| South Miami | Bronze | 11,911 | Town/City/Municipality | Urban core surrounded by low density suburban areas |
| St. Petersburg | Silver | 258,308 | Town/City/Municipality | Urbanized area |
| Sunrise | Bronze | 97,335 | Town/City/Municipality | Urbanized area |

| Community | Award | Population | Jurisdiction | Land Use |
|--------------|--------|------------|-------------------------|---|
| Tallahassee | Silver | 199,516 | Town/City/Municipality | Urbanized area |
| The Villages | Gold | 140,000 | Census Designated Place | Suburban |
| Venice | Silver | 25,463 | Town/City/Municipality | Urbanized area |
| Winter Park | Silver | 29,003 | Town/City/Municipality | Urban core surrounded by low-density suburban areas |

Table 1 BFCs in Florida

Bicycle Friendly Businesses in Florida

| Business | Award | Staff | City | Industry |
|---|----------|-------|-------------------|--------------------------------------|
| !p POTENTIAL UNLEASHED (allegedly) design | Bronze | 4 | Tampa | Non-Profit |
| 100 North Tampa Street | Bronze | 2 | Tampa | Architecture/Planning/Design (A/P/D) |
| 1211 1st | Bronze | 10 | Tampa | Real Estate & Housing |
| 220 Madison | Bronze | 1 | St. Petersburg | Real Estate & Housing |
| A La Cart | Bronze | 10 | Tampa | Real Estate & Housing |
| A La Cart | Bronze | 6 | Orlando | Hospitality/Food/Retail |
| AARP Tampa Bay | Silver | 10 | St. Petersburg | Non-Profit |
| ABC Bicycles - 4th Street | Gold | 6 | St Petersburg | Bicycle Shop |
| ABC Bicycles - Central Ave | Gold | 5 | St Petersburg | Bicycle Shop |
| AECOM | Silver | 425 | Tampa | A/P/D |
| Alchemy | Bronze | 18 | Orlando | Personal Services |
| Alternative Therapy Center | Bronze | 5 | St. Petersburg | Medical/Health Services |
| Anytime Fitness Downtown St. Petersburg | Bronze | 3 | St. Petersburg | Personal Services |
| ARTicles Art Gallery & Custom Framing | Bronze | 3 | St. Petersburg | Hospitality/Food/Retail |
| Atkins North America | Bronze | 300 | Tampa | A/P/D |
| Audubon Park Church | Bronze | 1 | Orlando | Church/Place of Worship |
| Bandit Coffee Co. | Bronze | 13 | St. Petersburg | Hospitality/Food/Retail |
| Barley & Vine Biergarten | Bronze | 2 | Orlando | Hospitality/Food/Retail |
| Barley's Bike Rentals, Sales and Service | Gold | 3 | Panama City Beach | Bicycle Shop |
| Bavaro's Pizza Napoletana & Pastaria | Bronze | 30 | St. Petersburg | Hospitality/Food/Retail |
| Benesch | Gold | 41 | Tampa | A/P/D |
| Bicycles International | Gold | 12 | Venice | Bicycle Shop |
| Bike Florida | Gold | 1 | St Petersburg | Non-Profit |
| Bike/Walk Central Florida | Platinum | 6 | Orlando | Non-Profit |
| BikeSport | Bronze | 6 | Oldsmar | Bicycle Shop |

Rolling Forward: Miami-Dade's Path Toward a Bicycle Friendly Future and Designation | Appendix

| Business | Award | Staff | City | Industry |
|---|--------|-------|----------------|-------------------------|
| Black Crow Coffee | Silver | 7 | St. Petersburg | Hospitality/Food/Retail |
| Buddy Brew Coffee (Bay to Bay Blvd.) | Silver | 5 | Tampa | Hospitality/Food/Retail |
| Buddy Brew Coffee (Hyde Park Village) | Silver | 8 | Tampa | Hospitality/Food/Retail |
| Buddy Brew Coffee (Kennedy Blvd.) | Gold | 12 | Tampa | Hospitality/Food/Retail |
| Buddy Brew Coffee (Oxford Exchange) | Silver | 8 | Tampa | Hospitality/Food/Retail |
| Buddy Brew Coffee (Tampa Street) | Gold | 7 | Tampa | Hospitality/Food/Retail |
| Charles H. Sanford Law Offices, P. L. | Bronze | 2 | Vero Beach | Legal |
| Chief's Creole Café | Bronze | 5 | St. Petersburg | Hospitality/Food/Retail |
| Cigar City Brewing | Silver | 58 | Tampa | Brewery |
| Cigar City Cider & Mead | Bronze | 6 | Tampa | Hospitality/Food/Retail |
| Citrus Park Bikes | Bronze | 3 | Tampa | Bicycle Shop |
| City Center St. Petersburg | Bronze | 8 | St. Petersburg | Real Estate & Housing |
| City of Key West City Hall | Bronze | 75 | Key West | Government Agency |
| City of Orlando Fleet and Facilities | Silver | 150 | Orlando | Government Agency |
| City of St. Petersburg City Hall | Silver | 105 | St. Petersburg | Government Agency |
| City of St. Petersburg Municipal Services Center | Silver | 510 | St. Petersburg | Government Agency |
| City of St. Petersburg, The Greenhouse | Silver | 8 | St. Petersburg | Government Agency |
| Coast Bike Share - St. Petersburg | Gold | 6 | St. Petersburg | Bicycle Industry |
| Columbia Cafe | Silver | 60 | Tampa | Hospitality/Food/Retail |
| Coppertail Brewing Company | Silver | 31 | Tampa | Hospitality/Food/Retail |
| Craftsman House | Bronze | 4 | St. Petersburg | Hospitality/Food/Retail |
| Crank Works Bicycles | Gold | 5 | Brooksville | Bicycle Shop |
| Creative Clay Cultural Arts Center | Bronze | 8 | St. Petersburg | Non-Profit |
| Cycle Brewing, Inc. | Bronze | 11 | St. Petersburg | Brewery |
| Dade Heritage Trust | Silver | 2 | Miami | Non-Profit |
| Dark Moss | Silver | 3 | Tampa | A/P/D |
| David A. Straz, Jr. Center for the Performing Arts | Bronze | 710 | Tampa | Non-Profit |
| Dover, Kohl & Partners | Silver | 10 | Coral Gables | A/P/D |

| Business | Award | Staff | City | Industry |
|--|--------|-------|----------------|----------------------------|
| EDGE Business District Association | Bronze | 1 | St. Petersburg | Non-Profit |
| Ella's Americana Folk Art Cafe | Bronze | 40 | Tampa | Hospitality/Food/Retail |
| Engle & Völkers Real Estate | Silver | 23 | St. Petersburg | Real Estate & Housing |
| Fehr & Peers | Silver | 8 | Orlando | Professional Services |
| Feldman Equities, LLC | Silver | 8 | St. Petersburg | Real Estate & Housing |
| Felicitous Coffee | Bronze | 14 | Temple Terrace | Hospitality/Food/Retail |
| Ferg's Sports Bar & Grill, Inc. | Bronze | 49 | St. Petersburg | Hospitality/Food/Retail |
| First Central Tower | Bronze | 8 | St. Petersburg | Real Estate & Housing |
| Florida Avenue Brewing | Bronze | 31 | Tampa | Hospitality/Food/Retail |
| Florida Avenue Brewing Co. | Bronze | 45 | Tampa | Hospitality/Food/Retail |
| Florida Consumer Action Network | Bronze | 3 | St. Petersburg | Non-Profit |
| Florida CraftArt | Bronze | 5 | St. Petersburg | Non-Profit |
| Florida Print Solutions, Inc | Bronze | 18 | St. Petersburg | Professional Services |
| Forepeak | Bronze | 4 | Tampa | Telecommunications & Media |
| Glazer Children's Museum | Bronze | 40 | Tampa | Non-Profit |
| GPI / Greenman-Pedersen, Inc. | Bronze | 20 | Tampa | A/P/D |
| Green Bench Brewing Company | Silver | 9 | St. Petersburg | Hospitality/Food/Retail |
| Gresham Smith (Tampa) | Silver | 70 | Tampa | A/P/D |
| H. W. Lochner, Inc. | Bronze | 60 | Tampa | Transportation |
| Hampton Inn & Suites Tampa Airport Avion Park Westshore | Bronze | 34 | Tampa | Hospitality/Food/Retail |
| HDR Inc. - Orlando | Silver | 97 | Orlando | A/P/D |
| Highwoods Properties (Tampa District Office) | Bronze | 20 | Tampa | Real Estate & Housing |
| Hillsborough County Public Schools | Bronze | 500 | Tampa | Education |
| Hilton Garden Inn Tampa Airport Westshore | Bronze | 65 | Tampa | Hospitality/Food/Retail |
| HNTB - Tampa | Silver | 104 | Tampa | A/P/D |
| Homewood Suites by Hilton Tampa Airport - Westshore | Bronze | 25 | Tampa | Hospitality/Food/Retail |
| Hops 2.0 | Bronze | 8 | St. Petersburg | Hospitality/Food/Retail |

Rolling Forward: Miami-Dade's Path Toward a Bicycle Friendly Future and Designation | Appendix

| Business | Award | Staff | City | Industry |
|---|----------|-------|----------------|-------------------------|
| Hyatt House - Tampa Airport | Bronze | 30 | Tampa | Hospitality/Food/Retail |
| Independent Bar & Cafe | Bronze | 18 | Tampa | Hospitality/Food/Retail |
| Independent Bar St. Petersburg | Silver | 5 | St. Petersburg | Hospitality/Food/Retail |
| Inwood Consulting Engineers, Inc. | Bronze | 70 | Oviedo | A/P/D |
| iRide Vintage Bicycles | Bronze | 3 | St. Petersburg | Bicycle Shop |
| Jug & Bottle Dept. | Bronze | 5 | Tampa | Hospitality/Food/Retail |
| Juice Bar | Bronze | 4 | Orlando | Hospitality/Food/Retail |
| Kafe Racer | Silver | 10 | Dunedin | Bicycle Shop |
| Kimley-Horn and Associates, Inc. - Orlando | Silver | 45 | Orlando | A/P/D |
| Kimley-Horn and Associates, Inc. - St. Petersburg | Bronze | 25 | St. Petersburg | A/P/D |
| King of Peace Metropolitan Community Church | Bronze | 6 | St. Petersburg | Non-Profit |
| Kittelson & Associates, Inc. (Orlando Office) | Silver | 25 | Orlando | Transportation |
| Kittelson & Associates, Inc. (Tampa Office) | Gold | 5 | Tampa | A/P/D |
| Kyle's Bike Shop | Gold | 10 | Orlando | Bicycle Shop |
| Le Meridien Tampa | Bronze | 89 | Tampa | Hospitality/Food/Retail |
| Lucky Cat Yoga and Wellness Center | Bronze | 3 | Tampa | Personal Services |
| Lynx (Central Florida Regional Transportation Authority) | Silver | 200 | Orlando | Transportation |
| Mack Cycle and Fitness | Platinum | 25 | South Miami | Bicycle Shop |
| Made Possible Personal Training | Bronze | 4 | St. Petersburg | Personal Services |
| Magic City Bicycle Collective | Gold | 4 | Miami | Non-Profit |
| McKibbon Hospitality | Bronze | 40 | Tampa | Hospitality/Food/Retail |
| MECE preschool | Bronze | 3 | Boca Raton | Non-Profit |
| Metro Inclusive Health | Bronze | 100 | St. Petersburg | Non-Profit |
| MetroPlan Orlando | Silver | 16 | Orlando | Government Agency |
| Morean Center for Clay | Bronze | 3 | St. Petersburg | Non-Profit |
| Morgan Stanley Tower | Bronze | 8 | St. Petersburg | Real Estate & Housing |
| Oliver's Cycle Sports | Silver | 5 | Tampa | Bicycle Shop |
| Orlando City Hall | Gold | 1,052 | Orlando | Government Agency |

Rolling Forward: Miami-Dade's Path Toward a Bicycle Friendly Future and Designation | Appendix

| Business | Award | Staff | City | Industry |
|--|----------|-------|------------------|-------------------------|
| Outspokin Bicycles - Tampa | Silver | 10 | Tampa | Bicycle Shop |
| Palm Beach MPO d/b/a Palm Beach Transportation Planning Agency | Gold | 16 | West Palm Beach | Transportation |
| Pesky Pelican Brew Pub | Bronze | 11 | St. Petersburg | Hospitality/Food/Retail |
| Pinellas Ale Works | Silver | 3 | St. Petersburg | Hospitality/Food/Retail |
| Plan Hillsborough | Gold | 50 | Tampa | Government Agency |
| Preserve the 'Burg | Silver | 2 | St. Petersburg | Non-Profit |
| PSTA: Pinellas Suncoast Transit Authority | Bronze | 600 | St. Petersburg | Transportation |
| REAL Building Consultants | Silver | 3 | Tampa | A/P/D |
| REI - Tampa | Gold | 49 | Tampa | Hospitality/Food/Retail |
| Retro City Cycles | Gold | 3 | Orlando | Bicycle Shop |
| Rising Tide Innovation Center | Bronze | 7 | St. Petersburg | Professional Services |
| Sam Schwartz - Tampa Office | Bronze | 10 | Tampa | A/P/D |
| Shuffle: The Heights Shuffleboard Society | Bronze | 13 | Tampa | Hospitality/Food/Retail |
| Sideward Brewing | Bronze | 13 | Orlando | Brewery |
| Skypoint Condominium | Silver | 14 | Tampa | Real Estate & Housing |
| Spain Restaurant & Toma Bar | Silver | 12 | Tampa | Hospitality/Food/Retail |
| SPCA Tampa Bay | Bronze | 24 | St. Petersburg | Non-Profit |
| St. Pete Bike Co-op | Platinum | 0 | Saint Petersburg | Non-Profit |
| St. Petersburg Area Chamber Of Commerce | Bronze | 11 | St. Petersburg | Non-Profit |
| St. Petersburg Downtown Partnership | Silver | 3 | St. Petersburg | Non-Profit/Government |
| St. Petersburg Saturday Morning Market | Bronze | 1 | St. Petersburg | Hospitality/Food/Retail |
| Tampa Bay History Center | Bronze | 20 | Tampa | Non-Profit |
| Tampa Downtown Partnership | Platinum | 35 | Tampa | Non-Profit |
| Tampa General Hospital | Gold | 7,069 | Tampa | Medical/Health Services |
| Tampa International Airport | Bronze | 693 | Tampa | Transportation |
| Tampa Museum of Art | Bronze | 30 | Tampa | Non-Profit |
| TapHouse 61 | Bronze | 6 | St. Petersburg | Hospitality/Food/Retail |
| The Bikery | Silver | 6 | St. Petersburg | Bicycle Shop |
| The Blind Tiger Cafe | Silver | 5 | Tampa | Hospitality/Food/Retail |

| Business | Award | Staff | City | Industry |
|---------------------------------------|--------|-------|----------------|-------------------------|
| The Florida Aquarium, Inc. | Bronze | 141 | Tampa | Non-Profit |
| The Hangar Restaurant & Flight Lounge | Bronze | 60 | St. Petersburg | Hospitality/Food/Retail |
| The Nook on Robinson | Bronze | 2 | Orlando | Hospitality/Food/Retail |
| The Sportsmedicine Institute, Inc. | Gold | 2 | The Villages | Education |
| The Wheelhouse | Bronze | 10 | St. Petersburg | Hospitality/Food/Retail |
| Thousand & One | Gold | 9 | Tampa | Real Estate & Housing |
| Thrive DTSP | Bronze | 5 | St. Petersburg | Professional Services |
| Truffula Eco Boutique | Silver | 3 | St. Petersburg | Hospitality/Food/Retail |
| UBC at Alafia River State Park | Silver | 4 | Lithia | Bicycle Shop |
| Ulele Restaurant | Bronze | 200 | Tampa | Hospitality/Food/Retail |
| University Area CDC | Gold | 45 | Tampa | Non-Profit |
| University Bicycle Center | Bronze | 10 | Tampa | Bicycle Shop |
| VHB Orlando | Silver | 160 | Orlando | A/P/D |
| VHB Tampa | Silver | 12 | Tampa | A/P/D |
| Warehouse Arts District Association | Bronze | 3 | St. Petersburg | Non-Profit |

Table 2 BFBs in Florida

Bicycle Friendly Universities in Florida

| University | Award | Enrollment | City |
|--|--------|------------|----------------|
| Florida Institute of Technology | Bronze | 4,721 | Melbourne |
| Florida State University | Silver | 42,876 | Tallahassee |
| University of Central Florida | Bronze | 71,948 | Orlando |
| University of Florida | Gold | 56,567 | Gainesville |
| University of Miami Coral Gables Campus | Bronze | 15,341 | Coral Gables |
| University of South Florida - Tampa Campus | Silver | 44,968 | Tampa |
| University of South Florida St. Petersburg | Bronze | 5,888 | St. Petersburg |
| University of Tampa | Bronze | 11,054 | Tampa |

Table 3 BFUs in Florida

Appendix B: 2025 Bike-Friendly Workshop Invitation Flyer



TPO
Miami-Dade Transportation
Planning Organization

MIAMI-DADE

BIKE-FRIENDLY WORKSHOP 2025

Join us for a day of learning, collaboration, and action to make Miami-Dade more bike-friendly! The Miami-Dade TPO Bike-Friendly Workshop is an opportunity for businesses, universities, and municipalities to learn how to earn a Bicycle Friendly Community, Business, or University designation through the League of American Bicyclists.

AGENDA

| | |
|-------------------------|---|
| MAY 02 | 9:30 AM - 10:00 AM Registration |
| | 10:00 AM - 10:30 AM Introduction and Overview |
| | 10:30 AM - 11:20 AM Panel Discussion - Bike Organizations |
| 10 AM | 11:30 AM - 12:30 PM Panel Discussion - Best Practices |
| | 12:30 PM - 2:00 PM Lunch & Networking |
| | 2:00 PM - 3:00 PM Application & Certification Session |
| | 3:00 PM - 4:00 PM Helmet-Fitting Certification Training |



FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172

Appendix C: 2025 Bike-Friendly Workshop Order of the Day



MIAMI-DADE BIKE-FRIENDLY WORKSHOP 2025

BIKE-FRIENDLY WORKSHOP – ORDER OF THE DAY



FRIDAY, MAY 2, 2025 - 9:30 AM - 4:00 PM

FDOT DISTRICT 6 AUDITORIUM - 1000 NW 111TH AVE, MIAMI, FL 33172

| | |
|---------------------|--|
| 9:30 AM – 10:00 AM | Registration |
| 10:00 AM – 10:15 AM | Introduction and Overview |
| 10:15 AM – 11:15 AM | <p>Panel I – From National Vision to Local Action: Building a Bike-Friendly Future Moderator - Chris Rosenberg, TPO Amelia Neptune, League of American Bicyclists Kelly Morph, Florida Bike Association, Ken Jeffries, FDOT Kevin Walford, TPO Paola Baez, DTPW Sue Kawalerski, Bike 305</p> |
| 11:15 AM – 11:25 AM | Break |
| 11:25 AM – 12:15 PM | <p>Panel II - Ideas in Motion: Local Approaches to the 5 E’s of Bicycle Friendliness Moderator - Jeannine Gaslonde, TPO Engineering Presentation - Vince, Tri-Rail Equity + Accessibility Presentation - Otniel Rodriguez, City of Miami Beach Encouragement + Education Presentation - Nicole Fuentes Krafczyk, UHealth BikeSafe Evaluation Presentation - Dr. Priyanka Alluri, FIU</p> |
| 12:15 PM – 1:30 PM | Lunch & Networking |
| 12:30 PM – 12:45 PM | Palm Beach TPA Video – <i>Leveling up to Gold Status</i> |
| 1:10 PM – 1:25 PM | Presentation: <i>“The Machine and the Infrastructure: A Brief History of the Bicycle”</i> - Kurt Kaminer |
| 1:30 PM – 2:00 PM | Presentation + Discussion – <i>From Idea to Designation: Your Roadmap to Bicycle Friendly Status</i> |
| 2:00 PM – 2:10 PM | Formal End of Day |
| 2:10 PM – 4:00 PM | Bike 305 Helmet-Fitting Certification Training |



