



VILLAGE OF PINECREST

US 1 BICYCLE PEDESTRIAN MOBILITY STUDY 2015

Executive Summary

The challenge of improving pedestrian and bicycle connectivity along US1 is as much an infrastructure issue as it is building form and land development issue. Sidewalks, crosswalks, and bike facilities are half of the solution, while improved frontage conditions and transition spaces are the other half.

The work produced by the research team on the literature review, data collection, community outreach and handlebar survey, resulted in recommendations in four categories:

Pedestrian Improvements
Bicycle improvements
Frontage Improvements
Transition spaces

In the pages that follow, we detail these recommendations, including specific locations for improvements and dimensions, both at the Village-wide scale, and at the block-by-block level.

The northernmost part of the corridor (in Areas 1 and 2) account for the majority of the residential density and transit use in the Village, in addition to being major bicycle and pedestrian generators. This plan prioritizes safe and easy access, and ensures regional connectivity to locations beyond the Village limits. For the purposes of this study, we limited the focus of improvements to those areas within the Village at a distance of between 1/4 - 1/2 mile from US1, or the typical distance a person will walk, equal to a 5 - 10 minute walk.

One of the Village of Pinecrest's best assets is a 3/4 mile segment of the M-Path and 3 mile segment of the South Dade Green way that runs along the outer edge of the Village. These shared-use paths are regional connectors, and are utilized by recreational runners and bicyclists. In addition, planned trails at Snapper Creek and Ludlam Trail will also help make an important regional connections at Dadeland North. Connecting to Downtown Kendall's transit nodes are a high priority for this Mobility Plan.

The ideas contained in this report are broken down here by their overall objective, and their timeline (short term vs long term). Included in the information for each item is a specific action item or location for the Village to proceed. In addition, each item is listed as either 'short term' or 'long term' in an effort to frame expectations about timing.

SHORT TERM

OBJECTIVE 1: ENSURE SAFE AND CONVENIENT PEDESTRIAN FACILITIES, INCLUDING SHADED SIDEWALKS, CROSSWALKS, AND IMPROVED FRONTAGE.

S1.1 Wider Sidewalk + Trees on US1

- a. Widen sidewalk along entire Pinecrest Parkway to a minimum of 10' with a landscaped parkway of 6'. Consider easements on the side of property owners only after excess roadway space has been reclaimed.
 - i. Meet with Florida Department of Transportation District 6 to begin discussion re: sidewalk width and outside lane.
 - ii. Meet with property owners to discuss build-to line and volunteer easements if necessary
 - iii. Pilot test the wider sidewalk and street trees at publicly owned facilities at Veterans Wayside Park and Suniland Park.

S1.2 Sidewalk Connections

- a. Extend sidewalks as prescribed on the Area maps shown on pages 118 to 127.

S1.3 Crosswalk

- a. Add north/south Crosswalks along entire Pinecrest Parkway - Meet w/ FDOT for further discussion.
- b. Add/Enhance east/west Cross walks along all intersections and busway stations along Pinecrest Parkway - Meet w/ FDOT + MDT for further discussion.
- c. Extend median, add sidewalk and add crosswalk to 826 entrance ramp
 - ii. Meet with Miami-Dade Expressway Authority for preliminary discussion about crossing

OBJECTIVE 2: ENSURE BICYCLE CONNECTIVITY TO US1 FROM SURROUNDING CONTEXT, AND FROM THE VILLAGE INTERIOR, ALLOWING FOR SAFE TRAVEL ALONG COMMERCIAL FRONTAGE.

S2.1 Regional Bike Connections

- a. Take the lead on implementing the Snapper Creek Trail. Seek out a strategic partnership with the City of South Miami, Miami-Dade County and a non-profit advocacy organization to implement the trail.

b. Take an active lead in helping to improve conditions on the South Dade Busway. This is a premier shared path that could benefit tremendously from the help of a strong municipal partner like the Village of Pinecrest.

S2.2 Bike Parking

- a. Add Bike parking at commercial centers and parks, as indicated on Pages 92-93.
- b. Establish bike parking program whereby the Village will split the cost of adding bicycle parking with property owners.
- b. Amend the zoning code to require new development along US1, or directly adjacent, to provide bike parking.
- c. Specific locations where bike parking should be considered are as follows:
 - i. @ Mall on south-east corner US1 and Kendall
 - ii. Starbucks US1 and Kendall
 - iii. Near intersection of US1 @ 72 ave
 - iv. Roasters & Toasters on US1 @ Dadeland Blvd
 - v. Near intersection on US1 @ 98 street
 - vi. Near intersection on US1 @ 102 st
 - vii. Near intersection on US1 @ 104 st
 - viii. Near intersection on US1 @ 136 st
 - ix. Near Flagler Grove park
 - x. south side of US1 @ 104 st
 - xi. Near Veterans Wayside park
 - xii. Near The Runner's High
 - xiii. Near Tag agency
 - xiv. Near Flannigans
 - xv. Near Whole Foods
 - xvi. Near Best Buy
 - xvii. Near intersection on US1 @ 124 st
 - xviii. Near Evelyn Greer Park
 - xix. Near City Hall
 - xx. Near Town center
 - xxi. Near Suniland Park
 - xxii. Near intersection on US1 and 130 st
 - xxiii. Near Publix on
 - xxiv. Near BB&T Bank

S2.2 Bike Amenities

- a. Add bike amenities near major intersections & parks
 - i. Suniland Park
 - ii. near BOA on US1 @ 72 Ave
 - iii. near intersection on US1 @ 98 St

- iv. US1 @ 104 st
- v. Veterans Wayside Park on US1 @ 112st
- vi. US1 @ 120 st
- vii. Evelyn Greer Park

S2.3 Bike Policy & Encouragement

- a. Establish a Bike Friendly Business District. Work together with mall owners, merchants and non-profit partners to establish a bicycle friendly business district.
- b. Create a network of Pinecrest Parkway business owners who can continue to build support for the long term implementation of the ideas in this plan. Continue holding regular US1 Vision Steering committee meetings.
- c. Host a Bike to Work day event at the Village Town Center
- d. Feature businesses and owners who support biking culture on Village website
- e. Feature residents and employees who support biking culture on Village Website
- f. Partner with neighboring organizations who can help promote and add programs to the corridor.
 - i. Green Mobility Network – A Bike and pedestrian advocacy organization. Consider partnering with organization for Bike Valet services and promotion of Pinecrest Bike related events. The board of GMN has been historically influential in the development and stewardship of numerous trails across Miami-Dade County.
 - ii. Friends of The Underline – An organization leading the enhancement of the M-Path from a commuter trail to a linear park. The group leads numerous events throughout the year to help build awareness.
 - iii. Friends of the Ludlam Trail – An organization leading the efforts towards the acquisition and construction of the partially abandoned FEC rail way into a world class linear park and trail. The groups leads numerous community events and conservation projects throughout the year to help build awareness and support for the trail.
 - iv. The M-Path Park Project – A grassroots neighborhood initiative aimed to bring a multi-modal park to the Dadeland community. The site is a segment of the M-Path in-between Kendall Drive and Dadeland North Metro rail station. The group meets once a month to participate in trash clean up

and landscaping projects.

OBJECTIVE 3: FRONTAGE IMPROVEMENTS: ADAPT CURRENT MALL FRONTAGE INTO UNIFIED, COMPACT WALKABLE URBANISM.

S3.1 Connect Driveways

a. Meet with property owners to connect adjacent driveways at the following Potential Driveway / Walkway Alignments:

AT&T Strip mall to Damiani Clothing store - In between 8821 & 8865 South Dixie Highway

Design Depot to Pollo Tropical - Between 8935 and 8975 South Dixie Highway

T-Mobile to Bank of America (Crosses over 72 Ave)- In between 9095 South Dixie Highway to 9101 South Dixie Highway

Burger King to Trader Joe's (Crosses over 72 court) - Between 9201 to 9205 S Dixie Hwy

Staples to Pego Lamps - Between 9801 & 9855 South Dixie Highway

OBJECTIVE 4: TRANSITION SPACES: ENCOURAGE THE USE AND CONVERSION OF COMMERCIAL ALLEYS, CROSS-BLOCK PASSAGES AND SIDE STREETS AS TRANSITION ZONES.

S4.1 Alleys

a. Meet with property owners behind the following alley locations to begin a dialogue about transition spaces.

Window Professionals to Carl's Patio - Between 10001 South Dixie Highway to 10045 S Dixie

Carls Patio to CNS Spine therapy - Between 10045 S Dixie Hwy to 10101 S Dixie Hwy

Oriental Rugs to Anthony's Coal Fire Pizza (Crosses over 102 st) - Between 10175 to 10205 South Dixie Highway #100

Gruber & Gruber to Chase Bank - In between 10205 & 10301 S Dixie Hwy

S4.2 Cross block passages

e. Install pervious pavers on cross block passages along pedestrian pathways going to commercial

areas. Including these locations:

SW 130th street to Suniland Park back entrance (Potentially connects residential on SW 84 Ave)

SW 122 street and SW 82 Ave

Pedestrian access points along the north and south side of the Dixie Belle Shops (12035 South Dixie Highway and SW 82 Ave)

Montgomery Drive and 8125 SW120th Street

Near SW 81 St and 80 Rd (The most accurate to a true existing Cross block connection)

S4.3 Side Street Improvements

a. Use pavers to align walkways and driveways. Potential locations include:

SW 117st b/n US1 and SW 81 rd

SW 112 st b/n US1 and 79 Ave

SW 106 Street, b/n US1 and SW 77 ct

SW 102 Street (connect to existing pavers)

SW 72 Ave b/n US1 and 92 Street

Triangle between SW 90th, SW 69th st and US1

Triangle between SW 88 st, SW 68 st and US1

LONG TERM

OBJECTIVE 1: ENSURE SAFE AND CONVENIENT PEDESTRIAN FACILITIES, INCLUDING SHADED SIDEWALKS, CROSSWALKS, AND IMPROVED FRONTAGE.

L1.1 Wider Sidewalk + Trees on US1

a. Widen sidewalk along entire Pinecrest Parkway to a minimum of 10' with a landscaped parkway of 6'. Consider easements on the side of property owners only after excess roadway space has been reclaimed.
b. Ensure that zoning regulations are updated to

require new development to comply with the frontage requirements set forth in this document.

L1.2 Sidewalk Connections

a. Ensure that the zoning code requires sidewalks and landscape strip with redevelopment on side streets as well as along US1.

L1.3 Sidewalk Connections

a. Update zoning code to require pervious pavers for crosswalks within mall parking lots, and in open cross block passages.

OBJECTIVE 2: ENSURE BICYCLE CONNECTIVITY TO US1 FROM SURROUNDING CONTEXT, AND FROM THE VILLAGE INTERIOR, ALLOWING FOR SAFE TRAVEL ALONG COMMERCIAL FRONTAGE

L2.1 Bike Signage

a. Create a new branded sign to appear along Pinecrest Parkway and along Transition zones

b. Add bike signage along Pinecrest parkway at these locations, in addition to transition zones.

1. US1 @ Kendall Drive
2. US1 @ SW 104 st
3. US1 @ SW 120 st
4. US1 @ SW 136 st
5. US1 @ SW 72 ave
6. US1 @ SW 98 st
7. US1 @ SW 112 st
8. US1 @ SW 124 st
9. US1 @ SW 128 st

OBJECTIVE 3: FRONTAGE IMPROVEMENTS: ADAPT CURRENT MALL FRONTAGE INTO UNIFIED, COMPACT WALKABLE URBANISM.

L3.1 Change frontage

- a. Implement zoning changes to encourage better frontage
- i. higher lot coverage, smaller/no setbacks.
 - ii. Consider adoption of form based zoning requirements for commercial frontage.
 - iii. Encourage the creation of structured parking opportunities at major development sites.
 - iv. Establish a Build-to line in the zoning code that corresponds with four lot types identified in this report.

v. Require 70% active frontage in zoning code for new development.

vi. Prohibit unobstructed parking in frontage.

vii. Establish a Village Beautification grant fund to fund improvement projects.

OBJECTIVE 4: TRANSITION SPACES: ENCOURAGE THE USE AND CONVERSION OF COMMERCIAL ALLEYS, CROSS-BLOCK PASSAGES AND SIDE STREETS AS TRANSITION ZONES.

L4.1 Alleys

a. Update zoning requirements to address needed alley/transition space improvements, including pavers, lighting, and increased tree requirements.

L4.2 Cross block passages

a. Update zoning requirements to require cross-block passages at regular intervals, block perimeter maximums, and a maximum block length of 400' without a pedestrian/bicycle connection.

L4.3 GATEWAYS

a. Work toward design and implementation of gateways at the following locations.

Large

- US1 @ Kendall SW 88 street
- US1 @ SW 74 Avenue
- US1 @ SW136 street

Moderate

- US1 @ SW 100 street
- US1 @ SW 112 street
- US1 @ SW 124 street

Small

- US1 @ SW 120 street
- US1 @ SW 132 street

b. Identify potential partnerships with private development to help fund the cost of civic improvements to intersections.

c. Adapt zoning code so that open space requirements are aligned with the goals of providing gateways at these intersections.

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VILLAGE COUNCIL

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VICE-MAYOR BOB ROSS
COUNCILMEMBER CHERI BALL
COUNCILMEMBER DOUG KRAFT
COUNCILMEMBER JAMES E. McDONALD

TRANSPORTATION ADVISORY COMMITTEE

US1/PINECREST PARKWAY STEERING COMMITTEE

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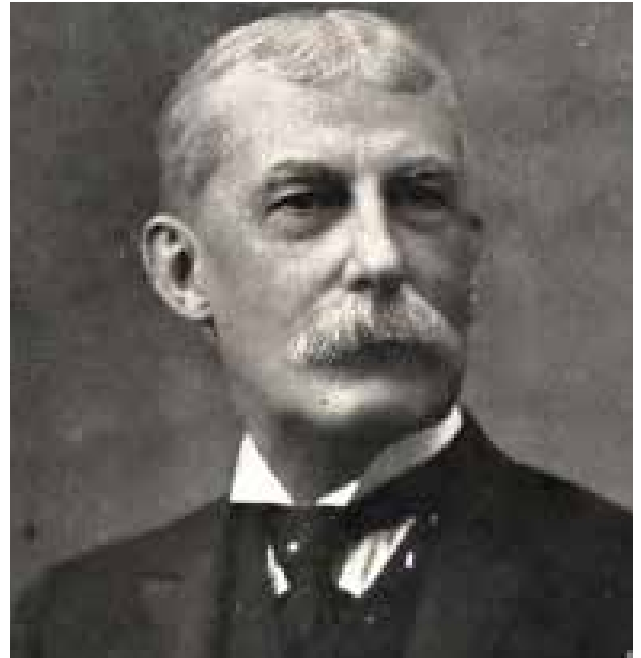
INTRODUCTION

HISTORICAL CONTEXT

The Village of Pinecrest is a municipality rich in Florida history dating back to the start of the 20th century. Early development along the Florida East Coast Railway corridor was led by pioneer and railroad tycoon Henry Flagler who chose the area to serve as one of 15 rail stations en route through the Florida Keys. Seen against the backdrop of this historic beginning, the US1 Corridor is the historic heart of the Village.

In the 1930s, a community began to form around the popular tourist destination known as Parrot Jungle. By the 1950s, these suburban neighborhoods of unincorporated Dade County were gaining a sense of identity, distinguishing themselves from other local communities. Simultaneously, residents and businesses were beginning to endure the challenges synonymous with population growth including land use and zoning, lack of transportation options, and disjointed coordination with county government. In the early 1990s, residents and stakeholders pushed for more autonomy, and in 1996 the Village of Pinecrest was successfully established as the 29th municipality of Miami-Dade County.

Regionally, the Village is strategically situated adjacent to a major commercial and transportation hub, Downtown Kendall, that includes two metro rail stations offering a 20 minute ride to Downtown Miami, a 30 minute ride to Miami International Airport, and a series of regional bicycle facilities that connect to, or run parallel to the US1 Corridor. This makes bicycle and pedestrian improvements to the corridor critical to the long term economic and community health of the Village.



Workers on the East Coast Railroad



Original site of Parrot Jungle

Since incorporation, Pinecrest Parkway (US1) has undergone significant increases in urbanization and population density. With the growth of Kendall to the west and Homestead to the south, traffic congestion and a lack of connectivity to transit have left current roads stretched to their maximum capacity. Residents and workers within the Village have demanded solutions to the traffic challenges they face on a daily basis.

The purpose of this study is to provide the Village of Pinecrest with a mobility plan for the Pinecrest side of US1 that addresses the needs of bicyclists and pedestrians, both in terms of transportation infrastructure and policies, and land use / zoning changes.

This plan was developed through the guidance of best practices from previous mobility studies, both local and national. The study reviewed existing conditions in the Village of Pinecrest and sought public insight based on outreach with the community and stakeholders.

This mobility plan is intended to work in collaboration with other complimentary studies including the Pinecrest Parkway (US1) Vision Plan, Coral Gables Bicycle & Pedestrian Master Plan, South Miami Intermodal plan, Village of Palmetto Bay Bicycle & Pedestrian Master Plan and Village of Pinecrest Comprehensive Plan.

The primary objective of this study is to recommend short term, high impact projects that can be implemented with a minimal investment, while also identifying bicycle and pedestrian investments for consideration in the years ahead. Combining the recommendations of this plan with other Capital Improvement Projects, **the existing 7.5 mile bicycle network will be expanded with an additional 20 miles of new bike ways and pedestrian paths.**

PROJECT GOALS

1. IDENTIFY PEDESTRIAN IMPROVEMENTS.

The Plan will build on improvements already identified in the US1 Vision Plan, focusing specifically on pedestrian improvements and providing a more detailed assessment including sidewalks, crosswalks, and pedestrian paths.

2. IDENTIFY BICYCLE IMPROVEMENTS.

The plan will create a framework for bicycle connections wherever possible within transitional properties. Connections will be coordinated with the Village Bicycle Plan, and regional trails. In addition, the plan will recommend bicycle facilities along storefront driveways.

3. RECOMMEND THE BEST USE AND LOCATIONS FOR TRANSITIONAL SPACES IN ALLEYS.

The plan will determine the best locations for spaces that allow transition from the Pinecrest Parkway commercial area to Pinecrest residences, with consideration for scale, noise, light levels, air quality and privacy. The plan will highlight opportunities to create attractive public gathering spaces that also connect the community to nearby businesses.

4. IMPROVE SAFETY FOR PEDESTRIANS & BICYCLISTS ALONG US1 AND WITHIN THE FRONTAGE OF COMMERCIAL PROPERTIES.

The plan will look for ways to connect US 1 businesses with residential neighborhoods, without requiring travel along the busy US 1 roadway. Examples include walkways to connect commercial fronts, sidewalks on side streets, or wider shared use pathways and improved sidewalks along the commercial properties.

PUBLIC INPUT

A fundamental component of the master plan process involved engaging the public and stakeholders, either through one on one meetings and conversations, or during public meetings. The research team gathered on three occasions to gain direct input from Village residents, employees and business owners:

US1 Mobility Plan Public Workshop 2/24/15

Transportation Advisory Committee 1/12/15

US1 Vision Steering Committee 10/16/14

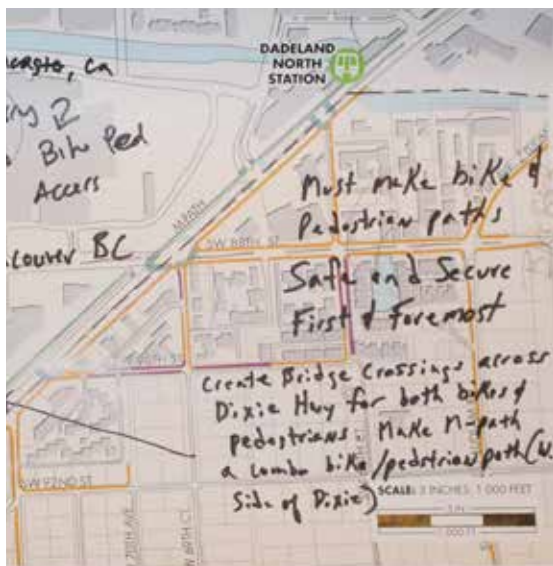
During the main public workshop on February 24, the research team presented an overview of the study area, highlighted common concerns regarding local walkability and bikability and offered preliminary recommendations from this plan. The workshop continued with an interactive mapping exercise where participants were divided into tables each armed with maps and colored pencils for participants to draw and identify their own areas of concern. All map drawings, suggestions and comments were recorded and influenced the final recommendations of this report.



Meetings like the one pictured on this section, were successful in attendance with audiences comprised of residents, local boy scouts, cycling enthusiasts, planning professionals, and Village staff.

During the February 24th, 2015 workshop, each table was broken down into Pinecrest "Areas" with each table writing comments and drawing visual suggestions that were presented at the end of the workshop session.

Common themes included the need for improved connectivity to schools, more crosswalks along US1, and multi-modal access to parks. Follow-up meetings and communications with residents have served to inform the community and stake holders of plan updates and to continued to receive feedback during the drafting progress.



This map shows the northern most portion of the US1 study area where a resident suggests the need for more bike and pedestrian paths. "Must make bike & pedestrian paths safe and secure, first and foremost". Another suggestion is to create a bridge that crosses US1 offering direct access to the M-Path.



**All photos from 2/24/2015 Community Meeting*

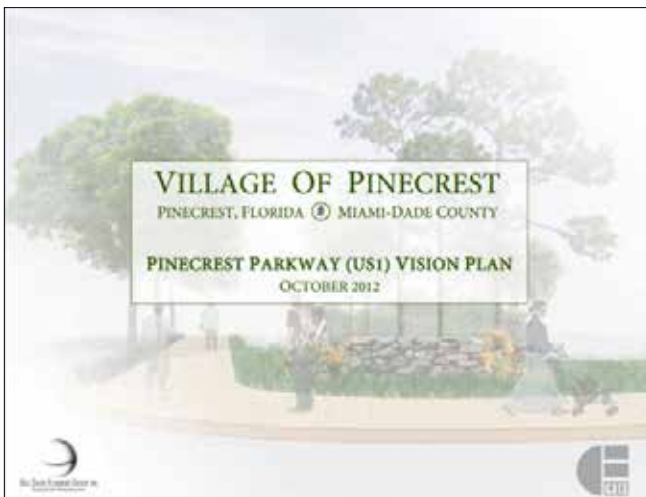


DATA COLLECTION & LITERATURE REVIEW

LITERATURE REVIEW

The research team began the planning process by reviewing relevant local, regional, and state level policies, studies, plans, completed projects, and existing capital improvement projects, assessing them to ensure coordination with the current effort. The completion of this review helps prevent redundancy, reduce chances of error in determining the placement of planned bikeway/pedestrian infrastructure, and help dovetail this current mobility plan into those planning efforts already underway at the local, county and state level.

PINECREST PARKWAY (US-1) VISION PLAN (2012)



The Pinecrest Parkway Vision Plan outlines a vision for the future development, redevelopment, beautification and enhancement of US1 in the Village of Pinecrest, known as Pinecrest Parkway. The plan focuses on the area from the median on Pinecrest Parkway, the Parkway itself, those properties fronting Pinecrest Parkway, and the properties immediately to the rear of those properties. The northern boundary of the Study Area is the Snapper Creek Canal (approximately SW 86th Street), while the southern boundary is SW 136th Street, a distance of about 3.75 miles.

The current US1 Corridor Bicycle/Pedestrian Planning effort aligns with many recommendations in the Vision Plan. Below is an analysis of key recommendations in the Vision, which may impact or align with the Bicycle/Pedestrian Mobility Plan:

- The Vision plan seeks to designate a "Pinecrest Parkway Area" which will allow for those properties immediately fronting Pinecrest Parkway to develop at higher densities while maintaining continued

regional access from the Parkway. This area includes everything from the median along Pinecrest Parkway to the 40% development mark within individual commercial properties.

- The vision calls for enhancements such as gateway markers, a unique median landscape design, mixed-use development, and improved parking arrangements.
- The vision calls for a median re-design to integrate native pines and give the Parkway a naturalistic look. When considering median options, it will be important to go beyond aesthetic enhancements and look for opportunities to provide safety upgrades, such as pedestrian refuge islands.
- The vision calls for improving planting buffers - using naturalistic grasses and trees instead of bushes. Any changes to landscape design along the corridor should also consider removal of barriers to pedestrian pathways. In many cases, bushes now block potential pathway points.
- The plan recommends installing attractive sidewalks that are colored to align with the look and feel of a redesigned Parkway. These improvements will enhance the pedestrian realm, so long as care is taken to maintain ADA access.
- The vision specifically calls for improved pedestrian connectivity. Recommendations include:
 1. Safe crossings across the Parkway
 2. Marked crosswalk with pavers
 3. Crosswalks to align with existing public transportation routes where possible
 4. Continuous and aligned sidewalk along commercial centers ("Village Walks")
 5. Identifiable walking routes within parking areas to guide pedestrians and bicyclists safely to and from commercial establishments.
 6. Lighting for pedestrian ways

LITERATURE REVIEW

- The current US1 Bicycle/Pedestrian Mobility Plan effort has the potential to further realize the following Vision Plan goals:
 1. Increasing shared use paths within the “VillageArea” of each commercial property.
 2. Extending sidewalks into those side streets that do not currently have sidewalks or paths leading into the Village. Doing so will facilitate access to all commercial properties by those not using automobiles.
 3. Adding attractive hardscapes to increase visibility of pedestrians etc. Our existing conditions analysis supports the suggestion that such treatments may be appropriate at wide intersections such as US1 & SW 124th Street.
- The vision references land use patterns that will encourage density and support walkable development moving forward. Examples include:
 1. Increased use of Horizontal and Vertical mixed use buildings
 2. Use of rooftop parking where feasible, with second floor office space or retail lofts.
 3. Use of building’s 2nd floor use by office use.
 4. Efforts to internalize loading service and trash pick-up, so that these activities do not occur in the buffer to the existing residences. Our existing conditions analysis reveals that the areas behind most commercial builds on US1 lack pedestrian amenities and are primarily used for trash/loading. A closer look at these transitional areas is warranted, to see if there are solutions that will allow these services to continue, while also addressing the needs of cyclists and pedestrians.
 6. Bike path that connects eastward along
- The vision also recommends a focus on improved bike connectivity, suggesting a number of improvements, including:
 1. Continuous bike path along “Village Walks”
 2. Bike Path that connects eastward along side streets.
 3. Addition of sheltered short- and long-term bicycle storage facilities at end locations.
 4. Adding bike lanes outlined in the Village Bicycle Plan.
 5. Encouraging shared roadway “Sharrow” for:
 - SW 112th street
 - SW 117th street
 - Montgomery Drive (SW 120th street)
 - SW 132nd street
 - Storefront Driveways
- The vision rightly notes that aligning side street driveways would improve auto connectivity. This action could also benefit bicyclists.
- The vision plan notes that stakeholders desire more public gathering spaces, public art, and amenities that foster vibrant pedestrian activity.

PINECREST COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) - 2011 AMENDMENTS

The Comprehensive Development Master Plan (CDMP) serves as the strategic plan for the Village. The research team reviewed the EAR Based Amendments (proposed in 2011), to analyze recommendations germane to the US1 Bicycle/Pedestrian Mobility Plan.

The Plan will help advance a primary recommendations of the CDMP, which is to link Village destinations with pedestrian and bicycle pathways. The plan suggests prioritizing the potential improvements and, eventually, allocating funds for building and maintaining the new infrastructure.

The CDMP's goals call for movement toward an integrated, multi-modal transportation system. Our existing conditions analysis reveals that improvements are needed to reach this goal. This planning process will seek to identify, and prioritize areas where bicycle and pedestrian infrastructure can be added, with consideration for both county and municipal transit routes. Key transit connections are noted in the maps in the third section of this document.

MIAMI-DADE COUNTY PARKS AND OPEN SPACE MASTER PLAN (2008)

The Miami-Dade County Open Space Master Plan is a visionary document that seeks to broaden the definition of open space to reflect the true civic nature of public space. Streets, plazas, green ways, natural areas, parks, cultural areas, and waterway trails to form a tapestry of sustainable park and open space development for the next 50 years.

A primary recommendation is to create network of "Great Streets" by retrofitting the County's existing oversupply of wide, auto-centric arterial and collector roadways. Streets that are included in the list of "Great Streets" in Pinecrest includes Pinecrest Parkway. In addition, the Open Space Master Plan map designates two urban centers along the fringes of the Village, Downtown Kendall/Dadeland and The Falls Shopping center. Urban centers allow higher densities that should accommodate bike and pedestrian activity.

SOUTH MIAMI INTERMODAL PLAN (2015)



The City of South Miami Intermodal Plan, adopted in 2015, envisions a phased approach to multi-modal improvements centered on bicyclists and pedestrians. Due to City of South Miami's similar geography land

use along US-1 just to the north, there are various practices the Village could adopt or modify to their own specifications. A series of short and long term goals were proposed for transportation improvements.

Overarching recommendations include:

- Connections to regional existing and planned green ways such as Snapper Creek, M-Path, Red Road Linear park, Old Cutler Trail and FEC Ludlam Corridor.
- Determining strategies to improve crossing across US-1.
- Enhancing and expanding the network of paved pathways and trails within City-street right-of-way
- Identification of missing gaps with the sidewalk network
- Expanding the network of traffic calming strategies to further encourage safe driving speeds
- Identifying strategies to better link downtown district with South Miami Metro station

Similar strategies will be incorporated to the Pinecrest Parkway US-1 Mobility study.

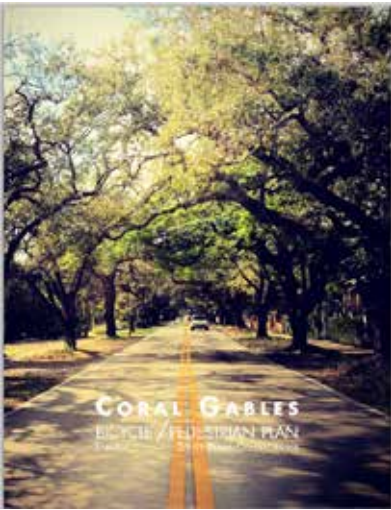
Specific connections to the City of South Miami Intermodal Plan include:

SW 88 Street/ Kendall Drive

SW 57 Avenue/Red Road

SW 67 Avenue/ Ludlam Road

CORAL GABLES BICYCLE/PEDESTRIAN MASTER PLAN(2014)



The City of Coral Gables Bicycle and Pedestrian Master Plan has enacted a series of policies aimed to protect and promote bicycling and pedestrian mobility within the city. Coral Gables borders the East side of Pinecrest with the Red

Road linear park connecting the two municipalities. Led by Street Plans Collaborative, the plan was adopted in 2014. When considering the high level of pedestrian and biking improvements occurring between neighboring municipalities, the opportunities for collaboration are great.

Policies most beneficial to this study are the following:

- Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multi-modal transit centers/stations.
- Policy MOB-1.1.5. Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulbouts, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.
- Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation op-

tions; and will be coordinated with the City's Comprehensive Plan while maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

PALMETTO BAY BICYCLE & PEDESTRIAN MASTER PLAN (2009)



Palmetto Bay shares the southern border of the Village of Pinecrest along SW 136 street.

In 2009 the Village of Palmetto Bay adopted a Bicycle & Pedestrian Plan that served to improve infrastructure and policies that were in favor of safe and connected multi-modal commuting. This program has been developed with six levels of bicycle and pedestrian projects.

- Establishing a basic sidewalk network that creates a simple grid.
- Local Connectivity- Making the residential streets connect with the sidewalk network.
- Commuter Access- Providing through connectivity with the addition of bike lanes at strategic intersections
- Greenways and Blueways- Creating general connectivity along the canal system.
- Commercial Connectors- Developing direct access from commercial centers to the communities behind them.
- Policy- Incentivizing walking and biking within Palmetto Bay.

Considering that both Coral Gables, South Miami and Palmetto Bay have already enacted initiatives for improved bicycling infrastructure and policies, it would be advantageous for the Village to continue the momentum of improved multimodal transportation. Unified efforts by neighboring municipalities aides in state level support for major infrastructure projects.

SOUTH DADE GREENWAY CONNECTIVITY NETWORK MASTER PLAN (1994)



The South Dade Greenway is a 10 foot wide shared path primarily used by bicyclists and runners today. The path is located on the edge of Pinecrest Parkway running parallel to US1 and the bus way for the entire stretch the

Village. The M-Path directly connects to the South Dade Greenway at Dadeland South Metro rail station. The current path is wide enough for bicyclists to share with pedestrians and the wide separation from US1 keeps people safe from cars. Unfortunately the green way still suffers from underutilization. Common complaints about the path include, lack of cleanliness, lack of shade, poor asphalt conditions and perhaps most important, lack of accessibility. This report considers the South Dade Greenway as a significant untapped asset, and will offer recommendations to improve and activate the green way.

Beyond the South Dade Greenway it self, there is the Network Connectivity Master Plan which serves as an organized system of interconnecting linear corridors spanning from Kendall Drive to Florida City. The Network Master plan was presented in 1994 with little movement since its creation. The Village could see the Network Master plan as an underutilized resource to revitalize. If the network were to be completed, Villager residents would gain direct access to 10 southern linear corridors, providing Pinecrest with significant connectivity for recreation and commuter travel.

M PATH MASTER PLAN (2006)



The M Path is a nearly contiguous 10.5 mile (17 km) bicycle and pedestrian trail. Built in 1984 along with the

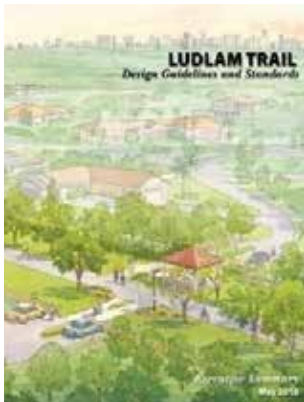
Metro-Rail system, the path serves commuters heading to and from downtown and the airport. In late 2011, the Metro Path was extended and a 200 ft (61 m) bridge was added over the freeway entrance to the Snapper Creek Expressway (S.R.878) near Dadeland North station.

The long term projects found in the 2007 Master Plan include: realigning curving parts of the path widening the path to 12' installing countdown pedestrian signals intersection improvements (to include, crosswalk realignments, refuge islands, raised intersections, bollards, etc.) Enhancing lighting and landscaping along the path providing way-finding to the Metro rail stations.

Beyond this Master Plan, a non-profit group known as Friends of the Underline has formed to re imagine the M-Path commuter trail as a linear park that proposes significant infrastructure and recreational amenities to be incorporated into the existing trail. Development of this initiative is still in its early stages and has yet to produce a master plan for the entire corridor. It is encouraged that efforts be made by the Village to connect and support this grand proposal. Furthermore, the Village should make sure it plays a role in the design phase of this project as it shares space with the northern gateway to Pinecrest Parkway.

LITERATURE REVIEW

LUDLAM TRAIL DESIGN GUIDELINES AND STANDARDS (2010)



The FEC Ludlam Trail Corridor is currently in the process of masterplanning with input from the State and Miami-Dade County agencies to include a world class bike and pedestrian linear park and trail along the partially abandoned corridor. The southernmost portion of the corridor lies to the

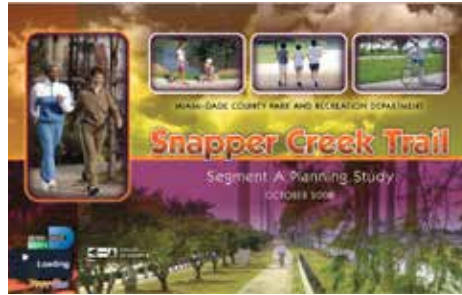
north west of the Village adjacent to Dadeland North Metro station. Once completed, the trail has the potential to offer users a 6.2 mile uninterrupted green way that connects to 5 schools, 4 parks, numerous shopping destinations and Miami International Airport.

There are a large number of benefits that can come with a trail oriented development. The list below comes from the Ludlam Trail Benefit Study produced in 2008. On average, for each mile of an urban trail developed in Miami-Dade County, the surrounding community can experience the following benefits:

- Enhanced accessibility to schools, parks, transit stations and bus stops for approximately 5,000 people
- Reduction in motorized vehicle trips on area streets by approximately 140,000 trips / year
- Saving approximately 6,000 gallons of fuel from being consumed annually per mile of trail
- Increased property values by as much as \$45 million within twenty-five years, leading to nearly \$1 million in additional property tax revenues
- Increase retail sales as much as \$1.3 million for nearby businesses.

This report was produced by Miami-Dade Parks, Recreation and Open Space Department.

