

Bicycle/Pedestrian MOBILITY PLAN

for the Miami Downtown
Development Authority Area



PREPARED FOR



PREPARED BY



Kimley-Horn
and Associates, Inc.

Miami-Dade Metropolitan Planning Organization

in conjunction with

Miami Downtown Development Authority

present

Bicycle/Pedestrian Mobility Plan For the Miami Downtown Development Authority Area



Prepared by:

Kimley-Horn and Associates, Inc



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and Associates, Inc.**

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2010

040829021

The preparation of this report has been financed in part by the U.S. Department of Transportation (USDOT), through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



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CONTEXT

Downtown Miami is a world class destination for residents, tourists, commerce, and culture. Significant redevelopment and densification have taken place in the past and a similar trend is expected to continue in the foreseeable future. In addition, the downtown condo market is recovering strongly from one of the most historic boom-turned-busts in U.S. housing market history. The population growth resulting from these trends is positively impacting Downtown Miami's commercial base as well.

Downtown Miami is the hub of the South Florida urbanized region. In fact, as the Downtown Development Authority's (DDA) Master Plan 2025 Vision Statement states, "Downtown Miami is the business, social and cultural epicenter of the Americas, which capitalizes on its unique position as a major world city in a tropical waterfront environment."

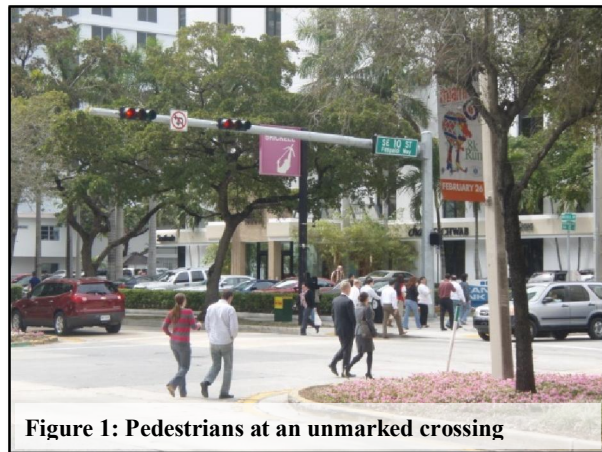


Figure 1: Pedestrians at an unmarked crossing



Figure 2: Bicyclists riding through Brickell Park

It is critical to enhance non-motorized transportation mobility and accessibility for Downtown Miami to sustain its status as a major world city. Pedestrian-friendly downtown environments invite residents and tourists alike to patronize downtown businesses, enjoy beautiful waterfront vistas, walk to work, access public transportation for longer trips, and marvel

at the spectacle of grand boulevards. Furthermore, promoting walking and bicycling in the Downtown achieves important sustainability, health, and recreation goals as well.



At the outset of the Plan, two questions were established to illustrate the context of the ultimate outcomes that project constituents desired to be achieved.

- Can you spend a pleasant hour walking and end up in a variety of great and interesting places?
- Is the bicycle as convenient to use as the automobile?

The Miami-Dade Metropolitan Planning Organization (MPO), Miami DDA, and the City of Miami are continually seeking ways to strengthen Downtown Miami's status as the world class epicenter of the Americas. The 2025 Downtown Miami Master Plan and Miami 21 present an aggressive vision and development plan for the Miami of the 21st century. An efficient and robust transportation system is vital to sustain and underpin the planned growth. This Plan presents improvement strategies developed through technical analysis to enhance the important non-motorized transportation network of Downtown Miami to support sustainable growth.



Figure 3: Pedestrians walking along Brickell Avenue



Figure 4: Interstate wayfinding sign



Figure 6: Pedestrians walking along S Miami Ave



Figure 5: Metromover approaching Bayfront



PLAN OBJECTIVE

The primary objective is to prepare a bicycle and pedestrian mobility plan for the Miami Downtown Development Authority (DDA) area.

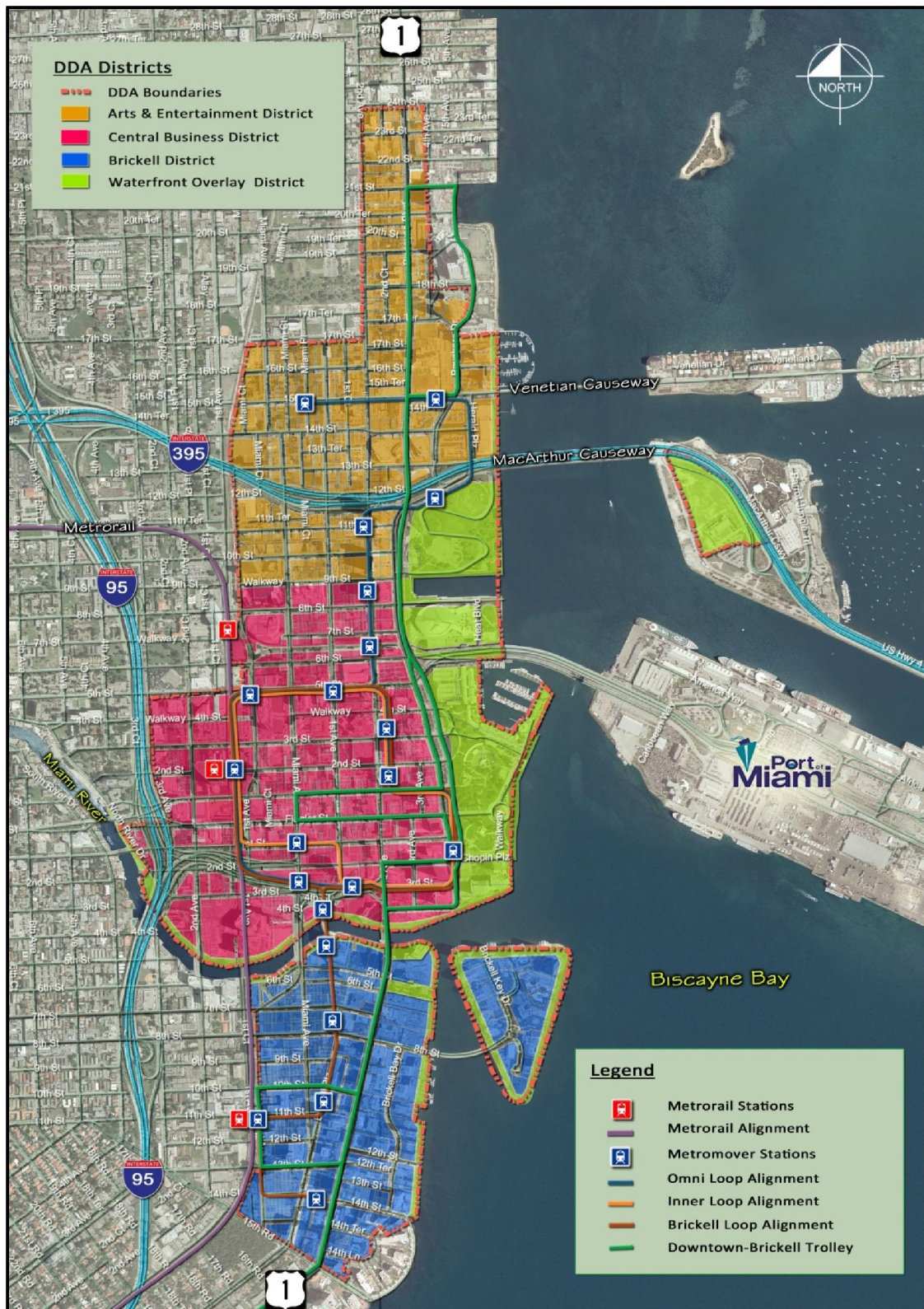
This mobility plan should develop and recommend projects to help implement the DDA's goals related to bicycle and pedestrian mobility including creating great streets and community spaces, elevating grand boulevards to prominence, and leveraging the iconic tropical waterfront. Furthermore, this mobility plan should focus on improving multimodal access to public transportation, which will promote regional connectivity. The DDA study area is depicted on the map in Figure 8 on the following page.



Figure 7: Bicycle at a bicycle rack



Figure 8: Study Area Map





LITERATURE REVIEW

An important element of a successful multimodal mobility plan is to understand prior initiatives that can provide information about the context within which this plan exists. Recommendations and projects identified in prior studies that may affect the outcome of this plan have been identified.

The following data sources, studies, and plans were reviewed as part of this effort. A brief summary of the review of each item is included.

- DWNTWN Miami... 2025 Downtown Miami Master Plan
- DDA Residential Closings and Occupancy Study
- National Household Travel Survey
- U.S. Census Journey-to-Work Data
- Florida Department of Transportation Work Program
- Miami-Dade MPO Transportation Improvement Program (TIP)
- City of Miami Capital Improvement Program (CIP)
- City of Miami 2030 Bicycle Master Plan
- Miami Downtown Transportation Master Plan
- DDA Transportation Enhancement Strategies for Downtown Miami
- Miami River Urban Infill Plan
- Miami River Corridor Multimodal Transportation Plan
- M-Path Master Plan
- Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)
- USDOT Complete Streets
- Context Sensitive Solutions



Figure 9: Bicyclist riding along Biscayne Blvd



DWNTWN Miami... 2025 Downtown Miami Master Plan

The Miami DDA in conjunction with EDAW/AECOM and the guidance of the Greater Miami Chamber of Commerce – New World Committee Downtown Master Plan Task Force developed a master plan for Downtown Miami with a long-term horizon of 2025. The goal of the master plan was to create a connection between, and to reach the maximum potential of each of the distinct districts within the DDA area. This master plan was built upon a solid foundation of previous studies prepared for the Downtown Miami’s mobility, aesthetics, and urbanism. The intent of the document was to create an action-oriented master plan that will allow for instant implementation since it provides goals with a timeline frame ranging from “now” (present day) up to “long-term” (year 2025). It should be noted that, as mentioned before, Downtown Miami is underway to becoming a world class city which will in turn develop the most livable urban center in the nation and it will strengthen its position as an international center for commerce, culture, and tourism. The 2025 Downtown Miami Master Plan establishes the following goals:

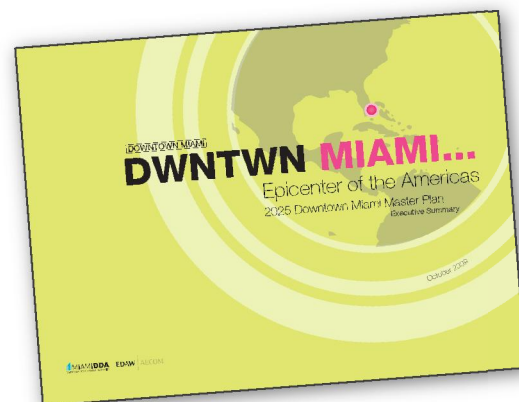


Figure 10: 2025 Downtown Miami Master Plan

- Enhance our position as the business and cultural epicenter of the Americas
- Leverage our beautiful and iconic tropical waterfront
- Elevate our grand boulevards to prominence
- Create great streets and community spaces
- Promote transit and regional connectivity

These goals promote a green urban environment where pedestrian mobility is the transportation priority.



DDA Residential Closings and Occupancy Study

The Miami DDA commissioned an update of the Residential Closings and Occupancy Study prepared by Goodkin Consulting and Focus Real Estate Advisors. The report update was published in March 2010. Major findings are summarized below.

- Occupancy in new condominium buildings including owners and renters increased 12 percentage points from 62 percent to 74 percent of completed units between May 2009 and February 2010.
- Completed buildings studied included 75 condo buildings representing a total of 22,079 units. Two new buildings totaling 876 units are expected to be completed in the near term.
- Approximately 87 percent of the 16,415 sold condo units are filled with full-time residents.
- Substantial household growth is predicted to continue in Downtown Miami. The substantial supply of new condominium units is increasingly being brought to market as rental stock, generating a highly competitive rental market that translates into greater affordability and choice attractive to the substantial downtown employment base.
- The Brickell area accounts for the largest concentration of new condominium buildings/units in the downtown area, representing about 10,400 units. The Central Business District (CBD) and the Wynwood/Edgewater area represent other large markets.

Figure 11: Condo building in downtown Miami





The applicability of this study for the Bicycle and Pedestrian Mobility Plan is that the increasing demand for urban living creates additional need for sustainable non-motorized transportation solutions to serve the resulting urban trip patterns.

National Household Travel Survey

According to the 2001 National Household Travel Survey, nearly one-half of all trips are less than three miles in length. Approximately 28 percent of trips are less than one mile. Yet less than one percent of all trips are made by bicycle according to United States Census data. Although comprehensive travel mode and trip length data is expensive to collect and not frequently updated, it is unlikely that percentages are significantly different than they were in 2001. In a geographic area such as Downtown Miami, it is likely that the percentage of short trips is even higher than the national average.

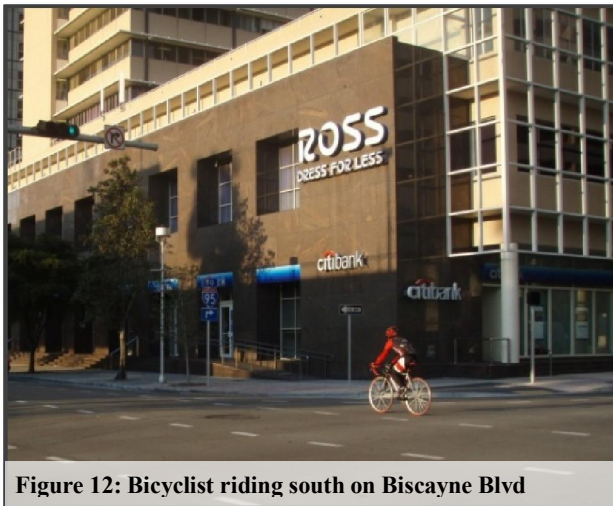


Figure 12: Bicyclist riding south on Biscayne Blvd

Active transportation, such as bicycling, walking, or accessing public transportation, has the potential to serve a greater market share of trips than it currently does. Facilities such as wide sidewalks, pedestrian crossing features at key intersections, bicycle parking areas, and interconnected bike lanes are important for attracting a greater modal share for alternative travel modes. Focusing planning efforts on alternative transportation modes is vital.

U.S. Census Journey-to-Work Data

The United States Bureau of the Census measures transportation data for work trips only using a sampling of respondents that complete the census long form as part of the annual American Community Survey (ACS). Updated socioeconomic, demographic, and housing information is now available on an annual basis.



Journey-to-work data for the Miami DDA area was extracted from geographic information system (GIS) data available from the Census ACS. The most recent year of data available for this analysis is from 2008.

Work trip characteristics in Downtown Miami demonstrate that Downtown residents are more likely to make work trips on foot than in the City, County, and State as a whole. Although “drove alone” is still the dominant journey-to-work mode within the Downtown, the percentage of single occupant vehicles is 7 percent less than in the County and 9 percent less than in the State as a whole.

Table 1: Journey to Work Data

Description	Downtown Miami (DDA Study Area)		City of Miami		Miami-Dade County		State of Florida	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Car, truck, or van	10,144	80.14%	122,481	79.40%	941,634	86.70%	7,353,552	89.99%
Drove alone	8,908	70.37%	108,065	70.05%	840,379	77.37%	6,491,993	79.45%
Carpooled	1,236	9.76%	14,416	9.35%	101,255	9.32%	861,559	10.54%
Public Transportation	1,014	8.01%	18,845	12.22%	61,239	5.64%	160,424	1.96%
Motorcycle	0	0.00%	347	0.22%	2,165	0.20%	24,632	0.30%
Bicycle	40	0.32%	452	0.29%	3,456	0.32%	45,333	0.55%
Walked	674	5.32%	5,433	3.52%	21,745	2.00%	131,860	1.61%
Other means	254	2.01%	2,409	1.56%	15,032	1.38%	103,960	1.27%
Worked at home	532	4.20%	4,145	2.69%	39,192	3.61%	344,756	4.22%

Florida Department of Transportation Work Program

The Florida Department of Transportation (FDOT) prepares an annual work program for projects to be completed in the next five years. Miami-Dade County falls within the jurisdiction of FDOT District Six. The FDOT 2010 – 2014 work program was reviewed to



determine what projects are expected to be completed within the next five years. According to Florida Statute 335.065, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility. The following projects are programmed by FDOT that are of interest to this Plan.

**Table 2: FDOT Work Program
Projects within the Miami DDA Area**

FM Number	Location	From	To	Improvement	Year*
412473-1	Brickell Avenue	SE 25 th Road	SE 4 th Street	Rigid Pavement Rehabilitation	2012
424407-1	SW 1 st Street	Miami River	Miami River	Bridge Replacement PD&E	2018
414624-1	Biscayne Boulevard	NE 15 th Street	NE 35 th Terrace	Flexible Pavement Reconstruction	2012
418334-1	Riverwalk	SW 2 nd Avenue Bridge	S Miami Avenue Bridge	Bike Path/Trail (Enhancement Funds – City of Miami is the Project Manager)	2011
420907-1	Miami River Greenway	NW 12 th Avenue	SW 5 th Street	Bike Path/Trail (Federal Earmark – City of Miami is the Project Manager)	2012
414633-1	Flagler Street	West 14 th Avenue	West 2 nd Avenue	Flexible Pavement Reconstruction	2016
251156-3	Port of Miami	Port of Miami	Macarthur Cswy	Tunnel	2015

* Project completion date

Miami-Dade MPO Transportation Improvement Program (TIP)

The Miami-Dade MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. The TIP in effect at the time of this Plan is the FY 2009/10 to FY 2013/14 TIP adopted by the Miami-Dade MPO Governing Board on May 28, 2009. The TIP specifies proposed transportation improvements to be implemented in Miami-Dade County over the coming five years. The TIP was reviewed to determine programmed projects within the study area. Programmed projects are depicted in Table 3.



FDOT projects identified in the previous section under FDOT Work Program are not repeated in Table 3.

**Table 3: Miami-Dade MPO TIP
Projects within the Miami DDA Area**

FM Number	Location	From	To	Improvement	Year
PW671203	NW 14 th Street	Civic Center	Biscayne Boulevard	Widening to 3 Lanes	N/A
PW000306a	NE 2 nd Avenue	NE 20 th Street	NE 36 th Street	Traffic Operations Improvement	2011
PW671204	NW 20 th Street	Civic Center	Biscayne Boulevard	Resurfacing and Re-striping 4 Lanes	N/A

City of Miami Capital Improvement Program (CIP)

The City of Miami prepared the Capital Improvement Program (CIP) as part of the budgeting process for projects expected to be built over the next five years. The latest CIP available at the time of this Plan is the FY 2008/09 to FY 2013/14 CIP. The City of Miami CIP was reviewed to determine programmed projects within the study area. GIS data for CIP projects were provided by the City of Miami. CIP projects are mapped in Figure 13.

City of Miami 2030 Bicycle Master Plan

The City of Miami published their first Bicycle Master Plan in September 2009. This Bicycle Master Plan was developed with the guidance of previous bicycle study efforts locally and nationally. The study assessed the existing conditions, public input, and city staff recommendations to establish the citywide bicycle network plan and bicycle parking plan. This effort can be used as guidance for the development of the bicycle network and parking for the period 2010-2030 within the Downtown study area. The Plan identified that most of the existing corridors within the City are primarily designed for automobile use. Very few bicycle facilities exist within the Downtown area, which makes for an unsafe environment for bicyclists along these corridors.

Bicycle/Pedestrian MOBILITY PLAN

for the Miami Downtown Development Authority Area



Figure 13: City of Miami CIP Improvements





Miami Downtown Transportation Master Plan

The Miami Downtown Transportation Master Plan (MDTMP) was developed in 2003 to set a general framework for the transportation system in Downtown Miami. As a result, the master plan generated a series of recommendations for the Downtown through the year 2020. The MDTMP focused on maintaining levels of mobility for employees, residents, and visitors. Emphasis was placed on the use of transit (Metrorail, Metromover, shuttles, etc.) and improving the pedestrian environment. Since this study was published, other studies have been completed that expand to provide a more pedestrian-oriented environment. The most recent study was developed by the Miami DDA in their 2025 Downtown Miami Master Plan.

DDA Transportation Enhancement Strategies for Downtown Miami

An evaluation of the City of Miami's existing transportation system and development of transportation enhancement strategies for Downtown Miami was completed in early 2009. The purpose of this project was to set the framework and identify all the potential roadway, transit, and bicycle/pedestrian facility improvements to achieve these objectives. The study evaluated the City's existing transportation system and provides potential improvement strategies. A series of maps were developed to illustrate the transportation system and the potential improvements. As a result of an interactive process with the DDA, this report also includes a prioritization of the already planned projects and the development of conceptual improvements. As part of this effort, a series of improvements have been identified to improve the safety of the existing users and to encourage current automobile users to walk and/or bike for their mobility needs within Downtown Miami. The pedestrian/bicycle improvements are expected to enhance access to the transit system to provide better alternative travel options to automobile. These recommendations are listed in Table 4.



**Table 4: DDA Transportation Enhancement Strategies
Pedestrian/Bicycle Improvements**

Project	Purpose Served	Status
Bicycle Path Improvements along 14th Street	Connect the Performing Arts Center/Entertainment Area to the University of Miami Medical Center Health District	Planned
Bicycle Path Improvements along NW 1st Avenue	Connect Downtown Miami Government Center to the proposed bicycle lanes along 14 th Street	Planned
FEC Urban Greenway Corridor	Greenway along the FEC railroad right-of-way to connect Bayfront Park to the bicycle lanes on NW 1 st Avenue	Planned
M-Path Greenway	Connect the existing bicycle lanes on SW 15 th Road to the Brickell Metrorail Station	Planned
Miami River Greenway M-Path Connector	Connect the Miami River Greenway to the M-Path Greenway starting at SW 7 th Street	Planned
Pedestrian Corridor Improvements <ul style="list-style-type: none"> ▪ Miami Avenue ▪ Biscayne Boulevard ▪ Flagler Street ▪ W. 2nd Avenue ▪ N. 5th Street ▪ N.E. 2nd Avenue ▪ N.E. 3rd Street ▪ N.E. 1st Avenue ▪ N.E. 2nd Street ▪ S. 1st Street ▪ N. 4th Street 	Pedestrian corridor improvements and connection of existing pedestrian corridors to provide a continued corridor	Miami Downtown Transportation Master Plan
Pedestrian Connections/Walkways	Miami Riverwalk Connection between American Airlines Arena and Bayside along with other existing walkways	Miami Downtown Transportation Master Plan

Miami River Corridor Urban Infill Plan

In 2002, Kimley-Horn prepared the first Miami River Corridor Urban Infill Plan for the Miami River Commission. The Miami River Commission joined efforts with the City of Miami, Miami-Dade County and Miami River Corridor stakeholders to kick-start this Urban Infill effort. The plan was built upon previous plans for the Miami River including the Miami River Greenway Action Plan, Miami River Master Plan, Miami River Study



Commission Report, and Miami River Commission's Water Quality Improvement Plan. The Urban Infill Plan focused on establishing a unified vision for the future use and development along the Miami River. This plan mainly promotes and protects river interests, encourages smart redevelopment within the Miami River Infill Area, creates public awareness of the river, and defines and protects the quality of life along the river. In addition, the Urban Infill Plan provides a vision for the future of the Miami River Corridor as a true multimodal transportation system. The plan also identifies specific recommendations to improve pedestrian mobility.

M-Path Master Plan

Kimley-Horn developed the M-Path Master Plan for the Miami-Dade MPO in 2007. The M-Path is currently a nine-mile, eight-foot wide multi-use path that connects Downtown Miami to SW 67th Avenue (Ludlam Road) in South Miami. The M-Path was built within Miami-Dade Transit right-of-way, meandering under the elevated Metrorail. Along the corridor, discontinuities exist and the path does not meet current trail design standards for bi-directional multi-use paths. The objective of the M-Path Master Plan was to address operational issues and problem areas along the alignment with a comprehensive program for the path as a whole. M-Path concerns and issues were identified and documented by the study team team at the outset of the plan through corridor inventories and photography. Guiding principles were developed to provide focus for design standards and trail improvements. Trail design standards were established that will guide the improvement of existing segments and will serve as a basis for the design of future segments and connections to the M-Path. A conceptual design was prepared on aerial photography that identified locations for trail improvements such as enhanced intersection crossings, trail re-alignments, safety features, signage, lighting, landscaping, and Metrorail plaza treatments. In addition to existing trail enhancements, the M-Path is programmed to be extended in 2011 from SW 67th Avenue to Dadeland South, where it will connect to the 20-mile South Dade Trail.



Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade Metropolitan Planning Organization (MPO) updates their LRTP every five years per federal legislation requirements. The LRTP outlines expenditures for surface transportation programs including highways, transit, safety, research and freight. The current LRTP is for long term planning horizon 2035. The 2035 LRTP was adopted by the MPO Governing Board late 2009. The plan addresses several transportation improvements, including mobility, safety, security, economic vitality, environment, connectivity, and system preservation. The plan identified several projects in the vicinity of the DDA area. Some of these projects include rubber-tire mass transit, traffic operations improvements, bridge rehabilitation/construction, Port of Miami access improvements, and bicycle and pedestrian facilities. Table 5 and Table 6 summarize these projects.

**Table 5: Miami-Dade 2035 LRTP Cost Feasible Plan
Projects in Priorities I to IV**

Facility	From	To	Description
Coral Way-Brickell Trolley	Brickell Metrorail/ Metromover Station	Ponce de Leon Boulevard	Implement rubber tire trolley service
Downtown-Brickell Trolley	Brickell Metrorail/ Metromover Station	Omni area	Implement rubber tire trolley service
NE 2 nd Avenue	NE 20 th Street	NE 91 st Street	Street/Traffic Operational Improvements
SR 5/US-1/Biscayne BRT	Omni Terminal	Aventura Mall	Premium transit improvement
SW 1 st Street Bridge	over Miami River	US-1	Bridge replacement
Downtown/Port Access			Construct I-95 NB Slip ramp on NW 6 th Street; Implement NE/NW 5 th /6 th /Port Blvd. improvements for access between POM and I-95 Slip ramp
SR 5/US-1/Biscayne Boulevard			Expand SB left turn lane for trucks entering Port



**Table 6: Miami-Dade 2035 LRTP Cost Feasible Plan
Non-Motorized Projects**

Facility	From	To	Description
NE 2 nd Avenue	NE 20 th Street	NE 36 th Street	Bicycle Facility Improvements
Safe Route to School Program	Southside		Non-motorized Facility Improvements
North Miami Avenue	NW 14 th Street	NW 29 th Street	Bicycle Facility Improvements (Restriping)
North Miami Avenue	NW 5 th Street	NW 14 th Street	Bicycle Facility Improvements (Restriping)
NW 2 nd Avenue	NW 17 th Street	NW 20 th Street	Pedestrian Facility Improvements
NW 3 rd Court	I-95	NW 8 th Street	Pedestrian facility Improvements
South Miami Avenue	SW 14 th Terrace	SW 12 th Street	Bicycle Facility Improvements (restriping)
South Miami Avenue	SW 6 th Street	SW 3 rd Street	Bicycle Facility Improvements (restriping)
SW/NW 1 st Avenue	SW 2 nd Street	NW 20 th Street	Bicycle Facility Improvements (restriping)
SW 2 nd Avenue	SW 15 th Road	SW 8 th Street	Bicycle Facility Improvements (restriping)
Overtown Greenway (except portion between NW 3 rd and 7 th Avenue)	Miami River Greenway	Bicentennial Park	Trail Improvements

Miami River Corridor Multimodal Transportation Plan

Kimley-Horn developed the Miami River Corridor Multimodal Transportation Plan for the Miami-Dade MPO and the Miami River Commission. This Plan addressed various types of transportation along the river. The Plan incorporated the Miami River Greenway Action Plan (MRGAC) as well as the relationship between the MRGAC and multiple modes of transportation improvements along the corridor. These include pedestrian, bicycle, transit, and roadway improvements. The Plan developed a multimodal transportation strategy that envisioned alternative modes of transportation that will alleviate the traffic congestion



on the adjacent roads and increase the functionality of the Miami River Corridor, including steps necessary for completion of the Miami River Greenway. Project recommendations were made for the Upper River, Middle River, and Lower River. The Lower River section includes a portion of the DDA study area.

Complete Streets (USDOT)

In March 2010, the Secretary of the United States Department of Transportation (USDOT) announced the end of favoring motorized transportation at the expense of non-motorized transportation. To accomplish this objective, the USDOT is directing state DOTs, MPOs, and local jurisdictions to:

- treat walking and bicycling as equals with other transportation modes,
- go beyond minimum standards within a context sensitive solution,
- collect data on walking and bicycling trips, and
- improve non-motorized facilities during maintenance projects.

Complete streets are designed and implemented to enable safe access for all users so that pedestrians, bicyclists, transit passengers, and motorists of all ages and abilities are not discriminated against in the design of the transportation network. Complete streets are defined by the National Complete Streets Coalition (NCSC), a national non-profit partnership, as safe, comfortable and convenient for travel by everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

In 1984, the State of Florida adopted a Statute for Bicycle and Pedestrian Ways (Florida Statute 335.065), which is widely regarded as an early form of the complete streets principle. Over the years this initiative has evolved to its current form where it states that both bicycle and pedestrians shall be given full consideration in the planning and development of transportation facilities, with a special emphasis to projects within one mile of an urban area. In addition, in March of 2009, the City of Miami adopted a resolution establishing a “Complete Streets Program.”



Context Sensitive Solutions

The concept of Context Sensitive Solutions (CSS) has been around since late 1960's when the National Environmental Policy Act (NEPA) of 1969 required transportation agencies to consider the possible adverse effects of transportation projects on the environment.

In the late 1990's, the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) jointly sponsored the "Thinking Beyond the Pavement" national conference, which generated the definition of context sensitive design (CSD). It was then that CSS really gained significant momentum.



In the fall of 2006 AASHTO's Center for Environmental Excellence and FHWA sponsored a conference, whose results generated the following definition of CSS:

"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions".

The core principles of CSS are applied to transportation planning and design and are especially relevant within the exceptional context of Downtown Miami. One of them emphasizes exercising flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments. In addition, CSS design stresses that in urban environments pedestrians should not be expected to make inconvenient diversions from their travel paths to cross an intersection or a roadway.



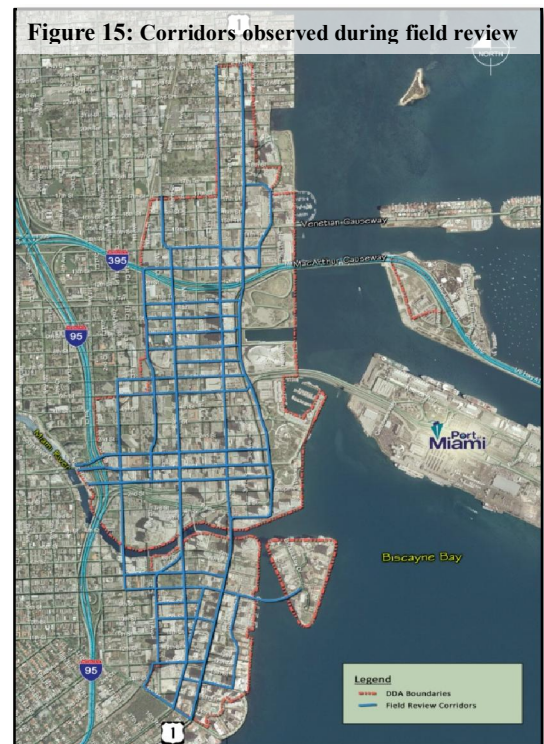
TRANSPORTATION MOBILITY ANALYSIS

A general transportation mobility analysis has been completed to identify bicycle and pedestrian trip patterns and mobility issues throughout the DDA area. The analysis was based on existing conditions, data collected for this Plan, and an online bicycle and pedestrian survey. The purpose of this task was to collect data that will allow the study team to properly assess the existing conditions of alternative travel modes in Downtown Miami, and to analyze the future bicycle and pedestrian infrastructure needs.

Field Review Observations

Field observations were conducted from February to May 2010 along major travel corridors within the DDA area. Detailed field observations of these corridors were conducted to determine existing conditions, width of curb lane, sidewalk width, median type, posted speed limits, presence of on-street parking, and existing bike facilities. Figure 15 illustrates the study corridors that were included in the field review. Data collection sheets are included in Appendix A.

Road Name	Route	Type	Lane Width	Sidewalk Width	Median Type	Number of Lanes	Notes
N 7th Street	7th St	NO	12'	NO	NO	2	UNID
N 8th Street	8th St	NO	12'	NO	NO	2	UNID
N 9th Street	9th St	NO	12'	NO	NO	2	UNID
E 1st Street	1st St	NO	12'	NO	NO	2	UNID



Results of these field observations recognize that within the downtown area there are just a few corridors identified as bicycle facilities. In addition it was noted that not too many corridors provide a wide sidewalk with physical separation from the traffic, as recommended in the CSS guidelines. It was also noted that the average curb lane width along



these corridors was approximately 11 feet, which potentially limits the future bicycle facilities to “bicycle routes”, “sharrows” or “bicycle boulevards.” Several pedestrian/bicycle mobility issues were identified during the field reviews. These issues may be summarized as follows:

- unmarked crossings on key approaches at several major intersections
- pedestrian visibility concerns at intersection crosswalks
- lack of connectivity along the Miami River Greenway
- lack of adequate access to the Miami River Greenway
- high occurrence of undesignated bicycle parking indicating some latent demand
- inconvenient access to Metromover stations’ ADA accessible entrances
- pedestrian corridors designed to meet minimum standards, not context sensitive

Pedestrian and Bicyclist Counts

In order to capture the magnitude of pedestrian and bicycles in downtown major corridors, 2-hour counts were collected at eight locations within the study area. Bicycle and pedestrian counts help to monitor locations, better define safety issues, develop improvements, and prioritize locations for implementation. In addition, bicycle and pedestrian counts could be used to define bicycle safety issues (i.e., crashes) in relation to exposure.

As indicated in Figure 16, these counts were strategically located at key distinct locations and specific times. Each location and timing was particularly selected to capture different travel patterns within different land uses. Pedestrian counts during a typical Friday lunch peak period

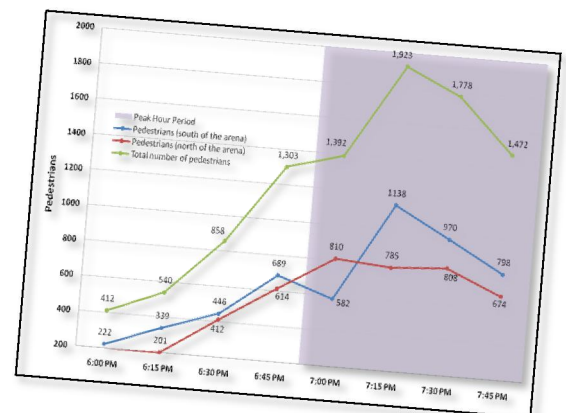




were collected along Flagler Street and Brickell Avenue, capturing pedestrian volume in the Central Business and Financial Districts. A total of 657 pedestrians per hour were counted at the intersection of Brickell Avenue and SE 10th Street, and 1,262 pedestrians along Flagler Street between Miami Avenue and E 1st Avenue during the peak hour. Evening peak period pedestrian counts were obtained at the heart of the entertainment district in Mary Brickell Village during a typical Thursday evening. Approximately 400 pedestrians were counted from 9:45 p.m. to 10:45 p.m. at the Mary Brickell Village.

