Safe Routes to Parks

Final Report

MIAMI-DADE MPO Metropolitan Planning Organization

dpa

Safe Routes to Parks

Final Report

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LIST OF EXHIBITS

1.0 BACKGROUND

One objective of the 2030 Miami-Dade Transportation Plan is to increase accessibility to major health care, recreation, education and cultural facilities. The Miami-Dade County Parks and Open Space System Master Plan includes a vision of equitable access to parks without barriers. Walking is a natural means of transportation to Miami-Dade County parks, however, wide roads and intersections can make pedestrian access to county parks difficult.

The Miami-Dade Parks and Recreation Department manages more than 12,000 acres, of which roughly half are environmentally sensitive or threatened natural areas requiring protection and conservation. The Department is in charge of more than 250 parks, recreation facilities and greenway areas; and it provides park and recreation services to a resident population of nearly two million.

Miami-Dade subtropical climate allows year-round outdoor recreation possibilities. The County parks provide a multitude of opportunities; from swimming at one of the County's 15 pools, to playing tennis at one of the more than seven multi-court tennis centers or sand volleyball on the beaches. Encouraging physical activity helps reduce health problems associated with a sedentary lifestyle such as obesity, high blood pressure, diabetes and depression. Improving pedestrian safety around parks can help create a more walkable community and therefore, reduce driving trips, fuel consumption and pollution.

David Plummer & Associates (DPA) in coordination with the Miami Urbanized Area Metropolitan Planning Organization (MPO) and Miami-Dade Park and Recreation Department selected six (6) parks to conduct and extensive study of issues affecting safe access to by pedestrian and bicyclist to the parks. The six parks selected are:

- Goulds Park
- Tropical Park
- Francisco Human Rights Park
- Joseph Caleb Park & Partners Park
- Little River Park
- Country Village Park

The parks were selected to represent an array of different type of parks, including small residential parks to large regional parks. The location of the parks was also considered. The parks were selected from all regions of the County. Exhibit 1 shows parks selected and their location.

2.0 PURPOSE OF THE REPORT

The objective of this study is to provide recommendations on how to create a safe pedestrian and bicycle route to the six selected parks and to develop a toolbox of pedestrian safety countermeasures that can be used to guide pedestrian safety improvements at additional County parks.

3.0 DATA GATHERING

DPA conducted an extensive data collection effort at the six selected parks. The data was collected in order to evaluate the pedestrian safety conditions. The data collection effort included:

- Field observations
- Users Surveys
- Pedestrian and Bicycle crash data
- Agency interviews (Miami-Dade Public Works, Miami-Dade Park and Recreation Department)
- Other Studies

3.1 Field Observations

A comprehensive field review of all six parks and adjacent roadway was conducted as part of this project. The purpose of the field review was to identify existing deficiencies (see Exhibit 2) in the infrastructure leading to the park, pedestrian safety problems or roadway barriers to pedestrian access.

The following data was collected as part of the field observations:

- Major arterial crossings
- Speed in adjacent streets
- Presence of sidewalks or Bike lanes
- Sidewalk conditions (width, surface condition, ADA compliance)
- Bike lanes conditions Major obstacle
- Pedestrian crossings
- Traffic control devices
- Security Issues
- Bus stops locations
- Access to park entrances

Park Locations

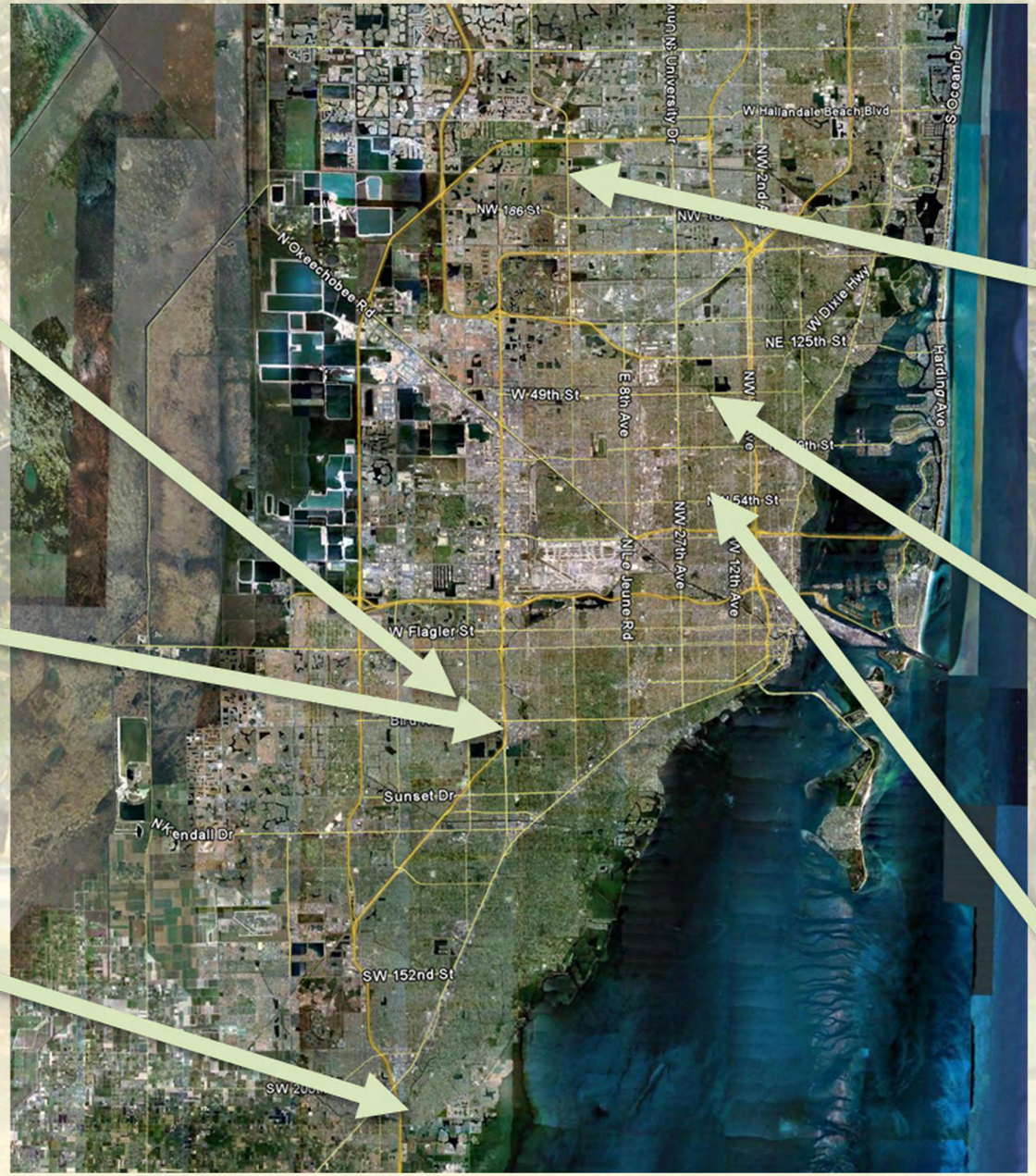
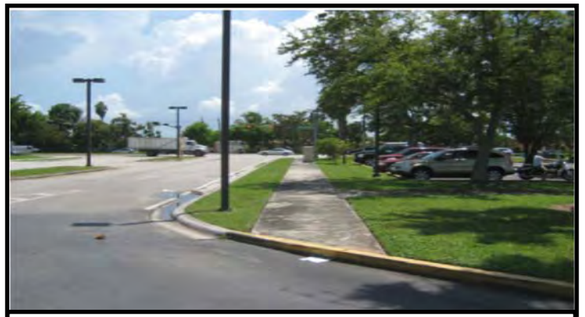


Exhibit 2
Existing Deficiency Samples



Missing Pedestrian ramp at Francisco Human Rights Park.

Pedestrian ramp not meeting ADA compliance - Tropical Park

Major obstacle preventing access to Little River Park

Missing sidewalk connection to park entrance – Country Village Park

Water ponding at a pedestrian ramp - Tropical Park

Missing sidewalk along roadway adjacent to park - Goulds Park

3.2 User Surveys

As part of the data collection effort, users surveys were conducted at all six parks. The type of survey performed was a field survey, which is considered the best approach to achieve a representative cross-section of individuals. A detailed user survey was created with the assistance of Miami-Dade MPO staff and WalkSafe. Questions included how pedestrians access the park, reason for being at the park, age, sex, difficulties encountered while walking to park, type of improvements they feel will enhance the walking experience and the like.

At the beginning of each user survey, the purpose of administering the survey was clearly stated to the user and it was explained how the results will contribute to the ongoing project. The survey was performed as open ended, however multiple choice answers were provided in some instances to assist those providing feedback. A sample of the user survey questionnaire is provided in Exhibit 3.

The user surveys were conducted from January 14, 2010 through February 15, 2010. Careful attention was used to ensure that all the different types of park user's were surveyed, especially for Tropical Park, Goulds Park, and Country Village Park. These parks are larger and offer a wide variety of amenities which attract different kinds of park users. Francisco Human Rights Park and Little River Park are smaller parks and the type of park users tend not to vary. It should be noted that two separate field visits were done for Partners and in both instances the park had no users. Joseph Caleb Park is an auditorium and it was chosen as an extension of Partners Park. At the time of the field visits to Partners Park, there was not a performance park or event being held at the Joseph Caleb Park, therefore no interaction between the two parks could be made. The summarized surveys for each the parks are provided in Exhibits 4 through 8.

In general, for park users surveyed that drove to the park, distance was the main reason they did not walk to the park. However, for those that drove to the park, but could have walked to the park, their main concern was feeling a lack of traffic safety.

Exhibit 3
Survey Questionnaire

Park: _____ Interviewer: _____

Date: _____ Time: _____

Gender: _____ M _____ F Approximate Age: _____

1. What is the purpose of your visit to the park? _____
2. From what direction did you come from? _____
3. How many miles did you travel to get to the park?
   _____ (less than 1 mile) _____ (1-3 miles) _____ (more than 3 miles)
4. How did you get here?
   _____ Driving
   _____ Walking/Jogging
   _____ Biking
   _____ On Transit
   _____ Other (Specify_____)
5. If you **walked/jogged/biked/used transit** to get here:
   a. Why did you decide to walk/jog/bike/use transit?
   _____ For Exercise _____ Convenience
   _____ Weather _____ Other (Specify_____)
   b. Is there anything that can be improved?
   _____ Sidewalk _____ Bus Stops
   _____ Traffic Light _____ Transit Routes
   _____ Crossing _____ Other (Specify_____)
   _____ Pedestrian Park Access
6. If you **drove**, could you have walked/biked/used transit to get here? _____
   If no, why:
   _____ Distance _____ Other (Specify_____)
   If yes, why:
   _____ Safety _____ Traffic Light
   _____ Convenience _____ Available Crossing
   _____ Weather _____ Pedestrian Park Access
   _____ Sidewalk Condition or lack of _____ Other (Specify_____)
7. How can we improve pedestrian/bike/transit access to the park? :
   _____

Exhibit 4
Goulds Park
User Survey Summary

Date: 1/20/2010 & 2/15/2010
Time Period: 2:30 - 3:30 pm & 10:30 - 12:30
Total Number of Interviews: 9

		Number	Percentage
Gender :	Male	7	78%
	Female	2	22%

Age Group	15-25	0	0%
	25-35	1	11%
	35-50	4	44%
	50 - Over	4	44%

Questionnaire

		Number	Percentage
1. Purpose:	Recreational	0	0%
	Exercise	3	33%
	Sport Activity	5	56%
	Leisure	1	11%
	Other	0	0%

2. Travel Direction:	North	2	22%
	South	3	33%
	East	2	22%
	West	2	22%

3. Number of Miles Traveled?	< 1	2	22%
	1 - 3	2	22%
	> 3	4	44%

4. How you got to the Park?	Driving	8	89%
	Walking/Jogging	1	11%
	Biking	0	0%
	Transit	0	0%
	Other	0	0%

	Number	Percentage
If you walked/jogged/biked/used transit	**1**	**11%**

5 (a) Why did you walk/jog/bike/used transit to get here?