SNAPPER CREEK TRAIL SEGMENT, A PLANNING STUDY (2008)



The Snapper Creek Trail is a proposed 9.4 mile shared use path that runs along both the Snapper Creek canal, and portions of shared

roads. Segment A is a 5.6 mile piece of the trail that would extend from Florida International University to Kendall Drive. The full vision of the plan would include 3.4 miles of segment B ending at Dante B. Fascell Park near the Red Road Linear Park.

This planned trail would offer yet another regional connection that provides residents with an east / west solution for multi-modal travel. Along the trail, users would find major connecting point at destinations such as Tamiami Park, Concord Park, A Boys & Girls Club, Kendall Indian Hammocks Park and two elementary schools. In addition to a green way, efforts are being made to activate the Snapper Creek trail as a blue way. This would offer access to recreational activities such as kayaking, canoing and fishing.

If segment B of the trail were to be completed, it would allow Village residents living on the east side of Pinecrest to have direct access to Pinecrest Parkway and the numerous transit and green way options that greet them when reaching Kendall Drive just by the Dadeland North metro rail station. Those heading in the opposite direction leaving from Dadeland could use Snapper Creek as a connector for the Red Road Linear park and Old Cutler trail.

This report was produced by Miami-Dade Parks, Recreation and Open Space Department.

Understanding general transportation statistics in the Village is important as it provides a baseline measurement to help city leaders improve transportation options. As it relates to bicycle and pedestrian planning, mapping transit usage patterns allows the project team to identify locations where we can reasonably expect a higher level of bicycle or pedestrian activity. Paying special attention to areas of high transit use is a priority.

Miami-Dade Transit provided bus stop and metro rail ridership information for locations within the Village of Pinecrest. The Village is fortunate to be served by two Metro-Rail stations on the northern border of Area 1 (Dadeland South and North). These stations, along with the various bus stops within the Village account for approximately 35,000 daily transit riders.

The ridership data was synthesized into the transit intensity graph. As one can see, the major Transit locations include:

- Dadeland South
- Dadeland North
- SW 136th street / The Falls bus way stop

When compared with the crash data on Pages 22-23, one can see that special attention should be paid to Kendall Drive and 104th street as a places of high use for transit, bicycle and pedestrian crash activity.

The People Mover is another important transit asset within the Village of Pinecrest. Similar to a trolley system, the local system runs north and south within the Village and is free to all users. In addition to connecting to commercial areas and metro bus services, many Villagers rely on the system to transport their children to near-by schools.

Commensurate with density of the adjacent urban centers, the largest amount of ridership activity occurs at the Dadeland North and South metro rail stations, and at SW136 street where the bus way begins. As the general population grows, it will be important for the Village to keep up with transit demand by seeking improvements to transit access on the US1 corridor.

More details regarding transit usage will be shared in the following existing conditions section of the report.

Transit Quick Facts:*

23,087
METRO BUS
(combine daily
average ridership
for all stops within
Village)

12,166
METRO RAIL
(daily combined
ridership @ Dadeland
South & North)

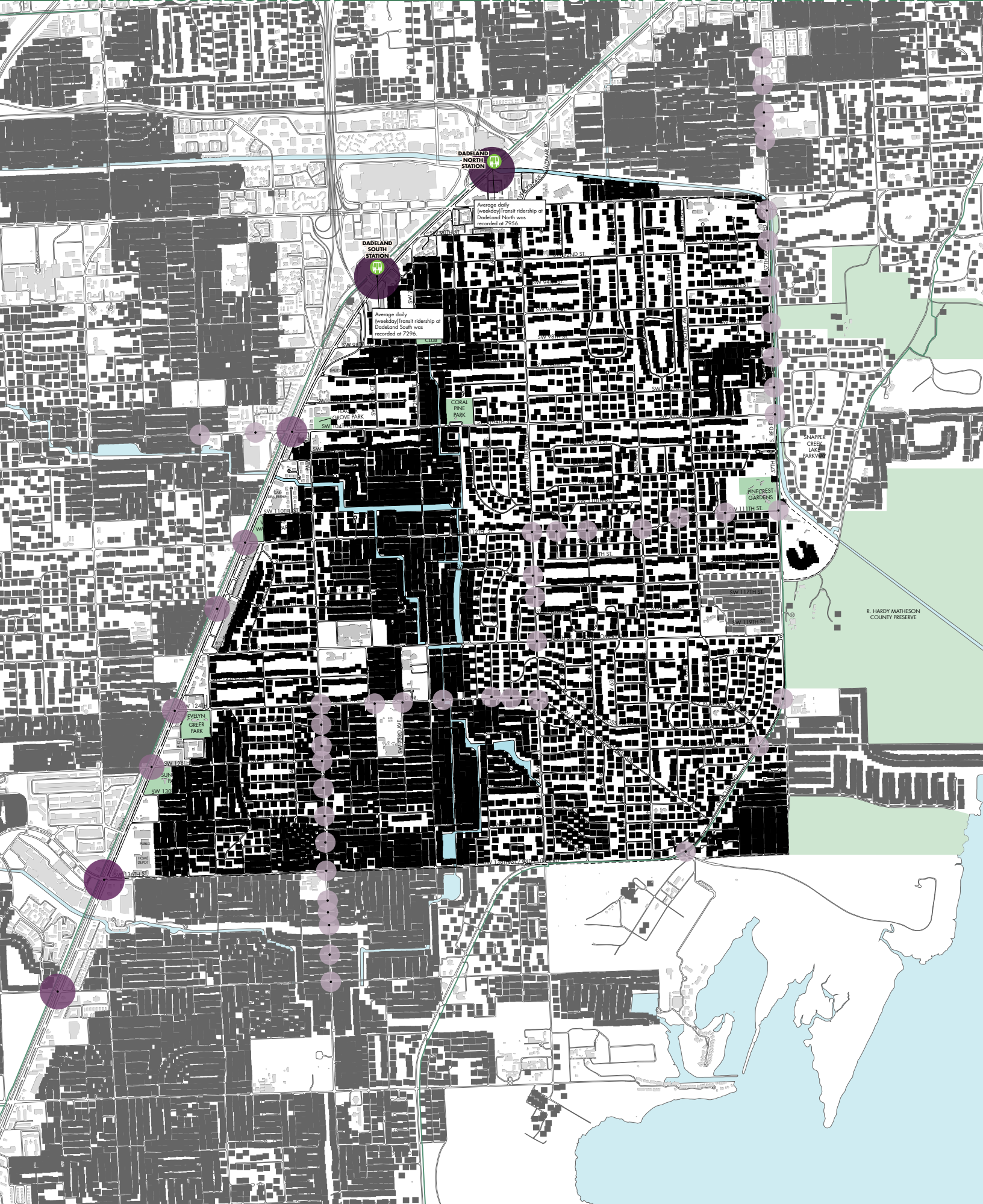
67
PEOPLE
MOVER
(daily average)

*COURTESY MIAMI-DADE TRANSIT, RIDERSHIP
TECHNICAL REPORT, NOVEMBER 2014



DATA COLLECTION:

TRANSIT RIDERSHIP INTENSITY



Central to the process of producing the mobility plan was a thorough analysis of the existing conditions as seen through the eyes of a cyclist and pedestrian. The existing conditions survey is a quantitative and qualitative analysis of streets around the Village. On numerous occasions, the project team canvassed the US1 Corridor to document conditions facing pedestrians and bicyclists every day.

For the purposes of the study, 3.75 miles of the corridor were evaluated in 5 main study areas around the Village:

- Area 1 (SW 88th street to SW 96th street)
- Area 2 (SW 96th street to SW 104th street)
- Area 3 (SW 104th street to SW 112th street)
- Area 4 (SW 112th street to SW 124th street)
- Area 5 (SW 124th street to SW 136th street)

In addition to the 5 Areas, one of the surveys included a complete commute along the entire South Dade Greenway. This route offered an excellent perspective of the regional commuter or recreational user, and how they view the Village from the green way. Information pertaining to Village gateways, building frontage and branding was strengthened through this particular survey exercise.

Along with the field survey the project team studied the Village Bicycle Plan which calls for a series of enhancements to the bicycle network. Both bike lanes and bike routes are scheduled to trace almost every major thoroughfare within the Village. 104th street and Palmetto appear to have the addition of a proposed bike lane extending to the borders of the Village. The recommendations of this plan seek to dovetail with these projects.

The Map to the right displays the Pinecrest Bicycle Master Plan that is Village-wide in its scope. As one can see, Bike lanes are proposed for 104th street and Palmetto Road with a series of Bike Routes proposed in a grid system spreading through out the Village.



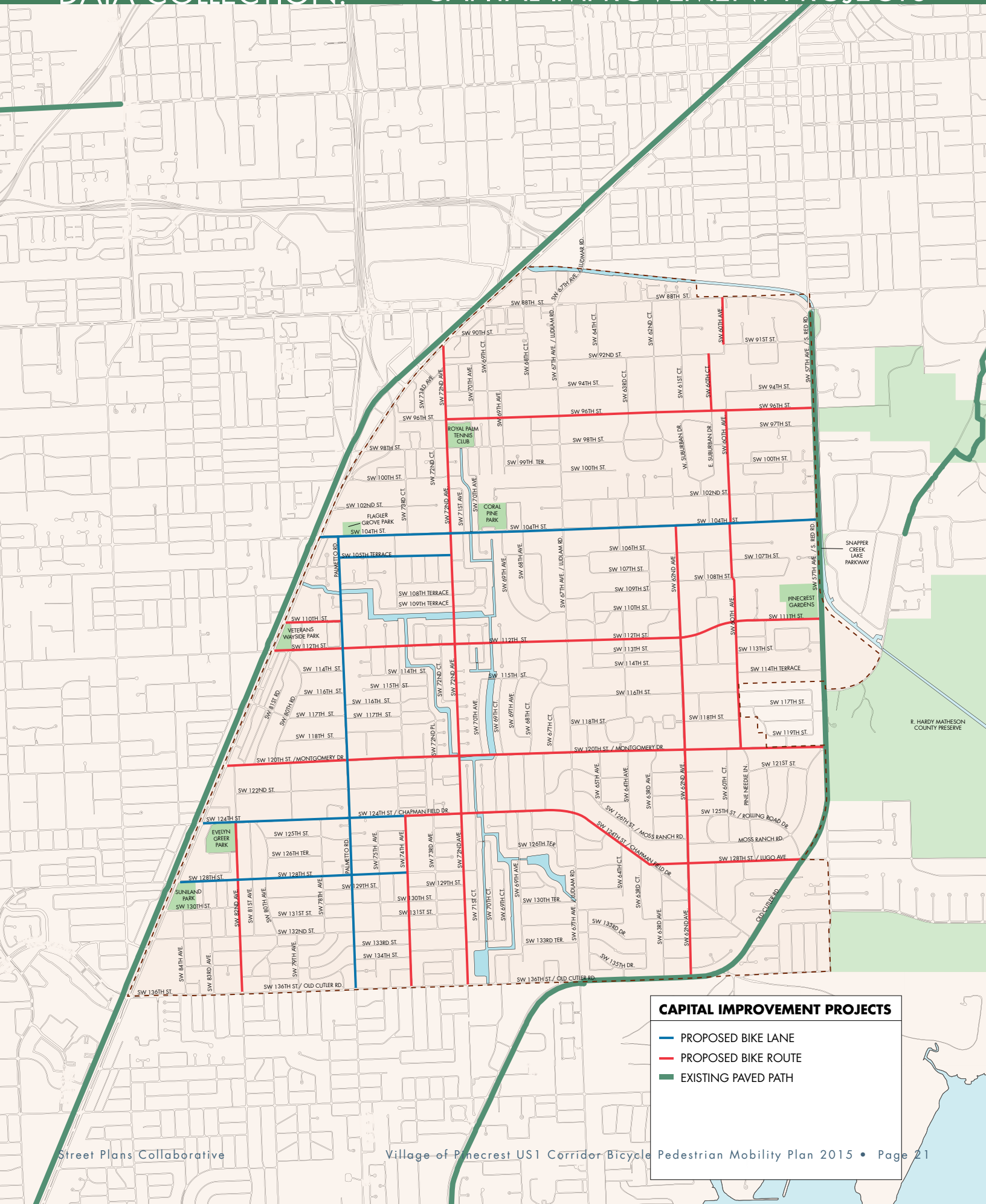
6.5 miles
EXISTING TRAILS:
(WITHIN AND ADJACENT TO VILLAGE)

- **RED ROAD**
- **SOUTH DADE GREENWAY**
- **M-PATH**
- **OLD CUTLER TRAIL**

6.75 miles
PROPOSED
BIKE LANES

15+ miles
PROPOSED
BIKE ROUTES

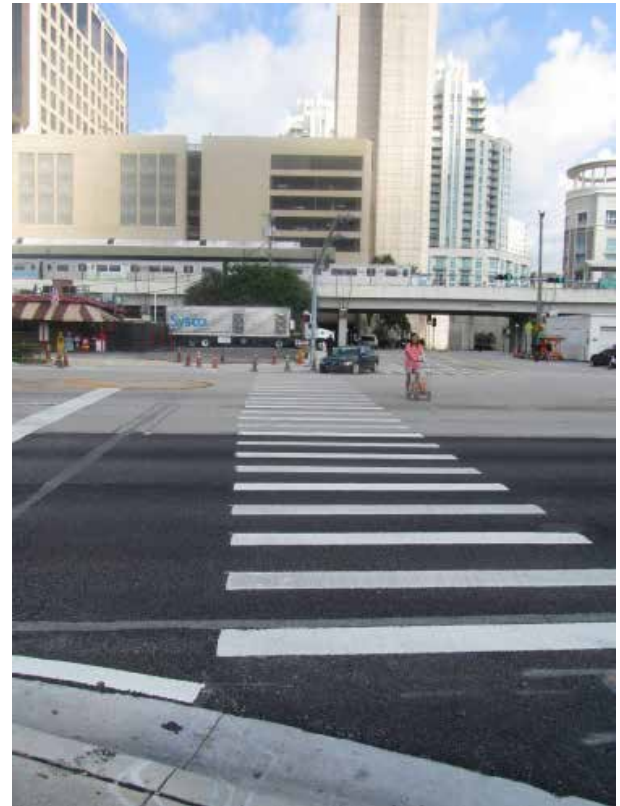
DATA COLLECTION: CAPITAL IMPROVEMENT PROJECTS

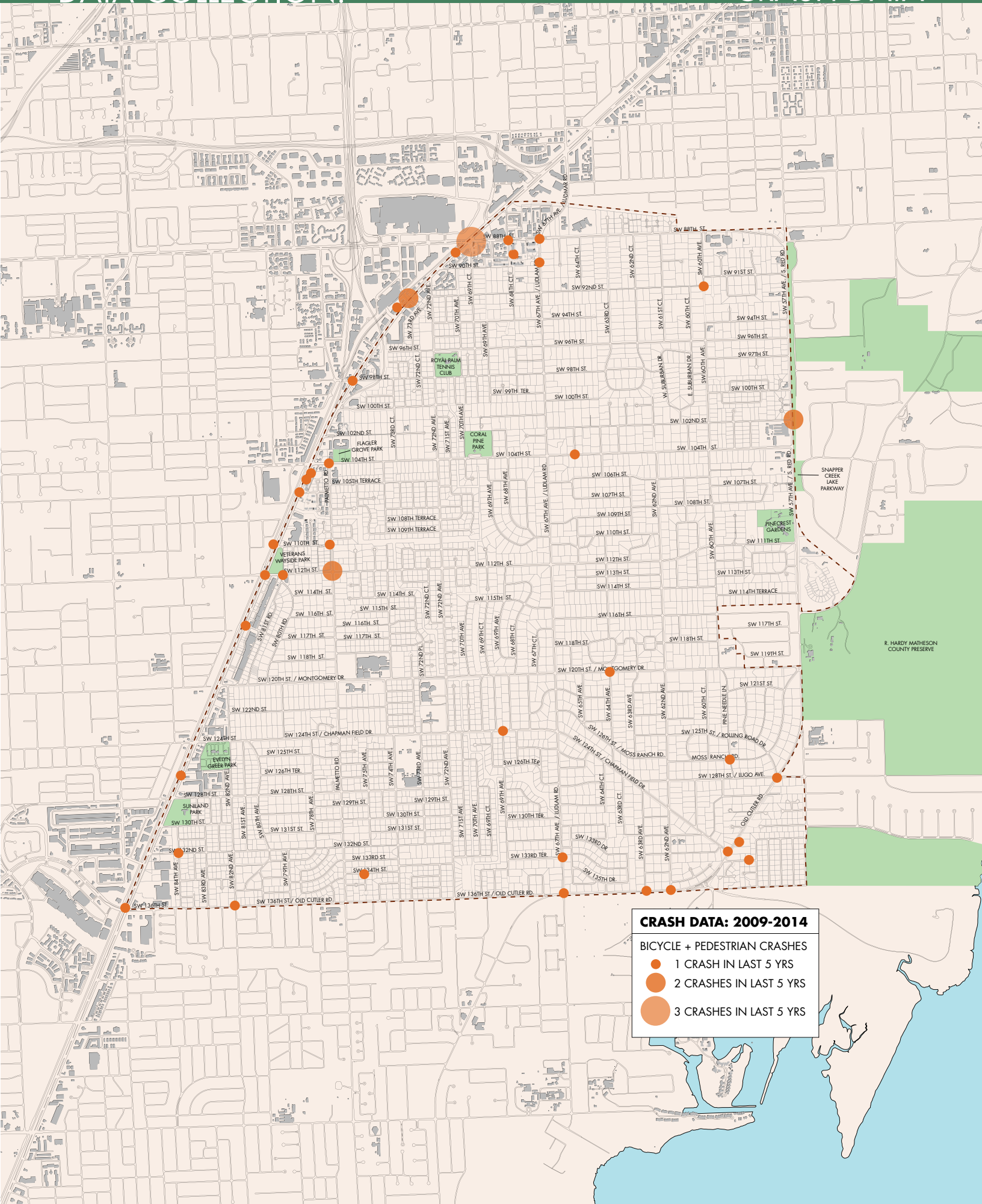


The number of crashes involving pedestrians and bicyclists stands at 48 for the last three years. Most of these are concentrated along the US1 corridor, as seen in the adjacent map.

The project team reviewed data provided by the Signal Four project, a University of Florida interactive web-based mapping tool that provides crash data. As the map shows, Crashes are concentrated along US1, and hot spots are found at:

- **SW 88th street / Kendall Drive**
- **SW 104th street and**
- **SW 112th street**



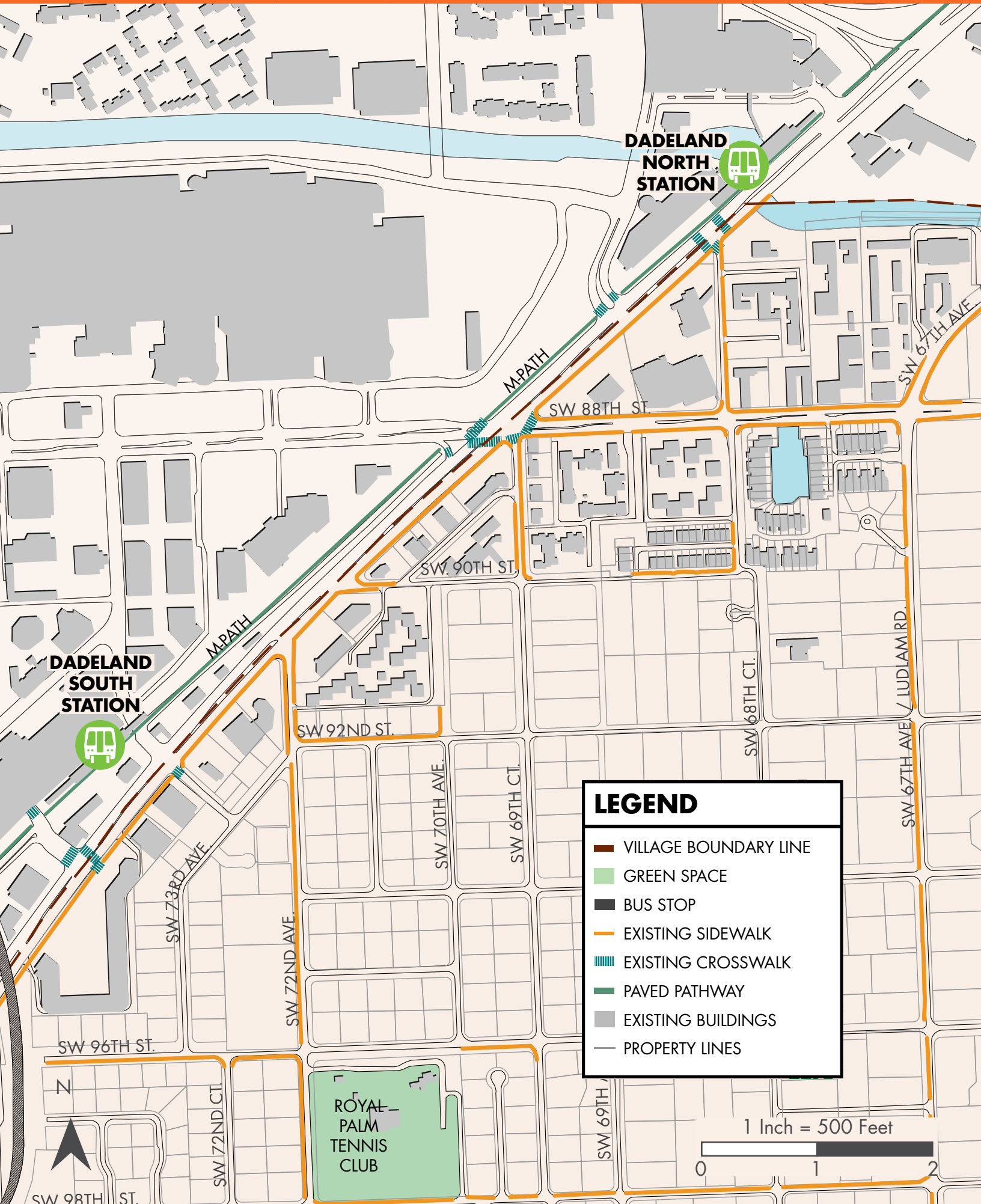




EXISTING CONDITIONS

EXISTING CONDITIONS:

AREA 1: SW 88TH ST. - SW 96TH ST.



DADELAND
NORTH
STATION

DADELAND
SOUTH
STATION

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUS STOP
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- PAVED PATHWAY
- EXISTING BUILDINGS
- PROPERTY LINES

1 Inch = 500 Feet

0 1 2

EXISTING BICYCLE + PEDESTRIAN INFRASTRUCTURE

The map on the previous page illustrates existing sidewalks, paved pathways, buildings, property lines, and green space within the designated area. Photographs illustrate existing pedestrian and bicycle infrastructure in more detail.



1. Sidewalks in front of retail locations, such as *Trader Joe's*, are in good condition. But, they are often separated from US1 and nearby residential areas by vast parking lots lacking bicycle and pedestrian amenities.

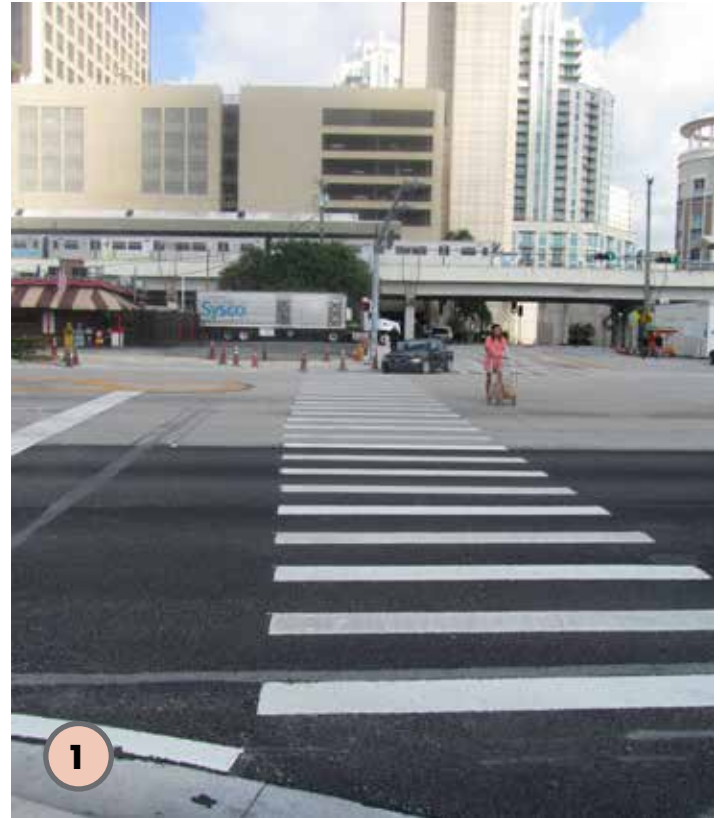
2. Parking lot crosswalks exist in some commercial properties in this area. However, many require painting and enhancement to increase visibility.

3. US1 lacks an adequate shoulder or safely buffered bicycle lane. Bicyclists resort to using the sidewalk, as it is the safest option available. The narrow sidewalk is not designed to accommodate cyclists, and riding on the sidewalk leads to conflicts between bicyclists and pedestrians.



1. The crosswalk at the right is an important crossing point. But, it lacks a refuge island, leaving pedestrians to contend with a long crossing distance. Such long, unprotected crosswalks create a mobility challenge for anyone traveling at a slower speed, such as children, older adults, or anyone with an injury or physical disability. The location below lacks a crosswalk altogether, despite the fact that it is a natural crossing point for pedestrians.

2. Sidewalks are narrow, but in adequate condition on US1. Many have curb ramps, which allow for ADA access to pedestrian crossings.



1



1



2



2

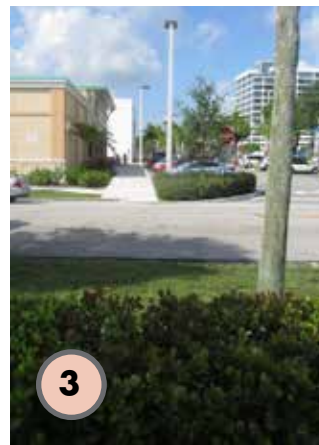
3. Commercial property lots and driveways pictured lack accommodations for pedestrians or cyclists. Connectivity to US1 or residential neighborhoods behind these commercial locations is poor and needs improvement. In some cases, pedestrians and bicyclists are unable to travel conveniently between nearby commercial destinations due to blockades and lack of pathways.



4. A common theme among many of the commercial centers within the area is the absence of pedestrian infrastructure leading in or out of the access points along US1. Within this domain, the pedestrian is at a serious disadvantage. All users of the space: pedestrians, business owners and employees are negatively affected by this condition of inaccessibility. By enhancing accessibility to the commercial center, we are building the capacity of the center's ability to provide goods and services. In short, increased walkability could have a correlation with increased sales.

5. Safe and convenient bicycle parking is lacking in this area. As a result, cyclists lock their bikes to utility poles or other stationary objects as available.

6. Many logical pedestrian connections are blocked by curbs or bushes. Large commercial buildings operate like "islands", lacking connections to each other or to parking lots not directly in front of their entrance.





7. The 826 overpass creates an unplanned passage way that leads towards Pinecrest's residential area. While cow paths appear to have been created, due to the derelict condition of the space, it presents a perception of danger. The area could either be reinforced as a hard closure, or be re imagined as a solution that solves various connectivity challenges. If the land were to be redesigned as a shaded, and well lit pedestrian path, it would facilitate easier access to pedestrians and bike riders attempting to move south beyond the 826 entrance way, which may be the Village's most dangerous intersection for pedestrian and bike mobility.



8. There are two apartment complexes that lie behind the commercial district on the north end of Area 1. During lunch hour the *Pollo Tropical* experiences an over flow with cars parking all along the service roads. The area is also used by the apartment residents as a dog walking destination, even though it lacks sidewalks. The daily lunch hour makes this area very dangerous to pedestrians and bike riders attempting to share the space.

9. The intersection of SW 72th avenue and SW 90th street lack adequate cross walks. Both intersections are particularly dangerous due to the awkward diagonal construction of the intersection as it meets with US1. Cars entering and leaving Pinecrest have limited visibility and are aggressive when accelerating their cars due to the high speeds of US1 traffic in this zone.



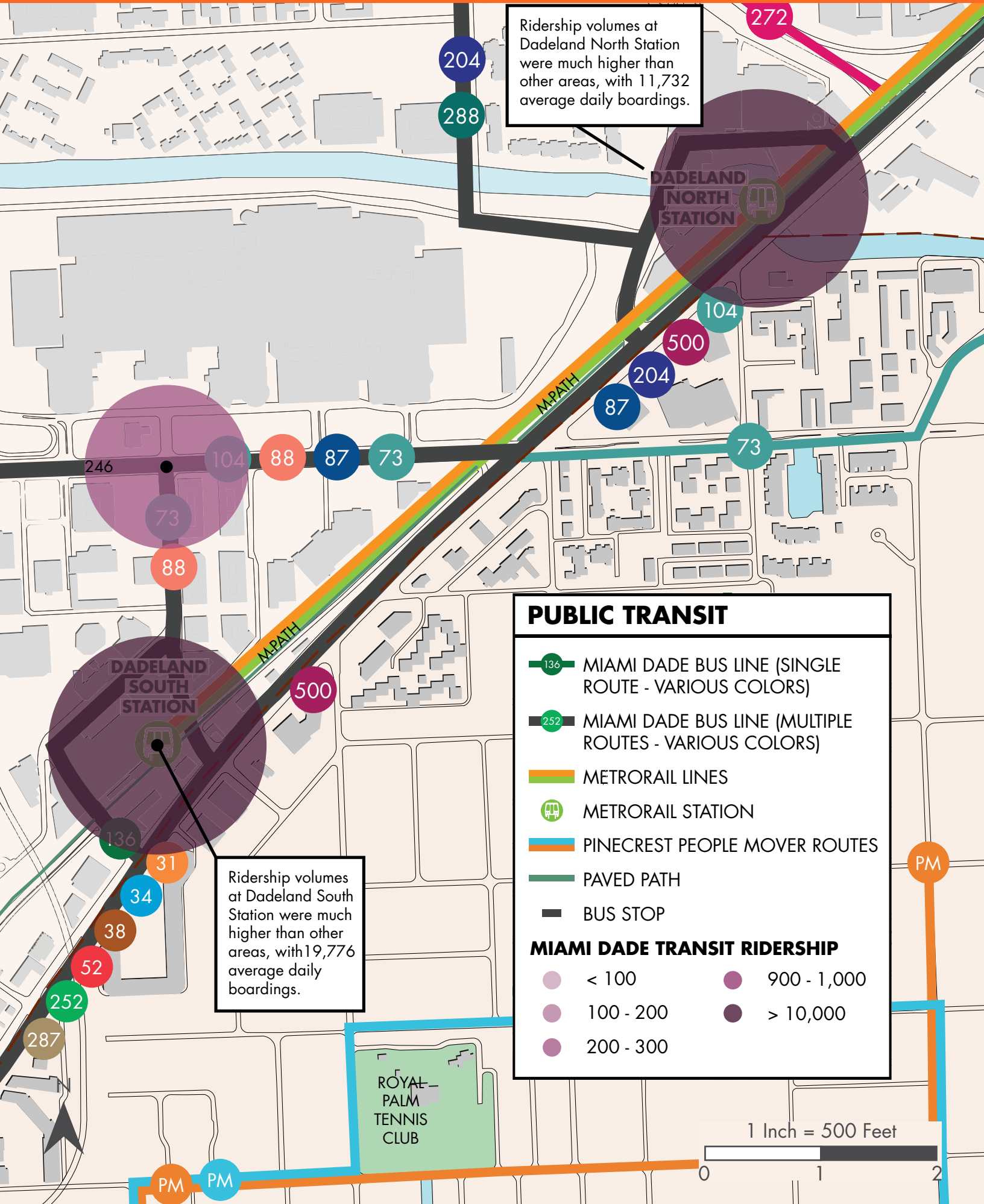
10. *Trader Joe's*, to the north and south, is detached from the neighboring commercial properties. Sidewalks should cut through existing swales to form continuous pedestrian accessibility. *Trader Joe's* is a high priority area for expedited infrastructure improvements. Traffic during weekends and rush hour put maximum stress on the intersection with parking overflow often spilling on to US1. This is dangerous for all including pedestrians and bicyclists attempting to enter the space around the cars. Considering the facility's limited parking, efforts should be made to facilitate multi-modal access to the property. The images on this page depict the lack of permeability within the site.

11. The sidewalk is narrow in this area not allowing people to walk comfortably. Local residents walk in groups for dining, grocery shopping or travel by transit. Providing a narrow sidewalk that is also dangerously close to fast moving cars is not conducive to a pedestrian friendly environment.



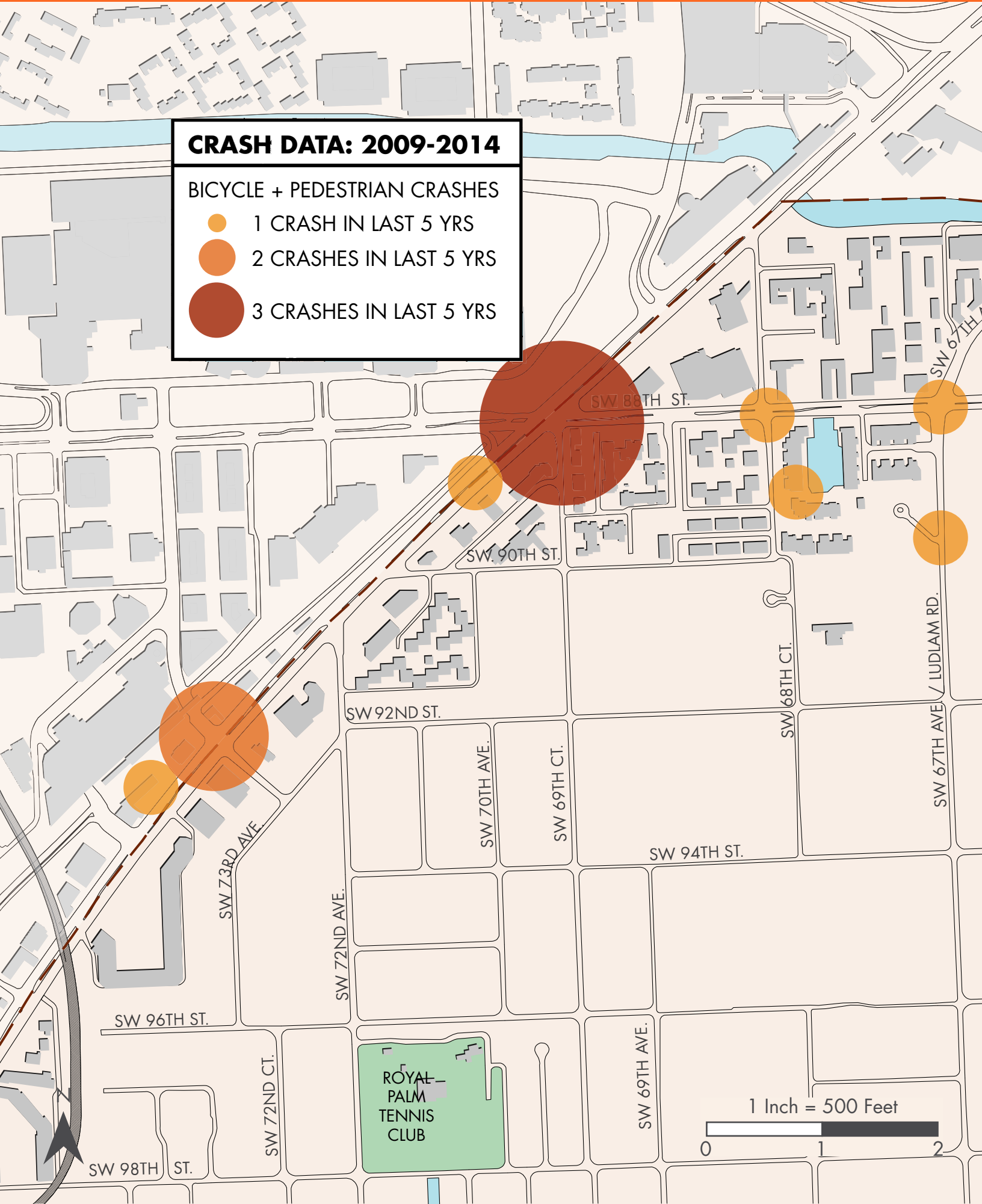
EXISTING CONDITIONS:

AREA 1: SW 88TH ST. - SW 96TH ST.