Pedestrian counts were also performed during special events at Bayfront Park, the American Airlines Arena (AAA), and the Adrienne Arsht Performing Arts Center. A pedestrian count was performed on a Friday afternoon at the steps of the DWNTWN concert series, where approximately 650 pedestrians were counted walking to and from Bayfront Park. On a typical Saturday evening for a Heat home game, a total of 6,565 pedestrians were observed to approach the AAA prior to the game start. As a comparison, an average of 1,750 vehicles per hour were observed during a typical weekday evening in January 2009 (source: FDOT Florida Traffic Information 2009). Approximately 340 pedestrians were counted approaching the Performing Arts Center an hour before the performances started.

Bicycle counts were also performed at Brickell Avenue and Biscayne Boulevard with approximately 60 and 70 bicyclists per hour on the peak hour of a typical Saturday morning. Detailed information of the count data is included in Appendix B.





Transit Data

Transit boarding and alighting data for Metrorail and Metromover stations within the DDA boundaries were obtained from the Ridership Technical Report prepared by the Office of Performance Management of Miami-Dade Transit in April, 2010. Three (3) out of the 22 Metrorail stations are within the DDA area boundaries – Brickell Station, Government Center Station, and Overtown/Arena Station. The Government Center Station has the most boardings of the entire Metrorail system with the total boardings surpassing 275,000 in a month. The Brickell Station is ranked 6th and the Overtown/Arena Station is ranked 15th with boardings of approximately 92,000 and 33,000, respectively. Although these numbers correspond only to boardings, it is safe to assume that a vast majority of these trips are part of a roundtrip. These numbers are significant and indicate that approximately 20,000 people arrive in downtown every weekday via Metrorail.

In addition, data from the Metromover downtown people mover system were obtained. As indicated in Table 7, there are 20 operating stations. Metromover boardings total approximately 650,000 per month. Of these boardings, approximately 84 percent occurred during the weekdays serving Downtowners that live and work in the area, commuters arriving by car, and transit commuters that become pedestrians once they reach their destination. Detailed transit data are included in Appendix C.



Table 7: Metromover Boardings by Station

Stations ¹	Total Boardings ²	Weekday Boardings	Saturday Boardings	Sunday Boardings
Government Center	145,716	129,297	88.7%	9,034
Bayfront Park	88,088	73,991	84.0%	7,874
Omni	68,244	54,648	80.1%	7,648
College/Bayside	48,915	39,392	80.5%	5,205
Brickell	48,521	41,341	85.2%	4,059
First Street	35,681	29,640	83.1%	2,927
College North	27,302	23,731	86.9%	1,834
School Board	25,361	19,748	77.9%	3,026
Financial District	24,633	21,480	87.2%	1,783
Tenth Street	20,358	17,115	84.1%	1,848
Knight Center	17,690	12,077	68.3%	3,026
Miami Avenue	17,430	15,378	88.2%	1,351
Freedom Tower	16,651	13,598	81.7%	1,467
Eighth Street	13,310	11,059	83.1%	1,221
Riverwalk	12,618	10,505	83.3%	1,219
Park West	11,026	8,162	74.0%	1,436
Arena/State Plaza	9,873	8,338	84.5%	834
Fifth Street	9,010	7,795	86.5%	748
Third Street	7,878	6,539	83.0%	814
Eleventh Street	5,523	4,123	74.7%	737
Bicentennial Park ³	0	0	-	0
Total/Average	653,828	547,957	83.8%	58,091
				8.9%
				47,780
				7.3%

Notes:

¹ The stations are sorted in descending order of Total Boarding

² Boarding values presented in this table are established per month

³ Station is currently closed

Online Survey Results

In addition to quantitative data from field reviews and pedestrian counts, an online survey was administered by DDA staff to obtain downtown street users' perspective about the quality of existing conditions and usage. A total of 339 people responded to the online survey. The survey included qualitative and quantitative questions regarding the use of downtown streets for walking and bicycling.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Walk	Bike	All	Walk	Bike
Brickell Avenue	152	74	256	53.7%	21.8%
Biscayne Boulevard	170	91	291	50.1%	26.0%
South Miami Avenue	121	105	226	35.7%	31.0%
Flagler Street	175	50	225	51.6%	14.7%
Bayshore Drive	91	99	190	26.8%	29.2%
Brickell Bay Drive	100	84	180	31.3%	24.8%
Coral Way	50	54	140	16.5%	24.6%
Venetian Causeway	34	142	176	10.0%	41.0%
River Walk	121	50	171	35.7%	14.7%
Baywalk	142	48	180	41.9%	13.6%
64 Comments					
339 responses in total					



One of the questions was to rank a set of bicycle-pedestrian amenities in order of importance (1 being the least important and 10 being the most important). The results indicate that to Downtowners, bicycle lanes, sidewalks and crosswalks are the most important elements for a pleasant trip experience. These are followed by traffic signals and proper signage. Table 8 shows the results of this survey question. Detailed survey results are included in Appendix D.

Table 8: Bicycle-Pedestrian Amenities Ranking

	LEAST Important									
	1	2	3	4	5	6	7	8	9	10
Crosswalks	8 3%	13 4%	14 4%	21 7%	25 8%	32 10%	36 12%	50 16%	66 21%	48 15%
Signage	20 6%	23 7%	25 8%	37 12%	39 12%	35 11%	41 13%	47 15%	37 12%	9 3%
Benches	42 13%	31 10%	59 19%	38 12%	44 14%	27 9%	35 11%	19 6%	11 4%	7 2%
Bicycle Lanes	25 8%	33 11%	19 6%	15 5%	21 7%	22 7%	19 6%	29 9%	35 11%	95 30%
Restrooms	54 17%	52 17%	40 13%	45 14%	29 9%	30 10%	21 7%	19 6%	12 4%	11 4%
Water Fountains	55 18%	66 21%	49 16%	37 12%	23 7%	22 7%	20 6%	14 4%	21 7%	6 2%
Shade	31 10%	26 8%	34 11%	49 16%	40 13%	35 11%	26 8%	28 9%	19 6%	25 8%
Bicycle Racks	39 12%	32 10%	31 10%	35 11%	44 14%	48 15%	28 9%	21 7%	26 8%	9 3%
Traffic Signals	20 6%	20 6%	24 8%	28 9%	24 8%	40 13%	53 17%	63 20%	29 9%	12 4%
Sidewalks	19 6%	17 5%	18 6%	8 3%	24 8%	22 7%	34 11%	23 7%	57 18%	91 29%

A sampling of quotes that survey respondents provided for open-ended questions can be found below.

"I would ride my bike to work every day if it was safer- there aren't any bike lanes and drivers are not educated on the rules of the road or bicyclists. I usually run home twice a week as well and find that drivers pulling in and out of streets and driveways have no regard for pedestrians. I would probably never use my car if the streets were safer to ride/run on."

"Riverwalk and Baywalk must be prioritized for completion."



"The best things about walking in downtown Miami are the variety of neighborhoods that can be reached in a short time period, the fresh ocean air breeze, the mix of architecture styles and the ability to avoid the hassle of parking."

"Increased shade is critical."

"Increased accommodations for cyclists would greatly improve the Downtown area. More racks, covered storage, and especially bicycle lanes would be wonderful additions."

"Pedestrians and bicyclists need to feel safe. Cars dominate the downtown even the intersections of streets that ought to be easy to cross by foot. Crosswalk improvements and pedestrian signals are easy to implement as are bike lanes and racks."

"The downtown area should incorporate more friendly pedestrian and cycling mobility it will bring more people to Downtown including myself and it would be great for the city. I think it is very important for Miami, for people as well to become healthier and have other options of getting around."

Appendix D includes all of the additional written responses provided in the online survey.



GOALS AND OBJECTIVES

On May 25th, 2010, the Study Advisory Committee for the project met to identify the main goals and objectives for this Plan in consideration of the results of the Literature Review and the Transportation Mobility Analysis.

The primary goal established by the Committee is to promote a green urban environment where pedestrian and bicycle mobility are the transportation priorities. In addition, the Committee members agreed upon the objective to identify projects and strategies consistent with goals outlined in the 2025 Downtown Miami Master Plan. The key goals outlined in the master plan for healthy transportation solutions are listed below.

- Complete Baywalk and Riverwalk
- Elevate Brickell Avenue to Iconic Status
- Create a Grand Promenade Along Biscayne Boulevard
- Promote Flagler Street as Miami's Pedestrian Oriented Main Street
- Reinforce Connectivity to Brickell Village Center
- Enhance Connectivity to Surrounding Neighborhoods
- Promote Transit Connectivity
- Rebalance Roadways Towards Transit, Pedestrians, and Bicyclists



RECOMMENDED IMPROVEMENTS

Bicycle and pedestrian mobility recommendations were developed for the DDA area based on input from the Study Advisory Committee and the prior work tasks of this Plan, including the literature review, transportation mobility analysis, and the identification of goals and objectives. All improvements have been developed under an overarching principle to support and prioritize pedestrians and bicyclists within the exceptional context of downtown Miami through use of context sensitive solutions (CSS) and complete streets principles as discussed in the Literature Review component of this report.

Project Listing

This Plan recommends the following improvement projects to promote safe and sustainable pedestrian and bicycle mobility within the Miami DDA. Most of the Plan projects are capital improvement projects. Project descriptions, lead agencies, tasks, timeframes, implementation strategies, and generalized implementation cost levels for these projects are included below. Generalized implementation costs are identified by using dollar signs "\$" and ranging from lower cost "\$" to higher cost "\$\$\$\$." A table summarizing the generalized implementation costs for the proposed projects is included in Appendix E. Photos, drawings, maps, and tables were developed or obtained from existing sources as necessary to provide further information and definition regarding the projects.

The capital projects represent the Engineering "E" of the League of American Bicyclists' "Five E" multimodal planning process. The remaining four "Es" each have individual recommendations summarized at the end of the Plan – Education, Encouragement, Enforcement, and Evaluation. The projects are organized as follows.



Area Wide Improvements

- Project 1: Modal Priority Zone
- Project 2: Low-Speed Design Principles
- Project 3: One-Way to Two-Way Street Conversion
- Project 4: Festival Streets
- Project 5: Pedestrian Throughway Zone
- Project 6: Pedestrian Shade Corridors
- Project 7: Pedestrian Lighting
- Project 8: Pedestrian Signalization Improvements
- Project 9: Automated Pedestrian Detection
- Project 10: Miami River Greenway Improvements
- Project 11: Bike Route 1 Improvements
- Project 12: Other Bicycle Improvements

Metromover Improvements

- Project 13: Financial District Metromover Station
- Project 14: Brickell Metromover Station
- Project 15: Tenth Street Metromover Station
- Project 16: Fifth Street Metromover Station
- Project 17: Third Street Metromover Station
- Project 18: First Street Metromover Station
- Project 19: College/Bayside Metromover Station

Segment Improvements

- Project 20: Biscayne Boulevard Median Improvements
- Project 21: Pedestrian Mobility Improvements – Biscayne Blvd.–North
- Project 22: Pedestrian Mobility Improvements – Biscayne Blvd.–South
- Project 23: Pedestrian Mobility Improvements – Brickell Avenue
- Project 24: Pedestrian Mobility Improvements – Miami Avenue
- Project 25: Pedestrian Mobility Improvements – S Miami Avenue
- Project 26: Pedestrian Mobility Improvements – NE 2nd Avenue–North
- Project 27: Pedestrian Mobility Improvements – NE 2nd Avenue–South
- Project 28: Pedestrian Mobility Improvements – SE/NE 2nd Avenue
- Project 29: Pedestrian Mobility Improvements – SW 1st Avenue
- Project 30: Pedestrian Mobility Improvements – Brickell Bay Drive
- Project 31: Court House Pedestrian Improvements
- Project 32: High Density Bicycle Parking
- Project 33: NW 1st Street Transit Mall

Non-Engineering Improvements

- Project 34: Education Improvements
- Project 35: Encouragement Improvements
- Project 36: Enforcement Improvements
- Project 37: Evaluation and Monitoring



Project 1: Modal Priority Zone

Project	Modal Priority Zone
Project Description	<ul style="list-style-type: none"> • Adopt a Modal Priority designation (illustrated in Figure 17) within the Miami DDA boundaries to account for the exceptional context of downtown Miami, the largest urban center in Florida • Prioritize pedestrians and bicycles over other modes to recognize that the downtown core is a unique setting where non-motorized transportation is a particularly viable and sustainable solution • All roadway studies and projects must consider all modes and provide improvements for all modes
Lead Agencies	<ul style="list-style-type: none"> • Miami DDA, City of Miami, Miami-Dade County, FDOT
Notes	<ul style="list-style-type: none"> • The unique relationship between land use density, desirable origins and destinations, infrastructure improvements, and urban design within downtown ensure the necessity of a multi-modal core for downtown Miami to maintain its viability
Tasks Involved	<ul style="list-style-type: none"> • Apply guiding principles and lessons learned from cities that have developed a successful Modal Priority plan for application within their downtown cores (e.g. Minneapolis, MN and Vancouver, BC), both widely considered to be among the most walkable cities in North America • Prepare a before-and-after evaluation and a monitoring program to insure the effectiveness of the prioritization and the achievement of objectives • Coordinate with the City of Miami, Miami-Dade County, and the Florida Department of Transportation to update all relevant standards, manuals, guidelines, transportation plans, and capital improvement programs to support the Modal Priority designation within the Miami DDA boundaries

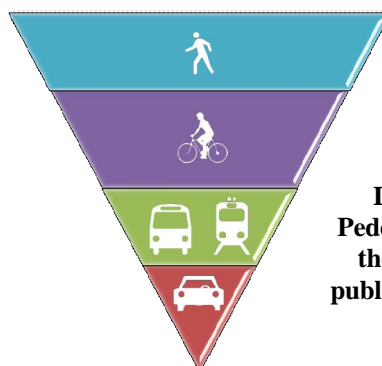


Figure 17: Potential Modal Priority Designation within downtown Miami – Pedestrians would be prioritized at the top of the pyramid followed by bicycles, then by public transportation, and finally personal car



Project 2: Low-Speed Design Principles

Project	Low-Speed Design Principles
Project Description	<ul style="list-style-type: none"> As streets are redesigned, reconstructed, and redeveloped, use low-speed design principles to achieve lower speeds in the study area through techniques such as smaller corner radii, pedestrian bulb-outs, traffic circles that accommodate bicycles and pedestrians, and utilizing traffic calming devices where appropriate Perceptual design features such as patterns painted, stamped, or built into the roadway surface encourage motorists to reduce speeds
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> A general recommendation for most downtown streets would be to design for no more than 30 miles per hour; however, each street would need to be evaluated on a case-by-case basis Roadway safety statistics underscore the need to promote low speeds within high pedestrian areas such as downtown Miami The likelihood of a pedestrian surviving a crash with a motor vehicle significantly increases as the vehicular speed at impact decreases
Tasks Involved	<ul style="list-style-type: none"> Promote the use of low-speed design techniques within the engineering community
Implementation Strategy	<ul style="list-style-type: none"> All applicable engineering projects within the study area
Implementation Cost	<ul style="list-style-type: none"> \$\$



Figure 18: Perceptual design technique utilized at the Adrienne Arsht Center for the Performing Arts across Biscayne Boulevard
Source: South Miami Avenue Streetscape Design, prepared for the Miami DDA by AECOM, September 2010



Project 3: One-Way to Two-Way Street Conversion

Project	One-Way to Two-Way Street Conversion
Project Description	<ul style="list-style-type: none"> Consider two-way conversion on the streets listed in Table 9 and illustrated in Figure 19 as streets are resurfaced, reconstructed, or redeveloped.
Lead Agencies	<ul style="list-style-type: none"> City of Miami
Notes	<ul style="list-style-type: none"> Detailed Traffic Operations Analysis Studies would have to be performed to assess the impact of the conversion of the one-way network to two-way network including consideration of impacts on vehicular and pedestrian access to all existing property, garage entrances, and intersecting roadways.
Tasks Involved	<ul style="list-style-type: none"> Coordinate with Miami-Dade County and the Florida Department of Transportation (FDOT) to perform detailed traffic operations studies Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs): traffic operations analysis studies Short-term (3-5 yrs) and Long-term (5+): two-way conversion
Implementation Strategy	<ul style="list-style-type: none"> Future CIP/TIP projects
Implementation Cost	<ul style="list-style-type: none"> \$\$\$

Table 9: One-Way to Two-Way Street Conversion

• SW 1 st Avenue	From SW 7 th Street to SW 13 th Street
• SW 11 th Street	From SW 1 st Avenue to S Miami Avenue
• SW 9 th Street	From SW 1 st Avenue to S Miami Avenue
• S Miami Avenue	From SW 12 th Street to SW 7 th Street
• SW/SE 1 st Street	From SW 2 nd Avenue to Biscayne Boulevard
• NW/NE 1 st Street	From NW Miami Court to Biscayne Boulevard
• NW/NE 2 nd Street	From NW 1 st Avenue to Biscayne Boulevard
• NW/NE 3 rd Street	From NW 1 st Avenue to NE 2 nd Avenue
• Miami Avenue	From SW/SE 2 nd Street to NW/NE 12 th Street
• SE/NE 1 st Avenue	From SE 2 nd Street to NE 14 th Street
• SE/NE 2 nd Avenue	From SE 2 nd Street to NE 12 th Street
• NE 13 th Street	From NE 1 st Avenue to N Bayshore Drive



Figure 19: Potential one-way to two-way street conversions



Project 4: Festival Streets

Project	Festival Streets
Project Description	<ul style="list-style-type: none"> Designate Flagler Street and Miami Avenue as Festival Streets that can be closed for street festivals and special events.
Lead Agencies	<ul style="list-style-type: none"> City of Miami
Notes	<ul style="list-style-type: none"> Flagler Street and Miami Avenue are frequently used for street festivals. This project provides a formal designation and improves the ease and reduces the cost of closing the streets for such events.
Tasks Involved	<ul style="list-style-type: none"> Continue to coordinate with the Miami Police Department to maintain effective traffic circulation during the closure of Flagler Street and Miami Avenue Coordinate with the City of Miami Public Works Department to install removable bollards along the festival streets corridors
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Future CIP projects
Implementation Cost	<ul style="list-style-type: none"> \$\$



Figure 20: Flagler Street Closure for Bike Miami



Figure 21: Example of removable bollard



Project 5: Pedestrian Thoroughway Zone

Project	Pedestrian Thoroughway Zone
Project Description	<ul style="list-style-type: none"> As streets are redeveloped relocate elements within the right-of-way (including but not limited to signage, lighting, trees, benches, and traffic signal devices) obstructing bicycle and pedestrians paths to establish a clear thoroughway pedestrian network throughout downtown Miami consistent with Miami 21
Lead Agencies	<ul style="list-style-type: none"> City of Miami, Miami-Dade County
Notes	<ul style="list-style-type: none"> Clear pedestrian travel zones enhance the pedestrian environment and foster community life in residential and commercial districts A desired minimum pedestrian travel zone width of 6 feet should be provided in areas with active pedestrian activity such as downtown Miami For higher pedestrian volume areas, such as Biscayne Boulevard, Flagler Street, and transit stations, additional width should be provided Trees, planting strips, utilities, traffic signal equipment, benches, water fountains, bicycle parking racks are examples of street furniture
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Implement as a component of any roadway improvement or beautification projects
Implementation Cost	<ul style="list-style-type: none"> \$



Figure 22: Utility poles along NE 2nd Avenue



Figure 23: Street furniture along Biscayne Blvd



Project 6: Pedestrian Shade Corridors

Project	Pedestrian Shade Corridors
Project Description	<ul style="list-style-type: none"> • Provide pedestrian shade corridors along the following heavily-walked thoroughfares: <ul style="list-style-type: none"> ○ Biscayne Boulevard ○ Miami Avenue ○ SW/NW 2nd Avenue ○ SW/SE 7th Street ○ SW/SE 8th Street
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • Urban environments with complete pedestrian corridors provide continuity and invite pedestrians to walk • The main purpose of having a complete streetscape should be to provide pedestrians with a convenient and pleasant walking experience
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs) • Short Term (3-5 years)
Implementation Strategy	<ul style="list-style-type: none"> • County's South Miami Avenue Streetscape Project • Future CIP projects
Implementation Cost	<ul style="list-style-type: none"> • \$\$



Figure 24: Pedestrian shading can be provided through natural and synthetic techniques



Project 7: Pedestrian Lighting

Project	Pedestrian Lighting
Project Description	<ul style="list-style-type: none"> • Provide enhanced pedestrian lighting in key areas associated with bus stops, Metromover stations, street advertising panels, areas of security concern, and high pedestrian visibility concerns
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • Urban environments with strategically placed lighting provide safe and inviting places to walk • Solar powered lighting solutions can be utilized to contribute to a cleaner and greener Miami
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Future CIP projects
Implementation Cost	<ul style="list-style-type: none"> • \$\$



Figure 25: Solar Powered Street Light



Project 8: Pedestrian Signalization Improvements

Project	Pedestrian Signalization Improvements
Project Description	<ul style="list-style-type: none"> Modify signal operating plans at the intersections listed in Table 10 to include an exclusive pedestrian phase
Lead Agencies	<ul style="list-style-type: none"> Miami-Dade County Public Works Department Traffic Engineering Division and Signals and Signs Division
Notes	<ul style="list-style-type: none"> Exclusive pedestrian phase, also known as “pedestrian scramble” provide a safer environment for pedestrians All traffic stops and pedestrians cross with no conflicts Diagonal crossing may be allowed Preferred where there are high volume turning movements
Tasks Involved	<ul style="list-style-type: none"> Install exclusive pedestrian phases at the locations listed in Table 10
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Install as part of routine signal re-timing efforts or as part of the Advanced Traffic Management System (ATMS) migration
Implementation Cost	<ul style="list-style-type: none"> \$

Table 10: Pedestrian Signalization Improvements

<ul style="list-style-type: none"> Brickell Avenue @ SE 10th Street S Miami Avenue @ S 1st Street Flagler Street E @ E 3rd Avenue Flagler Street E @ E 2nd Avenue Flagler Street E @ E 1st Avenue Flagler Street @ Miami Avenue Flagler Street W @ W 1st Avenue SE 2nd Avenue @ SE 1st Street SE 1st Avenue @ SE 1st Street SW 2nd Avenue @ SW 1st Street



Project 9: Automated Pedestrian Detection

Project	Automated Pedestrian Detection
Project Description	<ul style="list-style-type: none"> Install automated pedestrian detection systems at the signalized intersections listed in Table 11 and illustrated in Figure 27
Lead Agencies	<ul style="list-style-type: none"> Miami-Dade County Public Works Department Signals and Signs Division
Notes	<ul style="list-style-type: none"> Automated pedestrian detectors are intelligent systems that automatically detect the presence of pedestrians (Figure 26) Automated detection tends to result in faster service time for pedestrians, which may lead to increased compliance and enhanced safety (FHWA Report No. FHWA-RD-00-097) These systems can be used to extend crossing time for larger pedestrian platoons or slower moving pedestrians in a crosswalk
Tasks Involved	<ul style="list-style-type: none"> Coordinate with MDCPWD for signal equipment modifications
Implementation Timeframe	<ul style="list-style-type: none"> Short-term (3-5 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Install as part of routine signal re-timing efforts or as part of the Advanced Traffic Management System (ATMS) migration
Implementation Cost	<ul style="list-style-type: none"> \$\$

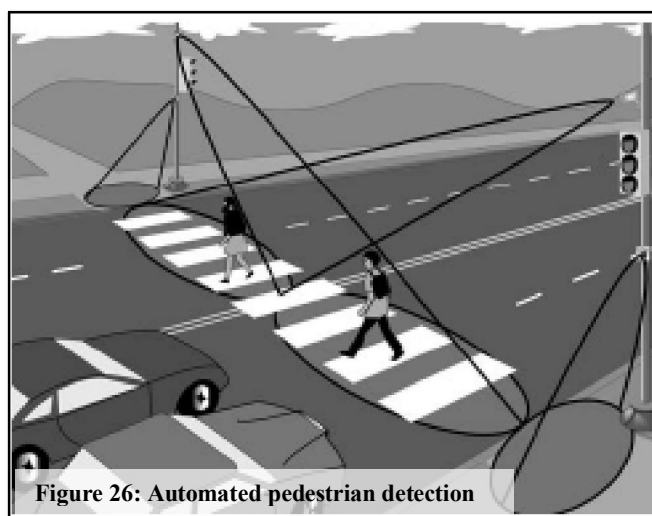


Figure 26: Automated pedestrian detection



Table 11: Automated Pedestrian Detection Improvements

• SW 13 th Street @ SW 1 st Avenue	• SE 1 st Street @ Biscayne Boulevard
• SW/SE 13 th Street @ S Miami Avenue	• Flagler Street @ SW/NW 1 st Avenue
• SE 13 th Street @ Brickell Avenue	• Flagler Street @ Miami Avenue
• SE 10 th Street @ Brickell Avenue	• Flagler Street @ mid-block between Miami Avenue and SE/NE 1 st Avenue
• SW 8 th Street @ SW 1 st Avenue	• Flagler Street @ mid-block between SE/NE 1 st Avenue and SE/NE 2 nd Avenue
• SW/SE 8 th Street @ S Miami Avenue	• Flagler Street @ SE 3 rd Avenue
• SE 8 th Street @ SE 1 st Avenue	• Flagler Street @ Biscayne Boulevard
• SE 8 th Street @ Brickell Avenue	• NW 1 st Street @ NW 1 st Avenue
• SW 7 th Street @ SW 1 st Avenue	• NE 3 rd Street @ NE 2 nd Avenue
• SW/SE 7 th Street @ S Miami Avenue	• NE 4 th Street @ NE 1 st Avenue
• SE 7 th Street @ Brickell Avenue	• NE 4 th Street @ NE 2 nd Avenue
• SE 2 nd Street @ Biscayne Boulevard	• NE 4 th Street @ Biscayne Boulevard
• SW 1 st Street @ SW 1 st Avenue	• NE 6 th Street @ Biscayne Boulevard
• SW/SE 1 st Street @ S Miami Avenue	• NE 13 th Street @ Biscayne Boulevard
• SE 1 st Street @ mid-block between S Miami Avenue and SE 1 st Avenue	• NE 14 th Street @ Biscayne Boulevard
• SE 1 st Street @ mid-block between SE 1 st Avenue and SE 2 nd Avenue	

Bicycle/Pedestrian MOBILITY PLAN

for the Miami Downtown Development Authority Area



Figure 27: Automated pedestrian detection locations



Project 10: Miami River Greenway Improvements

Project	Miami River Greenway Improvements
Project Description	<ul style="list-style-type: none"> Complete the Miami River Greenway along the Miami River and adjacent streets as indicated in Figure 28 <ul style="list-style-type: none"> - Build connector between North River Drive on-street greenway and MRC Riverwalk south of SW 2nd Street - Build north side Riverwalk between Metrorail and Miami Avenue - Build SE 5th Street Greenway from SW 1st Ave to Brickell Ave - Build south side Riverwalk immediately west of Brickell Bridge Improve access to the Miami River Greenway from surrounding streets and destinations as indicated Figure 28 <ul style="list-style-type: none"> - Provide accessible path and wayfinding signage from SE 2nd Avenue to the Miami River Greenway north side Riverwalk along the west side of SE 2nd Avenue between the public right-of-way and the Hyatt. May require easement. - Provide accessible path and wayfinding signage from the east side of SW 2nd Avenue to the Miami River Greenway north side Riverwalk. In addition, provide wayfinding signage for the existing west side connector path between SW 2nd Avenue and the Miami River Greenway north side Riverwalk
Lead Agencies	<ul style="list-style-type: none"> Miami-Dade County Public Works Department City of Miami
Notes	<ul style="list-style-type: none"> The Miami River Greenway offers a healthy urban setting while maintaining the Miami River as a natural resource and public amenity. The Miami River Greenway encompasses landscaped pathways, street improvements, lighting, seating, signage, historic markers and other amenities throughout the entire river corridor. Through the Miami DDA area, the Miami River Greenway runs for more than 9,000 linear-feet, with approximately 2,700 linear-feet in gaps along the corridor. In addition, there are several locations throughout the corridor that the Miami River Greenway lacks of convenient access from the surface streets.



Tasks Involved	<ul style="list-style-type: none"> Coordinate with City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the Miami River Greenway – 5th Street Extension and SW 1st Court projects identified in CIP (ID B-30631 and ID B-30130)
Implementation Cost	<ul style="list-style-type: none"> \$\$





Project 11: Bike Route 1 Improvements

Project	Bike Route 1 Improvements
Project Description	<ul style="list-style-type: none"> • Modify curb ramps and travel path to reflect Bike Route 1 as a shared used path with substantial use by bicycles, pedestrians, joggers and other non-motorized transportation modes <ul style="list-style-type: none"> ○ widen narrow curb ramps from the minimum of 4 feet to at least 8 feet to reflect shared use path design ○ reorganize street furniture zone to maintain at least 8 feet of minimum sidewalk width ○ move sign posts away from the middle of path
Lead Agencies	<ul style="list-style-type: none"> • Miami-Dade County Public Works Department • Florida Department of Transportation (FDOT) • City of Miami
Notes	<ul style="list-style-type: none"> • Bike Route 1 is an off-street bicycle path that runs north-south along Biscayne Boulevard and Brickell Avenue • The curb ramps along the corridor should be at least the same width as the shared use path (Florida Green Book Chapter 9 Section C-7 and FDOT Plans Preparation Manual Section 8.3.2)
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with FDOT for modifications along US 1 • Coordinate with MDCPWD for Bike Route network planning • Coordinate with the City of Miami for modifications to street furniture and to reduce street clutter • Consider obtaining easements in order to set-back the pedestrian obstructions behind the back edge of the sidewalk.
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs): Street clutter reduction • Short-term (3-5 yrs): Sidewalk and curb ramp reconstruction
Implementation Strategy	<ul style="list-style-type: none"> • Explore potential of including improvements in FDOT Project No. 412473-1 • Work with MDCPWD/MPO to add improvements to TIP
Implementation Cost	<ul style="list-style-type: none"> • \$\$\$



Figure 29: Bicyclist riding along Bike Route 1



Figure 30: Bike Route 1 sign, E side of Brickell Avenue



Figure 31: Sign obstruction in the middle of Bike Route 1



Figure 32: Conflicts around street furniture advertisement



Figure 33: Narrow, non-compliant curb ramp on Route 1

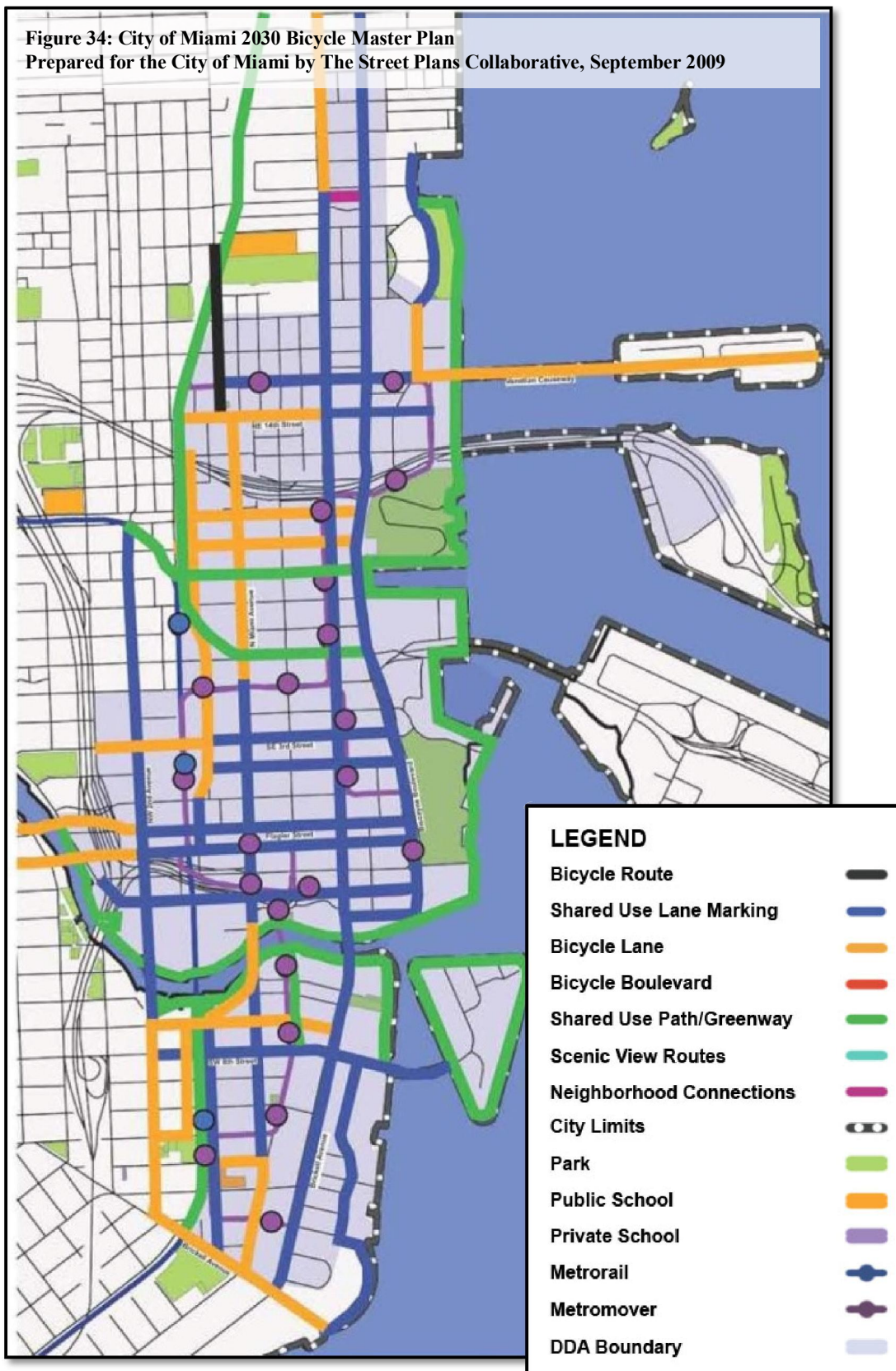


Project 12: Other Bicycle Improvements

Project	Other Bicycle Improvements
Project Description	<ul style="list-style-type: none"> Implement recommended bicycle facilities and amenities identified in the City of Miami 2030 Bicycle Master Plan, as indicated in Figure 34 Extend Overtown Greenway from NW 3rd Avenue to Bicentennial Park
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Department
Notes	<ul style="list-style-type: none"> The City of Miami published their first Bicycle Master Plan in September 2009 that assessed the existing conditions, public input, and city staff recommendations to establish a citywide bicycle network plan and bicycle parking plan The Plan identified that most of the existing corridors within the city are primarily designed for automobile use Very few bicycle facilities exist within the Downtown area, which makes for an unsafe environment for bicyclists along these corridors
Tasks Involved	<ul style="list-style-type: none"> Coordinate with the City of Miami to include proposed improvements in the Capital Improvements Program (CIP) Coordinate with Miami-Dade County for the implementation of bicycle facility improvements identified in the Miami-Dade Long Range Transportation Plan (LRTP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs) Short-term (3-5) Long-term(5+)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the Miami-Dade 2035 LRTP Cost Feasible Plan for non-motorized projects
Implementation Cost	<ul style="list-style-type: none"> \$\$\$