Appendix D: 2025 Bike-Friendly Workshop Sign-in Sheets

|   | | <h1 style="margin: 0;">SIGN-IN SHEET</h1> <p style="margin: 0;">May 02, 2025 10 AM FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172</p> | | | |
|--|---|---|------------------------------|--|--|
| NAME | AGENCY | ADDRESS | PHONE | EMAIL | |
| KURT KAMINER | UM WALKSAFE DESIGNER THE HEALTHY MIAMI-DADE PARKS | 4370 SW 13TH TER | 305 321 3622 | KURTKAMINER@MIAMI.FL COMAIL.COM | |
| CARLOS LOPEZ | MIAMI-DADE PARKS | 215 NW 2ND ST / 33128 | 305.755.7987 | carlos.lopez6@ miamidadeparks.gov | |
| JESUS FUENTES | MIA-DADE TPO | — | — | JESUS.FUENTES@MDTPO.ORG | |
| Othiel Rodriguez | MiamiBeach | — | 786-831-0483 | Othiel.rodriguez@ MiamiBeachFL.gov | |
| Vince Scullio | SFRITA | 801 NW 36th St. | 954-804-2346 | scullio@sfrita.fl.gov | |
| MARCO PLASI Eric Tullberg | FDOT GMN BPAC? | D6 7884 SW 17th Tr. Palmetto Bay FL 33157 | 407-470-5920 305-255-2594 | MARK.PLASI@DOT.STATE.FL.US e341@bellsouth.net | |
| Simon Gutierrez | JACOBS | 18018 SW 30th | 786-777-5244 | simon.gutierrez@jacobs.com | |
| Mark R. Brown | MD County | — | — | Mark.Brown3@Miami-Dade.gov | |
| Rita Carbonell | City of Coral | 8401 NW 55th | (305) 593-0710 | rita.carbonell@ cityofcoral.com | |
| David Mendez | Pinecrest | 1008 Red Rd | 305-669-6916 | dmendez@pinecrest-fl.gov | |
| Christopher Borges | City of Hialeah | 501 Palm Ave | 305-883-8083 | cb23016@HialeahFL.gov | |
| MARCO JHON Leo Cosio | Administrative North Bay V. | 3850 Commercial Blvd, 1666 Kennedy Cswy | 305-513-7357 786 250 0873 | marco.jhon@adms lcosio@nbvillage.com | |



SIGN-IN SHEET

May 02, 2025 | 10 AM

FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|------------------|---------------------------------|-----------------------------------|----------------|-------------------------------|
| Minn Samadi | City of Homestead | | 305-224-4773 | Msamadi@homestead.fl.gov |
| Kaleb Gordon | South Florida Commuter Services | | 954-637-1602 | kgordon@1800234ride.com |
| ROBERT WORTHAMER | ZYRCouncil BPAC | 4733 NE 1st Ct | 305-342-9128 | Rworthamer@zyrcouncil.com |
| MANUEL DEL CANTO | GMCC | 10603 SW 128 PL | (7) 516-5764 | MANNYCPA@YAHOO.CO |
| Cathy Dos Santos | Transit Alliance Miami | 2150 Coral Way #7B Miami FL 33145 | 305-542-8287 | cathy@transitalliance.miami |
| Ariel Meyer | Pinecrest | 10025 SW 58th Ave | 786-303-1823 | ameyer@pinecrest-fl.gov |
| ULISES LUCANO | SFCC | | 786-348-7606 | ulucano@crseinc.com |
| Lorraine Rosado | AtkinsRadis | | 787-6085071 | lorainerosado@atkinsradis.com |
| Steven Marcellus | North Miami | | (954) 651-4231 | s.marcellus@northmiamitlgov |
| Simon Huang | FDOT | | | simon.huang@dot.state.fl.us |
| | | | | |
| | | | | |
| | | | | |
| | | | | |



SIGN-IN SHEET

May 02, 2025 | 10 AM

PROJECT TEAM | FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|---------------------|--------|--------------------------------------|--------------|------------------------------|
| Jessica J Lopez | TPO | 150 West Flagler St | 305-375-3712 | Jessica.Lopez@MiamiDade.GOV |
| Thiago Abad-Sanchez | EXP | 201 Alhambra Cir Suite 800 | 786-348-5189 | thiago.abad-sanchez@exp.com |
| Kevin C Welford | TPO | 150 W. Flagler St | 705.375.2642 | Kevin.Welford@mdtpo.org |
| Ken Jeffries | FAOT | 1000 NW 111 Ave | 305.470.5445 | Ken.Jeffries@dot.state.fl.us |
| Amelia Neptune | LAB | 1612 K St NW, Wash, DC | 202-621-5857 | amelia@bikeligues.org |
| Jeanette BERK | GFT | - | 904-254-8624 | jberk@gftinc.com |
| JERRY JACKSON | TPD | | 305 375 1746 | Jerry.JacksonJr@mdtpo.org |
| KELLY MORPHY | FBA | | | KELLY@FLORIDAPRIYAE.ORG |
| Nicole French | KNL | | 786 789 1998 | nrf67@miami.edu |
| PRIYANKA ALLURI | FIU | 10555 W. Flagler St EC 3628 Miami | 305-348-3485 | PALLURI@FIU.EDU |
| | | | | |
| | | | | |
| | | | | |



SIGN-IN SHEET

May 02, 2025 | 10 AM

FDOT District 6 Auditorium - 1000 NW 111th Ave, Miami, FL 33172

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|----------------------|-------------------|---------|-----------------------|---|
| Doris Acosta | North Bay Village | | 305-301-1799 | dacosta@nbvillage.com |
| Justin Telleria | Miami Lakes | | | telleria.j@miamilakes-fl.gov |
| Mary Seabrook | Commodore Trail | | 305-439-4220 | mary@commadoretrail.org |
| Christopher Bacallao | FDOT | | 786-553-7835 | christopher.bacallao@dot.state.fl.us |
| Alexandra Scroggin | TPO | | 305-375-4737 | alexandra.scroggin@mdtpo.org |
| Valentina Barrios | Atkins Realis | | | valentina.barrios-villegas@atkinsrealis.com |
| Aileen Boucle | TPO | | 305-375-4507 | aileen-boucle@mdtpo.org |
| Douglas Keller | | | | |
| Hayley Hunt | SECS | | 9084198541 | hayley.hunt@1800734110.com |
| Gabriella Mystano | USBV | | 9084198541 | grussitane@nbvillage.com |
| Heidi Solawn | FDOT | | 305-962-4612 | heidi.solawn@dot.state.fl.us |
| André M. Boucle | FDOT | | 305-409-9017 | Andre.Boucle@dot.state.fl.us |
| Sara Murillo | CMB | | | SaraMurillo@miami-beach.fl.gov |
| JULIA NUNES | FDOT. | | | |

Appendix E: Getting Started Toolkits for the BFC, BFB, and BFU Applications

Getting Started Toolkit

Bicycle Friendly Community

May 2025

CONTACT INFORMATION

DATA CHECKLIST

APPLICATION TIPS

QUICK ASSESSMENT



**Miami-Dade Transportation
Planning Organization**

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This Getting Started Toolkit is provided by the Miami-Dade Transportation Planning Organization (TPO) as a resource to assist communities, businesses, and institutions in understanding and pursuing recognition through the League of American Bicyclists' Bicycle Friendly America (BFA) program. It compiles insights and summarized guidance informed by publicly available materials from the League of American Bicyclists, past applications, and local best practices.


Please note that this Toolkit is not an official publication of the League of American Bicyclists, nor does it constitute a formal endorsement, guarantee, or pre-approval of any application for designation. Participation in the BFA program and receipt of a designation is determined solely by the League of American Bicyclists through its independent evaluation process. This resource is intended to support local efforts to foster a bicycle-friendly culture in Miami-Dade County by sharing knowledge and encouraging proactive planning for the BFA program. It should be used as a reference tool, not as a substitute for reviewing the most current guidance and application materials provided directly by the League of American Bicyclists.

CONTACT INFORMATION

GENERAL QUESTIONS ABOUT THE TPO'S BIKE-FRIENDLY EFFORTS

Kevin C. Walford, Miami-Dade TPO


 Kevin.Walford@mdtpo.org

 305.375.2642

QUESTIONS ABOUT THE APPLICATION, RESOURCES, OR INFORMATION PROVIDED AT THE WORKSHOP


Nicole Estevez, Renaissance Planning Group

 NEstevez@ciesthatwork.com

 786.220.1946 x158

Meredith Beavers, Renaissance Planning Group

 MBeavers@ciesthatwork.com

 703.776.9922 x511

TECHNICAL APPLICATION QUESTIONS, QUALIFICATIONS, ASSISTANCE COPYING A PREVIOUS APPLICATION OR RECOVERING AN ACCOUNT

League of American Bicyclists

 bfa@bikeleague.org

 www.bikeleague.org/

▶ GETTING STARTED

Whether you're new to the Bicycle Friendly CommunitySM (BFC) program or returning after a previous designation, this toolkit is designed to help you build internal support, assess readiness, and lay the groundwork for a strong application. Use the steps below to guide your preparation.

- ▶ **Start with a Quick Self-Check**
Complete the Quick Assessment included in this toolkit to identify your community's current strengths and opportunities. Then, review the League of American Bicyclists' [FAQ page](#) and additional online resources.
- ▶ **Preview the Application to Understand What's Ahead**
Download the most recent preview version of the BFC application. This helps you get familiar with the types of information, policies, and programs the League recognizes.
- ▶ **Form an Application Task Force**
Identify local champions and form a working group that may include city staff, local advocates, schools, businesses, health organizations, and law enforcement.
- ▶ **Take Stock of Current Efforts and Identify Quick Wins**
Review what's already in place—and what can be implemented or piloted ahead of the next deadline. This may include bike parking, signage, or safety education campaigns.
- ▶ **Begin Gathering Data and Materials**
Use the data checklist in this toolkit to track down local policies, bike infrastructure details, maps, community demographics, and other materials needed to tell your story.
- ▶ **Reach Out to Partners Beyond Government**
Invite local businesses and universities to explore the Bicycle Friendly Business and Bicycle Friendly University designations; they can amplify your community's progress.
- ▶ **Create an Account in the Application Portal**
When ready, visit apply.bikeleague.org to create an account. *Returning applicants from Fall 2016 or later can duplicate previous submissions.*
- ▶ **Invite Feedback on Your Draft**
Ask task force members and key partners to review your draft application and offer feedback before submission.
- ▶ **Submit by the Deadline**
Applications are due **June 25, 2025**. Be sure to leave time to troubleshoot any portal issues.
- ▶ **Help Distribute the Public Survey**
After the deadline, the League will send a survey link to collect local feedback. Share it widely to ensure community voices are heard.
- ▶ **Celebrate and Promote Your Designation**
If awarded, issue a press release and hold a recognition event. If you're a local advocate, work with your city or county to help promote the news.
- ▶ **Use the Report Card to Keep Momentum Going**
Review the League's feedback carefully. Share it with your partners, identify top priorities, and begin planning improvements for the next four-year cycle.

DATA CHECKLIST

This checklist is a sample guide designed to help your community get started with preparing the Bicycle Friendly Community (BFC) application. It includes many of the common data and documentation needs identified in the 2025 BFC application. However, this list is not exhaustive. Your actual requirements may vary based on your community's characteristics and priorities.

Don't be discouraged if you do not have all the items listed. The League of American Bicyclists does not expect any community to do everything. The application is designed to reflect a range of possible actions and supports continuous improvement over time.

Community Profile and Demographics

- Community name, jurisdiction type, size (sq. mi), and population
- Link to community boundary map (e.g., Google Maps)
- Land use breakdown (% rural, suburban, urban, etc.)
- Street and intersection density (miles/sq. mi and intersections/sq. mi)
- Major physical barriers to biking (e.g., highways, rivers, railroads)
- Socioeconomic data from the Census. Instructions provided within the application.

Bicycle Infrastructure and Engineering

- List of local ordinances/policies (e.g., Complete Streets, mixed-use zoning)
- Adopted bike design manual or guidelines (e.g., NACTO, AASHTO, FHWA)
- Bicycle parking requirements for new/existing development and public spaces
- Equipped end-of-trip facilities (showers, lockers, bike repair stations)
- Bicycle Network Map (on- and off-street facilities)
- Road network data
- Speed limits, planned upgrades, or lane width reductions for bicycle safety
- Bicycle access to transit: bike racks on buses, bike parking at stops/stations
- Bike share program (name, website, launch year, system type, trip data)

Education Programs

- List of schools offering youth bike education by level (elementary to high school)
- On-bike education participation numbers and curriculum details
- Availability of bikes for students (include adaptive bikes if applicable)
- Adult bike classes: topics (e.g., traffic skills, maintenance), frequency, providers
- Instructional materials used (e.g., League of American Bicyclists' Smart Cycling)
- Programs educating motorists (e.g., 'Share the Road' signs, videos, driver classes)

Encouragement and Events

- Annual or regular events (e.g., Bike to Work Day, Open Streets, community rides)
- Bike promotion efforts (e.g., maps, social media, PSAs)
- Local business support (e.g., Bicycle Benefits, discounts for cyclists)
- Programs supporting bike access (e.g., helmet giveaways, repair stations)
- Bike theft prevention strategies (e.g., registration systems, visible parking)
- Recreational facilities (e.g., BMX tracks, pump tracks, mountain bike parks)
- Contact information for all biking groups in your community

Planning and Evaluation

- Information on all paid employees that work on biking issues
- Bicycle Advisory Committee (meeting schedule, representation)
- Bicycle or transportation plan with goals, funding, implementation status
- Ridership data collection methods (manual counts, surveys, apps)
- Crash data (5-year average, fatalities, near-misses) and safety analysis
- Performance measurement system (e.g., mode share, access to destinations)
- Public engagement tools (e.g., online feedback, community meetings)

Supplementary Materials

- Photos of bike amenities, programs, or infrastructure
- Links to maps, plans, or educational materials
- Supporting documents or visualizations (e.g., audit reports, crash heat maps)

i APPLICATION TIPS

These tips are intended to help communities navigate the Bicycle Friendly America (BFA) application process with more confidence. While every application is unique, the suggestions below can help you avoid common pitfalls, highlight your strengths, and identify areas for improvement. Use them as a starting point and remember that progress is just as valuable as perfection.

- ⇒ **Use the Glossary** – A glossary of terms is available on the League of American Bicyclists’ website. If a term isn’t listed or is unclear, email bfa@bikeleague.org for clarification.
- ⇒ **Collaborate online** – The online application supports multiple users. Click “Manage Collaborators” in the top right corner of your application to add team members.
- ⇒ **Stick to your jurisdiction** – When answering questions, only include data and amenities located within your community boundaries. For nearby assets that benefit your community, use the bonus point questions at the end of the relevant “E” sections.
- ⇒ **Don’t aim for perfection** – No community is expected to do everything listed. The application is a menu of possibilities, not a checklist. Your size, context, and resources are all considered in the review.
- ⇒ **Only report what's implemented** – Unless specifically asked about future plans, only check items that are already in place. You can still apply while planning improvements and use the feedback to track progress over time.
- ⇒ **Go beyond the boxes** – If your community is doing something innovative or impactful that’s not listed, be sure to tell the League. Use “Other” checkboxes and the bonus point or Final Overview sections.
- ⇒ **Share supporting materials** – Upload or link to documents like bike maps or photos. You can bundle them into a single zip file under the Final Overview section if needed.
- ⇒ **Be honest about challenges** – Sharing gaps or barriers helps reviewers understand your context and shows self-evaluation, which is key to the Evaluation & Planning section.
- ⇒ **Ask for help** – Questions about the process? Email bfa@bikeleague.org for support.

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COMMUNITY QUICK ASSESSMENT

This self-assessment is an informal reference to help communities begin thinking about their readiness to apply for the Bicycle Friendly America (BFA) designation. While not an official or endorsed tool of the League of American Bicyclists or the Miami-Dade Transportation Planning Organization, it is informed by past and current League resources. It's not a scoring system the League uses to determine certification, but it helps kick off internal conversations, identify areas of strength, and highlight opportunities to grow.

Instructions: Check “Yes” or “No” for each question. Tally the number of “Yes” answers and use the scoring guide to interpret your results.

ENGINEERING

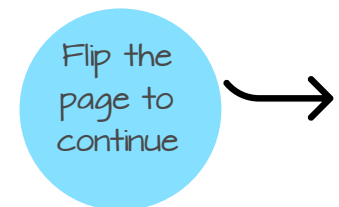
- Yes No Does your community have a comprehensive, connected, and well-maintained low-stress bicycling network?
- Yes No Is bike parking readily available throughout the community?
- Yes No Is there a Complete Streets Ordinance or other policy that mandates the accommodation of cyclists on all road projects?
- Yes No Is there a bike share program that allows residents and visitors to access bikes in the community easily?
- Yes No Does your community work with neighboring communities or the larger region to plan and discuss bike projects?

EDUCATION

- Yes No Is bicycling education regularly offered for youth both in and outside of schools?
- Yes No Are there bicycling education courses or learning opportunities available for adults in the community?
- Yes No Does your community educate motorists and cyclists on their rights and responsibilities as road users?

ENCOURAGEMENT

- Yes No Are there policies or programs in place to incentivize and normalize bicycling in your community?
- Yes No Does the community celebrate bicycling during National Bike Month with community rides, Bike To Work Day, or other community outreach?
- Yes No Does the community host any major community cycling events or rides throughout the year?
- Yes No Is there an active bicycle advocacy group and at least one social or recreational bike club in the community?
- Yes No Does your community have an up-to-date bicycle map?
- Yes No Does your community have an up-to-date website where people can find information about bicycling in your community?



EVALUATION AND PLANNING

- Yes No Does your community have a current comprehensive Bicycle Master Plan?
- Yes No Is there a Bicycle Advisory Committee that meets regularly?
- Yes No Does your community have a Bicycle Program Manager, Active Transportation Coordinator, or similar role?
- Yes No Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
- Yes No Does your community's budget have dedicated funds for biking projects and maintenance?

EQUITY AND ACCESSIBILITY

- Yes No Has your community used any socioeconomic and/or demographic data to inform bicycling investments?
- Yes No Has your community considered the needs of cyclists with disabilities, such as by providing adaptive cycles in the bike share program, designing bike facilities to accommodate adaptive cycling, or offering adaptive cycling-specific education?
- Yes No Has your community formed partnerships with a variety of local groups and organizations to reach and engage with new audiences to promote cycling?
- Yes No Do you have an accessible and up-to-date website that is easy to navigate and contains useful information about bicycling for the community?
- Yes No Do marketing materials and community plans have pictures and content that represent everyone in the community?

Scoring

Give yourself one point for every “Yes.”

Total Score: _____

Use your total score to guide next steps:

- **0–8 points:** Early stage - Begin building internal support and exploring opportunities.
- **9–16 points:** Foundation established - Review the application and prepare your submission. You’ll receive feedback to strengthen your position.
- **17–24 points:** Well-positioned - Review the application and prepare a strong submission.

What’s Next?

This tool is a conversation starter. Whether you’re just beginning or nearly ready to apply, the BFA program offers resources and feedback to help you move forward. Visit: <https://bikeleague.org/bfa>

Getting Started Toolkit

Bicycle Friendly Business

May 2025

CONTACT INFORMATION

DATA CHECKLIST

APPLICATION TIPS

QUICK ASSESSMENT



Miami-Dade Transportation
Planning Organization

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This Getting Started Toolkit is provided by the Miami-Dade Transportation Planning Organization (TPO) as a resource to assist communities, businesses, and institutions in understanding and pursuing recognition through the League of American Bicyclists' Bicycle Friendly America (BFA) program. It compiles insights and summarized guidance informed by publicly available materials from the League of American Bicyclists, past applications, and local best practices.

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CONTACT INFORMATION

GENERAL QUESTIONS ABOUT THE TPO'S BIKE-FRIENDLY EFFORTS

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QUESTIONS ABOUT THE APPLICATION, RESOURCES, OR INFORMATION PROVIDED AT THE WORKSHOP

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TECHNICAL APPLICATION QUESTIONS, QUALIFICATIONS, ASSISTANCE COPYING A PREVIOUS APPLICATION OR RECOVERING AN ACCOUNT

League of American Bicyclists

✉ bfa@bikeleague.org

▶ GETTING STARTED

Whether you're new to the Bicycle Friendly BusinessSM (BFB) program or returning after a previous designation, this toolkit is designed to help you build internal support, assess readiness, and lay the groundwork for a strong application. Use the steps below to guide your preparation.

- **Begin with a Self-Assessment**
Use the Quick Assessment in this toolkit to gauge your business's current support for bicycling. Then, explore the League's [FAQ page](#) and available online resources.
- **Understand What the Application Covers**
Download and review the BFB Application to get familiar with the questions and required materials. Returning applicants should review past feedback or request a copy of their previous application by emailing bfa@bikeleague.org.
- **Secure Leadership Buy-In Early**
Ensure your leadership team supports the initiative, especially if the application involves cross-departmental coordination or policy changes.
- **Form an Application Task Force**
Identify key staff who can help collect data, policies, and evidence of your business's bicycle-friendly actions. Include HR, facilities, wellness, or sustainability team members as needed.
- **Look for Quick Wins**
Review the application to identify any improvements (e.g., bike parking, incentive programs) that could be implemented before the next deadline.
- **Create or Access Your Online Account**
Visit apply.bikeleague.org to set up an account. Returning applicants from Fall 2016 or later can duplicate a previous application.
- **Work Through the Application Together**
Complete the application collaboratively, saving your work as you go. Return to sections as needed to refine your responses and add documentation.
- **Invite Internal and External Review**
Ask colleagues, partners, or local bike advocates to review your draft for completeness and clarity.
- **Get Final Sign-Off**
Secure leadership approval for the final submission and confirm support for any public promotion, if awarded.
- **Submit on Time**
Be sure to submit the full application before the published deadline. Late submissions are not accepted.
- **Distribute the Employee Survey Link**
After the deadline, the League will send you a survey link to collect feedback from staff. Sharing this survey widely strengthens your application.
- **Celebrate Your Achievement**
If designated, issue a press release and celebrate your award internally or with your community.
- **Use the Feedback Report to Guide Next Steps**
Review the League's recommendations and begin planning for your next round of improvements.