EXISTING CONDITIONS:

AREA 1: SW 88TH ST. - SW 96TH ST.



EXISTING CONDITIONS:

AREA 1: SW 88TH ST. - SW 96TH ST.

CAPITAL IMPROVEMENT PROJECTS

--- VILLAGE BOUNDARY LINE

VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

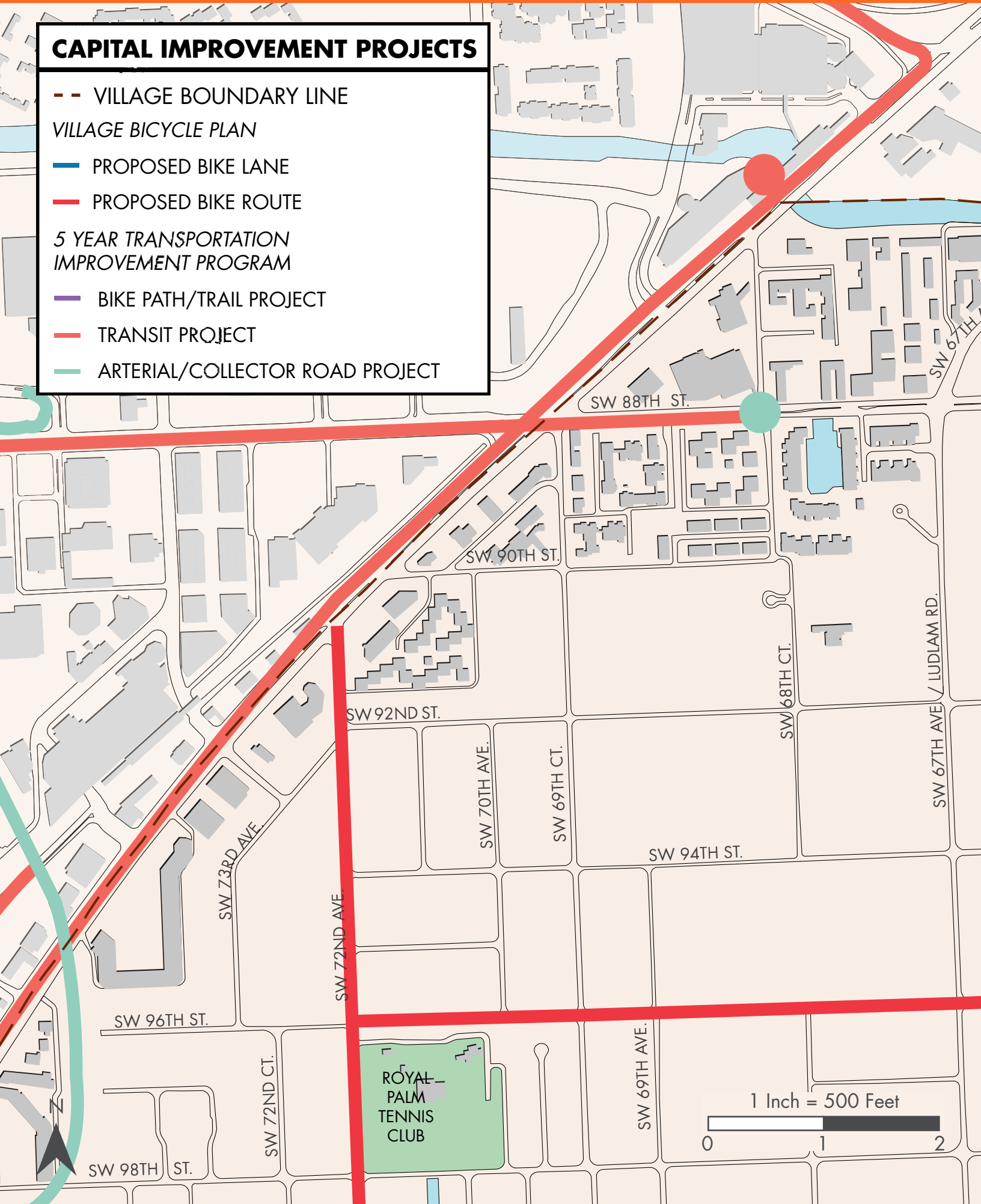
— PROPOSED BIKE ROUTE

5 YEAR TRANSPORTATION
IMPROVEMENT PROGRAM

— BIKE PATH/TRAIL PROJECT

— TRANSIT PROJECT

— ARTERIAL/COLLECTOR ROAD PROJECT

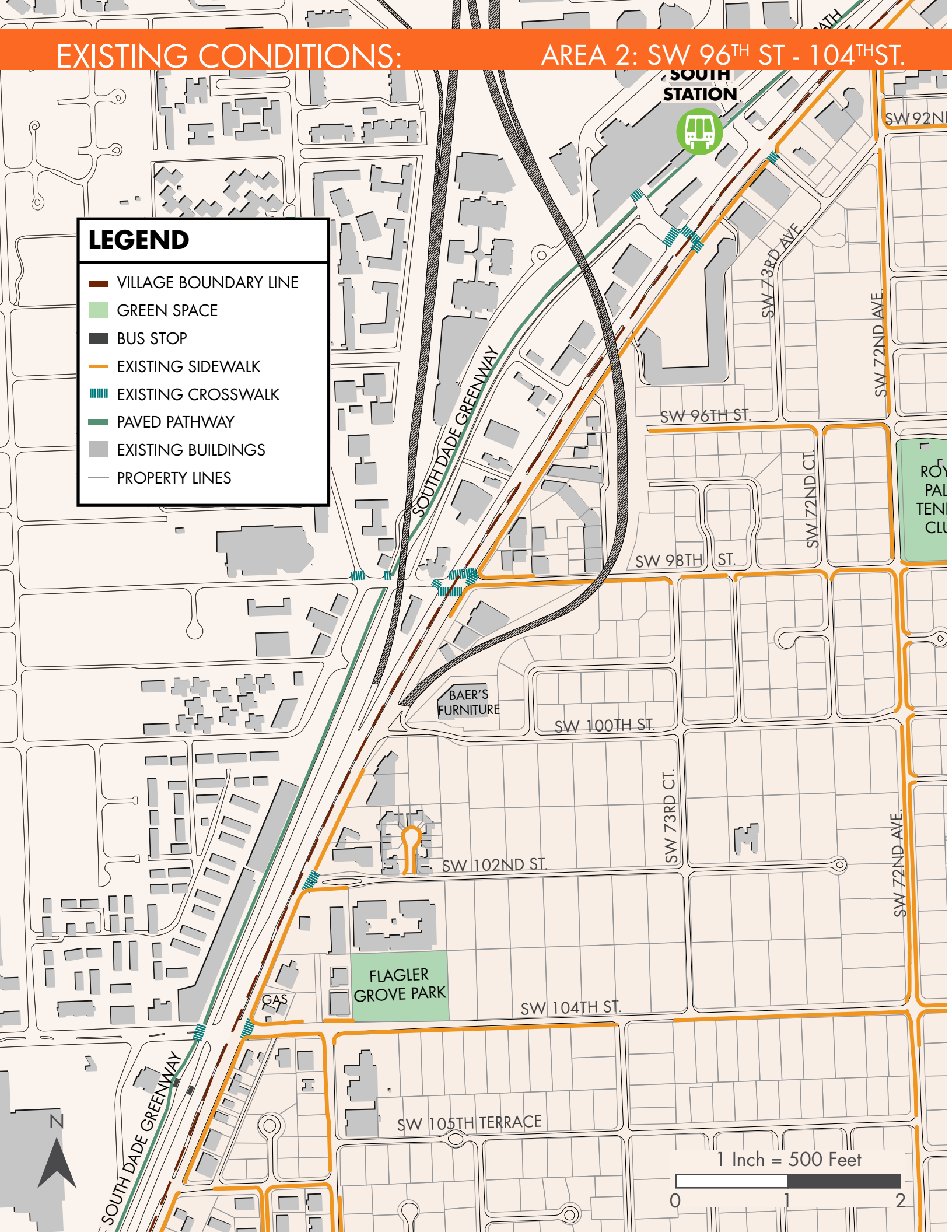


EXISTING CONDITIONS:

AREA 2: SW 96TH ST - 104TH ST.

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUS STOP
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- PAVED PATHWAY
- EXISTING BUILDINGS
- PROPERTY LINES



1. This area contains a number of sites that are intimidating to those traveling on foot. The intersection above, at SW 98th Street, features a long crosswalk with no refuge median.

2. The 826 overpass, is dark and uninviting. It serves as a physical and mental barrier to pedestrians. The access ramp leading towards and at SW 99th street interrupts the sidewalk along US1 corridor. Current conditions present major safety issues, and severely inhibit pedestrian and bicyclist mobility.



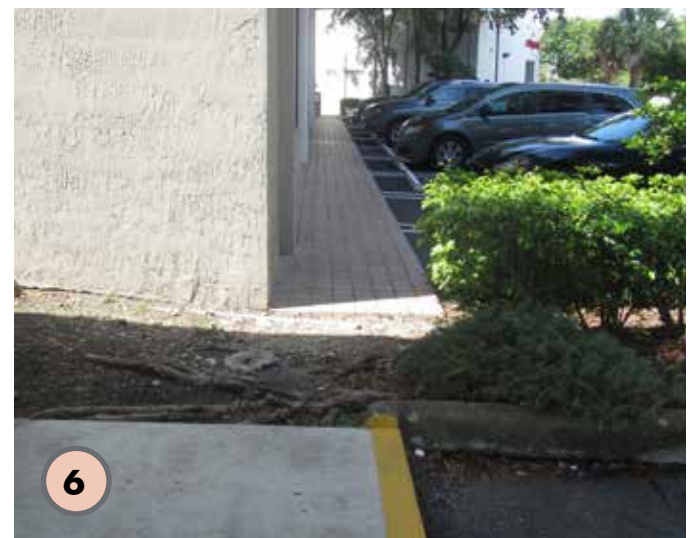
3. While some commercial locations include sidewalks, they are sometimes incomplete and fail to realize their potential for connectivity. In other areas, worn foot paths indicate areas where sidewalks are needed.

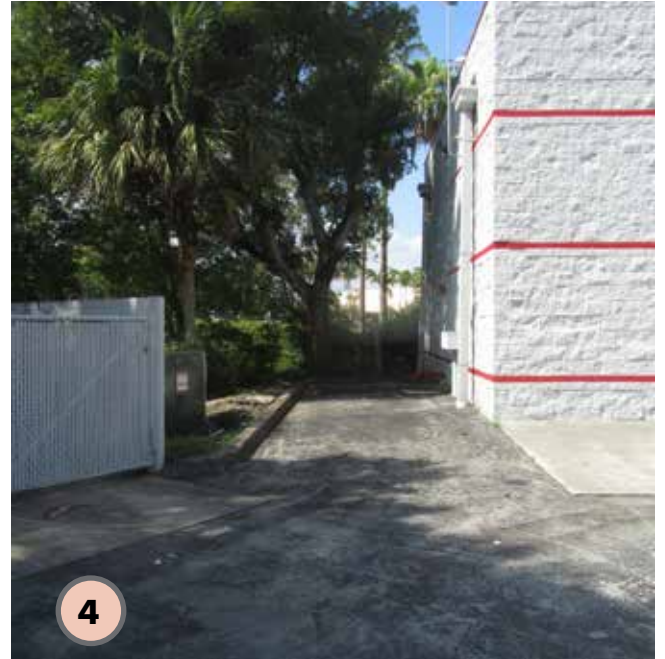
4. Potential places for connections. Fences and trash storage areas block connections between buildings throughout this area.

5. Potential connection points between buildings are blocked by trees and trash.

Two adjacent buildings with sidewalks in front of them lack a small, but important connection.

6. Potential pathways are directly impeded. Pathways are lacking and do not present any clear path to travel between nearby adjacent buildings and lots.





7. Sidewalks on some side streets in Area 2 provide connection to US1. However, on other side streets, there are no sidewalks or shoulders present.

8. Pedestrian or bicyclist pathways are non-existent in these parking lots. Below, the sidewalk on US1 provides an adequate pedestrian pathway with businesses fronting relatively close to the roadway. Unfortunately, the pedestrian environment is interrupted by large gaps at each driveway and parking lot entrance.

9. The backside of this office building suffers from derelict conditions. The backside of this development offers a potential passageway for pedestrians or bicyclists trying to head south but away from US1 traffic.



10. Area 2 suffers from an unusual amount of sidewalk gaps. Even though the area fits within the urban center, pedestrian activity here is minimal. Some loading trucks find it appropriate to completely block an already narrow sidewalk. Strict policies should enforce code violations such as these to protect pedestrians from dangerous circumstances.

11. The sidewalks and intersections approaching the 826 overpass entrance are highly dangerous considering how narrow they are, high vehicle speeds, and lack of protective infrastructure.

12. The 826 overpass extension presents various challenges. This area serves as the exit way from the Area 1 entrance previously mentioned, and may provide a solution for increased permeability.





13. This section already has ample tree canopy, however cuts off the opportunity for the pedestrian to continue. Plans could involve extending the walkway. A pedestrian path moving down a corridor such as this one can offer an enjoyable experience with both shade and ample room to accommodate dog walkers, runners and commuters all utilizing the space in balance with one another.

14. Many primary and secondary entrances into the Village lack infrastructure to protect bicyclists or pedestrians. This entrance along SW 98th street would be fitting for a small to medium sized gateway complete with signage, lighting, and some light bike infrastructure such as a bike repair station.








15. This is one of many other cow paths that can be found scattered through out the commercial zone. This cow path leads to an area that could one day serve as an out door cafe or plaza with the extension of pavers, bike facilities, out door seating and some shade trees. The plaza is intended to serve as a smooth transition zone with the commercial properties.



EXISTING CONDITIONS:

AREA 2: SW 96TH ST - 104TH ST.

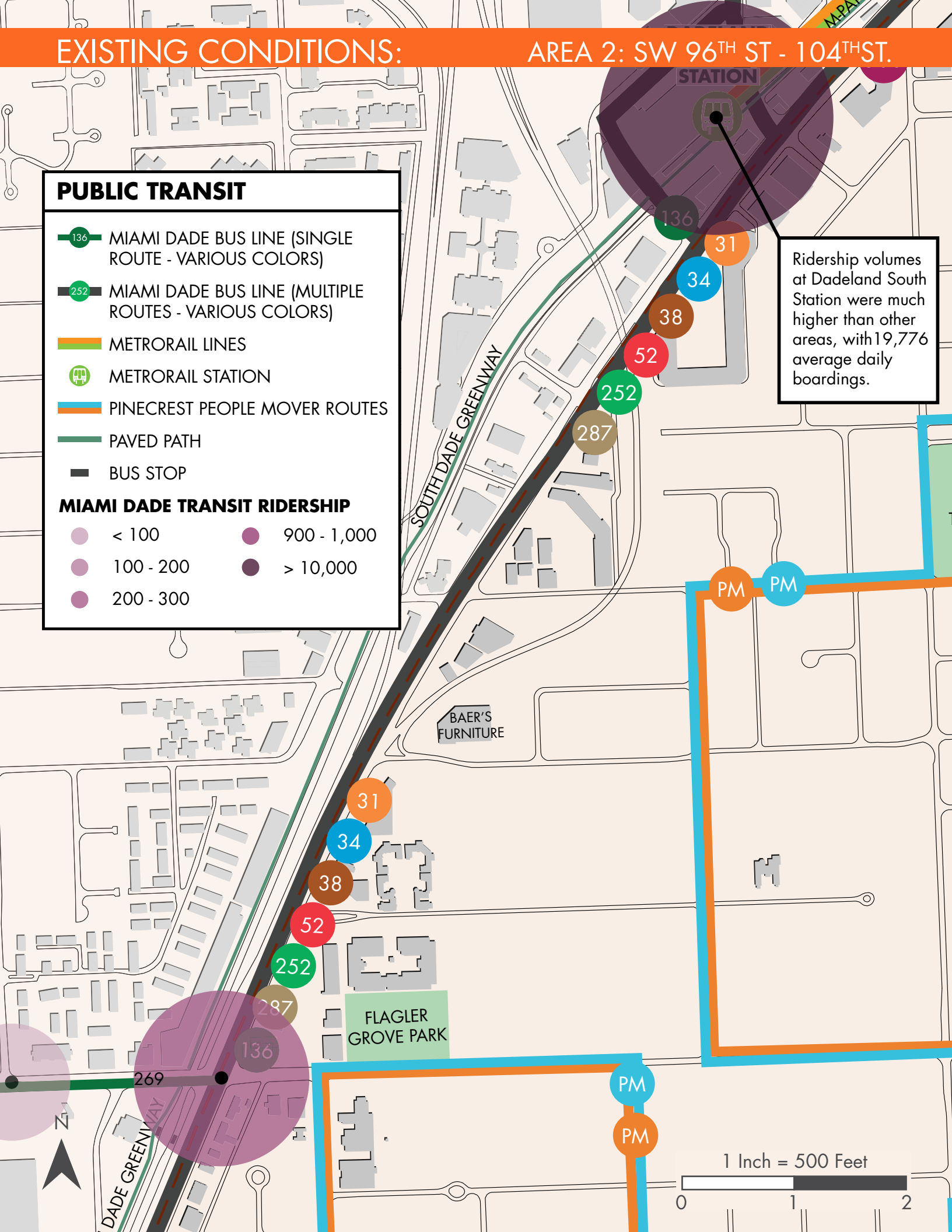
PUBLIC TRANSIT

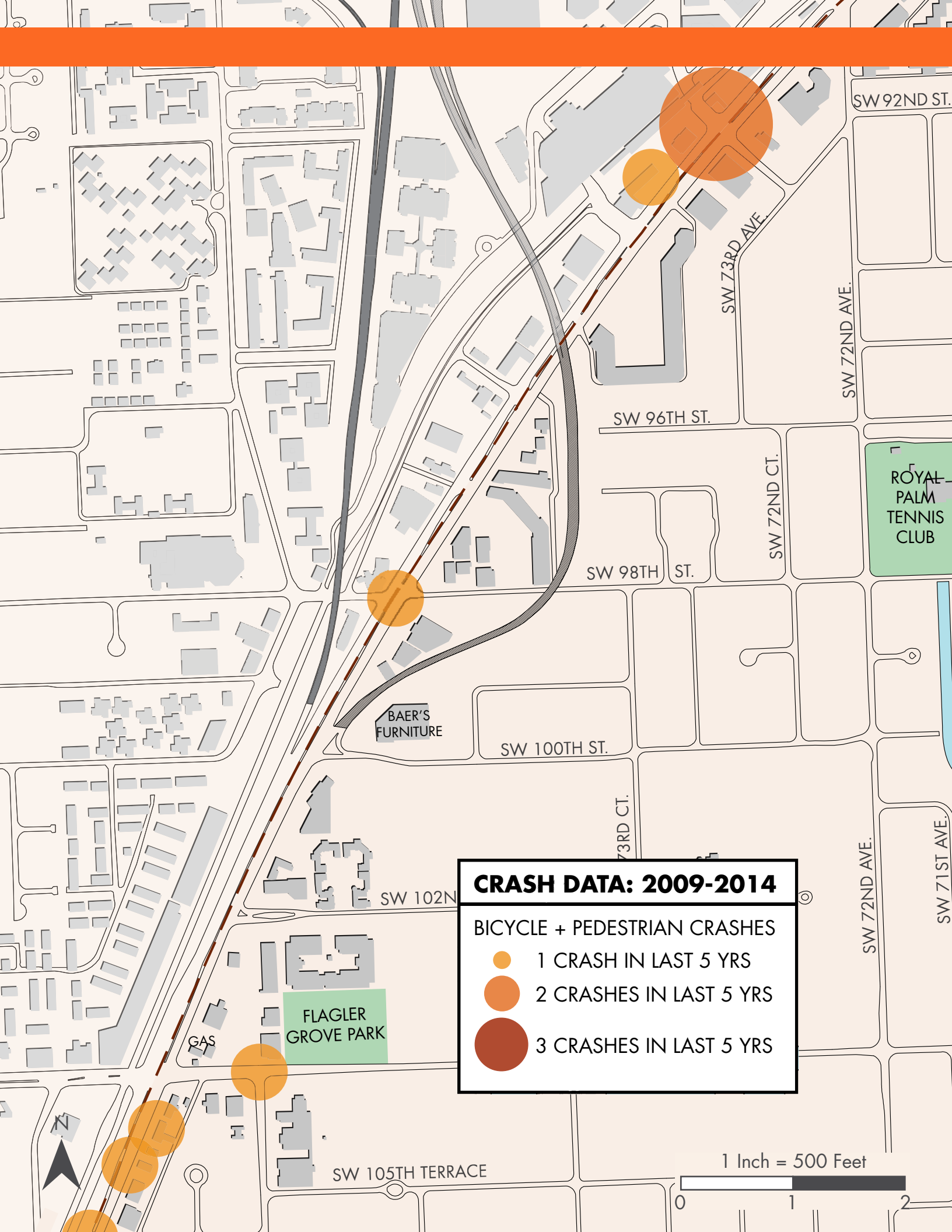
-  MIAMI DADE BUS LINE (SINGLE ROUTE - VARIOUS COLORS)
-  MIAMI DADE BUS LINE (MULTIPLE ROUTES - VARIOUS COLORS)
-  METRORAIL LINES
-  METRORAIL STATION
-  PINECREST PEOPLE MOVER ROUTES
-  PAVED PATH
-  BUS STOP

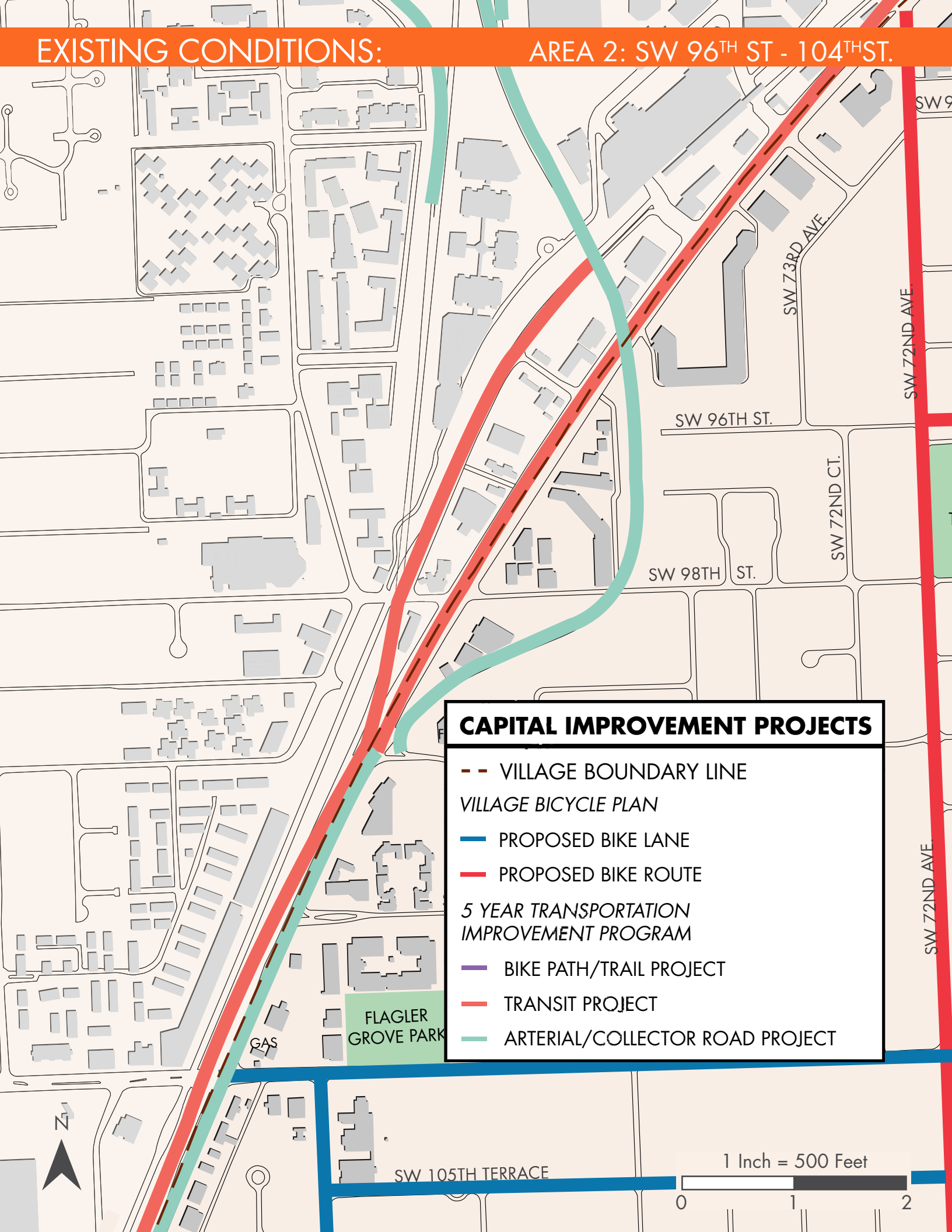
MIAMI DADE TRANSIT RIDERSHIP

- | | |
|---|---|
|  < 100 |  900 - 1,000 |
|  100 - 200 |  > 10,000 |
|  200 - 300 | |

Ridership volumes at Dadeland South Station were much higher than other areas, with 19,776 average daily boardings.







CAPITAL IMPROVEMENT PROJECTS

--- VILLAGE BOUNDARY LINE

VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

— PROPOSED BIKE ROUTE

*5 YEAR TRANSPORTATION
IMPROVEMENT PROGRAM*

— BIKE PATH/TRAIL PROJECT

— TRANSIT PROJECT

— ARTERIAL/COLLECTOR ROAD PROJECT

FLAGLER
GROVE PARK

GAS

SW 105TH TERRACE

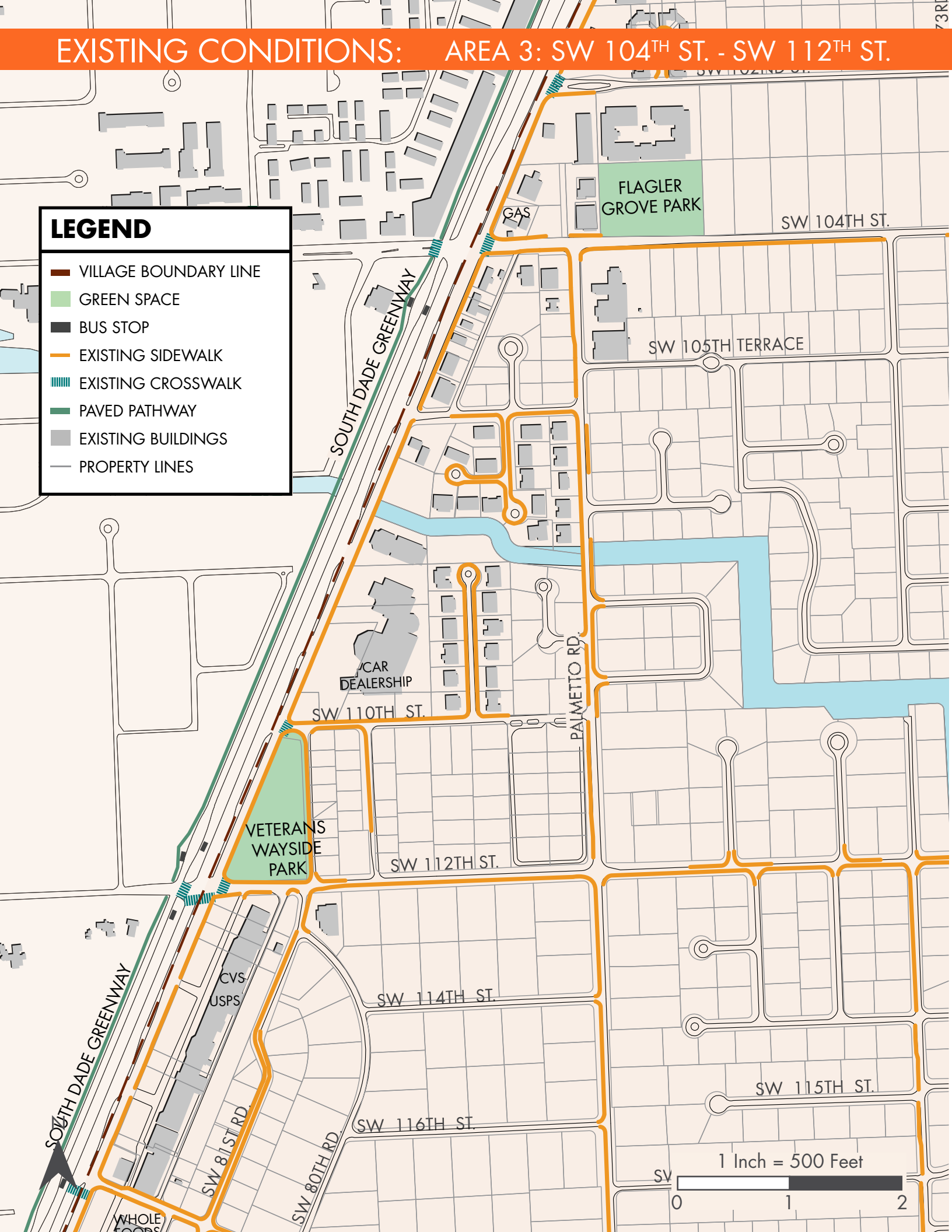
1 Inch = 500 Feet

0 1 2

EXISTING CONDITIONS: AREA 3: SW 104TH ST. - SW 112TH ST.

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUS STOP
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- PAVED PATHWAY
- EXISTING BUILDINGS
- PROPERTY LINES



EXISTING CONDITIONS: AREA 3: SW 104TH ST. - SW 112TH ST.

1. The waterway north of S.W110th street is lush and inviting. Activating a blue way could add an innovative element of transportation to the Pinecrest Parkway. Before any considerations are made, concessions would have to be made with property owners and gain a full buy-in.



2. When crosswalks are present along US1, they are often painted with the minimum of standards. Combining high vehicle speeds with a lack of pedestrian infrastructure inhibits the perception of the US1 corridor being branded as Pinecrest Parkway. The plan will seek to elevate the minimum standards of cross walks such as this, to at least implement zebra-stripping, if not more.



3. Areas 3 to 5 have very limited pedestrian crossings to the US1 Bus way. This image depicts an elderly woman attempting to cross in the midst of traffic with little to no pedestrian infrastructure to protect her. In order to encourage multi-modal travel, safe and seamless crosswalks are needed to better activate the bus way. Poor infrastructure discourages large segments of the population from considering multi-modal travel within the Village.





4. The transition zones along Area 2 have numerous sidewalk gaps that leave the pedestrian with poor options on how to continue traveling. Sidewalks that seamlessly connect to the commercial centers will encourage usage and help stimulate more vibrant commercial spaces.

5. Another example of a gateway cross street that lacks pedestrian infrastructure. Adding a sidewalk would encourage pedestrian activity. The area already supports a dense tree canopy for ample shade.

6. This is an opportunity to re imagine this current driveway as a passive plaza space that facilitates multi-modal travel. In addition the arch way could mimic the branding and look of other gateways along the cross streets. Shelters that serve as pass through are highly important in the summer months when the sun is at its hottest and the rain is unpredictable.

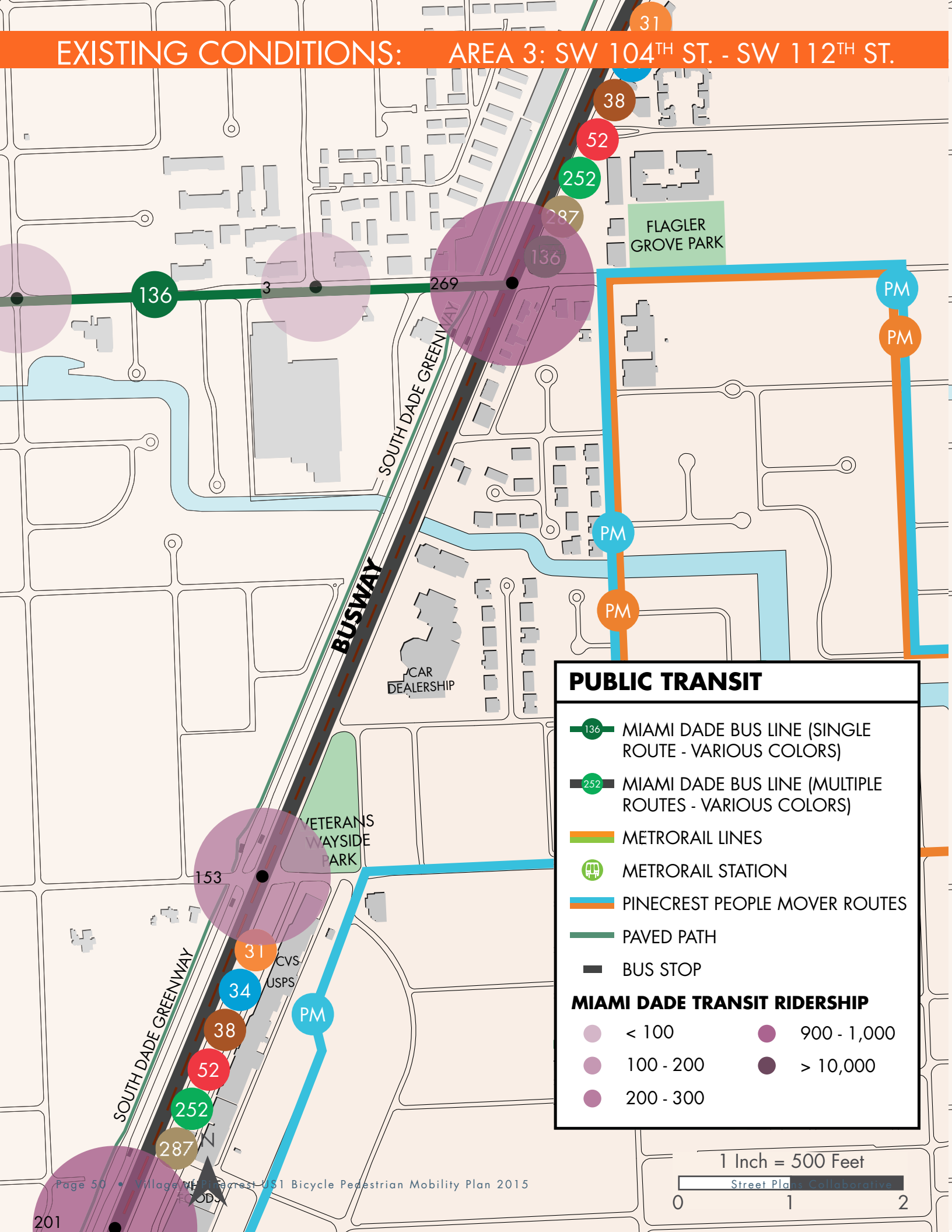


7. Veterans Wayside park is a lush open space just along the busy US1 corridor. The park offers a fantastic refuge for pedestrians and riders looking a rest stop with ample shade and seating areas. Connectivity to the park however is difficult along the space adjacent to US1. The park only provides a steep incline with no clear path of entrance into the space from the sidewalk. Enhancing areas like this are excellent opportunities to the strengthen the Pinecrest Parkway brand.