Don't Drive	0	0%
Exercise	0	0%
Pleasure	1	100%
Other	0	0%

5 (b) What would make it easier and safer for you to walk/jog/bike/use transit to get here?

Street Improvement	0	0%
Improve Safety	1	17%
Transit	0	0%
Better Park Access	0	0%
Other	0	0%

If you drove	**8**	**89%**

6 (a) Why did you decide to drive to the park?

Distance	3	33%
Convenience	6	67%
Traffic Safety	0	0%
Personal Safety	0	0%
Other	0	0%

6 (b) What would make it possible for you to walk/jog/bike/use transit to get here?

Nothing	5	63%
Street Improvements	0	0%
Safety Improvements	1	13%
Better Transit	0	0%
Better Park Access	0	0%
Other	2	25%

Exhibit 5
Tropical Park
User Survey Summary

Date: 1/14/2010 & 1/18/2010
Time Period: 2:30 - 3:30 pm & 10:30 - 12:30
Total Number of Interviews: 18

		Number	Percentage
Gender :	Male	9	50%
	Female	9	50%

Age Group	15-25	7	39%
	25-35	5	28%
	35-50	3	17%
	50 - Over	3	17%

Questionnaire

		Number	Percentage
1. Purpose:	Recreational	5	28%
	Exercise	8	44%
	Sport Activity	4	22%
	Leisure	1	6%
	Other	0	0%

2. Travel Direction:	North	2	11%
	South	7	39%
	East	3	17%
	West	6	33%

3. Number of Miles Traveled?	< 1	8	44%
	1 - 3	2	11%
	> 3	8	44%

4. How you got to the Park?	Driving	13	72%
	Walking/Jogging	4	22%
	Biking	1	6%
	Transit	0	0%
	Other	0	0%

	Number	Percentage
If you walked/jogged/biked/used transit	**5**	**28%**

5 (a) Why did you walk/jog/bike/used transit to get here?

Don't Drive	0	0%
Exercise	5	100%
Pleasure	0	0%
Other	0	0%

5 (b) What would make it easier and safer for you to walk/jog/bike/use transit to get here?

Street Improvement	0	0%
Improve Safety	2	33%
Transit	0	0%
Better Park Access	0	0%
Other	4	67%

If you drove	**13**	**72%**

6 (a) Why did you decide to drive to the park?

Distance	10	71%
Convenience	3	21%
Traffic Safety	1	7%
Personal Safety	0	0%
Other	0	0%

6 (b) What would make it possible for you to walk/jog/bike/use transit to get here?

Nothing	11	85%
Street Improvements	1	8%
Safety Improvements	0	0%
Better Transit	1	8%
Better Park Access	0	0%
Other	0	0%

Exhibit 6
Francisco Human Rights Park
User Survey Summary

Date: 1/14/2010 & 1/18/2010
Time Period: 2:30 - 3:30 pm & 10:30 - 12:30
Total Number of Interviews: 3

Gender :

	Number	Percentage
Male	1	33%
Female	2	67%

Age Group

15-25	0	0%
25-35	0	0%
35-50	2	67%
50 - Over	1	33%

Questionnaire

1. Purpose:

	Number	Percentage
Recreational	0	0%
Exercise	0	0%
Sport Activity	0	0%
Leisure	3	100%
Other	0	0%

2. Travel Direction:

North	0	0%
South	0	0%
East	1	33%
West	2	67%

3. Number of Miles Traveled?

< 1	0	0%
1 - 3	3	100%
> 3	0	0%

4. How you got to the Park?

Driving	3	100%
Walking/Jogging	0	0%
Biking	0	0%
Transit	0	0%
Other	0	0%

If you walked/jogged/biked/used transit

Number	Percentage
0	**0%**

5 (a) Why did you walk/jog/bike/used transit to get here?

Don't Drive	0	0%
Exercise	0	0%
Pleasure	0	0%
Other	0	0%

5 (b) What would make it easier and safer for you to walk/jog/bike/use transit to get here?

Street Improvement	0	0%
Improve Safety	0	0%
Transit	0	0%
Better Park Access	0	0%
Other	0	0%

If you drove

3	**100%**

6 (a) Why did you decide to drive to the park?

Distance	1	25%
Convenience	3	75%
Traffic Safety	0	0%
Personal Safety	0	0%
Other	0	0%

6 (b) What would make it possible for you to walk/jog/bike/use transit to get here?

Nothing	3	100%
Street Improvements	0	0%
Safety Improvements	0	0%
Better Transit	0	0%
Better Park Access	0	0%
Other	0	0%

Exhibit 7
Little River Park
User Survey Summary

Date: 1/15/2010
Time Period: 1:30 - 3:30 pm
Total Number of Interviews: 6

Gender :

	Number	Percentage
Male	3	50%
Female	3	50%

Age Group

15-25	5	83%
25-35	0	0%
35-50	1	17%
50 - Over	0	0%

Questionnaire

1. Purpose:

	Number	Percentage
Recreational	3	50%
Exercise	0	0%
Sport Activity	3	50%
Leisure	0	0%
Other	0	0%

2. Travel Direction:

North	0	0%
South	3	50%
East	2	33%
West	1	17%

3. Number of Miles Traveled?

< 1	5	83%
1 - 3	1	17%
> 3	0	0%

4. How you got to the Park?

Driving	1	17%
Walking/Jogging	5	83%
Biking	0	0%
Transit	0	0%
Other	0	0%

If you walked/jogged/biked/used transit

Number	Percentage
5	**83%**

5 (a) Why did you walk/jog/bike/used transit to get here?

Don't Drive	3	60%
Exercise	0	0%
Pleasure	1	20%
Other	1	20%

5 (b) What would make it easier and safer for you to walk/jog/bike/use transit to get here?

Street Improvement	0	0%
Improve Safety	3	60%
Transit	0	0%
Better Park Access	0	0%
Other	2	40%

If you drove

1	**17%**

6 (a) Why did you decide to drive to the park?

Distance	0	0%
Convenience	1	100%
Traffic Safety	0	0%
Personal Safety	0	0%
Other	0	0%

6 (b) What would make it possible for you to walk/jog/bike/use transit to get here?

Nothing	1	100%
Street Improvements	0	0%
Safety Improvements	0	0%
Better Transit	0	0%
Better Park Access	0	0%
Other	0	0%

Exhibit 8
Country Village Park
User Survey Summary

Date: 1/18/2010
Time Period: 2:30 - 3:30 pm
Total Number of Interviews: 16

		Number	Percentage
Gender :	Male	10	63%
	Female	6	38%

Age Group	15-25	4	25%
	25-35	6	38%
	35-50	4	25%
	50 - Over	2	13%

Questionnaire

		Number	Percentage
1. Purpose:	Recreational	5	31%
	Exercise	6	38%
	Sport Activity	2	13%
	Leisure	2	13%
	Other	0	0%

2. Travel Direction:	North	7	44%
	South	6	38%
	East	3	19%
	West	0	0%

3. Number of Miles Traveled?	< 1	8	50%
	1 - 3	5	31%
	> 3	3	19%

4. How you got to the Park?	Driving	14	88%
	Walking/Jogging	1	6%
	Biking	1	6%
	Transit	0	0%
	Other	0	0%

	Number	Percentage
If you walked/jogged/biked/used transit	**2**	**13%**

5 (a) Why did you walk/jog/bike/used transit to get here?

Don't Drive	1	50%
Exercise	1	50%
Pleasure	0	0%
Other	0	0%

5 (b) What would make it easier and safer for you to walk/jog/bike/use transit to get here?

Street Improvement	0	0%
Improve Safety	0	0%
Transit	0	0%
Better Park Access	0	0%
Other	2	100%

If you drove	**14**	**88%**

6 (a) Why did you decide to drive to the park?

Distance	4	25%
Convenience	5	31%
Traffic Safety	5	31%
Personal Safety	2	13%
Other	0	0%

6 (b) What would make it possible for you to walk/jog/bike/use transit to get here?

Nothing	7	44%
Street Improvements	5	31%
Safety Improvements	4	25%
Better Transit	0	0%
Better Park Access	0	0%
Other	0	0%

3.3 Pedestrian and Bicycle Crash Data

Crash data for the most-recent three years was requested and Miami-Dade County Public Works provided GIS files that contained pedestrian and crash data for the entire county. The data included type of crash, when and where the crash occurred, pavement conditions, type of lighting, loss of property, and if there were any fatalities. Crash data for each park was secure and summarize particularly for each surrounding park corridor (by intersection) as follows:

Goulds Park

- SW 112th Avenue between SW 224th Street and SW 216th Street
- SW 216th Street between SW 112th Avenue and SW 117th Avenue
- SW 220th Street between SW 112th Avenue and SW 117th Avenue
- SW 224th Street between SW 112th Avenue and SW 117th Avenue

Tropical Park

- SW 40th Street between SR 826 (Palmetto Expressway) and SW 87th Avenue
- SW 56th Street between SR 826 (Palmetto Expressway) and SW 87th Avenue
- SW 82nd Avenue between SW 40th Street and SW 56th Street
- SW 87th Avenue between SW 40th Street and SW 56th Street

Francisco Human Rights Park

- SW 24th Street between SW 92nd Avenue and SW 97th Avenue

Joseph Caleb Park & Partners Park

- NW 54th Street between NW 21st Avenue and NW 23rd Avenue
- NW 22nd Avenue between NW 52th Street and NW 56th Street

Little River Park

- NW 103rd Street between NW 22nd Avenue and NW 27th Avenue
- NW 22nd Avenue between NW 103rd Street and NW 107th Street
- NW 27th Avenue between NW 103rd Street and NW 107th Street

Country Village Park

- NW 186th Street between NW 67th Avenue and NW 62nd Avenue
- NW 188th Terrace between NW 67th Avenue and NW 62nd Avenue
- NW 67th Avenue between NW 186th Street and NW 188th Terrace

Exhibits 9 through 14 show the pedestrian and bicycle crashes extracted from the GIS file for each park location. A review of the pedestrian and bicycle crash data for these parks show that there is not a specific crash pattern. These crashes can be considered isolated incidents and therefore no countermeasures are recommended. Exhibit 15 summarizes the pedestrian and bicycle crashes for each park from the years 2005 to 2007.