DATA CHECKLIST

This checklist is a sample guide designed to help your community get started with preparing the Bicycle Friendly Business (BFB) application. It includes many of the common data and documentation needs identified in the 2025 BFB application. However, this list is not exhaustive. Your actual requirements may vary based on your business's characteristics and priorities.

Don't be discouraged if you do not have all the items listed. The League of American Bicyclists does not expect any business to do everything. The application is designed to reflect a range of possible actions and supports continuous improvement over time.

1. Business Profile Information

- Business name (as it should appear on award materials)
- Website and social media URLs (Facebook, Instagram, etc.)
- Business logo (high resolution for promotional use)
- Mailing and physical address
- Primary applicant contact information (name, title, phone, email)
- Google Maps link to business location
- CEO or Director name
- Business type (e.g., Technology, Government, Retail, etc.)
- Number of employees at applying location and total across all branches
- Average daily number of guests (customers, visitors, etc.)
- Workforce commuting patterns (e.g., % working on site if hybrid/remote)

2. Engineering & Facilities

- Is the location in a Bicycle Friendly Community?
- Nearby bike facilities (e.g., trails, bike lanes, bike share stations)
- Bike parking details: type, quantity, quality standards met
- End-of-trip facilities: showers, lockers, bike storage, air pumps, repair tools
- Any accessibility or inclusion features (for beginners, adaptive cyclists, etc.)

3. Encouragement & Culture

- Employee bike-related incentives (cash, gear, repairs, health discounts, etc.)

- Access to shared bikes (fleet, rentals, or bikeshare subsidies)
- Cultural support: bike clubs, events, Bike to Work Day participation
- Community involvement: events, sponsorships, mentoring other businesses
- Partnerships with local/state/national bike advocacy organizations

4. Education

- Bicycling classes or workshops (topics, formats, frequency, audience)
- Educational materials shared (e.g., newsletters, signage, welcome packets)
- Content covered: safety, commuting, maintenance, incentives, maps, etc.
- Professional development opportunities for bike program staff (e.g., LCI certification)

5. Evaluation & Planning

- Employee ridership data (% biking regularly)
- Data tracked (e.g., mode share, bike trips, health metrics, costs saved)
- Collection methods (e.g., surveys, apps, commuter logs)
- Business goals related to biking (e.g., increase mode share, install new facilities)
- Bicycling coordinator or committee roles and contacts
- Existing plans or budgets for biking improvements

6. Final Summary & Optional Materials

- Top reasons bicycling is a business priority (e.g., wellness, carbon reduction)
- Most positive outcomes from supporting biking
- Planned improvements for the coming year
- Optional: photos, maps, or supporting documentation (up to 10 files)

i APPLICATION TIPS

These tips are intended to help businesses navigate the Bicycle Friendly America (BFA) application process with more confidence. While every application is unique, the suggestions below can help you avoid common pitfalls, highlight your strengths, and identify areas for improvement. Use them as a starting point and remember that progress is just as valuable as perfection.

- ⇒ **Showcase your uniqueness** – There’s no one-size-fits-all Bicycle Friendly Business. Share context about your size, industry, location, and operations to help the reviewers understand how bicycling fits into your workplace culture.
- ⇒ **Collaborate with your team** – The online application allows for multiple users. Click “Manage Collaborators” in the top right corner to invite others to help complete your application.
- ⇒ **Focus on quality, not quantity** – You don’t need to check every box. Aim to mark at least one meaningful action in each section. The League knows some items (like customer discounts) won’t apply to every business.
- ⇒ **Report what’s in place today** – Only check boxes for actions already implemented. If you check boxes for future plans, you’ll miss out on tailored feedback—and risk losing points in the future if you don’t follow through.
- ⇒ **Be transparent about gaps** – Identifying areas where your business is still growing helps the League offer relevant suggestions and shows that you’re taking a thoughtful, strategic approach to becoming more bike-friendly.
- ⇒ **Ask for help** – Visit the Application Portal FAQ or email bfa@bikeleague.org for assistance at any stage.
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BUSINESS QUICK ASSESSMENT

This self-assessment is an informal reference to help businesses begin thinking about their readiness to apply for the Bicycle Friendly America (BFA) designation. While not an official or endorsed tool of the League of American Bicyclists or the Miami-Dade Transportation Planning Organization, it is informed by past and current League resources. It's not a scoring system the League uses to determine certification, but it helps kick off internal conversations, identify areas of strength, and highlight opportunities to grow.

Instructions: Check “Yes” or “No” for each question. Tally the number of “Yes” answers and use the scoring guide to interpret your results.

Engineering

- Yes No Is the business in a location that is easily accessible by bike?
- Yes No Is the business a vocal supporter for improved bicycling conditions in the surrounding community?
- Yes No Does the business provide a sufficient amount of secure and convenient bike parking?
- Yes No Are end-of-trip facilities such as showers, changing facilities, and repair tools available and free for employees who bike to work?

Education

- Yes No Does the business offer or promote bicycle education classes or information sessions on a regular basis?
- Yes No Are bicycling education materials available to employees, customers, and guests?
- Yes No Are any professional drivers or fleet operators required to take Bicycle Friendly Driver training as part of their job?

Encouragement

- Yes No Does the business provide incentives for employees to commute to work by bike?
- Yes No Are there any company-owned shared bicycles or bike share-related benefits for employees to use for quick trips during the work day?
- Yes No Does the business support local, statewide, and national bike advocacy organizations working to improve conditions for bicyclists in the surrounding community and beyond?
- Yes No Does the business host a Bike to Work Day event at least annually and foster a positive biking culture year-round?

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Evaluation and Planning

- Yes No Does the business have a bike coordinator (full, part-time, or volunteer) to help promote cycling?
- Yes No Does the business set and evaluate annual goals to increase ridership among staff?
- Yes No Does the business conduct commuter satisfaction surveys or have other means to collect feedback from staff about how to improve further?

Equity and Accessibility

- Yes No Are all bicycling events, classes, and rides at the business designed to be inclusive and accessible to all?
- Yes No Are bicycle facilities such as bike parking designed to accommodate all styles of bikes, including e-bikes, adaptive cycles, and cargo bikes?
- Yes No Does the business proactively engage new and potential cyclists by offering Learn-to-Ride classes, a bike buddy or mentor program, and/or beginner rides?

Scoring

Give yourself one point for every “Yes.”

Total Score: _____

Use your total score to guide next steps:

- **0–6 points:** Early stage - Begin building internal support and exploring opportunities.
- **7–12 points:** Foundation established - Review the application and prepare your submission. You’ll receive feedback to strengthen your position.
- **13–18 points:** Well-positioned - Review the application and prepare a strong submission.

What’s Next?

This tool is a conversation starter. Whether you’re just beginning or nearly ready to apply, the BFA program offers resources and feedback to help you move forward. Visit:

<https://bikeleague.org/bfa>

Getting Started Toolkit

Bicycle Friendly University

May 2025

CONTACT INFORMATION

DATA CHECKLIST

APPLICATION TIPS

QUICK ASSESSMENT



Miami-Dade Transportation
Planning Organization

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Meredith Beavers, Renaissance Planning Group

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📞 703.776.9922 x511

TECHNICAL APPLICATION QUESTIONS, QUALIFICATIONS, ASSISTANCE COPYING A PREVIOUS APPLICATION OR RECOVERING AN ACCOUNT

League of American Bicyclists

✉ bfa@bikeleague.org

▶ GETTING STARTED

Whether you're new to the Bicycle Friendly UniversitySM (BFU) program or returning after a previous designation, this toolkit is designed to help you build internal support, assess readiness, and lay the groundwork for a strong application. Use the steps below to guide your preparation.

➤ **Begin with a Self-Assessment**

Complete the Quick Assessment included in this toolkit and explore the League's FAQ page to better understand the program's scope and expectations. Returning Applicants: Review your previous feedback. If needed, request a copy of your prior submission and report card by emailing bfa@bikeleague.org.

➤ **Familiarize Yourself with the Application**

Download the BFU Application to understand the full range of topics and materials needed.

➤ **Set Up Your Online Application Account**

Visit apply.bikeleague.org to create your account. Returning Applicants: If your last application was Fall 2016 or later, use your existing account to duplicate and update your prior submission.

➤ **Secure Leadership Support Early**

Obtain approval from university leadership and ensure funding is available for the \$100 application fee.

➤ **Form an Application Task Force**

Recruit a cross-campus group of collaborators. Add them to the online application using the "Manage Collaborators" feature.

➤ **Gather Required Data and Build Partnerships**

Start compiling necessary data and documents. Connect with student organizations, university departments, local officials, bike shops, and advocacy

groups to strengthen your application and build long-term support.

➤ **Identify Quick Wins**

Use the application as a checklist to spot actions your campus could implement before the deadline—like adding signage, launching a commuter program, or expanding bike parking.

➤ **Promote a Unified Effort**

Encourage neighboring businesses and your host community to consider applying for the Bicycle Friendly Business and Bicycle Friendly Community designations.

➤ **Request a Peer Review**

Ask local bike advocates or experienced partners to review your draft application and offer feedback before submission.

➤ **Confirm Final Approval**

Obtain sign-off from campus leadership on the final draft and any promotional plans tied to the award announcement.

➤ **Submit by the Deadline**

Applications must be submitted through the online portal by August 7, 2025. Be sure to leave time for technical troubleshooting.

➤ **Celebrate the Recognition**

If awarded, work with university leadership to issue a press release and host a campus recognition event.

➤ **Use the Feedback to Keep Improving and Maintain Momentum**

Share the League's report card with campus and community stakeholders. Prioritize key recommendations and begin implementing improvements for the next cycle.

Data Checklist

This checklist is a sample guide designed to help your community get started with preparing the Bicycle Friendly University (BFU) application. It includes many of the common data and documentation needs identified in the 2025 BFU application. However, this list is not exhaustive. Your actual requirements may vary based on your university's characteristics and priorities.

Don't be discouraged if you do not have all the items listed. The League of American Bicyclists does not expect any business to do everything. The application is designed to reflect a range of possible actions and supports continuous improvement over time.

1. Institutional and Contact Information

- University name, city, state, and campus name (if applicable)
- Primary applicant's name, job title, phone, and email or supervisor or faculty advisor contact info (if applicant is a student)
- List of up to ten collaborators or contributors to the application
- University bike program website and social media links

Campus Profile & Population

- Campus environment type (urban, suburban, rural) and size in acres, square feet, or square miles
- Campus map with roadways and facilities
- Enrollment numbers (undergrad, grad, full-time, part-time) and number of faculty and staff
- Student commuting details: % living off campus, average commute distance
- City population (Census data)
- Start date for fall semester (for survey planning)

Bicycle Infrastructure and Facilities

- Total and university-controlled roadway mileage on and near campus
- On-road bike infrastructure mileage (lanes, sharrows, boulevards, protected lanes)
- Off-road bikeway mileage (paved/unpaved paths, trails, singletrack)
- Amenities: bike parking capacity and locations, repair stations, lockers, showers
- Design standards, policies, and maintenance procedures (e.g. snow removal)
- Signalized intersections accommodations for bicycles

- Map links for bike facilities and amenities
- End-of-trip policies (e.g., e-bike charging, bike-in-building permissions)

Education and Training

- Education for new students and staff (handbooks, orientation materials)
- Motorist and bicyclist safety campaigns
- List and descriptions of bicycle-related workshops and classes (frequency, topics)
- Academic courses or seminars on bicycling or transportation planning
- Driver training that includes bicyclist awareness (transit, law enforcement, fleet)

Encouragement and Culture

- Signature campus cycling events and recurring rides
- Bike-to-Campus and Bike Month participation
- Marketing and outreach efforts promoting cycling
- Bike clubs, student groups, or employee commuter programs
- Access to bike share or rental programs (internal or citywide)
- Campus bike shop or co-op services and giveaways (e.g. helmets, locks)
- Bike theft prevention programs and abandoned bike handling procedures

Evaluation and Planning

- Bicycle coordinator and committee structure (titles, departments)
- Hours dedicated by staff, faculty, and students to bicycle-related work
- Bicycle Master Plan existence and funding sources
- Campus ridership estimates, modal share, and bike counts
- Satisfaction or perception survey results
- Crash statistics and safety data from past five years
- Relevant traffic laws or safety regulations
- Bicycle-related planning or assessment studies conducted in past 5 years

Supplementary and Summary Materials

- Photos of events, infrastructure, or promotional efforts
- Top achievements and future plans for bicycling on campus
- Reasons for applying and self-identified areas for improvement
- Willingness to share application as a model

i Application Tips

These tips are intended to help businesses navigate the Bicycle Friendly America (BFA) application process with more confidence. While every application is unique, the suggestions below can help you avoid common pitfalls, highlight your strengths, and identify areas for improvement. Use them as a starting point and remember that progress is just as valuable as perfection.

- ⇒ **Review the full application in advance** – Read through the entire application, especially the open-text questions, so you understand all topics covered and can gather the right information before you begin.
- ⇒ **Collaborate with your team** – The online application allows multiple users to contribute. Click “Manage Collaborators” in the top right corner to add additional team members.
- ⇒ **Focus on what makes your campus unique** – Your university’s size, location, and setting all influence how bicycling can be supported. The League considers this context when reviewing your application.
- ⇒ **Aim for meaningful actions, not every checkbox** – You’re not expected to do everything listed. The application offers a range of bicycle-friendly actions; highlight the ones that are relevant and already in place on your campus.
- ⇒ **Report current practices only** – Unless the question asks about future plans, only check boxes for initiatives already implemented. Use this application cycle to benchmark if many efforts are still in planning stages.
- ⇒ **Share what’s not on the list** – If your campus is doing something innovative or impactful that isn’t listed, use “Other” options or bonus point questions to explain it.
- ⇒ **Be transparent about challenges** – Acknowledging gaps shows critical evaluation and a commitment to improvement, especially in the Evaluation & Planning section.
- ⇒ **Ask for help when needed** – Visit the Application Portal FAQ or email bfa@bikeleague.org for support during the process.

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UNIVERSITY QUICK ASSESSMENT

This self-assessment is an informal reference to help universities begin thinking about their readiness to apply for the Bicycle Friendly America (BFA) designation. While not an official or endorsed tool of the League of American Bicyclists or the Miami-Dade Transportation Planning Organization, it is informed by past and current League resources. It's not a scoring system the League uses to determine certification, but it helps kick off internal conversations, identify areas of strength, and highlight opportunities to grow.

Instructions: Check “Yes” or “No” for each question. Tally the number of “Yes” answers and use the scoring guide to interpret your results.

ENGINEERING

- Yes No Does your campus have a well-connected, low-stress bicycling network?
- Yes No Is secure, convenient bike parking readily available throughout the campus?
- Yes No Is the college or university easily accessible by bike?
- Yes No Does the college or university work with or advocate in your community to improve local conditions for bicycling?

EDUCATION

- Yes No Does the school offer bicycle education classes for students and staff?
- Yes No Do any academic courses engage students on topics that relate to bicycling policy, planning, engineering, advocacy, or public health?
- Yes No Are professional drivers or fleet operators on campus required to take Bicycle Friendly Driver training as part of their job?

ENCOURAGEMENT

- Yes No Is there an active bicycle advocacy group and at least one social or recreational bike club at the college or university?
- Yes No Is there an on-campus bike center for rentals and repairs?
- Yes No Does the campus regularly host signature bicycling events and/or rides throughout the school year?

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EVALUATION AND PLANNING

- Yes No Does your school have a current comprehensive bicycle plan?
- Yes No Does your college or university have a Bicycle Program Manager or similar staff role?
- Yes No Does your college or university collect and track bicycle ridership, satisfaction, and safety metrics?

EQUITY AND ACCESSIBILITY

- Yes No Are all bicycling events, classes, and rides on campus designed to be inclusive and accessible to all?
- Yes No Are bicycle facilities such as bike parking designed to accommodate all styles of bikes, including e-bikes, adaptive cycles, and cargo bikes?
- Yes No Does the college or university proactively work to engage new and potential cyclists by offering Learn-to-Ride classes, a bike buddy, ambassador, or mentor program, and social bike rides for beginners?

Scoring

Give yourself one point for every “Yes.”

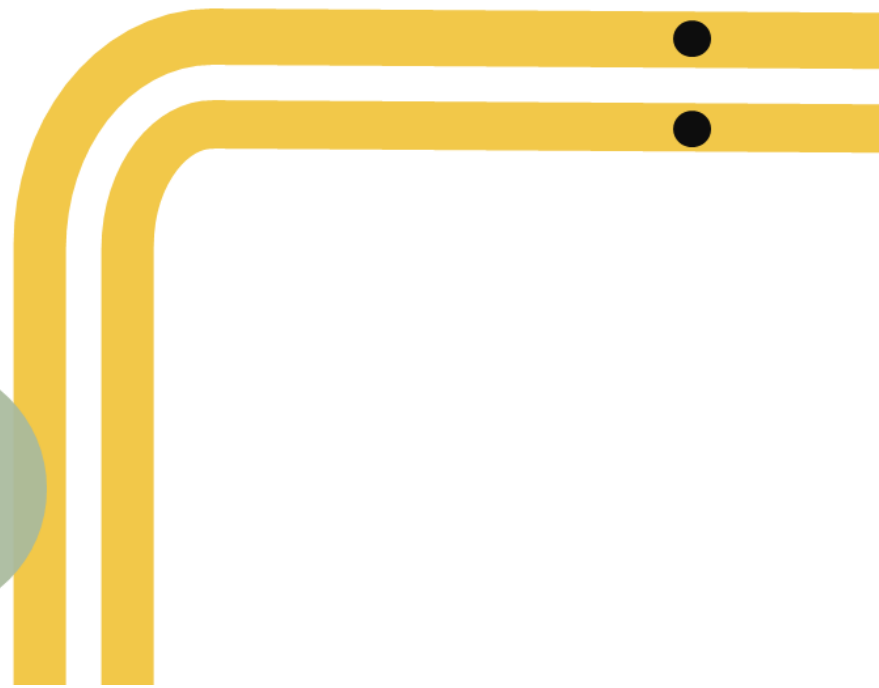
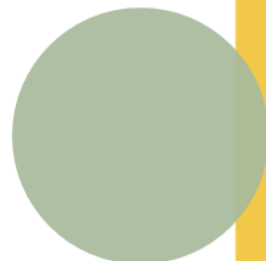
Total Score: _____

Use your total score to guide next steps:

- **0–5 points:** Early stage - Begin building internal support and exploring opportunities.
- **6–11 points:** Foundation established - Review the application and prepare your submission. You’ll receive feedback to strengthen your position.
- **12–16 points:** Well-positioned - Review the application and prepare a strong submission.

What’s Next?

This tool is a conversation starter. Whether you’re just beginning or nearly ready to apply, the BFA program offers resources and feedback to help you move forward. Visit: <https://bikeleague.org/bfa>



Appendix F: Bicycle-Friendly Community Application Submitted for Miami-Dade County

Form: 28019

Miami-Dade County

Started at: 3/24/2025 02:46 PM - Finalized at: 6/25/2025 07:49 PM

Page: Application Tips

- **A word version of this application is available for download, at <https://bit.ly/BFCapp2025> (<https://bit.ly/BFCapp2025>) (.docx) (last updated 7/26/24)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. ***Applicants are STRONGLY encouraged to download the latest version of this document when each new round opens, as the updated document highlights all updates to questions and answer options!*** We have also created this companion document that lists all updates to the 2025 application since the previous (2024) version (<https://docs.google.com/document/d/1h4VLWACLmXqDOeAOpJ57SAF9FZQ6eNylo4YP9kdIgbY/edit>).
- The League hosts quarterly Bicycle Friendly Community Networking calls for applicants and advocates from current and aspiring BFCs. If you would like to join the next quarterly call, please register via zoom here: <https://bit.ly/BFCNetworkingZoom> (<https://bit.ly/BFCNetworkingZoom>).
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleague.org.
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at bfa@bikeleague.org.