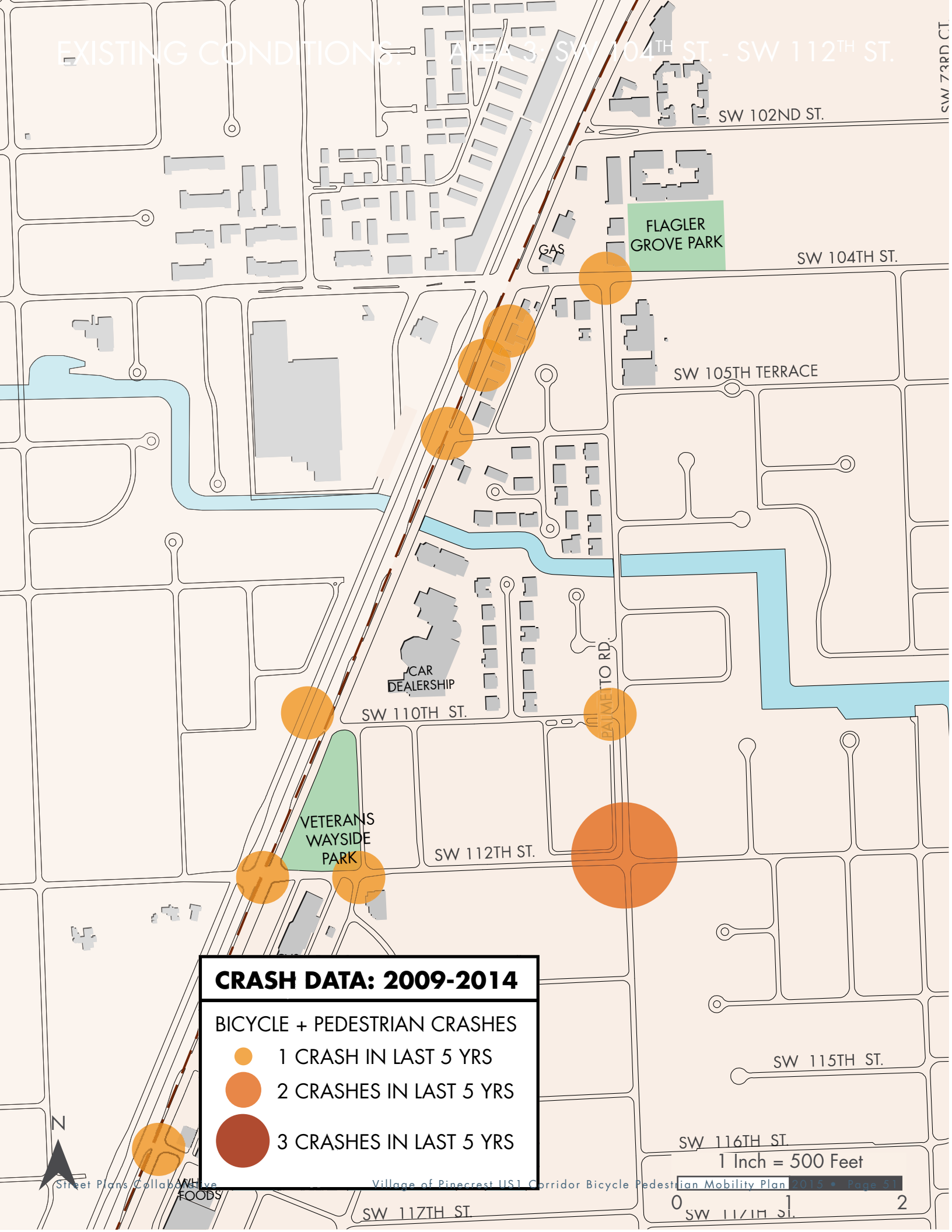
8. This is the view of Wayside Park as it appears from the South Dade Green way. The park appears lush and peaceful with a pleasant water feature that can be seen and heard from the opposite side of the park-way. The park should be inviting to the regional travelers and offer a refuge for a drink of water, a place to sit and perhaps buys some supplies or have a meal at the near by shopping center.

EXISTING CONDITIONS: AREA 3: SW 104TH ST. - SW 112TH ST.






EXISTING CONDITIONS:

AREA 3 SW 104TH ST. - SW 112TH ST.



CRASH DATA: 2009-2014

BICYCLE + PEDESTRIAN CRASHES

-  1 CRASH IN LAST 5 YRS
-  2 CRASHES IN LAST 5 YRS
-  3 CRASHES IN LAST 5 YRS

CAPITAL IMPROVEMENT PROJECTS

-- VILLAGE BOUNDARY LINE

VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

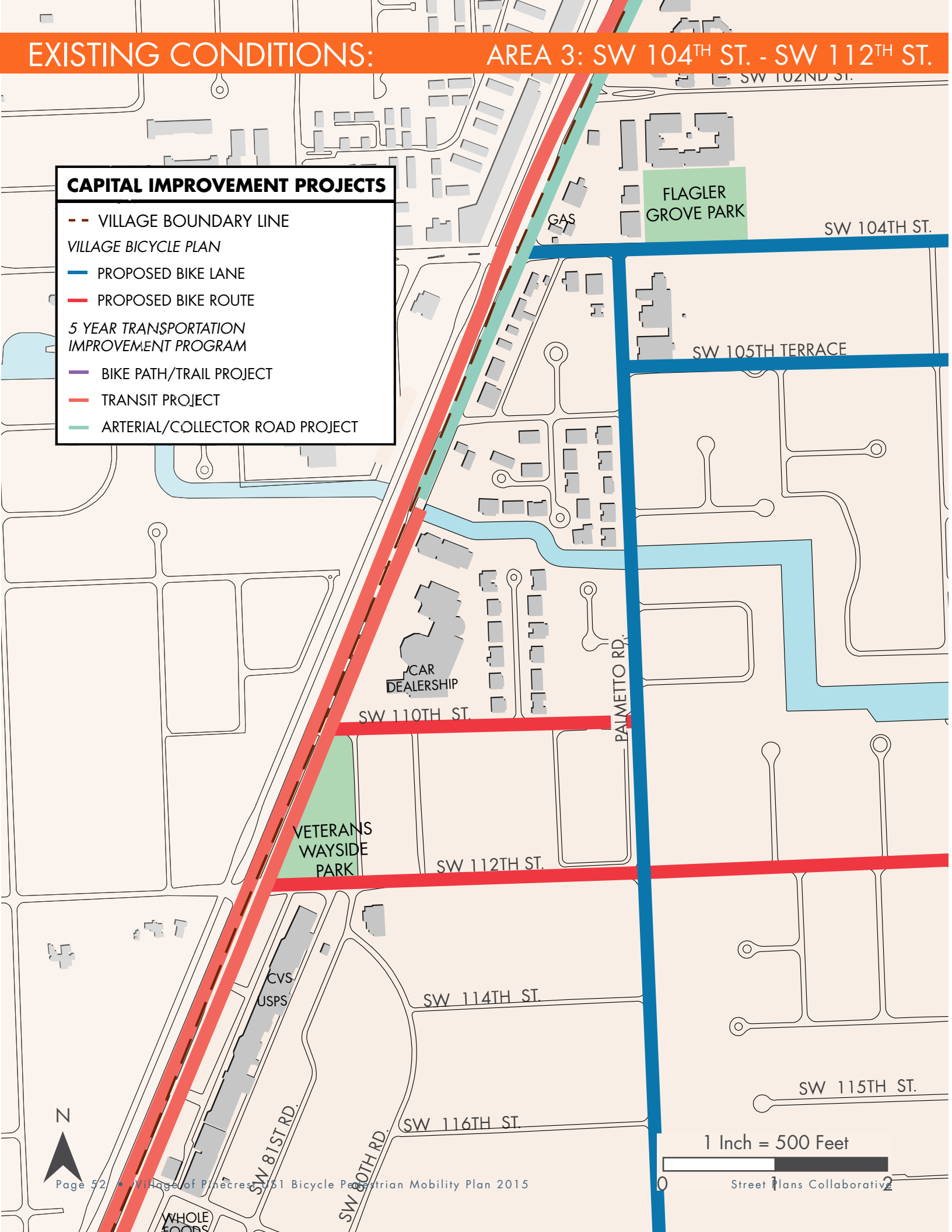
— PROPOSED BIKE ROUTE

5 YEAR TRANSPORTATION IMPROVEMENT PROGRAM

— BIKE PATH/TRAIL PROJECT

— TRANSIT PROJECT

— ARTERIAL/COLLECTOR ROAD PROJECT

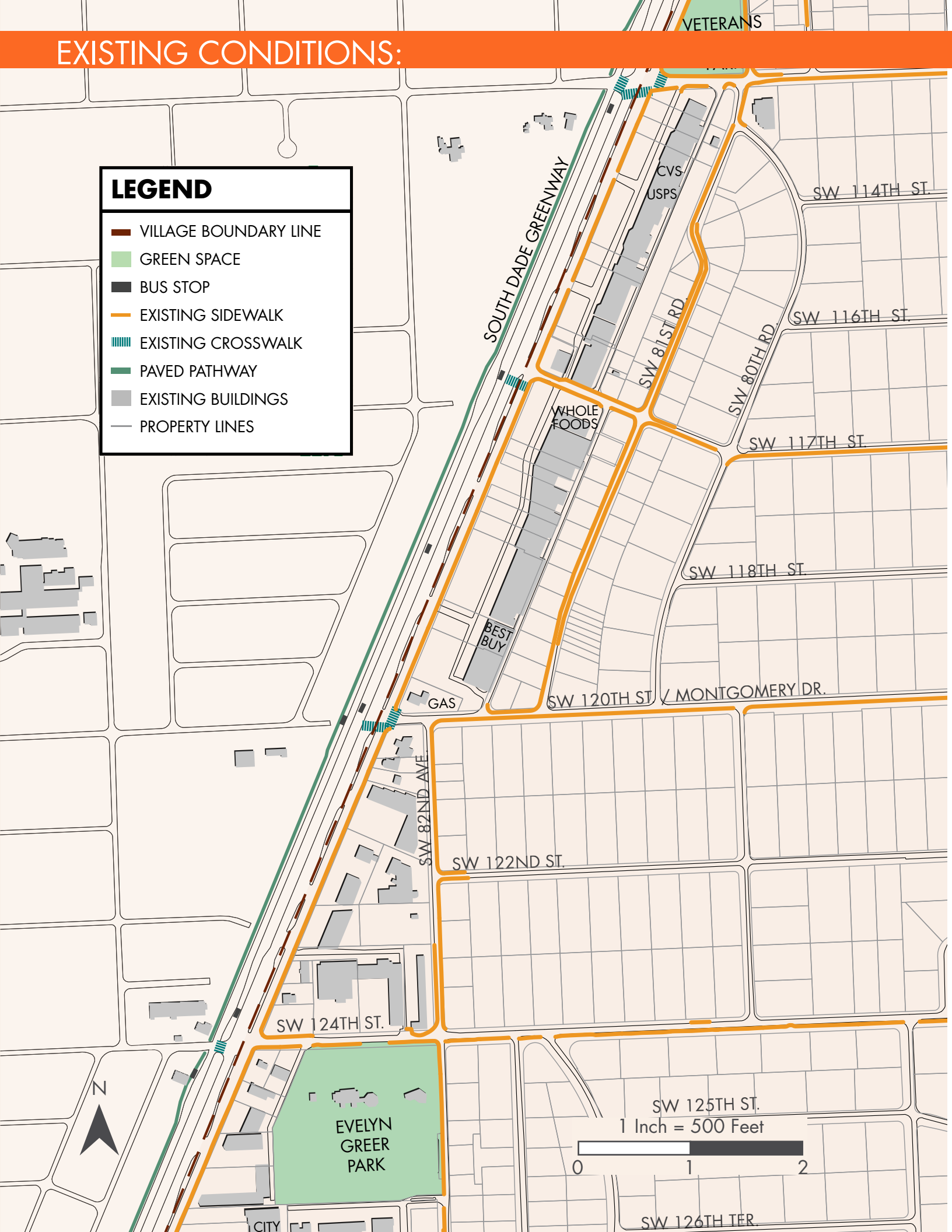


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EXISTING CONDITIONS:

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUS STOP
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- PAVED PATHWAY
- EXISTING BUILDINGS
- PROPERTY LINES



1. The parking lots at the Suniland shopping center lack pedestrian amenities. The shopping center driveway has a sidewalk, but it is narrow and only serves one side of the roadway.

2. The Suniland shopping center includes a cut through passageway, connecting rear lots to the US1-facing storefronts. The area also has a sidewalk behind the shopping center. However, not all pedestrian pathways are well-maintained.



1



2



2



2



3. The commercial driveways are designed exclusively to accommodate cars. This scenario discourages people from walking even short distances between destinations.

4. Parking lot crossings along the corridor should be highlighted to encourage slow speeds and pedestrian priority

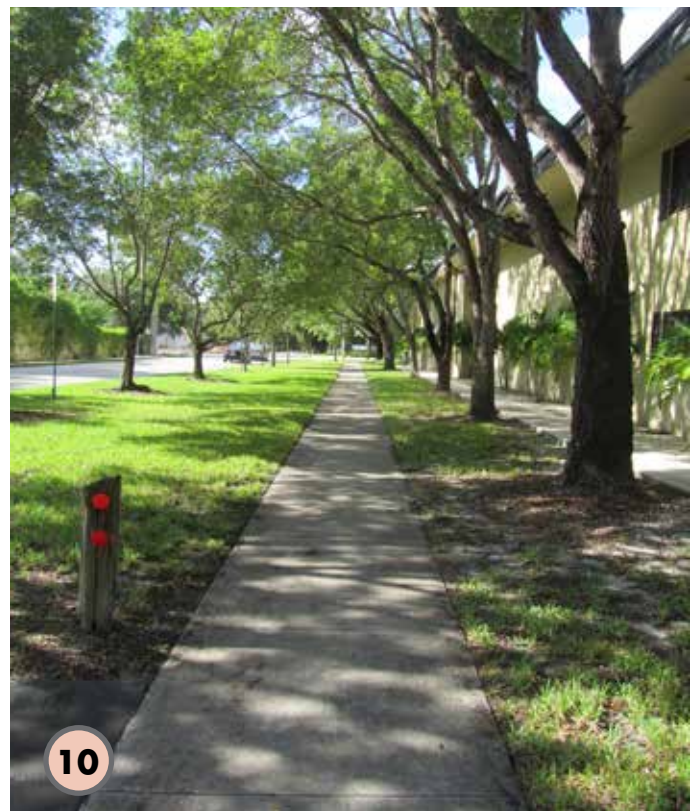
5. The sidewalk that begins on the corner of US1 and SW 124th street breaks down quickly. Focus on improving sidewalk conditions on SW 124th Street would enhance connections to Evelyn Greer Park and residential neighborhoods east of US1.



6. Existing conditions at the bus way station behind commercial locations around SW 117th Street in this area. While there are adequate sidewalks on the edges of the road, pedestrian crossings are spaced very far apart down monolithic blocks.

7. Cycling infrastructure is lacking in this area. Streets and parking lots lack designated bicycle pathways, and bicycle parking conditions are poor.

8. The Pinecrest People Mover runs two routes near US1 in this area, providing connections between locations within the Village and key destinations on US1.



9. Commercial driveways with no pedestrian or bicycle accommodations.

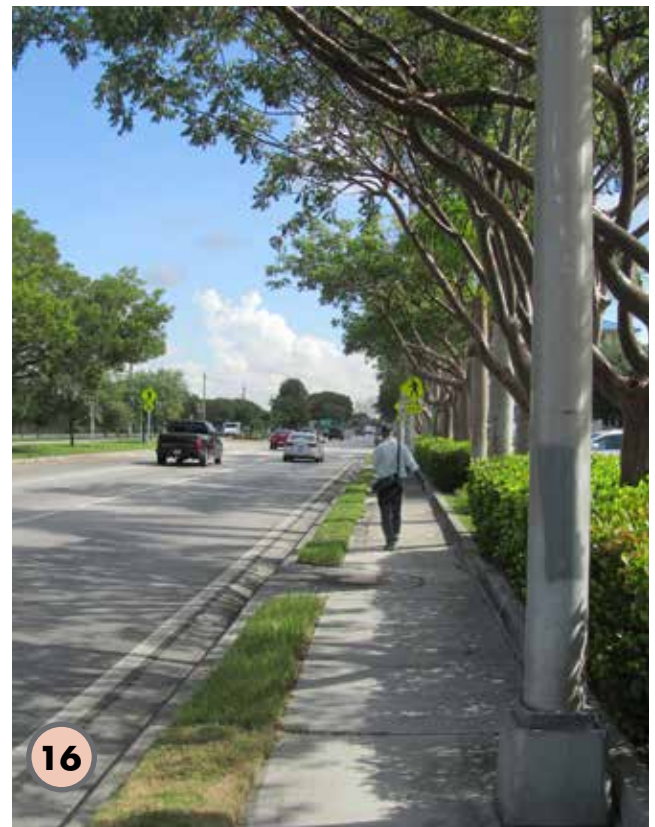
10. SW.82nd Avenue runs parallel to US1, one block behind commercial properties on the Parkway. The roadway has a well-maintained sidewalk running all along it. Strategic connections from commercial locations to this existing sidewalk could have a significant impact for connectivity.



11. In this parking lot near SW.124th street, a wall prevents pedestrians from moving between parking lots with a direct route.

12. Example of potential pedestrian pathways. Working to enhance these sites first can jump start connectivity improvements in this area.

13. Evelyn Greer Park is a major open space asset and pedestrian traffic generator in this area. The park is surrounded by well-maintained sidewalks. However, long, continuous fences on some sides of the park make access inefficient.



14. The Suniland walkways are wide and offer protection from the sun, but lack appropriate facilities for bicyclists.

15. While not all places are appropriate for multi-modal transport, some signage such as this, might send the wrong message to those who choose to travel using alternative transportation methods.

16. Current condition for someone walking on Pinecrest Parkway. To help promote the Village brand, the parkway should serve as opportunity to create a "Grand Boulevard" that is beautiful and is accommodating to all modes of transport.

17. The Suniland entrance currently is accommodating to only cars. Pedestrians have little protection and must walk alongside motor vehicles.



18. Similar to previous examples, the north end of US-1 @ SW 104 street intersection lacks a crosswalk.

19. Another example of sidewalks abruptly ending, leaving a pedestrian stranded. Consider how these quick drop offs affect a person with a limited physical mobility.

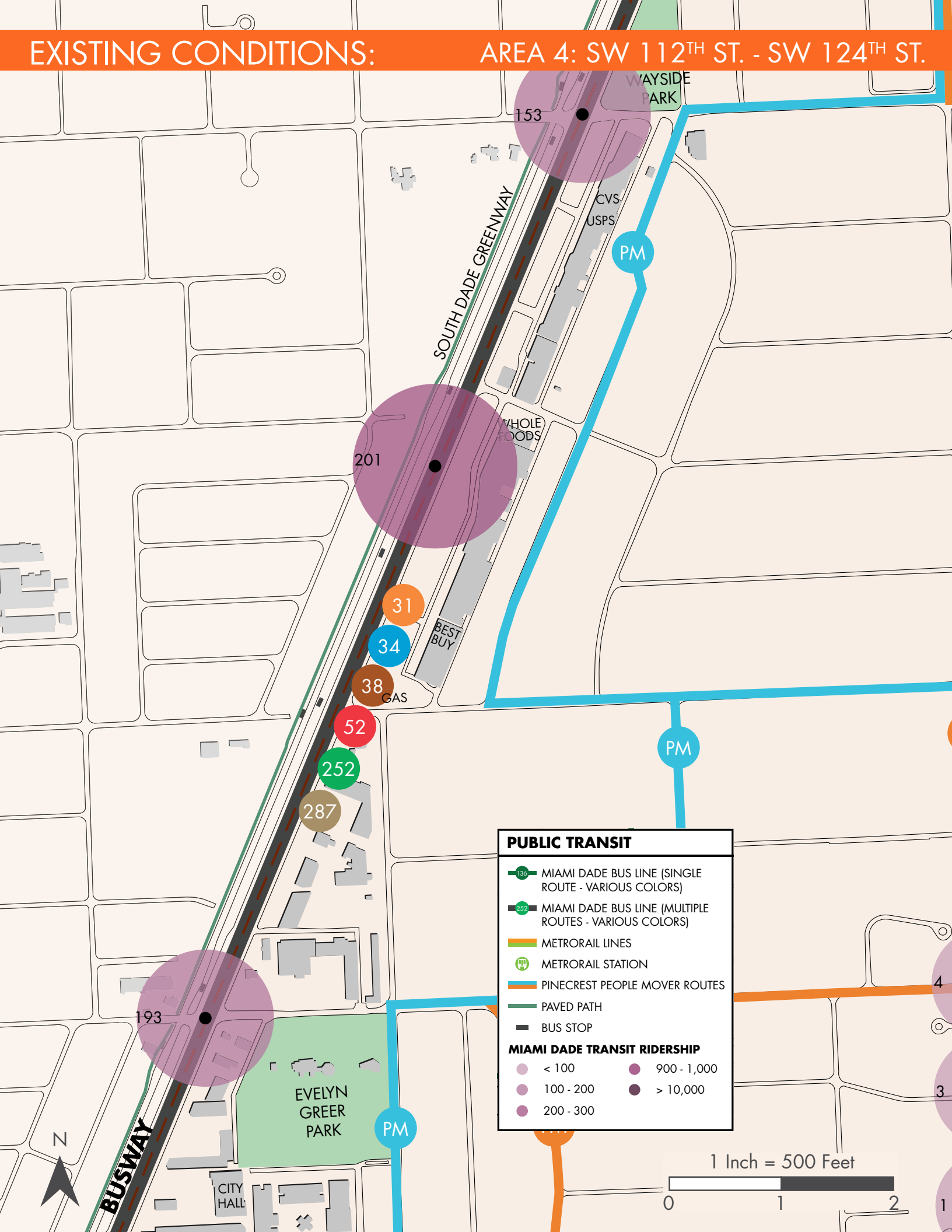
20. The South end of Veterans Wayside Park lacks connectivity with the Suniland shopping center. Crosswalks that connect the commercial centers to green open spaces should be encouraged.

21. The People Mover transit system currently utilizes signage, with little station/stop infrastructure such as seating, lighting or weather protection. Rather than acquiring standard transit furniture, Pinecrest could see this as an opportunity to add their distinctive brand and community image of the Village.



EXISTING CONDITIONS:

AREA 4: SW 112TH ST. - SW 124TH ST.



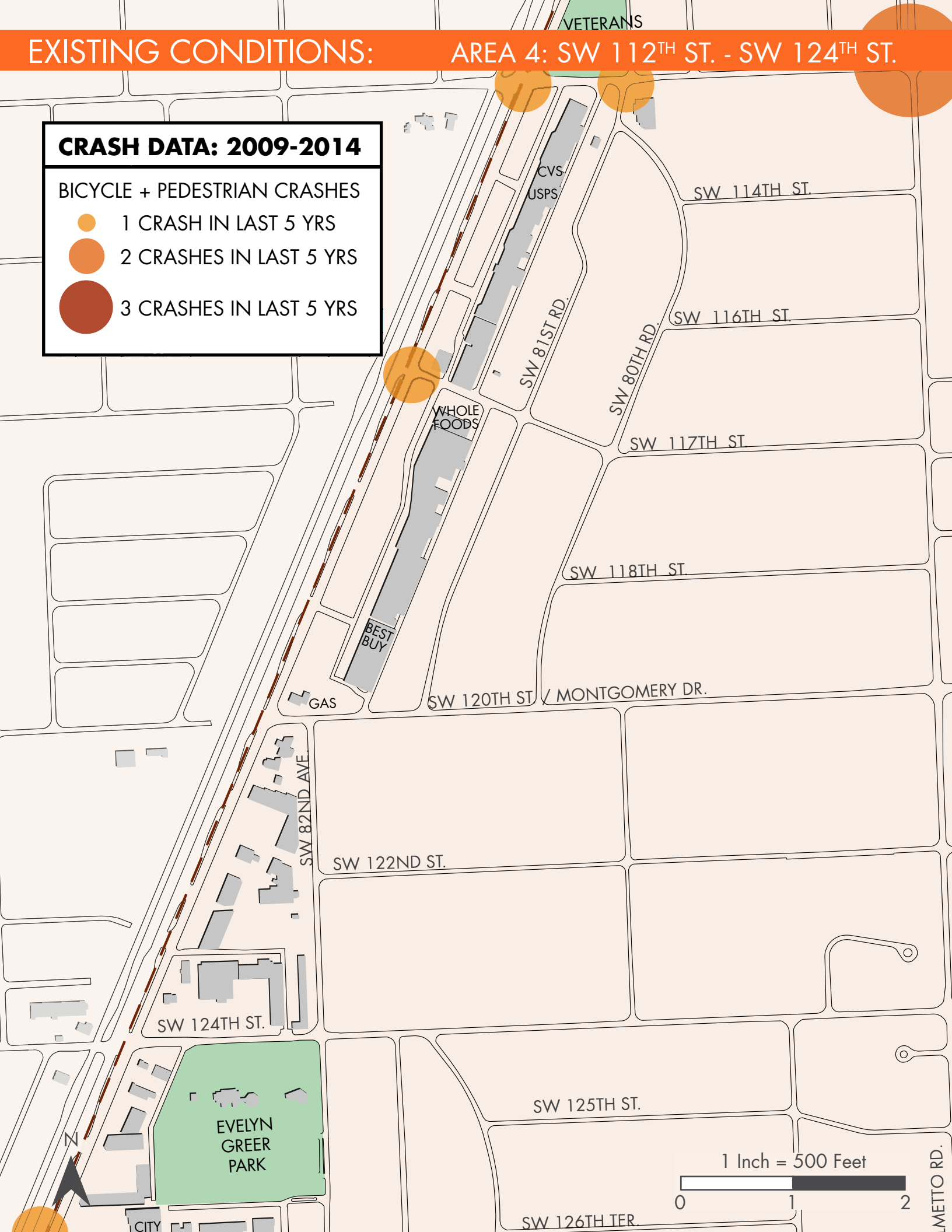
EXISTING CONDITIONS:

AREA 4: SW 112TH ST. - SW 124TH ST.

CRASH DATA: 2009-2014

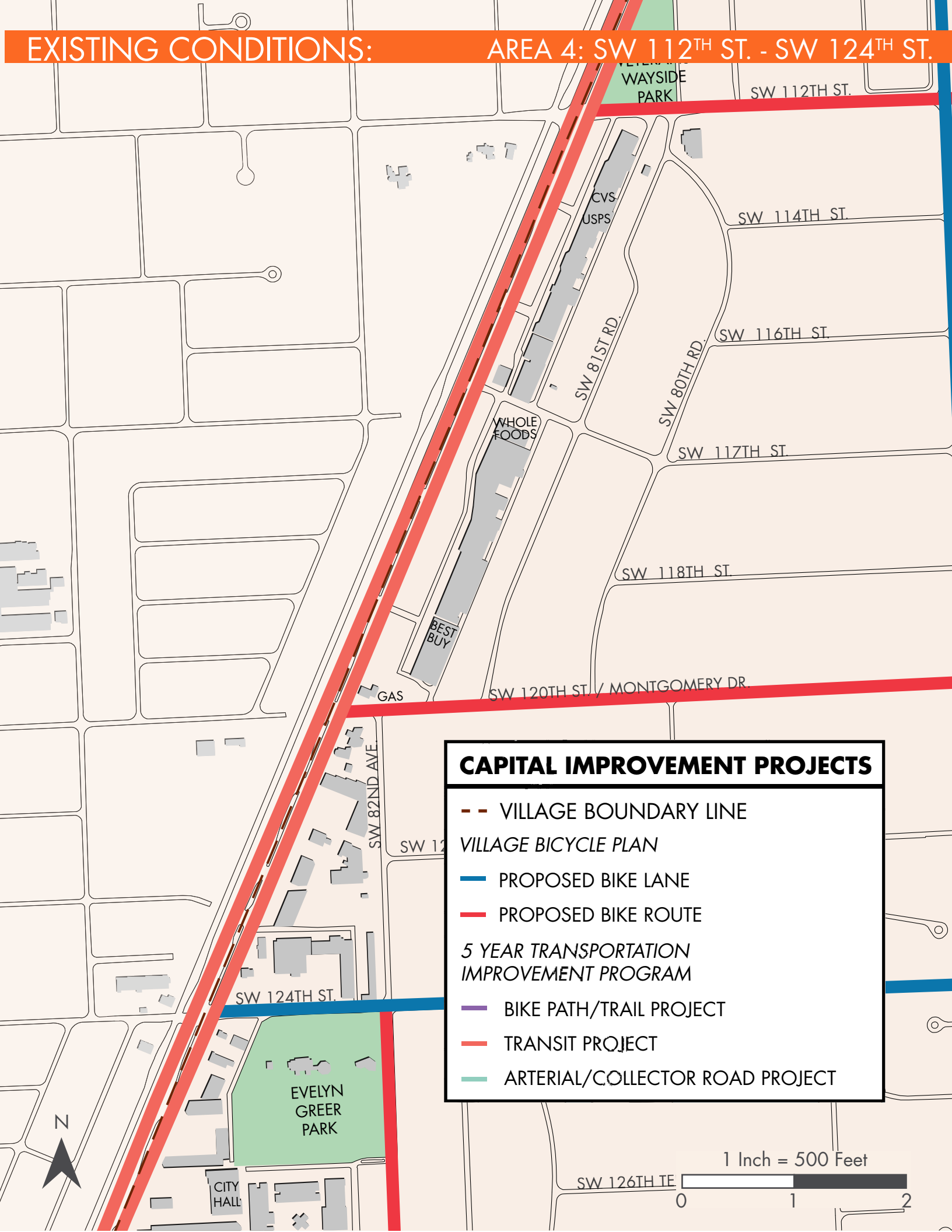
BICYCLE + PEDESTRIAN CRASHES

- 1 CRASH IN LAST 5 YRS
- 2 CRASHES IN LAST 5 YRS
- 3 CRASHES IN LAST 5 YRS



EXISTING CONDITIONS:

AREA 4: SW 112TH ST. - SW 124TH ST.



CAPITAL IMPROVEMENT PROJECTS

--- VILLAGE BOUNDARY LINE

VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

— PROPOSED BIKE ROUTE

5 YEAR TRANSPORTATION
IMPROVEMENT PROGRAM

— BIKE PATH/TRAIL PROJECT

— TRANSIT PROJECT

— ARTERIAL/COLLECTOR ROAD PROJECT

1 Inch = 500 Feet

SW 126TH ST

0

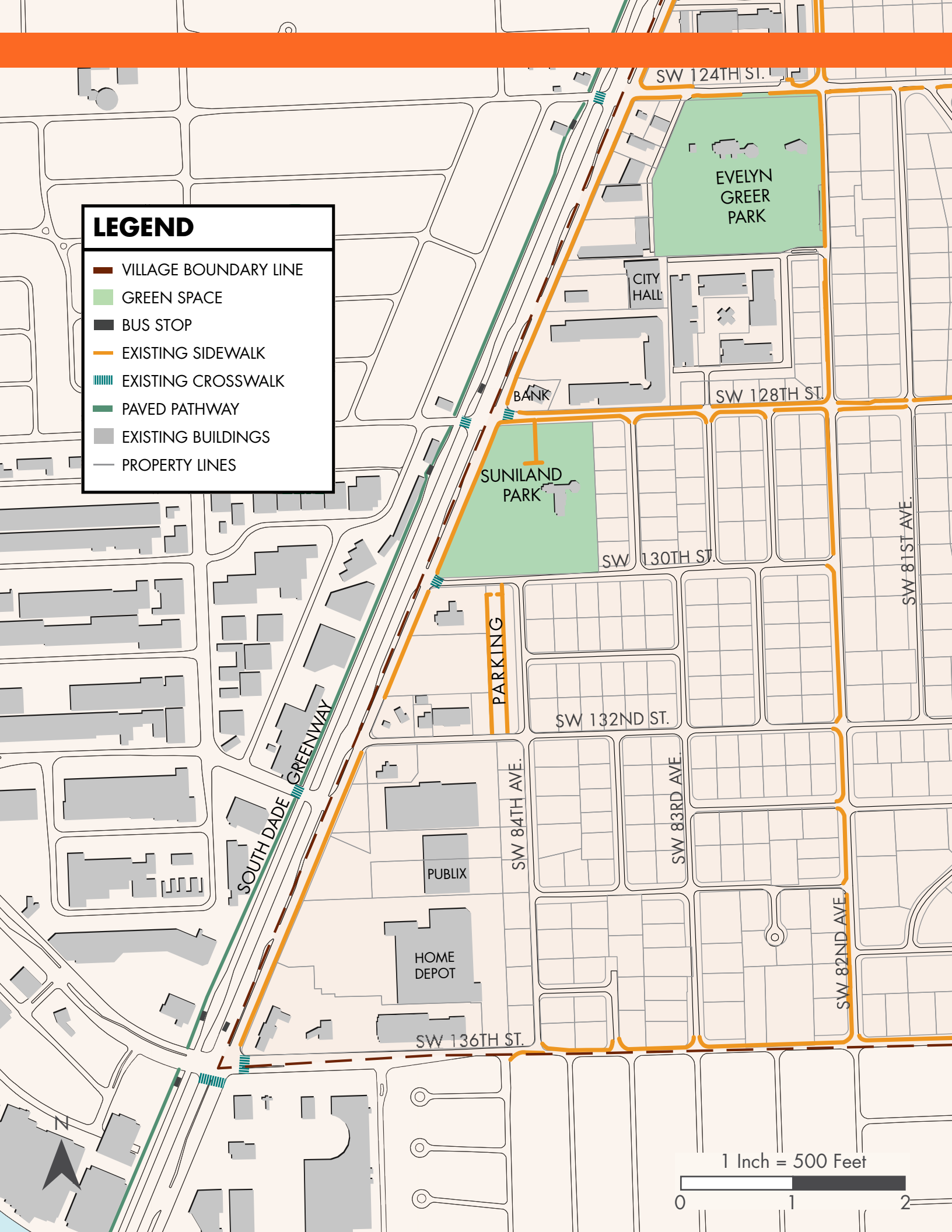
1

2

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LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUS STOP
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- PAVED PATHWAY
- EXISTING BUILDINGS
- PROPERTY LINES



1 Inch = 500 Feet



1. The commercial areas along Pinecrest Parkway include a number of successful pedestrian accommodations. Sidewalks and zebra-striped crosswalks within parking lots in this area are an asset. The nearby sidewalk along US1 is well-maintained.

2. Shopping center crosswalks can be extended to increase connectivity to parking lots and nearby streets.





3. The areas behind these shopping centers lack pedestrian or bicycle infrastructure. Potential connections are blocked by walls or shrubs.

4. Near the Municipal Center, US1 has well-maintained sidewalks.

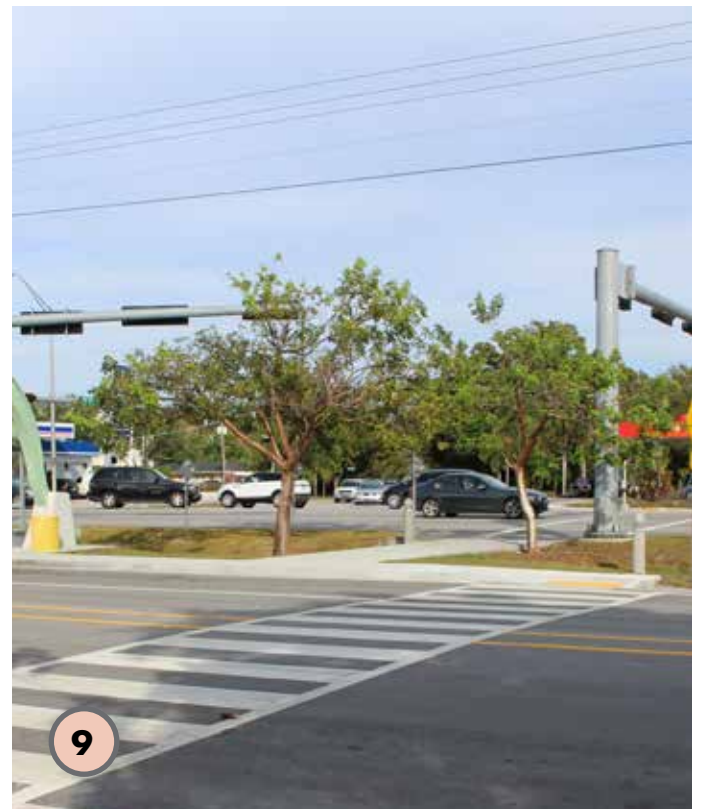
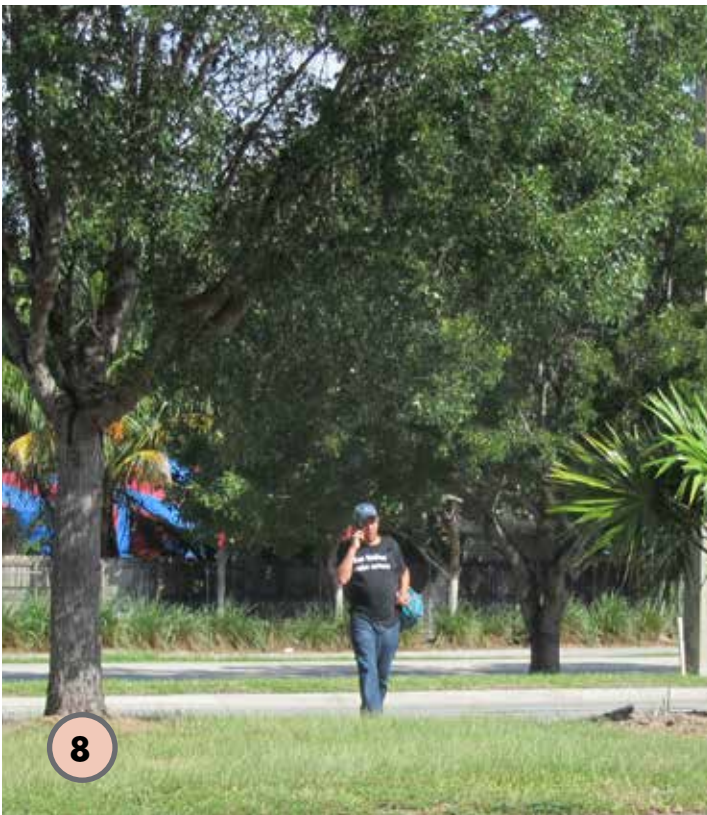
However, mobility across US1 to the bus way is poor. With long blocks and few crosswalks, pedestrians cross mid-block, contending with fast moving traffic. Widening the narrow sidewalk into a shared use commuter path would offer far more protection to current pedestrian and bicyclists while also encouraging many more to consider the multimodal transportation.



