

PROJECT OVERVIEW

The STEP Program Implementation Plan to Advance Bikeways in Miami-Dade County is a countywide, data-driven effort to improve safe, connected bicycle infrastructure—with a primary focus on middle school students—while also strengthening access to transit, parks, and regional trails. The Plan supports Miami-Dade County's broader goals related to Vision Zero, Safe Streets and Roads for All (SS4A), and multimodal accessibility.

The study evaluates bicycle access around 105 Miami-Dade County Public Schools (48 middle schools and 57 K–8 centers) and identifies priority locations for investment using a structured, three-tier screening process.

Tier I – Countywide Screening (105 Schools)

- Evaluated proximity to transit, parks, and existing bikeways
- Considered school utilization, safety history, and connectivity potential
- Result: 42 schools advanced for detailed review

Tier II – Safety & Connectivity Refinement (42 Schools)

- Analyzed infrastructure gaps, school-aged child crash data
- Assessed Vision Zero alignment and first/last-mile transit access
- Result: 16 schools selected as pilot locations

Tier III – Accessibility Focus (16 Schools)

- Evaluated population density, poverty, vehicle access, youth population, median household income, and transit proximity
- Developed a weighted ranking to identify schools with the greatest need and opportunity

Exhibit 1 Presents the 16 selected schools distributed across the County.

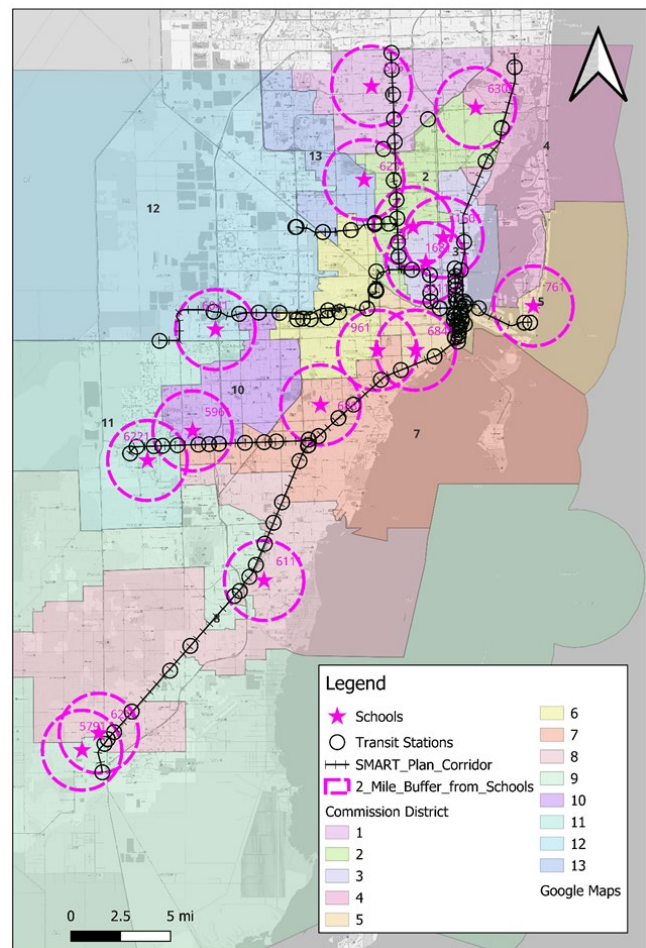


Exhibit 1 Tier III Selected Schools

WHY IT MATTERS

- Middle school students are one of the most likely age groups to bicycle due to increased independence and limited access to driving.
- Miami-Dade County faces significant bike and pedestrian safety challenges, particularly near schools, transit stations, and high-injury corridors.
- High-quality, protected bikeways improve safety, comfort, and participation, especially for younger and less-experienced riders.

KEY FINDINGS

Connectivity Gaps

- Many schools lack continuous, low-stress bikeway connections to nearby parks, neighborhoods, and transit stations
- Gaps are most common on corridors with higher speeds, limited right-of-way, or incomplete bicycle infrastructure

Safety Challenges

- School-aged bicycle crashes cluster near high-injury network (HIN) corridors and Vision Zero priority locations
- Younger riders require fully protected or off-road facilities to safely navigate these environments

Recommended Bikeway Typical Sections

To maximize safety for school-aged users, the study focuses exclusively on protected and off-road facilities. Typical cross-sections were developed to provide a flexible framework for addressing potential solutions to each of the identified gaps.