Page: Application Intro

Community Name:

Miami-Dade County

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

What year was the community's most recent BFC application?

2017

What was the result of the community's most recent BFC application?

Bronze

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfa=>) and used to promote your community through League social media channels.

Community Website:

<http://miamidade.gov/wps/portal/Main/home/> (<http://miamidade.gov/wps/portal/Main/home/>)

Community's Twitter/X URL:

<https://www.facebook.com/miamidadecounty/> (<https://www.facebook.com/miamidadecounty/>)

Community's Facebook URL:

<https://twitter.com/MiamiDadeCounty> (<https://twitter.com/MiamiDadeCounty>)

Community's Instagram URL:

<https://www.instagram.com/miamidadecounty> (<https://www.instagram.com/miamidadecounty>)

Community's other social media URL:

<https://www.facebook.com/miamidadetpo> (<https://www.facebook.com/miamidadetpo>)

Community's Flickr or other public photo sharing URL:**Page: Contact Information****Applicant First Name**

Kevin C.

Applicant Last Name

Walford

Job Title

Transportation Planner III

Department

Mobility Management & Implementation

Employer

Miami-Dade Transportation Planning Organization

Street Address (No PO Box, please)

150 West Flagler Street, Suite 1900

City

Miami

State

Florida

Zip

33130

Phone #

305-375-2642

Applicant Email Address

Kevin.Walford@mdtpo.org

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Paola Baez
Miami-Dade County Department of Transportation and Public Works (DTPW)
Chief, Multimodal Development Section, Transportation Planning and Policy Division
Paola.Baez@miamidade.gov

Audrey Cabay
Miami-Dade County Department of Transportation and Public Works (DTPW)
Bicycle and Pedestrian Planner
Audrey.Cabay@miamidade.gov

Ghassan Choueiry
City of Miami Beach
Senior Transportation Engineer
GhassanChoueiry@miamibeachfl.gov

Jesús Fuentes
Miami Dade TPO
In-house Consultant
Jesus.Fuentes@mdtpo.org

Jeannine Gaslonde
Miami-Dade TPO
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Jeannine.Gaslonde@mdtpo.org

Ken Jefferies
Florida Department of Transportation (FDOT)
District 6 Transportation Planner
Ken.Jeffries@dot.state.fl.us

Juan Martin
Miami-Dade County Public Schools
District Operations, Safety & Emergency Management
jcmartin@dadeschools.net

Otniel Rodriguez
City of Miami Beach
Assistant Director of Transportation
OtnielRodriguez@miamibeachfl.gov

Gabriella Serrado
Miami Dade County
Chief of Infrastructure Planning
Gabriella.Serrado@miamidade.gov

Alejandro Zizold
Miami Dade County
Chief of Planning, Research and Grants
Alejandro.Zizold@miamidade.gov

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Kurt Kaminer
UHealth WalkSafe & BikeSafe
Safe Streets & Multimedia Manager
kurtkaminer@med.miami.edu

Dr. Michelina Messina Witte
University of Miami KiDZ Neuroscience Center
Program Manager
witte@miami.edu

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Mari Chael
Green Mobility Network

mchael@chaelcooper.com

Meg Daly
Friends of The Underline
Friends of The Underline
Meg.daly@theunderline.org

Sue Kawalerski
Miami-Dade Parks, Recreation and Open Spaces (PROS)
Bike305 Manager
susan.kawalerski@miamidade.gov

Mel Meinhardt
Friends of the Commodore Trail
Chairman
mel@commodoretrail.us

Kelly Morphy
Florida Bike Association
Executive Director
kelly@floridabicycle.org

Hank Sanchez-Resnik
Bike Coconut Grove
Co-Founder
hankresnik@gmail.com

Debbie Swain
Bike Walk Coral Gables
Chair
info@bikewalkcoralgables.org

www.themiamibikescene.com
Miami Bike Scene
Group Contact by website only

(For internal use only.)

Name:

Daniella Levine Cava

Title:

Mayor

Email:

mayor@miamidade.gov

Street Address

111 NW 1st Street, 29th floor

City

Miami

State

Florida

Zip

33128

Page: Community Profile pt. 1

Please note: The application will refer to your type of jurisdiction as **'community'** throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Miami-Dade

A2. Name of County/Borough/Parish:

Miami-Dade County

A3. State:

Florida

A4. Link to map of community boundaries:

<https://maps.app.goo.gl/C26PW2LWtRB3K2ZF7> (<https://maps.app.goo.gl/C26PW2LWtRB3K2ZF7>)

A5. Type of Jurisdiction

County/Borough/Parish

A5a. Please list all other local jurisdictions (specific cities, towns, municipalities, or Census Designated Places) that fall within your County, Borough, or Parish.

Incorporated Municipalities: Aventura, Bal Harbour, Bay Harbor Islands, Biscayne Park, Coral Gables, Cutler Bay, Doral, El Portal, Florida City, Golden Beach, Hialeah, Hialeah Gardens, Homestead, Indian Creek, Key Biscayne, Medley, Miami, Miami Beach, Miami Gardens, Miami Lakes, Miami Shores, Miami Springs, North Bay Village, North Miami, North Miami Beach, Opa-locka, Palmetto Bay, Pinecrest, South Miami, Sunny Isles Beach, Surfside, Sweetwater, Virginia Gardens, West Miami Miami-Dade County also encompasses a vast Unincorporated Municipal Service Area (UMSA). Some of these communities are recognized as Census-Designated Places (CDPs): Andover, Biscayne Gardens, Brownsville, Coral Terrace, Country Club, Country Walk, Fisher Island, Fontainebleau, Gladeview, Glenvar Heights, Golden Glades, Goulds, Homestead Base, Ives Estates, Kendale Lakes, Kendall, Kendall West, Leisure City, Naranja, Olympia Heights, Ojus, Palm Springs North, Palmetto Estates, Pinewood, Princeton, Richmond Heights, Richmond West, South Miami Heights, Sunset, Tamiami, The Crossings, The Hammocks, Three Lakes, University Park, West Little River, West Perrine, Westchester, Westview, Westwood Lakes.

A6. Size of community

1985.8

A7. Total Population:

2701767

A8. Population Density:

1360.4

For definitions, see FHWA Bikeway Selection Guide (page 20) (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

A9a. Rural

50-75%

A9b. Rural Town

0%

A9c. Suburban

1-24%

A9d. Urban

1-24%

A9e. Urban Core

1-24%

A10. What is the street network density of the community?

Less than 5.0

A11. What is the average intersection density?

Fewer than 60

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Geographical challenges (e.g. large or sprawling community), Extreme heat, Other seasonal or weather challenges, Bridges that are inaccessible or unsafe for cyclists, Tunnels that are inaccessible or unsafe for cyclists, Large body of water (e.g. river), Railroad corridors, Other

A12a. If other, please describe.

Miami-Dade County's land area includes Everglades National Park, a vast protected area that comprises a significant portion of the county. This skews density and intersection metrics in earlier questions, as most residents and development are concentrated along the county's eastern edge.

Page: Community Profile pt. 2

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

Click here for detailed instructions to find answers to each question below:

A13. Census Profile link:

https://data.census.gov/profile/Miami-Dade_County,_Florida?g=050XX00US12086 (https://data.census.gov/profile/Miami-Dade_County,_Florida?g=050XX00US12086)

A14a. Median Age in community:

41

A14b. Percent of Population that is Under 18 years of age:

20.1

A14c. Percent of Population that is 65 years and over:

16.8

A15. Percent of the Population that Speaks a Language Other Than English at Home:

75.1

A16. Median Household Income:

\$72,311

A17. Poverty Rate:

14

Enter numbers only - answer must be in ##.## format.

A18a. Total Bicycle Commuters:

0.4

A18b. Male Bicycle Commuters:

0.6

A18c. Female Bicycle Commuters:

0.3

A19. Percent of Household with No Vehicles Available:

9.8

***Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A20a. Total percent of "Disabled Population":

10.5

A20b. Percent of population with a hearing difficulty:

2.1

A20c. Percent of population with a vision difficulty:

2.4

A20d. Percent of population with a cognitive difficulty:

4.4

A20e. Percent of population with an ambulatory difficulty:

5.8

Enter numbers only - answers must be in ##.## format.

A21a. White:

36.9

A21b. Black or African American:

15.4

A21c. American Indian and Alaska Native:

0.2

A21d. Asian:

1.6

A21e. Native Hawaiian and Other Pacific Islander:

0

A21f. Some other race:

7.6

A21g. Two or more races:

38.3

A21h. Hispanic or Latino (of any race):

68.8

A22. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

Miami-Dade County has a large immigrant population. Many of these residents may be less likely to respond to the U.S. Census, resulting in potential undercounts in official demographic data. The county is also home to a high number of non-English-speaking residents. Spanish and Haitian Creole are widely spoken, with many neighborhoods where English is not the primary language used at home.

B1. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets resolution , State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community

B1a2. What year was the local Complete Streets resolution passed?

2014

B1b2. Please provide a link to the local Complete Streets resolution.

<https://www.miamidade.gov/cob/library/Registry/Resolutions/Board-of-County-Commissioners/2014/R-995-14.pdf>
(<https://www.miamidade.gov/cob/library/Registry/Resolutions/Board-of-County-Commissioners/2014/R-995-14.pdf>)

B1c2. Since the passing of the local resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B1b3. Please provide a link to the state, county, or regional Complete Streets ordinance or resolution.

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/community-planning/complete-streets-and-local-planning-ch-_2021_08.pdf?sfvrsn=b659f22e_2
(https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/community-planning/complete-streets-and-local-planning-ch-_2021_08.pdf?sfvrsn=b659f22e_2)

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Miami-Dade County complete streets guidelines call for wider bike facilities on higher-speed roads. The County's Complete Streets Design Guidelines recommend the implementation of separated bicycle lanes or shared-use paths on roadways with higher speeds and traffic volumes to enhance cyclist safety.

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

Yes

B3a. Please provide a link to your community's bicycle facility design manual or guidelines.

<https://www.miamidade.gov/neatstreets/library/complete-streets-design-guidelines.pdf> (<https://www.miamidade.gov/neatstreets/library/complete-streets-design-guidelines.pdf>)

B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Select all that apply

Accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities, Bike facility design standards that incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way, FHWA Bikeway Selection Guide, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Other

B3b1. If other, please describe.

The Miami-Dade County Complete Streets Design Guidelines complement the existing resources with dedicated guidance for Complete Streets design, including: The American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (the "Green Book"); The Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the "Florida Greenbook"); The Manual on Uniform Traffic Control Devices (MUTCD); FDOT Plans Preparation Manual (PPM); Americans with Disabilities Act (ADA) Standards for Accessible Design; Miami-Dade County Public Works Manual. In addition, the following list provides the main resources which were consulted in the formulation of Miami-Dade County Complete Streets Design Guidelines: AASHTO Bicycle and Pedestrian Guides; Complete Streets Chicago Design Guidelines (2013); Boston Complete Streets Design Guidelines (2013); Street Design Manual, New York City Department of Transportation (2015); Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010); National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition (2014); FHWA Achieving Multimodal Networks, Applying Design Flexibility & Reducing Conflicts (2016); FHWA Strategic Agenda for Pedestrian and Bicycle Transportation (2016); FDOT Complete Streets Implementation Plan (2015).

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards, Affordable Housing policy or plan, Infill development incentives, Urban Growth Boundary or similar

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Paid public car parking , Shared-parking allowances , Other

B5a. If other, please describe.

The Miami Dade County Standard Urban Center District Regulations (June 2019) include Parking Reductions for developments that meet certain land use, location, and parcel criteria. In addition, developments meeting more than one of the use, location, and parcel criteria shall be permitted to combine each permitted reduction; the combined reduction shall be calculated by reducing the first applicable criteria from each group in the order of the table above. These reductions are to encourage non-modal forms of travel in the County.

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate bicyclists through construction sites in the public right-of-way, Policy to preserve abandoned rail corridors for multi-use trails, Policy to utilize utility corridors for multi-use trails, Policy that expands the use of bike infrastructure for other multi-modal users (people using scooters, wheelchairs, etc.)

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

More than 40% of the community's public roadways are owned or managed by an entity other than the applicant (e.g. county or state roads on a municipal application or local roads on a county application), Other

B7d. If other, please describe the policy or requirement.

Miami-Dade County faces unique challenges to bicycle infrastructure development due to the prevalence of limited-access facilities, such as highways, causeways, and state-managed corridors. These roadways often lack accommodations for cyclists and pedestrians, requiring specialized solutions like underpasses, side paths, or stand-alone bridges. However, there is a growing acknowledgement of the need to support bicycle and pedestrian activity in these constrained environments. This is reflected in the implementation of innovative projects like The Underline, which repurposes land beneath the Metrorail into a linear park and dedicated multi-use trail. Many bicycle facility projects span multiple jurisdictions, including the County, municipalities, and the State, requiring ongoing coordination and joint funding. Despite these challenges, Miami-Dade has successfully advanced several projects through interagency partnerships, demonstrating that while barriers exist, they can be addressed through collaboration and context-sensitive design.

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Bike parking ordinance for existing buildings specifying amount and location , Bike parking ordinance for all new developments specifying amount and location , Incentives or requirements for developers, property management companies, and/or employers to provide secure bike parking and other end-of-trip facilities for cyclists, Incentives, requirements, or other program(s) to encourage multi-family residential buildings and properties to provide secure bike parking and other end-of-trip facilities for residents and guests, Incentives, requirements, or other program(s) to encourage local schools to provide secure bike parking and other end-of-trip facilities for students and employees, Incentives, requirements, or other program(s) to encourage local retail such as grocery stores to provide secure bike parking and other end-of-trip facilities for customers and employees, Public or private program that provides grants for bike racks or free bike racks upon request, Other

B8a. If other, please describe.

Miami-Dade County provides secure bicycle parking at all 23 Metrorail stations, 13 Park-and-Ride lots, 5 Tri-Rail Stations, and the Brightline Stations. A recent County transit study recommends the addition of bicycle lockers at locations where demand justifies.

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

Yes

B9a. Please provide a link to your community's bicycle parking design standards.

https://library.municode.com/fl/miami_-_dade_county/codes/code_of_ordinances?nodeId=PTIIICOOOR_CH33ZO_ARTVIOREPA_S33-122.3REBIRAOTMEST
(https://library.municode.com/fl/miami_-_dade_county/codes/code_of_ordinances?nodeId=PTIIICOOOR_CH33ZO_ARTVIOREPA_S33-122.3REBIRAOTMEST)

B9b. Do your community's bicycle parking design standards meet any of the following?

Conform with APBP guidelines, Other

B9b2. If other, please describe.

The standards conform to some of the APBP Guidelines. Location (§33-122.3(c)(1)–(3): Near entrances, visible, not in right-of-way), Security and Durability, and Maintenance (§33-122.3(c)(6): Must resist rust, vandalism, and be well-maintained), Lighting and Visibility (§33-122.3(c)(3): Racks must be in well-lit, visible locations), Alternative Storage (§33-122.3(d): Lockers, storage rooms, or cages allowed at owner's option), and Signage Requirements (§33-122.3(e): Requires specific posted signs and height standards) Property Maintenance Ordinance:
https://library.municode.com/fl/miami_-_dade_county/codes/code_of_ordinances?nodeId=PTIIICOOOR_CH19REPROWMEAC_S19-15.5BIRALICOANTTSIRI-WOVCLPRCOSIPLRE

B10. What percentage of public and private bike racks conform with APBP guidelines?

Unknown

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Public bicycle repair or fix-it stations, Public air pumps, Bicycle Station or Hub that provides lockers and/or showers for bike commuters, Public uncovered bike racks, Public covered bike racks, Public bicycle lockers or similar individual secure bike parking spaces, On-street bike corrals

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

Other

B12a. If other, please describe.

In Miami-Dade County, BikeLids are free of charge on a first-come, first-served basis to allow all members of the community to have access to this amenity. In addition, Miami-Dade County and its partner agencies have taken some meaningful steps toward inventorying, assessing, and improving end-of-trip bike facilities; however, key equity-focused actions remain opportunities for improvement. For example, FDOT District 6 conducts regular inventories and assessments of facilities that include end-of-trip amenities. They evaluate the condition and identify corrective actions of amenities determined to be in poor conditions. This includes wayfinding, signage, bike racks, and other amenities. The 2050 Bicycle Pedestrian Master Plan and SHIFT305 Action Agenda embed equity mapping and identify underserved areas for infrastructure, including bike parking. Additionally, the recent county zoning code requires bike parking at large commercial and residential sites.

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) and Small Town and Rural Design Guide (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf), as well as NACTO's Designing for All Ages and Abilities contextual guide (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

I would like to link to an online map

B13a. Bicycle Network Map URL:

<https://experience.arcgis.com/experience/dd6772ae20034bd08597fed7877e5301/page/Page>
(<https://experience.arcgis.com/experience/dd6772ae20034bd08597fed7877e5301/page/Page>)

B13a1. Secondary Bicycle Network Map URL:

B13b. Optional comment field to provide more information about link(s):

FDOT Bicycle Connectivity Assessment

B14. Bicycle Network Worksheet

6/20/25

Download File (https://bicyclefriendly.secure-platform.com/file/49160/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkaWJ0O0TE2MCwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImNm9eaS0tI_Mo3eY6bjA?BFC_2025_B14%20BFC%20Network%20Worksheet_MiamiDade.xlsx)

The following answers for B15a-e should be copied from the "Summary" tab of your completed 2025 BFC Bicycle Network Worksheet (https://bit.ly/BFC_2025_B14).

B15a. Total current Roadway Network:

9400.1

B15b. Percentage of Roadway Network that is high-speed:

18.78

B15c. Percentage of Roadway Network that is low-speed:

4.27

B15d. Percentage of Roadway Network where speed limit is unknown:

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed 2025 BFC Bicycle Network Worksheet (https://bit.ly/BFC_2025_B14). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

487.3

B16b. Total current mileage of off-street bike facilities:

71.79

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

559.08

B16d. Total current mileage of other markings and features:

0

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

6

B16f. Percentage of Roads with ANY on-street bike facilities:

5

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

1

B16h. Percentage of ALL bike facilities and other markings or features that are LOW-STRESS:

37

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed **2025 BFC Bicycle Network Worksheet** (https://bit.ly/BFC_2025_B14). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

401.74

B18b. Planned Off-Road Bike Facilities:

139.2

B18c. Planned LOW-STRESS Bike Facilities:

524.21

B18d. Planned other markings & features:

0

B18e. Plans to upgrade any existing bike facilities:

There are a variety of plans to upgrade existing bike facilities including: Biscayne Trail: Segment D Phase 1 and 2: Construction planned for 2025 and 2028. Biscayne-Everglades Trail (Homestead to Everglades Segment 8 Connection): Construction planned for 2029. Snapper Creek Trail: Segment B Phase 1: Construction and Construction Engineering Inspection (CEI) planned for 2027; Segment A (SW 107 Ave Gap): Construction and CEI planned for 2027; Segment B (Dadeland Connection): Construction planned for 2029.

B18f. Plans to lower speed limits or design speeds of any existing roads:

The Vision Zero Plan includes strategies and goals to lower speed limits. One objective is working towards reducing the speed limit from 45 to 35 on streets classified as arterials or collectors.

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings, Stop signs for vehicle traffic

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Lowered speed limit on a local road in the last 4 years, Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles, Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Narrowing motor vehicle traffic lane widths (lane diet), Car-free/Car-restricted zones, Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism, Speed feedback signs/cameras, Automated (e.g. camera or video) speed enforcement for motor vehicles

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

Roundabouts that accommodate bicycles , Conflict zones are marked with colored bike lanes, Colored bike lanes are used outside of conflict zones (e.g. green bike lanes), Bicycle left turn lanes, Bicycle-friendly storm sewer grates, Signed bike routes directing bicycle traffic to low-stress facilities, Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists , Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Efforts to provide shade, Efforts to provide other cooling elements, Efforts to provide protection from inclement weather, Emergency call boxes/phones along trails, Street lighting on most arterials, Street lighting on most non-arterials, Lighting on some shared-use paths, Benches or other seating options added along bike routes/facilities, Drinking fountain or water bottle filling stations added along bike routes/facilities, Public art or murals, Historical or cultural information , Placemaking efforts to develop interesting or engaging places along the route, Other

B22a. Please describe any efforts to incorporate public art or murals along your community’s bicycle network.

The Underline is a 10-mile linear park, urban trail, and public art destination transforming the land beneath Miami’s Metrorail into a vibrant, multimodal corridor for biking, walking, and community gathering, connecting neighborhoods from the Miami River to Dadeland South with safe, active transportation and green public spaces. The Friends of the Underline transform its bike path into a dynamic cultural experience through curated public art installations. Notable works include "The Allegory" by Edny Jean Joseph, a 70-foot mural celebrating Miami's diversity, and "Duality" by Hank Willis Thomas, a bronze sculpture. Interactive pieces like Jeppe Hein's "Modified Social Bench" invite engagement, while murals such as "Hide & Seek" by We Are Nice'n Easy enhance areas like the Hammock Playground. These artworks enrich the visual landscape and foster community interaction along the trail.