5. Sidewalks on SW 128th are adequate, but they do not directly connect to shopping centers for pedestrians approaching from the east of US1. To take full advantage of the sidewalks, better connections must be made in the parking lots on the rear side of commercial buildings in this area.

6. Sidewalks on SW 128th approaching US1 are in good condition but the quality of the pedestrian realm declines at the intersection. Despite nearby transit connections, the intersection lacks safe, high-visibility crosswalks.

7. Existing landscaping design blocks potential pedestrian pathways and reduces connectivity.



8. The bus stop at SW 124th Street provides transit connections in this area. Convenient and direct pedestrian connections do not exist across US1, and people frequently cross in the middle of the block without a crosswalk.

9. This crosswalk along the bus way stop @ SW 120th street provides some of the best pedestrian amenities found along the study area. However, The crosswalk is zebra-striped on the bus way only and not US1.



10. Another example of narrow sidewalks adjacent to US-1. Two people heading in opposite directions along this stretch of sidewalk would be moving dangerously close to traffic when passing each other.

11. The Village of Pinecrest Town center could use enhancements at the entrance ways to be more conducive to those traveling by foot or bike. The Town center is an opportunity to demonstrate the new brand of Pinecrest Parkway that wants to evoke safe and convenient multi-modal travel.

12. The back-end of Area 5 commercial zones presents a challenge in how to smoothly transition between the adjacent neighborhood. It seems as if some bicyclists use the back of Home Depot as a shortcut. This weathered piece of plywood has been used as a ramp to allow bikes to easily cut through the large swale.

EXISTING CONDITIONS: AREA 5: SW 124TH ST. - SW 136TH ST.



13. This US1 intersection offers only the minimal standards for pedestrian and bicycle safety. Similar to other intersections, no access is provided on the north end of the intersection, even though the bus station is in that direction.

14. This People Mover stop has the potential to have a more appealing look that promotes the Village brand. Stops near the US1 corridor should come standard with a trash receptacle, lighting, seating and shelter from rain/sun

15. Bike rack locations should be incorporated with other pedestrian furnishings that distinguish the area as a destination or meeting point. Bike racks such as this, left by themselves, away from people activity does not convey safety. Consider higher traffic areas that keep eyes on the bike through out the day. Other near by fixtures can include lighting, a bike repair station and seating. Finally signage leading people to the plaza space should be situated in the nearby area.

EXISTING CONDITIONS:

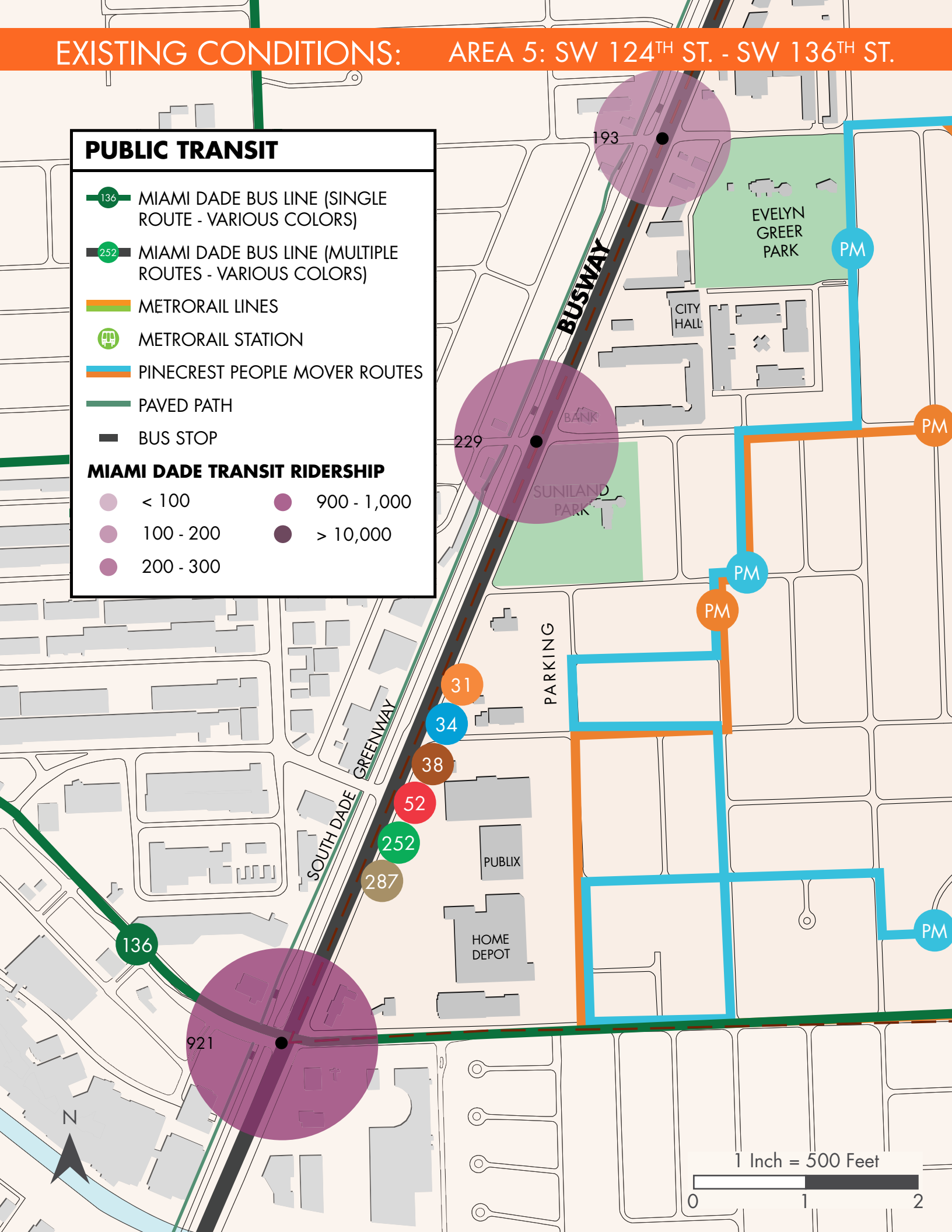
AREA 5: SW 124TH ST. - SW 136TH ST.

PUBLIC TRANSIT

- 136 MIAMI DADE BUS LINE (SINGLE ROUTE - VARIOUS COLORS)
- 252 MIAMI DADE BUS LINE (MULTIPLE ROUTES - VARIOUS COLORS)
- METRORAIL LINES
- METRORAIL STATION
- PINECREST PEOPLE MOVER ROUTES
- PAVED PATH
- BUS STOP

MIAMI DADE TRANSIT RIDERSHIP

- | | |
|-----------|-------------|
| < 100 | 900 - 1,000 |
| 100 - 200 | > 10,000 |
| 200 - 300 | |

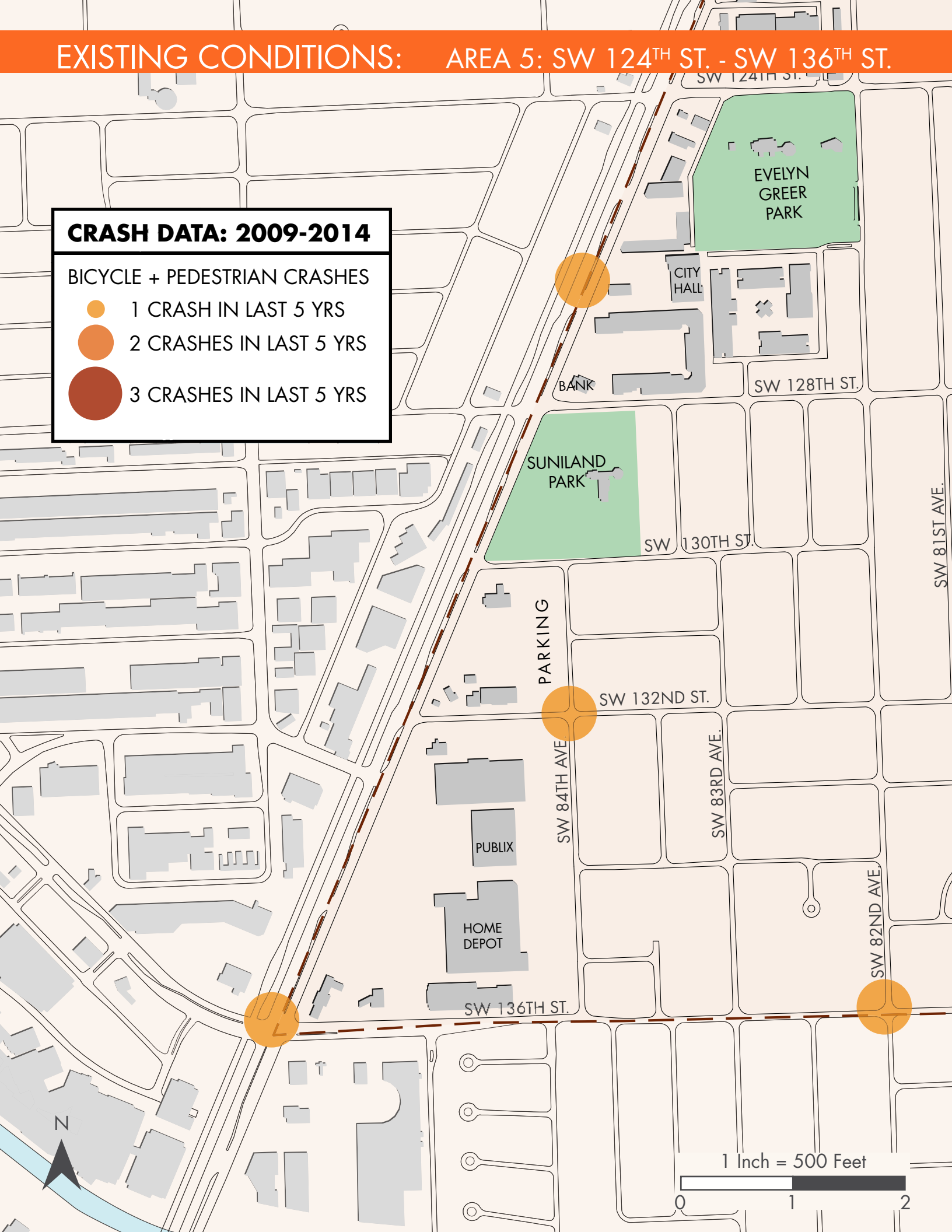


EXISTING CONDITIONS: AREA 5: SW 124TH ST. - SW 136TH ST.

CRASH DATA: 2009-2014

BICYCLE + PEDESTRIAN CRASHES

- 1 CRASH IN LAST 5 YRS
- 2 CRASHES IN LAST 5 YRS
- 3 CRASHES IN LAST 5 YRS



EXISTING CONDITIONS: AREA 5: SW 124TH ST. - SW 136TH ST.

CAPITAL IMPROVEMENT PROJECTS

-- VILLAGE BOUNDARY LINE

VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

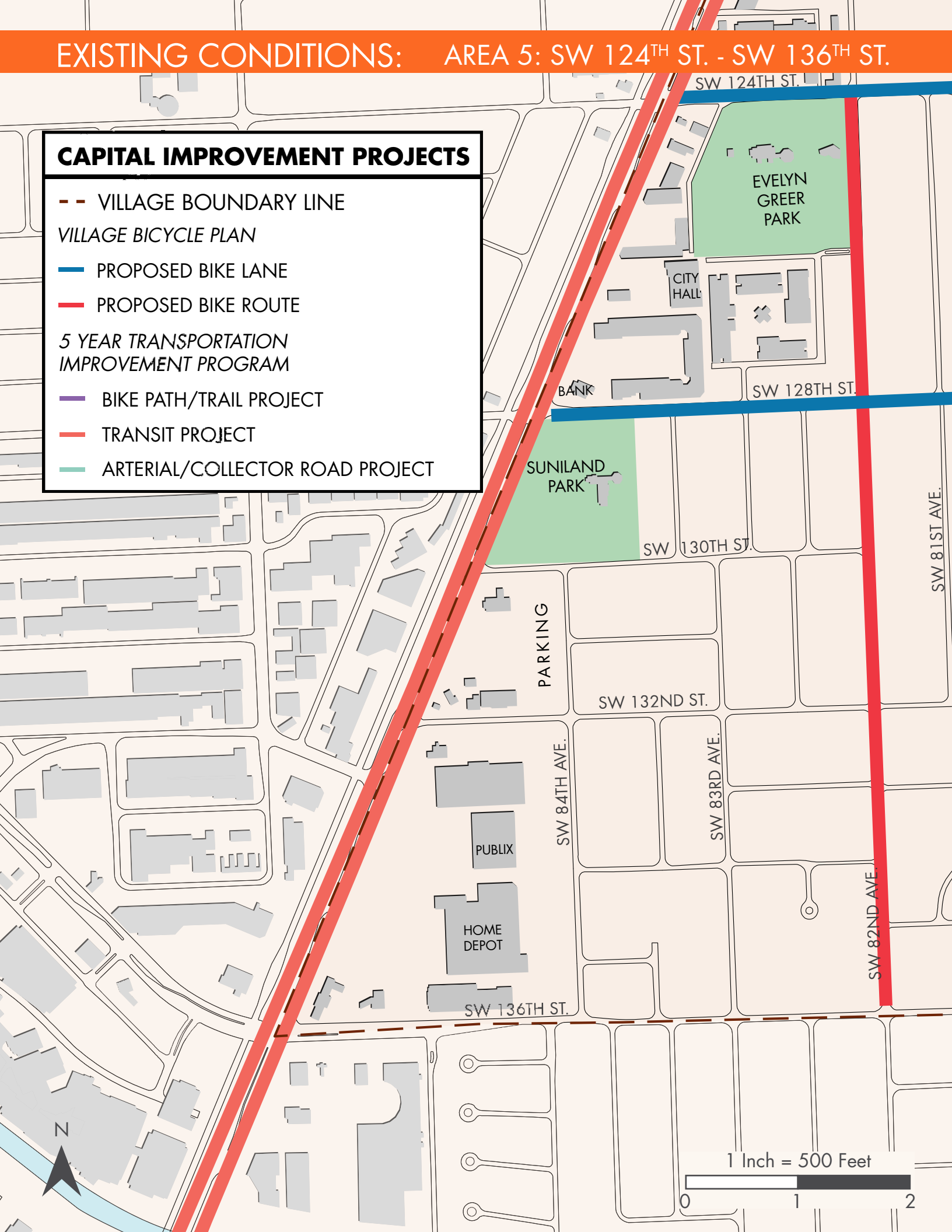
— PROPOSED BIKE ROUTE

*5 YEAR TRANSPORTATION
IMPROVEMENT PROGRAM*

— BIKE PATH/TRAIL PROJECT

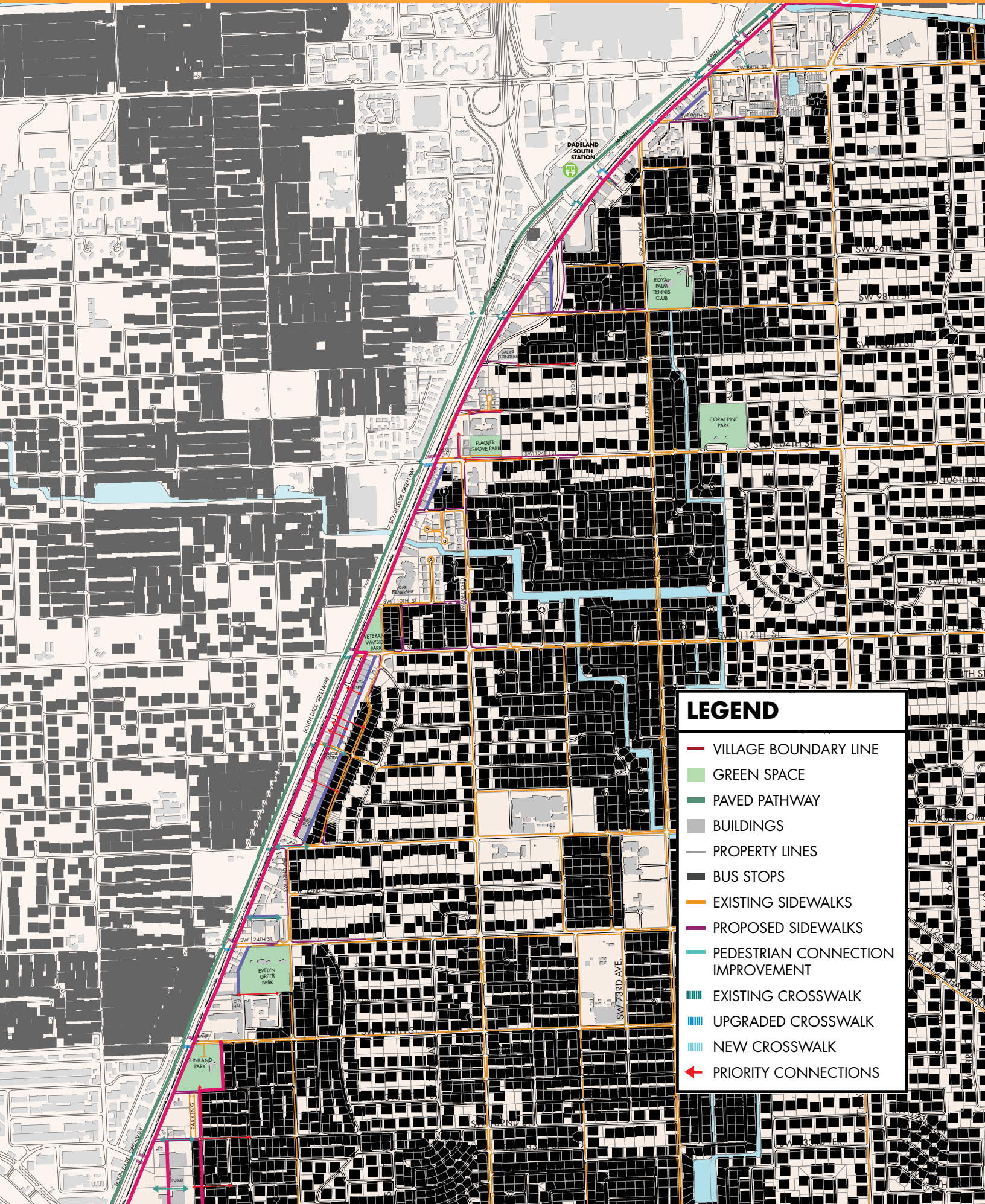
— TRANSIT PROJECT

— ARTERIAL/COLLECTOR ROAD PROJECT





RECOMMENDATIONS





Villagewide

The challenge of improving pedestrian and bicycle connectivity along US1 is as much an infrastructure issue as it is building form and land development issue. Sidewalks, crosswalks, and bike facilities are half of the solution, while improved frontage conditions and transition spaces are the other half.

The work produced by the research team on the literature review, data collection, community outreach and handlebar survey, resulted in recommendations in four broad categories:

PEDESTRIAN IMPROVEMENTS

BICYCLE IMPROVEMENTS

FRONTAGE IMPROVEMENTS

TRANSITION SPACES

In the pages that follow, we detail these recommendations, including specific locations for improvements and dimensions, both at the Village-wide scale, and at the block-by-block level.

The northernmost part of the corridor (in Areas 1 and 2) account for the majority of the residential density and transit use in the Village, in addition to being major bicycle and pedestrian generators. This plan prioritizes safe and easy access, and ensures regional connectivity to locations beyond the Village limits. For the purposes of this study, we limited the focus of improvements to those areas within the Village at a distance of between 1/4 - 1/2 mile from US1, or the typical distance a person will walk, equal to a 5 - 10 minute walk.

One of the Village of Pinecrest's best assets is a 3/4 mile segment of the M-Path and 3 mile segment of the South Dade Green way that runs along the outer edge of the Village. These shared-use paths are regional connectors, and are utilized by recreational runners and bicyclists. In addition, planned trails at Snapper Creek and Ludlam Trail will also help make an important regional connections at Dadeland North. Connecting to Downtown Kendall's transit nodes are a high priority for this Mobility Plan.



Pedestrian
scaled lighting

Pervious Pavers

Wide path

Add shade trees
and landscape
strip

RECOMMENDATIONS:



This location approaching the SR 826 on-ramp lacks a basic sidewalk. A proposed shared path, as illustrated in the adjacent page, is a life safety improvement that should not be delayed.

PEDESTRIAN IMPROVEMENTS

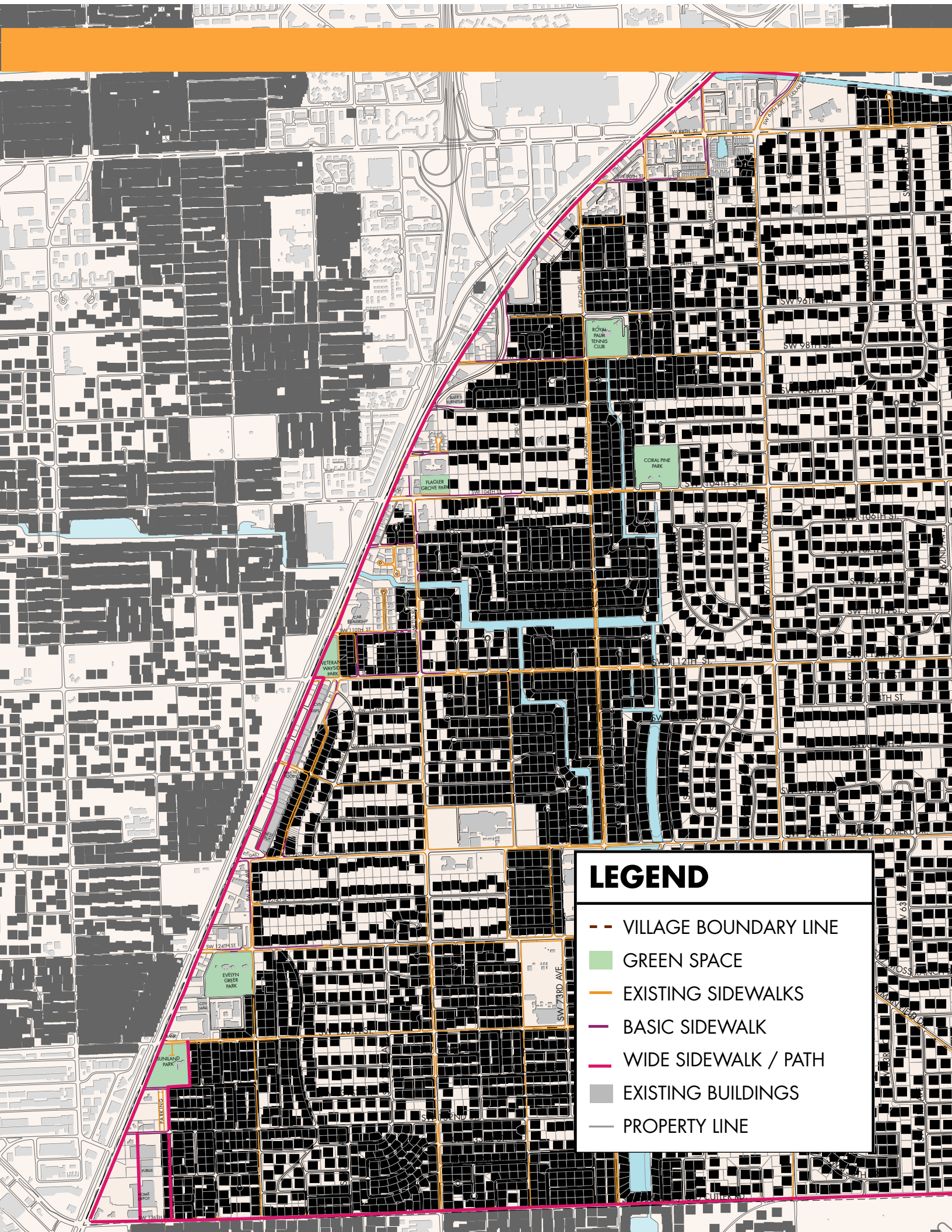
In the hierarchy of transportation planning and design, the pedestrian is at the top. Improvements to pedestrian infrastructure are meant to respond to both the existing population of residents and visitors to the Village of Pinecrest who walk, either for recreation or as a form of transportation, and to help increase the number of people of walk within the Village, and to US1. Pedestrian improvements for the Pinecrest Parkway Corridor have been identified as follows:

1. **WIDEN SIDEWALK & LANDSCAPE STRIP ALONG US1, ADD SHADE TREES.**
2. **ENSURE SIDEWALKS GO AROUND ALL ADJACENT BLOCKS.**
3. **11 NEW CROSSWALKS ACROSS US-1.**
4. **UNIFY COMMERCIAL FRONTAGE WITH WALKWAYS.**
5. **ADD NEW CROSS-BLOCK CONNECTIONS.**

**11
NEW CROSSWALKS**

**4.8 miles
NEW SIDEWALK
AROUND ADJACENT
BLOCKS**

**6.2 miles
WIDENED
SIDEWALK ,
SHADE TREES
AND LANDSCAPE**



LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- EXISTING SIDEWALKS
- BASIC SIDEWALK
- WIDE SIDEWALK / PATH
- EXISTING BUILDINGS
- PROPERTY LINE



Access to safe and comfortable sidewalks is an important part of walkability. The map on page 82 shows the locations that currently have sidewalks, locations where basic sidewalk facilities are recommended, and locations where wide sidewalks are recommended. The analysis found 4.08 miles of basic sidewalks are missing from commercial areas or from streets leading up to commercial areas, and 6.2 miles of wide sidewalks.

Block level views of these recommendations are found in pages 118-127.

The wide sidewalk, or shared path, is shown in the map running parallel to US1. At times the path travels through the middle or rear of properties, where space is available and as timing and opportunity permit.

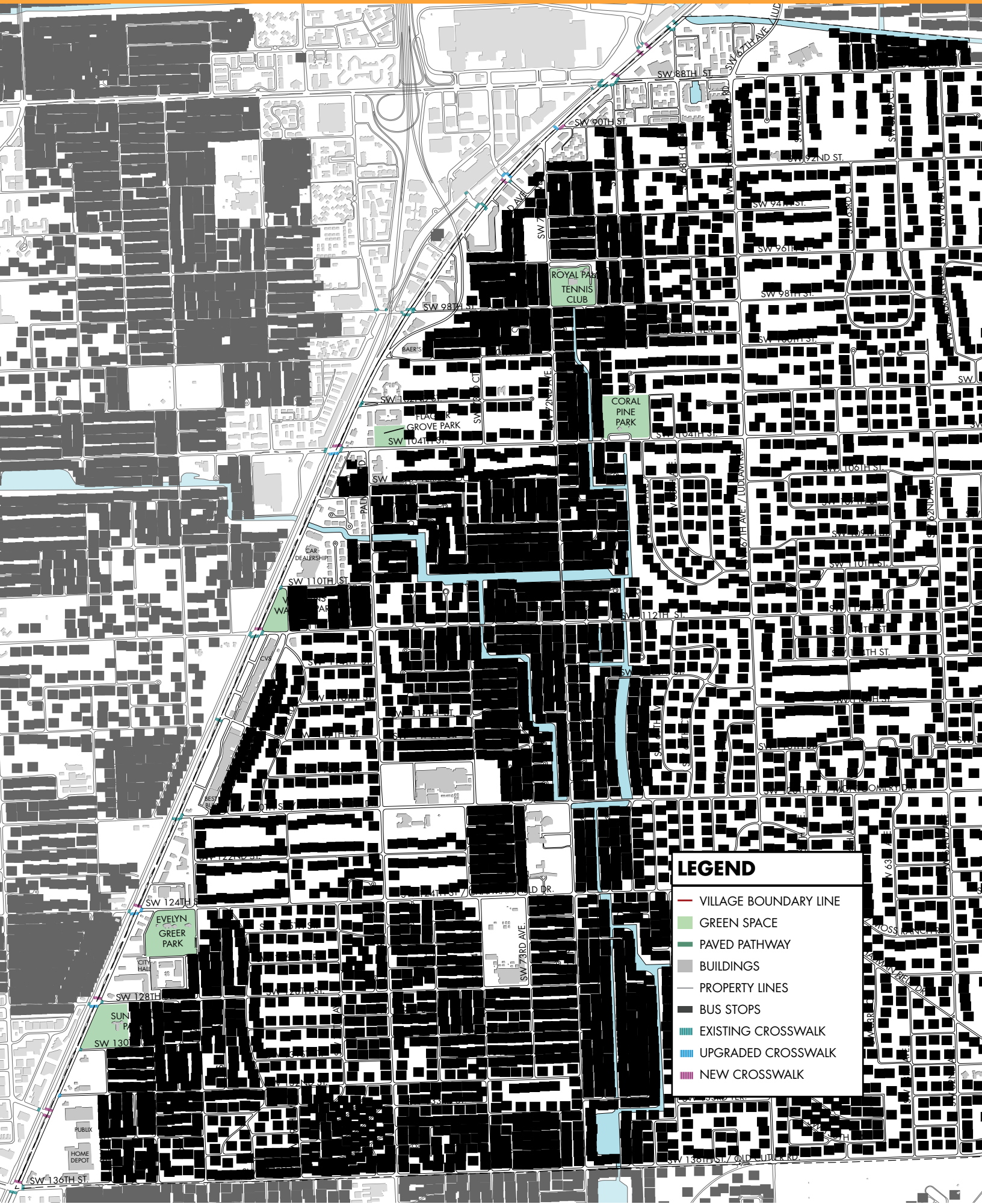
For shallow properties, where placing the path within the lot is not physically possible, the path is located adjacent to US1 and includes a generous landscape buffer and wide dimension.

For medium and large properties, the path will run within the lot, along with a new main street condition.

Standard recommendations for pedestrian improvements include:

- Locations adjacent to commercial or multifamily buildings should have complete sidewalks with a width of 5' -10'.
- Where possible, consolidate driveways to minimize curb cuts.
- Keep curb radii to a minimum at commercial intersections and in transition zones to allow for safer pedestrian crossings.
- Plant shade trees that are a minimum caliper of 2", and shall be no closer than 1.5' from the face of the outside curb, per FDOT Plans Preparation Manual, Page 21-8, Table 21-4.

*<http://www.dot.state.fl.us/rddesign/PPMManual/2012/Volume1/Chap21.pdf>



RECOMMENDATIONS: PEDESTRIAN IMPROVEMENTS: CROSSWALKS



The map on page 86 shows existing crosswalk locations, as well as recommended crosswalk locations. This analysis found that 11 new crosswalks are missing both from side streets perpendicular to US1 and across US1.

In addition, to new crosswalks, block level maps show areas with existing crosswalks that should be enhanced beyond their current conditions.

Block level views of these recommendations are found in pages 118-127.

RECOMMENDATIONS: PEDESTRIAN IMPROVEMENTS: SHARED PATH



Having a shared path on the east side of the Pinecrest Parkway will help improve pedestrian and bicycle safety and facilitate connectivity for commuters coming from within the Village. For most Pinecrest residents who don't need to cross US1, but want to travel by foot or bike to the commercial uses on the corridor, a wide, tree lined path would be a welcomed improvement. In addition, it will encourage recreational physical activity within the Village and adjacent neighborhoods. As indicated on the map on page 84, there are locations where this path will be directly adjacent to US1, and other times when it runs parallel to the parkway within the mall frontage. See sections on pages 102-109.

RECOMMENDATIONS: PEDESTRIAN IMPROVEMENTS: CROSS BLOCK



Facilitating safe and convenient travel from the residential neighborhoods to the east of Pinecrest Parkway, to commercial businesses along US1 to the west is a primary goal of this plan. Activating existing spaces, and making them pleasant and attractive is something that can be done in the short term.

Short Term: Improve cross block transition spaces with pavers, lighting, and landscaping. Encourage strategic permeability, focusing on those areas adjacent to transit and higher densities.

Cross block locations should be viewed as opportunities to provide open space consistent with the Village brand.

Potential locations to improve include:

- @ SW 60 Avenue (b/n SW 121 and SW 122 Street)
- SW 130th street to Suniland Park back entrance (Potentially connects to Residential on SW 84 Ave)
- SW 122 street and SW 82 Ave
- Pedestrian access points along the north and south side of the Dixie Belle Shops (12035 South Dixie Highway and 82 Ave)
- Montgomery Drive and 8125 SW 120th Street
- Near SW 81 Street and SW 80 Road
- SW 117 Street and SW 81 Road



BICYCLE NETWORK

--- VILLAGE BOUNDARY LINE

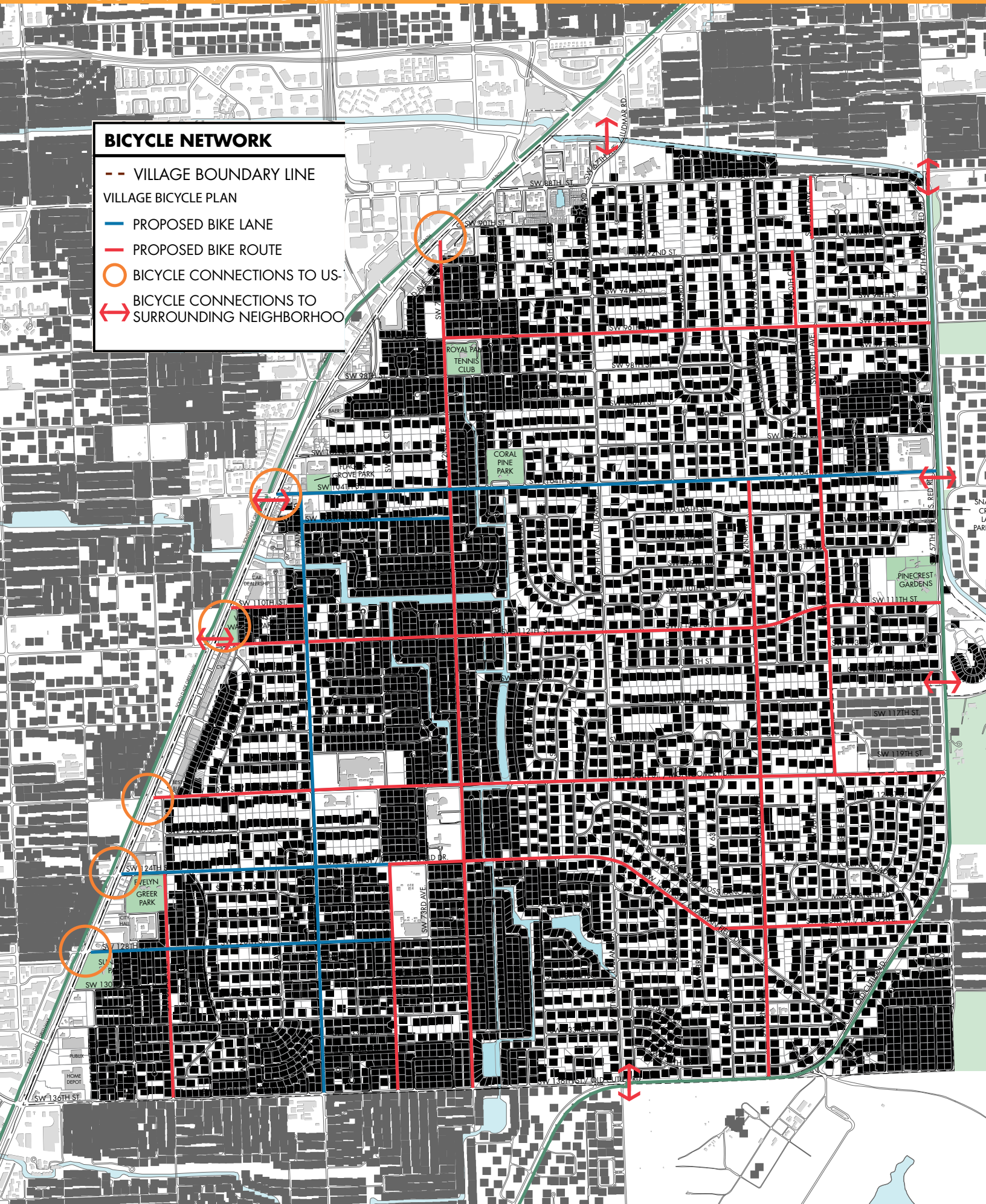
VILLAGE BICYCLE PLAN

— PROPOSED BIKE LANE

— PROPOSED BIKE ROUTE

○ BICYCLE CONNECTIONS TO US

↔ BICYCLE CONNECTIONS TO SURROUNDING NEIGHBORHOOD



The project team looked at local and regional bicycle connections to the US1 corridor, and how to strengthen bicycle travel along the corridor in the following categories:

- Regional Connections
- Bicycle Signage
- Bicycle Parking
- Bicycle Amenities
- Bicycle Crossings
- Bicycle Policy

The plan encourages strengthening existing bicycle programs, such as Pinecrest Bike Day (1), and suggests looking for locations on US1 to hold similar community events, either in parks or in parking lots.