Exhibit 9
Goulds Park
Pedestrian and Bicycle Crash Locations

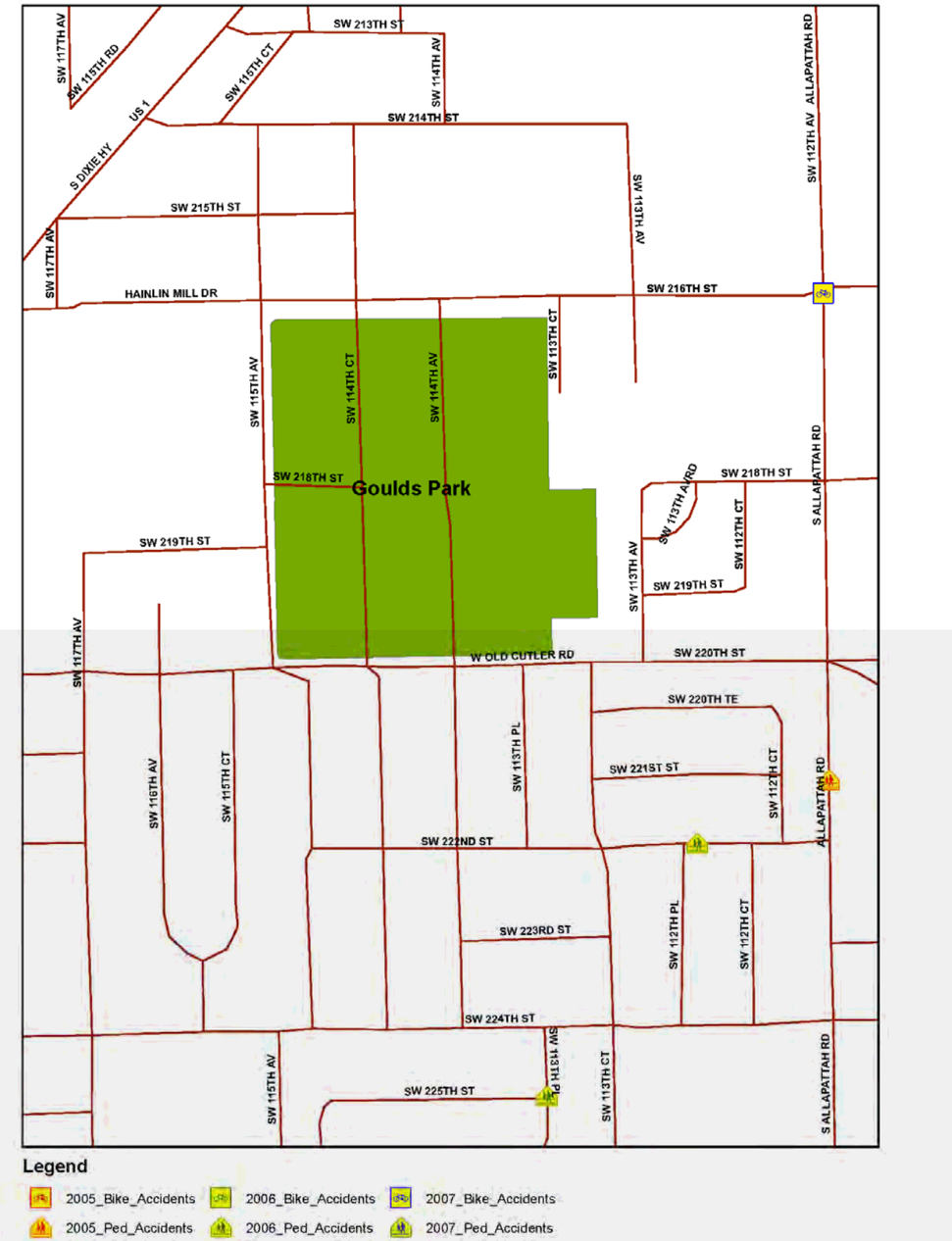


Exhibit 10
Tropical Park
Pedestrian and Bicycle Crash Locations

Exhibit 11
Francisco Human Rights Park
Pedestrian and Bicycle Crash Locations

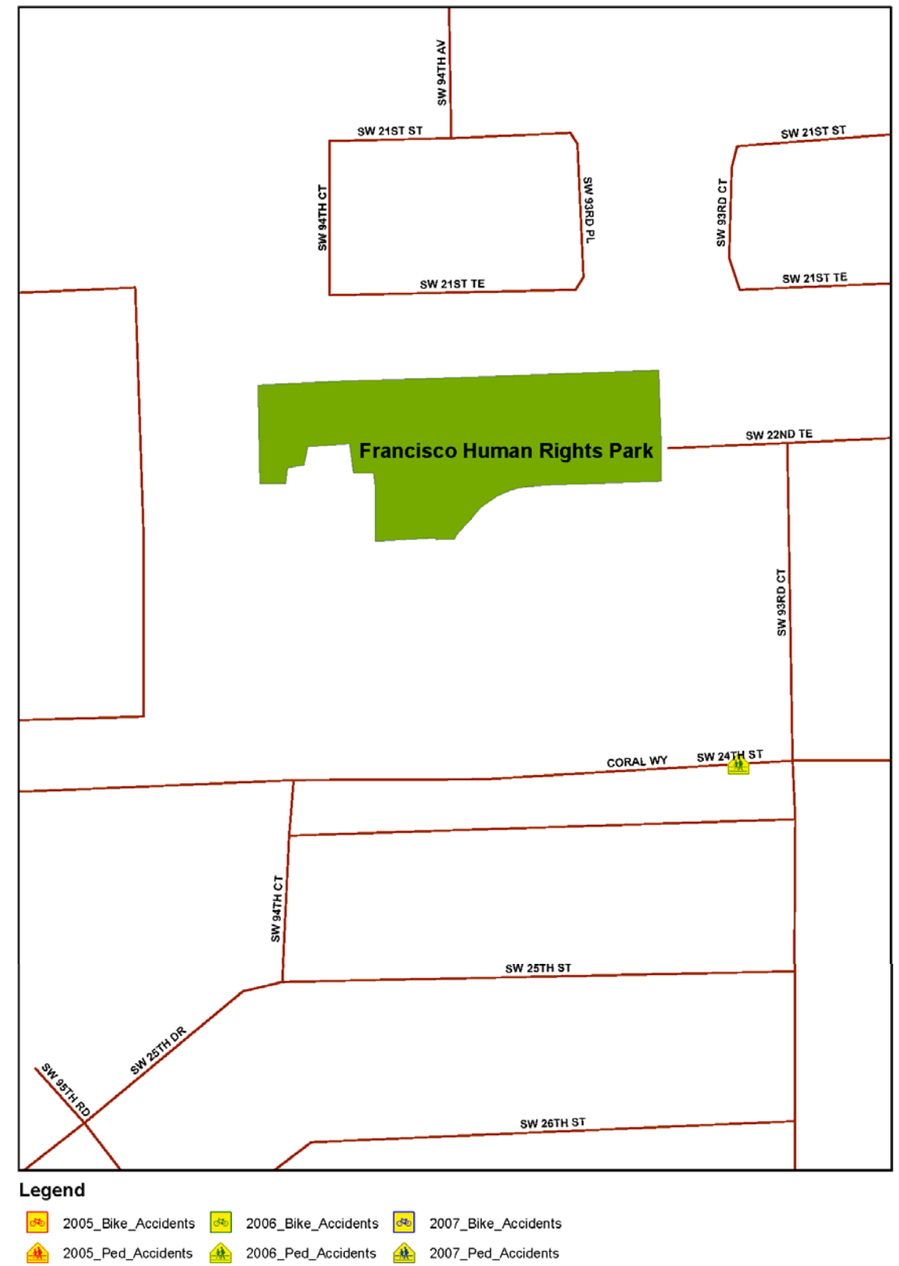


Exhibit 12
Joseph Caleb Park & Partners Park
Pedestrian and Bicycle Crash Locations

Exhibit 13
Little River Park
Pedestrian and Bicycle Crash Locations

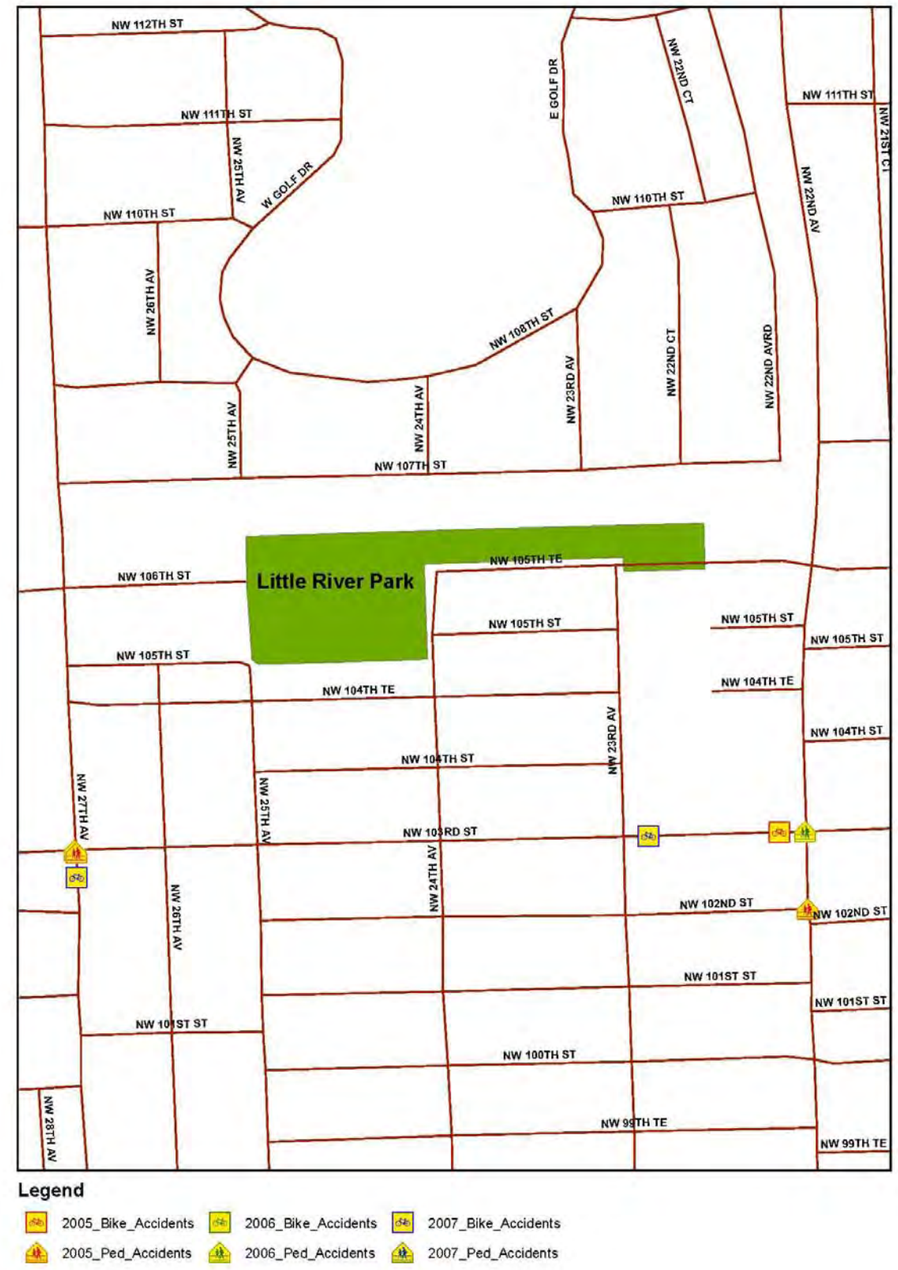


Exhibit 14
Country Village Park
Pedestrian and Bicycle Crash Locations

Exhibit 15
Pedestrian and Bicycle Crash Summary

Date	On Street	Intersection	DirectioNorth	Distance from Intersection (ft)	Weather	Crash Type
Goulds Park						
9/8/2005	SW 112 Avenue	SW 220 Street	South	528	Clear	N Pedestrian
3/8/2006	SW 222 Street	SW 112 Place	North	50	Clear	E Pedestrian
3/17/2006	SW 113 Place	SW 225 Street	North	10	Clear	N Pedestrian
5/31/2007	SW 112 Avenue	SW 216 Street	South	15	Clear	E Bicycle
Tropical Park						
9/8/2005	Bird Road	SW 84 Avenue	West	100	Clear	S Bicycle
12/16/2005	SR 806 NB Exit Ramp	Bird Road	-	-	Clear	N Bicycle
8/27/2006	Miller Road	SW 84 Avenue	East	100	Clear	S Bicycle
11/9/2006	Bird Road	SW 79 Avenue	-	-	Clear	W Bicycle
2/14/2007	Bird Road	SW 40 Street	South	200	Cloudy	N Pedestrian
5/2/2007	Miller Road	SW 87 Avenue	East	50	Clear	E Pedestrian
6/16/2007	Bird Road	SW 40 Street	South	100	Cloudy	S Bicycle
9/26/2007	Bird Road	SW 79 Avenue	West	500	Clear	W Bicycle
Francisco Human Rights Park						
4/20/2006	Coral Way	SW 93 Court	West	90	Clear	W Pedestrian
Joseph Caleb & Partners Park						
2/7/2005	NW 21 Avenue	NW 52 Street	North	150	Clear	S Pedestrian
3/11/2005	NW 54 Street	NW 21 Avenue	East	20	Clear	W Pedestrian
6/8/2005	NW 22 Avenue	NW 54 Street	South	35	Clear	S Pedestrian
12/5/2006	NW 54 Street	NW 22 Avenue	West	100	Clear	E Pedestrian
Little River Park						
2/19/2005	NW 27 Avenue	NW 103 Street	South	10	Clear	S Pedestrian
9/3/2005	NW 103 Street	NW 22 Avenue	West	100	Clear	E Bicycle
10/14/2005	NW 22 Avenue	NW 102 Street	-	-	Clear	N Pedestrian
2/25/2006	NW 103 Street	NW 22 Avenue	West	5	Clear	E Pedestrian
12/8/2006	NW 27 Avenue	NW 103 Street	South	30	Clear	N Pedestrian
6/6/2007	NW 27 Avenue	NW 103 Street	South	100	Clear	N Bicycle
12/18/2007	NW 103 Street	NW 23 Avenue	East	30	Clear	E Bicycle
Country Village Park						
9/17/2005	NW 67 Avenue	NW 186 Street	North	200	Clear	N Pedestrian
12/16/2005	NW 186 Street	NW 67 Avenue	West	100	Clear	N Bicycle

3.4 Agency Interviews

Meetings were held with representatives from the Miami-Dade Park and Recreation Department (MDPRD) to obtain information regarding improvement plans for the parks. MDPRD staff was also instrumental in the selection of the six parks chosen for detailed evaluation. After the field review inventory, a presentation was made to the MDPRD staff to inform them of the found deficiencies and discuss the potential improvements for the individual parks.