Figure 34: City of Miami 2030 Bicycle Master Plan
Prepared for the City of Miami by The Street Plans Collaborative, September 2009





Project 13: Financial District Metromover Station

Project	Financial District Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Modify curb to include curb ramps on the east side of the intersection of S 14th Street and S Miami Avenue • Provide marked crosswalk on the east side of the intersection of at S 14th Street and S Miami Avenue (Figure 35) • Modify curb to include curb ramps at SE 14th Street and the alley between S Miami Avenue and Brickell Avenue • Reduce lane width to provide a wider sidewalk on the south side of SE 14th Street (Figure 36) • Provide mid-block crosswalk across SE 14th Street at the west entrance to the Metromover Station • Add pedestrian crossing signs
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs): curb-ramps, crosswalks and pedestrian signs • Short-term (3-5 yrs): sidewalk widening
Implementation Strategy	<ul style="list-style-type: none"> • Implement as part of the City's Brickell Street Improvements or the County's South Miami Avenue Streetscape Project
Implementation Cost	<ul style="list-style-type: none"> • \$\$





Project 14: Brickell Metromover Station

Project	Brickell Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Extend west curb 10 feet north to provide added space for pedestrian activity at the crosswalk landing on SW 1st Avenue • Provide curb extension on east side of SW 1st Avenue (between on-street parking) • Provide mid-block raised crosswalk across SW 1st Avenue (Figures 37 and 38) • Add pedestrian crossing signs • Remove existing curb ramps and reconstruct sidewalk on both sides at unmarked crosswalk 90 feet north of the station • Provide “advance stop bar” for the un-signalized crosswalk
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • Existing east-west crosswalk is 90 feet north of the station and is located at the widest point of the roadway • West curb ramp located within bus bay
Tasks Involved	<ul style="list-style-type: none"> • Safe Route to School Program (Southside) • Coordinate with the City of Miami Parking Authority for removal of approximately two (2) on-street parking spaces on the west side of SW 1st Ave between SW 11th St and SW 12th St
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs): curb modifications, mid-block raised crosswalk and pedestrian crossing signs
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the non-motorized improvement project identified in the Miami-Dade 2035 LRTP Cost Feasible Plan
Implementation Cost	<ul style="list-style-type: none"> • \$\$

Figure 37: Access to Brickell Station



Figure 38: Brickell Station access improvements





Project 15: Tenth Street Metromover Station

Project	Tenth Street Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> Relocate fence at the north entrance of the station to allow for pedestrian activity at the intersection (SW corner of Brickell Plaza and SE 10th Street) (Figure 39) Reduce lane width to 10 feet in each direction and provide wider sidewalk on the east side of Brickell Plaza (south of SE 10th Street) Provide mid-block raised crosswalk at Metromover Station's south entrance (Figure 40) Provide curb extension on west side of Brickell Plaza (between on-street parking) Add pedestrian crossing signs
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments Miami-Dade Transit Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Tasks Involved	<ul style="list-style-type: none"> Coordinate with City of Miami Parking Authority for removal of approximately two on-street parking spaces between SE 10th St and SE 11th St Coordinate with Miami-Dade Transit to provide an easement or the relocation of the fence
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs): fence relocation Short-term (3-5 yrs): lane reduction, curb extension, raised crosswalk and pedestrian crossing signs
Implementation Strategy	<ul style="list-style-type: none"> Coordinate with CIP project for drainage improvements in the area (ID B-30637)
Implementation Cost	<ul style="list-style-type: none"> \$\$

Figure 40: Fence reducing space at intersection corner



Figure 39: Proposed raised crosswalk along Brickell Plaza





Project 16: Fifth Street Metromover Station

Project	Fifth Street Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Provide sidewalk on both sides of SE 5th Street west of the station (Figure 41) • Install marked crosswalk on west side of the intersection of SE 5th Street and SE 1st Avenue (Figure 42) • Add pedestrian crossing signs • Provide curb ramp at south side of crosswalk • Remove existing crosswalks on east and north sides
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • Fifth Street Station is the closest station to the Miami River Greenway on the south side of the river
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the Miami River Greenway – 5th Street Extension project identified in CIP (ID B-30631)
Implementation Cost	<ul style="list-style-type: none"> • \$





Project 17: Third Street Metromover Station

Project	Third Street Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Provide mid-block raised crosswalk between the two entrances (Figure 43) • Add pedestrian crossing signs • Provide “advance stop bar” for the un-signalized crosswalk
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • ADA accessible entrance to the Metromover Station is located in the east side
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP) • Coordinate with Miami-Dade County Public Works Traffic Engineering Department for potential conflicts to the existing traffic signal to the south
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Include in CIP
Implementation Cost	<ul style="list-style-type: none"> • \$



Figure 43: Proposed raised mid-block crossing



Project 18: First Street Metromover Station

Project	First Street Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Provide mid-block raised crosswalk at both the south and north entrances (across NE 1st and NE 2nd Streets east of NE 2nd Avenue) (Figure 45) • Provide “advance stop bar” for un-signalized crosswalks • Add pedestrian crossing signs
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP) • Coordinate with City of Miami Parking Authority for removal of approximately two unofficial on-street parking spaces on NE 1st Street and for removal of approximately two on-street parking spaces on NE 2nd Street
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the DWNTWN Beautification project identified in the CIP (ID B-30606)
Implementation Cost	<ul style="list-style-type: none"> • \$



Figure 44: First Street Station crossing deficiency



Figure 45: Proposed raised crosswalk on NE 1st St



Project 19: College/Bayside Metromover Station

Project	College Bayside Metromover Station access improvements
Project Description	<ul style="list-style-type: none"> • Provide mid-block raised crosswalk at the south entrance (NE 3rd Street) (Figure 46) • Provide “advance stop bar” for the un-signalized crosswalk • Add pedestrian crossing signs • Establish a clear path criteria and relocate obstructing objects along cut-through paths
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments; Miami-Dade Transit
Notes	<ul style="list-style-type: none"> • Several objects obstruct the cut-through path under the guideway, between the two station entrances
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP) • Coordinate with City of Miami Parking Authority for removal of approximately two on-street parking spaces on NE 3rd Street
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the DWNTWN Beautification project identified in the CIP (ID B-30606)
Implementation Cost	<ul style="list-style-type: none"> • \$



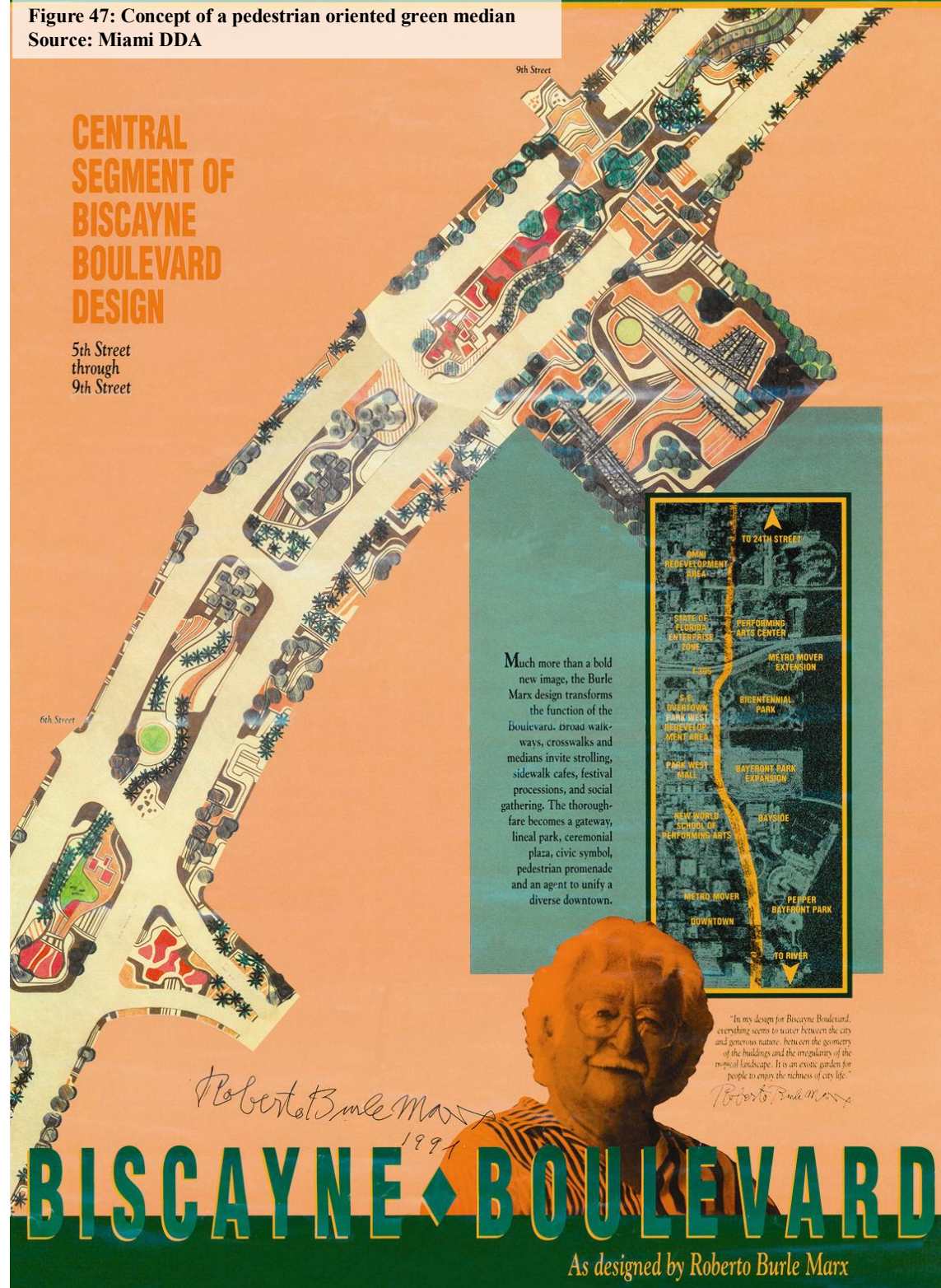


Project 20: Biscayne Boulevard Median Improvements

Project	Biscayne Boulevard Median Improvements
Project Description	<ul style="list-style-type: none"> • Replace median parking between SE 1st Street and NE 5th Street with a pedestrian oriented green median, including retail kiosks and other urban services (Figure 47) • Reduce number of lanes to three lanes in each direction between SE 1st Street and NE 5th Street • Provide bicycle lanes • Provide wide on-street parking • Reduce crossing lengths by adding curb bulb-outs at intersections
Lead Agencies	<ul style="list-style-type: none"> • Florida Department of Transportation (FDOT) • Miami Parking Authority
Notes	<ul style="list-style-type: none"> • One of the main goals of the Downtown Miami Master Plan is to revitalize and elevate to prominence two of downtown's great streets, one of which is Biscayne Boulevard • A preliminary examination of 2009 traffic volumes on Biscayne Boulevard between Flagler Street and NE 5th Street indicates that the roadway would operate under capacity for a three-lane in each direction roadway according to FDOT's <i>2009 Quality/Level of Service Handbook</i> • Biscayne Boulevard is designated as Bicycle Route 1 in the Miami-Dade County Bicycle Route Numbering System • A detailed Traffic Operations Analysis Study would have to be performed to assess the short term and long term operational impacts on the corridor and parallel facilities.
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with City of Miami Parking Authority for the re-location of median parking spaces • Coordinate with Miami-Dade County to include improvements in the Long Range Transportation Plan (LRTP) • Coordinate with FDOT to include improvements in the State Transportation Improvement Program (STIP) • Coordinate with FDOT for the detailed traffic operational analysis
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs): traffic operation analysis study • Short-term (3-5): lane reduction and on-street parking • Long-term (5+): pedestrian oriented green median
Implementation Strategy	<ul style="list-style-type: none"> • Confirm viability of the lane reduction strategy through the traffic operational analysis study • Identify feasibility of parking relocation strategy • Include bicycle lanes, enhanced pedestrian infrastructure, and median improvements per grand boulevard vision
Implementation Cost	<ul style="list-style-type: none"> • \$\$\$\$



Figure 47: Concept of a pedestrian oriented green median
Source: Miami DDA





Project 21: Pedestrian Mobility Improvements – Biscayne Blvd.–North

Project	Pedestrian Mobility Improvements – Biscayne Boulevard North (from NE 13 th Street to NE 24 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along Biscayne Boulevard from NE 13th Street to NE 24th Street as indicated in Table 12
Lead Agencies	<ul style="list-style-type: none"> Florida Department of Transportation
Tasks Involved	<ul style="list-style-type: none"> Coordinate with FDOT to include improvements in the Long Range Transportation Plan (LRTP) Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at NE 22nd Street
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Implement as part of FDOT Project No. 414624-1 Construct as part of Miami-Dade MPO TIP project for roadway improvements along NW 20th Street (PW671204)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 12: Pedestrian Mobility Improvements – Biscayne Blvd. North

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
Biscayne Boulevard @ NE 23 rd Street	CW	CW			CR	CR	CR	CR
Biscayne Boulevard @ NE 22 nd Street	CW	CW			CR	CR	CR	CR
Biscayne Boulevard @ NE 20 th Terrace	CW	CW			CR	CR	CR	CR
Biscayne Boulevard @ NE 20 th Street	CW				CR	CR		
Biscayne Boulevard @ NE 18 th Street	CW	CW			CR	CR	CR	CR
Biscayne Boulevard @ NE 16 th Street	CW	CW			CR	CR	CR	CR

Legend:

- CW Add new pedestrian crosswalk at locations indicated above
CR Add new curb ramp at locations indicated above



Project 22: Pedestrian Mobility Improvements – Biscayne Blvd.-South

Project	Pedestrian Mobility Improvements – Biscayne Boulevard (from NE 12 th Street to the Miami River)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along Biscayne Boulevard from NE 12th Street to the Miami River as indicated in Table 13
Lead Agencies	<ul style="list-style-type: none"> Florida Department of Transportation
Tasks Involved	<ul style="list-style-type: none"> Coordinate with FDOT to include improvements in the Long Range Transportation Plan (LRTP) Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at NE 4th Street, Flagler Street, SE 1st Street, and Chopin Plaza Coordinate with the City of Miami to incorporate these improvements to the Capital Improvement Program (CIP) projects identified for the area
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Implement Biscayne Boulevard Median Improvements per Project 20 Incorporate improvements at Chopin Plaza and SE 3rd Street to the projects identified in the CIP (B-30606 and B-31206)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 13: Pedestrian Mobility Improvements – Biscayne Blvd. South

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
Biscayne Boulevard NB @ NE 4 th Street	CW				CR	CR		
Biscayne Boulevard NB @ NE 1 st Street	ECW							
Biscayne Boulevard NB @ Flagler Street	CW				CR	CR		
Biscayne Boulevard SB @ SE 1 st Street ¹		CW			RCR		CR	RCR
Biscayne Boulevard NB @ Chopin Plaza		ECW	CWA	CE				
Biscayne Boulevard @ SE 3 rd Street		CW		CW	CR			CR

Legend:

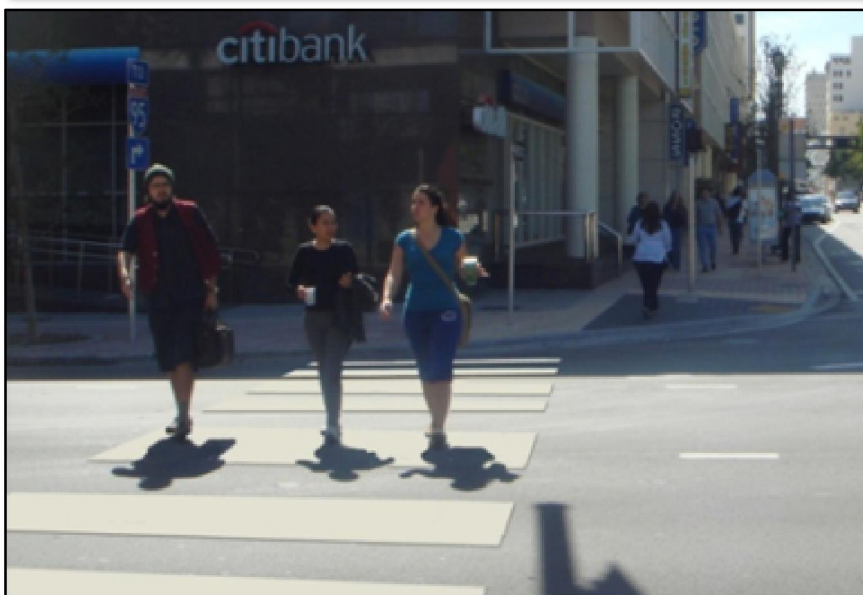
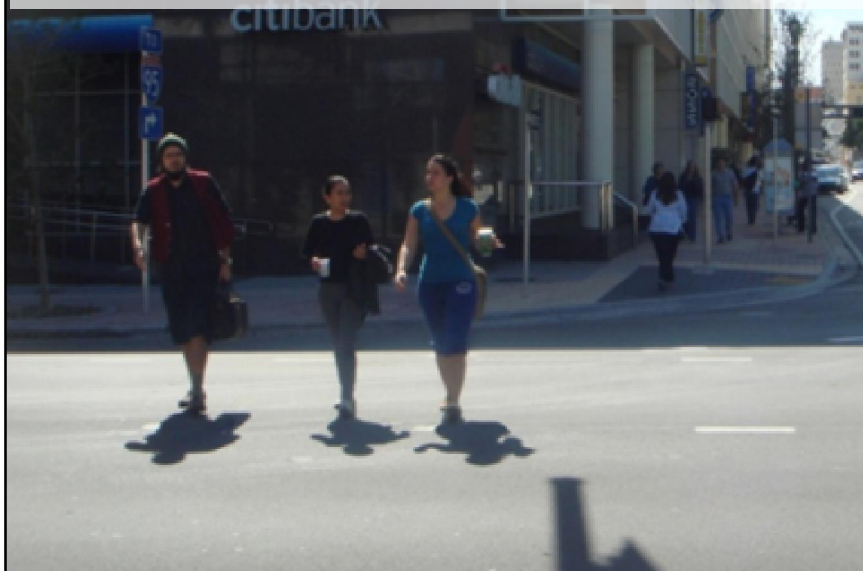
- ECW** Enhance pedestrian crosswalk to improve visibility (i.e. high visibility crosswalk and pedestrian crossing signs)
- CW** Add new pedestrian crosswalk as indicated above
- CR** Add new curb ramp as indicated above
- CWA** Realign pedestrian crosswalk to improve visibility and reduce crossing distance
- RCR** Reduce curb radii to promote lower vehicle right-turning speeds and reduce pedestrian crossing distance (include curb ramps)
- CE** Add curb extension to promote lower vehicle speeds and reduce pedestrian crossing distance

Notes:

¹ See Figure 48



Figure 48: Photo simulation for missing crosswalk – Biscayne Blvd at SE 1st St





Project 23: Pedestrian Mobility Improvements – Brickell Avenue

Project	Pedestrian Mobility Improvements – Brickell Avenue (from the Miami River to SE 15 th Road)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along Brickell Avenue from the Miami River to SE 15th Road as indicated in Table 14
Lead Agencies	<ul style="list-style-type: none"> Florida Department of Transportation
Tasks Involved	<ul style="list-style-type: none"> Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP) project Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at SE 7th, SE 8th and SE 10th Streets
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the FDOT Rigid Pavement Rehabilitation project (FM#412473)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 14: Pedestrian Mobility Improvements – Brickell Avenue

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
Brickell Avenue @ SE 7 th Street	CW				CR	CR		
Brickell Avenue @ SE 8 th Street	CW				CR	CR		
Brickell Avenue @ SE 10 th Street	CW				CR	CR		
Brickell Avenue @ SE 13 th Street	CW							
Brickell Avenue @ SE 14 th Terrace*	CW							

Legend:

CW Add new pedestrian crosswalk as indicated above

CR Add new curb ramp as indicated above

Notes:

* Add new un-signalized mid-block crossing with curb-ramps at both, the east and the west end



Project 24: Pedestrian Mobility Improvements – Miami Avenue

Project	Pedestrian Mobility Improvements – Miami Avenue (from the Miami River to NW/NE 11 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along SW 1st Avenue from the Miami River to NW/NE 11th Street as indicated in Table 15
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the DWNTWN Beautification project identified in the CIP (ID B-30606)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 15: Pedestrian Mobility Improvements – Miami Avenue

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
N Miami Avenue @ N 3 rd Street	CW	CW			CR	CR	CR	CR
N Miami Avenue @ N 1 st Street	CW				CR	CR		
S Miami Avenue @ S 2 nd Street	CW	CW	CW	CW*	CR	CR	CR	CR
S Miami Avenue @ S 3 rd Street				CW**				

Legend:

CW Add new pedestrian crosswalk as indicated above

CR Add new curb ramp as indicated above

Notes

* Add new pedestrian crosswalk crossing SW 2nd Street 80 feet west of existing crosswalk

** Add new unsignalized pedestrian crossing with advance pedestrian crossing signs and curb ramps at the I-95 distributor ramp serving westbound SW 3rd Street Traffic. Approximately 60 feet west of the intersection of S Miami Avenue and SW 3rd Street.



Project 25: Pedestrian Mobility Improvements – S Miami Avenue

Project	Pedestrian Mobility Improvements – S Miami Avenue (from SE 15 th Road to the Miami River)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along S Miami Avenue from the Miami River to SE 15th Road as indicated in the S Miami Avenue Streetscape project performed by the Miami DDA
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments; Miami DDA
Tasks Involved	<ul style="list-style-type: none"> Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the Mary Brickell Village Drainage Improvements project identified in the CIP (B-30637)
Implementation Cost	<ul style="list-style-type: none"> \$\$\$

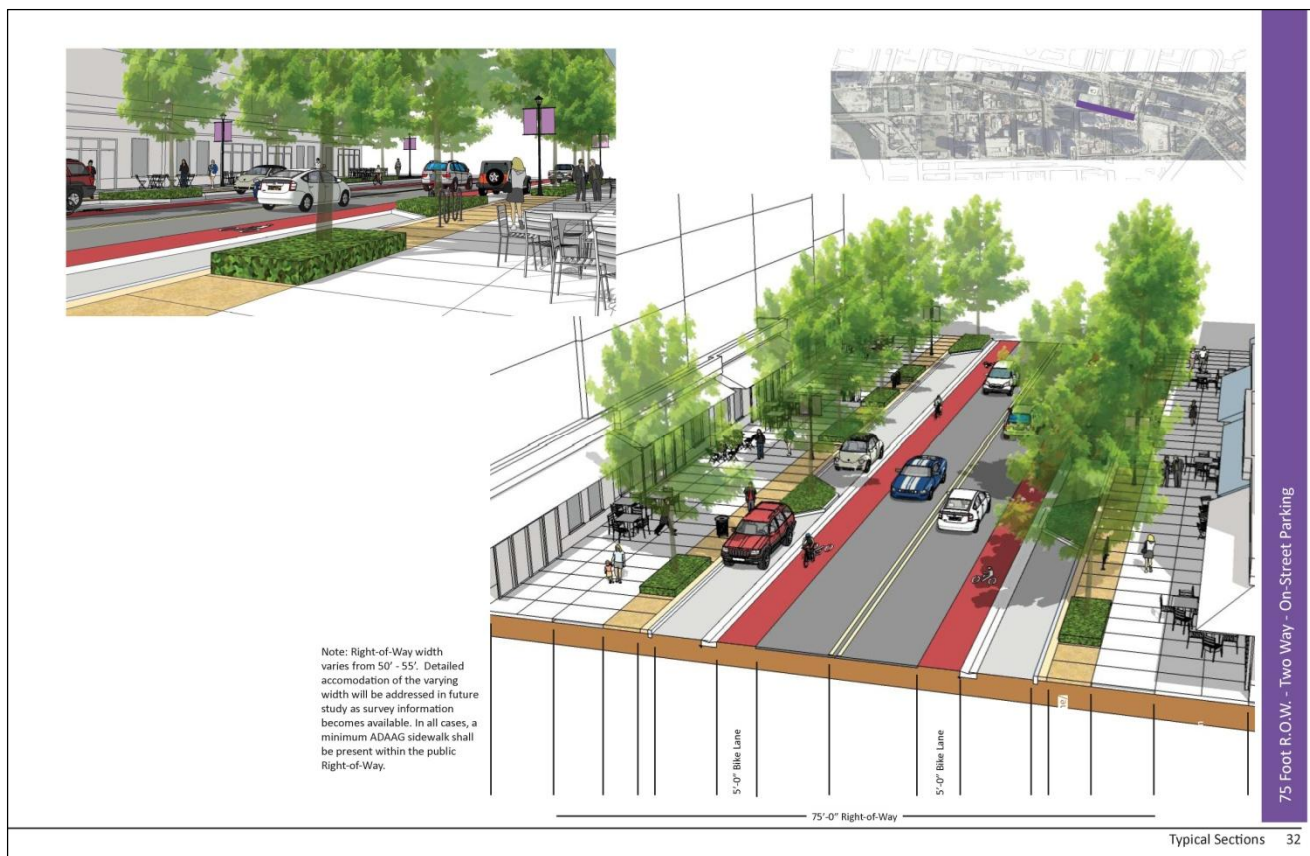


Figure 49: S Miami Ave example typical section

Source: South Miami Avenue Streetscape Design, prepared for the Miami DDA by AECOM, September 2010



Project 26: Pedestrian Mobility Improvements – NE 2nd Avenue–North

Project	Pedestrian Mobility Improvements – NE 2 nd Avenue North (from NE 12 th Street to NE 24 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along NE 2nd Avenue from NE 12th Street to NE 24th Street as indicated in Table 16
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> Coordinate with City of Miami to include proposed improvements in Capital Improvements Program (CIP) Coordinate with the Miami-Dade County MPO to include proposed improvements in the Transportation improvement Plan (TIP) Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at NE 12th Street
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of NE 2 Avenue Improvements project identified in the CIP (ID B-78508) Construct as part of the NE 2nd Avenue Traffic Operations Improvement project identified in the TIP (PW000306a)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 16: Pedestrian Mobility Improvements – NE 2nd Avenue–North

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
NE 2 nd Avenue @ NE 22 nd Street	CW				CR	CR		
NE 2 nd Avenue @ NE 20 th Terrace	CW				CR	CR		
NE 2 nd Avenue @ NE 12 th Street	CW				CR	CR		

Legend:

CW Add new pedestrian crosswalk at locations indicated above

CR Add new curb ramp at locations indicated above

Notes:



Project 27: Pedestrian Mobility Improvements – NE 2nd Avenue

Project	Pedestrian Mobility Improvements – NE 2 nd Avenue (from NE 6 th Street to NE 12 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along NE 2nd Avenue from NE 6th Street to NE 12th Street as indicated in Table 17
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> Coordinate with City of Miami to include proposed improvements in Capital Improvements Program (CIP) Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at NE 11th Street
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Extend the NE 2nd Avenue Traffic Operations Improvement project (PW000306a) to include the needed improvements identified in Project 15 or include these improvements in the next resurfacing project along this section of NE 2nd Avenue
Implementation Cost	<ul style="list-style-type: none"> \$

Table 17: Pedestrian Mobility Improvements – NE 2nd Avenue–South

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
NE 2 nd Avenue @ NE 11 th Street	CW		CW	CW	CR	CR	CR	CR
NE 2 nd Avenue @ NE 10 th Street	CW	CW			CR	CR	CR	CR
NE 2 nd Avenue @ NE 9 th Street		CW		CW	CR		CR	CR
NE 2 nd Avenue @ NE 7 th Street	CW	CW			CR	CR	CR	CR

Legend:

- CW Add new pedestrian crosswalk at locations indicated above
CR Add new curb ramp at locations indicated above



Project 28: Pedestrian Mobility Improvements – SE/NE 2nd Avenue (from the Miami River to NE 6th Street)

Project	Pedestrian Mobility Improvements – SE/NE 2 nd Avenue (from the Miami River to NE 6 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along SE/NE 2nd Avenue from the Miami River to NE 6th Street as indicated in Table 18
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> Coordinate with City of Miami to include proposed improvements in Capital Improvements Program (CIP) Coordinate with Miami-Dade County Public Works Traffic Engineering Department for signal modifications at NE 6th Street, NE 1st Street and SE 2nd Street
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Construct as part of the DWNTWN Beautification project identified in the CIP (ID B-30606)
Implementation Cost	<ul style="list-style-type: none"> \$

Table 18: Pedestrian Mobility Improvements – SE/NE 2nd Avenue

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
NE 2 nd Avenue @ NE 6 th Street	CWA	CW	CW			CR	CR	
NE 2 nd Avenue @ NE 1 st Street			CWA				CR	
SE 2 nd Avenue @ SE 2 nd Street			CW*		CR		CR	CBO
SE 2 nd Avenue @ I-95 Slip On-Ramp				CWA	CR			CR

Legend:

CW Add new pedestrian crosswalk as indicated above

CR Add new curb ramp as indicated above

CWA Realign pedestrian crosswalk to improve visibility and reduce crossing distance

CBO Add curb bulb-out to promote lower vehicle speeds and reduce pedestrian crossing distance (include curb ramps)

Notes:

* Missing crosswalk at the un-signalized eastbound left-turn movement. Provide high visibility crosswalk. New crosswalk installation should include advance pedestrian crossing signs



Project 29: Pedestrian Mobility Improvements – SW 1st Avenue

Project	Pedestrian Mobility Improvements – SW 1 st Avenue (from the Miami River to SW 15 th Road)
Project Description	<ul style="list-style-type: none"> • Install pedestrian mobility improvements along SW 1st Avenue from the Miami River to SW 15th Road as indicated in Table 19 • Install crosswalks and curb bulb-outs on the north and south side of the SW 9th Street intersection • Provide bicycle parking corral within the proposed curb bulb-out space in the southeast corner of the SW 9th Street intersection • Reduce travel lane width to 11 feet between SW 7th Street and SW 11th Street • Widen sidewalk on the east side of SW 1st Avenue between SW 10th Street and SW 11th Street • Provide bicycle lane between SW 7th Street and SW 11th Street
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the Mary Brickell Village Drainage Improvements project identified in the CIP (B-30637)
Implementation Cost	<ul style="list-style-type: none"> • \$

Table 19: Pedestrian Mobility Improvements – SW 1st Avenue

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
SW 1 st Avenue @ SW 7 th Street		CW		CW	CR		CR	CR
SW 1 st Avenue @ SW 8 th Street		CWA				CBO	CBO	RCR
SW 1 st Avenue @ SW 9 th Street	CW	CW			CR		CBO	CR
SW 1 st Avenue @ SW 10 th Street	ECW					CBO	CBO	
SW 1 st Avenue @ SW 11 th Street	CW	CW	CW		CR	CR	CR	CR
SW 1 st Avenue @ SW 12 th Street			CW			CBO	CBO	

Legend:

- ECW** Enhance pedestrian crosswalk to improve visibility (i.e. high visibility crosswalk and pedestrian crossing signs)
- CW** Add new pedestrian crosswalk as indicated above
- CR** Add new curb ramp as indicated above
- CWA** Realign pedestrian crosswalk to improve visibility and reduce crossing distance
- RCR** Reduce curb radii to promote lower vehicle right-turning speeds and reduce pedestrian crossing distance (include curb ramps)
- CE** Add curb extension to promote lower vehicle speeds and reduce pedestrian crossing distance
- CBO** Add curb bulb-out to promote lower vehicle speeds and reduce pedestrian crossing distance (include curb ramps)

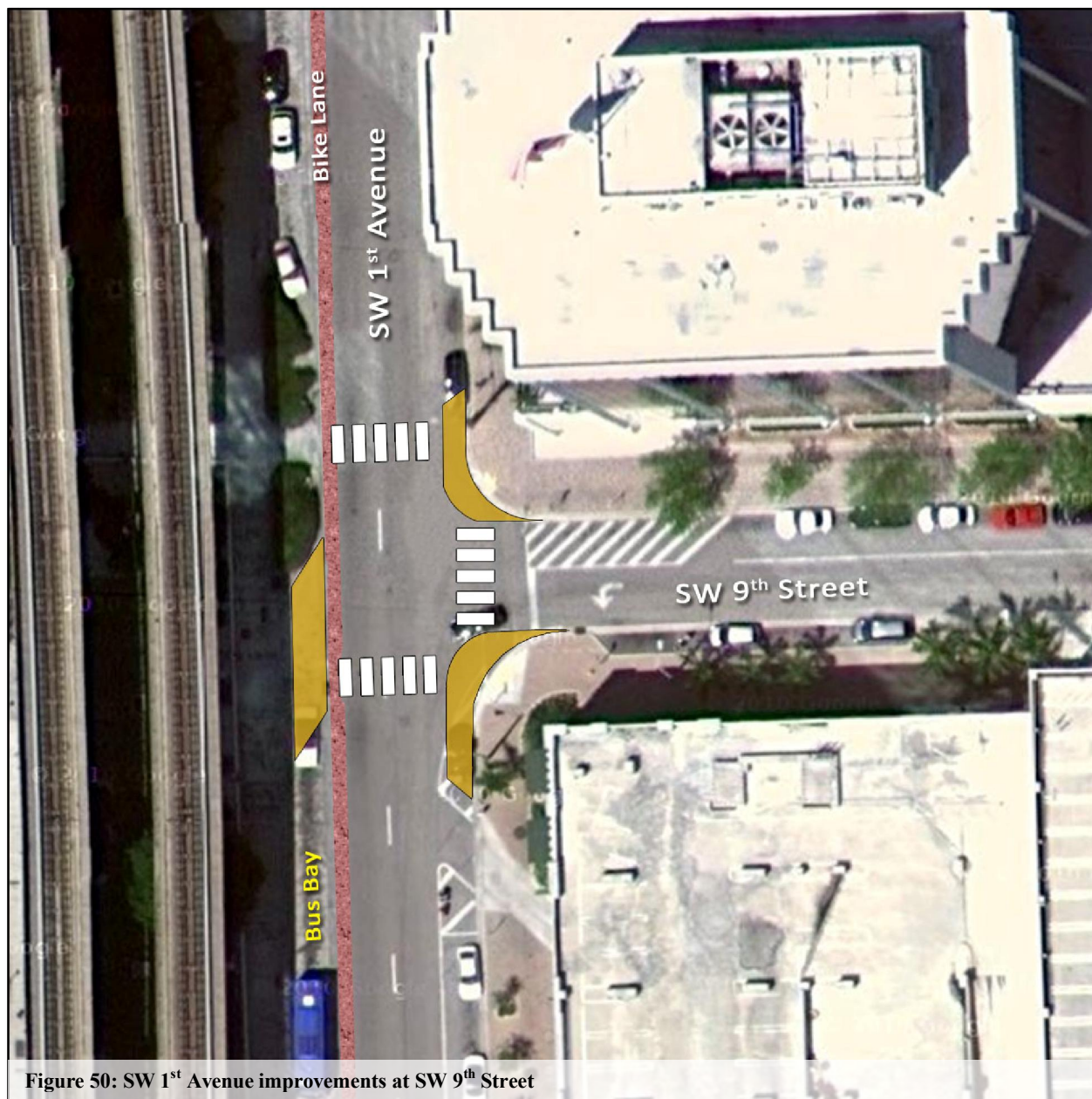


Figure 50: SW 1st Avenue improvements at SW 9th Street



Project 30: Pedestrian Mobility Improvements – Brickell Bay Drive

Project	Pedestrian Mobility Improvements – Brickell Bay Drive (from SE 8 th Street to SE 14 th Street)
Project Description	<ul style="list-style-type: none"> Install pedestrian mobility improvements along Brickell Avenue from the Miami River to SE 15th Road as indicated in Table 20
Lead Agencies	<ul style="list-style-type: none"> City of Miami and Miami-Dade County Public Works Departments
Tasks Involved	<ul style="list-style-type: none"> Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> Implement as part of the City's Brickell Street Improvements
Implementation Cost	<ul style="list-style-type: none"> \$

