

OVERVIEW

The objective of this feasibility study was to perform a multimodal and safety evaluation of NW 67 Avenue/West 12 Avenue from West 68 Street in the City of Hialeah to NW 169 Street in the Town of Miami Lakes, to advance Complete Streets and pedestrian/bicycle/first- and last-mile network improvements in the area. The Miami-Dade TPO worked collaboratively with the Miami-Dade County Department of Transportation Public Works (DTPW), the Florida Department of Transportation (FDOT) District Six, the City of Hialeah, and the Town of Miami Lakes to perform an assessment of pedestrian and bicycle infrastructure needs to make recommendations along the project corridor within the study limits shown in **Figure 1**.

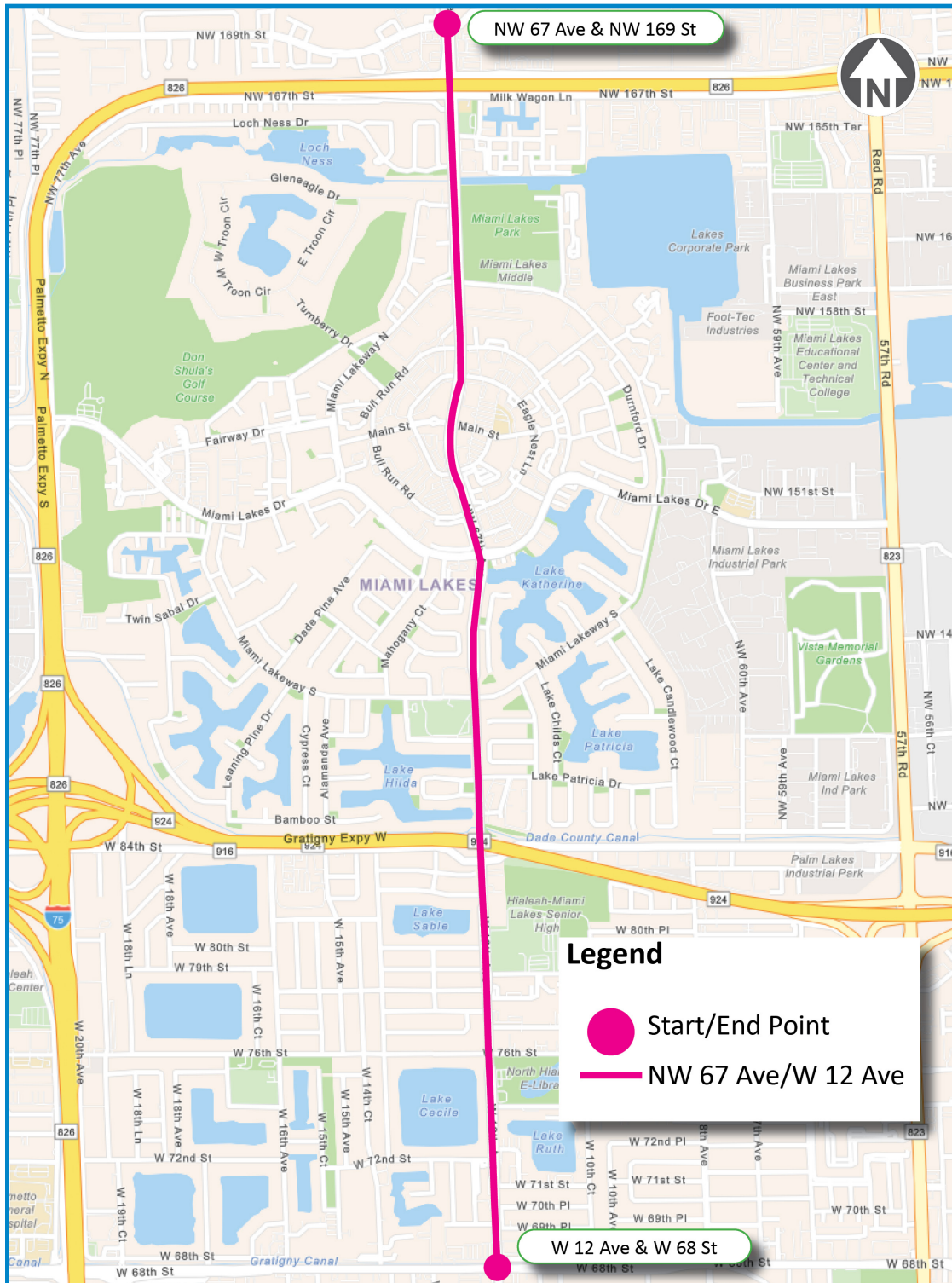


Figure 1: SMART STEP Study Limits

EXISTING CONDITIONS

In the study area several key features and characteristics have been identified that impact pedestrian and bicycle infrastructure. General Findings included:

1. Lack of Crosswalks and Crosswalk Visibility
2. Lack of Pedestrian Signals at Signalized Intersections
3. Inadequate Pedestrian Signal Timing
4. Narrow and Damaged Sidewalks
5. Substandard Curb Ramps
6. Lack of Midblock Crossings
7. Tree Roots and Vegetation Obstructions
8. Lack of Landscaping Routine Maintenance
9. Insufficient Street Lighting
10. Substandard and Lack of Signage
11. Lack of Routine Maintenance for Sidewalks and Curb Ramps
12. Unsheltered Bus Stops
13. Lack of Waiting Areas for Transit Users and Student Crossings
14. Inadequate Existing Drainage System

PUBLIC INVOLVEMENT

Public involvement was an important part of this study, as interested parties were provided with an opportunity to be involved in the development of improvement recommendations. The feasibility study included coordination with multiple stakeholders and partnering agencies. As part of this coordination, key stakeholders and partnering agencies participated in three (3) Project Working Group (PWG) Meetings. The PWG Meetings were held on:

- September 18, 2024
- October 16, 2024
- January 7, 2025

Daytime and nighttime walking audits were conducted with the municipalities as part of the coordination efforts.



RECOMMENDATIONS ARE SUMMARIZED BELOW:

CATEGORY	SHORT TERM (0-5 YEARS)	LONG TERM (5-10 YEARS)
Safety	Install high visibility crosswalks	Widen the narrow sidewalk
	Upgrade pedestrian signals with Flashing Don't Walk (FDW) countdown timers	Relocate the existing utility poles within the sidewalks
	Install bus shelters at bus stops	Upgrade all traffic signals to have LPI option
	Install appropriate lighting	Provide bike lane separation
	Provide Lead Pedestrian Interval (LPI) at equipped traffic signals	
	Prune existing trees, shrubbery to improve visibility	
	Restripe the existing sidewalk	
Connectivity	Install and improve wayfinding signage for pedestrians and bicyclist	Improve bike, pedestrian and transit connections
	Add midblock crossing	Implementing Complete Street policy
Accessibility	Repair the damaged Sidewalks and curb ramps	Upgrade all sidewalks and curb ramps to ADA compliance
	Add midblock crossing	
Lighting	Maintain existing decorative lighting throughout the corridor	Install standard FDOT 40-foot, conventional aluminum poles with 8-foot arm staggered 100 feet apart throughout the entire project to meet required lighting criteria
Education and Encouragement	Conduct public awareness campaign to encourage bike and pedestrian safety	Develop a comprehensive bike and pedestrian education program
	Encourage pedestrians and bikers to cross at designated areas and avoid violating pedestrian traffic laws and regulations	

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