On September 1, 2010 a presentation was made to the Miami-Dade County Transportation Planning Technical Advisory Committee (TPTAC). The presentation included the results of the data collection effort and the proposed recommendations for each park. Comments from the committee were received and incorporated on the final version of the recommended improvements.

3.5 Other Studies

In order to gain knowledge on the most current information on pedestrian and bicycle safety as well as available countermeasures that could be implemented as part of the recommendations, a detailed background research was conducted. The following studies and publications were consulted and use resources:

- FHWA's "PEDSAFE" manual
- Pedestrian and Bicycle Information Center website (www.walkinginfo.org)
- Safe Routes to School Program
- FHWA's Bicycle and Pedestrian Program
- Resource Center Safety and Highway Design Team
- FHWA Safety Research and Development
- National Highway Traffic Safety Administration (NHTSA)
- National Transportation Safety Board (NTSB)
- National Highway Institute
- AASHTO Strategic Highway Safety Plan

4.0 RECOMMENDATIONS

The recommendations for each of the six parks are shown following the section below. These recommendations are organized by park and include the following information for each park:

- Location map
- Narrative of the park
- General park information including: address, telephone number, hours of operation, and amenities
- Ground level picture
- Recommended improvements overlayed on a current aerial photo

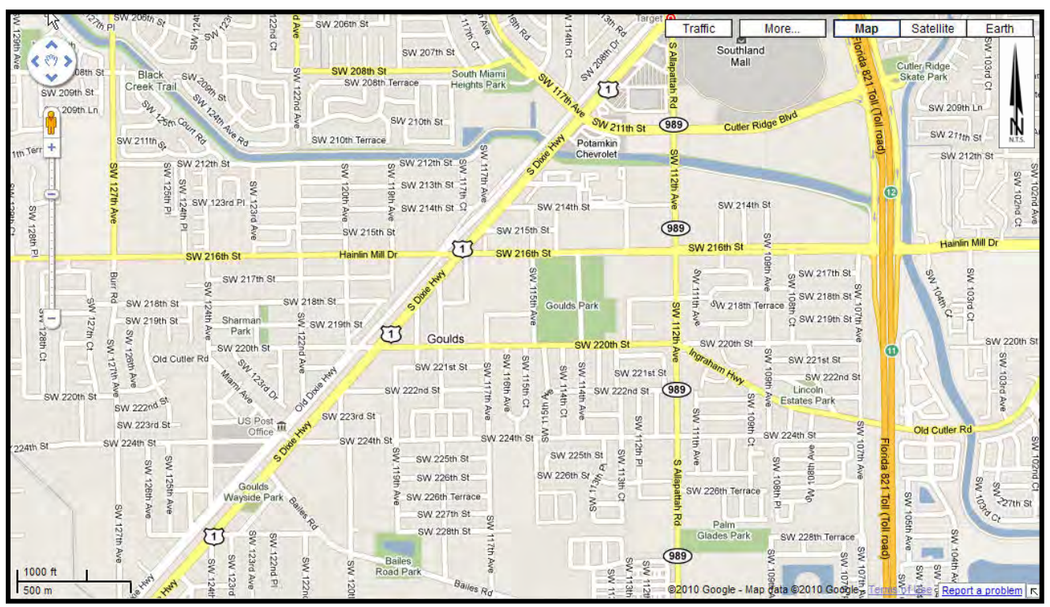
The recommended improvements were divided into four categories, including:

- Connectivity
- High Emphasis Pedestrian Crossing
- Signalization
- Traffic Calming

It should be noted that not all the parks have recommendations for each category listed above.

4.1 Goulds Park

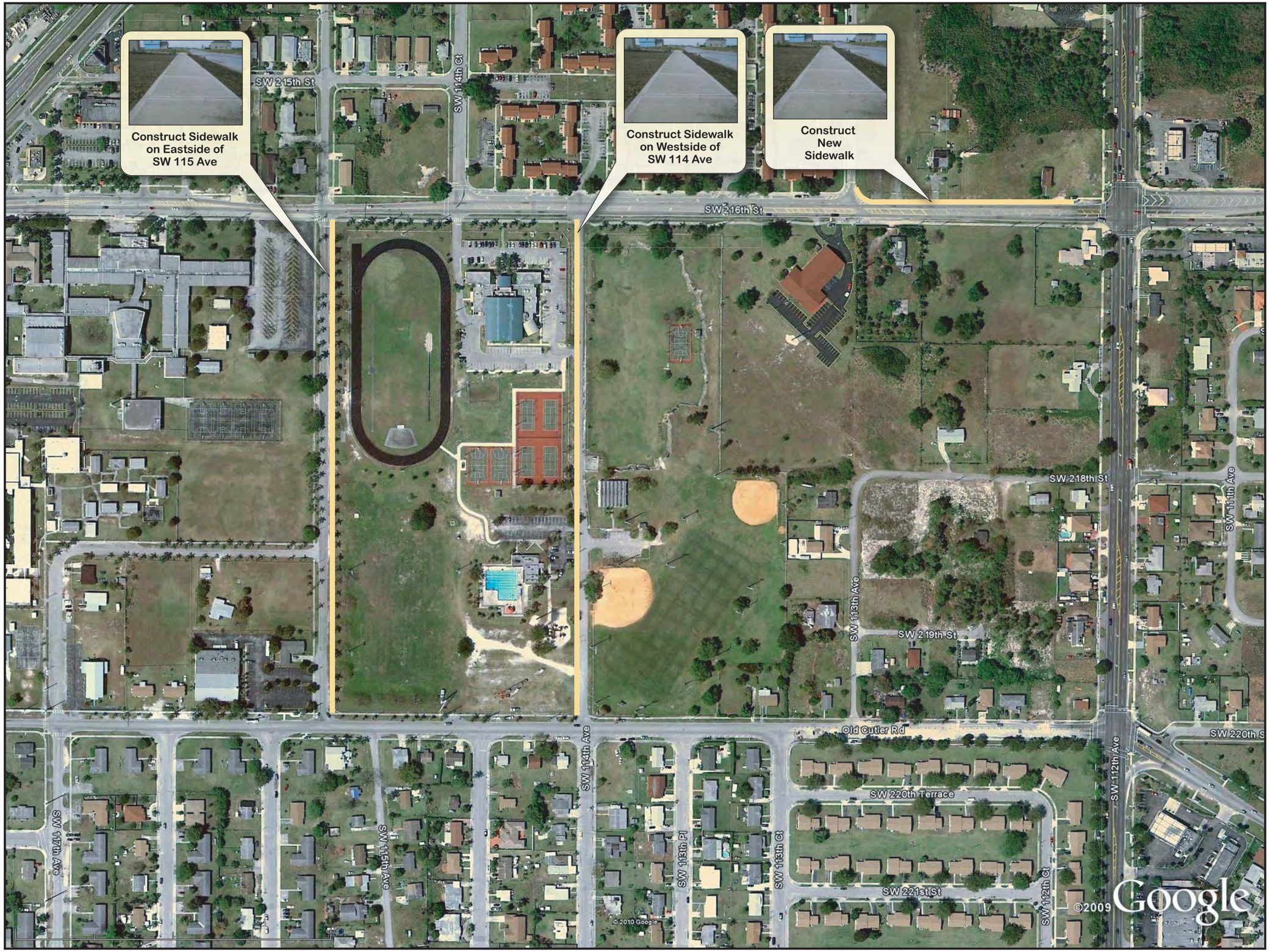
Goulds Park is a 30-acre park in South Dade. The park offers top-notch recreational amenities, including a 400-meter track, a three-hole miniature golf course, baseball and softball fields, three full-size basketball courts with retractable bleachers, four tennis courts, and a 50-meter swimming pool. The state-of-the-art basketball gym is available for rental. The park's swimming pool is open all year and offers learn-to-swim classes for children. There is also a recreation center, picnic tables and, an outdoor patio and grills, available for party rentals.

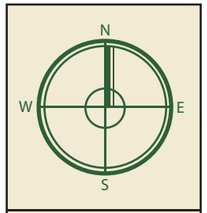


LOCATION MAP

Park Name:	Goulds Park
Address:	21805 SW 114 Avenue
Telephone Number:	(305) 233-5100
Hours of Operation:	Monday - Friday 8:00 AM - 9:00 PM
	Saturday & Sunday 8:00 AM - 5:00 PM
Office Hours:	Monday - Friday 10:00 AM - 6:00 PM
	Saturday 8:00 AM - 4:00 PM
	Sunday Closed
Amenities:	Baseball
	Basketball
	Swimming Pool
	Playground
	Tennis
	Out-of-School & After-School Programs
	Picnic Shelters