The M-Path is a paved multi-use trail in urban Miami-Dade County, which was opened in 1983 and is part of the Miami-Dade Transit (MDT) system. The trail added 24 painted pylons turned into giant dominoes (front and back) underneath the Metrorail at University Station (across from UM) in 2019.

Public art along the bicycle network is also supported through Miami-Dade County’s Art in Public Places program. This initiative commissions artists to create installations that enhance public spaces, promote civic pride, and connect with the diverse communities that make up the county.

Note: Many of the incredible photos of the Underline Trail are copyrighted, but images showcasing sculptures and public art along the trail can be viewed on their website (<https://www.theunderline.org/>).

B22a. Public Art or Murals - Optional File Upload:

Photo Source: <https://www.miamidade.gov/global/transportation/the-underline-phase-2.page> File too large to upload: https://www.dropbox.com/scl/fi/rwp27d1eenguck970l8eh/031325_The-Underline-Public-Art-Cultural-Master-Plan.pdf?rkey=iynb14zh6enpl5lv0jz9f0wbe&e=1&st=dv85qvo6&dl=0
Download File (<https://bicyclefriendly.secure-platform.com/file/49105/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTEwNSwiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSImInbm9UnderlineTrail-Art-DTPW.jpg>)

B22b. Please describe any efforts to incorporate historical or cultural information in your community’s bicycle network.

The County offers guided historical bike tours, including the Historic Redland and Matheson park rides, as well as Dade Heritage Trust-led monthly downtown Miami heritage rides with on-route historical markers and storytelling.

The Underline uses art for cultural identity and understanding. The Underline’s Public Art & Cultural Program plans to "serve as a gateway to the diverse adjacent communities by tapping into the unique identities of each adjoining neighborhood, celebrating their histories, and providing distinctive programs," according to their Public Art & Cultural Master Plan.

B22b. Historical or Cultural Information - Optional File Upload:

Photo Source: <https://www.themiamibikescene.com/2024/01/dade-heritage-trust-bike-tours-2024.html> File Including Cultural Elements too large to upload: https://www.dropbox.com/scl/fi/rwp27d1eenguck970l8eh/031325_The-Underline-Public-Art-Cultural-Master-Plan.pdf?rkey=iynb14zh6enpl5lv0jz9f0wbe&e=1&st=dv85qvo6&dl=0 Link for tours: <https://www.dadeheritagetrust.org/monthly-bike-tours/>
Download File (https://bicyclefriendly.secure-platform.com/file/49106/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTEwNSwiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSImInbm9yHA07QvJt6qtR6UK-SPUPG-Q?HistoricTours_bikeScene.jpg)

B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network.

The Underline Trail, a multi-user path, creates engaging public spaces that encourage community gathering and activity. Elements like the Brickell Backyard offer amenities including an outdoor gym, butterfly gardens, and communal seating areas. These spaces are designed to be inviting and multifunctional, encouraging events, relaxation, and social interaction, thereby transforming underutilized urban areas into vibrant community hubs.

The Rickenbacker Trail has incorporated placemaking improvements since 2022, including beach enhancements.

Note: Many of the incredible photos of the Underline Trail are copyrighted, but images showcasing their placemaking efforts can be viewed on their website (<https://www.theunderline.org/>)

B22c. Placemaking Efforts - Optional File Upload:

Photo Source: <https://www.miamidade.gov/global/transportation/the-underline-phase-1.page> File including placemaking efforts is too large to upload: https://www.dropbox.com/scl/fi/rwp27d1eenguck970l8eh/031325_The-Underline-Public-Art-Cultural-Master-Plan.pdf?rlkey=iynb14zh6enpl5lv0jz9f0wbe&e=1&st=dv85qvo6&dl=0
Download File (<https://bicyclefriendly.secure-platform.com/file/49109/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTEwOSwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSIImInbm9w-CABxbAN8qQFs?UnderlineTrail-Recreation-DTPW.jpg>)

B22d. If other, please describe.

The Underline enhances the attractiveness of Miami-Dade County’s bicycle network by integrating environmental amenities along its path. In Phase 1, over 30,000 native plants and trees have been added, creating a lush, shaded, and biodiverse environment promoting environmental health and visual attractiveness. These native plantings also help cool the corridor and attract pollinators, making the route more inviting for community members and visitors. Trash and recycling receptacles encourage cleanliness and a maintained, attractive environment. Plans for the South Dade Trail include a 48% increase in tree canopy through native and resilient landscaping, providing extensive shade along this 22-mile corridor.

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Advanced Stop Line or Bike Box, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands (“pork chops”), Other

B23a1. If other, please describe.

The SiBike program in Miami-Dade County utilizes a free smartphone app that employs GPS technology to detect bicyclists approaching signalized intersections. When a cyclist nears a configured intersection, the app communicates with traffic signal controllers to facilitate a green light, enhancing safety and reducing delays for cyclists.

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

None of the above

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 or similar website), Mobile app (e.g. local 311 or similar app), Hotline, Regular meetings, Contact staff directly via call/voicemail/email/text

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes, Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair

Within 24 hours of complaint

B26a3. Restriping/ repainting markings

As needed

B26b1. Sweeping

As needed

B26b2. Vegetation maintenance

As needed

B26b3. Surface repair

Within one month of complaint or longer

B26b4. Restriping/ repainting markings

As needed

B27. Does your community have a rail transit, bus, or other public transportation system?

Yes

B27a. Which of the following types of public transportation are offered in your community?

Public buses, Bus Rapid Transit (BRT), Public light rail, Paratransit, Commuter rail, Other

What percentage of your community's public buses are equipped with bike racks?

100%

Are bikes allowed inside public buses?

Folding bikes are allowed in folded position in buses

What percentage of bus stops are equipped with secure and convenient bike parking?

11-25%

Are bikes allowed inside BRT Vehicles?

Yes, at all times, Folding bikes are allowed in folded position

What percentage of BRT buses are equipped with bike racks?

100%

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

100%

Are bikes allowed inside light rail vehicles?

Yes, at all times

What percentage of light rail transit stops are equipped with secure and convenient bike parking?

100%

What percentage of Paratransit vehicles are equipped with accessible bike racks?

None

Are adaptive cycles allowed inside Paratransit vehicles?

None of the above

B27a1. If other public transportation exists in your community, please describe.

Metromover is an automated people mover that services 21 stations through 3 separate loops. More Information: <https://www.miamidade.gov/global/transportation/metromover.page> "Trolley" service is available within Miami-Dade County, but they do not operate by a cable or on a fixed track.

B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?

Yes

B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.

The Mayor's Transportation Progress page details the Better Bus Network, which integrates bike infrastructure with transit enhancements. Protected bike lanes and bike-sharing programs have been expanded near major stops like the Government Center and Brickell Metrorail stations, reducing reliance on cars and improving access to transit. The Better Bus Network includes the Bus Shelter program, which focuses on enhancing bus stops to improve multi-modal connectivity and passenger experience.

Under this program, Miami-Dade County is installing 700 new bicycle racks alongside 300 new bus shelters, 300 trash containers, and 300 illumination systems (solar-powered lighting) at bus stops. These upgrades aim to improve first- and last-mile access by integrating secure bike parking with modern, well-lit shelters, encouraging cycling as a feeder mode to transit.

The SMART Plan's corridors, such as the South Dade TransitWay, incorporate bike facilities to connect communities to transit hubs, promoting sustainable mobility. The South Dade TransitWay Bus Rapid Transit (BRT) station redesign further enhances this connectivity. Each station features bike-parking areas with BikeLids and bicycle repair stands. BikeLids offer free, secure, weather-protected. These investments support seamless bike-to-transit transfers, aligning with the county's goal of fostering sustainable, multi-modal transportation along the 20-mile corridor.

The Underline has been a significant investment into the community's bike infrastructure; Phase 2 (opened 2024) rebuilt the path under Metrorail with continuous protected bikeway, new lighting, drinking fountains and bike-fix stations directly below five rail stations

B27c. How are residents and visitors encouraged to combine cycling and public transportation?

City or transit specific mobile app that combines mode types, Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Information on bike racks/storage provided on transit schedules, Stickers on the outside of buses with bike racks that say bicycles are welcome, Community has a fare-free public transit system, Other

B27c1. If other, please describe.

The annual Bike305 Bike-to-Work Day includes escorted rides and demonstrations that show participants how to use bus racks and rail elevators. Residents may request bicycle racks at stops through the 311 system; the shelter-retrofit web page lists bike-rack installation as a 311 responder task. The county offers free transit options, including Metromover, as well as discounted rates for other public transit to ensure transportation is accessible to all.

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B28. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B28a-g for each bike share program in your community. You may add up to three (3) community-wide bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: Citibike

URL: <https://citibikemiami.com/>

Year Launched: 2014

Status: Permanent/long-term

Groups Involved: Local Government (Applicant Community), Private Company

Number of Bikes: 1000

System Type: Automated kiosk-style bike share system, GPS-enabled bike share system, Short-term bike rentals, Electric/pedal assist bikes are available

Number of Stations: (if applicable) 160

Average Station Density: (if applicable) 10

Adaptive Cycle Program Details, if applicable:

B28h. How many trips were made in the last calendar year?

CitiBike is a private organization and does not readily provide numbers

B28i. What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?

Community outreach, Instructions for the bike share program are available in multiple languages

B28j. Do(es) your bike share program(s) make ridership publicly available online?

No

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

BMX track, Mountain bike park, Bicycle-accessible skate park, Snow/Fat tire bike trails, Signed loop route(s) around the community, Other

B29a. If other, please describe.

Safety Town in Miami Gardens which is an on-going community-based safety education program.

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

Miami-Dade County borders two other counties: Broward to the north and Monroe to the south. Broward County received an initial BFC award in 2013 with Bronze-level recognition. Monroe County does not seem to have applied for BFC status. In addition, Miami-Dade coordinates with Palm Beach County and the Palm Beach County Transportation Planning Agency (TPA/MPO). The Palm Beach TPA is designated as a BFB with Gold-level recognition.

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

Miami-Dade TPO, Broward MPO and Palm Beach TPA are united through a formal partnership: the Southeast Florida Transportation Council (SEFTC): "a formal partnership ... to coordinate regional transportation planning for all travel modes."

SEFTC develops a Regional Transportation Plan which aligns each organization's and county efforts into one long-range plan. The plan includes a Regional Greenways and Trails Network to connect seamlessly at county lines. The plan also includes other efforts for ensuring transit options are continuous at county lines.

In addition, the three MPOs co-host the annual Safe Streets Summit, most recently promoted as "a collaborative effort between the Miami-Dade TPO, Broward MPO, and the Palm Beach TPA to provide a regionally connected approach to implementing Complete Streets."

Additional projects demonstrate regional coordination: the East Coast Greenway runs continuously from Miami Beach, through Broward, and into Palm Beach. The Miami loop, a 255-mile concept linking existing and planned trails around the county, requires tying into Broward and Monroe county segments of the ECG. The Florida Keys Overseas Heritage Trail, a 106-mile path now under construction by FDOT that "follows the former Overseas Railroad ... comprises the southernmost portion of the East Coast Greenway." Miami-Dade's South Dade Trail is already built to the county line at Key Largo, ensuring future continuity into Monroe.

Furthermore, there are additional transportation partners in regional coordination. Tri-Rail (run by the South Florida Regional Transportation Authority) spans the three counties and carries bicycles in dedicated bike cars "a 14-space bike rack on the first level of a bicycle car." Uniform roll-on rules make bike-and-ride trips seamless across borders.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

Yes

B32a. If yes, please describe.

Miami-Dade partners with its neighboring counties and MPOs on regional climate, Complete Streets, Vision Zero, funding advocacy and trail-network resolutions, as detailed above.

Southeast Florida Regional Climate Change Compact – four-county platform that presses Tallahassee and Washington for multimodal, low-carbon funding

The Miami, Broward, and Palm Beach MPO trio file joint letters for Safe Streets & Roads for All and SUN Trail grants.

Tri-County Vision Zero resolutions.

B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.

Efforts have been made across public transportation in the county to improve the bicycling experience. The BikeLid Program was mentioned previously, and now most Tri-Rail trains are equipped with one bicycle car per train set. These cars can be identified with the bike sticker on the boarding doors.

In an effort to highlight bike lane efforts in the county, in 2023 the bike lane network was digitized, and updates occur frequently, with the most recent in May 2025.

Miami-Dade Right-of-Way Aesthetic & Assets Management (R.A.A.M.) Division through Parks, Recreation, and Open Spaces (P.R.O.S.) plays a significant role in creating a comfortable and attractive bicycling environment through landscape maintenance and environmental stewardship. The philosophy of the R.A.A.M. Division is "To provide quality landscaping, tree health and beautification services through the use of in-house staff and contracted vendors to ensure contract compliance standards are maintained within the Miami Dade County's Rights of Way, Parks, Recreation and other Open Spaces while working with our partners in the community, other intergovernmental agencies and municipalities as good stewards in order to ensure a safe and aesthetically pleasing environment for our residents and visitors while traveling within Miami Dade County"

RAAM maintains over 250 miles of roadway landscapes, including medians, roadsides, and transit corridors, ensuring clean, safe, and visually appealing pathways that enhance the biking experience. By managing 366 median and traffic circle sites (approximately 260 miles) and 1,126 roadside sites (278 acres), RAAM ensures clear, debris-free routes, improving safety for cyclists. Their work along 21 Metrorail stations, 22 miles of Busway, and 17 Metromover stations supports bike-friendly transit integration, making multimodal travel seamless. RAAM's environmental focus includes tree planting to increase street canopy coverage, providing shade and reducing urban heat, which makes biking more comfortable. Their sustainable landscaping practices, such as maintaining sports fields and parks, contribute to greener, more inviting public spaces that encourage cycling. By coordinating with county departments like Public Works and leveraging certified staff, RAAM ensures efficient maintenance of bike-adjacent infrastructure, reducing hazards like overgrown vegetation. These efforts align with RAAM's mission to deliver safe, aesthetically pleasing, and sustainable environments, fostering a bike-friendly Miami-Dade County that prioritizes cyclist comfort and connectivity.

RAAM Maintained Trails include:

Paved Trails: Snake Creek Trail (3.4 miles); Biscayne Trail A & B (2.6 miles); Snapper Creek Trail, 1st Section (1.5 miles); Snapper Creek Trail, 2nd Section (1 mile); Tamiami Canal Park (0.24 miles); Black Creek Trail, 1st Section (3.8 miles); Black Creek Trail, 2nd Section (1 mile); Black Creek Trail, 3rd Section (2.95 miles); Old Cutler Road Trail, SW 185th Terrace to SW 176th St (0.80 miles); Old Cutler Road Trail, SW 173rd St to SW 168th St (0.26 miles); Old Cutler Road Trail, SW 164th Terrace to SW 156th St (0.52 miles); Old Cutler Road Trail, SW 152nd St to SW 146th Terrace (0.34 miles); Unpaved Trails: Biscayne Trail Segment C (0.5 miles); No Designated Bike Path: Model Cities Trail (2.5 miles); Inaccessible to Public: Ludlam Trail (5.42 miles).

B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.

Since 2017, Miami-Dade has expanded its bicycle infrastructure by ~180 miles, reaching over 522 miles, to create a safer connected network. The 2050 Bicycle and Pedestrian Master Plan prioritizes 80% of future mileage for separated/off-road facilities, emphasizing comfort. New trails, like Central West Basin Linear Park (1.4 miles acquired in 2018, 0.1 miles in 2022, 1.5 miles improved in 2021), offer landscaped, vehicle-free corridors. The 5.6-mile Ludlam Trail (2018, fully funded) connects urban neighborhoods to parks and transit, reducing cyclist stress. The 6.5-mile Biscayne Trail Segment C (2019) links to Biscayne National Park, supporting long rides. Smaller additions, like Briar Bay Linear Park (0.3 miles in 2021, 0.85 miles in 2023) and the 0.01-mile Black Creek Trail (2019), enhance local access.

Phase 2 of The Underline (2024) extended the urban trail four miles, advancing its ten-mile vision. The Miami Loop plan integrates trails countywide. The 22-mile South Dade Trail, bolstered by \$6 million in 2023, strengthens multimodal transit connections. Rickenbacker Causeway's Phase I (2022) and II (2022-2023) improved safety for 500,000 cyclists annually via rerouting and reduced conflict points. Downtown's quick-build program added 170 modular separators, creating protected lanes. The 2024 Vision Zero Action Plan targets 24 high-crash sites, mandating Complete Streets, ensuring a low-stress, equitable bike network.

In 2024, a resolution to drop speed limits to a crawl in residential and park-laden areas was approved. The resolution creates safer neighborhoods by reducing speed limits to 25 mph on County-managed streets and those close to public recreational facilities.

Page: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

1-25%

C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.

ABC Quick Check, Traffic safety/rules of the road, Other

C1b1. If other, please describe.

Multi-modal/Mobility education, bike infrastructure is discussed in the curriculum. *Note 1: Learn to ride programs are not offered at any level due to county liability restrictions. *Note 2: K-8 schools in the county are captured under the "Middle School" level. *Note 3: The percentage provided reflects only public schools. Miami-Dade County is home to a large number of private schools operated by various independent entities, making it difficult to comprehensively capture all bike education programs offered outside the public system. To avoid unintentionally overlooking or misrepresenting private programs, they have been intentionally excluded from this count.

C1c. Are there any on-bike learning opportunities for students at these elementary schools?

No

C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?

Elementary School Instructors are provided with accommodations for students.

In Miami-Dade County, actions to ensure bike education is open, equitable, and accessible are inherently embedded in program delivery due to the county's diverse, majority-minority population. Public schools serve a student body where over 75% identify as Hispanic and ~16% identify as Black (non-Hispanic). Across the county, more than half of the students qualify for free or reduced lunches based on family financial status. Nearly 58% of students speak a language other than English as their primary language. As a result, language accessibility, cultural relevance, and equity considerations are integrated by default.

Source: <https://api.dadeschools.net/WMSFiles/171/MDCPS%20Highlights/SH2324.pdf>

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

51-75%

C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.

ABC Quick Check, Bike handling skills, Traffic safety/rules of the road, Multi-modal/Mobility education, Other

C2b1. If other, please describe.

Multi-modal/Mobility education: Virtual class offered by Bikesafe.org. This is currently a pilot program, but will be integrated throughout Miami-Dade Public School System. *Note 1: Learn to ride programs are not offered due to county liability restrictions. *Note 2: K-8 schools in the county are captured under the "Middle School" level. *Note 3: The percentage provided reflects only public schools. Miami-Dade County is home to a large number of private schools operated by various independent entities, making it difficult to comprehensively capture all bike education programs offered outside the public system. To avoid unintentionally overlooking or misrepresenting private programs, they have been intentionally excluded from this count.

C2c. Are there any on-bike learning opportunities for students at these middle schools?

No

C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?

7,192 children in Middle Schools and K-8 Schools in the County received bike education in the 2022-23 school year.

In Miami-Dade County, actions to ensure bike education is open, equitable, and accessible are inherently embedded in program delivery due to the county's diverse, majority-minority population. Public schools serve a student body where over 75% identify as Hispanic and ~16% identify as Black (non-Hispanic). Across the county, more than half of the students qualify for free or reduced lunches based on family financial status. Nearly 58% of students speak a language other than English as their primary language. As a result, language accessibility, cultural relevance, and equity considerations are integrated by default.

Source: <https://api.dadeschools.net/WMSFiles/171/MDCPS%20Highlights/SH2324.pdf>

C3. Do any public or private high schools offer regular bicycle education to students?

Yes

C3a. What percentage of your public and private high schools offer bicycle education?

1-25%

C3b. What kinds of bike education/curriculum is offered in high schools? Check all that apply.

Traffic safety/rules of the road, Bicycle Friendly Driver education or similar, Other

C3b1. If other, please describe.

Other: High school students attend Safety Presentations/Lectures that cover bike safety and include representatives from FDOT and Mothers Against Drunk Driving. *Note 1: Learn to ride programs are not offered at any level due to county liability restrictions. *Note 2: The percentage provided reflects only public schools. Miami-Dade County is home to a large number of private schools operated by various independent entities, making it difficult to comprehensively capture all bike education programs offered outside the public system. To avoid unintentionally overlooking or misrepresenting private programs, they have been intentionally excluded from this count.

C3c. Are there any on-bike learning opportunities for students at these high schools?

No

C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?