Table 20: Pedestrian Mobility Improvements – Brickell Bay Drive

	Crosswalk Improvement				Curb Modification			
	North	South	East	West	NW corner	NE corner	SE corner	SW corner
Brickell Bay Drive mid-block crossing between SE 8 th and SE 10 th Streets					CE ECW (both east and west sides)*			
Brickell Bay Drive @ SE 10 th Street		ECW			CR (east side)			
Brickell Bay Drive @ SE 12 th Street	CW	CW			CR	CR	CR	CR
Brickell Bay Drive @ SE 13 th Street	CW	CW			CR	CR	CR	CR
Brickell Bay Drive @ SE 14 th Street			CW	CW	CR	CR	CR	CR

Legend:

ECW Enhance pedestrian crosswalk to improve visibility (i.e. high visibility crosswalk and pedestrian crossing signs)

CW Add new pedestrian crosswalk as indicated above

CR Add new curb ramp as indicated above

CE Add curb extension to promote lower vehicle speeds and reduce pedestrian crossing distance

Notes:

* Install curb extension at mid-block crossing to increase pedestrian visibility. Curb extension should curb ramps, pedestrian crossing signs and advance stop bar for both directions (northbound and southbound)



Project 31: Court House Pedestrian Improvements

Project	Court House Pedestrian Improvements
Project Description	<ul style="list-style-type: none"> • Re-build sidewalk along the north side of NW 1st Street, east of NW 1st Avenue, and create small pedestrian plaza with planters • Realign crosswalk at intersection of NW 1st Street and NW Miami Court and relocate northbound approach's stop bar and pavement markings • Add curb bulb-out at the SE corner of the intersection of NW 1st Street and NW Miami Court • Build a curb extension on the south side of the mid-block crossing at the court house • Raise the mid-block crosswalk • Realign east crosswalk at intersection of NW 1st Avenue and NW 1st Street and modify curb ramps (Figures 51 and 52)
Lead Agencies	<ul style="list-style-type: none"> • City of Miami and Miami-Dade County Public Works Departments
Notes	<ul style="list-style-type: none"> • Additional drainage improvements might be needed at this location
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with City of Miami to include proposed improvements in Capital Improvements Program (CIP) • Coordinate with City of Miami Parking Authority for removal of one on-street parking space on the north side of NW 1st Street west of NW Miami Ct (note: additional on-street parking spaces shown on the aerial in Figure 32 have already been removed)
Implementation Timeframe	<ul style="list-style-type: none"> • Short-term (3-5 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Construct as part of the DWNTWN Beautification project identified in the CIP (ID B-30606)
Implementation Cost	<ul style="list-style-type: none"> • \$\$



Figure 51: Recommended improvements at NW 1st Street (north of Court House)



Figure 52: Photo simulation for sidewalk improvements at NW 1st Street (north of Court House)



Project 32: High Density Bicycle Parking

Project	High Density Bicycle Parking
Project Description	<ul style="list-style-type: none"> • Install high-density bicycle parking improvements at the following locations <ul style="list-style-type: none"> ○ Bike corral at Flagler Street and NW Miami Court (NE corner) ○ Bike corral at SE 1st Street and SE 3rd Avenue (SW corner) ○ Bike corral at SW 9th Street and SW 1st Avenue (SE corner) ○ Bike corral at Brickell Avenue and SE 13th Street (NE corner)
Lead Agencies	<ul style="list-style-type: none"> • City of Miami • Miami-Dade County Public Works Department • City of Miami Parking Authority
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with the City of Miami to include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Bike corrals can be implemented in the proper furniture zone as part of curb bulb-out projects
Implementation Cost	<ul style="list-style-type: none"> • \$

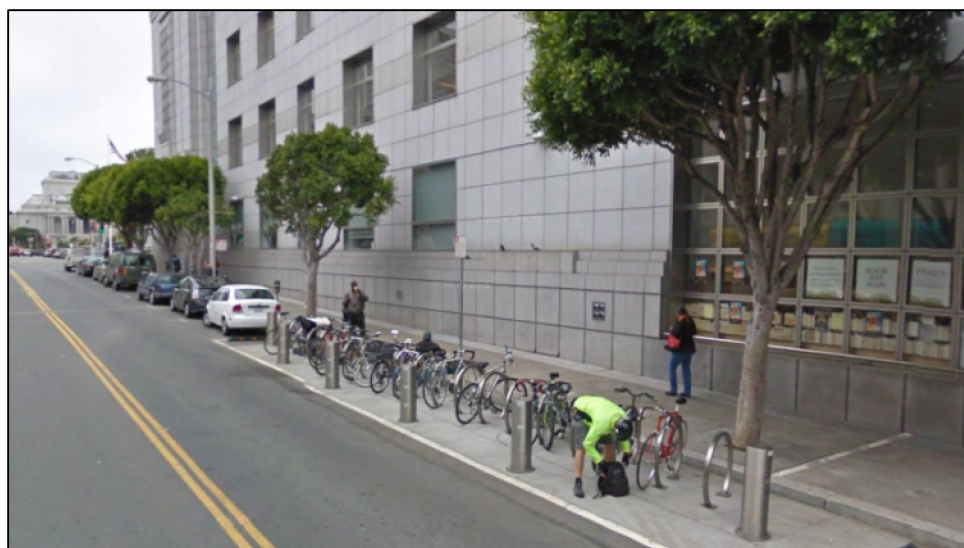


Figure 53: Example of bicycle parking corral in San Francisco, CA
 Note: Design could be improved with concrete curbs



Project 33: NW 1st Street Transit Mall

Project	NW 1 st Street Transit Mall
Project Description	<ul style="list-style-type: none"> • Create a pedestrian-oriented Transit Mall along NW 1st Street near the Government Center Metrorail/Metromover Station, between NW 1st Avenue and NW 2nd Avenue (Figure 54)
Lead Agencies	<ul style="list-style-type: none"> • Miami-Dade County Public Works and Miami-Dade Transit
Notes	<ul style="list-style-type: none"> • Detailed Traffic Operations Analysis Study would have to be performed to assess the impact on vehicular and pedestrian access to all existing property and intersecting roadways.
Tasks Involved	<ul style="list-style-type: none"> • Coordinate with Miami-Dade County Public Works to perform a detailed Traffic Operations Analysis Study • Coordinate with Miami-Dade Transit to consider the pedestrian plaza and east-west connection to the station as planning and design of the Government Center Multimodal Center advance
Implementation Timeframe	<ul style="list-style-type: none"> • Now (1-2 yrs): traffic operations analysis study • Long-term (5+ yrs)
Implementation Strategy	<ul style="list-style-type: none"> • Confirm viability of the vehicular traffic closure strategy through the traffic operation analysis study • Include as future TIP project
Implementation Cost	<ul style="list-style-type: none"> • \$\$\$



Transit Mall at NW 1st Street between NW1st Avenue and NW 2nd Avenue



The purpose of this recommendation is to centralize MDT's operation in the Downtown area. The recommended multimodal terminal facility (A) will serve different transportation modes to/from downtown. It will include parking and all amenities for the passengers and bus drivers. Bicycle and pedestrian facilities will also be incorporated in the design.

The transit mall will provide a path for the MDT buses and the pedestrians. Access will be allowed to other non-private vehicles. The promenade (D) in the front of the Stephen P. Clark Center (B) could also be used for special activities sponsored by the County and other entities.

This recommendation will facilitate transit operations, integrate other non-motorized transportation modes, enhance the area and contribute to a better environment.



Westbound view of the proposed transit mall from NW 1st Avenue.

Figure 54: Concept of a NW 1st Street transit mall
Source: Miami-Dade MPO



Project 34: Education Improvements

Project	Education Improvements
Project Description	<ul style="list-style-type: none"> • The objective of the education improvements are to promote the concept of urban mobility within downtown Miami to the general public in order to get more people walking and biking • Provide educational pamphlets and workshops about the use of new facilities such as bicycle-activated signals, bicycle lanes, sharrows, raised crosswalks, and un-signalized mid-block crossings. • Support DWNTWN Ambassador Program in distributing these materials and spreading the word about the importance of walking and bicycling. • Educate downtown police force utilizing the Florida Bicycle Law Enforcement Guide and the new Bicycle Law Enforcement Video to enhance enforcement.
Lead Agencies	<ul style="list-style-type: none"> • Miami-Dade MPO, Miami DDA, City of Miami, Miami-Dade County
Implementation Cost	<ul style="list-style-type: none"> • \$



Project 35: Encouragement Improvements

Project	Encouragement Improvements
Project Description	<ul style="list-style-type: none"> • Establish bike rental/sharing facilities in downtown Miami. • Promote scenic walking tours. • Work with local non-profit organizations to organize community events that would promote safely walking downtown Miami during evenings hours. • Work with local bicycle clubs and advocacy groups to support and organize bicycle-related community events in downtown Miami to act as an information source for bicyclists. • Mandate bicycle parking improvements as part of any new development per City of Miami Code. • Promote the development of Biscayne Boulevard and Brickell Avenue as Grand Boulevards. • Promote bicycle amenities such as bicycle parking racks, bicycle transport racks, lockers, and showers at workplaces. The availability of workplace amenities encourages bicycle commuting by providing facilities that allow employees to maintain a professional appearance. • Team with local bicycle clubs, advocacy groups, chambers of commerce, and major downtown businesses to install bicycle storage facilities at major commercial and recreational destinations such as office towers, Bayside, and Mary Brickell Village.
Lead Agencies	<ul style="list-style-type: none"> • City of Miami, Miami-Dade County, Health Advocacy Groups, Non-profits, Bicycle clubs
Implementation Cost	<ul style="list-style-type: none"> • \$



Project 36: Enforcement Improvements

Project	Enforcement Improvements
Project Description	<ul style="list-style-type: none"> Utilize targeted enforcement for both motorists and non-motorists to ensure that the rights of both groups are respected. Expand the use of police on bicycles. Develop a bicycle registration program to reduce theft. Enforce citizen warnings to pedestrians not following safe walking protocol. Promote the Ride Right, Drive Right campaign to enforce the 3-foot separation law between motorists and bicyclists. Install bicycle activated detectors on low volume side street approaches to signalized intersections to reduce occurrences of bicyclists having to violate a red light. Gradually install them along all significant bicycle corridors and crossings including M-Path intersections and Bike Route 1 intersections. Monitor the installation of bicycle activated detectors to study the effect on bicyclist red-light running. Develop a "bicycle traffic school" program for adult cyclists who have violated the vehicle code on their bicycle, with the purpose of teaching safe bicycling practices. Enforcement improvements provide a better environment for pedestrians and bicyclists in downtown Miami
Lead Agencies	<ul style="list-style-type: none"> City of Miami, Miami-Dade County
Implementation Cost	<ul style="list-style-type: none"> \$



Figure 55: Ride right, drive right signage



Project 37: Evaluation and Monitoring

Project	Evaluation and Monitoring Improvements
Project Description	<ul style="list-style-type: none"> • Conduct an annual online survey to gauge the quality of the pedestrian experience in downtown Miami and measure change over time in the perceived safety and pleasantness of the pedestrian environment • Evaluate the change in pedestrian and bicycle volume over time by continuing the count program in the general vicinity of the counts conducted for this study. Document improvements implemented between counts to assess the impact of these improvements.
Lead Agencies	<ul style="list-style-type: none"> • Miami DDA, Miami-Dade MPO
Implementation Cost	<ul style="list-style-type: none"> • \$



SUMMARY

The Bicycle/Pedestrian Mobility Plan for the Miami Downtown Development Authority (DDA) area develops and recommends projects to help implement the DDA's goals related to bicycle and pedestrian mobility. A focus was placed on developing projects that will improve the experience that bicyclists and pedestrians enjoy in downtown Miami. Regional connectivity was addressed through improving access to public transportation. Implementation tasks and strategies were identified to guide the lead agencies in realizing the vision and implementing the DDA's mobility goals.



Figure 56: The Plan addresses non-motorized mobility and transit connectivity



APPENDIX A

FIELD REVIEW OBSERVATIONS DATA COLLECTION SHEETS

Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
N 5 th Street	W 2 Av	W 1 Av	NO	5' N 15' S	NO	Both	3 Lns EB	10.5'	—	NA	—
	W 1 Av	E 1 Av	NO	10' N 20' S	NO	NO	3 Lns EB	10'	—	NA	South side sidewalk separation provided by Metromover
	E 1 Av	Bis	NO	5'-10'	NO	NO	3 Lns EB	10'	—	NA	
N 6 th Street	Bis	E 1 Av	NO	6'-8'	NO	NO	3 Lns WB	11'	—	NA	
	E 1 Av	Mia	NO	6'-8'	NO	Both	2 Lns WB	11'	—	NA	
	Mia	W 1 Av	NO	5' N 6' S	16' N	South	2 Lns WB	11'	—	NA	
	W 1 Av	W 1 Ct	NO	14'	NO	Both	2 Lns WB	11'	—	NA	
	W 1 Ct	W 2 Av	NO	14' N 6' S	NO	Both	2 Lns WB	11'	—	NA	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
N 7 th Street	Mia	Bis	NO	7'N 8'S	NO	Both	2Lns	9'	-	UND	Parking 7' wide undivided not striped
N 8 th Street	Bis	E 2 Av	NO	20'N 8'S	NO	NO	2Lns	12'	-	UND	
	E 2 Av	E 1 Av	NO	8'	NO	North	2Lns	12'	-	UND	
	E 1 Av	Mia	NO	8'N 6'S	10'N	South	2Lns	12'	-	UND	
	Mia	W 1 Av	NO	15'N 10'S	NO	North	2Lns	14	-	UND	
N 9 th Street	Bis	E 2 Av	NO	14'S 8'S	NO	NO	3Lns 2EB 1NB	10'	-	UND	2 lanes EB
	E 2 Ave	E 1 Av	NO	8'N 6'S	NO	North	2Lns	12'	-	UND	
	E 1 Av	Mia	NO	8'N 10'S	South	NO	2Lns	14'	-	UND	Concrete Barrier for South SWALK

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Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
N 9 th Street	Mia	W1Av	NO	4'	NO	Yes	2Lns	12'	-	Pkg	• In median diagonal parking
N 10 th Street	Bis	E 2Av	NO	8'N 10'S	NO	NO	2Lns	10'	-	UND	• 2 Lanes EB 1 Lane WB
	E 2Av	Mia	NO	8'N 9'S	NO	Both	EB	13' 9'inner	-	NA	
	Mia	W1Av	NO	8'N 15'S	NO South Yes	Both	EB	11'	-	NA	• 11' sidewalk with 4' separation (south)
N 11 th Street	Bis	E 2Av	NO	6'	NO	NO	3Lns	10'	-	UND	• Turn Lanes
	E 2Av	Mia	NO	8'	NO	South	2Lns WB	12'	-	NA	• Club district
	Mia	W1Av	NO	8'	NO	Both	2Lns WB	12'	-	NA	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
N 13 th Street	Bis	E 2AV	No	* N 10's	*	No	2LWS WB	11'	-	NA	* Opera House Drive aisle (North)
	E 2AV	Mia Ct	No	6'	No	Both	2LWS WB	10'	-	NA	
	Mia Ct	W 1AV	No	5'	No	North	2LWS WB	10'	-	NA	
N 14 th Street	W 1AV	E 2AV	No <small>Share road WB</small>	5'	NO	No	3LWS 1WB	12'	-	UND	• Share the road signs WB
	E 2AV	Bis	No	5'	5' south	No	4LWS	11'	-	UND	• Can accommodate one bike lane • Existing 3' share EB
	Bis	Bayshore	No	5'	5' North	No	4LWS	11'	-	UND	• Shrink separation & south side is through concert hall driveway
	Bayshore	Herald	No	10'	12' Polyturf	No	4LWS	11'	-	UND	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
Bayshore	N17st	N14st	NO	6'	8'	NO	4LW	11'	-	Div	
	N14st	N13st	NO	8'	6'	NO	4LW	11'	-	Div	
N 13 th Street	Bapt	Bis	NO	6'S 8'W	6'S 6'N	NO	4LW NB	12'	-	NA	
N 15 th Street	Mia	Bis	NO	5'	8'S*	NO	2LW	11'	-	TWLT	* Metromover Cams • Parking (south) between 2 nd & Biscay
	Bis	Bayshore	NO	6'	NO	NO	2LW	11'	30	TWLT	
E 2 nd Avenue	N24st	N23st	NO	6'E TW	6'E 5'W	NO, During Peak	4LW	11'	-	UND	• Parking restrictions during peaks are directional
	N23st	N20st	NO	6'E TW	6'E 5'W	NO	4LW	11'	-	UND	
	N20st	N17st	NO	6'E 5'W	NO	NO	4LW	12'	-	UND	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
E 2 nd Avenue	N17 th St	N14 th St	NO	12'W 5'E	5'E	Both	3Lns*	11'	-	UND	* 2 Lns South B.
	N14 th St	N12 th St	NO	5'	5'	NO	4Lns	11'	-	UND	
	N12 th St	N11 th Ter	NO	8'	NO	NO	3Lns*	11'	-	UND	* 2 Lns SB
	N11 th Ter	N5 th St	NO	12'	9'W*	NO	3Lns SB	11'	-	NA	* Packets of on-street pkg under metromover
	N5 th St	N2 nd St	NO	8'	NO	Both	2Lns SB	10'	-	NA	
	N2 nd St	N1 st St	NO	8'	NO	NO	3Lns SB	10'	-	NA	
	N1 st St	Flag	NO	8'	NO	West	3Lns SB	10'	-	NA	
	Flag	S2 nd St	NO	8'	NO	NO	3Lns SB	10'	-	NA	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
E 2 nd Avenue	S2St	S4St	NO	5'	5'	NO	4LWS SB	11'	-	NA	
S 7 th Street	Bri	W2AV	NO	5'	NO	NO	3LWS WB	12'	-	NA	• Additional Swalc width around lettering on the side (north)
W 2 nd Avenue	S7St	S1St	NO	6'	NO	NO	4LWS	12'	-	UND	• Left-Turn lanes
	S1St	Flog	NO	8'	NO	East	2LWS	12'	-	UND	• Left-Turn lanes
	Flog	N1St	NO	8'	NO	NO	3LWS*	12'	-	UND	*2 Lanes NB • Tree Canopy
	N4St	N3St	NO	12'	4'	NO	3LWS*	12'	-	UND	*2 Lanes NB
	N3St	N5St	NO	6' 9' E 9' W	0-10' W	Both	3LWS*	11'	-	UND	*2 Lanes SB
	N5St	N6St	NO	6'	NO	West	2LWS	11'	-	UND	

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Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
S 14 th Street	Mia Ave	Bri Ave	NO	6' N 6'-8' S	NO	NO	2 Lns	11'	-	UND	+ South side under metromover
	Bri Ave	Bri Bay Dr	NO	12' N ^o 6'-12' S*	5' 6'*	Both	3 Lns	11'	-	TWTL	o North sidewalk increases with building * Trees separate swalk
Brickell Bayshore Dr.	S 14 St	S 13 St	NO	5' N 10' E	4' W	Both	2 Lns	12'	25	UND	E property adds SW widths
	S 13 St	S 12 Terr	NO	4' E 5' W	4' E 4' W	Both	2 Lns	12'	25	UND	
	S 12 Terr	S 12 St	NO	4' E 6' W	4' E	Both	2 Lns	12'-14'	25	UND	
	S 12 St	S 8 St	NO	6' E 6'-12' W	NO	Both	4 Lns	10'-11'	-	UND	
S 8 th Street	Bri Bay Ave	Bri Key	NO	4'-6'	NO	NO	4 Lns	10'+11'	-	Div	
	Bri Bay Ave	Brickell Ave	NO	6'	NO	NO	4 Lns	11'	-	Div	

Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
S 8 th Street	W 1 AV	Mia	NO	6' N 8' S	NO	Both	3 Lns EB	12'	30	NA	Parking provided in pockets
	Mia	E 1 AV	NO	6'	NO	NO	3 Lns EB	12'	30	NA	
	E 1 AV	Bri Ave	NO	6'	NO	NO	4 Lns EB	12'	30	NA	
Brickell Plaza E 1 Ave	S 12 St	S 11 St	NO	6'	10'	Both	2 Lns	11'	-	UND	
	S 11 St	S 10 St	NO	6'	10'	Both	2 Lns	11'	-	UND	* Sidewalk increases with building property * Parking E under Metro
	S 10 St	S 9 St	NO	6' E 12' W*	16' E	West	2 Lns	11'	-	UND	* Many Brickell Village
	S 9 St	S 8 St	NO	6'	12'	Both	2 Lns	11'	-	UND	* Pockets of parking under Metro
S 10 th Street	Bri Ave	E 1 AV	NO	4'	6'	NO	2 Lns	12'	-	UND	

Miami DDA Major Road Network Inventory

Date:

Road Name	From	To	Bike Lane	Sidewalk Width	Sidewalk Separation	On-Street Parking	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
S 10 th Street	E 1 AV	Mia	NO	4'	6'	South	2Lns	11'	-	UND	
	Mia	W 1 AV	NO	6'	6'	North	2Lns	11'	-	UND	Mon Brickell Village
S 13 th Street	W 2 AV	W 1 AV	NO	6'S 4'-6'N	4'S	South	4Lns	10'	-	UND	
	W 1 AV	Mia	NO	6'S 10'N	NO	South	4Lns	10'	-	UND	
	Mia	Bri Ave	NO	6'S 8'N	4'S	NO	3Lns*	10'	-	UND	*3Lns EB
W 1 st Avenue	STST	SBST	NO	4'	NO	East	3Lns SB	11'	-	NA	
	SBST	S 11ST	NO	6'E 10'W	10'W	Both	2Lns SB	14'	-	NA	*Building Property all sidewalk
	S 11ST	S 12ST	NO	6'E	NO	East	2Lns SB	12'	-	NA	

Miami DDA Major Road Network Inventory

Date:

[illegible]



APPENDIX B

BICYCLE AND PEDESTRIAN COUNT DATA

Bicycle/Pedestrian Mobility Plan

Miami DDA Area

Pedestrian Count Form - Count Location 1A (Brickell Avenue/SE 10th Street)

Name: Vaharris Flores

Date: 3/19/2010

Field Conditions: Clear and sunny
(sunny, fair, rainy, wet, etc.)



Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Brickell Avenue's west side
- Count Eastbound/Westbound in crosswalk crossing Brickell Avenue on the south side
- Count each pedestrian one time per trip

	<u>Northbound</u>	<u>Southbound</u>	<u>Eastbound</u>	<u>Westbound</u>
11:30a.m.	10	5	7	15
11:45a.m.	4	8	12	20
12:00p.m.	6	20	16	40
12:15p.m.	3	10	11	47
12:30p.m.	6	7	9	50
12:45p.m.	5	14	20	49
1:00p.m.	9	16	42	37
1:15p.m.	3	16	30	49

Bicycle/Pedestrian Mobility Plan

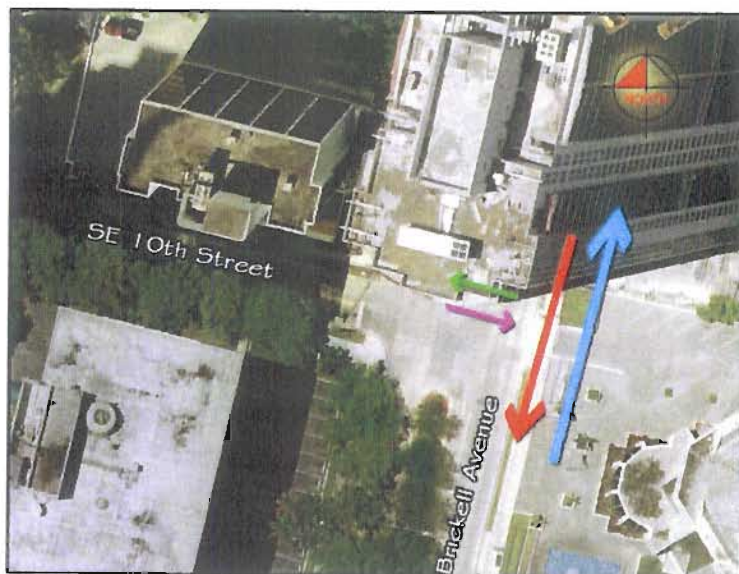
Miami DDA Area

Pedestrian Count Form - Count Location 1B (Brickell Avenue/SE 10th Street)

Name: DALTON

Date: 3/19/2010

Field Conditions: Sunny
(sunny, fair, rainy, wet, etc.)

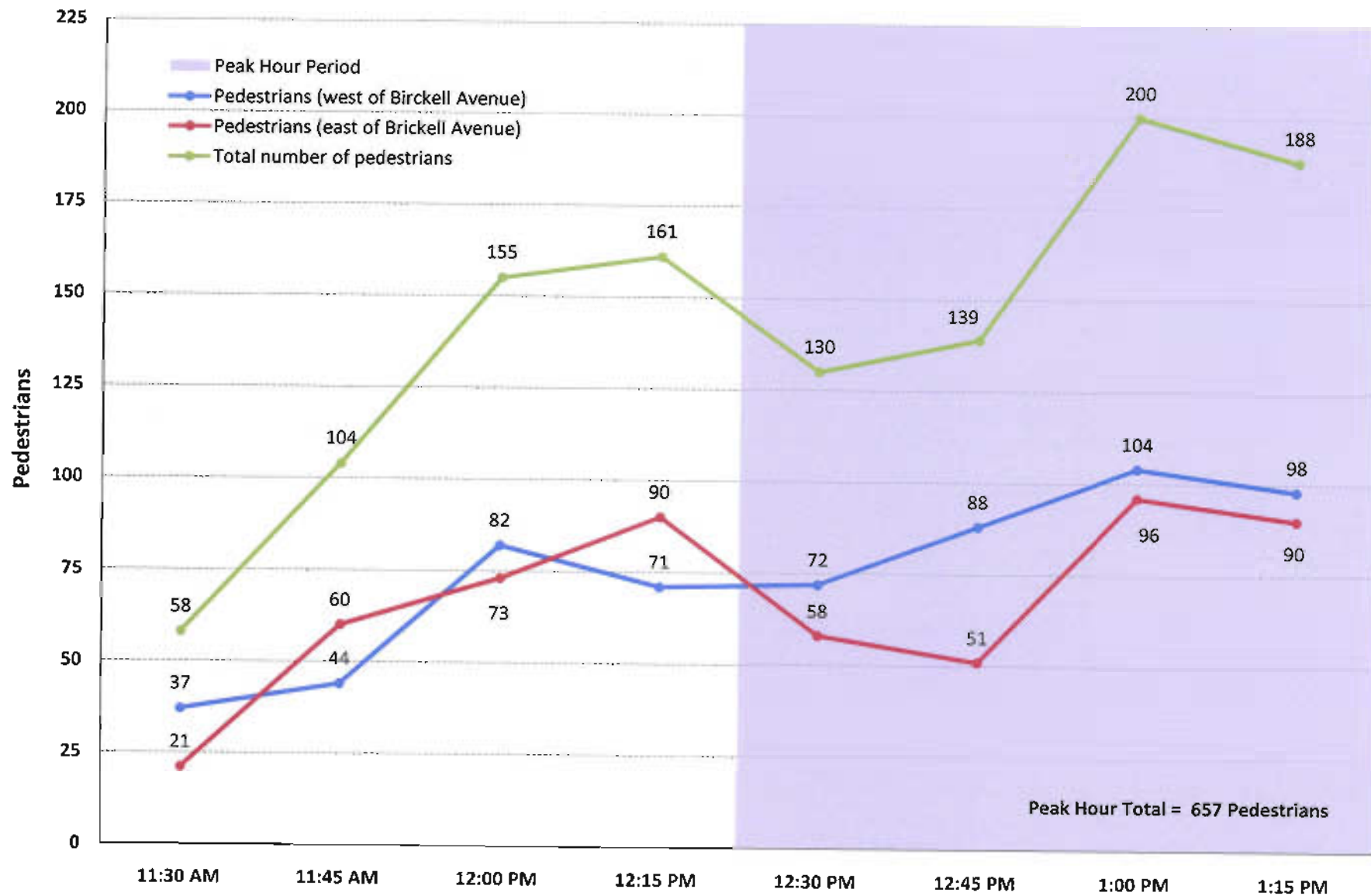


Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Brickell Avenue's east side
- Count Eastbound/Westbound in crosswalk crossing Brickell Avenue on the north side
- Count each pedestrian one time per trip

	<u>Northbound</u>	<u>Southbound</u>	<u>Eastbound</u>	<u>Westbound</u>
11:30a.m.		6	6	9
11:45a.m.	22	15	8	15
12:00p.m.	24	25	1	23
12:15p.m.	20	35	6	29
12:30p.m.	12	27	11	8
12:45p.m.	7	17	19	8
1:00p.m.	23	39	17	17
1:15p.m.	22	33	28	7

Pedestrian Count (15-min interval) Location # 1 (Brickell Avenue at SE 10th Street)



Bicycle/Pedestrian Mobility Plan

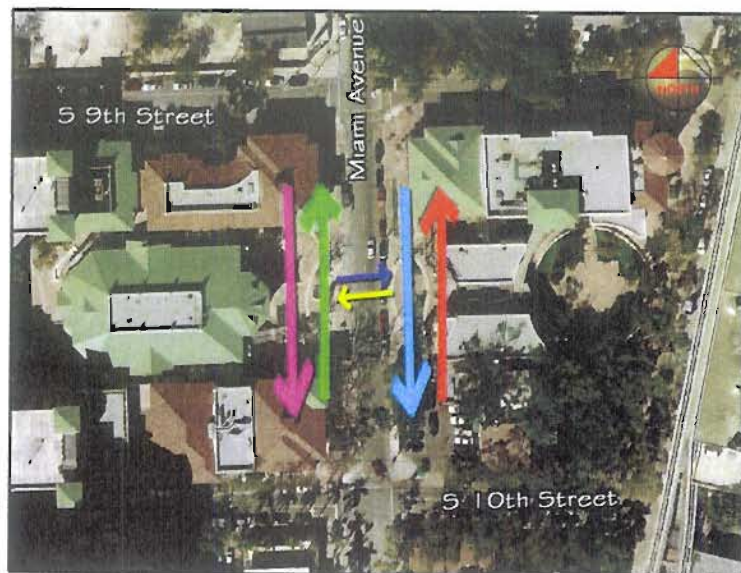
Miami DDA Area

Pedestrian Count Form - Count Location 2 (Miami Ave in Mary Brickell Village)

Name: Alex

Date: 3/18/2010

Field Conditions: Clear
(sunny, fair, rainy, wet, etc.)

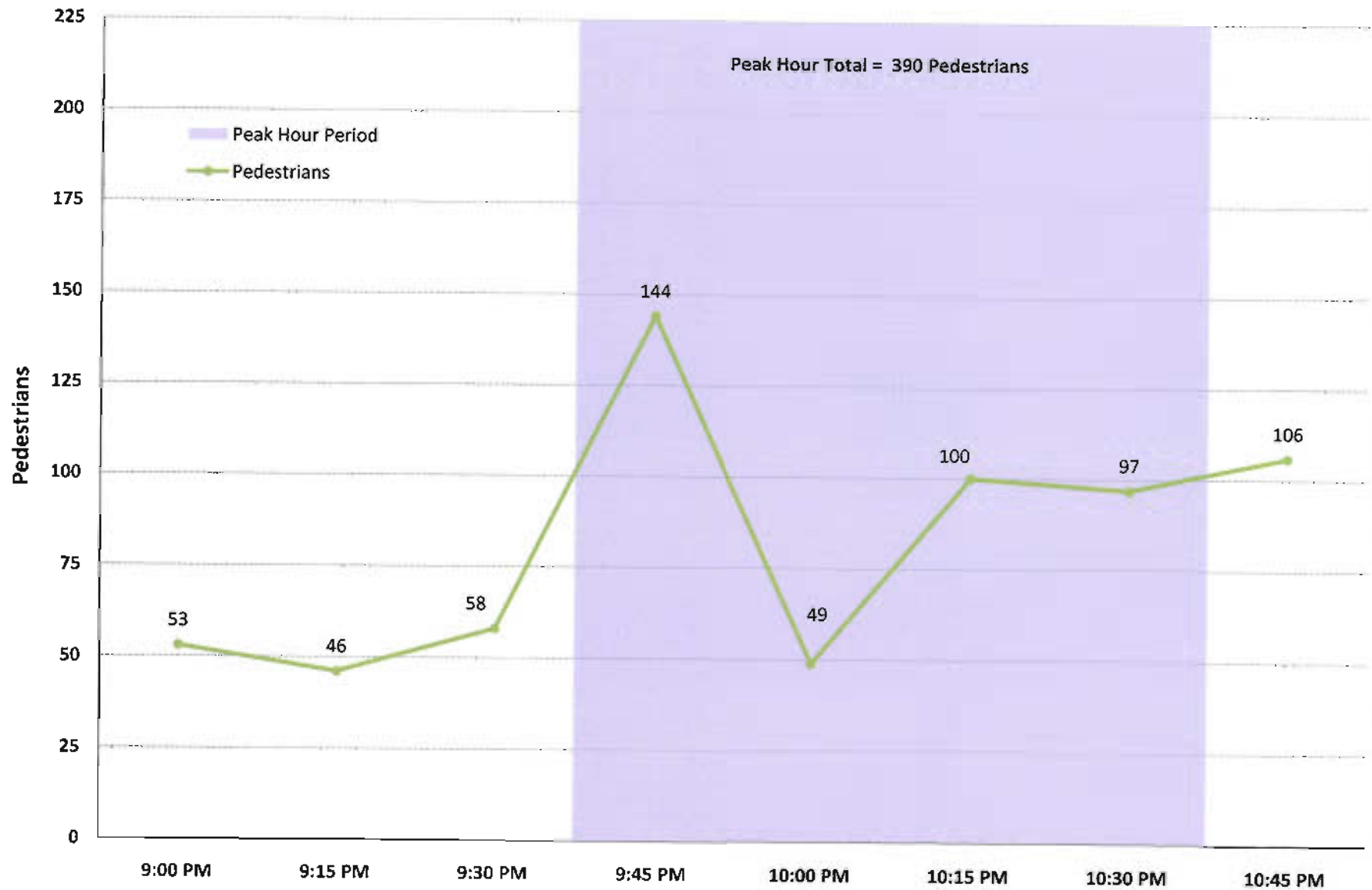


Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Miami Avenue's east and west sides
- Count Eastbound/Westbound crossing Miami Avenue
- Count each pedestrian one time per trip

	NB east side	SB east side	NB west side	SB west side	EB Crossings	WB Crossings
9:00p.m.	10	6	11	14	5	7
9:15p.m.	7	8	10	10	4	7
9:30p.m.	10	12	17	5	10	4
9:45p.m.	22	15	42	33	20	12
10:00p.m.	5	8	15	13	5	3
10:15p.m.	14	12	15	30	15	14
10:30p.m.	15	13	24	14	17	14
10:45p.m.	9	28	27	15	20	7

Pedestrian Count (15-min interval)
Location # 2 (Miami Avenue in Mary Brickell Village)



Bicycle/Pedestrian Mobility Plan

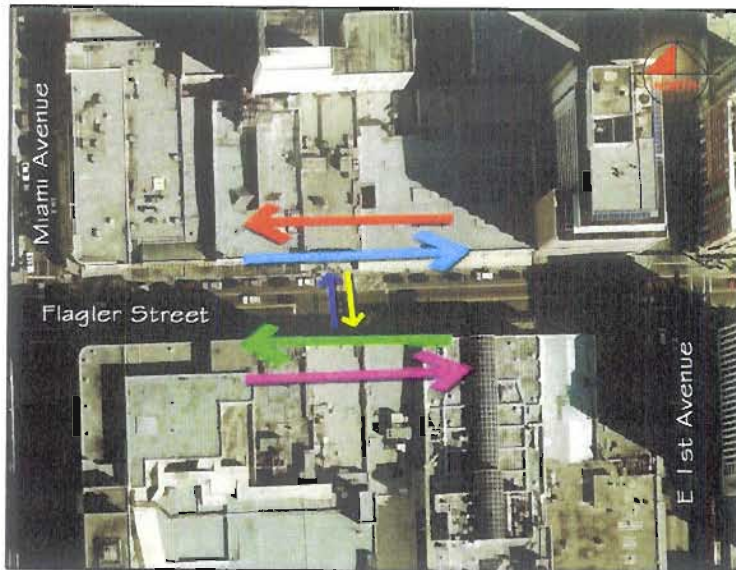
Miami DDA Area

Pedestrian Count Form - Count Location 3 (Flagler St between Miami Ave and E 1st St)

Name: Alex

Date: 3/19/2010

Field Conditions: clear and sunny
(sunny, fair, rainy, wet, etc.)