GENERAL INFORMATION

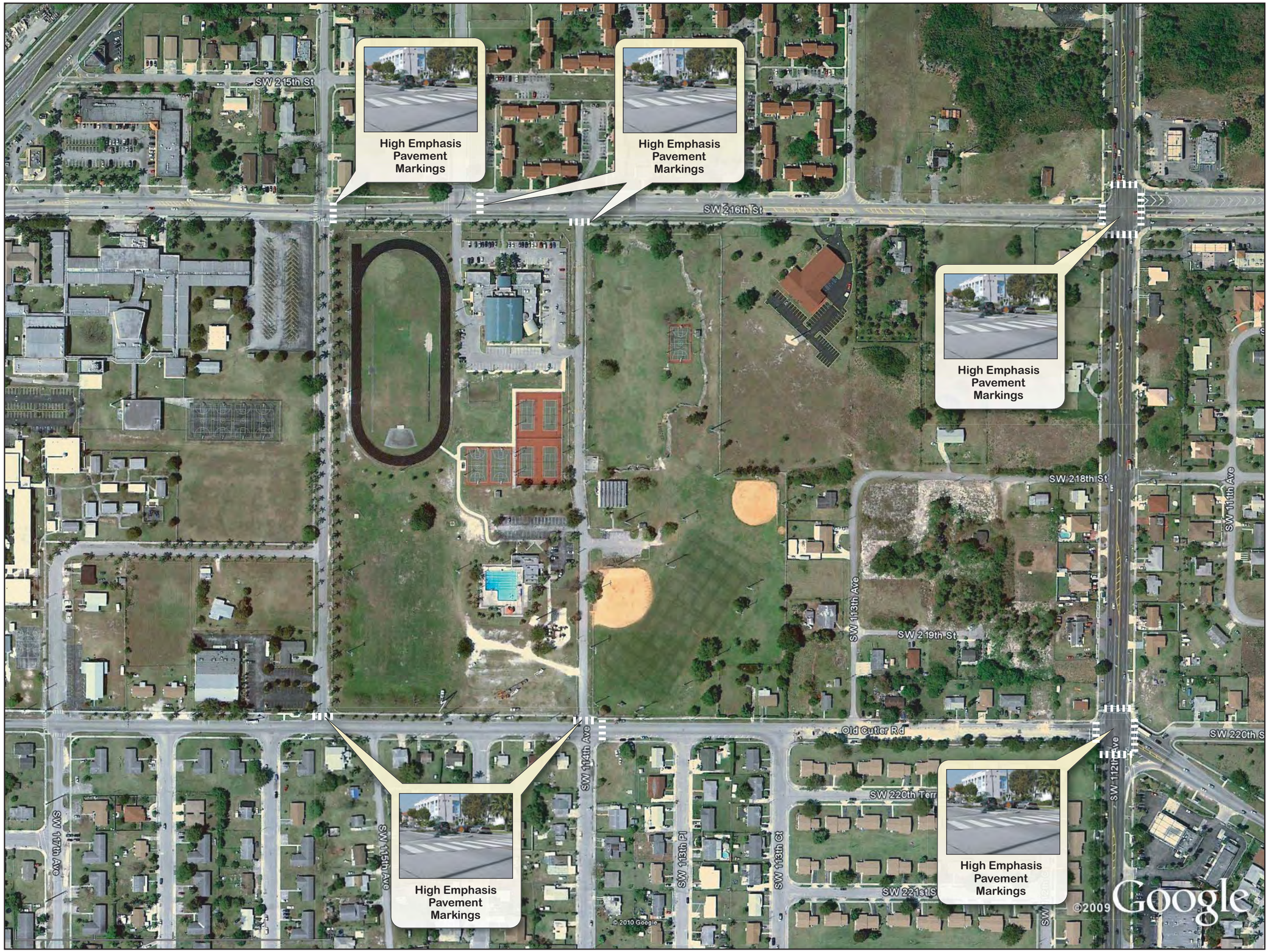




PROJECT: GOULDS PARK

TITLE: CONNECTIVITY

www.dplummer.com



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PROJECT:
GOULDS PARK

TITLE:
HIGH EMPHASIS PED CROSSINGS

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PROJECT:
GOULDS PARK

TITLE:
SIGNALIZATION

dpa

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SW 215th St
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SW 216th St
SW 218th St
SW 111th Ave
SW 113th Ave
SW 219th St
Old Cutler Rd
SW 220th S
SW 220th Terrace
SW 112th Ave
SW 114th Ave
SW 113th Pl
SW 113th Ct
SW 221st St
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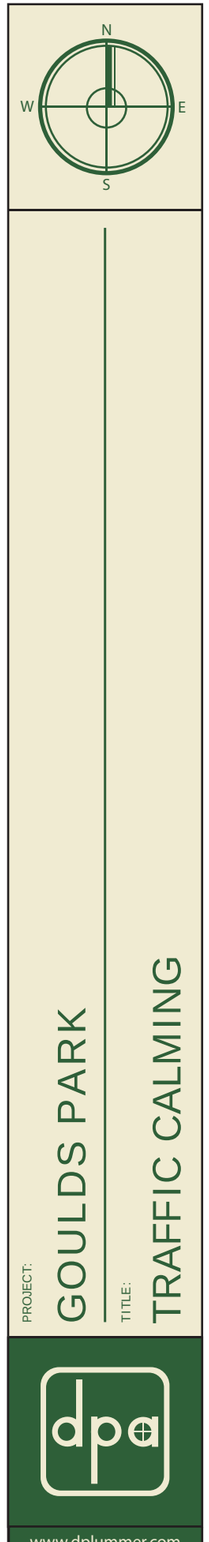
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PROJECT:
GOULDS PARK
TITLE:
TRAFFIC CALMING
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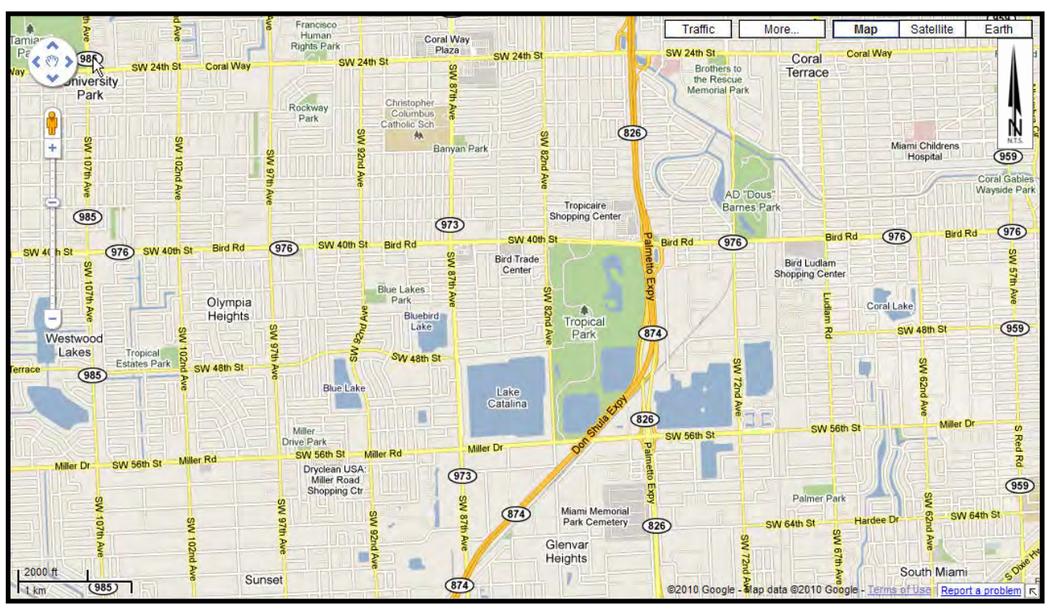
4.2 Tropical Park

Tropical Park is a Miami-Dade regional park, located at the intersection of Bird Road (SW 40th Street) and the Palmetto Expressway (SR 826). The park offers Miami-Dade residents a green oasis in the middle of a densely populated suburban area, which attracts approximately 1,000,000 visitors annually. The park was developed inn 1979 on the site of a former horse track and offers a wide variety of amenities throughout the 275-acre site. Tropical park has fields for softball, soccer, and football as well as places to play basketball and volleyball. Tropical Park offers a tennis center with 12 wheelchair-accessible tennis courts. Racquetball facilities are also available. Tropical Park offers paved pathways for joggers and cyclists circulating throughout the park. Other amenities include four lakes and a beach, the Tropical Park Equestrian Center, a boxing center, batting cages, a 2-acre dog park, picnic shelters, and playgrounds.



LOCATION MAP

Park Name:	Tropical Park
Address:	7900 SW 40 Street
Telephone Number:	(305) 226-8316
Hours of Operation:	Sunrise to Sunset
Office Hours:	Monday - Friday 8:00 AM - 5:00 PM
	Saturday & Sunday 9:00 AM - 5:00 PM
Amenities:	Tennis
	Playground
	Soccer
	Baseball
	Basketball
	Equestrian Center
	Boxing Center
	Picnic Shelters
	Dog Park

GENERAL INFORMATION

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PROJECT:
TROPICAL PARK

TITLE:
CONNECTIVITY

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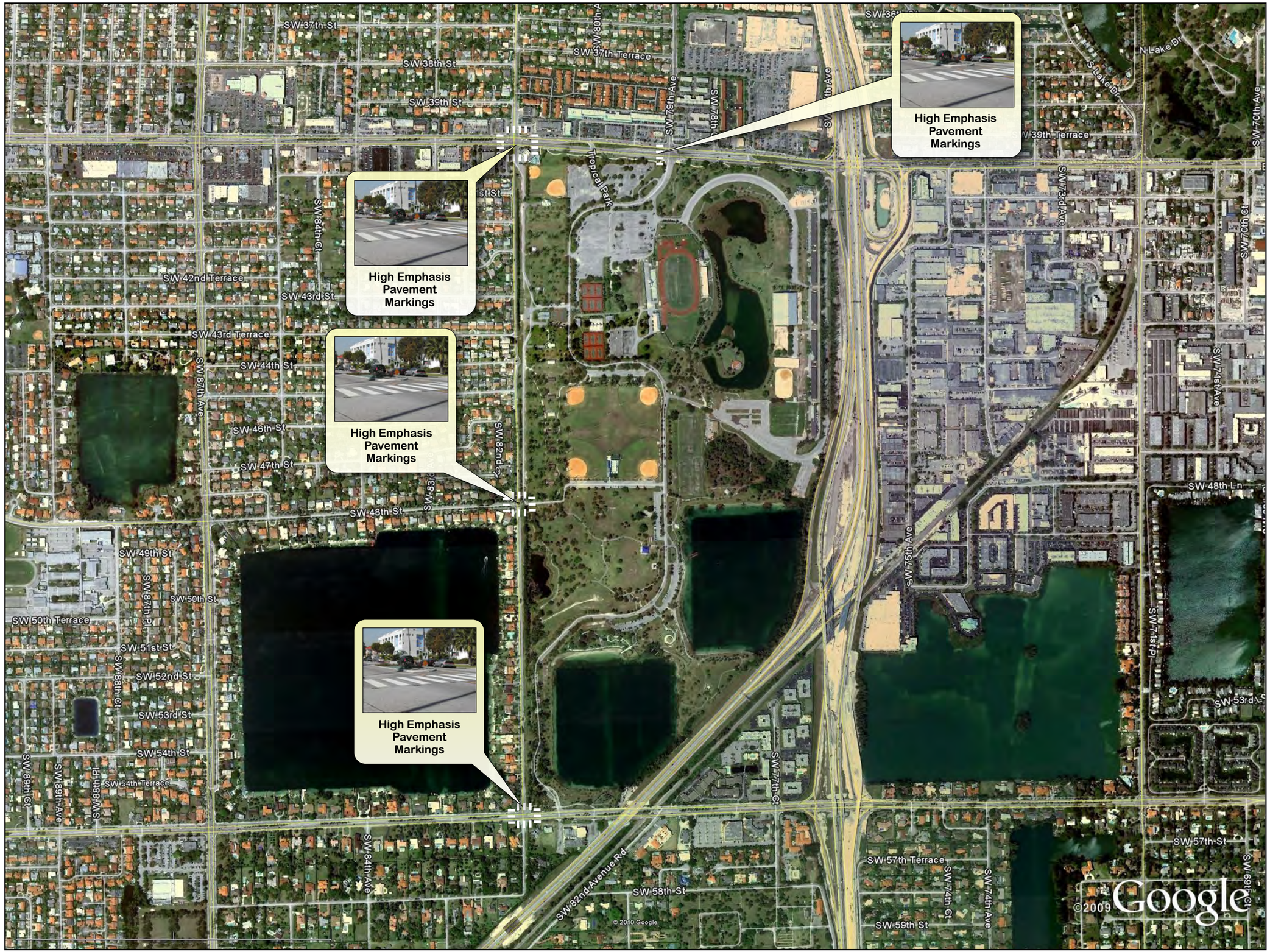