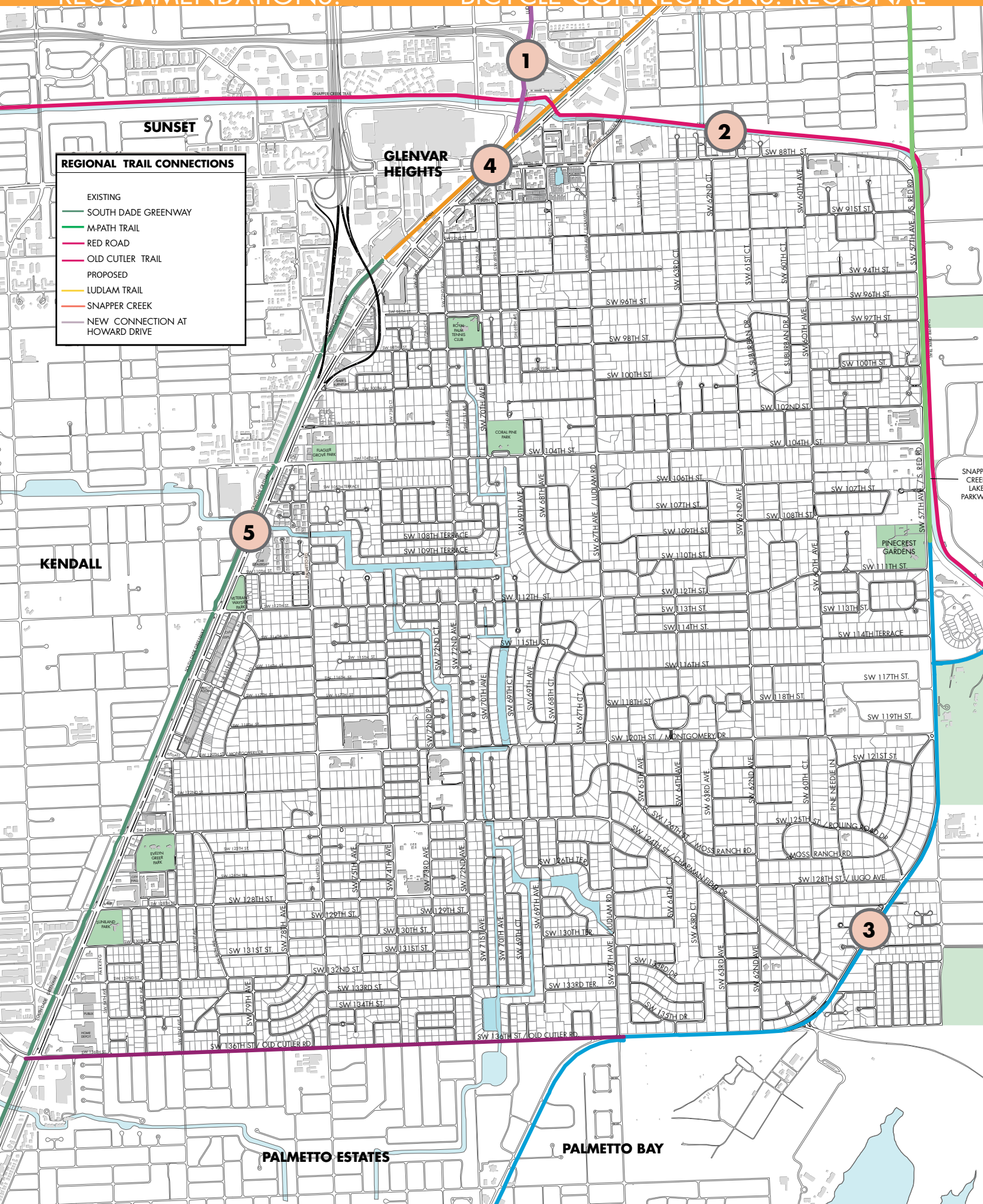
When reviewing the Village bike plan the project team found bike lanes or bike routes on most major streets. The plan does not indicate what type of bike routes are envisioned, but at a minimum, bicycle crossings (2) should be considered for these major connections across US1 to reach the South Dade Greenway and M-Path:

- @ SW 70 Avenue
- @ SW 120 Street
- @ SW 136 Street



RECOMMENDATIONS:

BICYCLE CONNECTIONS: REGIONAL



REGIONAL TRAIL CONNECTIONS

EXISTING

- SOUTH DADE GREENWAY
- M-PATH TRAIL
- RED ROAD
- OLD CUTLER TRAIL
- PROPOSED
- LUDLAM TRAIL
- SNAPPER CREEK
- NEW CONNECTION AT HOWARD DRIVE

PALMETTO ESTATES

PALMETTO BAY

Analyzing bike access along the US1 Corridor from a regional perspective reveals a growing inventory of existing and currently proposed off-road paths that will directly benefit the Village.

The Village stands poised to benefit from the proposed Ludlam Trail and Snapper Creek Trail. The Ludlam Trail is moving toward implementation within three years, while the Snapper Creek Trail is dormant and requires advocacy to get it moving. The Village should see implementation of these two previously proposed trails as a priority and work to assist in their completion.

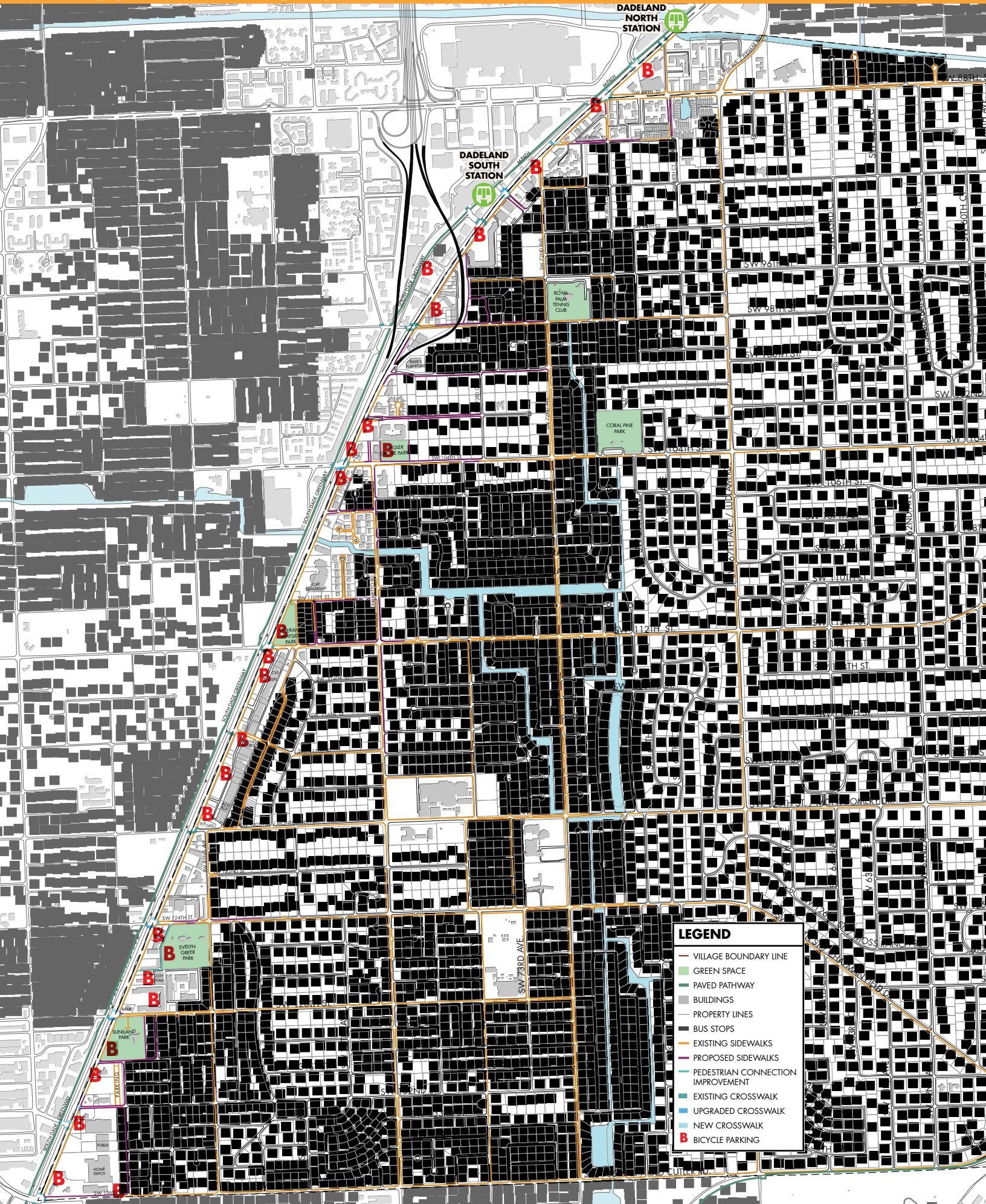
The M-Path, South-Dade Greenway, Red Road Path, and Old Cutler Trail are all existing facilities that benefit the Village. Strengthening the advocacy behind these, especially the South Dade Greenway, would benefit the Village.

Taken together these projects almost form a loop around the city. This plan proposes to close the loop along SW 136 Avenue, Howard Drive, with a shared path that would connect the Old Cutler Trail with the South Dade Greenway.



RECOMMENDATIONS:

BICYCLE PARKING





Bike parking should be available at key commercial centers along US1. Locations with more intense transit access and use and urban land uses, primarily in the north of the city, merit special attention with regard to bike parking and storage.

Bike parking areas should be covered and may integrate additional amenities like repair and air stations either with the parking facility or in close proximity.

Offering bicycle parking that is aesthetically, convenient and safe, serves as an incentive to ride around the Village for pleasure or to run small errands that would otherwise require a car trip.

Bike lockers encourage short trips to transit stations where people can leave their bikes stored for the day, while smaller alternatives exist for business areas.



Installing bike signage to/from the Parkway will be an important part of facilitating connections from the Village interior to the US1 corridor. This signage does more than inform bicyclists, it also informs drivers that this is a bike friendly zone of activity. Continuously educating, enforcing and encouraging a bike friendly culture involves multiple layers, and signage is one of them.

The Village should ensure that the upcoming implementation of the Village Bike Plan will be consistent with the Village brand, while also providing a practical benefit to pedestrians and bicyclists. The pictures shown here are representative examples that the Village should see as precedents in the design of its branding.



Amenities geared towards cyclists should be found on busy streets and transit hubs as well as strategically placed around neighborhood community centers and parks.

Automated wash stations (1) are commonly found around trails, cycle needs vending machines (2) are usually located near super markets and in areas of large business concentration and activity. Smaller set ups for air and bike repair (3) are usually found scattered in neighborhoods along bike routes.

Bike share programs (4) are also growing in popularity and demand making bike riding accessible and flexible without the need to own a bike.

POLICY + IMPLEMENTATION

It is the intent of this plan to foster multi-modal travel as a viable, and safe form of transportation and recreation. Implementing bicycle parking and other end-of-trip facilities plays a key role in realizing this goal. This US1 Bicycle Pedestrian Mobility Plan is conceived at the scale of the Village, but will ultimately be implemented at the block and individual building scale as property is developed and redeveloped, and as requested by property and store owners. Specific site analysis should be undertaken so that bicycle and pedestrian amenities remain convenient, visible, and located properly in relation to the destinations and bicyclists it serves. Like the overall bicycle network plan, the bicycle parking must be implemented in cooperation with a number of inter-related city, county, state, and private entities that have jurisdiction over the governance and physical development of Pinecrest and its public rights-of-way.



OPT-IN PROGRAMS

Many municipalities have created bicycle parking programs that encourage public and private partnerships that reduce the cost of purchasing and installing bike racks while simultaneously expanding the supply. For example, 50-50 match bicycle parking implementation programs encourage businesses to partner with the municipality to help cover the cost that ultimately serves them well. Such programs are worth researching and potentially adapting to certain contexts along the corridor. Encouraging bicycle parking means inviting local property and business owners to help expand the supply to meet their tenant, employee, and customer needs. In some instances, upgrading bicycle and pedestrian facilities will be needed. Should property owners currently supply facilities that are less than desirable, then this program should help them reallocate their resources.



The Village should consider offering special recognition to the businesses most actively engaged in promoting the bike initiative.

BIKE FRIENDLY BUSINESS DISTRICT

To help coordinate an inclusive and organized movement, this plan recommends establishing a Bicycle Friendly Business District that covers the commercial properties on Pinecrest Parkway, and encourages all businesses within to participate. While many of the recommendations in this plan cover the physical requirements of the business district such as sufficient bike parking, lighting and signage, ultimately it will be the businesses themselves who must buy into the notion of establishing a true biking and walking culture.

Business owners could help sponsor events, provide discount incentives to shoppers and employees who ride bikes, provide in-kind donations and more.

MONITORING

Once implemented, all upgraded facilities and amenities of all types must be well maintained. All facilities should be kept clean, orderly, free of abandoned bicycles, bicycle locks, and other debris. These steps will help ensure that the facilities are used safely and frequently. To remain attractive and functional, areas around the facilities—whether it be a rack, shelter or otherwise—must remain well-paved, mowed, or otherwise tended and cared for so that bicyclists are not deterred from using the facility. The security of bicycle racks and other long-term parking facilities should be checked periodically so that each remains free from vandalism. This includes checking the function of lighting, enclosure conditions, and changing key codes or key fittings after facility use turnover. Failing to meet basic maintenance standards will deter use and create additional opportunities for theft.



The Pinecrest Police force will play a significant role in promoting bike and pedestrian culture as they themselves patrol more on bike themselves. While suburban areas of the Village would preferably be serviced by car, the entire Pinecrest Parkway could certainly host a number of patrol routes along the various commercial zones and parks.

EXISTING



PROPOSED



Add
more
trees

Pedestrian
scaled lighting

Pervious Pavers

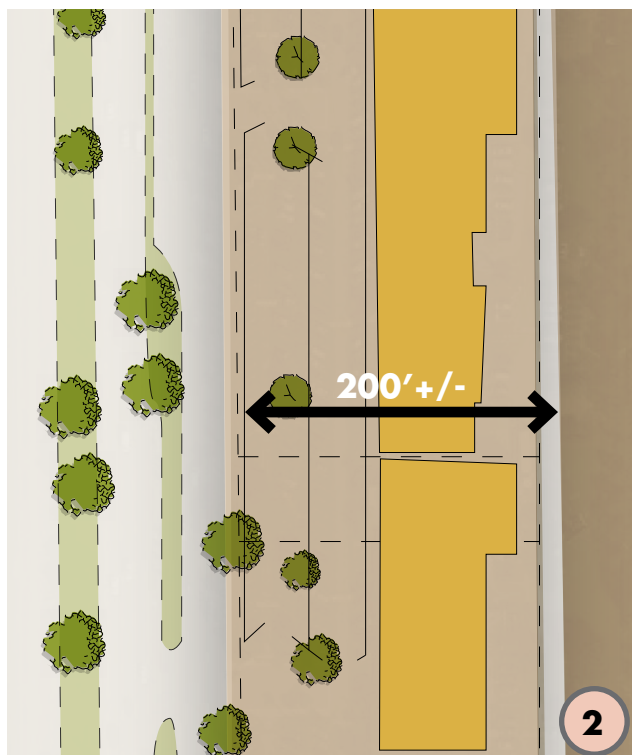
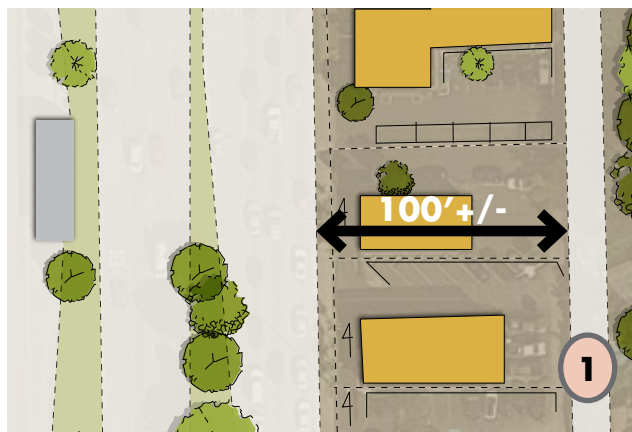
Hanging Lights

Hanging
Planters with
flowers

The biggest challenge to improving bicycle and pedestrian connectivity to and along US1 is the current frontage design of the commercial malls.

The project team identified four types of commercial frontage that currently exist within the Village. Understanding the variation in frontage types is key to providing solutions that are calibrated to these typical conditions.

At many commercial locations along US1 small buildings are located close to the street and where it is conceivable to begin to form cohesive urban frontage. (1) These locations are typically about 100' in width or less, and often lack coordinated walkways, and setbacks. Changes to the zoning



code through the adoption of a build-to line could guide new development. A "Frontage Improvement Grant" administered by the Village to these small retail locations might help facilitate the change.

The next most typical condition along the corridor is the linear strip mall. (2) Around 200' in width, this type is often characterized by a mixture of big box and smaller retailers.

Deeper lots that are between 300' - 500' typically have internalized courtyard type plans with no street frontage (3).

The least common, but largest scale type is only found at the intersection of SW 136 Street, and is characterized by large parking lots and big box retailers on lots more than 600' (4).



Over time, it is a recommendation of this report that mall frontage along US1 be transformed into a main street condition. This transformation is laid out in the street sections on the following pages. The main elements of this transformation are listed below and in the adjacent photos.

1. Buildings should be set at a “build-to line” that establishes a main street within the properties, parallel to US1. Ensuring the continuity of the street wall will allow for easier coordination between driveways and sidewalks.

2. Frontage appurtenances can be galleries or arcaded walkways like the one shown in this photo. Other appurtenances include awnings, balconies, signs, bay windows, roof overhangs, and marquis.

3. Sidewalk seating and dining should be encouraged in mall frontage.

4. Seating is an important aspect of encouraging people to feel comfortable while on foot. Find ways of creatively incorporating public seating into the streetscape.

5. Add pedestrian scaled and spaced lighting in mall parking lots, and along the street.





Frontage for commercial building types is commonly made up of three different zones. These ideas should be incorporated into upcoming zoning changes and development applications. The building frontage zone, the through zone, and the furnishing zone.

THE FRONTAGE ZONE

The zone immediately adjacent to the buildings. Depending on regulations, businesses may use this area as an extension of their shop for small displays where space allows.

- Paving material should match the through zone material but an accent color may be used to highlight the edge of the space.
- This area shall provide shade to pedestrians in the form of awnings or street trees with large canopy located on the edge.

THE THROUGH ZONE

As the name describes, this is the main area for people who walk. It serves as the physical connective infrastructure for pedestrian desire lines.

- This area shall be free of obstacles.
- This area shall be as wide as possible where foot traffic is most likely to occur, but always be wide enough for wheelchairs and parents with strollers so as to provide a comfortable space

for people on foot to walk along other users.

FURNISHING ZONE

This area shall accommodate seating, lighting, signage, or any other type of obstruction. Utility equipment, sidewalk cafes, landscaping and kiosks are also located in this area.

The furnishing zone shall:

- Have all elements clearly defined by a coherent layout that maximizes public space.
- Provide through access for pedestrians at various points
- Efficiently accommodate transit stops and bicycle parking in an aesthetically pleasing manner.

EDGE ZONE

This is the zone adjacent to the travel ways. It provides a safe transitional space for cars parked along the street to open doors. Street signs, and light posts are usually placed here on most streets.

Edge zones shall:

- Combine furnishings zone and edge zone where necessary for transit stops and taxi waiting zones. If this is not possible, a minimum horizontal clearance that accommodates the expected amount of riders comfortably, should be provided where pedestrians are likely to wait for taxis or buses.

The project team identified three frontage types that can be calibrated to the different lot types and ownership interests.

1. SHARED PATH The first change in frontage needed along Pinecrest Parkway is the creation of a continuous 12' shared path, with a continuous planting strip and shade producing trees. This space can come first from the wide outside lane, and if necessary the property owners. At times this will be adjacent to US1, at other times, it will be within the mall frontage.

2. PARKING RAMBLAS In the second phase, the parking lot areas of moderate and large mall spaces can be redesigned to prepare for eventual redevelopment as a main street with compact blocks. Introducing lighting, pavers, and more abundant landscaping will be a first step. Encouraging sidewalk cafes or other business activities to be conducted preferably in the frontage zone of existing mall frontage. Some parking may be converted to parallel to begin establishing the slip lane.

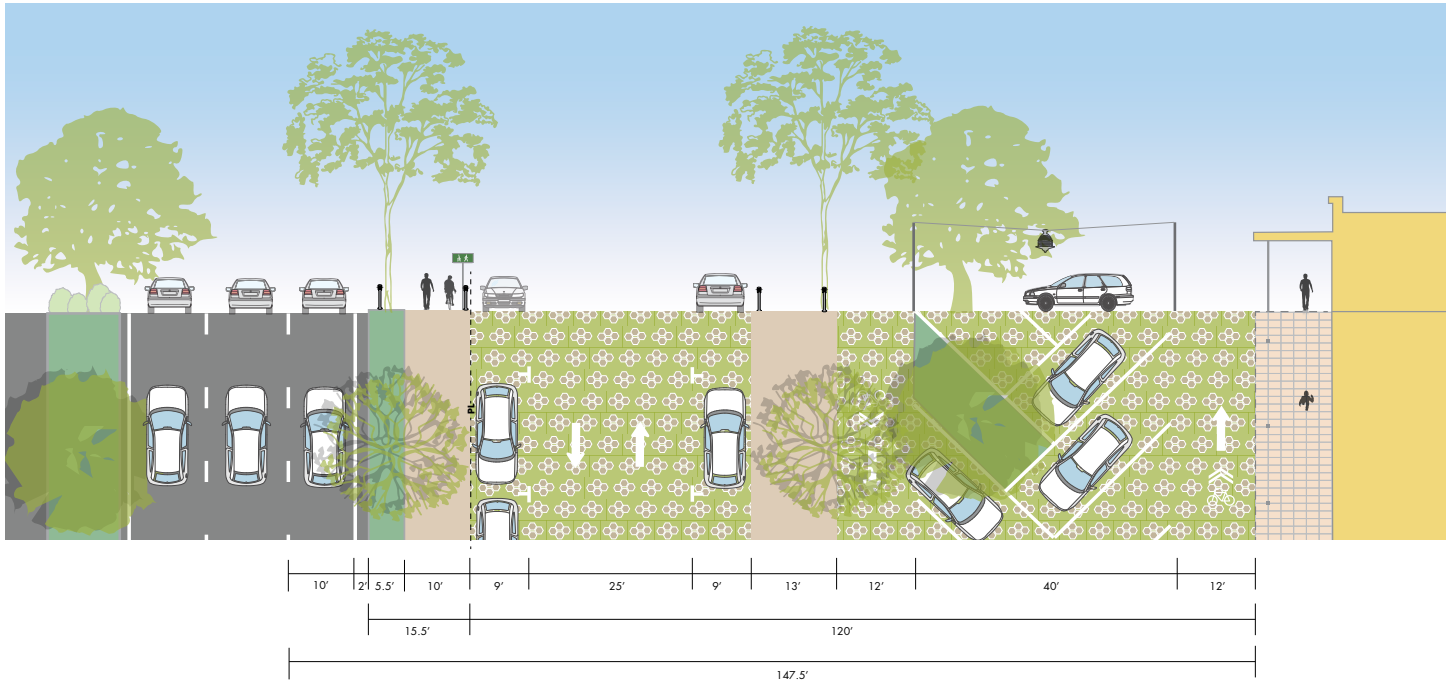
3. MAIN STREET The final phase of redeveloping Pinecrest Parkway will involve the creation of compact, walkable urbanism through the redevelopment of the various mall types. A new main street within the commercial properties, parallel yet separate from US1, will have commercial uses at the ground floor, and residential and office uses in the floors above. Parking needs to be addressed by rooftop parking and structured parking on larger lots.



RECOMMENDATIONS:

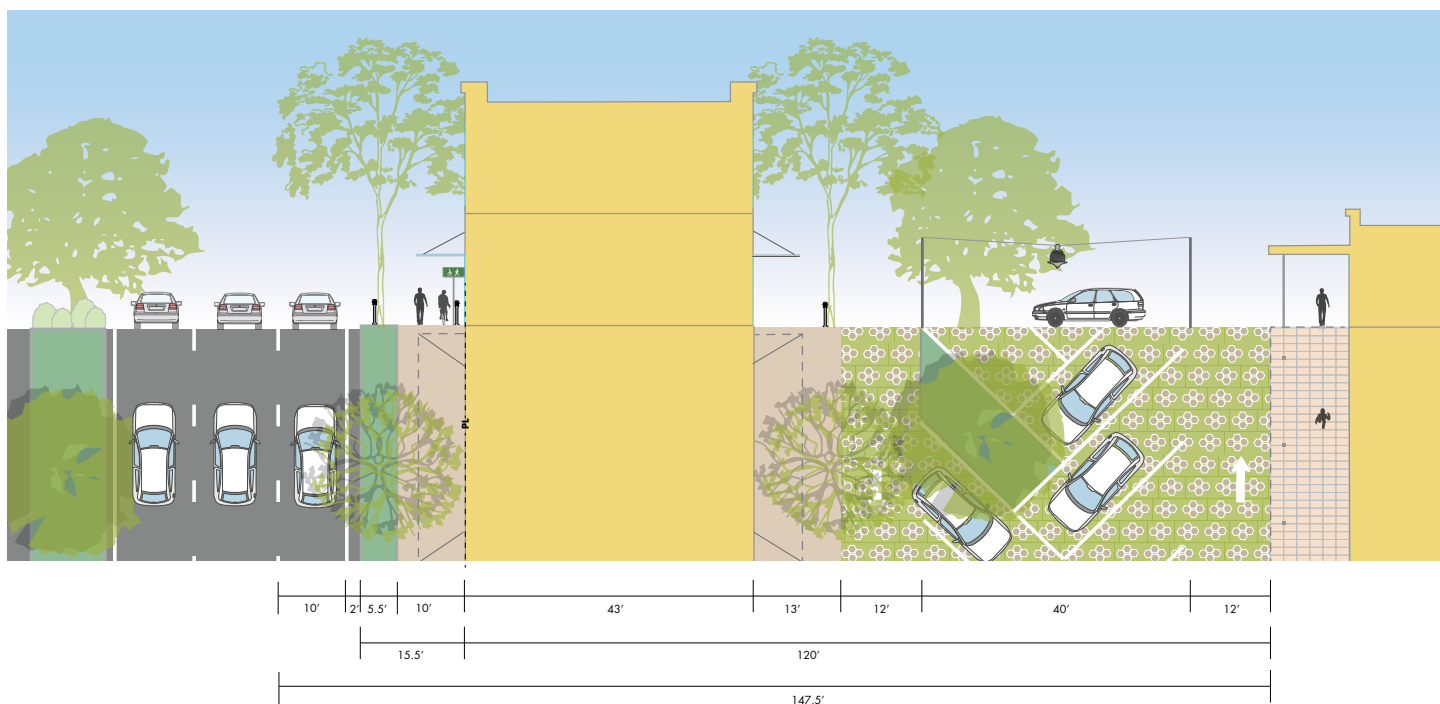
FRONTAGE TYPES



Phase 2 - 'Parking Ramblas,' including cafe seating, trees, lighting, & improved pavement

The second phase of frontage improvement involves a series small scale, short term improvements that can be initiated while redevelopment is planned for the long term. Shade trees and potted plants can be planted immediately, while lighting improvements with hanging lights will be a high profile improvement, with minor investments.

Over time some parking can be converted to parallel parking, to allow for sidewalk seating, and finally asphalt can be converted to pervious pavers. Start with walkways, entrances, and streets between commercial centers.

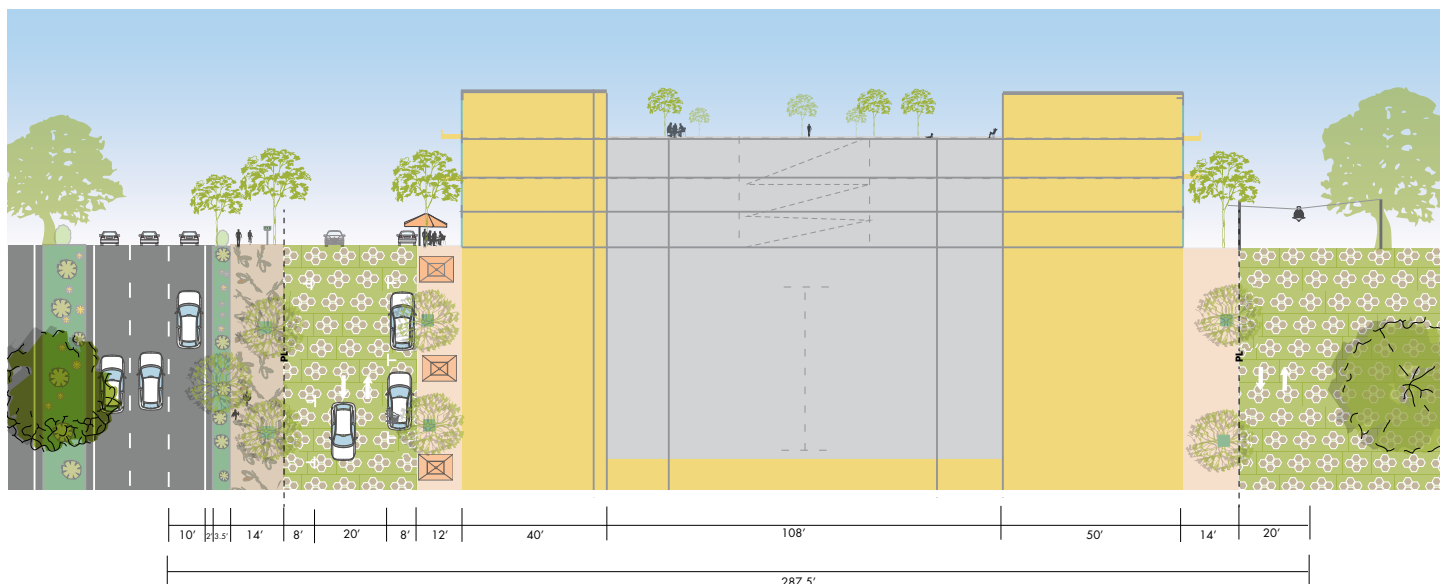
Phase 3 - Main Street - New development footprint with structured parking.

The ultimate goal of the frontage along the US1 Corridor is to transition the commercial frontage to a main street condition, parallel yet separate from US1, within what are now parking lots. New development should be located close to US1, and never be longer than 250' without a break and have a minimum of 70% active frontage facing the street. Service access should take place on the sides.

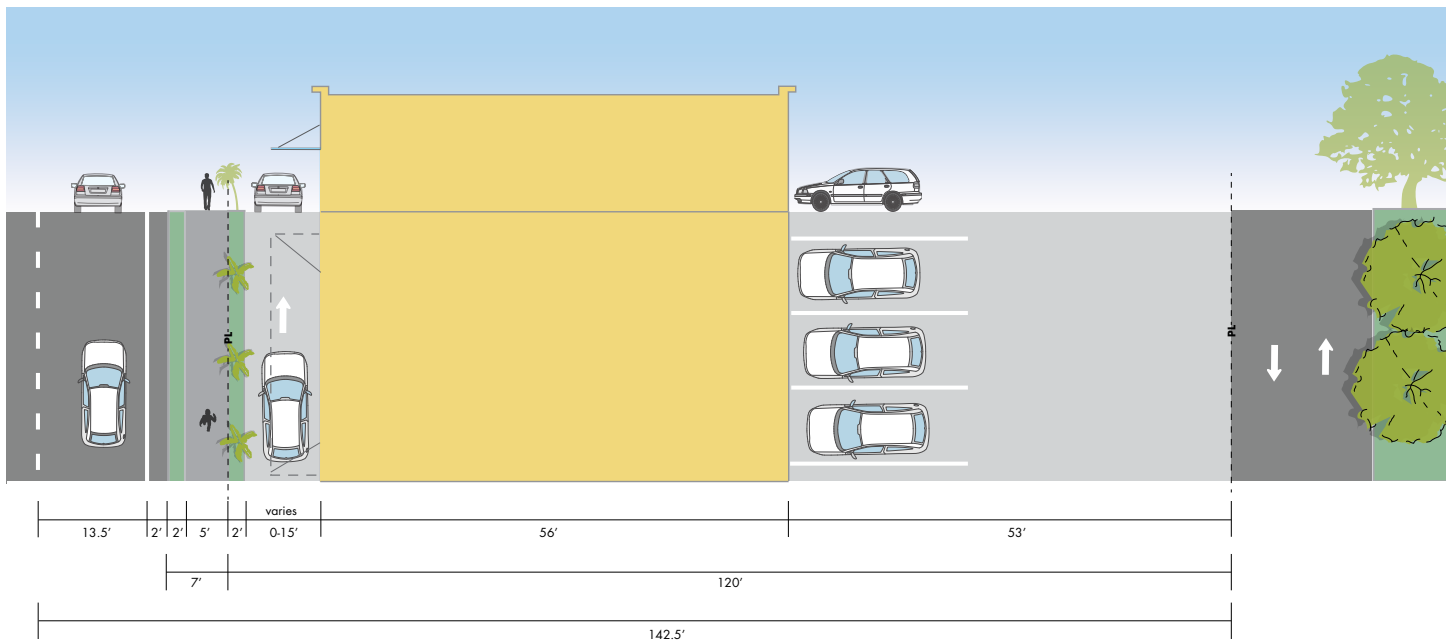
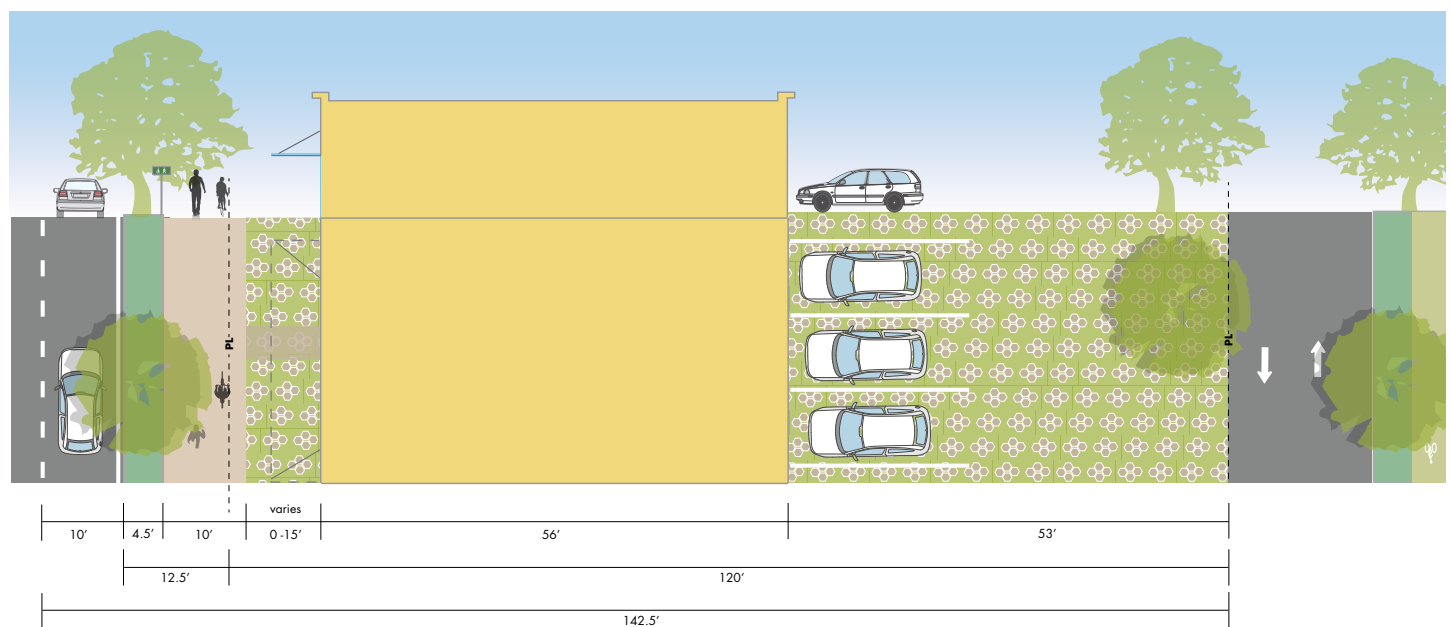
Establishing a consistent build-to line will be key to creating the main street condition, and ensuring that bicycle and pedestrian paths and driveways are aligned and working together.