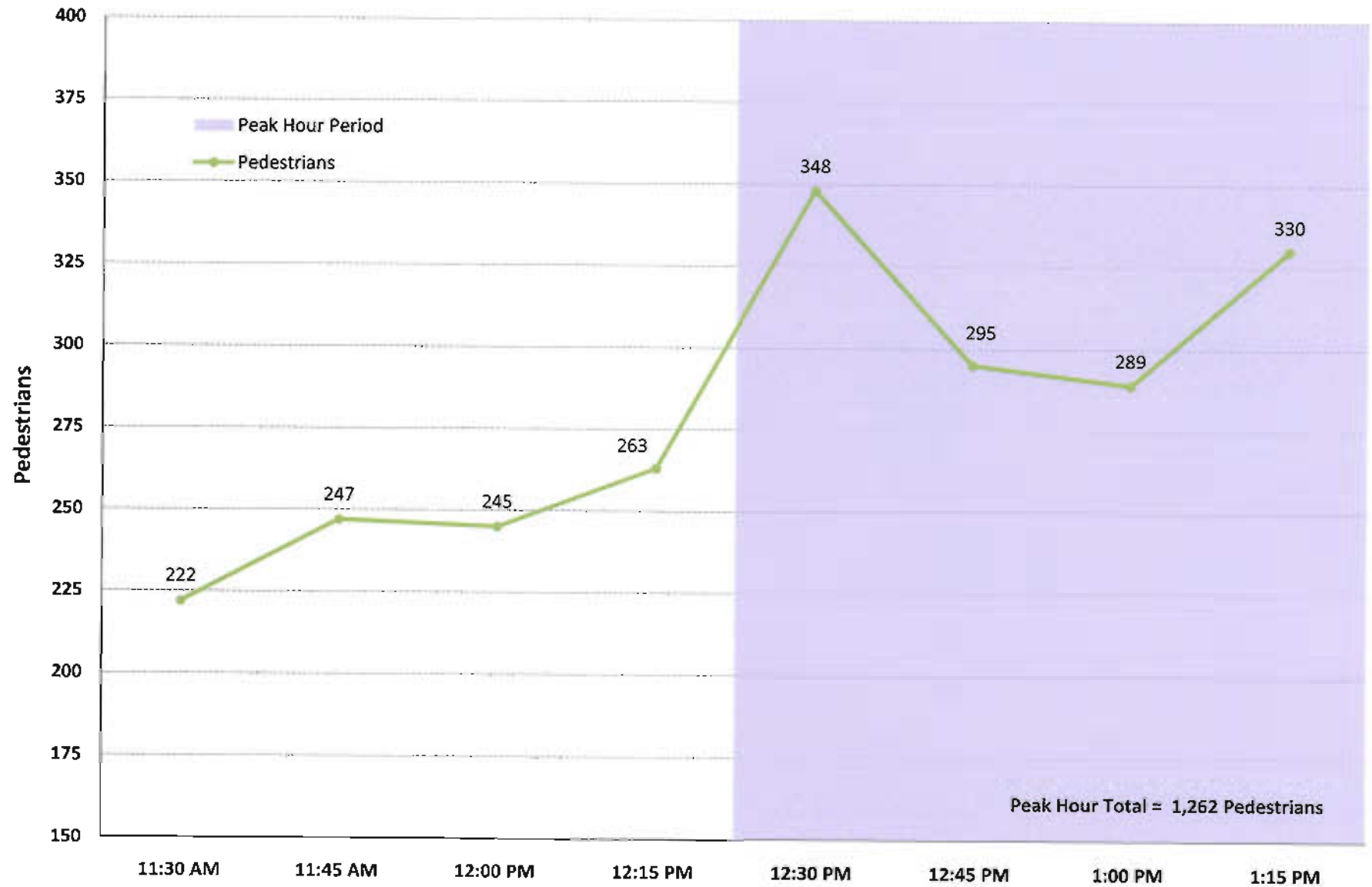


Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Eastbound/Westbound on sidewalk along Flagler Street's north and south sides
- Count Northbound/Southbound in crosswalk crossing Flagler Street (Mid-Block Crossing)
- Count each pedestrian one time per trip

	<u>WB</u> northside	<u>EB</u> north side	<u>WB</u> south side	<u>EB</u> south side	<u>NB</u> Crossings	<u>SB</u> Crossings
11:30a.m.	21	25	50	55	34	37
11:45a.m.	38	23	52	73	21	40
12:00p.m.	48	43	40	40	29	45
12:15p.m.	25	45	73	50	31	39
12:30p.m.	53	52	77	69	47	50
12:45p.m.	34	59	54	68	41	39
1:00p.m.	39	28	79	63	36	44
1:15p.m.	47	53	80	90	30	30

Pedestrian Count (15-min interval)
Location # 3 (Flagler Street between Miami Avenue and E 1st Street)



Bicycle/Pedestrian Mobility Plan

Miami DDA Area

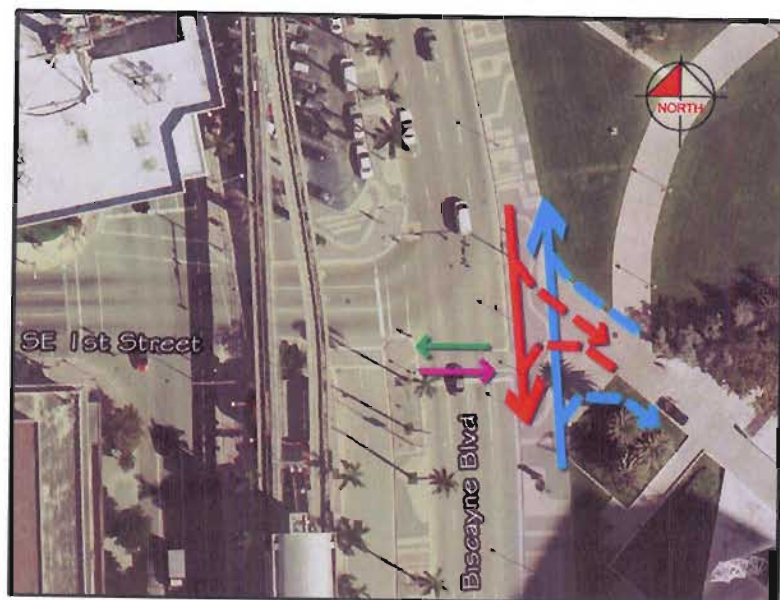
Pedestrian Count Form - **Count Location 4A (Biscayne Boulevard/SE 1st Street)**

Name: _____

Date: _____

Field Conditions: _____

(sunny, fair, rainy, wet, etc.)



Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's east side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the south side
- Count each pedestrian one time per trip

	<u>Northbound</u>	<u>Southbound</u>	<u>Eastbound</u>	<u>Westbound</u>
5:00p.m.	6	5	16	2
5:15p.m.	4	2	29	5
5:30p.m.	8	4	40	7
5:45p.m.	10	2	39	11
6:00p.m.	16	7	43	8
6:15p.m.	16	9	64	7
6:30p.m.	17	15	43	11
6:45p.m.	19	7	23	5

Bicycle/Pedestrian Mobility Plan

Miami DDA Area

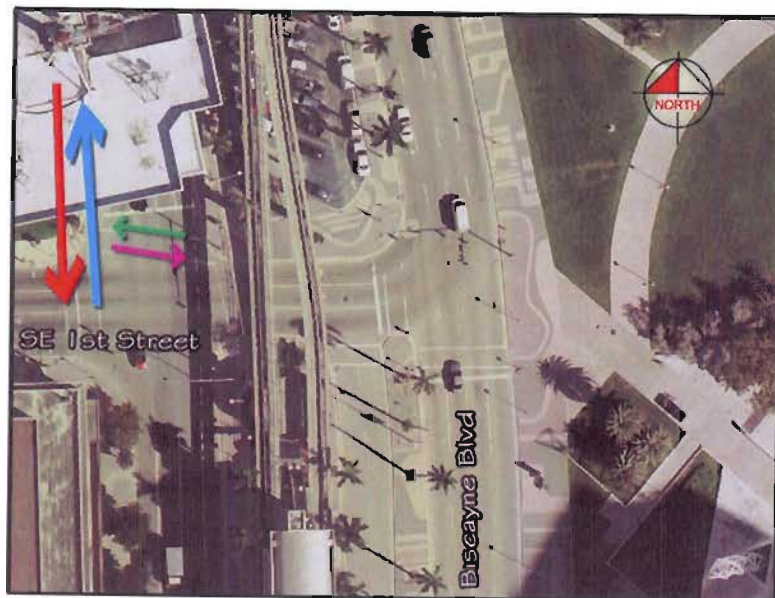
Pedestrian Count Form - **Count Location 4B (Biscayne Boulevard/SE 1st Street)**

Name: _____

Date: _____

Field Conditions: _____

(sunny, fair, rainy, wet, etc.)

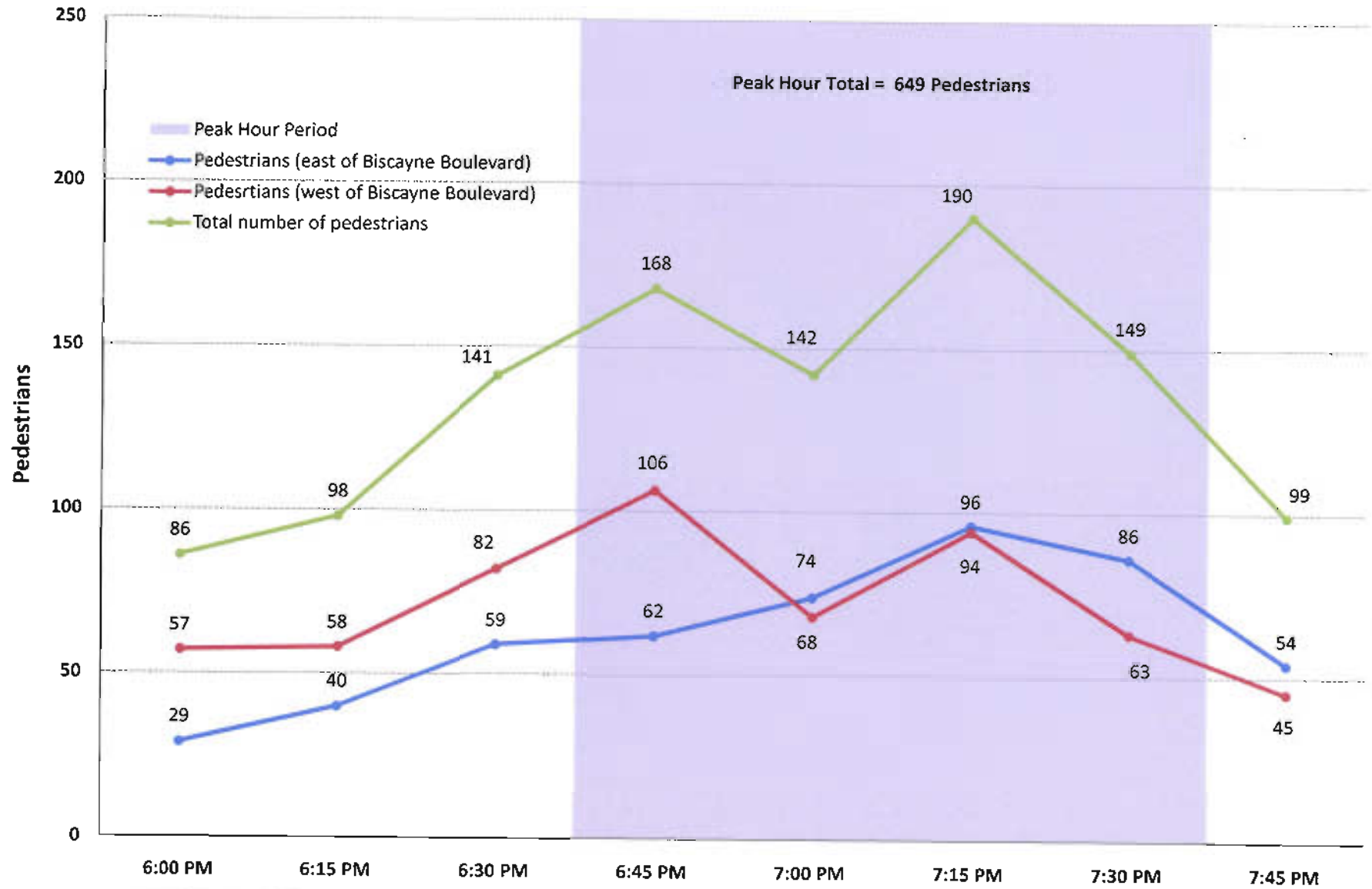


Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	<u>Northbound</u>	<u>Southbound</u>	<u>Eastbound</u>	<u>Westbound</u>
5:00p.m.	16	5	27	9
5:15p.m.	10	12	21	15
5:30p.m.	12	23	34	13
5:45p.m.	18	30	42	16
6:00p.m.	7	22	27	12
6:15p.m.	7	15	45	27
6:30p.m.	11	16	29	7
6:45p.m.	8	12	19	6

Pedestrian Count (15-min interval) Location # 4 (Biscayne Boulevard at SE 1st Street)



Bicycle/Pedestrian Mobility Plan

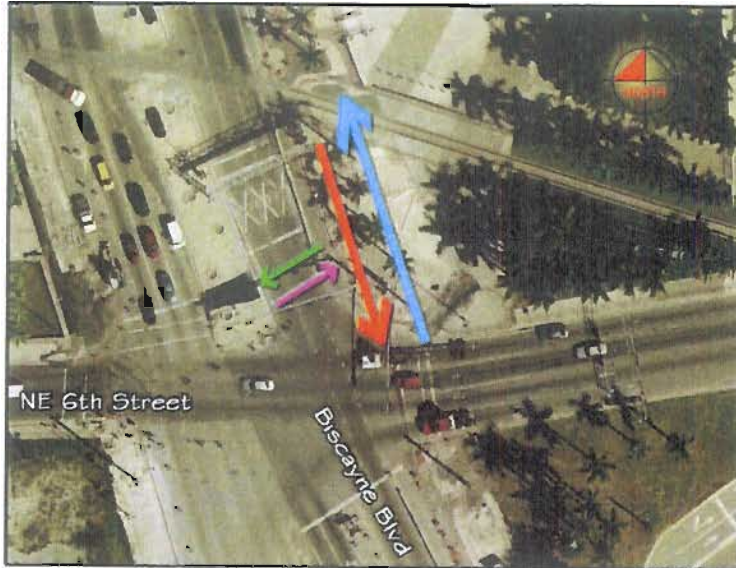
Miami DDA Area

Pedestrian Count Form - Count Location 5A (Biscayne Boulevard/NE 6th Street)

Name: DALTON

Date: 3/20/2010

Field Conditions: CLEAR
(sunny, fair, rainy, wet, etc.)



Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's east side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	Northbound <u>blue</u>	Southbound <u>red</u>	Eastbound <u>pink</u>	Westbound <u>green</u>
6:00p.m.	104	54	64	
6:15p.m.	210	59	70	
6:30p.m.	315	44	85	1
6:45p.m.	605	27	57	
7:00p.m.	390	27	165	
7:15p.m.	890	12	235	1
7:30p.m.	770	33	167	
7:45p.m.	564	42	182	10

Bicycle/Pedestrian Mobility Plan

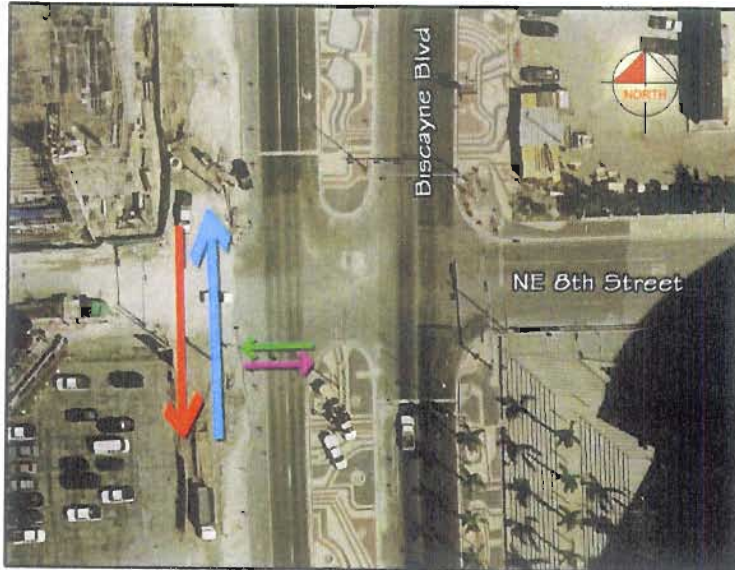
Miami DDA Area

Pedestrian Count Form - Count Location 5B (Biscayne Boulevard/NE 8th Street)

Name: Alex

Date: 3/20/2010

Field Conditions: Sunny and clear
(sunny, fair, rainy, wet, etc.)



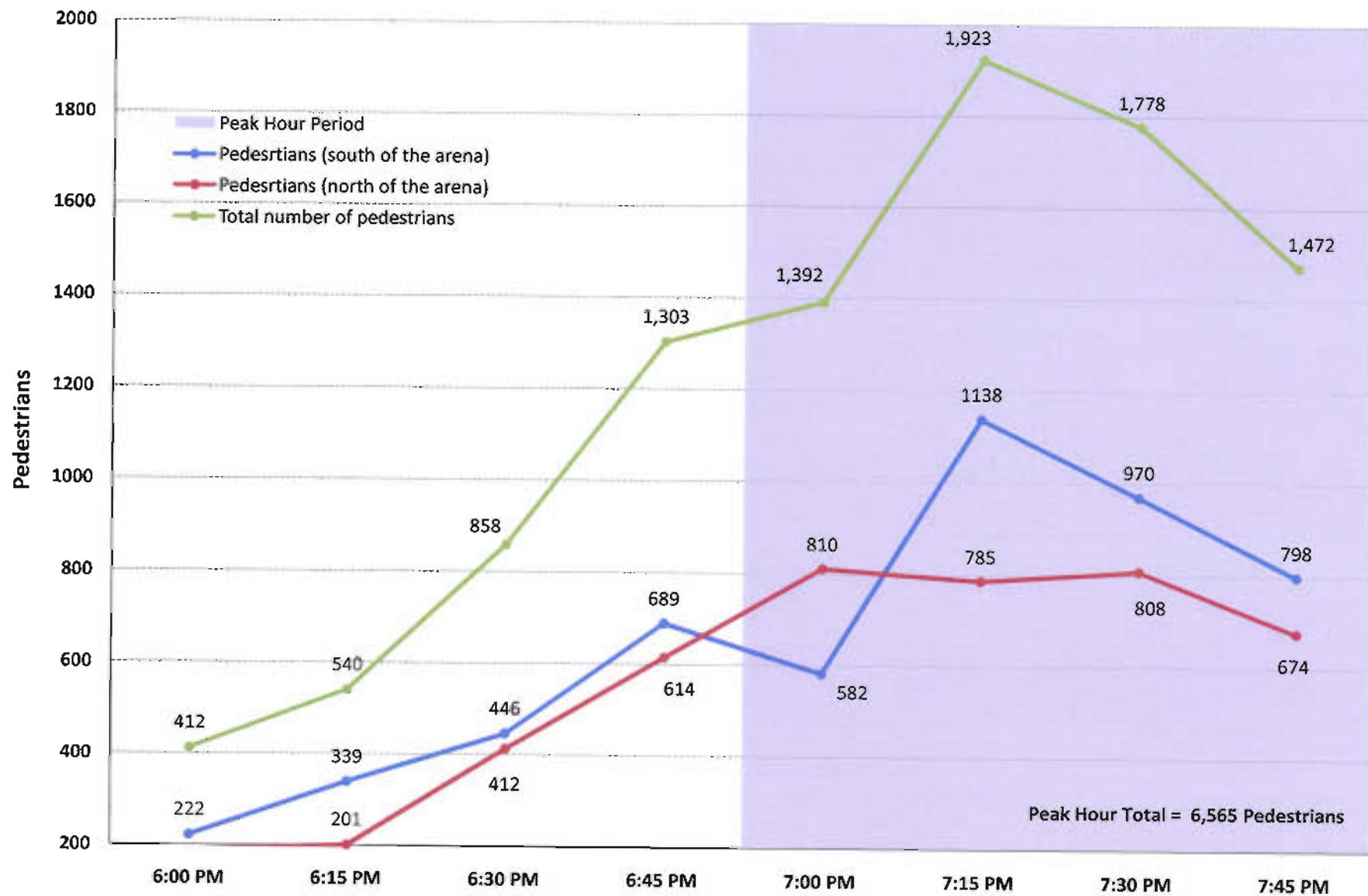
Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the south side
- Count each pedestrian one time per trip

	Northbound <u>Blue</u>	Southbound <u>Red</u>	Eastbound <u>Purple</u>	Westbound <u>Green</u>
6:00p.m.	3	22	159	6
6:15p.m.		1	196	4
6:30p.m.	74	19	306	13
6:45p.m.	103	8	480	23
7:00p.m.	115		660	35
7:15p.m.	83	7	665	30
7:30p.m.	100	6	690	12
7:45p.m.	163	10	497	4

Pedestrian Count (15-min interval)

Location # 5 (Biscayne Boulevard at the American Airlines Arena)



Bicycle/Pedestrian Mobility Plan

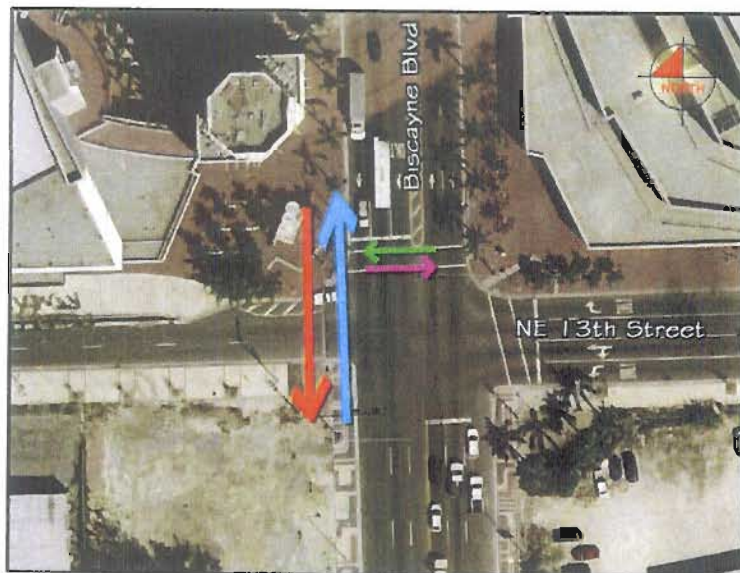
Miami DDA Area

Pedestrian Count Form - Count Location 6 (Biscayne Boulevard/NE 13th Street)

Name: DALTON

Date: 3/19/2010

Field Conditions: Sunny
(sunny, fair, rainy, wet, etc.)

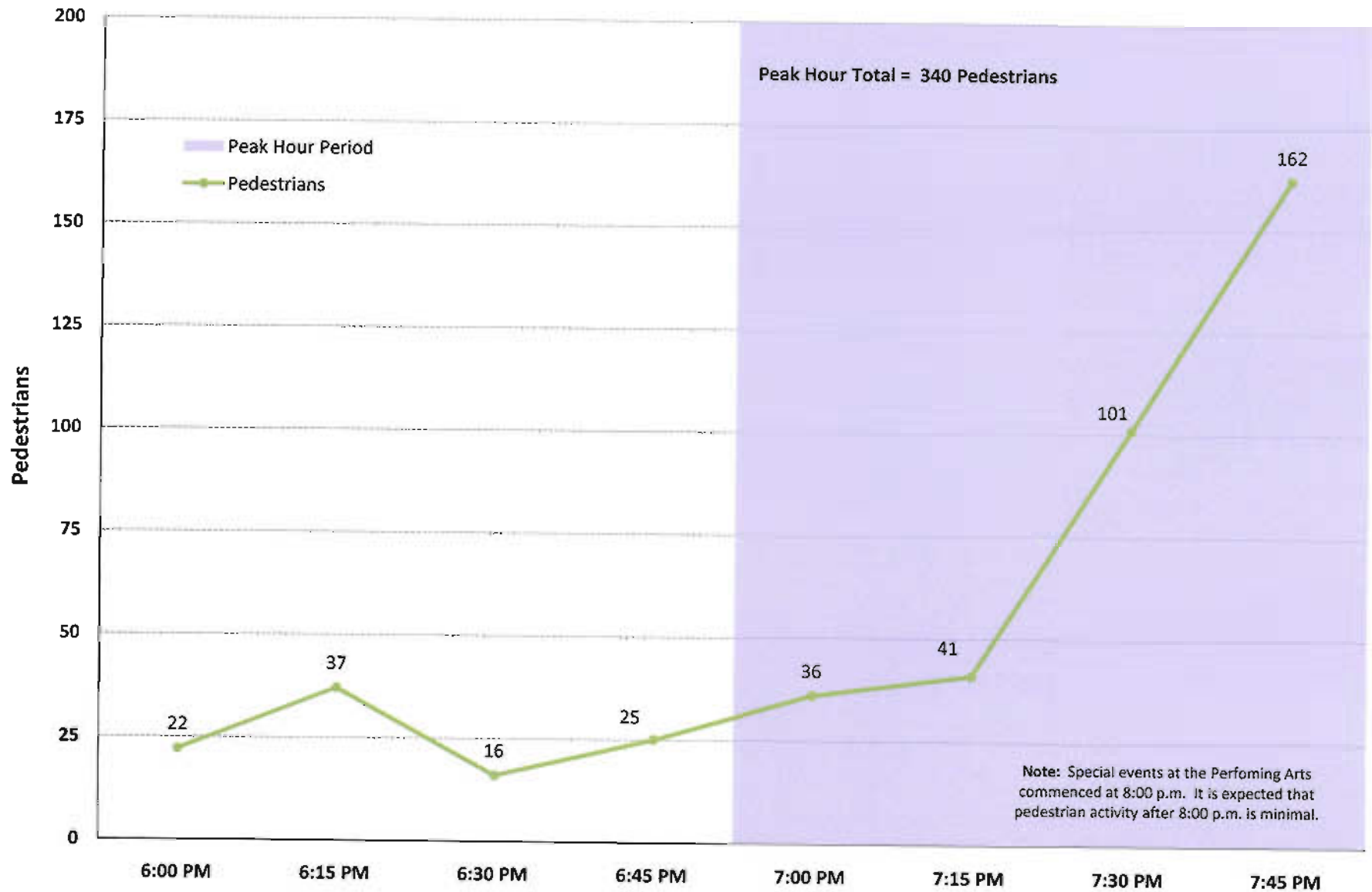


Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	Northbound <u>Blue</u>	Southbound <u>Red</u>	Eastbound <u>Pink</u>	Westbound <u>Green</u>
6:00p.m.	5	5	9	3
6:15p.m.	15	9	10	3
6:30p.m.	4	3	6	3
6:45p.m.	4	8	11	2
7:00p.m.	7	6	18	5
7:15p.m.	15	6	20	
7:30p.m.	9	7	82	3
7:45p.m.	11	4	132	15

Pedestrian Count (15-min interval) Location # 6 (Biscayne Boulevard at NE 13th Street)



Bicycle Mobility Plan

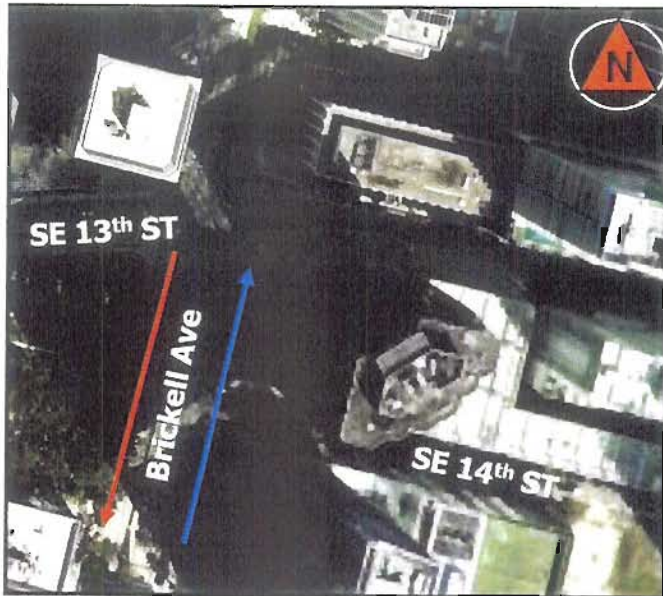
Miami DDA Area

Bicycle Count Form – Count Location 1 (Brickell Ave between SE 14th St & SE 13th St)

Name: DAITON

Date: 3/20/2010

Field Conditions: Sunny
(sunny, fair, rainy, wet, etc.)

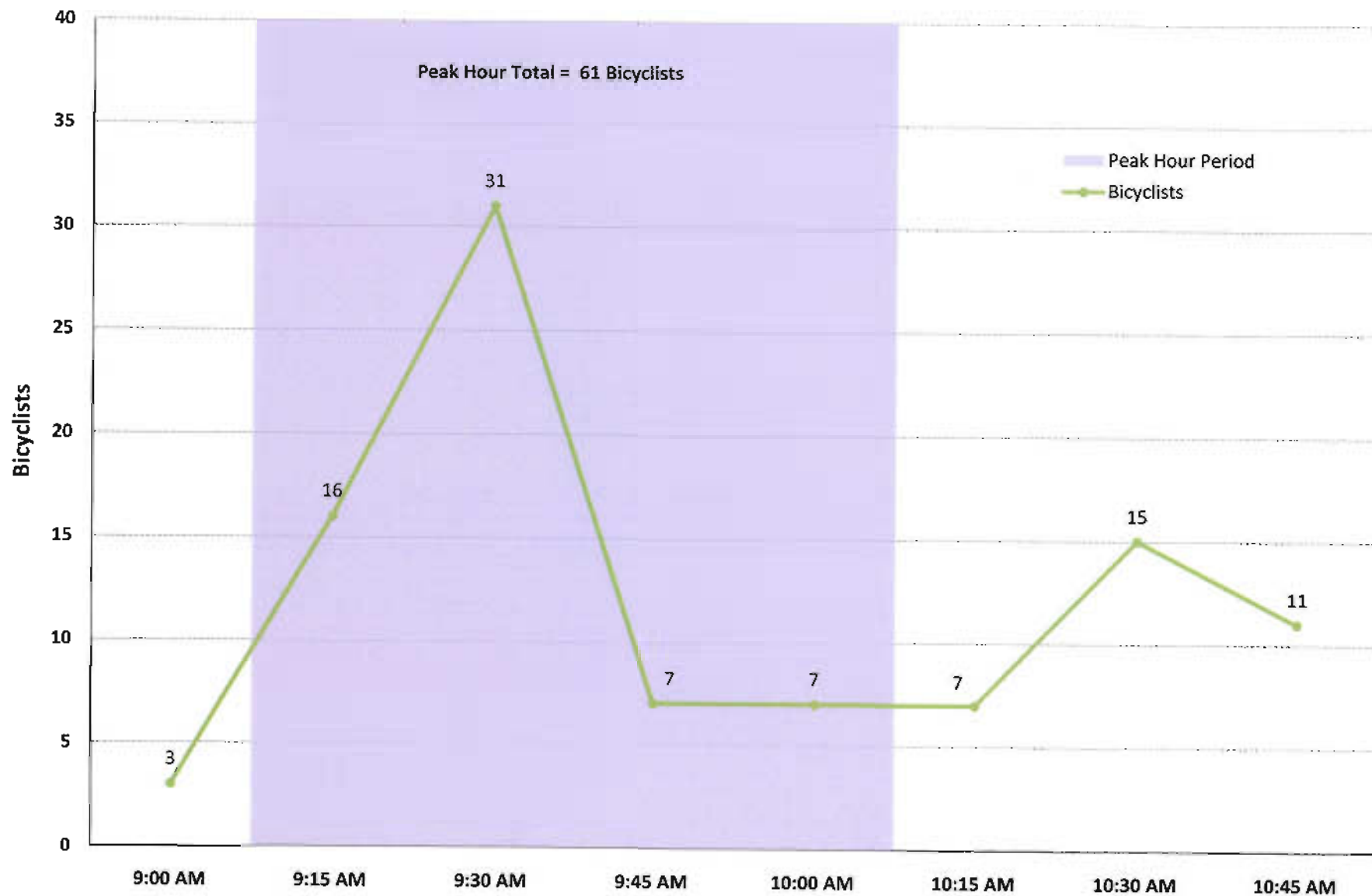


Instructions:

- Count two hours in 15-min increments
- Count Northbound/Southbound along Brickell Ave
- Count each bicycle one time for trip

	<u>Northbound</u>	<u>Southbound</u>
9:00 a.m.	1	2
9:15 a.m.	4	12
9:30 a.m.	16	15
9:45 a.m.	7	
10:00 a.m.	4	3
10:15 a.m.	5	2
10:30 a.m.	13	2
10:45 a.m.	10	1

Bicycle Count (15-min interval)
Location # 1 (Brickell Avenue between SE 14th Street and SE 13th Street)



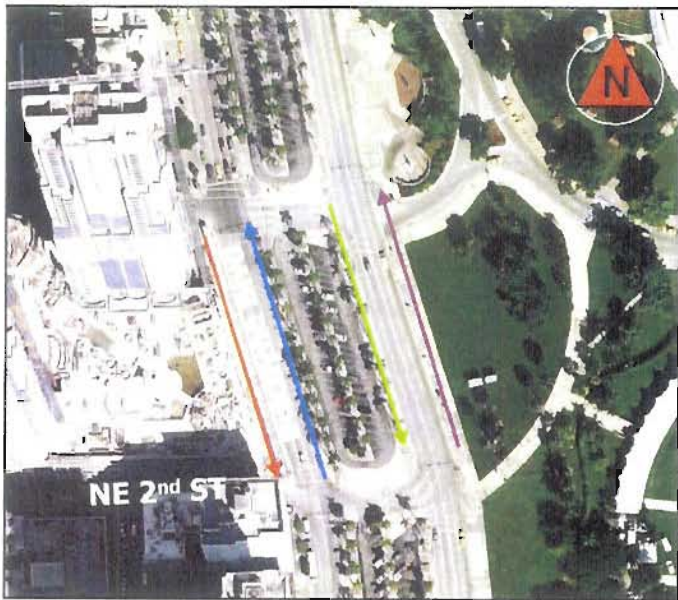
Bicycle Mobility Plan

Miami DDA Area

Bicycle Count Form – Count Location 2 (Biscayne Blvd between NE 2nd ST & NE 3rd ST)

Name: Yaharris Flores Date: 3/20/2010

Field Conditions: clear and sunny
(sunny, fair, rainy, wet, etc.)