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PROJECT:
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TITLE:
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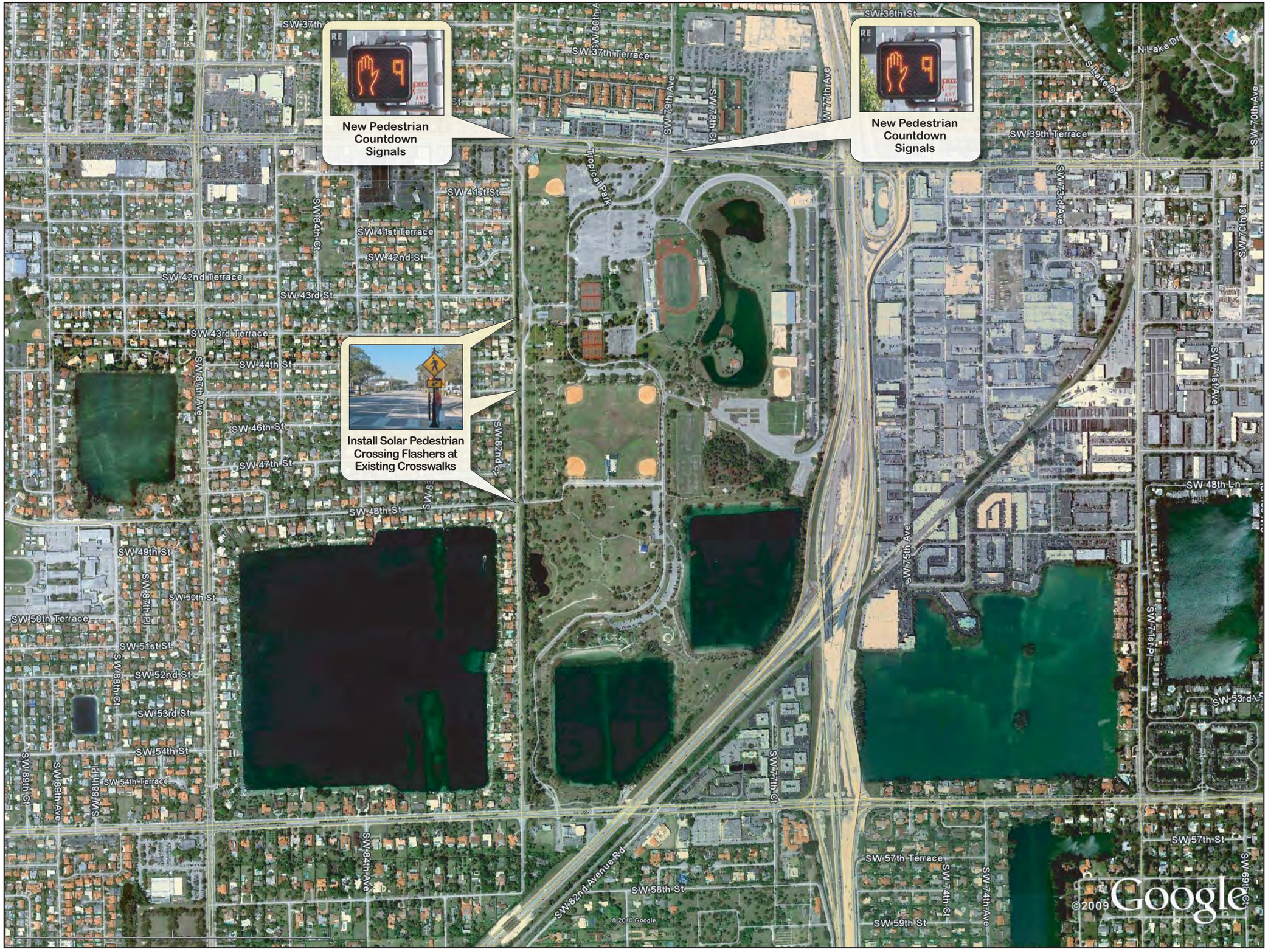

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PROJECT: TROPICAL PARK

TITLE: SIGNALIZATION

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PROJECT:
TROPICAL PARK

TITLE:
TRAFFIC CALMING

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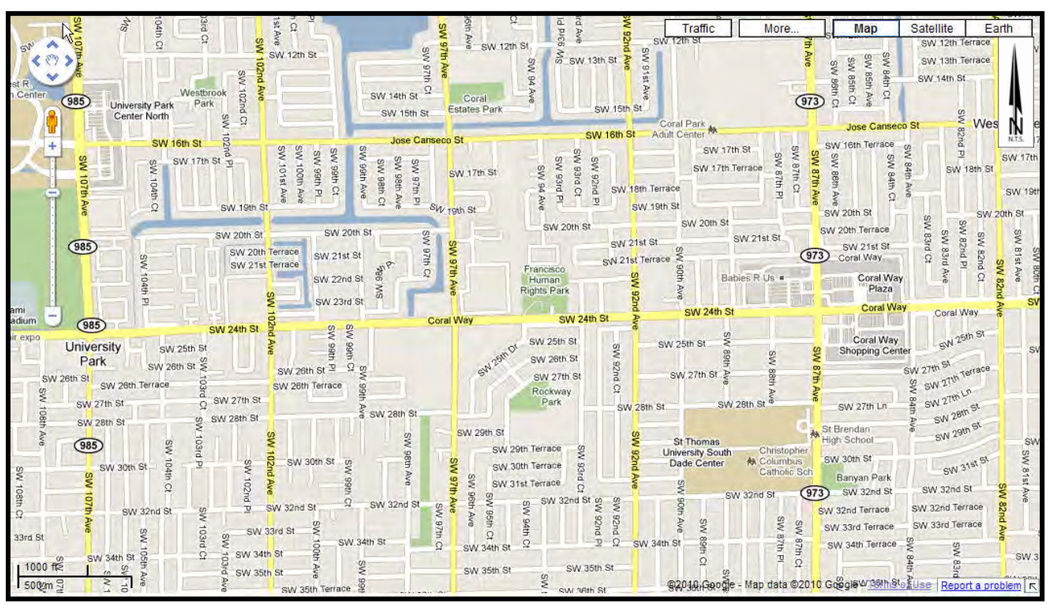
4.3 Francisco Human Rights Park

Francisco Human Rights Park is located on the same grounds as the West Dade Regional Library. It is centrally located in the heart of an active Westchester community. Francisco Human Rights Park is more of a neighborhood park; however visitors of the West Dade Regional Library can also enjoy the park's amenities. The park offers a playground and domino tables under three cover shelters.



LOCATION MAP

Park Name:	Francisco Human Rights Park
Address:	9445 SW 24 Street
Telephone Number:	(305) 223-8769
Hours of Operation:	Sunrise to Sunset
Office Hours:	N/A
Amenities:	Playground
	Picnic Shelters
	Domino Tables

GENERAL INFORMATION

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PROJECT:
FRANCISCO HUMAN RIGHTS PARK

TITLE:
CONNECTIVITY

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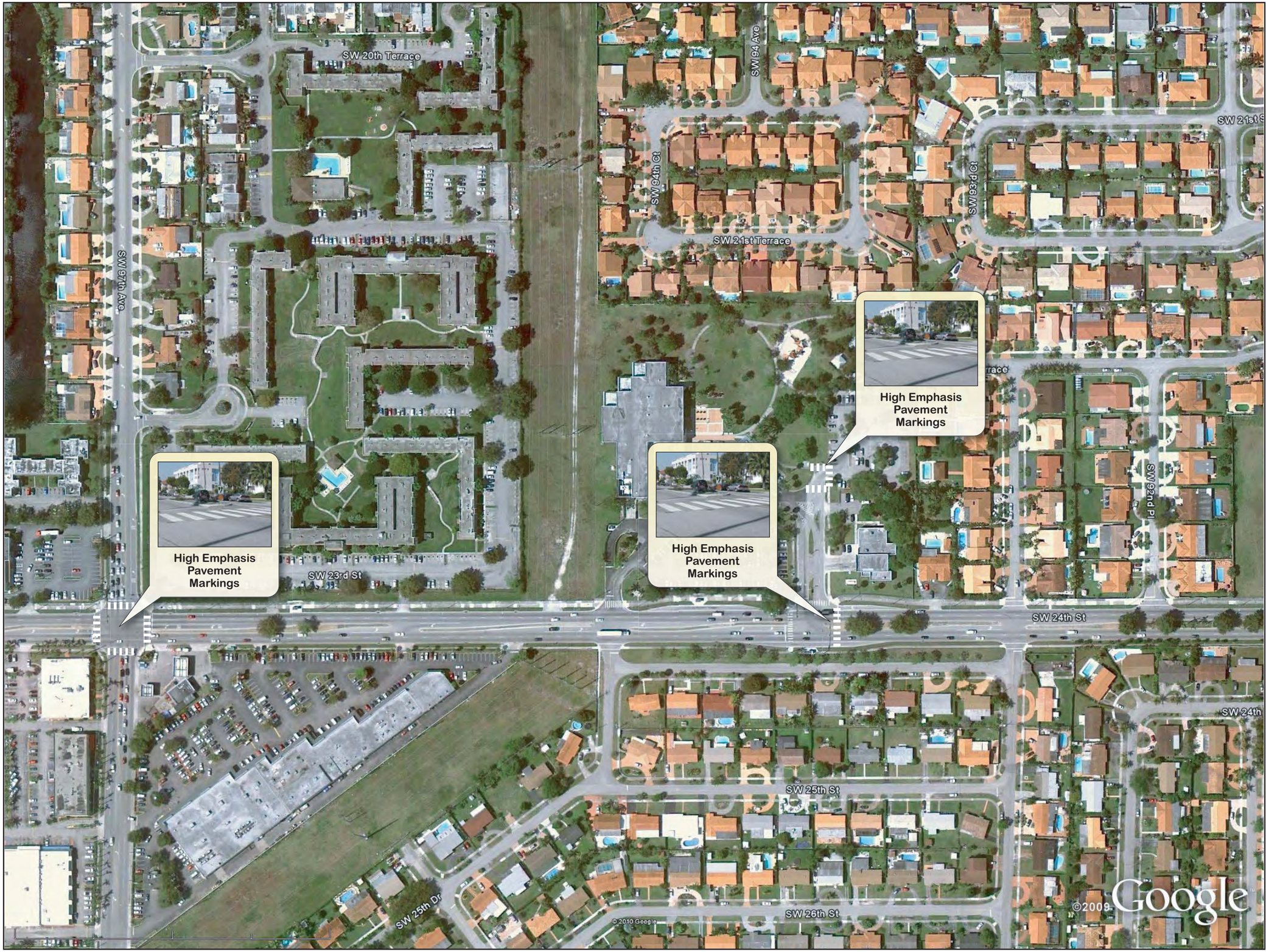

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PROJECT:
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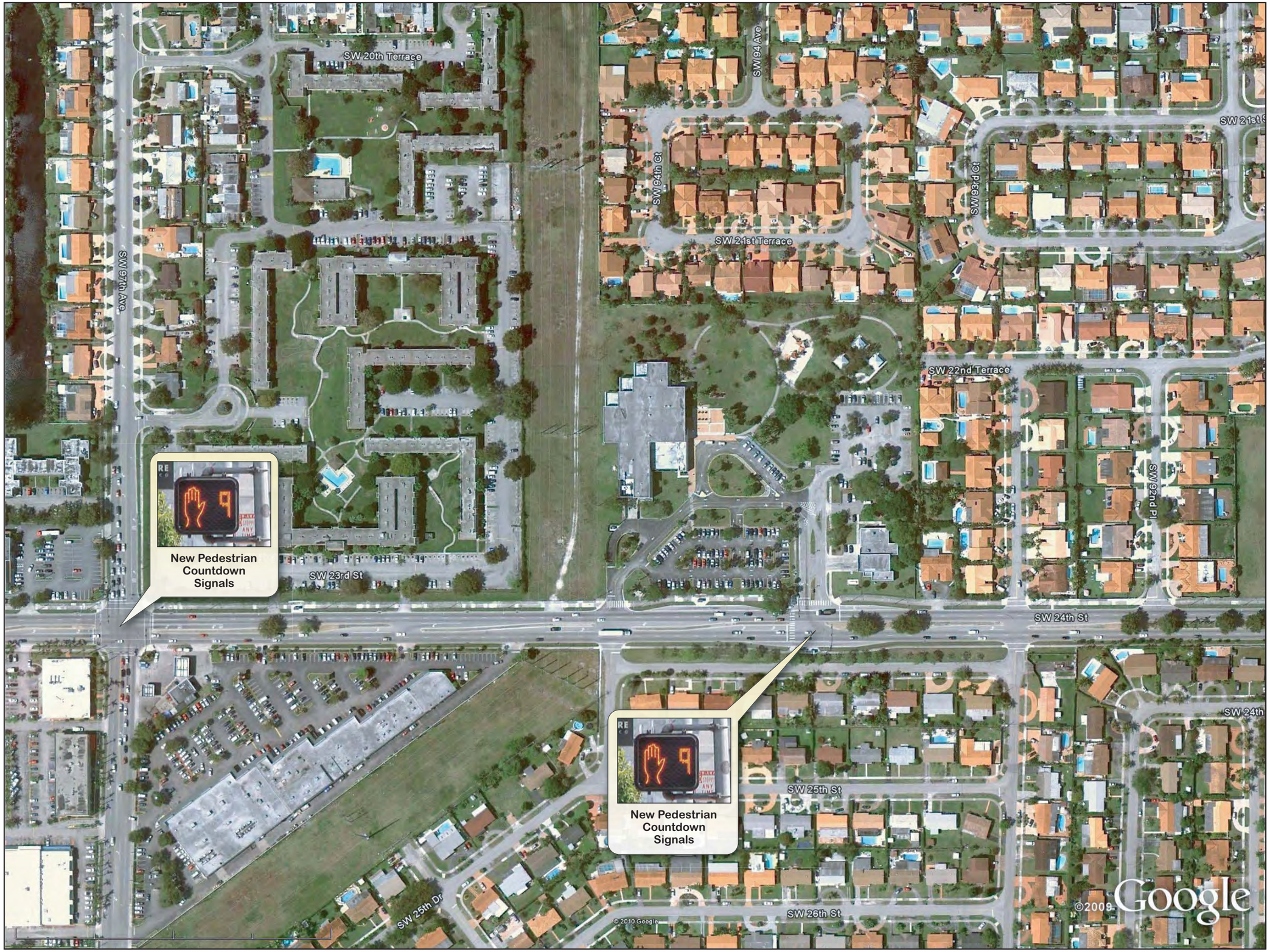