In Miami-Dade County, actions to ensure bike education is open, equitable, and accessible are inherently embedded in program delivery due to the county's diverse, majority-minority population. Public schools serve a student body where over 75% identify as Hispanic and ~16% identify as Black (non-Hispanic). Across the county, more than half of the students qualify for free or reduced lunches based on family financial status. Nearly 58% of students speak a language other than English as their primary language. As a result, language accessibility, cultural relevance, and equity considerations are integrated by default.

Source: <https://api.dadeschools.net/WMSFiles/171/MDCPS%20Highlights/SH2324.pdf>

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Temporary safety towns or traffic gardens, Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.), Helmet fit seminars, Summer camps, Bicycle-related after school programming, Bicycle safety is taught as part of driver education curriculum

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

About 10,000 depending on grants and projects annually.

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics, Other

C5b1. If other, please describe.

Bike305 offers free helmet fitting certification classes.

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Other credentialed bike safety instructor, Local bike shop employee, Local bicycle advocate, Local law enforcement officer

C5c1. Please list the other credentials of your community's bike safety instructors.

Helmet fitting certified

C5d. On average, how often are these classes offered?

Semi-annually or more frequently

C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?

Yes

C5e1. Does the fleet include adaptive bikes for adult students with disabilities?

No

C5f. Please estimate how many total adults are reached annually in your community through these classes?

85

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

Other

C5g1. Please describe any other efforts in place to prioritize equity and accessibility in the community's adult bicycling classes.

Classes are free to all. Miami-Dade County is diverse and welcoming, and classes are geared towards all these groups by making the classes advertised and open to all members of the community.

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Community-wide public education campaign, Community-wide Bicycle Ambassador program, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Permanent signage, displays, or information kiosks, Table or booth at community events

C6a. If checked, please describe and provide an example file or link of your community's public bike education campaign.

Bike305, through Miami-Dade Parks and Open Spaces, focuses on educating the community on bike safety and bike events.
Link: <https://www.miamidade.gov/global/recreation/bike305/>

Miami-Dade Police Department offered a Pedestrian and Bicycle Safety Campaign last summer. Their campaign included "on-street education, enforcement operations, and distribution of educational materials to the public". With the main objective being "to mitigate crashes by increasing awareness of, and compliance with, traffic laws that protect the safety of pedestrians and bicyclist in Miami-Dade County".
Link: https://www.miamidade.gov/global/release.page?Mduid_release=rel1723124626880870

C6a. Optional URL for public education campaign:

C6a. Optional file upload for public education campaign:

No File Uploaded

C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):

<https://www.instagram.com/miamibikescene/?hl=en> (<https://www.instagram.com/miamibikescene/?hl=en>)

C6b. optional second link:

<https://www.instagram.com/bike305/> (<https://www.instagram.com/bike305/>)

C6b. optional third link:

<https://www.instagram.com/miamidadeparks> (<https://www.instagram.com/miamidadeparks>)

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Traffic Skills/Rules of the Road/Sharing the road with vehicles, Route planning, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Dedicated Share the Road website or social media sites, Tabling Events, Pop-up events, or similar, Community newsletter/magazine article/blog, Community maps (print or digital), Billboards, Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.), Bicycle Friendly Driver or similar information included in driver's education and/or license testing, Other

C8a. If other, please describe.

The Bike Safety curriculum by Bike305 is taught to bicyclists, with the understanding that most, if not all, of them are also motorists. These classes incorporate motorist laws and education within them.

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

Transit operators, School bus operators, Law enforcement officers, Emergency vehicle drivers

C10. Are any of the following educational materials provided to community residents and/or businesses?

Smart Cycling Student Manual, Smart Cycling Education videos, Other local, statewide, or national bike safety resource

C10a. If other, please list or describe.

The Pocket Guide for Informed Bicycling in Florida offers cyclists a portable, easy-reference tool to understand traffic laws, rights, and responsibilities, promoting safer, more informed biking statewide. Link: <https://floridabicycle.org/news/pocket-guide-to-raise-bicyclists-awareness-of-their-rights>

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?

2

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

In the last 10 years

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists, Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users, Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro-mobility roadway users (e.g. protocols for damaged bicycles, etc.) , Other

C13a. If other, please describe.

Note that the programming is not required, but is available / on a volunteer basis. Also crash reporting requirements are done at the state level, but there have been local efforts through the bike/ped safety coalition to change some language in forms and adding additional questions that are very specific.

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

Non-English speakers, Low-income populations , People with Disabilities

C14d. Please provide an example or describe how educational efforts have focused on reaching non-English speakers.

Most programming and resources are multilingual due to the area's diverse population; for example, BikeSafe Educational materials are available in Spanish and Creole.

C14e. Please provide an example or describe how educational efforts have focused on reaching low-income populations.

Learn to Ride opportunities offer the option to borrow a bike and include a free helmet. This is offered to all attendees and does not require any proof of income.

C14h. Please provide an example or describe how educational efforts have focused on reaching people with disabilities.

All of BikeSafe's educational materials are made adaptive. Miami Dade Parks, Recreation, and Open Spaces offers two 8-week long sessions for handicycling to promote fitness, teach cycling skills, and bike safety.

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

Yes, participants/students only

C15a. Please describe the data collection methodology and findings.

Zip codes are collected from attendees. The information is used to create listservs and notify people of upcoming bike events nearby.

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

Instructor classes, such as the helmet fitting certification class, are free and open to all.

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

None of the above

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Learning opportunities and resources are available in language(s) other than English, Educational videos are captioned and/or include ASL interpreters

C19. Describe any other education efforts in your community that promote safe cycling.

Coordination with Federal Agencies

To reduce the number of pedestrians killed and injured, the Bicycle Pedestrian Program is currently working with the National Highway Traffic Safety Administration to make walking safer in neighborhoods that have the largest numbers of crashes. Crashes involving bicyclists and pedestrians account for 40% of the traffic fatalities in Miami-Dade County each year.

Law Enforcement Education

Out of 34 municipalities, Bike305 has trained law enforcement in more than half and none of them were familiar with bicycle laws.

Bike Friendly Education Efforts

In 2025, Miami-Dade TPO hosted three virtual meetings discussing bike-friendly communities, universities, and businesses. They also hosted a one-day-long in-person workshop to educate on the importance of bike-friendly efforts, the application process, and an opportunity for attendees to share the strengths of and their concerns with current infrastructure, policies, and programs.

Staff Education

Around 2018, Bike305 sponsored a full-day class for municipal partners, county employees, and CBOs with a full-day instructional program led by the lead instructor of Bike New York. The session included 44 participants and covered bike Safety, helmet fitting certification, minor mechanical training.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.

Since the previous application, Bike305 has begun offering Learn to Ride classes for children and adults. The course is free and includes helmets; attendees can bring their own bikes or borrow one.

In 2019, representatives from Miami-Dade Parks, Recreation, and Open Spaces presented at the Florida Recreation & Park Association (FRPA) Conference. The session focused on handcycling, helmet fittings, recommendations, and resources for starting a program. In addition to encouraging these programs locally, Miami-Dade also encourages other counties and communities to create inclusive biking programs.

Page: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?

Trip reduction ordinance or incentive program, Transportation Demand Management program, Guaranteed Ride Home program, Other

D1a. Please provide a link to your trip reduction ordinance or incentive program.

<https://velocia.io/case-study/miami-dade-county/> (<https://velocia.io/case-study/miami-dade-county/>)

D1a. Please provide a link to your Transportation Demand Management program.

<https://www.miamidade.gov/transit/library/2024-03-shift305-two-year-action-plan.pdf> (<https://www.miamidade.gov/transit/library/2024-03-shift305-two-year-action-plan.pdf>)

D1a. Please provide a link to your Guaranteed Ride Home program.

<https://www.1800234ride.com/guaranteed-ride-home/how-it-works/> (<https://www.1800234ride.com/guaranteed-ride-home/how-it-works/>)

D1b. If other, please describe.

FDOT's South Florida Commuter Services offers free employer consulting, car- and van-pool matching, and Try Transit Free passes. Additionally, it offers interested employers a transportation program for employees.

D1a. https://www.miamidade.gov/global/release.page?Mduid_release=rel1675292726653104

D1c. If applicable, please provide a link to other program or policy.

<https://www.1800234ride.com/> (<https://www.1800234ride.com/>)

D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Local AARP office or similar, Public Health Agency, Law Enforcement or Public Safety Agency, Public School District(s)

D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.

Chamber of Commerce: Promotes bike efforts on their social media and website, and financially supports 305 Urban Cycling Club Inc, a local bike non-profit.

Downtown Business Association/Business District: Miami Downtown Development Authority (DDA) partnered with the City of Miami and Miami-Dade County to construct a micromobility network. The Downtown Miami Bike Network is the first Micromobility Network in the heart of Downtown Miami and is 6,050 feet of new separated bicycle lanes and 850 feet of new parking protected bicycle lanes. The improvements include pavement markings, green paint, bicycle boxes, raised concrete curbs, high-emphasis crosswalks, enhanced signage, and parking protected sections. These micromobility lanes connect Government Center Metrorail Station, Miami Central Brightline Station, Miami-Dade College, several Metromover stations, and provide the building blocks for a fully connected Downtown bike network.

Tourism Board: Greater Miami Convention & Visitors Bureau (GMCVB) promotes biking as a leisure activity and a mode of transportation on their social media and website. They also hosted a Build-A-Bike® charity team-building event in 2024 to donate to the Boys and Girls Club of Miami-Dade.

Local AARP office or similar: AARP Florida was a silver sponsor for the 2024 Safe Streets Summit. AARP representatives were also involved in the "Linking Ludlam - A Connectivity Study for SW 64th Street" project which is part of the Miami-Dade TPO Municipal Grant Program (MGP). At the site visit, attendees focused on assessing walking and biking conditions, evaluating existing infrastructure and identifying opportunities to enhance safety along the corridor for pedestrians and cyclists.

Public Health: The Consortium for a Healthier Miami-Dade incorporates "Health & the Built Environment," promoting bike parking, sharrows, and signage to encourage active travel. The Florida Department of Health's Injury Prevention team provides statewide bicycle safety curriculum and resources, helping local educators and agencies deliver bicycle education

Law Enforcement or Public Safety Agency: Local law enforcement has bike and e-bike fleets for public safety.

Public School Districts: Encourage SRTS program, bike-buses, and offer bike educational programs.

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

Yes

D3a. If yes, please describe.

BFB and BFU programs are promoted through the TPO's website on their Bicycle Pedestrian Program webpage and through events, including an informational workshop in May 2025, educating and encouraging municipalities, businesses, and universities to apply.

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map , Printed/digital Safe Routes to Schools map(s)

D4a. Provide URL for web-based route finding service:

https://bikemiami.fiu.edu/mpobike/otpIndex_secure.html?county=Miami-Dade (https://bikemiami.fiu.edu/mpobike/otpIndex_secure.html?county=Miami-Dade)

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Celebrate National Bike Month (and/or a state-specific Bike Month), Bike to Work Day(s), Bike To School Day(s), Bicycle-themed festivals/parades/shows, Mayor-led/Council-led rides, Open Streets/Ciclovia/Sunday Parkways, Family-friendly group rides or events (e.g. riding with young children), Commuter Challenges, Charity rides, Local or community-specific bike or "drive less" challenge, Trail construction or maintenance days, Non-competitive, no-drop group rides, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Bike valet parking at events, Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate), Community celebration/ride each time a major bicycle project is completed or other similar milestones, Videos on bicycling on community website/TV channel, Public Service Announcements, Publicly visible bike counter display(s), Other

D5a. Provide a link to your community's Bike Month or Bike to Work Day website:

https://www.miamidade.gov/global/release.page?Mduid_release=rel1740144103652701 (https://www.miamidade.gov/global/release.page?Mduid_release=rel1740144103652701)

D5b. Provide a link to your community's bike or "drive less" challenge website:

https://www.facebook.com/MiamiDade311/videos/drive-less-live-more/1691649684757347/?_rdr (https://www.facebook.com/MiamiDade311/videos/drive-less-live-more/1691649684757347/?_rdr)

D5c. If other, please describe.

Bike Buses occur weekly at some MDCPS, it is optional and open to all, not a "challenge".

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

None of the above

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Promotional information, maps, calendars, and other resources are available in language(s) other than English, Cycling promotional or informational videos are captioned and/or include ASL interpreters

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

Yes

D9a. Please provide details for each cycling club, group, or team that is active in your community.

Social or Recreational Clubs or Groups

Bike Coconut Grove

Website: bikecoconutgrove.org

Type: Kidical Mass, Family Bike Party, or other family-oriented group, Other Partners with police for SRTS (2x annually)

Contact: Hank Sanchez Resnick, info@bikecoconutgrove.org

Involved in App?

305 Urban Bike Club

Website: https://305ucc.org/

Type: Recreational bike club, Women/Trans/Femme bike club or ride group

Contact: https://305ucc.org/contact ,

Involved in App?

Black Girls Do Bike

Website: https://www.blackgirlsdobike.org

Type: Recreational bike club, People of Color/BIPOC bike club or ride group, Women/Trans/Femme bike club or ride group

Contact: Yvonne Nyakana, bgdbmiami@gmail.com

Involved in App?

Black Point Sharks

Website: https://www.instagram.com/blackpointsharks/?hl=en

Type: Recreational bike club

Contact: Notes messaging through instagram as preferred method ,

Involved in App?

Break The Cycle

Website: https://www.breakthecycle.info

Type: Kidical Mass, Family Bike Party, or other family-oriented group, Other Speed rides, youth rides

Contact: ,

Involved in App?

Everglades Bicycle Club

Website: https://www.evergladesbc.com/Road

Type: Recreational bike club

Contact: Doug Buckley, rides@evergladesbc.com

Involved in App?

Friends of the Commodore Trail

Website: https://commodoretrail.org/

Type: Friends of the Trail group or similar

Contact: , info@commodoretrail.org

Involved in App?

Friends of the Underline

Website: https://www.theunderline.org/background/?gad_source=1&gad_campaignid=19173144176&gbraid=0AAAAoZfCKbFunItDeWfYwR-5FpRPZ5KV&gclid=EAIAIQobChMIi4jdgezujQMVSXFHAR1MfTRAEEAYASAAEgLj-_D_BwE

Type: Friends of the Trail group or similar

Contact: Meg Daly, hello@theunderline.org

Involved in App?

Team Walker Cycling Club

Website: https://www.facebook.com/TWalkerides/photos/?_rdr

Type: Recreational bike club, Bike advocacy or activist group, Other Amateur Cycling team focus on "Riding safe & have fun". The team was created to "help raise funds to find the cure of the Multiple Sclerosis by participating in their annual ride (MS150), after hard training every weekend, they've put together a group of dedicated riders that is increasing weekly".

Contact: , twalkerides@hotmail.com

Involved in App?

Virginia Key Bicycle Club

Website: <https://virginiakeybicycleclub.org/>

Type: Mountain bike club

Contact: , virginiakeybicycleclub@gmail.com

Involved in App?

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

Miami Bike Scene (<https://www.themiamibikescene.com/p/group-rides.html>) and Cycle Miami (<https://www.cycleworldmiami.com/about/group-rides-pg214.htm>) offer scheduling and meeting points for bike rides occurring across the county. The table above captures just a few of the large number of active social/recreational cycling clubs and groups.

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

Safe Routes to School program, Youth cycling club(s), Youth mountain biking club/team, Earn-a-Bike program or similar, NICA (National Interscholastic Cycling Association) or similar youth racing team(s), Bicycling-related summer camp, Organized 'bike bus' group rides are regularly held for one or more schools in the community, Family or youth-oriented organized group rides happen regularly throughout the year, Other

D10a. If other, please describe.

Tactical urbanism/popup bike lanes

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program, Bike light giveaways or subsidy program, Reflector giveaways or subsidy program, Bicycle giveaways or subsidy program , Mobile bike repair services are available in the community, Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

University of Miami provides Bike 305 with "hand me down" abandoned bikes and scooters in good condition to be used for giveaways or programming.

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Bike racks in well-lit, visible locations, Local or regional bicycle registration system , Promotion of national or global bike registration system (e.g. Bike Index, Project 529)

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 15,001-30,000 residents

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

No

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Miami-Dade County is committed to promoting bicycling through a robust network of programs, events, and policies that enhance connectivity, safety, and community engagement. These initiatives, supported by partnerships with municipalities, nonprofits, and advocacy groups, encourage residents to embrace cycling as a sustainable and healthy transportation option.

Bike305

Launched in 2013, Bike305 is a cornerstone initiative that promotes cycling by connecting residents to communities through an extensive network of off-road trails, greenways, and on-road bikeways. Bike305 collaborates with municipalities, cycling groups, and sponsors to organize community rides, bike rodeos to teach children safe-cycling skills, and family-friendly events. Bike305 Month, celebrated annually in March, features signature events such as Bike to Work Day and Bike The Underline, encouraging commuting by bike and public transit. Since its inception, Bike305 partners with Miami-Dade’s municipalities, and supports over 30 municipal and organizational rides, emphasizing safe cycling across the county.

The Miami Bike Scene

Since 2007, The Miami Bike Scene has been a premier online resource for cycling news, events, group rides, and bicycle culture in South Florida. It partners with local organizations to organize community rides, increase citizen participation in transportation planning, and promote safer bicycling. As the unofficial organizer of Miami’s monthly Critical Mass ride, which attracts thousands of riders, The Miami Bike Scene strengthens the local cycling community and fosters civic engagement.

Policy Support

Miami-Dade County’s Bicycle and Pedestrian Master Plan outlines strategies to expand bike infrastructure, improve safety, and integrate cycling with public transit. Recent investments in protected bike lanes, trail expansions like The Underline, and bike-sharing programs reflect a commitment to sustainable mobility. The county’s participation in the Miami LOOP, a 225-mile trail vision, further encourages equitable access to active transportation.

D13’s Calculation Explained: $146 \text{ specialty shops with a population of } 2701667, \text{ returning } 1 \text{ shop per } 18504 \text{ people} \rightarrow \text{Residents per Bike Shop} = \frac{\text{Total Population of City}}{\text{Total Number of Bike Shops in City}}$.

Note there are numerous box stores, including Target, Dick’s Sporting Goods, and Walmart, that sell bikes within Miami Dade County. All these stores offer bike parking in accordance with Miami-Dade County Code Section 19-5.3; all retail and office sites that exceed 25 parking spaces have to install and maintain bike racks, regardless of the year the site was built

D17. If this is a renewing application, please summarize the most significant changes to your community’s bicycle Encouragement efforts or investments since your last BFC application

The County celebrated its 11th Bike to Work Day in 2024, and featured Tour de France winner Greg LeMond as honorary ride marshal. Including a celebrity for the ride encourages participation and enhancing the event’s prominence.

The Ride of Silence occurs annually in the county, formerly run by private organization, it is now led and sponsored by Bike305. The event brings the community together, encouraging cycling while raising awareness motorists, police, and city officials.

To encourage bicycle efforts and investments, municipalities, business owners, and universities attended a Bike Friendly Workshop in Spring 2025, educating on the benefits of applying to become Bike Friendly Certified, and encouraging bike friendly practices and investments.

Tactical urbanism, including painted bike lanes, have been a significant effort in the recent years. Temporary painted bike lanes across the county have encouraged the community to help set up and allowed students to bike to school. One example is a temporary bike lane set up near Coconut Grove Elementary School during the Walk, Bike & Roll to School Day, offering a safer route for children heading to school. The event had so much support the first year, that temporary painted bike lanes now occur annually.

Page: Evaluation & Planning

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

Yes, a full-time, paid position

E2. Is there a Safe Routes to School Coordinator position?

Yes, there is one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

10.73

Please download the 2025 FTE worksheet by clicking here (https://bit.ly/BFC_2025_E3) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC_2025_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. Please upload your completed FTE worksheet here:

06/20/25

Download File (https://bicyclefriendly.secure-platform.com/file/49158/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0OTE0CwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9oJY8OChkRIBapvxxvNjvVf0i9i3-E?BFC_2025_E3%20FTE%20Worksheet_MIAMIDADECOUNTY.xlsx)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

League Cycling Instructor (LCI) certification, Association of Pedestrian and Bicycle Professionals (APBP) membership, Other professional memberships/accreditations related to bicycles, TDM, or active transportation , Regularly attend bicycle-related webinars, Regularly attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences , Other

E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?

Local, State, or Regional Bike Summit, NACTO Designing Cities Conference, Transportation Research Board (TRB) Annual Meeting, APTA TRANSform Conference or other transit-related conference, Other

E4a1. Please list any other relevant conferences attended in the last 4 years:

Safe Streets Summit; 2024 Commission for the Transportation Disadvantaged (CTD) Annual Conference; AAA Safe System Conference

E4c. If other, please describe.

Bike Immersion Programs in Netherlands and Paris

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

E5a. How often does the committee meet?