T1. Protected Bicycle Lanes

- On-street lanes with physical separation from vehicles
- Suitable for streets with adequate curb-to-curb width

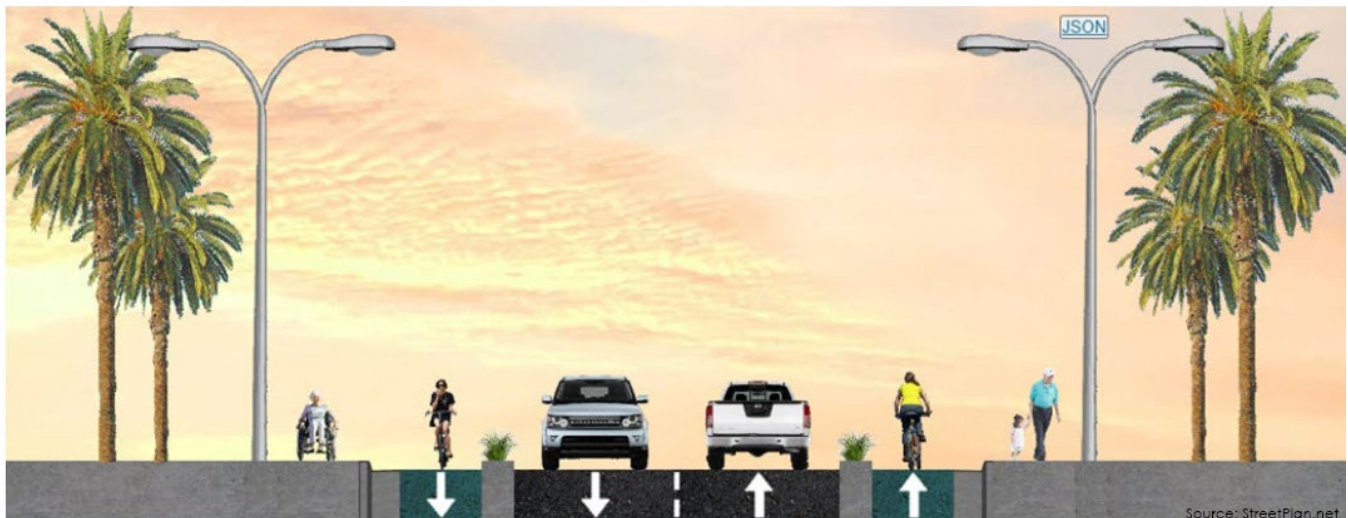


Exhibit 2 Typical Section T1 – Protected Bicycle Lanes

T2. Sidewalk-Level Bicycle Lanes

- Raised, curb-separated facilities at sidewalk elevation
- Preferred option where feasible due to highest comfort and safety



Exhibit 3 Typical Section T2- Sidewalk-Level Bicycle Lanes

T3. Side Paths

- Shared off-street paths for bicyclists and pedestrians
- Used in constrained corridors or along park edges



Exhibit 3-Typical Section T3 - Side Path

IMPLEMENTATION ROADMAP

Project Prioritization

- Schools can be advanced by need or by cost efficiency, depending on available funding
- A flexible framework supports phased implementation countywide

Funding Opportunities

Potential sources include:

- **Federal:** TAP, SS4A, BUILD, PROTECT
- **State:** FDOT Safe Routes to School, SUN Trail Program
- **Local:** Capital budgets, Safe Routes to Parks, bonds
- **Other:** Partnerships and private foundations

Monitoring & Performance

Proposed performance measures include:

- Increased student bicycle use
- Improved perceived safety
- Reductions in bicycle-vehicle crashes
- Ongoing counts and school/community surveys

Policy Recommendations

The study recommends policies to support safe, connected bikeway networks around middle schools, with a phased approach for future expansion. Key priorities include clear goals for school-age bicycling, alignment with Vision Zero and Complete Streets principles, transparent project prioritization and funding, context-sensitive and flexible design, improved safety near in-road bikeways, and secure end-of-trip facilities at schools.

PLANNING-LEVEL COST ESTIMATES (2026 \$)

Estimated average cost per mile:

- **Protected Bicycle Lane:** ~\$2.4 million
- **Sidewalk-Level Bicycle Lane*:** ~\$3.35 million
- **Side Path:** ~\$0.8 million

*(*higher costs due to curb relocation, drainage, ADA compliance, and utility conflicts)*

BOTTOM LINE

The STEP Bikeways Implementation Plan provides a scalable, accessibility-focused blueprint for building safe, connected bicycle networks that serve students first—while delivering broader benefits for neighborhoods, transit access, and countywide mobility. Initial success around the 16 pilot schools can support long-term expansion to all middle schools in Miami-Dade County.