Instructions:

- Count two hours in 15-min increments
- Count Northbound/Southbound along Biscayne Blvd
- Count each bicycle one time for trip

	West Side		East Side	
	<u>Northbound</u>	<u>Southbound</u>	<u>Northbound</u>	<u>Southbound</u>
9:00 a.m.		4		
9:15 a.m.	2	15		
9:30 a.m.	1	12		
9:45 a.m.		5		
10:00 a.m.		2		
10:15 a.m.	1	2		
10:30 a.m.		2		
10:45 a.m.		1		

Bicycle Mobility Plan

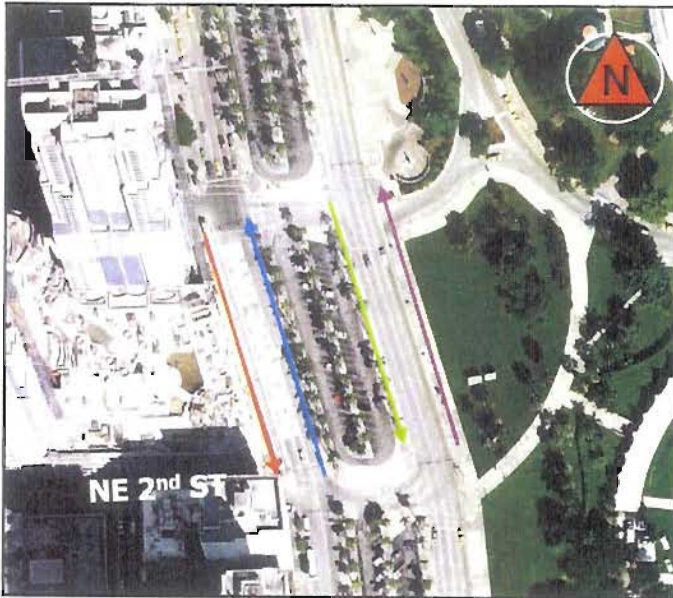
Miami DDA Area

Bicycle Count Form – Count Location 2 (Biscayne Blvd between NE 2nd ST & NE 3rd ST)

Name: Alex

Date: 3/20/2010

Field Conditions: Clear And Sunny
(sunny, fair, rainy, wet, etc.)



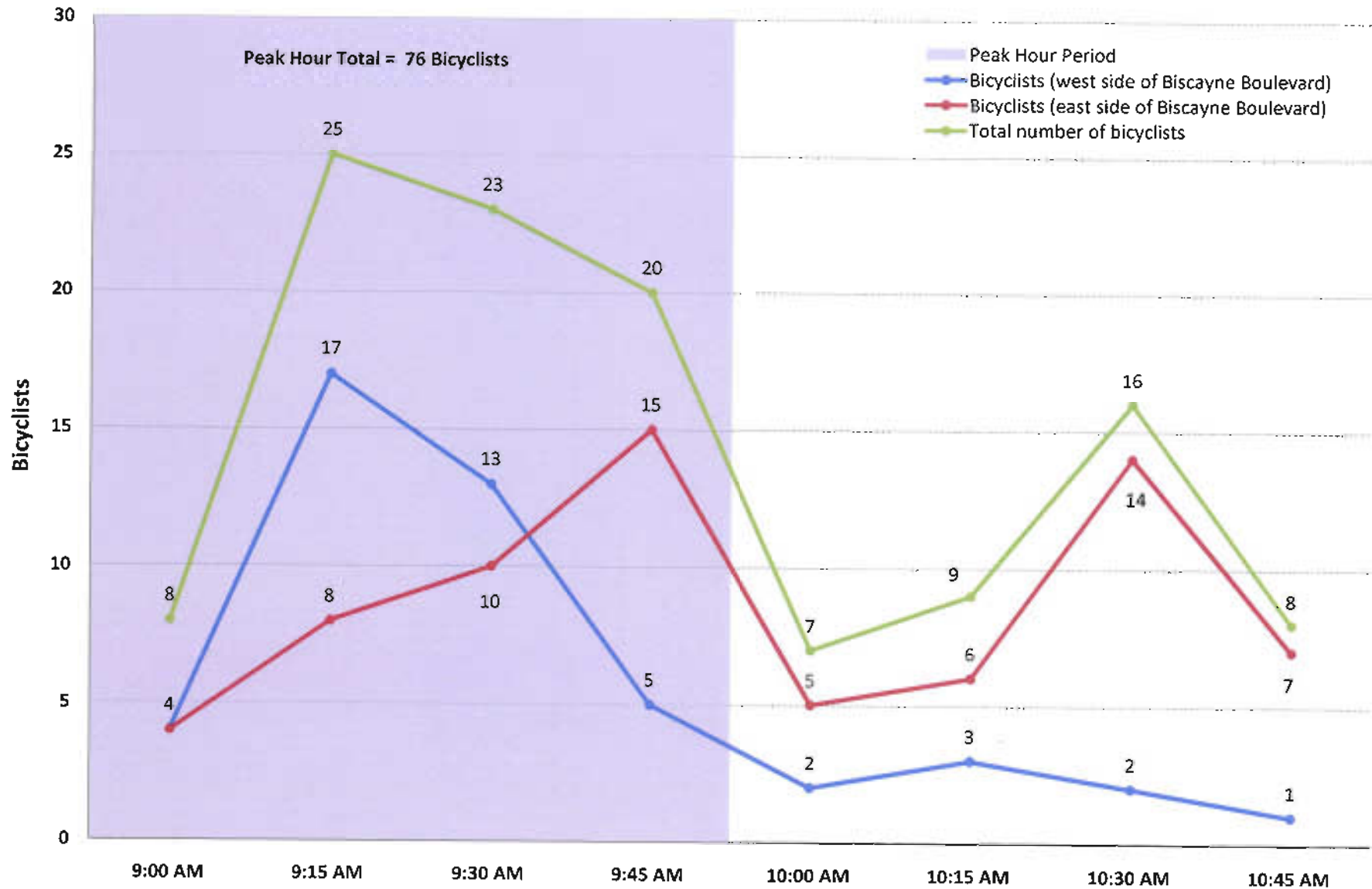
Instructions:

- Count two hours in 15-min increments
- Count Northbound/Southbound along Biscayne Blvd
- Count each bicycle one time for trip

	West Side		East Side	
	<u>Northbound</u>	<u>Southbound</u>	<u>Northbound</u>	<u>Southbound</u>
9:00 a.m.			4	
9:15 a.m.			7	1
9:30 a.m.			9	1
9:45 a.m.			13	2
10:00 a.m.			5	
10:15 a.m.			6	
10:30 a.m.			13	1
10:45 a.m.			7	

Bicycle Count (15-min interval)

Location # 2 (Biscayne Blvd. between NE 2nd Street and NE 3rd Street)

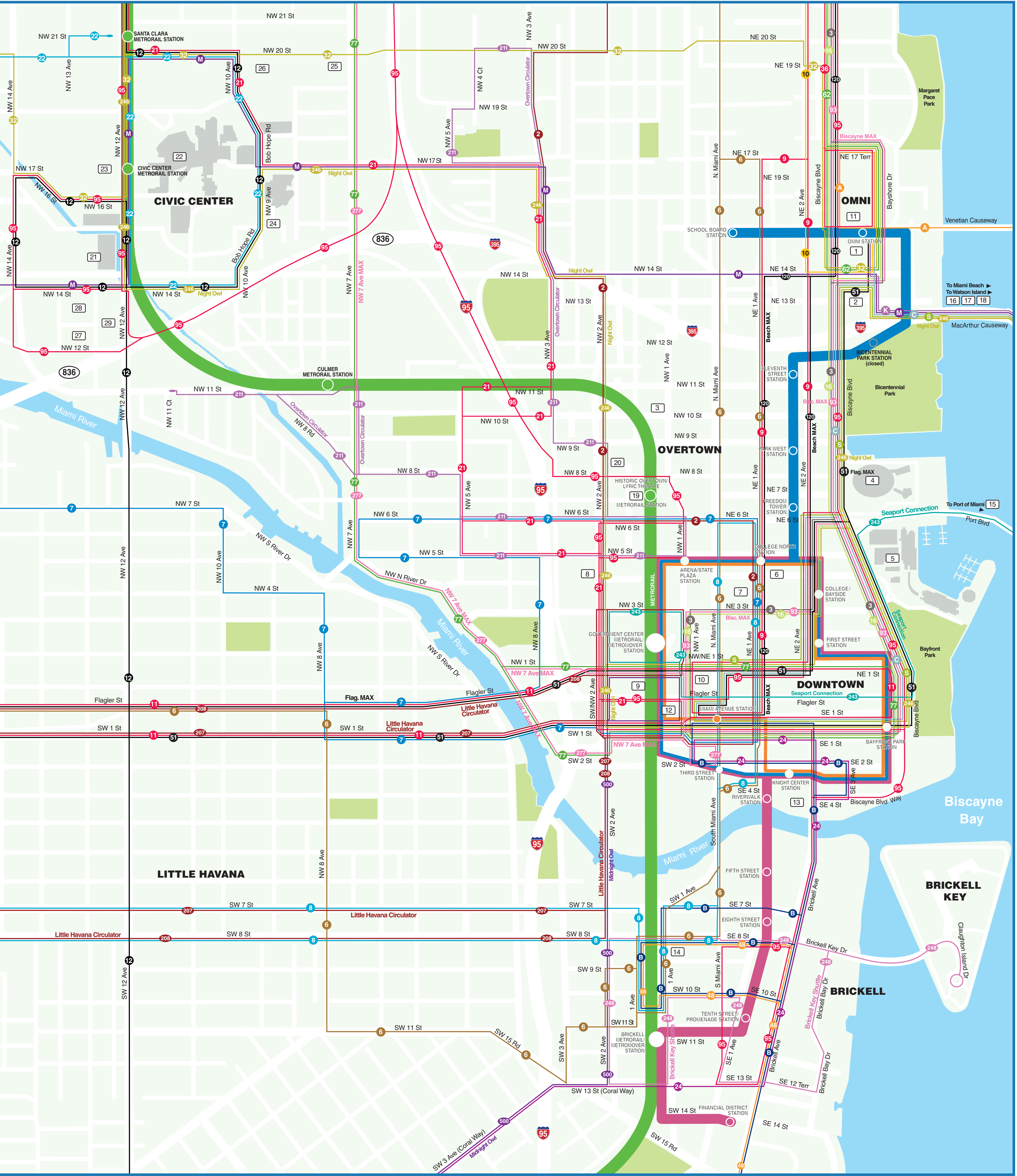




APPENDIX C

TRANSIT DATA

Downtown Miami Enlargement



Points of Interest

- 1

Omni Metromover Station and Metrobus Terminal
- 2

Adrienne Arsht Center for the Performing Arts
- 3

Greyhound Bus Station
- 4

American Airlines Arena
- 5

Bayside Marketplace
- 6

Miami Dade College Wolfson Campus
- 7

Federal Courthouse
- 8

Miami Police Department
- 9

Miami Art Museum, Historical Museum of South Florida, Miami-Dade Library Main Branch
- 10

Miami-Dade County Courthouse
- 11

Miami International University of Art & Design
- 12

Downtown Metrobus Terminal
- 13

James L. Knight Center
- 14

Social Security Office
- 15

Port Of Miami
- 16

Jungle Island
- 17

Miami Children's Museum
- 18

Ichimura Miami Japan Garden
- 19

Overtown Transit Village
- 20

Lyric Theatre
- 21

Cedars Medical Center

- 22

Jackson Memorial Hospital
- 23

Veterans Administration Hospital
- 24

Bascom Palmer Eye Institute/Ann Bates Leach Eye Hospital
- 25

Lindsey Hopkins Technical Education Center
- 26

Miami Dade College Medical Center
- 27

Richard E. Gersten Justice Building
- 28

Pre-Trial Detention Center
- 29

Miami-Dade State Attorney's Office

Legend

- Metrobus Route (All Colors)
- 24

73

Bus Route Number
- Metrorail
- 6

17

Points of Interest

METROMOVER

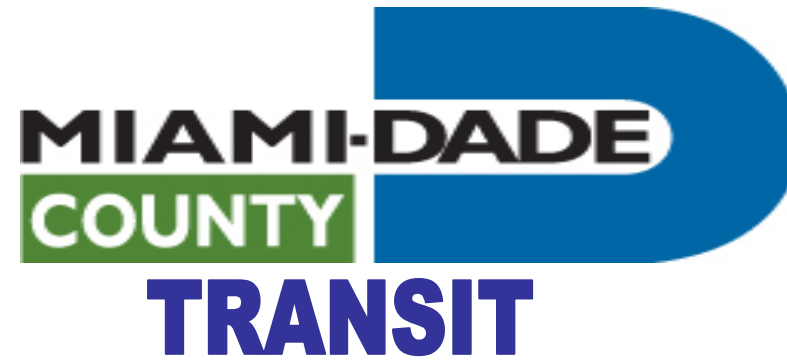
- Outer Loop

Inner Loop
- Omni Loop

Brickell Loop

Downtown Loop
- Station

Transfer Station



RIDERSHIP TECHNICAL REPORT

Office of Performance Management



April, 2010

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Average Comparison to Previous Month/Year	19

AVERAGE WEEKDAY AND WEEKEND BOARDINGS BY MODE

Travel Mode	Average Weekday	Average Weekend	% Change Mar 2010 Weekday	% Change Mar 2010 Weekend	% Change Apr 2009 Weekday	% Change Apr 2009 Weekend
METROBUS	228,200	238,800	-0.39%	-5.39%	-11.07%	-7.80%
METRORAIL	66,700	40,300	8.63%	-13.52%	7.75%	-17.92%
METROMOVER	27,400	26,500	17.09%	-7.02%	10.04%	-13.96%
STS	5,400	3,800	0.00%	2.70%	1.89%	0.00%
Totals -	327,700	309,400	2.63%	-6.58%	-6.02%	-9.72%

TOTAL WEEKDAY AND WEEKEND BOARDINGS BY MODE

TRAVEL MODE	TOTAL WEEKDAY RIDERSHIP	TOTAL SATURDAY RIDERSHIP	TOTAL SUNDAY RIDERSHIP	TOTAL RIDERSHIP	% CHANGE MAR10 TOTAL RIDERSHIP	% CHANGE APR09 TOTAL RIDERSHIP
METROBUS	5,019,796	572,972	382,324	5,975,092	13.41%	-10.57%
METRORAIL	1,333,259	94,854	66,488	1,494,601	5.80%	-4.04%
METROMOVER	547,957	58,091	47,780	653,828	0.14%	-2.48%
STS	118,728	8,482	6,644	133,854	8.27%	1.69%
TOTAL	7,019,740	734,399	503,236	8,257,375	-4.58%	-8.67%

Bus, Rail, Mover & STS Modes Ridership Comparison By Fiscal Year

All			Variance		Variance		Variance		Variance	Variance
	FY 06*	FY 07*	06 to 07	FY 08	07 to 08	FY 09	08 to 09	FY 10	09 to 10	06 to 10
OCT	8,072,941	9,714,826	20.3%	9,926,068	2.0%	9,669,419	-2.6%	8,391,195	-13.2%	3.9%
NOV	9,140,230	9,103,121	-0.4%	9,470,883	3.9%	8,569,210	-9.5%	7,683,807	-10.3%	-15.9%
DEC	9,357,379	8,970,192	-4.1%	9,037,964	1.1%	8,813,282	-2.5%	7,913,244	-10.2%	-15.4%
JAN	9,394,695	9,432,812	0.4%	9,285,828	-1.8%	8,737,034	-5.9%	7,614,618	-12.8%	-18.9%
FEB	8,751,300	8,840,585	1.0%	9,189,664	3.9%	8,415,671	-8.4%	7,612,744	-9.5%	-13.0%
MAR	10,047,623	9,930,533	-1.2%	9,683,553	-2.3%	9,023,679	-6.8%	8,668,469	-3.9%	-13.7%
APR	9,093,111	9,069,908	-0.3%	9,626,403	6.0%	9,041,078	-6.1%	8,257,375	-8.7%	-9.2%
MAY	9,383,975	9,376,162	-0.1%	9,698,344	3.6%	8,435,241	-13.0%			
JUNE	9,020,832	8,899,764	-1.3%	9,363,441	5.1%	8,047,301	-14.1%			
JULY	8,693,788	8,890,242	2.3%	9,673,599	8.6%	8,267,368	-14.5%			
AUG	9,189,434	9,550,129	3.9%	9,272,220	-2.7%	8,247,490	-11.1%			
SEP	9,252,502	9,482,132	2.5%	9,543,848	0.5%	8,238,402	-13.7%			
TOTAL	109,397,810	111,260,406	1.7%	113,771,814	2.2%	103,505,175	-9.0%			

*STS ridership totals beginning FY08 converted from reporting on billing-weeks to calendar months to align better with other modes.

Mode Ridership Comparison By Fiscal Year

Bus			Variance		Variance		Variance		Variance		Variance
	FY 06	FY 07	06 to 07	FY 08	07 to 08	FY 09	08 to 09	FY 10	09 to 10	06 to 10	
OCT	6,238,233	7,316,800	17.3%	7,471,679	2.1%	7,005,490	-6.2%	6,013,582	-14.2%	-3.6%	
NOV	6,979,043	6,865,845	-1.6%	7,140,346	4.0%	6,275,304	-12.1%	5,543,805	-11.7%	-20.6%	
DEC	7,016,281	6,767,548	-3.5%	6,892,147	1.8%	6,485,163	-5.9%	5,711,909	-11.9%	-18.6%	
JAN	7,116,902	7,101,948	-0.2%	7,007,292	-1.3%	6,439,187	-8.1%	5,498,964	-3.6%	-14.6%	
FEB	6,596,309	6,646,542	0.8%	6,911,152	4.0%	6,228,439	-9.9%	5,532,189	-11.2%	-16.1%	
MAR	7,544,232	7,480,680	-0.8%	7,185,361	-3.9%	6,710,002	-6.6%	6,278,254	-6.4%	-16.8%	
APR	6,816,648	6,802,351	-0.2%	7,124,424	4.7%	6,681,421	-6.2%	5,975,092	-10.6%	-12.3%	
MAY	7,061,305	7,089,681	0.4%	7,287,526	2.8%	6,170,983	-15.3%				
JUN	6,648,118	6,595,846	-0.8%	6,871,756	4.2%	5,763,813	-16.1%				
JUL	6,465,599	6,587,822	1.9%	7,035,425	6.8%	5,928,602	-15.7%				
AUG	6,969,995	7,153,133	2.6%	6,851,400	-4.2%	5,947,793	-13.2%				
SEP	6,911,942	7,050,181	2.0%	6,996,828	-0.8%	5,972,369	-14.6%				
TOTAL	82,364,607	83,458,376	1.3%	84,775,337	1.6%	75,608,566	-10.8%				

Mover			Variance		Variance		Variance		Variance		Variance
	FY 06	FY 07	06 to 07	FY 08	07 to 08	FY 09	08 to 09	FY 10	09 to 10	06 to 10	
OCT	498,001	750,465	50.7%	811,782	8.2%	768,986	-5.3%	700,651	-8.9%	40.7%	
NOV	556,769	687,422	23.5%	763,116	11.0%	662,280	-13.2%	614,743	-7.2%	10.4%	
DEC	753,095	681,386	-9.5%	711,904	4.5%	651,669	-8.5%	653,547	0.3%	-13.2%	
JAN	687,985	719,036	4.5%	725,615	0.9%	669,683	-7.7%	628,658	-6.1%	-8.6%	
FEB	643,305	670,904	4.3%	693,208	3.3%	625,473	-9.8%	571,928	-8.6%	-11.1%	
MAR	754,666	762,434	1.0%	717,003	-6.0%	661,968	-7.7%	652,928	-1.4%	-13.5%	
APR	701,883	709,682	1.1%	744,470	4.9%	670,474	-9.9%	653,828	-2.5%	-6.8%	
MAY	725,910	724,090	-0.3%	736,296	1.7%	669,533	-9.1%				
JUN	765,217	718,444	-6.1%	729,221	1.5%	676,763	-7.2%				
JUL	702,717	743,277	5.8%	783,342	5.4%	703,916	-10.1%				
AUG	666,532	726,909	9.1%	716,061	-1.5%	680,152	-5.0%				
SEP	765,607	728,680	-4.8%	707,138	-3.0%	659,247	-6.8%				
TOTAL	8,221,687	8,622,729	4.9%	8,839,156	2.5%	8,100,144	-8.4%				

Rail			Variance		Variance		Variance		Variance		Variance
	FY 06	FY 07	06 to 07	FY 08	07 to 08	FY 09	08 to 09	FY 10	09 to 10	06 to 10	
OCT	1,208,958	1,513,850	25.2%	1,494,122	-1.3%	1,751,823	17.2%	1,538,740	-12.2%	27.3%	
NOV	1,494,197	1,424,404	-4.7%	1,431,547	0.5%	1,510,939	5.5%	1,399,814	-7.4%	-6.3%	
DEC	1,448,427	1,366,520	-5.7%	1,308,151	-4.3%	1,553,064	18.7%	1,424,653	-8.3%	-1.6%	
JAN	1,472,936	1,488,572	1.1%	1,417,956	-4.7%	1,503,982	6.1%	1,394,948	-7.2%	-5.3%	
FEB	1,388,912	1,389,605	0.0%	1,450,333	4.4%	1,440,241	-0.7%	1,386,975	-3.7%	-0.1%	
MAR	1,622,306	1,517,151	-6.5%	1,642,471	8.3%	1,515,358	-7.7%	1,598,906	5.5%	-1.4%	
APR	1,418,928	1,425,574	0.5%	1,615,831	13.3%	1,557,557	-3.6%	1,494,601	-4.0%	5.3%	
MAY	1,469,264	1,428,991	-2.7%	1,531,812	7.2%	1,465,860	-4.3%				
JUN	1,485,278	1,458,236	-1.8%	1,625,352	11.5%	1,476,597	-9.2%				
JUL	1,375,882	1,432,826	4.1%	1,715,337	19.7%	1,503,393	-12.4%				
AUG	1,426,290	1,512,083	6.0%	1,582,858	4.7%	1,492,221	-5.7%				
SEP	1,423,586	1,543,471	8.4%	1,706,981	10.6%	1,473,442	-13.7%				
TOTAL	17,234,964	17,501,283	1.5%	18,522,752	5.8%	18,244,477	-1.5%				

STS			Variance		Variance		Variance		Variance		Variance
	FY 06	FY 07	06 to 07	FY 08	07 to 08	FY 09	08 to 09	FY 10	09 to 10	06 to 10	
OCT	127,749	133,711	4.7%	148,485	-3.2%	143,120	-3.6%	138,222	-3.4%	8.2%	
NOV	110,221	125,450	13.8%	135,873	-1.6%	120,687	-11.2%	125,445	3.9%	7.5%	
DEC	139,576	154,738	10.9%	125,762	-1.6%	123,386	-1.9%	123,135	-0.2%	-17.4%	
JAN	116,872	123,256	5.5%	134,965	-6.6%	124,182	-8.0%	118,653	-4.5%	12.8%	
FEB	122,774	133,533	8.8%	134,970	-3.0%	121,518	-10.0%	121,652	0.1%	-0.9%	
MAR	126,419	170,268	34.7%	138,718	-4.7%	136,351	-1.7%	138,381	1.5%	-2.2%	
APR	155,652	132,301	-15.0%	141,677	-2.2%	131,626	-7.1%	133,854	1.7%	-2.1%	
MAY	127,496	133,400	4.6%	142,710	21.3%	128,865	-9.7%				
JUN	122,219	127,239	4.1%	137,112	2.1%	130,128	-5.1%				
JUL	149,590	126,318	-15.6%	139,495	-2.5%	131,457	-5.8%				
AUG	126,617	158,004	24.8%	121,901	-8.8%	127,324	4.4%				
SEP	151,367	159,800	5.6%	132,901	-23.5%	133,344	0.3%				
TOTAL	1,415,487	1,576,552	11.4%	1,634,569	-3.3%	1,551,988	-5.1%				

*STS ridership totals beginning FY08 converted from reporting on billing-weeks to calendar months to align better with other modes.

April, 2010

METROBUS

Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
1	2,381	52,387	6,869	3,404	62,660
2	3,084	67,844	7,741	4,237	79,822
3	7,638	168,045	32,457	21,342	221,844
6	905	19,910	2,981	2,723	25,615
7	5,479	120,537	17,341	10,928	148,806
8	7,717	169,767	18,727	10,465	198,959
9	6,685	147,064	15,323	8,851	171,237
10	3,005	66,115	9,476	7,084	82,675
11	11,714	257,712	35,138	23,485	316,335
12	2,951	64,928	5,496	4,550	74,974
16	2,986	65,695	7,771	4,213	77,679
17	4,537	99,818	11,967	7,501	119,286
19	1,815	39,921	-	-	39,921
21	1,765	38,820	4,958	3,618	47,396
22	4,136	90,999	10,202	5,910	107,111
24	3,387	74,514	8,439	5,091	88,044
27	9,476	208,478	25,033	14,903	248,414
29	856	18,821	-	-	18,821
31-BUSWAY LOCAL	1,672	36,790	3,883	2,759	43,431
32	3,438	75,631	5,977	2,277	83,885
33	1,427	31,397	4,430	3,158	38,985
34-BUSWAY FLYER	1,786	39,302	-	-	39,302

METROBUS

Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
35	2,525	55,542	4,855	2,669	63,066
36	2,915	64,131	5,859	3,990	73,980
37	4,073	89,610	12,251	9,167	111,028
38/500-BWMX/MIDN	7,288	160,325	22,584	15,786	198,695
40	2,463	54,189	4,164	2,598	60,951
42	1,895	41,680	5,651	3,677	51,007
46-LIBERTY CITY CONN	150	3,292	-	-	3,292
48	387	8,504	-	-	8,504
49	87	1,922	-	-	1,922
51-FLAGLER MAX	3,307	72,760	-	-	72,760
52	1,595	35,083	3,601	2,300	40,984
54	3,625	79,747	9,880	6,158	95,785
56	781	17,177	-	-	17,177
57	681	14,985	-	-	14,985
59	27	605	-	-	605
62	3,244	71,367	7,445	4,202	83,013
70	1,335	29,370	2,444	1,808	33,622
71	1,078	23,712	2,129	986	26,827
72	993	21,844	1,878	1,714	25,437
73	2,393	52,643	3,532	2,179	58,353
75	2,035	44,763	2,612	1,548	48,923
77	9,065	199,437	21,266	10,079	230,782
79	447	9,828	-	-	9,828
87	1,826	40,163	1,807	1,363	43,333
88	2,762	60,764	6,822	5,179	72,766
93 - BISCAYNE MAX	3,295	72,496	-	-	72,496
95-EXPRESS	2,030	44,668	-	-	44,668

April, 2010

METROBUS Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
97 - 27 MAX	1,225	26,943	-	-	26,943
99	1,700	37,396	4,144	2,198	43,738
104	1,122	24,695	2,624	1,664	28,983
A	457	10,046	1,210	1,401	12,656
B	1,818	39,989	4,950	3,684	48,622
C	3,629	79,829	12,916	8,084	100,829
E	1,548	34,048	3,586	2,685	40,319
G	2,138	47,028	6,786	3,762	57,577
H	2,157	47,454	7,486	5,063	60,002
J	3,208	70,586	9,286	6,893	86,765
L	9,568	210,500	32,865	23,114	266,478
M	717	15,779	2,042	1,917	19,738
115-MID NORTH BEACH CONN	1,073	23,606	2,219	1,511	27,336
S	13,807	303,757	48,868	42,398	395,022
120-SOUTH BEACH MAX	6,442	141,719	23,214	13,388	178,322
123-SOUTH BEACH LOCAL	4,785	105,275	18,714	14,541	138,530
132 -TRI-RAIL DORAL	41	894	-	-	894
133 - TRI-RAIL AIRPORT	513	11,286	395	469	12,150
135	1,483	32,619	2,619	3,158	38,396
136	437	9,603	-	-	9,603
137-WEST DADE CONN	1,900	41,797	4,847	1,562	48,206
150-AIRPORT FLYER	1,026	22,565	4,387	4,300	31,252
183-LOCAL	3,541	77,893	8,969	4,906	91,769
195	786	17,291	-	-	17,291
202-LITTLE HAITI CONN	217	4,784	820	482	6,087
207(7st)-LITTLE HAVANA CONN	1,649	36,272	5,189	4,397	45,858
208(8st)-LITTLE HAVANA CONN	1,870	41,137	5,457	4,641	51,235
211-OVERTOWN CIRC	136	2,997	-	-	2,997
212-SWEETWATER CIRC	75	1,655	-	-	1,655

April, 2010

METROBUS Boardings By Route

ROUTES	Average Weekday	Boardings By Day of Week			TOTAL Monthly Boardings
		Weekdays	Saturdays	Sundays	
238-EAST/WEST CONN	509	11,205	-	-	11,205
243-SEAPORT CONN	59	1,296	-	-	1,296
246-NIGHT OWL	108	2,381	540	399	3,320
248-BRICKELL KEY	187	4,123	-	-	4,123
249-COCONUT GROVE	1,365	30,021	3,886	2,908	36,815
252-CORAL REEF	1,210	26,629	1,666	898	29,193
254-BROWNSVILLE CIRC	70	1,531	-	-	1,531
277-7Th AVENUE MAX	852	18,743	-	-	18,743
286-NORTH POINTE CIRC	122	2,674	275	-	2,949
287-SAGA BAY	480	10,549	-	-	10,549
344	156	3,432	-	-	3,432
KAT-KILLIAN	1,534	33,742	-	-	33,742
KAT-SUNSET	729	16,029	-	-	16,029
KAT-KENDALL	578	12,725	-	-	12,725
GREEN HILLS SHUTTLE	7	27	-	-	27
KINGS CREEK SHUTTLE	8	38	-	-	38
SIERRA LAKES SHUTTLE	6	30	-	-	30
ROBERT SHARPE SHUTTLE	4	20	-	-	20
AHEPA APTS	12	58	-	-	58
FEDERATION GARDENS APT	-	-	24	-	24
Special	-	-	-	-	-
Park n Ride	-	-	-	-	-
TOTALS	228,201	5,019,796	572,972	382,324	5,975,091

April, 2010

METROBUS

Average Weekday Boardings - Comparison to Previous Month

ROUTE	MAR/10	APR/10	%DIFF	ROUTE	MAR/10	APR/10	%DIFF	ROUTE	MAR/10	APR/10	%DIFF
C	1,195	3,629	203.6%	36	2,813	2,915	3.6%	KINGS CREEK SHUTTLE	8	8	-1.9%
104	554	1,122	102.6%	344	151	156	3.4%	22	4,235	4,136	-1.9%
59	20	27	40.2%	252-CORAL REEF	1,171	1,210	3.4%	137-WEST DADE CONN	1,946	1,900	-2.3%
72	792	993	25.4%	287-SAGA BAY	464	480	3.3%	3	7,855	7,638	-2.3%
195	659	786	19.2%	2	2,989	3,084	3.2%	9	6,883	6,685	-2.8%
KAT-SUNSET	621	729	17.3%	G	2,077	2,138	2.9%	12	3,045	2,951	-2.9%
286-NORTH POINTE CIRC	106	122	14.5%	51-FLAGLER MAX	3,228	3,307	2.5%	238-EAST/WEST CONN	527	509	-3.1%
KAT-KENDALL	511	578	13.1%	135	1,450	1,483	2.3%	35	2,620	2,525	-3.4%
KAT-KILLIAN	1,360	1,534	12.8%	48	378	387	2.2%	H	2,247	2,157	-3.6%
136	388	437	12.5%	211-OVERTOWN CIRC	133	136	2.1%	277-7Th AVENUE MAX	891	852	-4.0%
87	1,623	1,826	12.5%	24	3,325	3,387	1.9%	95-EXPRESS	2,128	2,030	-4.4%
29	765	856	11.9%	46-LIBERTY CITY CONN	147	150	1.5%	97 - 27 MAX	1,287	1,225	-4.6%
212-SWEETWATER CIRC	67	75	11.8%	248-BRICKELL KEY	185	187	1.4%	7	5,763	5,479	-4.8%
243-SEAPORT CONN	53	59	11.4%	56	771	781	1.3%	E	1,640	1,548	-4.9%
246-NIGHT OWL	98	108	10.8%	8	7,649	7,717	0.9%	S	14,681	13,807	-5.6%
34-BUSWAY FLYER	1,625	1,786	9.9%	52	1,585	1,595	0.6%	19	1,941	1,815	-6.0%
11	10,667	11,714	9.8%	75	2,023	2,035	0.6%	79	478	447	-6.5%
254-BROWNSVILLE CIRC	64	70	9.0%	133 - TRI-RAIL AIRPORT	513	513	0.6%	6	976	905	-6.6%
GREEN HILLS SHUTTLE	6	7	8.0%	38/500-BWMX/MIDN	7,288	7,288	0.0%	202-LITTLE HAITI CONN	239	217	-7.3%
57	638	681	6.7%	120-SOUTH BEACH MAX	6,454	6,442	0.0%	70	1,468	1,335	-9.0%
40	2,312	2,463	6.5%	93 - BISCAYNE MAX	3,308	3,295	-0.2%	21	1,942	1,765	-9.1%
42	1,784	1,895	6.2%	62	3,260	3,244	-0.4%	33	1,639	1,427	-9.1%
88	2,624	2,762	5.3%	L	9,666	9,568	-0.5%	49	102	87	-12.9%
10	2,865	3,005	4.9%	77	9,162	9,065	-1.0%	M	951	717	-14.7%
37	3,884	4,073	4.9%	183-LOCAL	3,579	3,541	-1.1%	1	3,273	2,381	-24.6%
123-SOUTH BEACH LOCAL	4,567	4,785	4.8%	17	4,588	4,537	-1.1%	AHEPA SHUTTLE	19	12	-27.2%
31-BUSWAY LOCAL	1,596	1,672	4.8%	71	1,090	1,078	-1.1%	SIERRA LAKES SHUTTLE	12	6	-40.0%
208(8st)-LITTLE HAVANA CONN	1,790	1,870	4.5%	32	3,481	3,438	-1.1%	ROBERT SHARPE SHUTTLE	8	4	-48.6%
150-AIRPORT FLYER	985	1,026	4.1%	99	1,722	1,700	-1.2%	B	3,766	1,818	-50.0%
115-MID NORTH BEACH CONN	1,031	1,073	4.0%	J	3,258	3,208	-1.3%	132 - TRI-RAIL DORAL	88	41	-51.7%
73	2,300	2,393	4.0%	27	9,629	9,476	-1.5%				
207(7st)-LITTLE HAVANA CONN	1,589	1,649	3.8%	16	3,042	2,986	-1.6%				
249-COCONUT GROVE	1,316	1,365	3.7%	54	3,693	3,625	-1.8%				

Coding issues resolved in April may affect % change for routes such as 1, 10, 11, C (103), and 104.