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PROJECT:
FRANCISCO HUMAN RIGHTS PARK

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SIGNALIZATION

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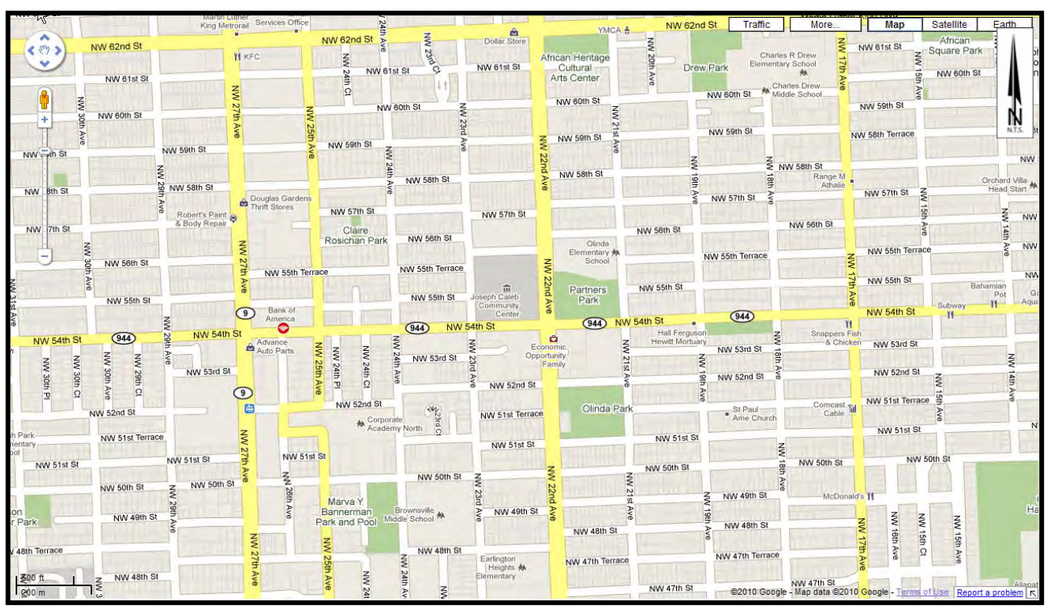
4.4 Joseph Caleb Park & Partners Park

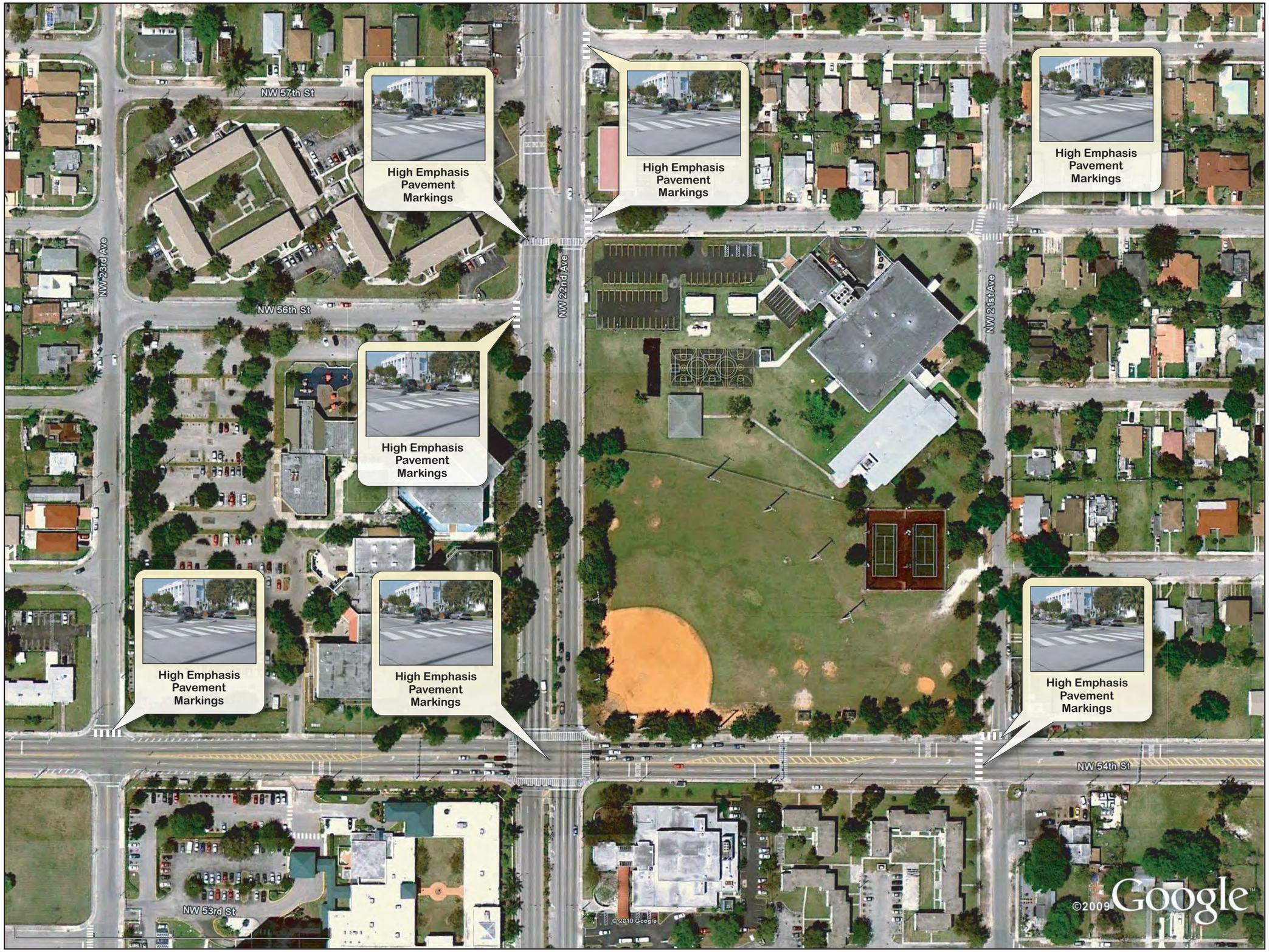
The Joseph Caleb Park and Partners Park are two adjacent Miami-Dade County Parks along NE 54th Street. Joseph Caleb Park is located on the northwest corner of NE 54th Street and by NE 22nd Avenue. This Miami-Dade County Park offers a performing arts center which offers a 991 seat auditorium. The auditorium is used for live performances, such as local events, plays, musicals, community programs, and activities for all ages. Partners Park is a local neighborhood located on the northeast corner of NE 54th Street and by NE 22nd Avenue. Partners Park is directly south of Olinda Elementary School and provides two lighted tennis courts and a baseball/softball field.



LOCATION MAP

Park Name:	Joseph Caleb Park / Partners Park
Address:	5400 NW 22 Avenue / 5536 NW 21 Avenue
Telephone Number:	(305) 636-2350 / (305) 633-4066
Hours of Operation:	Monday - Friday 8:00 AM - 9:00 PM / Sunrise to Sunset
Office Hours:	Monday - Friday 9:00 AM - 6:00 PM
	Saturday 8:00 AM - 12:00 PM
	Sunday Closed
Amenities:	Auditorium
	Baseball
	Tennis

GENERAL INFORMATION



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PROJECT:
JOSEPH CALEB & PARTNERS PARK

TITLE:
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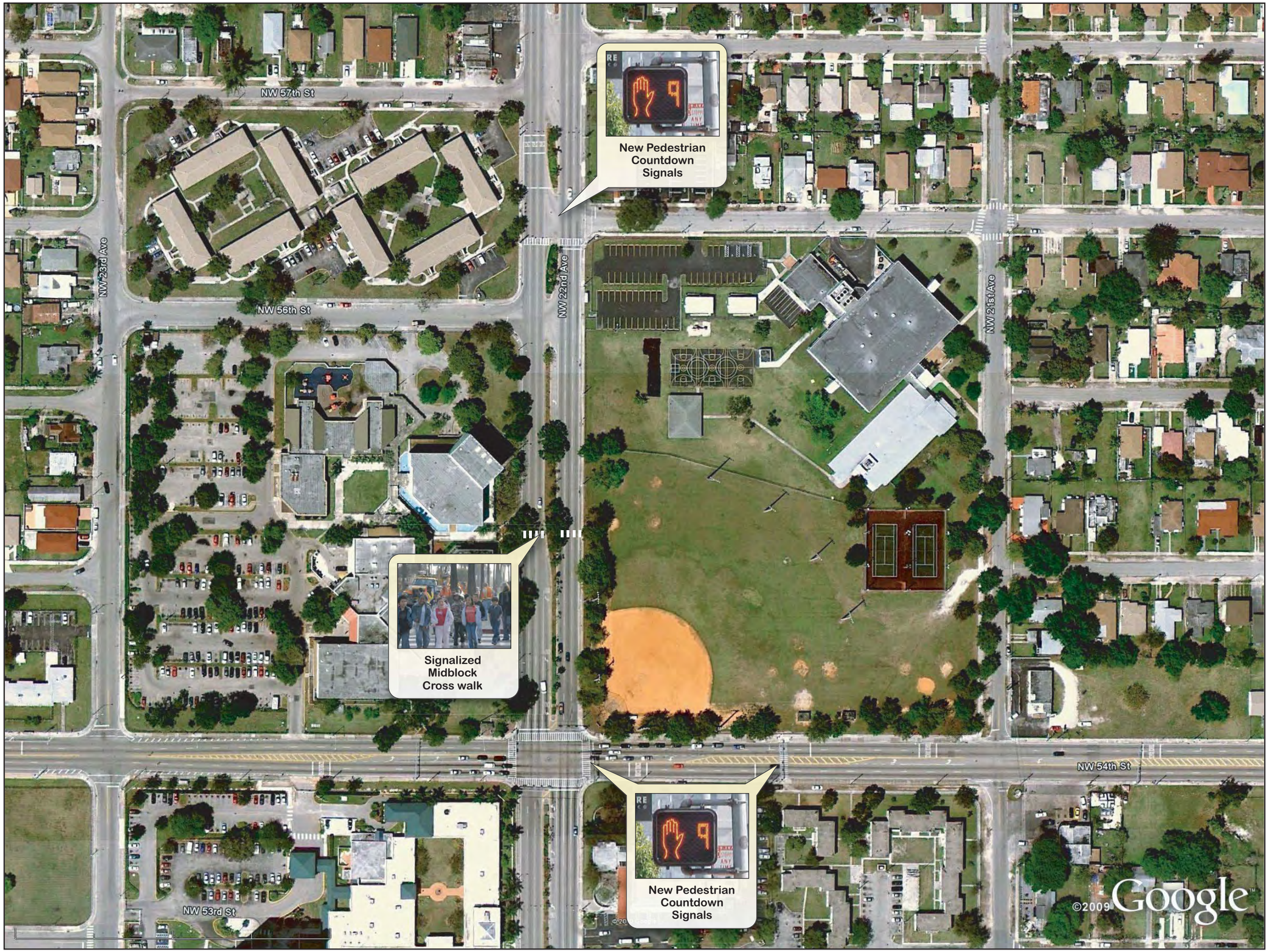