Monthly or more frequently

E5b. First Name:

Melissa

E5b. Last Name:

Hege

E5b. Email:

melissa@mhcpcolab.com

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Local bike advocacy organization or citizen advocate(s)

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

BPAC is a citizen group that is made up of citizens interested in bike and pedestrian issues.

E6. What systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

Community-wide public engagement or participation guide or toolkit, Public Engagement Plan(s) for bicycle project(s) or plan(s), Dedicated Engagement staff, team, or outside consultants , Dedicated website, Social media accounts, Bicycle User Group listserv, Other

E6a. Please provide a link to your community's public engagement or participation guide or toolkit.

<https://www.miamidadetpo.org/library/plans/mdtpo-public-participation-plan-2023.pdf> (<https://www.miamidadetpo.org/library/plans/mdtpo-public-participation-plan-2023.pdf>)

E6b. How, if at all, has the guide/toolkit influenced or informed public input processes for bike projects?

The PPP prioritizes inclusive engagement to ensure diverse community voices, including those interested in bike infrastructure, are heard. It mandates proactive outreach to involve stakeholders in developing transportation plans like the Bicycle/Pedestrian Plan. This ensures bike projects reflect community needs through public input at various planning stages. This plan provides goals and success indicators for various outreach materials and efforts.

E6c. Please provide a link to the dedicated website:

<https://www.miamidadetpo.org/tpo/get-involved.page> (<https://www.miamidadetpo.org/tpo/get-involved.page>)

E6d. Does your dedicated website include any of the following information, tools, or features?

Project-level status updates, Implementation status updates for bike plan, complete streets policy, or similar, Contact information and/or online form to provide feedback, Other

E6d1. If other please describe:

The involvement website is dedicated to the calendar of events and how to join the various committees. The TPO website includes project-level status updates; implementation status updates; and, contact information to provide feedback. <https://www.miamidadetpo.org/tpo/bicycle-pedestrian-program.page>

E6e. If other tools or systems are in place to increase or improve community engagement, please describe.

Thrive 305 launched in 2021 and is the largest public engagement initiative in Miami-Dade County government’s history. Thrive305, led by the Mayor's Division of Innovation and Performance and the Miami Foundation, began with a countywide survey of over 26,400 residents, followed by discussions and workshops. The resulting Action Plan, a collaborative blueprint with civic partners and County staff, aims to strengthen and enhance Miami-Dade County. Thrive305 informed Shift305 which is DTPW’s commitment to the community’s goals and provide “measurable action toward addressing some of our most pressing transportation challenges, from congestion that wastes time and money, to traffic deaths that disproportionately affect people of color and the low income, to keeping pace with transportation technologies, in order to provide you with the most efficient and safe ways to move around.” Engaging residents in a large scale engagement effort that informs other plans and results in action builds community trust, buy-in, and willingness for future engagement. The TPO releases an annual report on the outreach events for the year. In the recent years the TPO has utilized the power of social media and online engagement in tandem with in person engagement and traditional outreach efforts. <https://www.miamidadetpo.org/library/reports/outreach/2024-public-involvement-outreach-events.pdf> The TPO website includes project-level status updates, implementation status updates, and, contact information to provide feedback. <https://www.miamidadetpo.org/tpo/bicycle-pedestrian-program.page>

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government, Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings , Online surveys, 311 app or website or similar, Tabling at other community events/destinations, Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism, Agency-led bike rides or Bike Audits with planners, engineers, and/or elected officials that are open to the public, Advocate or community-led bike rides or Bike Audits that city officials regularly attend, Direct mailings to inform residents near impacted areas

E7b. OPTIONAL – If any Bike Audits have been conducted by city officials, local advocates, or any other member of the community in the past 4 years, please upload their resulting Bike Audit Report here and describe how the Audit has impacted planning or implementation for bicycle improvements in the community.

E7bMiamiDade

Download File (<https://bicyclegfriendly.secure-platform.com/file/49118/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpUlkIjo0OTExOCwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImInbnm9yO7lAx2wmYgZlPMgmnDjt-jHwQ16Yps?E7bMiamiDade.pdf>)

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.), Public meetings are offered both virtually and in-person, Public meetings are recorded and made available on the community’s website, Meeting minutes or summaries of public meetings are made available on the community’s website, Food is regularly provided at public meetings or other engagement opportunities, Engagement opportunities are offered in languages other than English, or translation services are always available, Language translation services are made available upon request, Sign language interpreters and/or captioning is/are made available upon request, Partnerships with local community groups or other government agencies to reach new audiences, Other

E8a. If other, please describe.

The Miami-Dade TPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states and adheres to, “No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance” In an effort to achieve this requirement, the Miami-Dade TPO developed a Public Participation Plan (PPP) to ensure that planning efforts for all modes, including bicycling, are inclusive of the entire community.

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

2024

E9a1. Has the plan been updated or revised since it was first adopted?

No, the originally adopted plan is the most recent version

E9b. Provide a link to the current plan.

<https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf> (<https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf>)

E9c. Is there a dedicated budget for implementation of the plan?

Yes

E9c1. What is the designated annual budget or funding allocated?

72909000

E9c2. List or describe funding source(s).

Funding sources vary; the number provided in E9c1 reflects Miami-Dade County's budget. However, there are many partners in implementing a bicycle network. This results in multiple funding sources, including, but not limited to: federal grants, state funding, other grants, developer contributions, mobility fee, people's transportation plan, and other local monies. Note for E9c1: The County's budget allocates the following amounts specifically to Pedestrian Paths and Bikeways under specified strategic areas. Note that these numbers do not encompass all bike improvements, and other budget areas may also support bicycle programs and efforts, Strategic Area Transportation & Mobility- Pedestrian Paths and Bikeways : \$66,907,000 Strategic Area Neighborhood & Infrastructure- Pedestrian Paths and Bikeways: \$6,002,000.

E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?

Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

The Miami-Dade TPO Bike/Ped Master Plan includes high-level goals. These include comfortable travel conditions, connecting users to major bicycle and pedestrian destinations throughout the county, and the length of bike facilities to enhance mobility and accessibility for users. <https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf>

The Countywide Transportation Master Plan Draft (2024) includes goals and objectives on pages 61-62, identifying nine goals with clear objectives under each to achieve them. https://issuu.com/dtpw-ctmp/docs/countywide_transportation_master_plan_book_draft_p

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

Unknown

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

To prepare the Countywide Transportation Master Plan, various engagement methods were used. An engagement website received over 5,760 views, 3,200 users, and 900 survey responses and 140 public comments on a map. Pop-up events were another method for engagement, strategically held across Miami-Dade County's six Transportation Planning Areas to include an equitable distribution of meetings, and coordinated with all 13 commission districts and municipalities. These events, totaling 25, were placed at strategic locations including small community forums and large-scale public events to gather input and build connections.

The CTMP Draft includes photos of engagement showcasing the diversity that exists in Miami-Dade, including genders, races, and disabilities. Additionally, the CTMP Citizens Working Group, including representatives from Jackson Health System, Baptist Health System, and others from the healthcare industry, transportation non-profits, and representatives from the tourism, business, academia, and hospitality communities, along with Action Agencies, has been involved. This working group included members of organizations that represent the traditionally underserved in our community. The group provided valuable feedback for shaping the CTMP.

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

The Miami-Dade County FY 2024-25 adopted budget totals approximately \$12.76 billion, comprising \$8.07 billion in operating expenses and \$4.69 billion in capital investments. Property taxes account for 37% of operating revenues, with proprietary sources contributing 43%. Major allocations include Neighborhood & Infrastructure (20¢ per dollar), Public Safety (18¢), Economic Development (15¢), and Health & Society (11¢). The budget also supports the establishment of five constitutional offices, as mandated by Florida's Amendment 10. <https://www.miamidade.gov/global/management/budget/2024-25-adopted-budget.page>

E10b. Please upload the most recent transportation budget for your community.

Download File (<https://bicyclefriendly.secure-platform.com/file/48598/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWZpYUkiOiJ0ODU5OCwiYWxsY3dOb3RtaWduZWZlcmwiOiJGYWxzZSImlnBm93S5s7E10b-transportation-and-public-works-budget.pdf>)

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

9%

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

The total is calculated purely with the percent of each annual budget allocated to Transportation and Mobility. It is important to note that efforts related to bike programs also fall into all of the budget categories.

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

Yes

E11a. Please describe.

In Miami-Dade County, bicycle-related funding through the Transportation Alternatives (TA) program, uses various evaluation criteria, including "Mobility enhancement or community development for disadvantaged groups (i.e., children, the elderly, the poor, those with limited transportation options, and the disabled)."

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

Yes

E12a. If yes, which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network?

Network Completeness – e.g. How much of the transportation network is available to bicyclists and pedestrians?, Access to Destinations – e.g. What destinations can be reached using the transportation network?, Network quality – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?, Other

E12a1. If other, please describe.

Transportation equity was treated as a stand-alone criterion in the Miami-Dade Bicycle Network Connectivity Assessment, awarding additional points to projects that serve census tracts with high concentrations of low-income or zero-car households, seniors, youth, people with disabilities, and residents with limited-English-proficiency. Implementation factors further elevated segments that can be delivered quickly, such as those coinciding with planned resurfacing projects, located wholly within existing rights-of-way, or requiring minimal design complexity, enabling near-term connectivity gains for the network while long-range projects advance.

E12b. If yes, which of the following connectivity measures has your community used?

Bicycle Level of Traffic Stress, Other

E12b1. If other, please describe.

The following connectivity measures are used in the Miami-Dade Bicycle Network Connectivity Assessment: Existing Network Connection, Low-Stress Network Expansion, Transportation Equity, Comfort Level, Premium Transit Connection, Population Density (per-acre), Employment Density (per-acre), Causeway Access, Context Classification, Ease of Implementation

E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network.

Assessment: https://www.fdotmiamidade.com/userfiles/files/FDOTD6_MDC_Bicycle_Connectivity_Assessment_Final.pdf
Map: <https://experience.arcgis.com/experience/dd6772ae20034bd08597fed7877e5301/>

The Miami-Dade Bicycle Network Connectivity Assessment established a clear baseline of 515 miles of existing bikeways, with only 2.3 miles of protected lanes, and applied a 10-factor, equity- and transit-weighted scoring model, filtered through Level-of-Traffic-Stress criteria, to pinpoint and rank projects that close critical gaps and connect 792 community fixtures and high-need areas. The resulting build-out plan adds 727 total miles (221 miles of countywide connector trails and 405 miles of low-stress, on-street links) prioritized for cost-effective delivery. Its recommendations are already shaping the 2022-26 Transportation Improvement Program, informing 37 resurfacing lane-diet retrofits, accelerating funding for the Ludlam and Flagler Trails, and guiding municipal coordination through a live interactive map. By converting complex data into a transparent, actionable project list, the assessment ensures every new investment strengthens a safe, low-stress bicycle network where demand, equity, and premium-transit access converge.

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

No

E14. How does your community collect information on bicycle usage? Check all that apply.

Permanent automated /electronic bicycle counters (e.g. Eco-Counter, StreetLight Data, etc.), Regular statistically-valid community bicycle surveys, Regular manual counts of bicyclists on trails, Regular manual counts of bicyclists on the road, Regular counts of parked bicycles at transit stations (if applicable), Regular counts of parked bicycles at schools

Additional files may be uploaded at the end of the application.

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

E14a-MiamiDade2025.xlsx

Download File (<https://bicyclerfriendly.secure->

[platform.com/file/48899/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0ODg5OSwiYXN3b3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlnNmS](https://bicyclerfriendly.secure-platform.com/file/48899/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0ODg5OSwiYXN3b3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlnNmS)

E14a-MiamiDade2025.xlsx)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

E14b-MiamiDade2025.xlsx

Download File (<https://bicyclefriendly.secure-platform.com/file/48900/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0ODkwMCIwYXsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlnbnm9og2WponuijYjE14b-MiamiDade2025.xlsx>)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

E14c-MiamiDade2025.xlsx

Download File (<https://bicyclefriendly.secure-platform.com/file/48901/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0ODkwMCIwYXsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlnbnm9MsXJ8koYjE14c-MiamiDade2025.xlsx>)

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

E14d-MiamiDade2025.xlsx

Download File (<https://bicyclefriendly.secure-platform.com/file/48902/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0ODkwMCIwYXsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlnbnm9E14d-MiamiDade2025.xlsx>)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

E15. What is your best estimate for your community's current bicycle mode share?

unknown

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

E16a. Please list or describe these goals, as well as current baseline metrics.

The Miami Dade Transit System Bicycle Master Plan identifies the goal to double the bicycle access mode share for transit facilities and services. The baseline mode share was 7.5% (2014). Since then, the Miami-Dade TPO 2050 Bicycle Pedestrian Master Plan indicates that approximately 8% of commuters rely on public transit, walking, and biking.

E17. Does your community collect and track bicyclist crash data?

Yes

E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

86

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

17

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

Yes

E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.

The Miami-Dade County Department of Transportation and Public Works (DTPW) developed a Vision Zero Framework Plan in 2021, which identified high-injury crash locations across all roadways in the county, including those owned or maintained by local municipalities or the state. In late 2022, 100 locations were selected for further safety analysis, prioritized based on the prevalence of frequent crashes, locations in equity areas, and proximity to transit.

This analysis informs the planning, prioritization, and implementation processes for bicycle infrastructure by guiding the selection of sites for engineering studies and safety countermeasures. The county has also developed a Vision Zero Data Dashboard, an online, public-facing GIS-based tool that provides transparent benchmarking to monitor progress toward achieving Vision Zero objectives.

E23a. If other, please describe.

Miami-Dade County follows Florida's Uniform Traffic Control Law, granting bicycles (and Class 1-3 e-bikes) the same roadway privileges as motor vehicles. Local ordinances impose only limited, site-specific restrictions—chiefly banning riding on sidewalks or pedestrian malls during peak hours or confining high-speed e-devices to bike lanes and low-speed streets. Each restriction is framed explicitly as a pedestrian-safety measure, not a criminalization of cycling, and alternative on-street or bike-lane routes remain available.

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

Miami-Dade County evaluates the equitable and effective application of transportation-related laws, ordinances, and enforcement practices through its Vision Zero program, which places equity at the core of its strategy. The County uses data-driven tools, such as its publicly accessible Vision Zero Data Dashboard, to analyze crash patterns, high-injury corridors, and the demographics of impacted areas. This ensures enforcement and safety improvements are directed where they are needed most.

A key component is the County's High Injury Network analysis, which revealed that 62% of severe crashes occur within equity-priority areas. These findings directly inform policy and project prioritization. Additionally, federal funding from the Safe Streets and Roads for All (SS4A) grant is supporting before-and-after evaluations in 24 high-risk zones, many of which are in historically underserved neighborhoods.

Community-based liaisons have been deployed in these areas to conduct outreach, surveys, and multilingual engagement, offering direct insight into how residents experience enforcement and safety initiatives. This feedback loop, combined with demographic overlays and localized crash data, helps ensure that laws and interventions are applied fairly, effectively, and in alignment with the County's broader equity goals.

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

Yes

E25a. If yes, please describe.

Over the past five years, three significant roll-backs have eased cycling restrictions in Miami-Dade. First, the Florida Legislature's 2021 Bicycle and Pedestrian Safety Act (SB 950) strengthened riders' rights by allowing motorists to cross a double-yellow line to give cyclists at least three feet of clearance, requiring drivers turning right across a bike lane to yield, and permitting groups of up to ten cyclists to clear a stop sign after one complete stop, replacing more restrictive state statutes. Second, after briefly terminating its shared-scooter program in November 2021, the City of Miami reinstated the pilot two weeks later with reduced speeds, mandatory helmets, and a fee structure that funds new bike-lane construction, restoring legal access for e-bikes and scooters on most city streets. Finally, in December 2024, Miami Beach proposed an ordinance (currently in committee) that would soften its long-standing sidewalk ban by letting residents aged 70 and older ride low-speed e-bikes on the Beachwalk at a capped speed of 8 mph, signaling a shift toward more inclusive micromobility rules, though final adoption is still pending.

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Data summaries, analysis, or reports are published and made available to the public on a regular basis, Data is only available to the public by FOIA request, Analysis and reports are developed but not shared/ are only used internally

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

Miami-Dade approaches racial-bias reduction in traffic enforcement as a continuous feedback loop: clear rules and training set expectations; mandatory data capture records outcomes; technology and dashboards make those outcomes transparent; and independent analysts and community reviewers test for disparate impact.

Miami-Dade Police Department General Order 31 expressly bans bias-based policing and instructs supervisors to audit stops for signs of disparate treatment. All sworn officers complete a six-hour "Fair and Impartial Policing" course through Miami-Dade College, with biennial refreshers focused on implicit-bias awareness and mitigation. Several municipal forces, including Miami and Miami Beach, have adopted parallel directives, creating a county-wide standard.

Every citation, whether written to a driver, cyclist, or pedestrian, flows into Florida's Uniform Traffic Citation (UTC) database, which records race, ethnicity, sex, age, issuing agency, violation, and disposition. A 2021 state reform (HB 7051) added quarterly reporting of any use-of-force event that causes injury, death, or firearm discharge, ensuring demographic transparency for the most serious encounters. Although Florida does not yet require agencies to log all traffic stops, Miami-Dade Police retain computer-aided-dispatch entries for every officer-initiated stop, enabling internal trend checks.

Since 2015, virtually all patrol officers have worn body cameras. Footage linked to traffic stops is retained for at least one year, creating an auditable record when complaints arise. On the automated side, the RedSpeed school-zone camera program publishes monthly violation, location, and revenue data online. A 2024 state mandate, enacted through House Bill 1363, now requires an annual equity report for every red-light-camera contract.

The County's Vision Zero Hub overlays fatal and severe crash maps with neighborhood income and racial composition. Internally, analysts benchmark citation rates by race against the driving-age population, using multilevel regression methods first applied in a 2004 racial-profiling study and replicated in a 2024 peer-review update. The City of Miami's Civilian Investigative Panel can subpoena body-camera video, review traffic-stop complaints, and publish findings. Similar boards or inspector-general offices exist in Miami-Dade Schools Police and several municipalities.

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

USGBC LEED® for Neighborhood Development, NACTO Member City or Affiliate Member City, AARP Age-Friendly Communities, Other

E29a. If other, please describe.

U.S. DOT Mayor's Challenge for Safer People and Safer Streets (<https://www.miamidade.gov/global/recreation/neatstreets/safer-people-safer-streets.page>)

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

Miami-Dade Transportation Planning Organization

In the mid-1960s Miami-Dade County established a bikeway system for the first time. In 1986 County Commissioners adopted the Bicycle Comprehensive Plan. With the adoption of the plan, the position of the Bicycle Pedestrian Coordinator was also created to be responsible for the development and implementation of the plan. Years later, pedestrian issues were also included to the plan to focus more attention on all non-motorized transportation concerns.

Safety information for bicyclists is also available for bike rodeos and other safety events hosted by hospitals, police and community groups.

The TPO participates in the Community Traffic Safety Team (CTST) Program, an inter-agency team approach to reducing the number of traffic crashes, injuries, and fatalities. The TPO hosts monthly countywide CTST meetings where representatives from traffic engineering, planning, and law enforcement come together to coordinate their traffic safety programs. The School Board CTST is a spin-off of the countywide team and deals only with school traffic issues and coordinates the Safe Routes to School program. Meetings are held at the School Board Administration Building.

National Bike Month

Each May is national "Bike Month" and "Bike to Work Week" in the US. The TPO provides information and material to help people turn their commute into a healthful and money-saving alternative to driving.

The Countywide Transportation Masterplan (Draft) addresses the challenge of coordination and shared vision. DTPW confirms alignment with Federal, State, Regional, and County Plans and initiates coordination with various departments across the county.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.

Public Involvement Plan in the LRTP:

The 2050 LRTP determined public involvement an essential component of the plan and created a project-specific Public Involvement Plan (PIP), utilized a steering committee throughout the process, and offered a diverse array of engagement opportunities. By the completion of the LRTP, there were 22 in-person and four virtual workshops, with a total reach of 14,000 community members.

RedSpeed:

The Miami-Dade County Department of Transportation and Public Works has added cameras to the following school zones since November 2024: Goulds Elementary School, Hammocks Middle School, Madie Ives K-8 Center, Redland Middle School, Devon Aire K-8 Center, Highland Oaks Middle School, E.W.F. Stirrup Elementary School, Ruben Dario Middle School, American Senior High School, Charles R. Drew K-8 Center, Robert Russa Moton Elementary School. The County plans to add 30 more over Summer 2025. The cameras are active every school day, beginning 30 minutes before school starts and ending 30 minutes after dismissal. These efforts are due to House Bill 657, a Florida law that was approved by the Florida Legislature and signed by Governor Ron DeSantis in May 2023. Under this law, the use of cameras is authorized to enforce speeding violations in school zones.