METROBUS

Boardings By Route - Sorted By Total Monthly

ROUTE	Avg Wkday	Total Monthly Bdg	ROUTE	Avg Wkday	Total Monthly Bdg
S	13,807	395,022	87	1,826	43,333
11	11,714	316,335	52	1,595	40,984
L	9,568	266,478	E	1,548	40,319
27	9,476	248,414	19	1,815	39,921
77	9,065	230,782	34-BUSWAY FLYER	1,786	39,302
3	7,638	221,844	33	1,427	38,985
8	7,717	198,959	135	1,483	38,396
38/500-BWMX/MIDN	7,288	198,695	249-COCONUT GROVE	1,365	36,815
120-SOUTHBEACH MAX	6,442	178,322	KAT-KILLIAN	1,534	33,742
9	6,685	171,237	70	1,335	33,622
7	5,479	148,806	150-AIRPORT FLYER	1,026	31,252
123-SOUTHBEACH LOCAL	4,785	138,530	252-CORAL REEF	1,210	29,193
17	4,537	119,286	104	1,122	28,983
37	4,073	111,028	115-MID NORTH BEACH CONN	1,073	27,336
22	4,136	107,111	97-27 MAX	1,225	26,943
C	3,629	100,829	71	1,078	26,827
54	3,625	95,785	6	905	25,615
183-LOCAL	3,541	91,769	72	993	25,437
24	3,387	88,044	M	717	19,738
J	3,208	86,765	29	856	18,821
32	3,438	83,885	277-7th AVENUE MAX	852	18,743
62	3,244	83,013	195	786	17,291
10	3,005	82,675	56	781	17,177
2	3,084	79,822	KAT-SUNSET	729	16,029
16	2,986	77,679	57	681	14,985
12	2,951	74,974	KAT-KENDALL	578	12,725
36	2,915	73,980	A	457	12,656
88	2,762	72,766	133 - TRI-RAIL AIRPORT	513	12,150
51-FLAGLER MAX	3,307	72,760	238-EAST/WEST CONN	509	11,205
93 - BISCAYNE MAX	3,295	72,496	287-SAGA BAY	480	10,549
35	2,525	63,066	79	447	9,828
1	2,381	62,660	136	437	9,603
40	2,463	60,951	48	387	8,504
H	2,157	60,002	202-LITTLE HAITI CONN	217	6,087
73	2,393	58,353	248-BRICKELL KEY	187	4,123
G	2,138	57,577	344	156	3,432
208(8st)-LITTLE HAVANA CONN	1,870	51,235	246-NIGHT OWL	108	3,320
42	1,895	51,007	46-LIBERTY CITY CONN	150	3,292
75	2,035	48,923	211-OVERTOWN CIRC	136	2,997
B	1,818	48,622	286-NORTH POINTE CIRC	122	2,949
137-WEST DADE CONN	1,900	48,206	49	87	1,922
21	1,765	47,396	212-SWEETWATER CIRC	75	1,655
207(7st)-LITTLE HAVANA CONN	1,649	45,858	254-BROWNSVILLE CIRC	70	1,531
95-EXPRESS	2,030	44,668	243-SEAPORT CONN	59	1,296
99	1,700	43,738	132 - TRI-RAIL DORAL	41	894
31-BUSWAY LOCAL	1,672	43,431	59	27	605

April, 2010

METROBUS Parking Patronage Summary

PARK-RIDE LOT		ACTUAL AVAILABLE SPACES	AVG.WEEKDAY COUNT	PERCENT OCCUPANCY	% CHANGE PREVIOUS YEAR	% CHANGE PREVIOUS MONTH
BUSWAY/SW 152nd ST.		126	112	89%	-21.7%	-18.8%
BUSWAY/SW 168TH STREET		149	131	88%	17.0%	4.8%
BUSWAY/SW 244TH STREET		95	56	59%	-21.1%	3.7%
BUSWAY/SW 296TH STREET		139	27	19%	-41.3%	12.5%
CORAL REEF DRIVE 117/TURNPIKE		95	43	45%	4.9%	-2.3%
GOLDEN GLADES-EAST LOT (effective 12/2009)		535	118	22%	N/A	47.5%
GOLDEN GLADES-WEST LOT (effective 12/2009)		1,007	769	76%	-16.6%	24.0%
HAMMOCKS TOWN CENTER (SW 152nd AVE./SW 104th ST.)		50	67	134%	26.4%	42.6%
TARGET (BUSWAY/SW 112 AVE.)		450	96	21%	N/A	28.0%
TOTAL		2,646	1,419	54%	2.2%	17.6%

Note: Some park-ride lots are joint-use and the number of park-ride vehicles may exceed the number of spaces allocated.

April, 2010

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METRORAIL

Boardings By Stations

STATIONS	AVERAGE WEEKDAY	WEEKDAY BOARDINGS	SATURDAY BOARDINGS	SUNDAY BOARDINGS	TOTAL BOARDINGS
Dadeland South	7,302	146,030	11,010	7,866	164,906
Dadeland North	6,761	135,213	8,462	5,991	149,666
South Miami	3,652	73,036	6,305	4,120	83,461
University	2,129	42,570	2,456	1,551	46,577
Douglas	4,183	83,653	6,292	4,352	94,297
Coconut Grove	1,923	38,451	3,779	2,551	44,781
Vizcaya	1,425	28,495	2,328	1,569	32,392
Brickell	4,077	81,540	6,469	4,620	92,629
Government Center	12,396	247,916	16,279	11,959	276,154
Overtown/Arena	1,493	29,861	1,731	1,415	33,007
Culmer	951	19,021	1,778	1,200	21,999
Civic Center	6,861	137,215	3,807	2,629	143,651
Santa Clara	731	14,626	1,435	945	17,006
Allapattah	1,741	34,815	3,407	2,431	40,653
Earlington Heights	993	19,858	2,077	1,478	23,413
Brownsville	981	19,624	2,023	1,526	23,173
Martin Luther King	1,477	29,543	2,878	1,922	34,343
Northside	1,451	29,028	3,146	2,131	34,305
Tri-Rail	1,591	31,823	3,132	2,388	37,343
Hialeah	1,808	36,167	3,273	2,080	41,520
Okeechobee	1,504	30,079	1,681	1,058	32,818
Palmetto	1,235	24,695	1,106	706	26,507
Total	66,663	1,333,259	94,854	66,488	1,494,601

April, 2010

METRORAIL

Average Weekday Boardings - Comparison to Previous Month And Previous Year

STATIONS	MARCH 2010	APRIL 2009	APRIL 2010	PREVIOUS MONTH DIFFERENCE	PREVIOUS YEAR DIFFERENCE
Dadeland South	6,601	6,967	7,302	11%	5%
Dadeland North	6,158	5,139	6,761	10%	32%
South Miami	3,294	3,410	3,652	11%	7%
University	1,921	2,187	2,129	11%	-3%
Douglas	3,787	3,558	4,183	10%	18%
Coconut Grove	1,761	1,751	1,923	9%	10%
Vizcaya	1,251	1,437	1,425	14%	-1%
Brickell	3,737	2,721	4,077	9%	50%
Government Center	11,136	9,908	12,396	11%	25%
Overtown/Arena	1,358	1,714	1,493	10%	-13%
Culmer	1,130	1,287	951	-16%	-26%
Civic Center	6,321	6,203	6,861	9%	11%
Santa Clara	665	700	731	10%	4%
Allapattah	1,494	1,930	1,741	17%	-10%
Earlington Heights	1,291	1,586	993	-23%	-37%
Brownsville	890	959	981	10%	2%
Martin Luther King	1,326	1,357	1,477	11%	9%
Northside	1,611	2,230	1,451	-10%	-35%
Tri-Rail	1,529	2,044	1,591	4%	-22%
Hialeah	1,613	2,113	1,808	12%	-14%
Okeechobee	1,386	1,168	1,504	9%	29%
Palmetto	1,160	1,498	1,235	6%	-18%
TOTAL	61,420	61,866	66,663	9%	8%

METRORAIL

Parking Patronage Summary

STATION	AVERAGE WEEKDAY	AVAILABLE PARKING SPACES	PERCENT OCCUPANCY	% CHANGE PREVIOUS YEAR	% CHANGE PREVIOUS MONTH
DADELAND SOUTH	1,242	1,356	92%	45.8%	2.1%
DADELAND NORTH	1,948	1,975	99%	48.7%	4.6%
SOUTH MIAMI	940	1,774	53%	-5.3%	-12.1%
UNIVERSITY	150	401	37%	7.7%	-11.1%
DOUGLAS ROAD	223	226	99%	10.2%	2.1%
COCONUT GROVE	81	204	40%	-1.3%	-21.8%
VIZCAYA	59	91	65%	-33.5%	-6.0%
OVERTOWN	N/A	0	N/A	N/A	N/A
SANTA CLARA	37	61	60%	-7.5%	-27.2%
ALLAPATTAH	27	66	41%	-29.3%	75.0%
EARLINGTON HEIGHTS	56	95	59%	-1.0%	-5.0%
BROWNSVILLE	13	400	3%	0.7%	-46.4%
MARTIN LUTHER KING	398	616	65%	5.5%	-2.6%
NORTHSIDE	162	282	57%	-11.5%	-5.2%
HIALEAH	115	321	36%	-4.0%	4.7%
OKEECHOBEE	455	1,180	39%	-5.4%	-7.6%
PALMETTO	401	710	57%	42.1%	-4.2%
TOTAL	6,307	9,758	65%	20.0%	-2.3%

Note: No parking at Brickell, Government Center, Civic Center, Culmer and Tri-Rail stations. Overtown is under construction.

METROMOVER

Boardings By Stations

STATIONS	AVERAGE WEEKDAY	WEEKDAY BOARDINGS	SATURDAY BOARDINGS	SUNDAY BOARDINGS	TOTAL BOARDINGS
School Board	987	19,748	3,026	2,587	25,361
Omni	2,732	54,648	7,648	5,948	68,244
Bicentennial Park	0	0	0	0	0
Eleventh Street	206	4,123	737	663	5,523
Park West	408	8,162	1,436	1,428	11,026
Freedom Tower	680	13,598	1,467	1,586	16,651
Government Center	6,465	129,297	9,034	7,385	145,716
Miami Avenue	769	15,378	1,351	701	17,430
Third Street	327	6,539	814	525	7,878
Knight Center	604	12,077	3,026	2,587	17,690
Bayfront Park	3,700	73,991	7,874	6,223	88,088
First Street	1,482	29,640	2,927	3,114	35,681
College/Bayside	1,970	39,392	5,205	4,318	48,915
College North	1,187	23,731	1,834	1,737	27,302
Arena/State Plaza	417	8,338	834	701	9,873
Riverwalk	525	10,505	1,219	894	12,618
Fifth Street	390	7,795	748	467	9,010
Eighth Street	553	11,059	1,221	1,030	13,310
Tenth Street	856	17,115	1,848	1,395	20,358
Brickell	2,067	41,341	4,059	3,121	48,521
Financial District	1,074	21,480	1,783	1,370	24,633
Total	27,398	547,957	58,091	47,780	653,828

April, 2010

METROMOVER

Transfer and Direct Boarding

STATIONS	RAIL XFER	DIRECT MOVER BDGS	TOTAL BOARDINGS
School Board		25,361	25,361
Omni		68,244	68,244
Bicentennial Park		0	0
Eleventh Street		5,523	5,523
Park West		11,026	11,026
Freedom Tower		16,651	16,651
Government Center	46,651	99,065	145,716
Miami Avenue		17,430	17,430
Third Street		7,878	7,878
Knight Center		17,690	17,690
Bayfront Park		88,088	88,088
First Street		35,681	35,681
College/Bayside		48,915	48,915
College North		27,302	27,302
Arena/State Plaza		9,873	9,873
Riverwalk		12,618	12,618
Fifth Street		9,010	9,010
Eighth Street		13,310	13,310
Tenth Street		20,358	20,358
Brickell	13,239	35,282	48,521
Financial District		24,633	24,633
TOTAL	59,890	593,938	653,828

Note: Metromover collects no fares since November 2002 with the passage of
the People's Transportation Plan.

April, 2010

METROMOVER

Average Weekday Boardings - Comparison to Previous Month And Previous Year

STATIONS	MARCH 2010	APRIL 2009	APRIL 2010	PREVIOUS MONTH DIFFERENCE	PREVIOUS YEAR DIFFERENCE
School Board	844	886	987	17%	11%
Omni	2,329	2,175	2732	17%	26%
Bicentennial Park	0	0	0	0%	0%
Eleventh Street	234	290	206	-12%	-29%
Park West	369	530	408	11%	-23%
Freedom Tower	670	736	680	1%	-8%
Government Center	5,625	5,931	6465	15%	9%
Miami Avenue	731	1,029	769	5%	-25%
Third Street	309	34	327	6%	853%
Knight Center	622	992	604	-3%	-39%
Bayfront Park	2,988	3,562	3700	24%	4%
First Street	966	520	1482	53%	185%
College/Bayside	1,668	1,124	1970	18%	75%
College North	995	827	1187	19%	43%
Arena/State Plaza	320	884	417	30%	-53%
Riverwalk	440	497	525	19%	6%
Fifth Street	352	398	390	11%	-2%
Eighth Street	461	348	553	20%	59%
Tenth Street	750	694	856	14%	23%
Brickell	1,752	2,139	2067	18%	-3%
Financial District	1,009	1,288	1074	6%	-17%
TOTAL	23,434	24,883	27,398	17%	10%

April, 2010



APPENDIX D

ONLINE SURVEY RESULTS



Constant Contact Survey Results

Survey Name: Bike and Ped Survey

Response Status: Partial & Completed

Filter: None

Apr 13, 2010 3:12:05 PM

Downtown Miami is where I... (Check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Live	<div></div>		148	44.0 %
Work	<div></div>		197	58.6 %
Shop	<div></div>		148	44.0 %
Play	<div></div>		214	63.6 %
Totals			336	100%

In which district do you primarily... (Select one for each activity)





1 = Arts & Entertainment, 2 = Central Business, 3 = Brickell Area

Answer	1	2	3	Number of Response(s)	Rating Score*
Live	<div></div>	<div></div>		186	2.1
Work	<div></div>	<div></div>		231	2.1
Shop	<div></div>	<div></div>		240	2.0
Play	<div></div>	<div></div>		276	2.1

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

When you are working, shopping, or playing in Downtown, how do you get around?

1 = Often, 2 = Occasionally, 3 = Seldom, 4 = Never

Answer	1	2	3	4	Number of Response(s)	Rating Score*
Car					303	1.9
Public Transit					304	2.2
Walk					310	1.6
Bicycle					285	2.8




*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

How many times per week do you take a five (or more) minute WALK in Downtown?

Answer	0%	100%	Number of Response(s)	Response Ratio
LESS than 3 times a week	<div><div></div></div>		139	41.0 %
3 to 5 times a week	<div><div></div></div>		103	30.3 %
MORE than 5 times a week	<div><div></div></div>		94	27.7 %
No Response(s)			3	<1 %
Totals			339	100%

When you WALK in Downtown Miami, primarily where do you go? (Select one for each district)

1 = Office, 2 = Shops/Restaurants, 3 = Sports/Entertainment, 4 = Parks

Answer	1	2	3	4	Number of Response(s)	Rating Score*
Arts & Entertainment District					248	2.5
Central Business District					300	2.0
Brickell Area District					284	2.2

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

How many times per week do you ride your BIKE in Downtown?

Answer	0%	100%	Number of Response(s)	Response Ratio
LESS than 3 times a week	<div><div></div></div>		98	28.9 %
3 to 5 times a week	<div><div></div></div>		33	9.7 %
MORE than 5 times a week	<div><div></div></div>		30	8.8 %
I don't bike at all	<div><div></div></div>		175	51.6 %
No Response(s)			3	<1 %
Totals			339	100%

When you BIKE in Downtown Miami, primarily where do you go? (Select one for each district)

1 = Office, 2 = Shops/Restaurants, 3 = Sports/Entertainment, 4 = Parks

Answer	1	2	3	4	Number of Response(s)	Rating Score*
Arts & Entertainment District					134	2.9
Central Business District					140	2.6
Brickell Area District					141	2.7

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

On which Downtown streets do you like to WALK or BIKE? (Specify other areas not listed in the "Comment" box below)

1 = Walk, 2 = Bike

Answer	1	2	Number of Response(s)	Rating Score*
Brickell Avenue			256	1.3
Biscayne Boulevard			261	1.3
South Miami Avenue			226	1.5
Flagler Street			225	1.2
Bayshore Drive			190	1.5
Brickell Bay Drive			190	1.4
Coral Way			140	1.6
Venetian Causeway			176	1.8
River Walk			171	1.3
Baywalk			188	1.2

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

Please rank the following bicycle-pedestrian amenities in order of importance (1=LEAST Important, 10=MOST Important, use the "Comment" section for additional amenities):

1 = LEAST Important

Answer	1	2	3	4	5	6	7	8	9	10	Number of Response(s)	Ranking Score*
Crosswalks											313	7.0
Signage											313	5.7
Benches											313	4.4
Bicycle Lanes											313	6.6
Restrooms											313	4.2
Water Fountains											313	3.9
Shade											313	5.2
Bicycle Racks											313	4.9
Traffic Signals											313	5.9
Sidewalks											313	7.1

*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

Do you support greater public investment in bicycle-pedestrian improvements throughout Downtown Miami?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes	<div><div></div></div>		316	93.2 %
No	<div><div></div></div>		17	5.0 %
No Response(s)	<div><div></div></div>		6	1.7 %
Totals			339	100%

What are the best things about WALKING in Downtown Miami?

219 Response(s)

What are the best things about BIKING in Downtown Miami?

180 Response(s)

What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Male	<div><div></div></div>		193	56.9 %
Female	<div><div></div></div>		137	40.4 %
Prefer not to answer			3	<1 %
No Response(s)	<div><div></div></div>		6	1.7 %
Totals			339	100%

Which category describes your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
Younger than 20			1	<1 %
20 - 29	<div></div>		84	24.7 %
30 - 39	<div></div>		105	30.9 %
40 - 49	<div></div>		71	20.9 %
50 - 59	<div></div>		55	16.2 %
60 - 69	<div></div>		18	5.3 %
70 or older			1	<1 %
Prefer not to answer			3	<1 %
No Response(s)			1	<1 %
Totals			339	100%

*

What is your home zip code?

339 Response(s)

Constant Contact Survey Results

Survey Name: Bike and Ped Survey
Response Status: Partial & Completed
Filter: None
Feb 07, 2011 10:50:48 AM

8. On which Downtown streets do you like to WALK or BIKE? (Specify other areas not listed in the "Comment" box below) - Comments

Answer

Increased shade is critical, especially between May and October.
All need improvement, however:

Brickell Ave is a bore to walk;

Biscayne Blvd needs shade trees;

S. Miami Ave needs wider sidewalks and a crosswalk between either side of MBV;

Flagler needs benches; &

The Riverwalk/Baywalk need to be completed

Brickell often is not user friendly for walkers. Too much traffic (and they don't respect pedestrians) and too much construction taking up sidewalks we need more parking at lower price so that we can spend money shopping or eat at restaurants paid \$20 to \$50 every time there is an event is out of mind that is why I stop go to any event just for the parking fee

Please present a map to inform respondents of the geographic areas this survey is interested in (Arts & Entertainment Central Business Brickell Area).
2nd Avenue/Government Center area
it is dangerous to ride a bike on most of these areas
if we're lucky in 50 yrs we may have small pockets of "manhattan" like street life...

I do love miami & brickell ave.. as a native, am proud of our city
i would like to see bike lanes established in all of the above areas where i bike.

I can't say that I "like" to walk Flagler Street. It is very unattractive and neglected, although compared to some others it is a little bit better. (NE 1st Street between NE 2d Avenue and NE 3rd Avenues is simply a disgrace.) I have no choice about using Flagler or not because it is simply nearby.
Use bike to either go to beach or key biscayne. Walk either at my park (pace) or many brickell village. sometime downtown (GF) lives there...i live on 20th (Cite)
I work at downtown and use the metrorail, if the service were reliable in the evenings I would use it at leisure hours. The metrorail takes too long at not so late hours and in weekends its a joke to try to take it.

It's too scary to bike in these areas because of traffic and other bikers. Especially the ones that bike in a group of 20 and more!
Too dangerous to bike and walking is pretty treacherous-scary drivers.

This survey pays NO attention to we people who live in midtown (Edgewater) and want better public transport options to and from downtown/Brickell-- especially at night, now that downtown/Brickell has good restaurants, galleries, and shops open after daytime business hours! Come on! Get that trolley from the Design District down Biscayne and Brickell going.

Normally park by Alice Waynewright near Viscaya and then bike as parking is a problem in downtown -too expensive or there are never meter parking available in a well-lit area to feel safe.

Don't really bike at any of these places. My daughter does ...

Love to do it , but there are no lanes for bikers.

I would bike a lot more frequently if I didn't feel it was so dangerous. Drivers rarely pay attention to what they're doing much less watch out for cyclists and pedestrians.

1. Brickell Bay Drive is too dangerous to bike! During the day cars use it to speed through trying to avoid the Brickell Ave traffic and at night the same happens, but its coupled with very poor lighting.

2. There are two crosswalks (painted on street floor) between 8th and 10th, but no flashing lights or anything to tell cars to stop for pedestrians.

3. What happened to the park/dog park in the empty lot between the Mark and the Jade. We need a dog park in the area.

4. Better street lighting

I would LOVE if there were more bike lanes

Downtown smells like rotting garbage and it is nauseating to walk downtown on a hot summer day. I'm not talking about dumpsters (which need to be emptied more often) but the piles of trash on the street. I read an article calling the area around NE 2nd Ave, NE 8th St, NE 1st Ave., and NE 10th St. "a third world nation". Why would anyone refer to it as such? Because of the piles of trash on the street and the overflowing dumpsters. Clean up this city and more people will have pride in it!

MiMo - morningside area; South Beach

NE 2nd Avenue

i like to bike AND walk on Flagler, Brickell Ave, River walk and Biscayne.

I love to bike but I don't always feel very safe with the way that the drivers are in Miami.

Brickell Bay Drive is very dangerous to pedestrians. I would like to walk there but it would be too precarious for me and my kid. There are no real traffic calming devices from 14th street to 8th (brickell key). At night there is no lighting, the valet drivers are maniacs, and pedestrians are not visible (let alone dogs..). Nobody stops @ the stop sign on Brickell Bay dr. + 14th street.

The downtown area should incorporate more friendly pedestrian and cycling mobility it will bring more people to Downtown including myself and it would be great for the city. I think it is very important for Miami, for people as well to become healthier and have other options of getting around.

It's too dangerous to ride the bike, and walking to work is not easy either. The lights are too short to get across Brickell and the drivers go WAY too fast. On weekends there's less traffic but people drive like maniacs and there are NEVER any police around. EVER. Get some cops walking down here. They did it in Chicago and it was great.

I would like to see biking along the streets that are parallel to the major arterials that serve similar areas but have less traffic

I really don't like walking on any of the streets. They are very dirty and poorly maintained and uninteresting with very few shops and restaurants of good caliber. Biscayne has great potential next to the bay and park, but there are no gestures indicating that those amenities are even there when walking on the sidewalk, and the scale is all wrong. I used to love to run and walk the Venetian Causeway when I lived on the Beach.

the downtown streets/sidewalks are not conducive to biking and walking at night. Streets need to be better lit and better suited for walking and biking.

Coming from the Viscaya area, I have trouble crossing the river (Brickell Ave is horrific!) to get to downtown

Increased accommodations for cyclists would greatly improve the Downtown area. More racks, covered storage, and especially bicycle lanes would be wonderful additions.

I would like safer biking conditions in the downtown areas. I also like walking all over downtown. I also like walking and riding by the metro rail mpath but it is fragmented and should be better connected.

I ride my bike a lot around the area in constant fear of being hit by a car. Please DO something to improve this. The safest places are behind one miami on the bay walk and around brickell key island.

I walk to the AA arena.

I also like to bike on several of the streets listed above, but I primarily walk.

Also, North Miami Ave. Will be great to relocate Camillus House, it is becoming an problem.

riverwalk and baywalk must be prioritized for completion

Baywalk around the Inter-Continental Hotel, Bayfront Park and Bayside.

I don't ride a bike.

NE 2nd Ave

I hate it when they shut down our city streets so people can do a bike ride. This is a serious residential area now, and i do not appreciate my streets being blocked off so i can't drive down my normal routes. it is an INCREDIBLE, INCREDIBLE inconvenience. I'm still stinging from the inconvenience of the last "bike Miami" event. Awful!!!!!!!!!!!! Pure hell for us residents. Beyond frustrating.

I have biked in all the areas listed above but I do not feel safe biking there.

All answers are based on, as if I were a biker. I am actually looking forward to becoming a biker.

Brickell Avenue is a death trap for cyclists. The design speed of Brickell is 40-50mph. Same for Bayshore, Coral Way, and Biscayne Blvd. The design speed of these roads should not exceed 30-35. Brickell should have a design speed of 25 mph.

Brickell Avenue and Biscayne Blvd are not bike ready, both are very dangerous road to ride a bike on.

Also, there should be more bike lanes on the roads in downtown, sharing sidewalks with pedestrians is not the solution, sharing the road with cars via bike lanes is.

I live on Brickell and bike to work at UM medical/Jackson area. I ride my bike on the sidewalk on Brickell (I use a bell and "on your left/right passing pedestrians) until I can get over to South Miami Ave as I don't trust the speeding drivers on Brickell. I do not like the use of decorative pavers in the roads, they create an uneven riding surface for bikes and pedestrians (there is a reason we paved over cobblestones years ago).

I run from Brickell/Four Seasons over the Key Biscayne bridge and back again-6 miles daily.

But I would bike and run more downtown and all around if there were safe areas for these! It would be nice to have padded/softer shoulders to run along.

One idea, maybe the recycled tire-rubber surface for biking and running would be amazing as a continuous throughout the downtown-KB as a loop/route!

N Miami Avenue because it is the only street with no truck and I-95 traffic and the best N/S connector

I don't bike in Downtown. Between the taxi drivers, the tourists and the new residents that have never had a car in their life, it's impossible.

lunch time

I live in Miami Shores.

1 NE area is where I work, the remodeling of the downtown its looking good now if we could get the different building owners to clean-up it would be great....the Metromall building looks pretty bad inside the lobby and the outside.

Walking isn't difficult in downtown.

Cycling on the other hand is awful, difficult, and dangerous.

Downtown Miami desperately needs bike lanes and bike parking. This initiative will promote more bike usage and will definitely help Downtown Miami stand out as a bike friendly town. The more bike lanes we built, the more people will be interested in coming here. Biking as we all know also reduces the carbon footprint. Biking is also a great way to exercise. Miami should move ahead faster, we shouldn't be on any list rating this city as "the worst for biking". Thank you.

I left Brickell Ave and Biscayne BLVD. blank because they are hostile environments for either mode.

Because of the conditions of the current streets, I don't do much more than drive to and from and walk within the areas.

I bike everywhere. The more paths laid out and police not harassing me for taking my legal share of the road, the better

We should really have more bike lanes. Downtown can be a dangerous place to ride, and it doesn't have to be. It should be more accessible to cyclists. The South Miami Ave bike path should be extended to run through Mary Brickell Village, or it should turn onto Brickell Ave / Biscayne Blvd - at least until the Venetian causeway. This would provide a great way to head to the beach from downtown. Furthermore, the M path should connect to a path that should extend further north, through downtown

They are all incredibly SCARY! I have had friends get hit by cars, which has made me less inclined to walk or ride a bike. IMPROVEMENTS for pedestrians and cyclist safety are NEEDED BADLY!!!

I live in the Beach and so bike on a regular basis but only on the beach or the Venetian Causeway or the County trails south. I biked once along Biscayne and it was a dare devil act.

I ride my bike in my neighborhood - MIMO.

I would ride my bike more to these areas if it was safe to do so...

Everywere!

It would be great if we had more diversity of stores and nice store windows to look at instead of the clutter and more up graded stores

I live in 50 Biscayne and I love walking in all Biscayne boulevard though I feel it needs more lighting and coffe shops, restaurants to open in the future...I know everything is changing rapidly...IN downtown I walk everyday to do my errands and now that there are more restaurants to dine in this area. I do not have a bike so I do not bike, Thanks. ANA

9. Please rank the following bicycle-pedestrian amenities in order of importance (1=LEAST Important, 10=MOST Important, use the "Comment" section for additional amenities): -

Answer

I lived in Brickell from 2001 to 2009. The DDA needs to focus more on the Brickell area. For too long it just collected the taxes and dumped them over the bridge into downtown. It use to be a good way to collect taxes from non-homesteaded property to help downtown since those owners had no voice. Those days are over with the increase in condo units in the Brickell DDA area. Continued improvements to Brickell will ultimately cause a still over effect into downtown anyway.

Wider sidewalks, more signals/crosswalks, better wayfinding, more shade trees, and abundant street furniture (benches, bike racks, etc.) are desperately needed.

More trees/shade please, like Brickell Area. Also, where is the city square? How about closing off the intersection of Flagler and Miami Avenue and making it the city square. Car traffic could flow around it via 1st Avenues and 1 Streets. Car traffic is already bad there. Maybe this would divert some of the car traffic from the center.

Pedestrians and bicyclists need to feel safe. Cars dominate the downtown even the interesctions of streets that ought to be easy to cross by foot. Crosswalk improvements and pedestrian signalage is easy to implement as are bike lanes and racks.

I wish it were much easier to get from South Beach downtown—busses that didn't stop at 16th street, express busses, shuttles running often, and I wish there were more shops and restaurants open later, and a greater diversity and quality of shops and restaurants.

I would bike if there were more marked bicycle lanes
all of these are important to me, but the top are 10-5

The traffic signals, especially the pedestrian signals, are often not working properly or not working at all. This is not simply annoying; it is dangerous. It was months before the signal on the NE corner of SE 1st Street and SE 2nd Avenue was repaired, and I reported it a least twice more than two months before it was finally fixed. This is not an exceptional situation.
I find this item badly put together.

Traffic signals and benches cannot (shouldn't) be compared.

Drivers need to be more aware of people in the Crosswalk. I constantly notice that drivers will not pause to allow people to cross in the crosswalk, which encourages people to cross away from the crosswalk since it is not being respected by the drivers.
signage?

I think that the most important thing is that the city itself starts to appreciate and think more about the people that walk and use their bikes. When this happens the stores, restaurants, banks, etc. Change their appearance and become more walkers/bikers friendly, this will attract more people to come and will ultimately generate the change in the people's perception of the downtown. You have to work to change everybody's perception towards what you are trying to achieve.
Traffic laws are there...but NEVER enforced....I have seen many violators in front of cops who do nothing!

How about some trolleys, streetcars, etc. that run straight up and down Biscayne from at least the Minto District, instead of just north-to-south busses that dump passengers way west of Biscayne so none of the new restaurants are within civilized, safe walking distance?

As for bicycle racks: I won't even ride my motor scooter downtown because of fear of thieves, though I have the lock of doom. Like I'd really ride my much lighter, easier-to-steal bike. As if.

My area (Bricell Ave/Brickell Bay Drive between 8th and 15th) needs better crosswalks with signage, flashing lights, traffic signals and bike lanes clearly marked and visible. Everyone uses Brickell Bay drive as a drag race strip to avoid Brickell Avenue jams.

I would ride my bike to work everyday if it was safer- there aren't any bike lanes and drivers are not educated on the rules of the road or bicyclists. I usually run home twice a week as well and find that drivers pulling in and out of streets and driveways have no regard for pedestrians. I would probably never use my car if the streets were safer to ride/run on.

You know what? Traffic signals don't matter if the drivers don't pay attention to them. Ultimately it is up to the driver. I would void drinking fountains and benches because they would be overcome with the homeless population in no time at all. That is my biggest deterrent for walking downtown more: the homeless people.

There are NOT enough bicycle racks downtown. You spend more time looking for a safe place to leave your bike than it takes to get to downtown.
Traffic calming must be #1 priority. ALL downtown streets should be 25 mph or less - and the streets should be designed with pedestrian safety in mind.
(10' travel lanes + wide sidewalks + bike sharrows)

The bike lanes need some adapting. They are not always planned properly. At South Miami Avenue headed south at SW 25th Road they have eliminated the right turn lane and it causes back up. On SW 2nd Avenue between the Publix and Walgreens, they have eliminated a lane, causing back up as there is no turn lane. While they may be good ideas they are sometimes not being implemented appropriately and lead to more traffic and safety issues.

Bike Lanes are really only needed on a few streets to get around the area. Biscayne, Brickell Bay Dr, S Miami Ave, NE 2nd Ave, NW 2nd Ave, 15th Road, SW 2nd Ave, Port Bridge, Julia Tuttle Cswy. Bike racks need to be located conveniently to businesses and parks.

The main factor for downtown is crosswalk upgrades, shade, signage for sights, parking, and interstates.

Some nice well placed speed bumps would be great also. Particularly in Mary Brickell and Brickell Ave.

Adequate light and safety issues are the most important.

the city/county should install cross walks in the downtown area like has already been done on brickell avenue, bayshore drive in coconut grove (by the commissioners office)...

It depends on walking OR bicycling. I tried to average them but obviously, sidewalks are not important to cyclists-

I would like safer ped crossings but also want safe bike facilities. I think slow speeds may help fit both needs.

There needs to be bike lanes and barriers b/w the road and bike/walking areas. Also, the traffic signals are not pedestrian friendly. people are always turning at you from all directions even if you have a green light!

The #2 pedestrian amenity in Downtown after shade would be to get rid of the parking median in Biscayne Blvd.

None of these is as important as the terrible street design that encourages speeding by drivers. Sidewalks are too narrow, buildings are not street friendly, curb cuts hinder biking and walking...

Biking might be nice but sometimes the bikers are not careful and can interfere with those walking in the park or sidewalk. Also in traffic some bikers lack precaution in dealing with high-traffic areas.

Improve Police presence and related security.

all 10 all necessary except for bike bicycle racks..

Enforcement. I don't feel safe biking or walking across heavily trafficked roads when I know people are more likely than not to run red lights, roll through lights making turns, or (and this happens all the time when I'm on a bike) speed up and try to beat me across an intersection. It's terrifying. Need to be more pedestrian friendly.

I hate it when they shut down our city streets so people can do a bike ride. This is a serious residential area now, and i do not appreciate my streets being blocked off so i can't drive down my normal routes. it is an INCREDIBLE, INCREDIBLE inconvenience. I'm still stinging from the inconvenience of the last "bike Miami" event. Awful!!!!!!!!! Pure hell for us residents. Beyond frustrating.