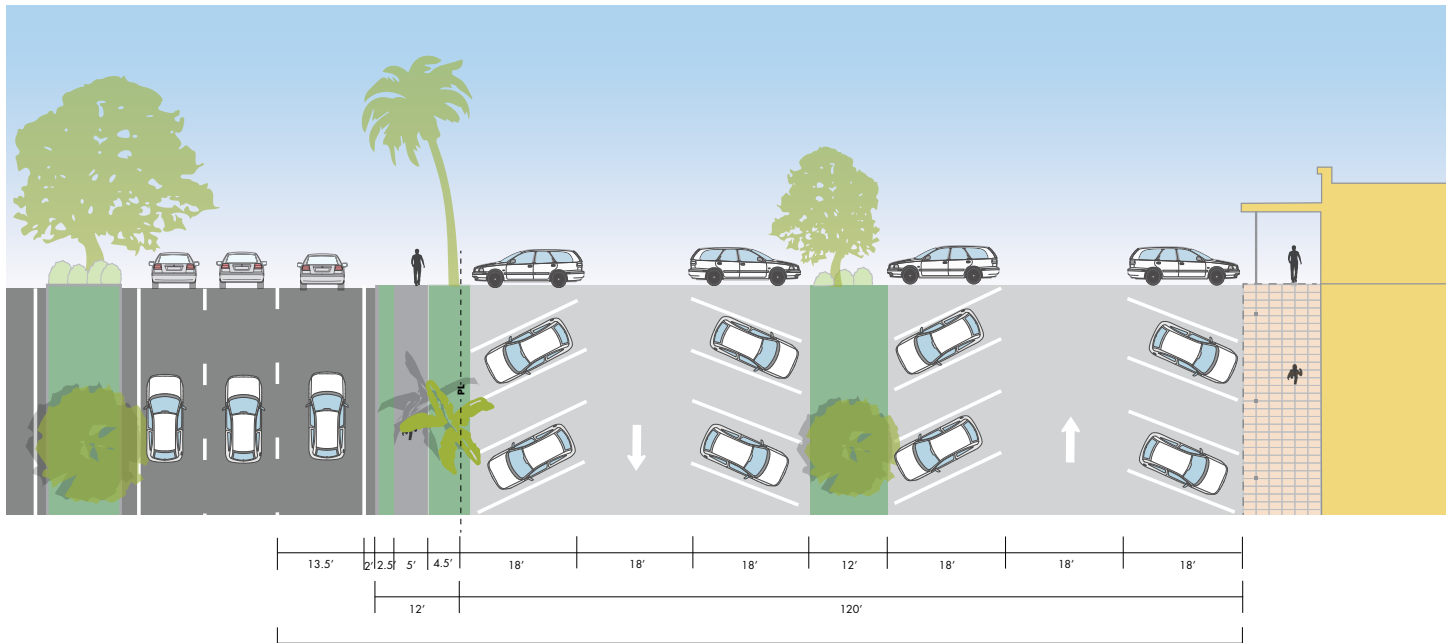
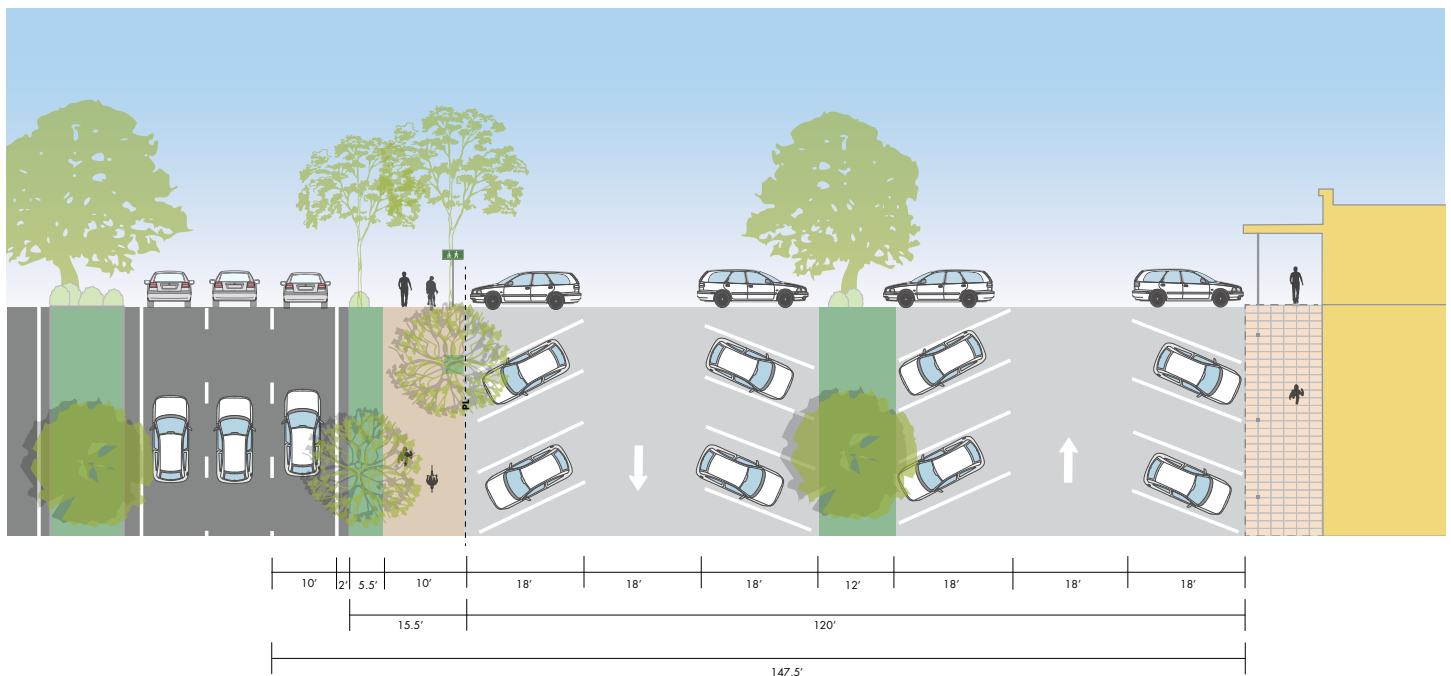
Large Lot with structured parking.



The large lot location at the corner of SW 136 Street and US1 is an opportunity to phase redevelopment such that two blocks emerge from what was previously one superblock. A new structured parking garage lined by a mixture of ground level retail uses, and residential and office uses above can add much needed 24 hour activity. While not endorsing any height or density for the site, this report offers guidance as to the size and configuration of the resulting block. As shown, the footprint of any structured parking, on this or smaller sized lots, will take up most of the lot, preventing a main street within the lots (as shown in the following pages).

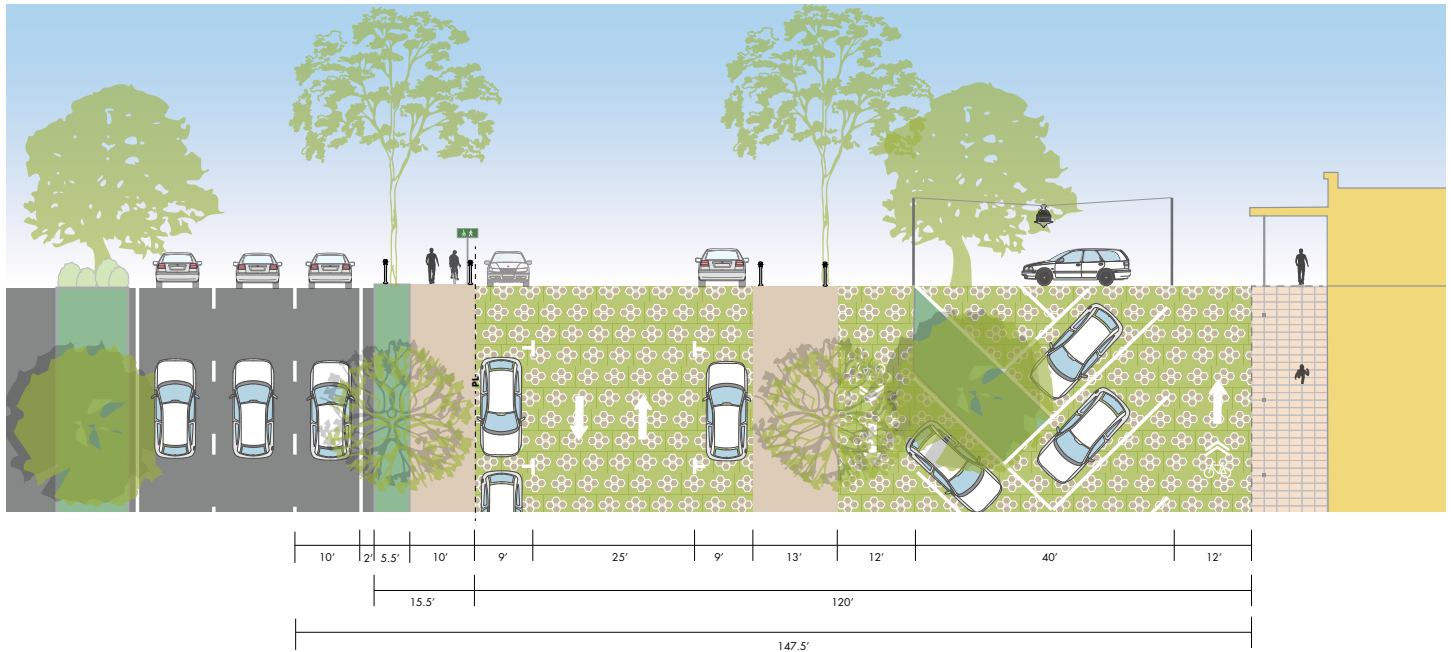
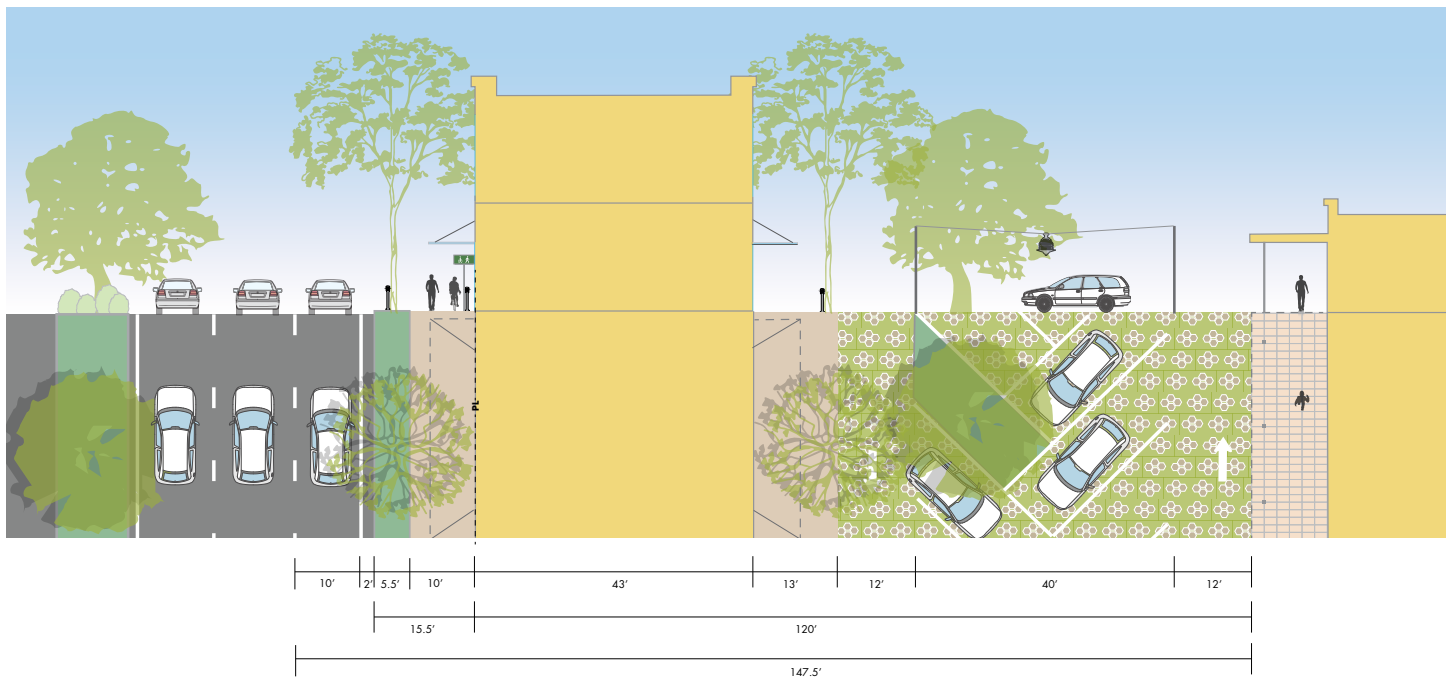
Existing Conditions**Phase 1 - Increase size of sidewalk and landscape strip. Add shade trees.**

Adding a shared path and landscaping to the frontage of shallow lots may mean that some of the parking or driveway access is removed from these buildings. Key to this scheme will be a consistent build-to line that all new development must meet. This will ensure the continuity of the sidewalk and street wall. Encroachments into the setback are to be encouraged, with appurtenances including arcades, awnings, marquis, signs and galleries.

Existing Conditions**Phase 1 - Increase size of sidewalk and landscape strip. Add shade trees.**

The existing conditions in front of Suniland, a typical medium sized lot. There are approximately 200' of width, about enough for one block of urbanism. As a first move, the sidewalk and planting strip along US1 are expanded (Phase 1). The room to expand the landscape strip and sidewalk will come initially from the outside lane of the road, which will still have an extra 2' of outside shoulder as a buffer for cars.

In many cases, there is already some landscaping at the lot edge. When combined with the existing narrow sidewalk and any possible green space, there is a small, but significant amount of space for a tree lined path. This plan proposes to begin this transformation at the site of two public parks, Veterans Wayside Park and Suniland Park.

Phase 2 - 'Parking Ramblas,' including cafe seating, trees, lighting, & improved pavement**Phase 3 - Main Street - New development footprint with main street**

In phase 2, the mall owner has installed trees, lighting and pervious pavers. Parking has been reconfigured to introduce a driveway and parallel parking closer to US1. This phase allows for the incremental redevelopment of the site as a compact, urban block in phase 3.

In phase 3, parking has been relocated to the roof of the existing mall, while compact mixed-use buildings line US1 and create a new Main Street parallel to US1 within each property. Having a mix of residential, office and retail uses in this manner will lead to the long term health of bicycle and pedestrian use.

RECOMMENDATIONS:

TRANSITIONAL SPACES



Add
more
trees

Pedestrian
scaled lighting

Pervious Pavers

Hanging Lights

Hanging
Planters with
flowers

Alleys can act as effective transitional spaces between adjacent neighborhoods and commercial areas. These corridors can become more than just service spaces.

At the very least, improvements like the ones illustrated on the previous page can lead to a vastly different feel. These alleys can provide various functions beyond service corridors, including extra park space, and acting as another safe alternative to riding bike on US1.

Some ways that alleys can better act as transition spaces are:

- **HUMAN SCALE LIGHTING**

- **SIGNAGE**

- **FLOWERS/ LANDSCAPING (DROUGHT TOLERANT/LOW MAINTENANCE)**

- **DISTINCT PAVING MATERIALS**

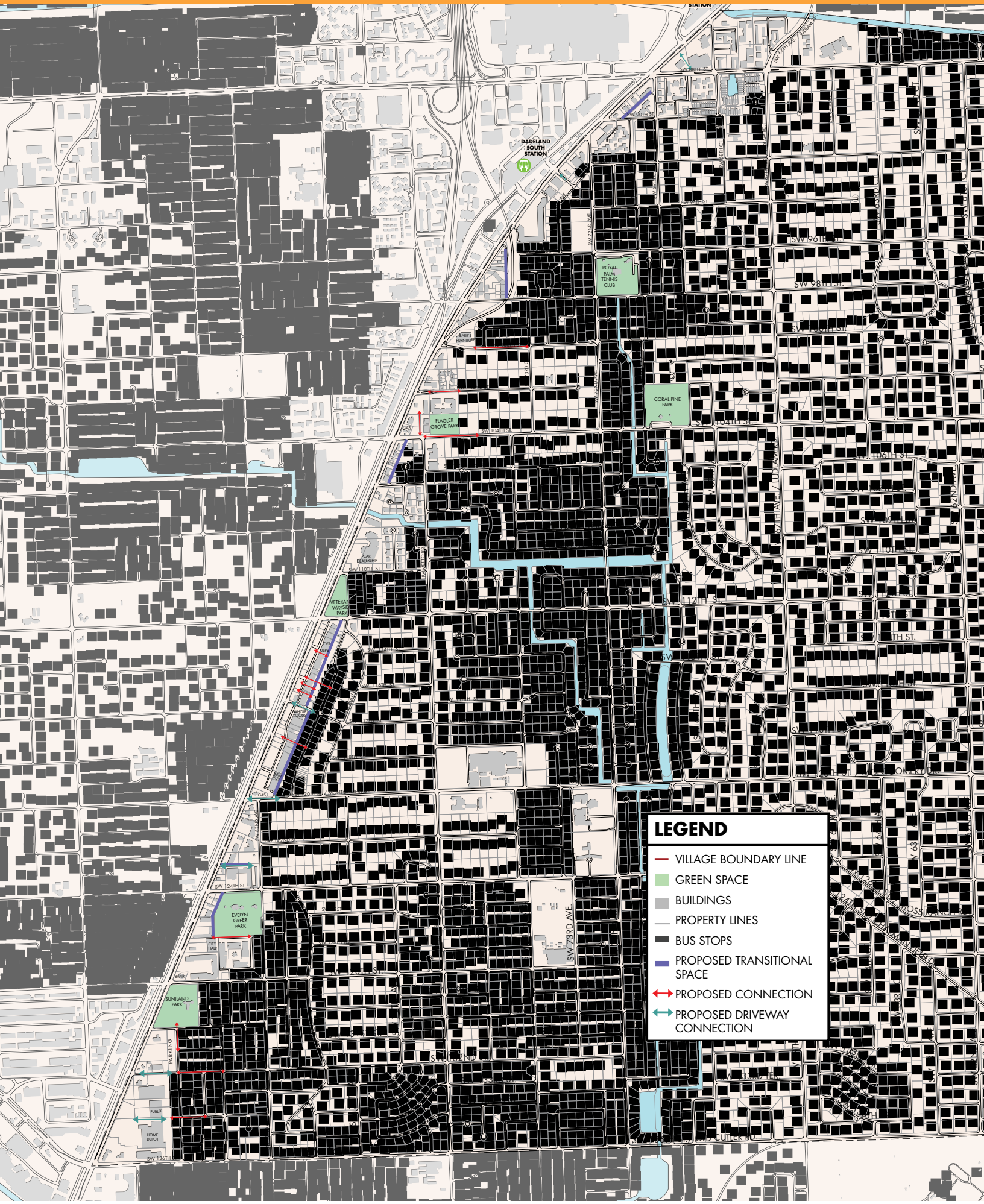


THERE ARE THREE TYPES OF TRANSITION ZONES: ALLEYS, SIDE STREETS AND MID-BLOCK PASSAGES. THE FOLLOWING LOCATIONS HAVE BEEN IDENTIFIED AS GOOD CANDIDATES FOR IMPROVEMENTS AS TRANSITION ZONES

- SW 130th street to Suniland Park back entrance (Potentially connects to Residential on SW 84 Ave);
- SW 122 street and SW 82 Ave;
- 12035 South Dixie Highway and SW 82 Ave;
- Montgomery Drive and 8125 SW 120th Street;
- Near SW 81 St and SW 80 Rd (The most accurate to a true existing Cross block connection);
- SW 117st and SW 81 rd;
- Killian Drive;
- Near SW 106 Street and SW 77ct;
- Near SW 77 Ave and SW 104 st;
- SW 102 Street (already has pavers across the road + a traffic circle);
- SW 100 St near 826 entrance;
- Near SW 72 Ave and SW 92 Street;



- Underutilized alley pace
- Existing cross block passage
- Short- Term proposed transition

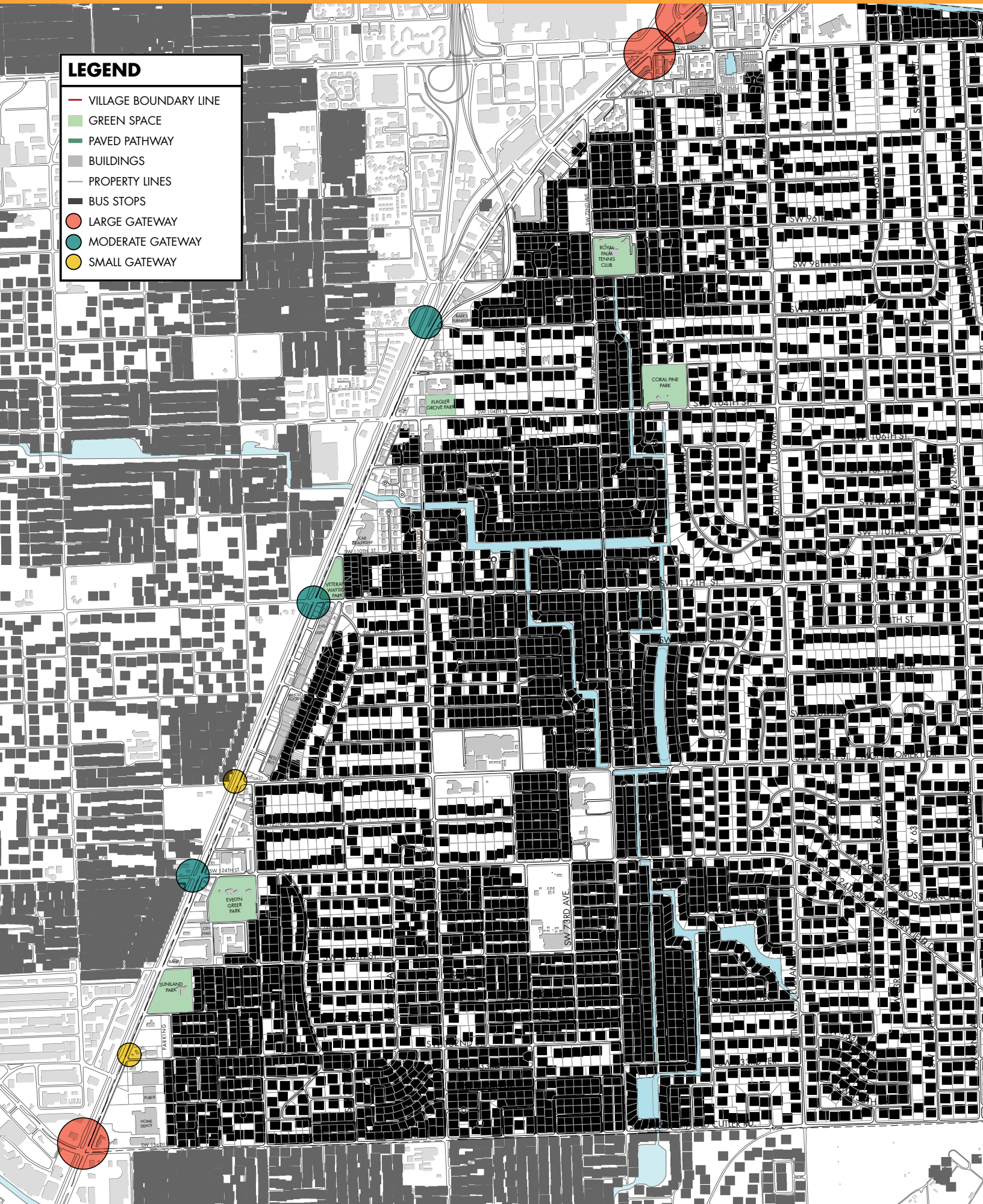


LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- BUILDINGS
- PROPERTY LINES
- BUS STOPS
- PROPOSED TRANSITIONAL SPACE
- PROPOSED CONNECTION
- PROPOSED DRIVEWAY CONNECTION

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- PAVED PATHWAY
- BUILDINGS
- PROPERTY LINES
- BUS STOPS
- LARGE GATEWAY
- MODERATE GATEWAY
- SMALL GATEWAY



Millions of trips are taken on Pinecrest Parkway every year, yet it is not clear as a driver, bicyclist or pedestrian when one is in Pinecrest. As Miami-Dade County continues to grow with new residents, the Village of Pinecrest should seek opportunities to proudly herald its unique character, and graciously welcome its daily residents and workers. Gateways could form a key component in the Village's branding campaign. The following intersections serve to illustrate places where gateways might be placed and the hierarchy of types. Note, these are only potential locations, and should not be interpreted as recommendations for gateways at all locations.

Large Gateway



This gateway on US1 @ SW 104th street is one potential location for a large gateway due to its link to Kendall. Other potential large gateway locations are at SW 70 Street or SW 136 Street.

Moderate Gateway



The roads are narrower and the cross street does not directly connect with active commercial establishments.

Small Gateway



Some neighborhood inlets are so narrow and sudden, you wouldn't even notice that you drove past a gateway. Gateways like this only offer connection to residential roads.

The following images offer some examples of potential gateway enhancements that would offer an inviting atmosphere residents and workers would be proud of. Beyond ornamentation, gateways serve as beacons for automobiles, pedestrians and bicyclists. While many people struggle at remembering street number and names, they do remember land marks.

Large Gateway



Large Gateway



Large Gateway



Moderate Gateway



Small Gateway

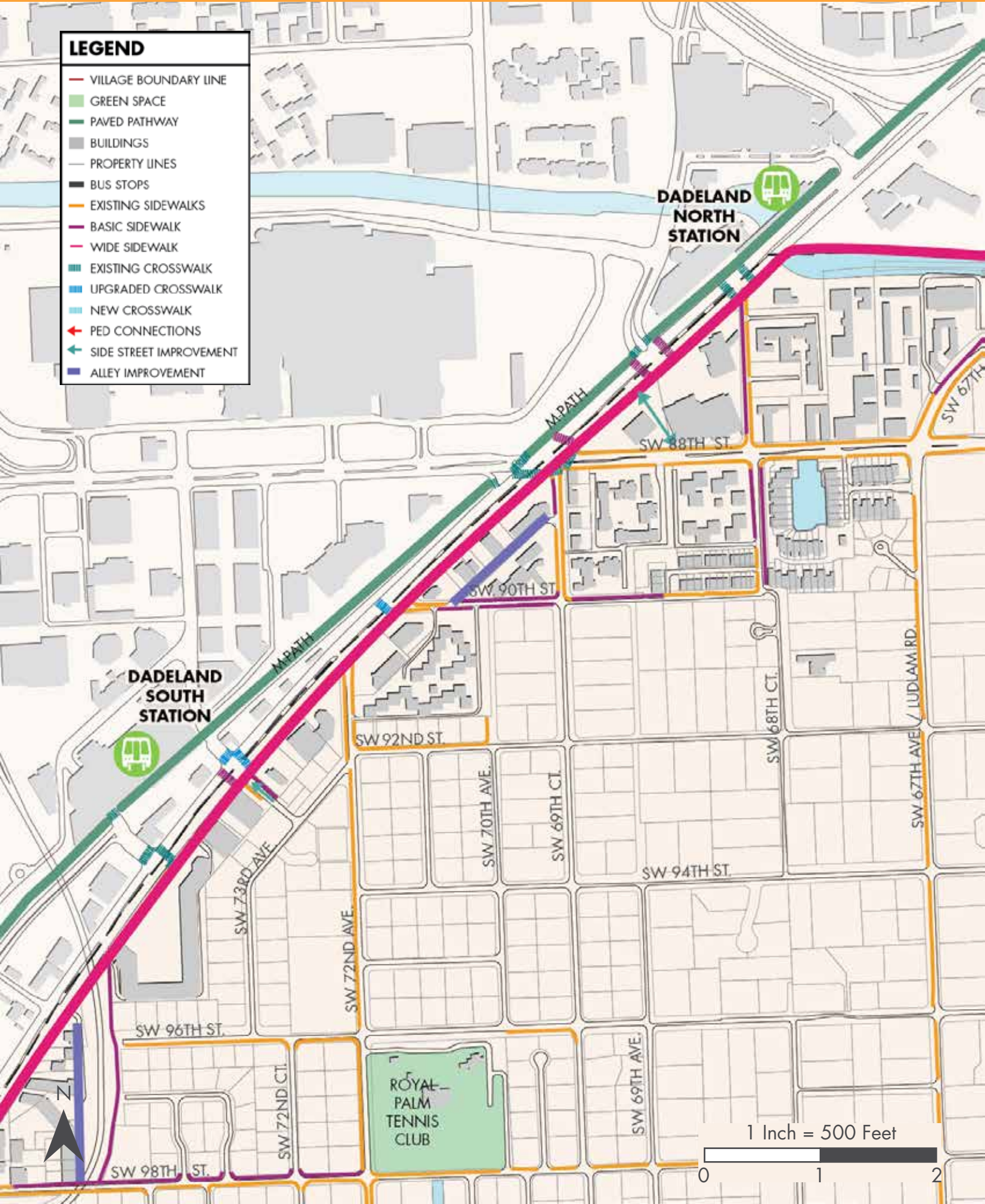


Small Gateway



RECOMMENDATIONS:

AREA 1: SW 88TH ST. - SW 96TH ST.



Area 1 serves as the northernmost section of the study, and perhaps the most urban. With its multiple apartment complexes, proximity to two metro rail stations, bus systems and even the M-Path commuter trail, this is an area with high potential to become a vibrant space of bike and pedestrian activity. One would suppose that with the amount of urban amenities, bike and pedestrian traffic would organically attract it self here, however due to a lack of sufficient pedestrian infrastructure and way finding, Area 1 still struggles as a successful bike and pedestrian friendly zone.

Many of the Pinecrest residents who reside in the apartment complexes utilize the metro rail on a daily basis elevating the need for protected walk ways and signage that cautions drivers to respect speed limits. Rather than US1 traffic acting as a physical barrier, strategies should be enacted to facilitate safe crossings at strategic gateway points. Of the crosswalks that already exist, a few are recommended for upgrades.

The commercial zone within Area 1 particularly between 69th Court and 72 Court attracts locals to walk to daily destinations such as Bank of America and *Trader Joe's* and popular "third places" such as Starbucks and Coldstone. Cross walks should be installed along the intersections moving north to south.

The recent introduction of *Trader Joe's* to the area has made a significant impact on traffic flow within the already congested zone, and should be considered a high priority zone for upgrades. Many residents in the local area reduce the automobile impact by choosing to walk or ride bike. The project team studied additional pedestrian connections along 72 court but found that significant community opposition made connections unlikely.

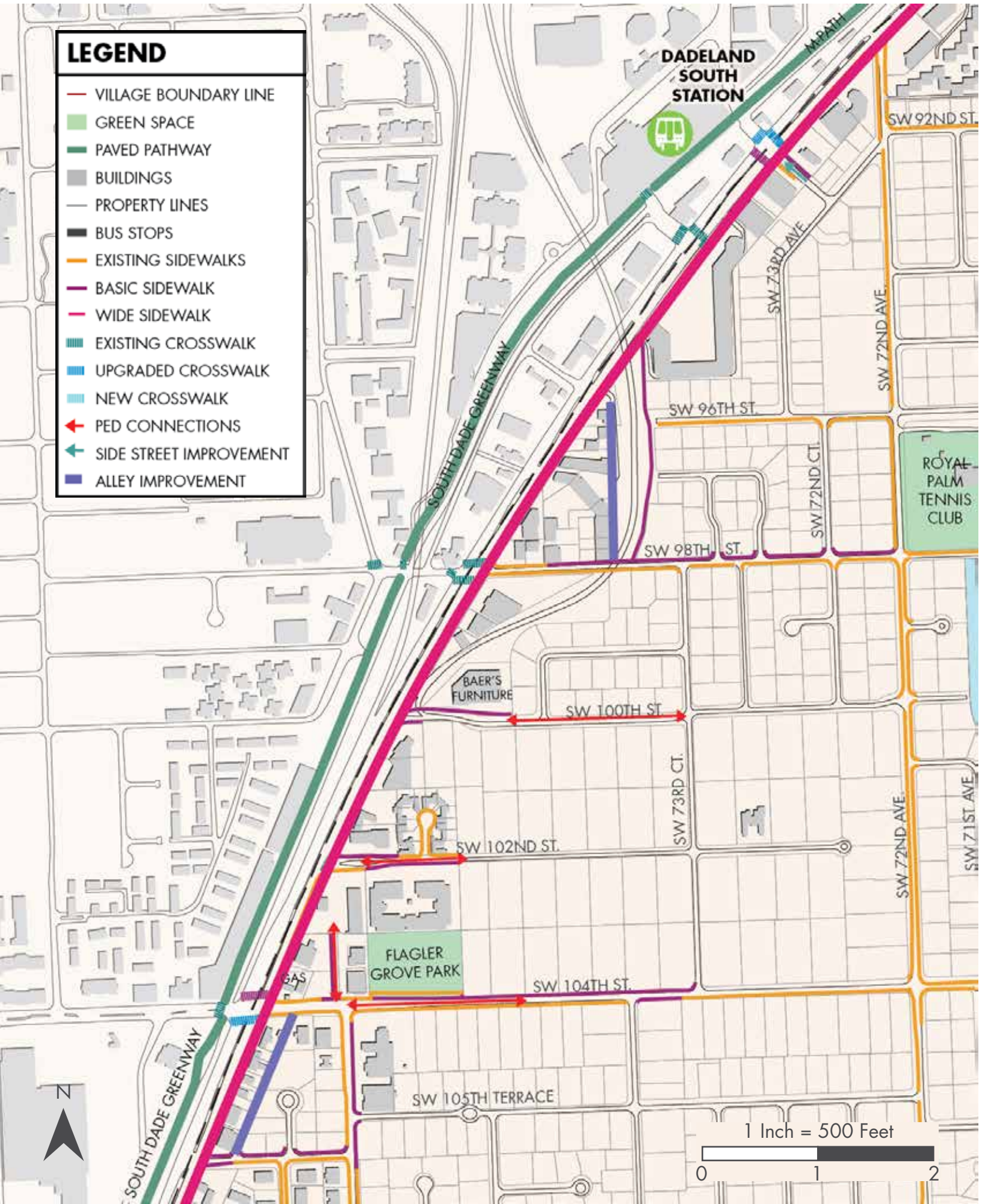


1. While some pedestrian infrastructure exists in this area, most standards are at their minimum. This crosswalk, for example is weathered, diminishing driver visibility.

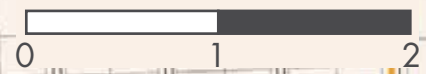
2. From Area 1- 5 across the entire corridor, the sidewalk is too narrow for comfort and is recommended to be widened to a shared use path.

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- PAVED PATHWAY
- BUILDINGS
- PROPERTY LINES
- BUS STOPS
- EXISTING SIDEWALKS
- BASIC SIDEWALK
- WIDE SIDEWALK
- EXISTING CROSSWALK
- UPGRADED CROSSWALK
- NEW CROSSWALK
- PED CONNECTIONS
- SIDE STREET IMPROVEMENT
- ALLEY IMPROVEMENT



1 Inch = 500 Feet



Area 2 is an area that presents some of the most complex challenges within the study. With a mix of dense commercial activity and high speed traffic, the area struggles as a transition point between urban center and expressway junction.