Page: Equity & Accessibility

The League defines (<https://bikeleague.org/content/equity-initiative>) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

No

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

Yes

F2a. What is the name of this committee or working group?

Transportation Disadvantaged Local Coordinating Board

F2b. Primary Contact First Name:

Malcolm

F2c. Primary Contact Last Name:

Moyse, Jr.

F2d. Email address for Primary Contact:

malcolm.moysejr@mdtpo.org

F2e. How, if at all, has this advisory committee or working group informed or influenced bike planning, infrastructure and/or programming in your community?

Yes, while bike planning, infrastructure, and/or programming is not their primary focus; the LCB works with all transportation issues. When necessary, the Bicycle Pedestrian Advisory Committee and LCB can work in coordination regarding bike planning, infrastructure, and programming.

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes

F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.

Disability Services for People Living Independently (DSAIL) https://www.miamidade.gov/global/service.page?Mduid_service=ser1542233574645619
Disability Services for People Living Independently
305-547-5444

Therapeutic Recreation & Inclusion (TRI), Miami Dade County Parks, Recreation and Open Spaces
Gisel Prado
305-755-7848
Gisel.Prado@miamidade.gov

ADA Coordinator (Primary), Transportation Planning Organization (TPO)
Elizabeth Rockwell
elizabeth.rockwell@mdtpo.org
305-375-1881

ADA Coordinator, Transportation & Public Works (DTPW)
Nathaniel Surrancy
Nathaniel.Surrancy@miamidade.gov
786-469-5405

ADA Coordinator (Programs and Services), Miami Dade County Parks, Recreation and Open Spaces
Gisel Prado
gisel.prado@miamidade.gov
305-755-7848ADA Coordinator

ADA Coordinator (Capital Projects), Miami Dade County Parks, Recreation and Open Spaces
Hugo Velazquez
hugo.velazquez@miamidade.gov
786-501-5442

F6c. How will your community define success toward these goals?

Success will mean every resident can safely and conveniently bike to work, school, parks, and transit. Prosperity in Miami-Dade will look like a connected, resilient transportation network; we'll see reduced commute times for low-income households, increased bike and pedestrian infrastructure in underserved areas, and land use policies that prioritize accessibility. Regardless of income, neighborhood, biking will be a joyful, viable, and safe option for all.

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes

F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.

In the 2045 Bicycle Pedestrian Master Plan (<https://www.miamidadetpo.org/library/plans/miami-dade-2045-bicycle-pedestrian-master-plan-2019-09.pdf>), an equity-centered analysis was conducted using an equity matrix to identify "Communities of Concern". These are identified using census tracts and are areas with high concentrations of low-income households, minority populations, and households without vehicle access. The analysis aimed to ensure that infrastructure investments and safety improvements benefit these vulnerable groups, addressing disparities in transportation access and mobility.

F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?

In the 2045 Bicycle Pedestrian Master Plan, the equity matrix shaped the plan's implementation by prioritizing projects that benefit Communities of Concern, with high-scoring equity projects fast-tracked for development. Strategies include enhancing transit access, improving pedestrian safety, and expanding bicycle infrastructure in these areas (p. 52). Performance measures track the percentage of projects in these communities, ensuring equitable resource allocation and ongoing accountability (p. 60).

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

Age, Income/poverty status, Race/Ethnicity, Vehicle ownership, Transit reliance, Language/English proficiency, Foreign-born population, Disability status, Education Level, Other

F8a. If other, please describe.

The County also maps Areas of Persistent Poverty, Opportunity Zones, Social Vulnerability Index scores and population/ employment density for equity screening in their planning and prioritization efforts.

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

The 2050 Bicycle-Pedestrian Master Plan (<https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf>) uses Equity Analysis Areas and Historically Disadvantaged Communities as part of its infrastructure gaps analysis. Six indicators determine transit disadvantaged: 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."

To prioritize bike projects, the plan uses equity as a prioritization scoring category

F9. Has your community adopted any of the following types of equity-related action plans?

Other

F9g. If other, what is the name of the plan?

Equity considerations are not confined to a single document in Miami-Dade County, they are embedded throughout the County's planning and policy efforts.

F9g. Has this other plan impacted or influenced bicycling planning efforts in your community?

Yes

F9g1. If yes, please describe.

Rather than adopting stand-alone plans for each category, Miami-Dade consistently integrates racial, health, language, mobility, and climate equity into its broader transportation, resilience, and community development initiatives. For example, Miami-Dade's transportation planning processes routinely consider climate change and sea level rise, particularly in vulnerable communities. Language access is a standard feature across public engagement, and is included as a subsection in the public engagement plan with materials and outreach standardly provided in English, Spanish, and Haitian Creole, and efforts are underway to expand to include more languages. Accessibility for people with disabilities is addressed through infrastructure design, ADA compliance, and the ongoing prioritization of sidewalk and crossing improvements near schools, transit, and healthcare services. While individual equity-specific plans may not always exist in name, the County's approach reflects a holistic, integrated model of inclusive planning. Access for all residents is treated as a fundamental criterion for prioritization, engagement, and investment; it's inherent to the diversity and lived reality of our community.

F9g2. Provide a link to the plan:

<https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf> (<https://www.miamidadetpo.org/library/studies/mdtpo-2050-bicycle-pedestrian-master-plan-final-report-2024-09.pdf>)

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

Unsure/unknown

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

The Veterans Integrated into the Community Through Outdoor Recreation (V.I.C.T.O.R) Program is a new addition to Miami-Dade Parks, Recreation, and Open Spaces . This adapted sports program is an outdoor, multi-sport, program that provides disabled veterans with the opportunity to engage in various activities. Activities include a variety of adaptive sports, including cycling. This program seeks to serve disabled veterans who have become disabled because of spinal cord injury, amputation, head injury, multiple sclerosis, visual impairments, other diseases which may impact endurance or mobility, and those individuals who have been diagnosed with Post Traumatic Stress Disorder (PTSD). A cycling program is offered to Veterans through the V.I.C.T.O.R Program as well as to individuals with disabilities in the community. Cycling typically takes place at Tamiami Park Thursday Mornings in the Spring and then again in the Fall. Handcycles and adaptive equipment are available to individuals upon request.

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

Miami-Dade County's bicycle-related programs and initiatives are designed with an inherent commitment to equity and inclusion. As a majority-minority community with deep cultural and linguistic diversity, our efforts naturally reflect the needs of the historically underrepresented population, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and seniors. Rather than targeting one group at a time, we emphasize access for all through programs like Bike305, investments in shared-use paths such as The Underline and Ludlam Trail, Safe Routes to School initiatives, and multilingual outreach across platforms. Community events, like Bike to Work Day, group rides, and safety education workshops, are hosted in various neighborhoods to ensure geographic and socioeconomic inclusivity. We work closely with advocacy groups that engage directly with marginalized communities to shape safer, more accessible biking environments. Our infrastructure planning prioritizes high-need areas and incorporates accessible designs for all ages and abilities.

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.

Miami-Dade County is one of the most diverse counties in the United States. Approximately 69% of the population identifies as Hispanic or Latino, 15% as Black or African American, and a significant portion of residents are foreign-born, with many households speaking Spanish, Haitian Creole, or other languages at home. This cultural richness influences everything from neighborhood identity to public services, including transportation and recreation programs. Bicycle programs in Miami-Dade are designed to be inclusive and accessible to all, without having separate events for various groups of people.

Bike305 initiative promotes cycling as a healthy, eco-friendly transportation choice and offers free events, safety clinics, and rides that are open to people of all ages and backgrounds. Bike305 events, like the annual Bike to Work Day, are held in diverse locations and encourage widespread participation.

Community rides are also held at diverse locations across the county. These rides are family-friendly and often include free helmets, safety checks, and ensure no cost barriers to participation. Additionally, Miami-Dade Parks promotes inclusive programming during events, with bicycle activities that accommodate different ages and abilities.

Through thoughtful outreach, multilingual materials, and community-based programming, Miami-Dade County ensures that bicycling remains an equitable option for recreation and transportation. These programs not only encourage healthy living and sustainable commuting but also foster stronger connections across the County's many diverse communities.

Page: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Provide affordable transportation options , Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

Community support is undeniable. One clear example are the community bike buses occurring across the county at schools including Henry Filer Middle School and Springview Elementary and Coconut Grove Elementary Schools. The bike-buses are organized by parents and provide children with the ability to bike to work. The Springview Bike Bus (<https://springviewbikebus.org/>) offers a weekly parent-led group ride to Springview Elementary. The bike bus is open to all families and follows the same route each week and picks up children along the way. Bike Buses showcase the community's support for bicycling and educate the youth about safe riding practices, encouraging the next generation to bike.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

Miami-Dade County employs targeted initiatives to educate its community on how biking aligns with broader goals like health, sustainability, and safety, fostering a bicycle-friendly culture.

The Bike305 program, through Miami-Dade Parks, Recreation, and Open Spaces promotes cycling through events like Bike to Work Day, Helmet Fitting Workshops, the Ride of Silence, and more. It emphasizes health benefits and environmental sustainability, aligning with the Parks and Open Spaces Master Plan's vision for a livable, healthy county.

The Community Education Unit (CEU) through the Sheriff's Office reaches 100,000+ residents annually, delivering safety presentations in schools. These sessions educate on topics including biking safety, reducing traffic injuries, and encouraging cycling as a safe, healthy transport option, supporting community safety goals.

The Miami-Dade TPO's Bicycle Pedestrian Program coordinates with local experts to promote cycling safety and infrastructure. In 2025, workshops have been held to educate businesses, universities, and communities on BFA and reducing barriers to cycling, aligning with economic and social inclusion goals. The BPP also provides materials to educate and encourage biking including an Interactive Bicycle Trip Planning Tool, State and Local Plans, Maps, and more.

Partnering with MDCPS and the FDOT, the Safe Routes to School program encourages students to bike to school safely. Funding supports infrastructure and education, promoting youth health and reducing school-related traffic congestion.

These efforts collectively educate residents on biking's alignment with community goals for public health, environment, safety, and fostering inclusive, connected neighborhoods, while leveraging events, partnerships, and infrastructure to drive cultural change.

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?

The 2024 Vision Zero Action Plan is a landmark achievement for Miami-Dade County's efforts to become more bicycle-friendly, addressing cyclist safety through targeted funding, infrastructure, and policy shifts.

The plan secured a Safe Streets and Roads for All (SS4A) grant to improve infrastructure at 24 high-injury network locations, where cyclists face significant risks. These upgrades, including bike lanes and traffic calming measures, enhance safety and encourage cycling by reducing crash risks in critical areas.

The plan supports the Greenway Master Plan's goal of 500 miles of connected bike trails, providing dedicated cycling spaces. This synergy enhances accessibility, encouraging more residents to cycle safely.

By addressing high-risk areas, implementing safety projects, and embedding a safety-first policy, the plan aims to significantly reduce cyclist fatalities and injuries, making cycling a viable, safe transport option. Its holistic approach, combining immediate infrastructure improvements with long-term planning, sets a foundation for a bicycle-friendly Miami-Dade, aligning with community demands for safer streets.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

To make bicycling safer, more enjoyable, and more convenient in Miami-Dade, the County could build on its current efforts by reinforcing a multifaceted strategy that strengthens infrastructure, prioritizes connectivity, and expands access. Miami-Dade has already taken important steps, such as developing a long-range Bicycle and Pedestrian Master Plan and investing in projects like the Underline and the Ludlam Trail, that demonstrate a commitment to high-quality active transportation options. These efforts provide a strong foundation for further progress.

The County can continue to expand its network of context-sensitive bikeways that connect key destinations like transit hubs, schools, and employment centers. Emphasizing separated, protected bike lanes and off-street paths would increase comfort and safety for a broader range of users. Closing infrastructure gaps, particularly in areas of high crash risk and limited access, will help ensure that bicycling is a viable option for all residents.

Ongoing improvements in maintenance, lighting, and wayfinding can enhance the day-to-day usability of facilities and contribute to a more enjoyable riding experience. The County could also strengthen and scale education and encouragement programs that promote safe riding skills, particularly in schools and through community events.

Miami-Dade has made strides in using data to inform its planning; building on this by incorporating near-miss reporting, non-motorized user counts, and community feedback, especially from historically underrepresented areas, will help ensure more responsive and equitable decision-making. Partnering more closely with community-based organizations could further increase relevance and engagement.

Lastly, continued coordination across jurisdictions is key. The County and its municipal and agency partners could formalize collaborative processes to align investments, adopt consistent design standards, and streamline the delivery of bicycle infrastructure across the region. By reinforcing these efforts, Miami-Dade can continue to advance a bicycle-friendly environment that is safer, more connected, and accessible to all.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

The most significant challenges Miami-Dade faces are related to funding, coordination, and institutional capacity. Although the vision for a connected network is clear, securing consistent and dedicated funding to implement the infrastructure at scale remains a primary obstacle. Many municipalities lack the resources to implement and maintain high-quality facilities over time, and grant funding is often competitive and short-term.

Another barrier is the fragmentation of jurisdictional authority across more than 34 municipalities and many partners. This leads to complexities in design, maintenance standards, and project prioritization, which in turn compromise network continuity. Improved coordination across agencies, including the TPO, local governments, FDOT, and transit providers, is essential to realize a cohesive system.

Community engagement presents both opportunities and challenges. While recent planning efforts have improved outreach, sustained engagement requires more targeted investment and culturally aware facilitation.

Finally, institutional inertia can delay the adoption of improved design standards or reallocation of street space, even when data supports the benefits. Shifting mindsets, securing leadership buy-in, and fostering champions across sectors will be critical to overcoming these hurdles.

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

The Biscayne-Everglades Greenway Trail is the first of its kind to connect two national parks and when complete will be a 42-mile paved loop. While the path is cleared, paving and additional improvements are still underway. Design for Segment D phase 2 began in 2017 and Construction began this year with phase 1 construction planned for 2028. This regional project spans various jurisdictions and demonstrates the power of inter-agency coordination for permitting, construction, and ongoing maintenance.

The 30 RedZone cameras added this summer (2025) will directly impact the pedestrian and cyclist safety around schools.

In Hialeah, a bikeway project is currently underway which includes about 20 blocks of road improvements.

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Amsterdam and Paris

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

Returning Applicant

G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?

Yes

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

Bike Maintenance at Workshop

Download File (https://bicyclefriendly.secure-platform.com/file/48779/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjo0ODc3OSwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9b893wkrN1DrP_aTKBACrt9xME95GWL0?BikeMaintenance.jpg)

File 2

Safety Influencers on Bike Safety by the TPO (May 2025)

Download File (<https://bicyclefriendly.secure-platform.com/file/49180/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjo0OTE4MCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9ySafetyInfluencers.jpg>)

File 3

Helmet Fitting Certification Class Following Workshop

Download File (<https://bicyclefriendly.secure-platform.com/file/48782/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjo0ODc4MiwiaWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9yHelmetFittingWorkshop.jpg>)

File 4

BikeSafe: Pop-up Bike Lane at Coconut Grove Elementary School

(<https://www.facebook.com/iBikeSafe/posts/pfbid0PeAbvPn75CMcmDp78Te2iWwX9jBM1wMoSzNoLCyePnjnuitV6rfiSS5UosSV1D4ql>)

Download File (<https://bicyclefriendly.secure-platform.com/file/48783/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjo0ODc4MiwiaWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9yCoconutGroveBikeLane.jpg>)

File 5

BikeSafe: Bike Rodeo and Pop-Up Traffic Garden with the North Miami Public Library (July 2024)

(<https://www.facebook.com/iBikeSafe/posts/pfbid0d7g3GgFLVDtnPFHJ9XKHsRVbfydShUQWFvEMnemKqL9GpXBfdaSmUueAqfx23Digl>)

Download File (https://bicyclefriendly.secure-platform.com/file/49149/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjo0OTE0OSwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9yDf2-5YthrTB5L-_bif8QJ5chpuzikunFaRbc?NMiamiPublicLibrary.jpg)

alias4afa849251284f4dacf48dbbf86ca422

Upload additional files

File 6

Bike305 Ride of Silence Flyer

Download File (<https://bicyclefriendly.secure-platform.com/file/49150/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTE1MCwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9RideOfSilence2025-Bike305.jpg>)

File 7

Bike Friendly Workshop Flyer

Download File (https://bicyclefriendly.secure-platform.com/file/49151/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTE1MSwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9ywb1z41SsbK61_gjk8443AwQyB4KdH2AL_9DtLCF0?TPO%20Bike%20Workshop%202025%28QR%20Code%29.jpg)

File 8

Free Bike Tune Up Flyer

Download File (<https://bicyclefriendly.secure-platform.com/file/49152/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTE1MiwYXsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9yYg-ENPNotQ?BikeTuneUp030435.jpg>)

File 9

Community Input Survey and Helmet Giveaway

Download File (<https://bicyclefriendly.secure-platform.com/file/49153/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTE1MywiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9HelmetGiveawayAndSurvey052925.jpg>)

File 10

SRTS Public Meeting Flyer

Download File (<https://bicyclefriendly.secure-platform.com/file/49154/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0OTE1NCwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm9--4vTEvt0CBwfSS6hQcYDiY-78-RV64?SRTSPublicMeetingFlyer052025.jpg>)

Optional:

Add Supplementary Web Links/URLs

Link 1:

<https://www.youtube.com/watch?v=tPnJIWc0qH4> (<https://www.youtube.com/watch?v=tPnJIWc0qH4>)

Link 2:

<https://www.youtube.com/watch?v=jCeSeUBmXwE> (<https://www.youtube.com/watch?v=jCeSeUBmXwE>)

Link 3:

<https://www.youtube.com/watch?v=YDxgRwoRXKU> (<https://www.youtube.com/watch?v=YDxgRwoRXKU>)

Link 4:

https://www.youtube.com/watch?v=Dc7ZR_0qKHo&list=PL27p6aWut82Q0enP6cLk8j9fAqJomncfj (https://www.youtube.com/watch?v=Dc7ZR_0qKHo&list=PL27p6aWut82Q0enP6cLk8j9fAqJomncfj)

Link 5:

<https://www.facebook.com/watch/?v=2540596026282555> (<https://www.facebook.com/watch/?v=2540596026282555>)

Page: Funding Resources

This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.

This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact bfa@bikeleague.org (<mailto:bfa@bikeleague.org>) with any questions.

Last updated 7/26/24.

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

Yes

H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?

Yes

H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?

Yes

H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?

Yes

H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

Yes

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.

H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?

Yes

H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?

Yes

H3c. Has your community received technical assistance from your state DOT to help with TAP projects?

Yes

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Federal Funding, State Funding, County/Regional Funding, Local Government Agency Funding, Cost-sharing, Foundations, Local grants, Non-profit partnerships, Other

What sources of Federal Funding are used?

Formula Funding (federal funding distributed by the state), Discretionary Infrastructure Grant Programs (communities apply directly to US DOT), Non-Infrastructure Grant Programs (402/405, CDC, NEA, etc.)

What Federal Formula Funding sources are used?

Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Carbon Pollution Reduction, Surface Transportation Block Grant program funds (through MPO)

What Federal Infrastructure Grant Programs are used?

RAISE Grant, Safe Streets and Roads for All (SS4A)

What Federal Non-Infrastructure Grant Programs are used?

Section 405 National Priority Safety Program, Section 402 State and Community Highway Safety Grant Program, Unknown

What sources of State Funding are used?

State Department of Transportation, Other State Agency Funding

If other State Funding source, please list.

Rails-to-Trails, Florida Department of Environmental Protection

What sources of County or Regional Funding are used?

MPO/RPO/County Transportation Department

What sources of Local Government Funding are used?

Local Transportation Department, Local Transit Agency

What entities has your community shared costs with to pay for bicycle infrastructure and programming?

University, Developer(s), Major employer(s), Neighboring jurisdiction(s), Other

If other Local Agency Funding source, please list.

Surtax, Mobility Fees, among others

H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.

Strategic Intermodal System Funds (SIS) administered by FDOT, are another State Funding Source. SIS Funds may include bike infrastructure to enhance multi-modal connectivity, but this is not their primary focus.

The People's Transportation Plan (PTP) is made up of transit and roadway projects developed for voter approval, developed by the County specifically to be funded with half penny surtax proceeds, and includes bike projects.

Miami-Dade County has transitioned from a traditional road impact fee (established in 1989 by Ordinance 88-112, focused solely on vehicular capacity) to a more comprehensive Mobility Fee system adopted in September 2023 via Countywide Mobility Fee Ordinance (per R-1147-19). Unlike the road-focused fee, the Mobility Fee allocates funds across roadway, transit, and bicycle/pedestrian improvements. This change equips Miami-Dade with the flexibility to invest in safer, multimodal infrastructure, including bike lanes, sidewalks, crosswalks, and transit enhancements, ensuring that new development supports a broader range of transportation needs. The fee supports multimodal projects across all jurisdictions in Miami-Dade County.