If you can get the homeless and panhandlers off the streets the entire downtown experience would be better. I frequently curtail my walking because of the constant intrusion. Bike paths and sidewalks won't address this problem. Open your eyes!!!!

It is essential to improve pedestrian safety in Miami first. Traffic signals are poor and sidewalks are hazardous. Drivers are not interested in being courteous to pedestrians.

Traffic calming devices, such as elevated pedestrian crosswalks are needed. Roundabouts should be used on Brickell too. No right hand turn on red should be the rule of law in downtown and brickell. Speed limit should not exceed 25 mph on Brickell and other secondary roads in the urban core such as Biscayne Blvd should not exceed 30 mph

The crosswalks throughout Downtown, especially Brickell need to be fixed. Brickell Avenue is very dangerous to cross and has large areas without any nearby crosswalks. Bicycle lanes should also be painted throughout all Downtown.

Another idea, making Flagler Street pedestrian-only, similar to Lincoln Road, would really improve the look and popularity of Flagler Street, and really set it as the focal shopping street in the area.

Would be nice to have a bike lane along the water

I can't believe the only bicycle lane existing in downtown Miami is the venetian causeway lane. There should be more.

Speeding enforcement on Brickell!

Since we don't have a "Central Park" the City of Miami (Brickell and downtown) really needs a surfaced large city loop area for biking and running protected from the cars!

PLEASE CONSIDER REPLACEMENT OF TRAFFIC SIGNALS ON THE NEAR-SIDE (AS OPPOSED TO THE FAR SIDE) OF THE INTERSECTION, THIS WILL PROTECT PEDESTIRANS, AS WELL AS KEEP CARS FROM BLOCKING THE INTERESECTION BETWEEN LIGHTS IN HEAVY TRAFFIC

Wish you the best of luck towards a better bike friendly Miami!

I know a northern extension of the metrorail is in planning. Please push for the light rail along the rail road corridor that runs parallel to Biscayne BLVD. It is less than two miles from me and thus walking distance.

We shouldnt waste monie on water fountains, they will not last more than a week.

Bicycle lanes, Bicycle lanes and more more more bicycle lanes.

Urban citys like New york, Boston and Chicago. Are well known for there cycling communities.

Miami makes it impossible to commute on bicycle.

The two most important areas of concentration here are to build bike lanes, and bicycle racks. This will tremendously encourage and promote a better active lifestyle in our city.

I ranked these, but all of them are essential to a vital public realm. It's generally unfair to ask weather sidewalks are more important than crosswalks.

I ride my bike trough downtown on a weekly basis. Conditions are not ideal nor adequate for cyclist. Wish they were.

Most important are bicycle lanes. We need them badly! Signage and traffic signals are needed to protect cyclists, especially signs that educate drivers.

Bike lanes, bike lanes, bike lanes. Cant stress that enough. And police education so they no longer harass and ticket lawful bicyclists.

Some of these, I think are equally important but the survey would not allow it.

The city is lacking in safe, usable bike lanes and sidewalks which is crucial to encourage bikes, walking, AND USE OF PUBLIC TRANSPORTATION!

Please consider linking all of this to public transportation. Thinks like, bike racks for buses, and ease of bringing bikes on metro rail and metro mover.

Need deignated bike routes with all the safety mechanisms in place that would minimize the conflicts between the modes. What I have found in my travels is that either you have a deignated trail or a safe shared route or an accommodating sidewalk.

In this town all tens!

It's embarrassing to have our sidewalks and downtown area in such a deplorable state. DDA money needs to be used to improve sidewalks, benches, crosswalks, provide more shade, improve signage AND business facade, NOT on expensive and useless publications or concerts

11. What are the best things about WALKING in Downtown Miami? - Responses

Answer

historic buildings, vibe, importance of Downtown overall.

The number of restaurants in the Flager area.
Plenty of things to see, diversity amongst the culture and community
exercise !

see try NEW restaurants in dntn

Very little. Walking in downtown is a miserable experience.

Traditional street grid and short blocks make it easy to walk.

The variety of neighborhoods that can be reached in a short time period. The fresh ocean air breeze. The mix of architecture styles. The ability to avoid the hassle of parking.

Shops and restaurants are conveniently located. I like the urban feeling, it's pretty cool !

Always something going on so it's interesting

It is really a small area, walking is pleasant.

everything 1 day will be close supermarket and store

High energy, hustle and bustle. Diversity in businesses. Everything is close to each other and connected via sidewalks and metro mover/metro rail. Pretty easy to get around.

avoid traffic, get some exercise, enjoy the weather

Views, weather, breeze

Slowing travel allows for a full experience, noticing city life, and structures, while supporting local businesses between major destinations.

lack of traffic congestion.

During the day there is plenty of foot traffic (during the night however, I do not feel safe), proximity to public transportation

Dont have to park.

Honestly, it's a profoundly unhip downtown, which kind of makes it interesting--lots of small mom and pop businesses gives it a unique character. But I wish there were more things to do down there, better public transportation to get in and get out of there, just more options, more vitality.

Don't have to drive

Hopefully, more restaurants and attractions will open. The weather in Miami typically is wonderful for walking.

avoiding traffic and exercising

noticing details/things/places/people you otherwise would have missed in a car.

xxxxxx

Everything is close by.

much easier access than bike or car

Beautiful views, lots of green, and lots of shopping/entertainment options along the way.

The weather.

quite compact

Diversity of activity, businesses, people that the new development has brought

Being able to get out of my car and enjoy the weather in Miami.

No need to park a car.

restaurants and shops

You can take advantage of smaller scale aspects of the city: small shops, eateries, people, strolling by the water...

the Shade

The feel of living in a vibrant City.

it's relatively safe and also rather shady compared to other areas of the city

watching people

Variety of experiences available in small geographic area

You get to see all the neat restaurants and stores hidden in the nook and crannies you'd miss otherwise.

The restaurants and shopping district

fun

there aren't any

The experience of really knowing the city, when you walk or bike you can appreciate the architecture, people, shops and the city in general in a completely different way. You can interact with the city and appreciate it much more.

That more people are actually out walking now so it is safer and not so lonely, more shops/ restaurants are making a presence on the sidewalk the beauty of the city and the weather

Around the Brickell area you mostly feel safe because of the amount of people on the streets surroundings

The decrease in traffic.

NO PARKING AND TRAFFIC

You discover shops etc. that you miss when driving past looking for a reasonably-priced parking space (which are impossible to find, despite the MPAs new alleged "deals".

Trees... of which there are few.

get familiar with the businesses and have opportunities to explore the area - by car it's impossible.

MOVILITY

It is very nice to see all the improvements made. I don't really go to Down town but I do walk around in the Design /Wynwood area.

less traffic and don't have to park

Same as 12, except you have all the homeless begging you for money.

Not much currently, but it could be GREAT.

It would save so much time in traffic for everyone!

There are a growing number of attainable establishments. It is nice to run into your neighbors randomly, and to 'people-watch.'

The weather is fantastic all year. Walking promotes the need for more dining and shopping opportunities. It also pushes garages and parking lots to the exterior, so we can create more density with activities and key locations.

Seeing all the diverse areas.

Lessens traffic, excellent exercise, cultural connection, community connection, public awareness of other issues within the city, less pollution, less parking lots, heat-island reduction, healthier population

The variety of restaurants and the parks.

If you walk, you don't have to pay the expensive parking rates. However, if you do walk, you risk the chance of getting mugged or stalked!

I don't own a car so I walk quite a bit...but I have to say that it is great to be able to walk into downtown to work and not be "stuck" in traffic...

Getting to know what is available that normally would be missed if you are in a car. Also, enjoying the outdoor spaces that are available. Unfortunately you still brush up against homeless and the general unsightly appearance of many side streets.

not having to drive

Shopping/ restaurants

Cafes, business, more pedestrian friendly environment.

encourage folks to walk and this will bring more business to the shops, restaurants and entertainment.

Not dealing with parking

Getting to destination without having to drive, wasting gas, paying to park or the traffic hassels.

Health benefit without having to dediate time to excercising.

People watching, views, sea breeze and bay/water.

No parking required

Having the urban city life but also being able to enjoy the scenary and enjoy being more active.

During the day, the different shops, restaurants, etc. At night, Brickell is lively, but the Business & Entertainment Districts definitely do not feel safe.

A chance to view the shops and restaurants. Good place to see people and events instead of being cooped up in a car or worrying about traffic while riding bike.

there should be a general comments section.

yes, i support public investment in bicycle-ped improvements, but only if it's actually used the right way. let's face it miami doesn't have the best reputation for spending public money wisely. the person overseeing this program has to be honest and doing it in the publics best interest. no thieves!

Seeing other people. Enjoying the shopping. Active street life on streets with sidewalk cafe's. Admiring the amazing architecture (on some streets).

The scenery, different streetscapes and ability to get to certain restaurants and shops.

Everything is near.

Its easy to get around and we are lucky enough to have nice enough weather to be able to do so all year around.

I enjoy the interaction w/ the people and the restaurant and entertainment venues that are opening up in the area

many new places to see.

This needs work. A lot of work.

The weather, waterfront access, local businesses that provide services, density, proximity of my residence to my business and complimentary services to my business.

The Women

The scenery.

You can see all the cool sites that are normally missed when driving or walking.

Parks and waterside; access to storefronts

You can get some exercise, enjoy the great weather, stop and check out the shops, maybe get a bite to eat.

Seeing more and experiencing the city

The density of stores and restaurants provides a great atmosphere for walking.

The parks.

can get to a lot of businesses and offices easily; compact form is very efficient

We need wide sidewalks! We need roadside hardware to force pedestrians to use designated crosswalks.

The weather, the people watching, and the bay.

Mix use, water views

not much...

streets are dirty, need better lighting, more trash cans, traffic/pedestrian crosswalks & lights to be operational

None - its not so good.

Seeing all the storefronts and people.

Hmm, I can answer what isn't? The smell of urine in recessed doorways... Need more awnings and SHADE trees, not the useless list of trees you've just installed. Less palms.

Street environment - urban setting: availability to interact with fellow citizens

always find something new

nature and community interaction

It's quick, it allows you to really enjoy the historic qualities of the buildings and the community feel of the area. It is also the easiest way to discover new stores or new information about restaurants, cafes, etc.

The sites. Proximity to things.

I can leave my car at my building, I like being near the bay and the AA arena.

You get more of an experience of Downtown.

Are able to see shops and restaurants that you would miss if driving.

Not having to look for parking.

SE 1 St between 2 and 3 Ave, north side, with canopies, shade trees, sidewalk cafes, and other active ground floor uses. 2nd best is Flagler because it has continuous storefronts, no vacant land, surface parking, or blank walls, which you encounter almost immediately if you turn off Flagler.

It's great to be able to walk everywhere, restaurants, parks, AA arena, Bayside, but it has to be more pedestrian friendly

ease of access

the people

The people. The safety. It's interesting

The opportunity to know your Downtown and support all the great business they provide.

The amenities, people-watching, the weather, bayfront park is turning out beautiful.

all the neat stores and architecture throughout downtown. friendly business owners and crack heads talking to them selves as they walk by.

One-Way Streets and the closed to traffic streets (Miami-Dade College), good traffic lights and crosswalks

You get to experience the city life and shops at a different level. In the eco-friendly set of mind, it's better for our environment than driving. Also, there is no need to struggle to find parking or pay for parking.

the water and the palm trees

I have a vacation home in Miami Beach. Just love the atmosphere, culture, feeling and scenery of downtown Miami.

There has been an influx of business into the CBD especially that makes walking more pleasant, as the residents now have places to frequent. There is somewhat of a resident scene developing along with bikers, runners and people with pets making it a much better atmosphere overall

Not driving in traffic. Good exercise, refreshing, relaxing, interaction with neighbors. No drinking and driving.

Safety

Easy to navigate. I love being able to walk to work safely from my apartment.

You get to see stores and restaurants that you would normally drive by, and not see.

The combination of transit with walking. I can get to/from virtually any place in DOWNTOWN by walking and hopping in the MetroMover. Brickell area offers many options for dining and meeting friends after office hours.

interesting, historic, spatially enclosed.

NA

Being able to relax during lunch break, after work or on weekends. Best to use public transportation than to drive to Arts & Entertainment Events that get crowded with people.

It is one of the only places in Miami that is to some extent pedestrian oriented. The core CBD area has an intimate walkable feel that renders it a potentially very active place to walk if more is invested in the infrastructure and well being of the area.

I get to meet and greet people and actually go slow enough to enjoy the the views in the areas. I am not stuck in traffic and don't have to look for parking.

I can walk to nearly everything i do on a regular basis-grocery shop, general shopping, opera, church, ballet, library, etc
Scenery, Exercise, Restaurants, Safety, Police presence, Security, No-panhandlers.

The shops

some variety in retail establishments

entertaining, familiarizing yourself with the many vendors/stores.

Avoids traffic

Arrive at destination faster

Less stressful

Healthy

People Watching

Notice more stores

Don't have to pay to park or find parking

nothing.

It's good exercise, I don't have to worry about parking, and it's a great way to get to know the neighborhood. Also, my office, apartment, and favorite restaurant are all in walking distance.

It's turning into an attractive, lively place. A lot of things are within walking distance.

Fratelli Milano, Cuban coffee counters... easy access to dry cleaning, CVS, SunTrust bank, pretty area around One Miami (River Walk) and also the street in front of Epic--gorgeous, fragrant flowers along that sidewalk! amazing!

Great whether and a scenic route

The New Restaurants are really nice.

The water and people watching.

It's interesting, free and good exercise.

Convenience

The parks and the views, along with the new coming cafes and restaurants.

everything is so close, basically there is a lack of parking space anyway when it comes to flagler 3rd & 2nd ave

"Downtown" really needs to become an actual Downtown! With the type of stores, restaurants, and everything else, I'm actually embarrassed to claim Downtown Miami!! Its an eyesore not only to the whole live-work-play "concept", but also to the City of Miami!! I'm a Miami native, and nothing has changed downtown, it still looks the same as when I was a kid!

Some street have shade and nice side walks

Downtown Miami's accessible contact (physical and visual) with the water is one of its best assets. The recent variety of building typologies and scales has made Downtown appealing to explore.

I think walking in downtown has become an essential part of living and feeling as part of a metropolitan city. Not only does everything from local eateries to shopping areas become easily accessible but it gives the people who live and work in the area a greater feel of what the city really has to offer locally.

experiencing the city first hand

Nothing...there need to be more things to do.

very little

places to park in & out

The architecture of the old buildings. Not enough shade to go for long walks.

Palm trees, shops, events

not getting a parking ticket and not circling for parking. Also discovering new shops. Bumping into people. enjoying the weather.
Shops and entertainment walking distance from home.
less car traffic
Scenic route of Brickell Avenue/South Miami Avenue.

The best thing about walking is the close proximity of things (mixed uses)

Sorry, but the walking experience in downtown Miami/Brickell is not very pleasant. I'm healthy and crossing a street is dangerous. Crosswalks and crosswalk signals are virtually non-existent in many places. I often have to walk two or three blocks to find a crosswalk.

to feel like in a village. safely and with nice windows and good restaurants. I would like to see downtown cleaner with greenery and less beggars and panhandlers. It is very important to improve that situation specially with panhandler.

I really enjoy walking down Flagler Street because it is very urban. I appreciate the CBD area more than Brickell for walking, because the streets are designed in a way that promotes walkability, where Brickell streets are very harsh to the pedestrian, and just promote driving.

waterfront area
shops restaurants

I love walking around in a crowd of other pedestrians..it helps me to relax as I get from one point to another. It also feels safer. I enjoy the number of sidewalks and crosswalks and the proximity to the bay; which, is my final destination when I leave my home or office to de-stress/relax.

Wide, shady sidewalks.

diversity

Different shops, nice views, good exercise.

Easy to use, no waiting

The breeze coming from over from Biscayne Bay.

Very scenic, never boring

Memories of my childhood.

Being able to leave the car at home.

You can see things that you miss when you drive.

nice weather, lots of little shops, cool views,

I enjoy the palm trees.

not worrying about parking! Connecting with people. seeing more of what is going on in shops, etc.

As more business develop you have everything within walking distance.

Shopping. Finding interesting cool store along the way.

The parks and the ocean views.

convenience and proximity of supermarkets, restaurants, retail and pharmacy. It is good to have an urban village that can support itself with all or most of day-to-day necessities for its residents. Why drive to Kendall? What a hassle!

you don't have to park your car. new opportunities present themselves.

architecture

Lots of busses and metrorail/ metromover accessible. Can drink and not worry about driving home! No pay for parking.

Not having to deal traffic congestion or paying for parking.

There's many good restaurants. Shopping is okay at best. There's some nice places to go downtown.

Convenience; its really nice if the sidewalk is completely covered by shade trees.

Walking by Bayside and looking at the people and taking lunch by the ocean.

People mover is easy to reach

shops, people, access

I wouldn't know. I bike exclusively.

I prefer been able to walk and bike everywhere than having to drive and be stuck on traffic. I rather spend more time walking around downtown and biking, driving in a car gives me no physical benefits. Biking and walking gives me more satisfaction that I'm helping out the environment and benefiting my health overall.

Flagler Street. It's the only street with continuous street walls, sidewalks that are wide enough, and decent destinations.

Downtown is really beautiful, for the most part. Outside of safety concerns for lone pedestrians (either due to crime or poor regard for pedestrians), it's a lovely place to go and walk. Walking reduces the environmental risks of commuting via automobile. Downtown has a lot of opportunity for improving public transit and safety for pedestrians.

Catching glimpses of old Miami that still exists, despite the overdose of electronic, b-stock clothing, and other sketchy retail stores. The parks are nice, too. There are lots of people to see and things to do in such a concentrated area. It is incredibly convenient.

Bayfront park

Not much. The streets are dirty and full of litter, theres a constant urine smell through most of downtown proper and I would not want to be out after dark, too many shady characters

The city-scape, parks, city life.

There are a couple of open areas to walk in, though it would be better if there were more.

The convergence of shops, parks, restaurants, business all within walking distance.

-Being outdoors in beautiful Miami.

-Discovering shops and restaurants that might be unseen from a car.

-Exercise.

-Feeling happy to not be polluting additional car exhaust.

-Not being hassled by parking difficulties and expense.

-Contributing to civic life by interacting with the people on the street.

Parking is horrible and everything is so close that walking is an attractive option. More shade would be nice. The new sidewalk designs are nice but they need MANY more trees to provide shade.

Best way to feel the energy of Miami

not having to drive or park

We have a compact downtown area which is perfect for walking. We also benefit from Metromover. You can walk in one direction and ride the mover in the other. Need more shade. City should have made columnades mandatory as in the new zoning districts in unincorporated. DDA has done an excellent job planting trees, need more though.

Scenery near bayside, Miami Dade college area and the close proximity of different cafes.

Worst thing is the smell of urine.

Enjoying the cultural diversity

Being outside, people watching

The activity and shopping downtown and the beautiful park near the water.

Looking at the shops and restaurants.

To see people, the stores opened, cleaning walksides

Great city to walk, bike, play and live

getting to see all the local businesses with more time / not having to pay for parking / good exercise / less carbon emmissions

So much to see and do, during the day. Great places if you take your time and invest in walking the area often.
You feel you are in a real downtown (to compare to Manhattan). Walking is a good exercise, so you can combine leisure (going to a restaurant) and healthy sport.

No comment!

the character, the vibrant nature of the area, that we are beginning to feel like a big city, the new side walk cafes

The sights that we are able to see

Dense urban community.

weather

Visit more of what there is to offer.

sights and people out and about

Of course, I do not like to see so many homeless people, and the streets are many times very dirty. People are not at all glamorous! I just walk because I live in the area but it needs still a lot of improvement (which little by little is happening)
not having to park

All the stores and all the people, I am going to be honest I am only here Mon-Thurs during working hours so I only walk during Lunch or after work.
Beautiful scenery

None. I have tripped and almost fallen on broken sidewalks. it's a disgrace to have such bad sidewalks and crosswalks in a city that claims to be world class. Spend our tax dollars in infrastructure and stop wasting our money in silly publications that don't do a thing to attract more business to our area

12. What are the best things about BIKING in Downtown Miami? - Responses

Answer

Close to Bayfront Park, new shops/places to explore in a large area

Little traffic on the weekends.

There needs to be a bike specific park where I can ride around and do laps that's away from traffic.

The ability to avoid the hassle of parking. The speed is faster compared to walking. It's fun.

I don't bike at all in downtown Miami.

I don't bike, but maybe I would if there were safe and easy routes

There is a lot to be seen.

we have the best sidewalk in downtown we do not need special road for bike

Bicycling allows the exploration of many places in between major destinations.

Slower traffic, more shade from the buildings, proximity of interesting spots, i.e. restaurants, bars, parks

When they close the streets to cars, it's great. If there were safe lanes all the time with respectful drivers, I might bike down there more often.

In the parks it's nice to get out of the concrete jungle.

exercising and exploring new places

noticing details/things/places/people you otherwise would have missed in a car.

xxxxx

much easier access than car

Don't have a bike yet but plan to buy one

The weather.

also: compact. great views.

Reduction in car traffic

No need to park a car.

though I don't bike in Downtown Miami, I think it reduces congestion, better for the environment, more pedestrian friendly and safer.

there needs to be a safe route through Downtown where bicyclists lives will not be in danger from inattentive motorists who are sightseeing, texting, talking on the telephone etc.

n/a

I don't bike that much
watching changes to skyline and activities along

Miami River

Not much to recommend biking in downtown, which is why public investment is required.

Riding along a beautiful bay!

The view and the route to Key Biscayne, the restaurants to stop in for breakfast after riding.

There aren't any.

The experience of really knowing the city, when you walk or bike you can appreciate the architecture, people, shops and the city in general in a completely different way. Additionally when you bike the city you have the same feeling that walking it with the advantage of being able to move faster if you just feel like it

helping to send a message to motorists that their mode should no longer dominate in this habitat.

n/a

fast

Same as above.

NO PARKING AND TRAFFIC

Nothing. Car/truck drivers in Miami are nutcases. So riding a bike, or even a scooter, is hugely stressful. In other cities, even NYC, these things are doable, even relatively pleasant.

The waterfront.

don't bike in downtown - not safe; only bike around South Miami Ave and Brickell area.

MOVILITY

N/A

beautiful ride from venetian causeway to key biscayne

Nothing

Best part is being able to learn what Downtown has to offer. You can't really do that when you are driving. Biking you can stop on the sidewalk to check out venues or bike slowly and check new things out.

Again, now...not much.

It COULD be GREAT.

You can easily get to anywhere you need to go, to do anything from shopping to banking and entertainment - even to the beach.

I do not own a bike, but my main concern is bike safety. They need to follow the rules of the road and in turn have accessible bike paths and lanes.

Seeing and passing through downtown miami seeing the diver culter.

Lessens traffic, excellent exercise, cultural connection, community connection, public awarness of other issues within the city, less pollution, less parking lots, heat-island reduction, healthier population, biking reduces my transit time

Wide sidewalks on Biscayne.

I don't bike.

n/a

I wish I had a bike - mine was stolen right out of my building. Crime is still very much a problem in downtown - not sure that anything can ever be done about that. As much as I hate to say, you either learn to deal with it or you move out.

keeps you from getting fat

Easy access

Easier than trying to find parking.

Encourage residents and folks who work in the area to use no motorized transportation

Not dealing with parking

Biking downtown is not all that great. No bike lanes and motorists aren't aware they need to share the road. However, it is close Venetian and Rickenbacker causeways which are great for biking.

No parking required

NA

I do not bike.

Downtown is not very bike friendly. The intersection of Biscayne and the exit from the Port of Miami is very dangerous, trucks take the red light all the time at a very high rate of speed because there is never a policeman at that intersection to enforce the law.

not much only good time is early mornings and sundays. Rest of the week kind of dangerous because of erratic and impatient drivers. have had too many close calls to ride during the weekdays unless early morning.

how about improving on what we already have. lets get businesses in DT so that we walkers and bikers have somewhere to go. let's clean up the streets. where i walk and bike there is litter everywhere, let's address the massive homeless problem so that when you do go out for a ride or walk you don't pass piles of poop (human), trash and debris.

Seeing other people. Active street life. Admiring the amazing architecture (on some streets). Not having to own a car. :)

Everything is near.

We should be able to get around easily in quickly with a few improvements.

seeing the water, going to parks.

This also needs work. A lot of downtown miami looks like a DMZ.

Everything is close by, no parking cost or time loss looking for a space. Good recreation in the middle of a busy day while commuting.

The scenery

Easier to get around traffic on bike. Biking is a lot faster than any other modes of transportation when getting around Downtown.

There aren't any.

No worries about parking

The lanes and sidewalks

Never do, unsafe

Quick, easy to find parking. Avoid parking fees.

Traffic isn't too horrible.

Don't know - too afraid

Improved signage and roadway accommodations.

energy conservation, exercise, independence, community interaction

It's how I get where I need to go. Whether it's an appointment on Brickell, a lunch date in the CBD or drinks at TRE after work. Also, at night, it's just a lovely way to explore the area in a relaxed way.

It's exciting and there are many attractions. I love riding amongst the buildings and sites.

There is a lot going on in a small area, biking is an easy way to get around to doing stuff and is fun and good exercise, nice to get fresh air.

Generous lane widths on main roads, relatively calm traffic on secondary roads.

I don't bike but have been wanting to for a long time

Access to all the biking areas like Key Biscayne but right now is too dangerous

Everybody could feel they are at home.

The weather, the access to Brickell, Coconut Grove, South Beach; the amenities

almost being hit by some south american driving a rental car not caring if they hit you or not because they don't even have a driver's license from their own country... ahh i heart downtown

Sidewalks are wide enough (in some areas) to allow bike AND pedestrian traffic so that you don't have to take your life in your handlebars because there are NO bike lanes! (except on the Venetian Causeway)

i don't bike right now. but i'm sure the same.

the best things are that you can easily access areas where the metro mover does not go efficiently. In my opinion the metro mover takes longer to use than walking or biking, making it a waste for many destinations. The worst things about biking are that it is incredibly dangerous as intersections are not biker friendly, nor are their bike paths

People has to get used to bikers.

Easier to park and get around.

Certain portions of the major roads are wide enough for a cyclist to feel safe on a leisure Saturday morning bike-around. I also like the fact that I can get to Key Biscayne safe and almost without traffic interruptions.

same as walking. but both pedestrians and bikers may feel third class since everything seems to be designed for ease of driving.

NA

Don't really see too much benefit to it.

There are a lot of great sights to see, though Downtown is traditionally not a welcoming place to bike. The roads have a dysfunctional layout that discourage safe biking, since we all now that drivers are not safe here to being with.

I can get to most places with relative easy, in a timely fashion. I am able to enjoy the sights. I can stop at any location, store, restaurant and find new places I would normally miss while driving by.

Excercise, Faster movements.

The wide sidewalks along Biscayne Blvd

Have not done it.

Faster than driving

Don't have to pay to park or find parking

I don't bike

Don't have to worry about parking.

I hate it when they shut down our city streets so people can do a bike ride. This is a serious residential area now, and i do not appreciate my streets being blocked off so i can't drive down my normal routes. it is an INCREDIBLE, INCREDIBLE inconvenience.

Don't ride.

I like the idea of mobility via bicycle but I don't generally feel safe biking by myself downtown. I enjoy biking over the Venetian Causeway.

n/a

the views, the parks...

bike lanes

N/A

It is nice to biking after work when the sun is going down and streets are not so busy after 7pm in the summer time.

I don't bike but has considered it.

In two words: EASY PARKING.

avoiding traffic and overpriced parking

never bike not safe to hot

N/A

can get around faster. Parking not an issue.

Can't tell

less car traffic

Ability to bike to community/cultural events, example: Coconut Grove Arts Festival on Bayshore.

Again, close proximity of things (Mixed uses) I'm a very experienced cyclist and don't feel comfortable riding here. Cars are moving to fast. If we are really serious about making walking and cycling safer, then we need to reduce speed limits and design our roads to discourage speeding. Speed humps, elevated crosswalk, and roundabouts.

I've never biked in Downtown, as I live in Westchester. But I bike daily in Westchester, and it can be hassle since there are no bike lanes in the area, and cars drive too fast.

Getting from point A to point B faster than traffic. A fun way to exercise and see things in Miami I wouldn't when I'm driving.
Some of the best things about biking downtown include the wide sidewalks on Biscayne Blvd. and the urban grid combined with less traffic on the weekends. Proximity to parks and the bay are other pluses.
Bicycle lanes.
sorry, still too dangerous
Not much.
You can go around quickly, parking is free
same, nature! We need more trees and parks!!
NA
Haven't done it yet, don't want to be runned over.
Being able to leave the car at home.
You don't have to worried about the parking.
not getting killed.
Avoid traffic and move independently on longer distances
I don't bike because there are no lanes and people here drive crazily.
nothing right now. Not bike friendly, though Bike Miami days are fun keep those coming!
easy to get around a larger area and go specifically to where you want to go quickly.
water views

Seeing stuff, "people watching", getting around many places quickly. Shops, restuarants, etc. No worry to pay for parking!
I walk and jog. I do not currently bike, but I would if there were more bike racks.
Speed of moving around.
i dont bike
One way streets make it easier to turn and cross intersections. Easier to find "parking" if you're on a bicycle.
Don't bicycle
Interesting way to truly interact with the city, in a manner which cars do not provide.

I think in taking a survey about how to improve cycling/pedestrian facilities, this is a stupid question. What's best? It's sunny. Is the government responsible for that? Now, why not ask me what we need? How about bike lanes, and bike lanes, or bike lanes...maybe some bike lanes, and more adequate street lights. And maybe clean up the glass.

Been able to connect to so many areas of our city that connect through Downtown Miami. When I ride my bike in downtown, I'm able to connect to Brickell, Wynwood, Overtown, Little Havana, and so many other neighborhoods. In other words, Downtown is the center of all, our downtown should be very equipped with bike lanes and bike parking everywhere.

Flagler is nice because I can share the street equally with motorists. It's also the fastest way to get around the area.
Many things to see and do in a concentrated area.
The element of danger.
I would love to bike in Downtown.
Being able to survive to tell the tale.

Not worrying about parking.

Realizing that you are one of the few who are part of a real solution to the unsustainable, status quo of "build more lanes" and "build more parking" mentalities that have strangled the downtown area for decades.
It is so much better than driving because I don't have to worry about finding parking and the expense of paying for parking. Biking is convenient because the congestion allows for safer biking.
being able to get anywhere and faster than cars (usually)

The continuity and predictability of traffic patterns.

As a bike messenger, it's essential to be able to project ahead several blocks in advance.
I need to do it as a commuter. Sadly, I mostly bike through it to somewhere else when I bike for fun.

The streets are usually pretty well maintained and laid out well. Other than the large number of busses and insane homicidal jitney drivers the streets are a pleasure to ride. Its by far the easiest way to get around the downtown area.
It's truly amazing to be riding amidst the sky scrapers on the edge of the water.
Biking near the ocean

There are very few things to like about biking in Downtown Miami. There's no signage to alert others to be cognizant and respectful of cyclists.
scenery, bridges.

-Being enviromentally sound by not using a car.

-Exercise.

-Discovering shops and restaurants that might be unseen from a car.

-Not being hassled by parking difficulties and expense.

Bike lane and racks are desperately needed if we want people to bike a lot more

Fast and healthy

exercise, easy to get aronud

I am afraid of biking in downtown. There is a lot of safety improvements needed to safeguard biking in an area with a relative small grid pattern and no deisgnated bike routes.

I dont bike, yet

The health benefits of exercise, reduction on traffic and polution, the improved image of the city, less traffic and stress

Same as above

Haven't really done it.

spaces

same as above / can also cover more ground than walking / avoiding traffic

Really can not say because I feel it is very unsafe to ride your bike, with no bike lanes.

No comment!

It saves gas

n/a

open air

I do not think it is the best place to bike right now, sincerely....they need byke lanes,

don't do it but would love to

I do Bike but not in Downtown Miami so I cannot really give a comment

N/A

Home Zip	6460	1
	19340	1
	33009	1
	33012	1
	33013	1
	33014	2
	33015	1
	33016	1
	33021	2
	33024	1
	33027	1
	33033	1
	33054	1
	33118	1
	33125	1
	33127	1
	33128	3
	33129	19
	33130	17
	33131	64
	33132	38
	33133	12
	33134	4
	33135	2
	33136	8
	33137	22
	33138	15
	33139	17
	33140	5
	33141	8
	33142	2
	33143	8
	33145	10
	33146	6
	33149	1
	33154	3
	33155	6
	33156	3
	33157	3
	33160	1
	33161	3
	33166	3
	33172	1
	33174	1
	33175	1
	33176	4
	33178	3
	33179	2
	33180	3
	33181	1
	33182	1
	ERROR	21
	Total	339



APPENDIX E

IMPLEMENTATION SUMMARY TABLE

Project		Time Frame	Costs
Area Wide Improvements			
1	Modal Priority Zone	Now	-
2	Low-Speed Design Principles	Now	\$\$
3	One-Way to Two-Way Street Conversion	Short Term	\$\$\$
4	Festival Streets	Now	\$\$
5	Pedestrian Throughway Zone	Now	\$
6	Pedestrian Shade Corridors	Short Term	\$\$
7	Pedestrian Lighting	Now	\$\$
8	Pedestrian Signalization Improvements	Now	\$
9	Automated Pedestrian Detection	Short Term	\$\$
10	Miami River Greenway Improvements	Now	\$\$
11	Bike Route 1 Improvements	Short Term	\$\$
12	Other Bicycle Improvements	Short Term	\$\$\$
Metromover Improvements		-	-
13	Financial District Metromover Station	Now	\$\$
14	Brickell Metromover Station	Now	\$\$
15	Tenth Street Metromover Station	Short Term	\$\$
16	Fifth Street Metromover Station	Now	\$
17	Third Street Metromover Station	Now	\$
18	First Street Metromover Station	Now	\$
19	College/Bayside Metromover Station	Now	\$
Segment Improvements		-	-
20	Biscayne Boulevard Median Improvements	Long Term	\$\$\$\$
21	Pedestrian Mobility Improvements – Biscayne Blvd.–North	Now	\$
22	Pedestrian Mobility Improvements – Biscayne Blvd.–South	Now	\$
23	Pedestrian Mobility Improvements – Brickell Avenue	Now	\$
24	Pedestrian Mobility Improvements – Miami Avenue	Now	\$
25	Pedestrian Mobility Improvements – S Miami Avenue	Now	\$\$\$
26	Pedestrian Mobility Improvements – NE 2nd Avenue–North	Now	\$
27	Pedestrian Mobility Improvements – NE 2nd Avenue–South	Now	\$
28	Pedestrian Mobility Improvements – SE/NE 2nd Avenue	Now	\$
29	Pedestrian Mobility Improvements – SW 1st Avenue	Now	\$
30	Pedestrian Mobility Improvements – Brickell Bay Drive	Now	\$
31	Court House Pedestrian Improvements	Short Term	\$\$
32	High Density Bicycle Parking	Now	\$
33	NW 1st Street Transit Mall	Long Term	\$\$\$
Non-Engineering Improvements		-	-
34	Education Improvements	Now	\$
35	Encouragement Improvements	Now	\$
36	Enforcement Improvements	Now	\$
37	Evaluation and Monitoring	Now	\$