The most important factor to consider in this area is pedestrian visibility and refuge. Along the US1 corridor, the sidewalk is uncomfortably narrow and then eventually cuts off all together. Just south of 98th street. At this point, the bicyclist or pedestrian is left with little choices as to where to go next. Cow paths signify the daring choice many of them made to move forward and attempt to cross over the 826 expressway entrance. It is strongly recommended that the sidewalk in this zone be extended. In addition, the swale currently cuts off too early and should be bolstered to eventually support a proper crosswalk. The cross walk should be equipped with signage and perhaps even flashing lights to caution on-coming traffic.

Still even with these upgrades, the journey may still be too daunting for some. This plan introduces another possible solution to consider. The 826 berm makes a hard cut through the landscape and comes within a few yards of residential development on the east side and mixed commercial space on the west. The images provided in the report depict a passageway that appears dangerous due to lack of visibility and escape routes. The Village could either close this area off completely, or instead utilize the space as a viable pedestrian pathway that is well lit and welcoming to all users. The pathway could be extended further past 88th street and continue south towards 100 street. If a path on this side of the berm is unfavorable due to its proximity to residential, the opposite side of the berm is another option and would activate the backside of the commercial center.

In addition, extending the sidewalk east along SW 98, SW 100th, SW102nd and 104th streets, could encourage residents living close to the urban center to consider walking or riding bike rather than using the car.

Finally, the above ground metro rail ends here and becomes an on-ground bus way, an important transit system currently suffering from under usage. A factor inhibiting its success is its lack of connectivity, such as lack of crosswalks and permeable entrance ways.



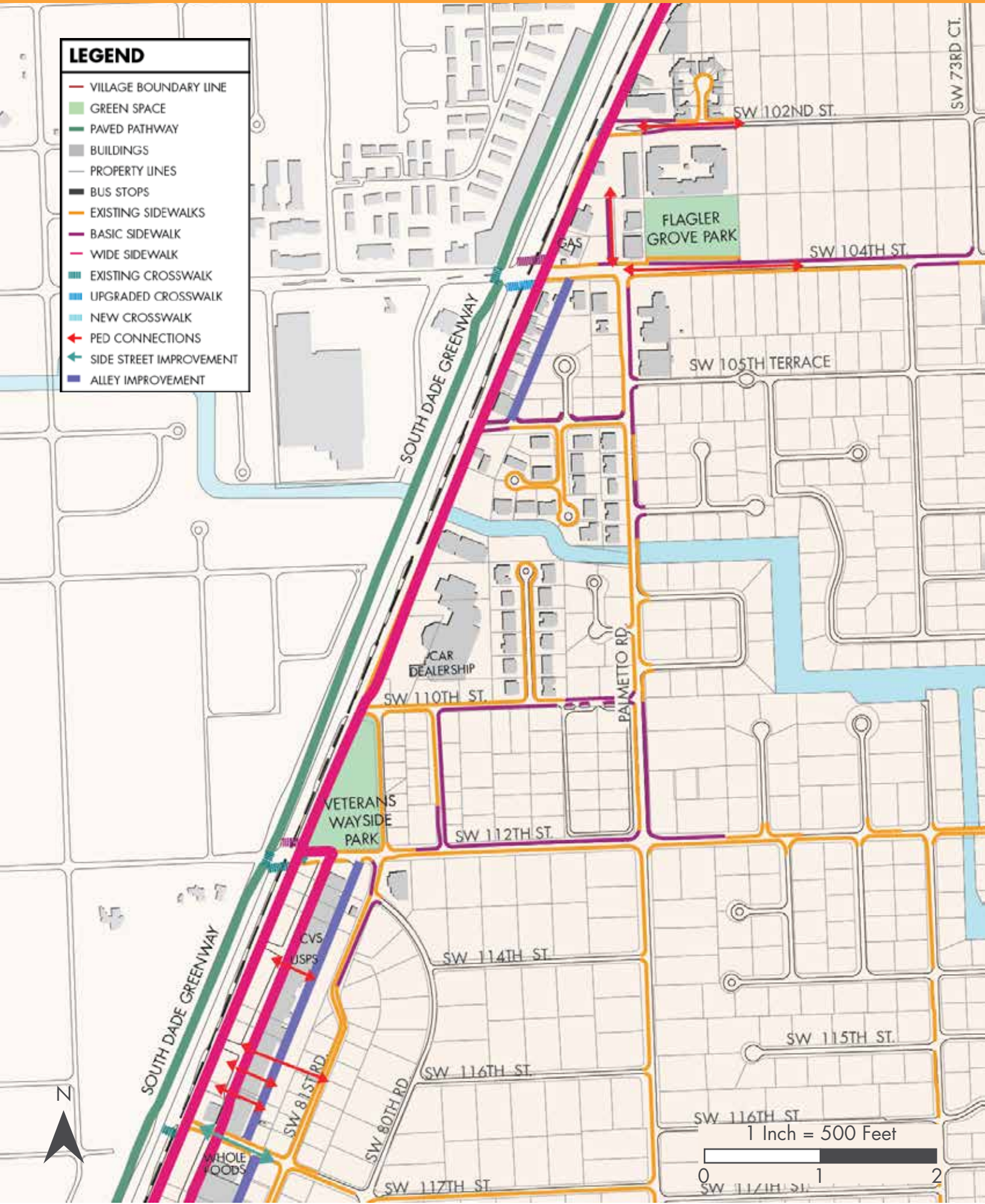
1. The 826 entrance is a high priority area recommended for expedited improvements. It is recommended the swale be extended to allow room for pedestrian refuge, and provide for a perpendicular crosswalk, providing the shortest crossing route possible.

2. This entrance for the Palmetto at SW 56 Street is an example of a wide sidewalk and on-ramp condition that might be employed along US1.

3. A possible connection for pedestrians and bicyclists who choose to stay away from the roads as much as possible. If this sliver of land is properly maintained and well lit, it can become a viable option for those on foot or bike.

RECOMMENDATIONS:

AREA 3: SW 104TH ST. - SW 112TH ST.



Area 3 experiences a significant drop in urban density and begins to depict a more suburban land use and building frontage. It is within this area where the demands are now focused on facilitating bike and pedestrian movements along the neighborhoods that hug along the edge of the US1 corridor.

There are numerous sidewalk gaps that are recommended for filling in this area. There are 2 parks in this area that could benefit from enhancements in sidewalks and permeability. Flagler Grove park lacks perimeter sidewalks making it dangerous for children or elderly attempting to enter the park by foot and bike. Veterans Wayside Park is an attractive destination with much potential to serve as a popular destination for bike riders and pedestrians.

The bus way on US1 and SW112 street lacks a crosswalk on the north end of the intersection. Due to the high risk involved with crossing expansive US-1 intersections, it is recommended the Village support crosswalks at their highest standards. Perhaps the US1 corridor intersections could be covered with pavers with artistic designs that evoke the spirit of the Village.

In addition to the bus way, while the M-Path ends at Dadeland South metro rail station, Pinecrest has the benefit of another green way, the South Dade Trail. This continuous paved path connects Dadeland South to Florida City. The Village should take full advantage of this amenity and facilitate accessibility for its residents.

Moving away from the US1, Palmetto is a north-south road that is recommended to have over half a mile of extensions to their sidewalk network. Other innovative solutions may include activating the waterway near SW 106th street. This is a long term consideration that would build off the South Dade Greenway Connectivity Master plan.



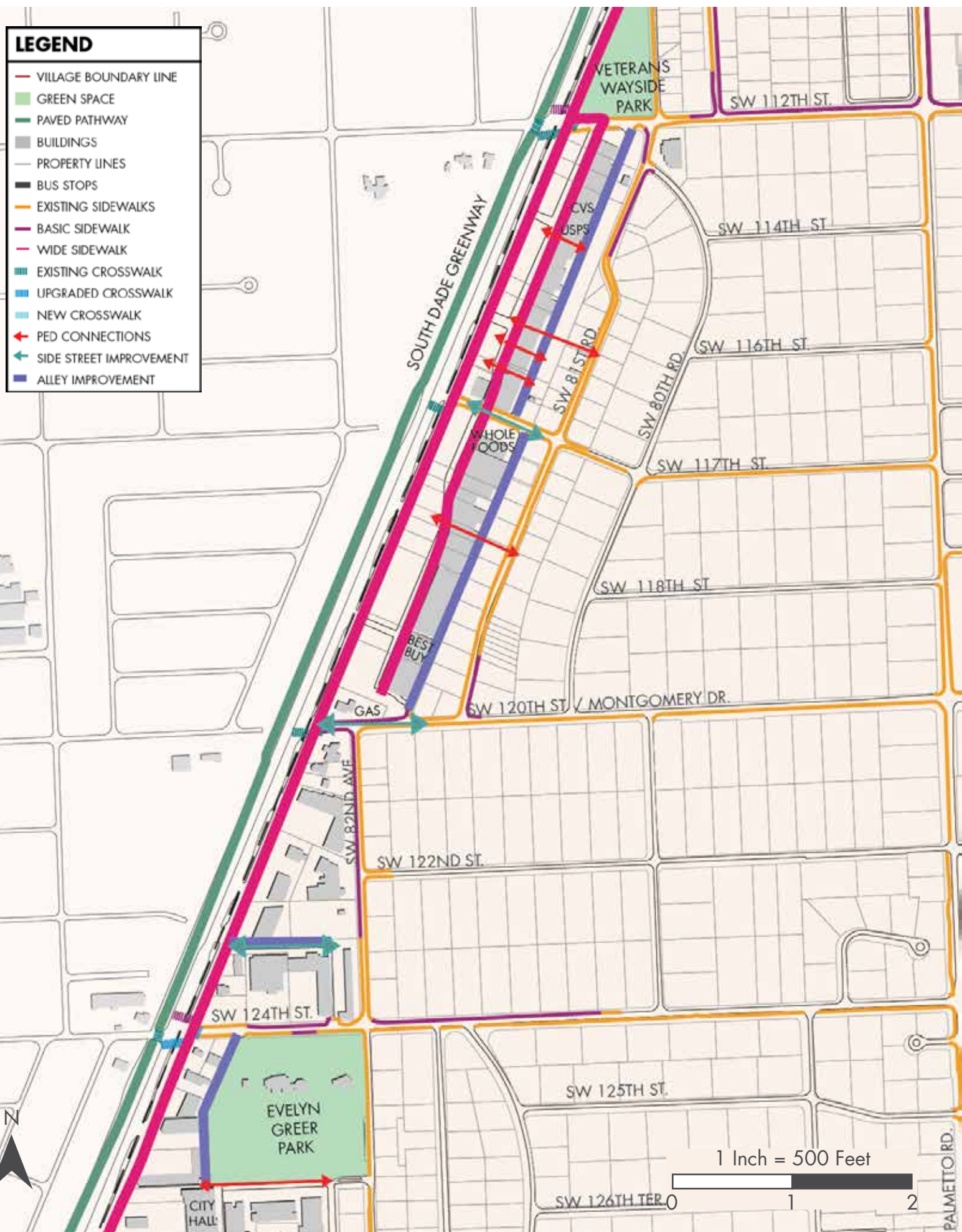
1. This is another example of broken sidewalk that would facilitate connection to commercial centers near neighborhoods.

2. The US1 Corridor should be considered a high priority of expedited improvements. All efforts should be made to facilitate crossing of US-1 and achieve the Grand Boulevard image.

3. This blue way is part of the South Dade Trail Connectivity Network. The plan is over 20 years old and could be revisited as a way to activate more modes of transportation and leisure.

RECOMMENDATIONS:

AREA 4: SW 112TH ST. - SW 124TH ST.



Area 4 continues the theme of softening the transition between neighborhood and commercial zones. Suniland is a key location for continuity between neighboring commercial centers.

The sidewalk network in this area is better than other areas however, crosswalks in the North- South directions along US1 should be upgraded. East- West crosswalks along US1 and SW117th, SW120th and SW124th street would strengthen all connections to bus way stations.

Finally, the strip mall south of SW 112th street introduces commercial malls that include cross block passages some frontage on both sides of the building. Cross block passages are highly encouraged and help people connect to their destinations quicker. Many times however, they are subtle in appearance when they should rather be highlighted and viewed as potential gathering spaces and meeting points.

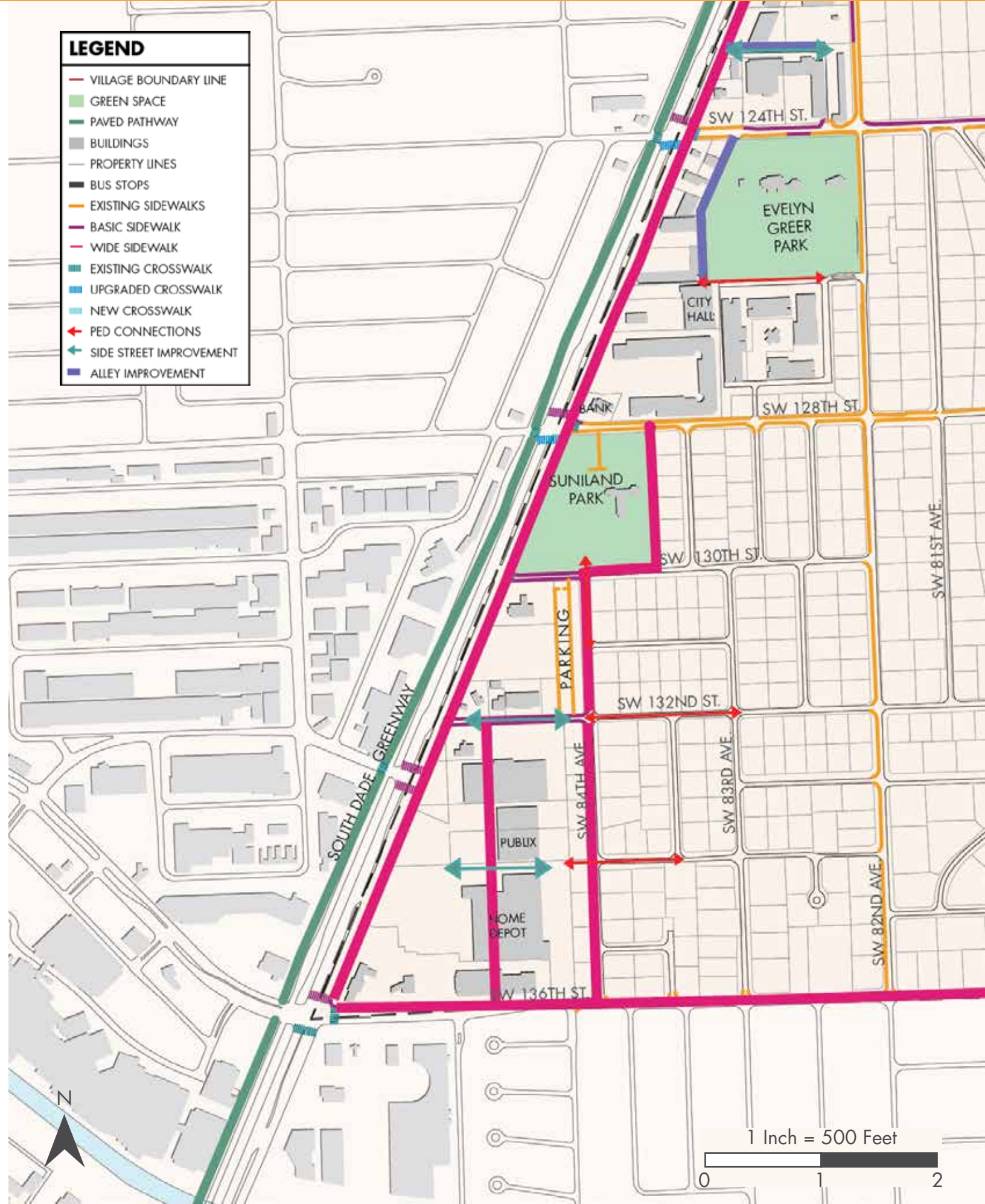


1. This is the People Mover station behind another commercial center. The one sign post is too discreet and should be highlighted as a meeting point that accommodates people to sit and have protection from the sun or rain.

2. The neighborhood punch-through offer an opportunity for the neighborhood to benefit from improved access to commercial centers. The areas should be improved with pavers, lighting and some Pinecrest branding.

LEGEND

- VILLAGE BOUNDARY LINE
- GREEN SPACE
- PAVED PATHWAY
- BUILDINGS
- PROPERTY LINES
- BUS STOPS
- EXISTING SIDEWALKS
- BASIC SIDEWALK
- WIDE SIDEWALK
- EXISTING CROSSWALK
- UPGRADED CROSSWALK
- NEW CROSSWALK
- PED CONNECTIONS
- SIDE STREET IMPROVEMENT
- ALLEY IMPROVEMENT



1 Inch = 500 Feet



Area 5 serves as the southern most section of the Village. With Palmetto Bay neighboring to the South the Falls Shopping district to the south west. Area 5 is home to many significant destinations including two parks, the Village Town Center and Village Hall.

Considering the Village brand that Pinecrest wants to evoke, Area 5 is filled with important recommendations that will help propel a culture that supports and protects increased bicycle and pedestrian activity. Evelyn Greer Park and Suniland Park could be viewed as two anchors that surround the Town Center and City Hall. This entire zone has the possibility of serving as a pedestrian oasis that provides all users with a pleasant Village experience that providing ample daily needs, amenities and recreational facilities within a 10 minute walk. Currently, the land uses are fragmented from each other rather than connected as one cohesive system.

Pedestrian connection improvements and sidewalk extensions can be found along the borders of both parks. Sidewalk extensions continue north and south along SW84th avenue wrapping all the way to the southern border of SW 136th street.

The Town Center is currently welcoming to only cars from US1 and should offer better refuge for those entering from the main entrance. The mixed use commercial development along the town center is advantageous considering its close proximity to town houses and villa style apartments. Reverberating the guidance of the US1 Vision plan, the Town Center could harbor a thriving live/work atmosphere attracting young professionals and entrepreneurs to the neighborhood. To further encourage this growth, the back end of the town center could use frontage aesthetics and more sidewalk gaps filled.



1. On the South end of Pinecrest Parkway, the width of the sidewalk is just as narrow as the north end.
2. The back end of the Village Town Center has potential to be improved and inviting on both sides of the building. The town center is an excellent opportunity to showcase the Village brand.
3. Another example of cow trails signifying needs for pedestrian connectivity.

The ideas contained in this report are broken down here by their overall objective, and their timeline (short term vs long term). Included in the information for each item is a specific action item or location for the Village to proceed. In addition, each item is listed as either 'short term' or 'long term' in an effort to frame expectations about timing.

SHORT TERM

OBJECTIVE 1: ENSURE SAFE AND CONVENIENT PEDESTRIAN FACILITIES, INCLUDING SHADED SIDEWALKS, CROSSWALKS, AND IMPROVED FRONTAGE.

1.1 Wider Sidewalk + Trees on US1

- a. Widen sidewalk along entire Pinecrest Parkway to a minimum of 10' with a landscaped parkway of 6'. Consider easements on the side of property owners only after excess roadway space has been reclaimed.
 - i. Meet with Florida Department of Transportation District 6 to begin discussion re: sidewalk width and outside lane.
 - ii. Meet with property owners to discuss build-to line and volunteer easements if necessary
 - iii. Pilot test the wider sidewalk and street trees at publicly owned facilities at Veterans Wayside Park and Suniland Park.

1.2 Sidewalk Connections

- a. Extend sidewalks as prescribed on the Area maps shown on pages 118 to 127.

1.3 Crosswalk

- a. Add north/south Crosswalks along entire Pinecrest Parkway - Meet w/ FDOT for further discussion.
- b. Add/Enhance east/west Cross walks along all intersections and busway stations along Pinecrest Parkway - Meet w/ FDOT + MDT for further discussion.
- c. Extend median, add sidewalk and add crosswalk to 826 entrance ramp
 - ii. Meet with Miami-Dade Expressway Authority for preliminary discussion about crossing

OBJECTIVE 2: ENSURE BICYCLE CONNECTIVITY TO US1 FROM SURROUNDING CONTEXT, AND FROM THE VILLAGE INTERIOR, ALLOWING FOR SAFE TRAVEL ALONG COMMERCIAL FRONTAGE.

2.1. Regional Bike Connections

- a. Take the lead on implementing the Snapper Creek Trail. Seek out a strategic partnership with the City of South Miami, Miami-Dade County and a non-profit advocacy organization to implement the trail.
- b. Take an active lead in helping to improve conditions on the South Dade Busway. This is a premier shared path that could benefit tremendously from the help of a strong municipal partner like the Village of Pinecrest.

2.2. Bike Parking

- a. Add Bike parking at commercial centers and parks, as indicated on Pages 92-93.
- b. Establish bike parking program whereby the Village will split the cost of adding bicycle parking with property owners.
- b. Amend the zoning code to require new development along US1, or directly adjacent, to provide bike parking.
- c. Specific locations where bike parking should be considered are as follows:
 - i. @ Mall on south-east corner US1 and Kendall
 - ii. Starbucks US1 and Kendall
 - iii. Near intersection of US1 @ 72 ave
 - iv. Roasters & Toasters on US1 @ Dadeland Blvd
 - v. Near intersection on US1 @ 98 street
 - vi. Near intersection on US1 @ 102 st
 - vii. Near intersection on US1 @ 104 st
 - viii. Near intersection on US1 @ 136 st
 - ix. Near Flagler Grove park
 - x. south side of US1 @ 104 st
 - xi. Near Veterans Wayside park
 - xii. Near The Runner's High
 - xiii. Near Tag agency
 - xiv. Near Flannigans
 - xv. Near Whole Foods
 - xvi. Near Best Buy
 - xvii. Near intersection on US1 @ 124 st
 - xviii. Near Evelyn Greer Park
 - xix. Near City Hall
 - xx. Near Town center
 - xxi. Near Suniland Park
 - xxii. Near intersection on US1 and 130 st
 - xxiii. Near Publix on
 - xxiv. Near BB&T Bank

2.2s Bike Amenities

- a. Add bike amenities near major intersections & parks
 - i. Suniland Park
 - ii. near BOA on US1 @ 72 Ave
 - iii. near intersection on US1 @ 98 St
 - iv. US1 @ 104 st
 - v. Veterans Wayside Park on US1 @ 112st
 - vi. US1 @ 120 st
 - vii. Evelyn Greer Park

2.4 Bike Policy & Encouragement

- a. Establish a Bike Friendly Business District. Work together with mall owners, merchants and non-profit partners to establish a bicycle friendly business district.
- b. Create a network of Pinecrest Parkway business owners who can continue to build support for the long term implementation of the ideas in this plan. Continue holding regular US1 Vision Steering committee meetings.
- c. Host a Bike to Work day event at the Village Town Center
- d. Feature businesses and owners who support biking culture on Village website
- e. Feature residents and employees who support biking culture on Village Website
- f. Partner with neighboring organizations who can help promote and add programs to the corridor.
 - i. Green Mobility Network – A Bike and pedestrian advocacy organization. Consider partnering with organization for Bike Valet services and promotion of Pinecrest Bike related events. The board of GMN has been historically influential in the development and stewardship of numerous trails across Miami-Dade County.
 - ii. Friends of The Underline – An organization leading the enhancement of the M-Path from a commuter trail to a linear park. The group leads numerous events throughout the year to help build

awareness.

iii. Friends of the Ludlam Trail – An organization leading the efforts towards the acquisition and construction of the partially abandoned FEC rail way into a world class linear park and trail. The groups leads numerous community events and conservation projects throughout the year to help build awareness and support for the trail.

iv. The M-Path Park Project – A grassroots neighborhood initiative aimed to bring a multi-modal park to the Dadeland community. The site is a segment of the M-Path in-between Kendall Drive and Dadeland North Metro rail station. The group meets once a month to participate in trash clean up and landscaping projects.

OBJECTIVE 3: FRONTAGE IMPROVEMENTS: ADAPT CURRENT MALL FRONTAGE INTO UNIFIED, COMPACT WALKABLE URBANISM.

3.1s Connect Driveways

- a. Meet with property owners to connect adjacent driveways at the following Potential Driveway / Walkway Alignments:

AT&T Strip mall to Damiani Clothing store - In between 8821 & 8865 South Dixie Highway

Design Depot to Pollo Tropical - Between 8935 and 8975 South Dixie Highway

T-Mobile to Bank of America (Crosses over 72 Ave)- In between 9095 South Dixie Highway to 9101 South Dixie Highway

Burger King to Trader Joe's (Crosses over 72 court) - Between 9201 to 9205 S Dixie Hwy

Staples to Pego Lamps - Between 9801 & 9855 South Dixie Highway

OBJECTIVE 4: TRANSITION SPACES: ENCOURAGE THE USE AND CONVERSION OF COMMERCIAL ALLEYS, CROSS-BLOCK PASSAGES AND SIDE STREETS AS TRANSITION ZONES.

4.1s Alleys

- a. Meet with property owners behind the following alley locations to begin a dialogue about transition spaces.

Window Professionals to Carl's Patio - Between 10001 South Dixie Highway to 10045 S Dixie

Carls Patio to CNS Spine therapy - Between 10045 S Dixie Hwy to 10101 S Dixie Hwy

Oriental Rugs to Anthony's Coal Fire Pizza (Crosses over 102 st) - Between 10175 to 10205 South Dixie Highway #100

Gruber & Gruber to Chase Bank - In between 10205 & 10301 S Dixie Hwy

4.2s Cross block passages

e. Install pervious pavers on cross block passages along pedestrian pathways going to commercial areas. Including these locations:

SW 130th street to Suniland Park back entrance (Potentially connects residential on SW 84 Ave)

SW 122 street and SW 82 Ave

Pedestrian access points along the north and south side of the Dixie Belle Shops (12035 South Dixie Highway and SW 82 Ave)

Montgomery Drive and 8125 SW120th Street

Near SW 81 St and 80 Rd (The most accurate to a true existing Cross block connection)

4.3s Side Street Improvements

a. Use pavers to align walkways and driveways. Potential locations include:

SW 117st b/n US1 and SW 81 rd

SW 112 st b/n US1 and 79 Ave

SW 106 Street, b/n US1 and SW 77 ct

SW 102 Street (connect to existing pavers)

SW 72 Ave b/n US1 and 92 Street

Triangle between SW 90th, SW 69th st and US1

Triangle between SW 88 st, SW 68 st and US1

LONG TERM

OBJECTIVE 1: ENSURE SAFE AND CONVENIENT PEDESTRIAN FACILITIES, INCLUDING SHADED SIDEWALKS, CROSSWALKS, AND IMPROVED FRONTAGE.

1.1L Wider Sidewalk + Trees on US1

- Widen sidewalk along entire Pinecrest Parkway to a minimum of 10' with a landscaped parkway of 6'. Consider easements on the side of property owners only after excess roadway space has been reclaimed.
- Ensure that zoning regulations are updated to require new development to comply with the frontage requirements set forth in this document.

1.2L Sidewalk Connections

- Ensure that the zoning code requires sidewalks and landscape strip with redevelopment on side streets as well as along US1.

1.3L Sidewalk Connections

- Update zoning code to require pervious pavers for crosswalks within mall parking lots, and in open cross block passages.

OBJECTIVE 2: ENSURE BICYCLE CONNECTIVITY TO US1 FROM SURROUNDING CONTEXT, AND FROM THE VILLAGE INTERIOR, ALLOWING FOR SAFE TRAVEL ALONG COMMERCIAL FRONTAGE

2.3L Bike Signage

- Create a new branded sign to appear along Pinecrest Parkway and along Transition zones
- Add bike signage along Pinecrest parkway at these locations, in addition to transition zones.
 - US1 @ Kendall Drive
 - US1 @ SW 104 st
 - US1 @ SW 120 st
 - US1 @ SW 136 st
 - US1 @ SW 72 ave
 - US1 @ SW 98 st
 - US1 @ SW 112 st
 - US1 @ SW 124 st
 - US1 @ SW 128 st

OBJECTIVE 3: FRONTAGE IMPROVEMENTS: ADAPT CURRENT MALL FRONTAGE INTO UNIFIED, COMPACT WALKABLE URBANISM.

3.1L Change frontage

- a. Implement zoning changes to encourage better frontage
 - i. higher lot coverage, smaller/no setbacks.
 - ii. Consider adoption of form based zoning requirements for commercial frontage.
 - iii. Encourage the creation of structured parking opportunities at major development sites.
 - iv. Establish a Build-to line in the zoning code that corresponds with four lot types identified in this report.
 - v. Require 70% active frontage in zoning code for new development.
 - vi. Prohibit unobstructed parking in frontage.
 - vii. Establish a Village Beautification grant fund to fund improvement projects.

OBJECTIVE 4: TRANSITION SPACES: ENCOURAGE THE USE AND CONVERSION OF COMMERCIAL ALLEYS, CROSS-BLOCK PASSAGES AND SIDE STREETS AS TRANSITION ZONES.

4.1L Alleys

- a. Update zoning requirements to address needed alley/transition space improvements, including pavers, lighting, and increased tree requirements.

4.2L Cross block passages

- a. Update zoning requirements to require cross-block passages at regular intervals, block perimeter maximums, and a maximum block length of 400' without a pedestrian/bicycle connection.

4.3L GATEWAYS

- a. Work toward design and implementation of gateways at the following locations.

Large

- US1 @ Kendall SW 88 street
- US1 @ SW 74 Avenue
- US1 @ SW136 street

Moderate

- US1 @ SW 100 street
- US1 @ SW 112 street
- US1 @ SW 124 street

Small

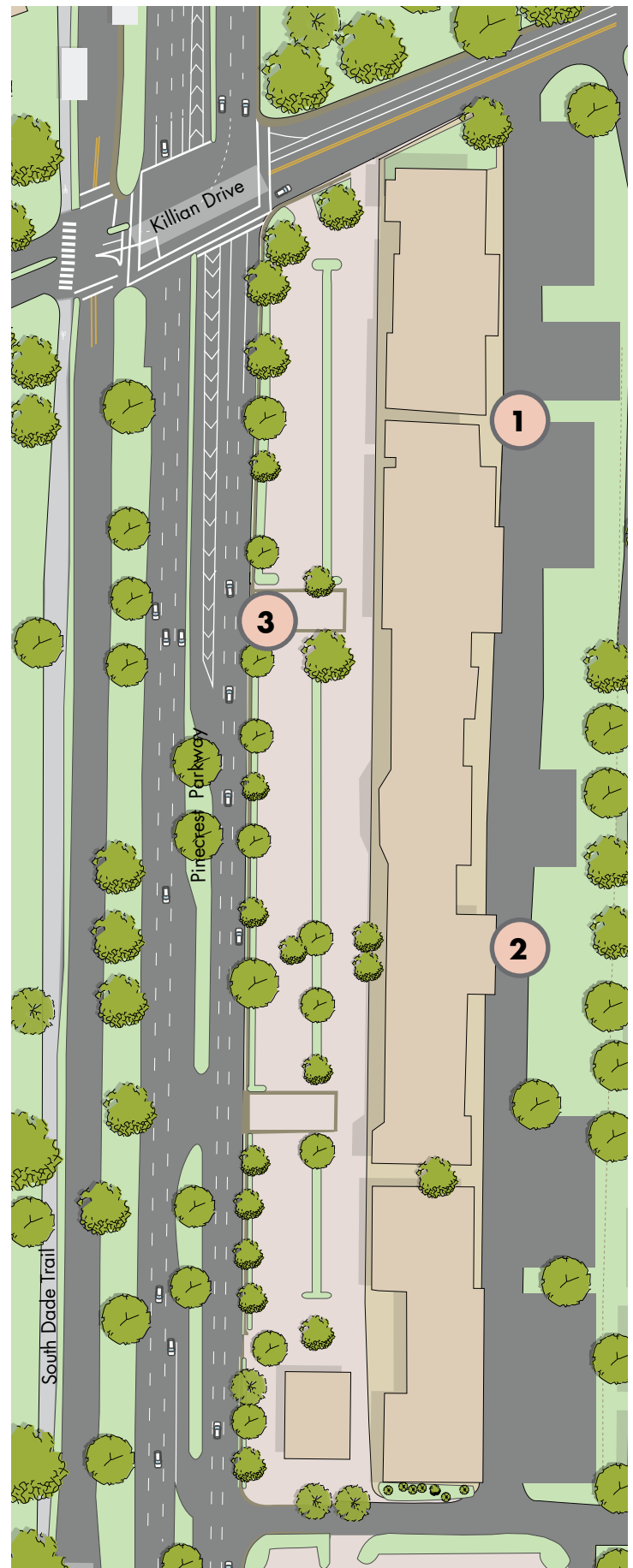
- US1 @ SW 120 street
- US1 @ SW 132 street

- b. Identify potential partnerships with private development to help fund the cost of civic improvements to intersections.

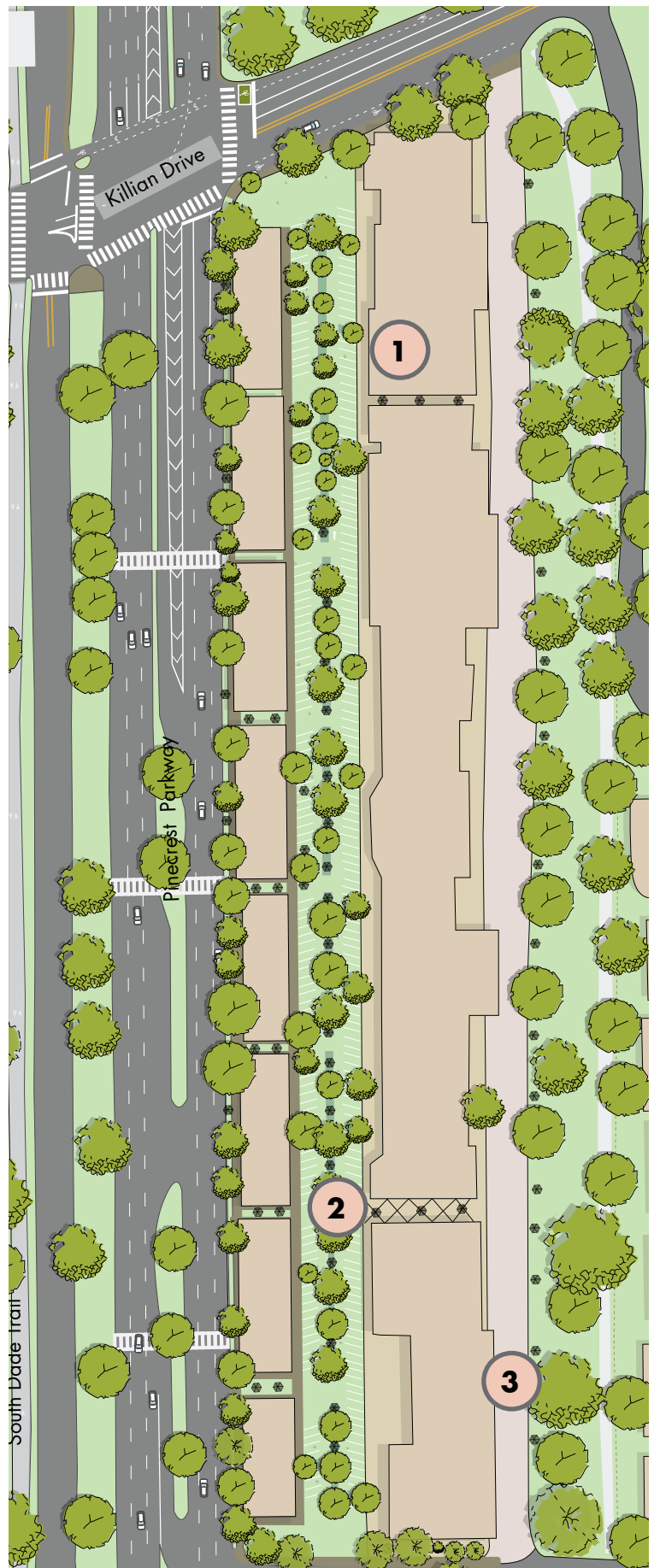
- c. Adapt zoning code so that open space requirements are aligned with the goals of providing gateways at these intersections.

The Suniland shopping center is already a bustling commercial area, but has already reached its full capacity accommodating only cars. More people could come to these establishments if they provided safer and more convenient accommodations for those not traveling by car.

The short term recommendations will suggest quick and cost efficient solutions such as added crosswalks, signage and programming. In addition, short-term solutions can also be made to connect existing private properties by filling sidewalk gaps within commercial areas. The long-term recommendations involve retrofitting these lots with compact urban buildings.



In this diagram, the Suniland shopping center as been retrofitted with substantial new development along US1 within what is currently a parking lot, creating a new main street (1). Parking is relocated to the top of retrofitted mall buildings (2). Regarding the back end, crosswalks have been extended into the neighborhoods to facilitate access to the commercial area for locals. Consider additions such as security cameras at these locations to keep access secure in areas leading to residential properties.





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