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PROJECT:
JOSEPH CALEB & PARTNERS PARK

TITLE:
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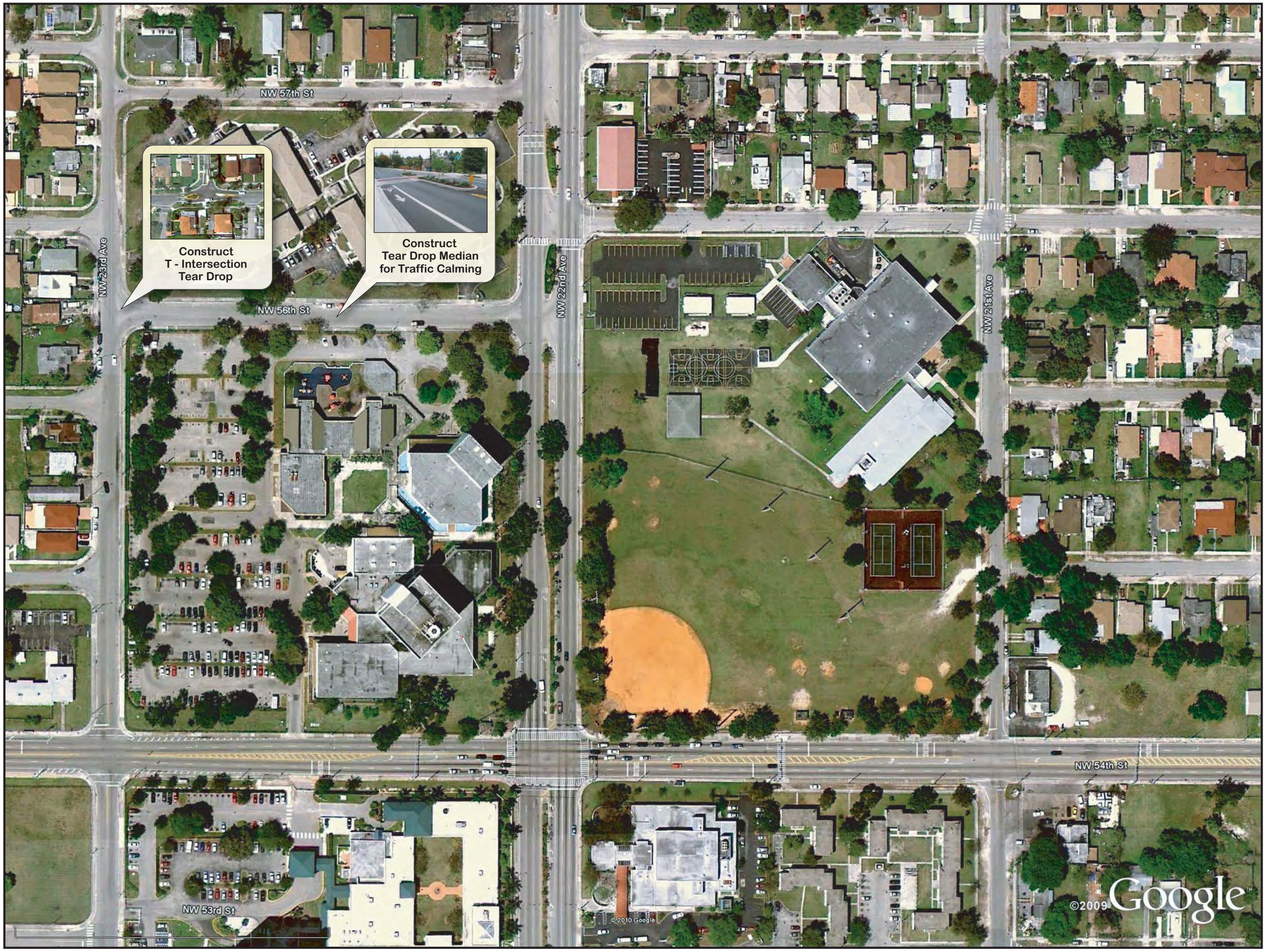

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PROJECT:
JOSEPH CALEB & PARTNERS PARK

TITLE:
TRAFFIC CALMING

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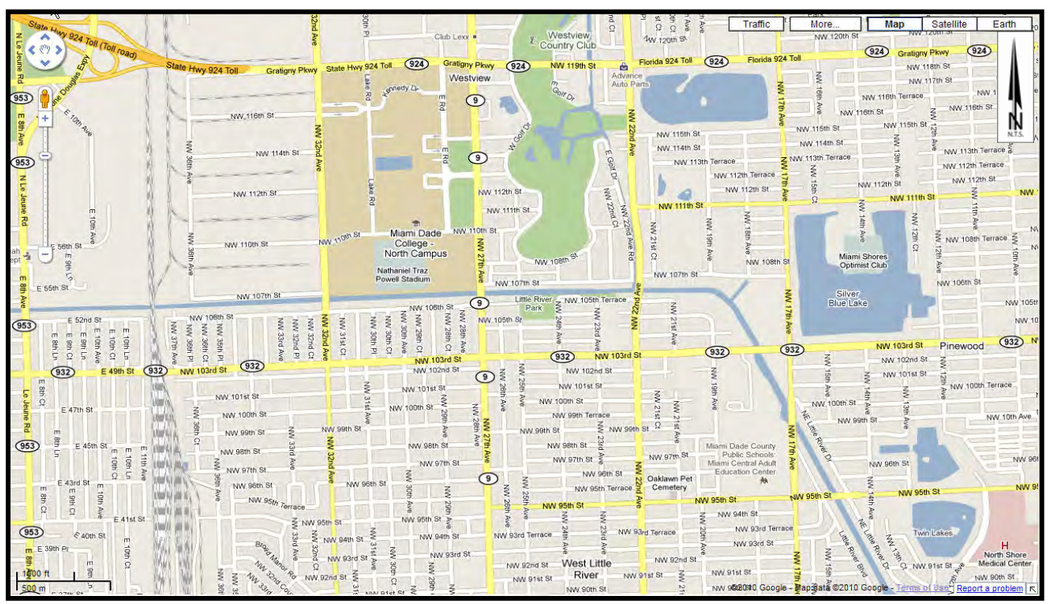
4.5 Little River Park

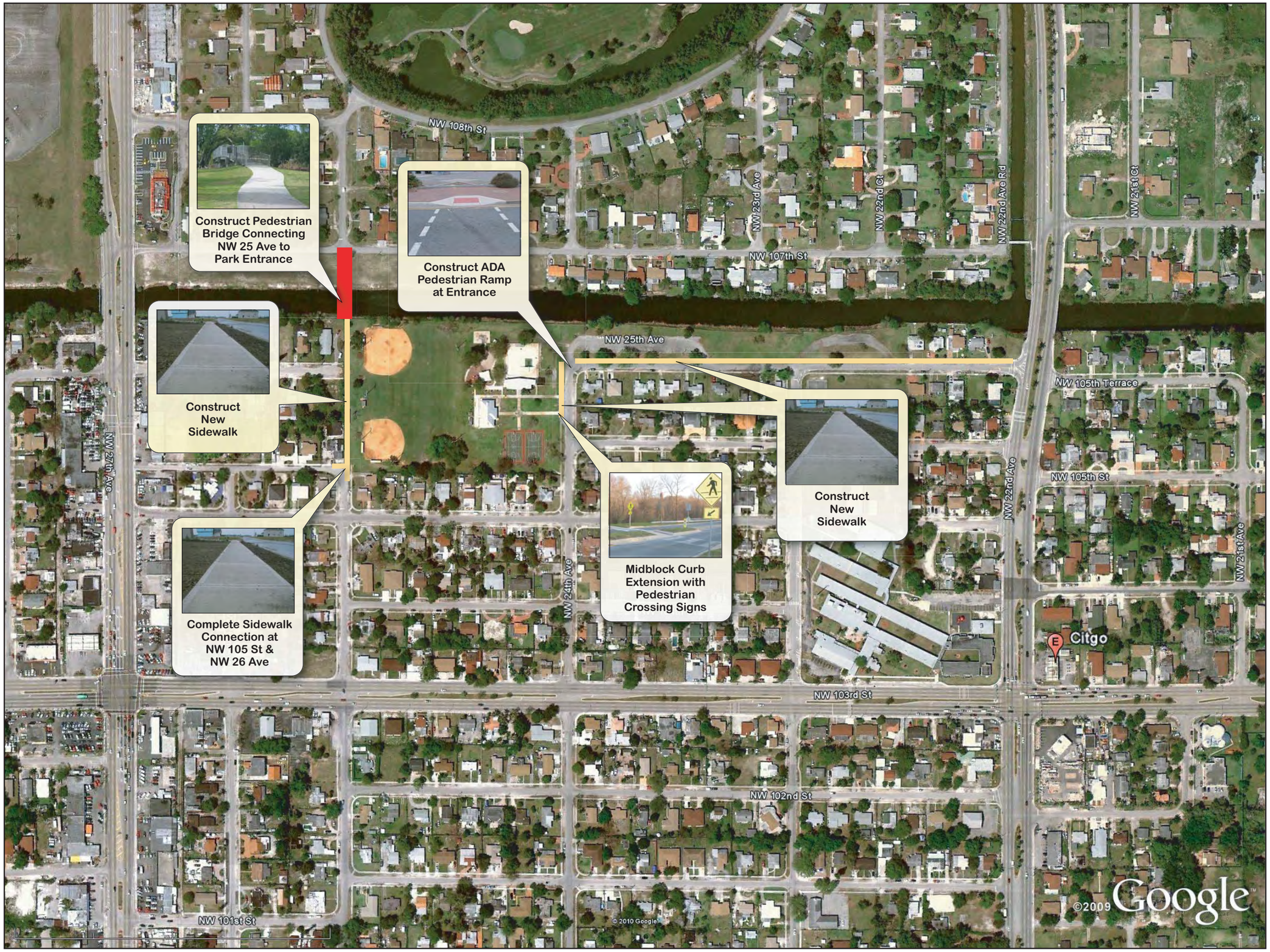
Little River Park is a residential park in North Dade. It offers two full-size basketball courts, two baseball/softball fields, and a multi-use field. The park's swimming pool is open during the summer and offers learn-to-swim classes for children. There is also a recreation center that offers after-school and out-of-school programs and is available for party rentals.



LOCATION MAP

Park Name:	Little River Park
Address:	10525 NW 24 Avenue
Telephone Number:	(305) 696-7651
Hours of Operation:	Sunrise to Sunset
Office Hours:	Monday - Friday 10:00 AM - 6:00 PM
	Saturday 8:00 AM - 4:00 PM
	Sunday Closed
Amenities:	Baseball
	Basketball
	Playground
	Multi-Purpose Field
	Swimming Pool
	Out-of-School & After-School Programs

GENERAL INFORMATION



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PROJECT:
LITTLE RIVER PARK

TITLE:
CONNECTIVITY

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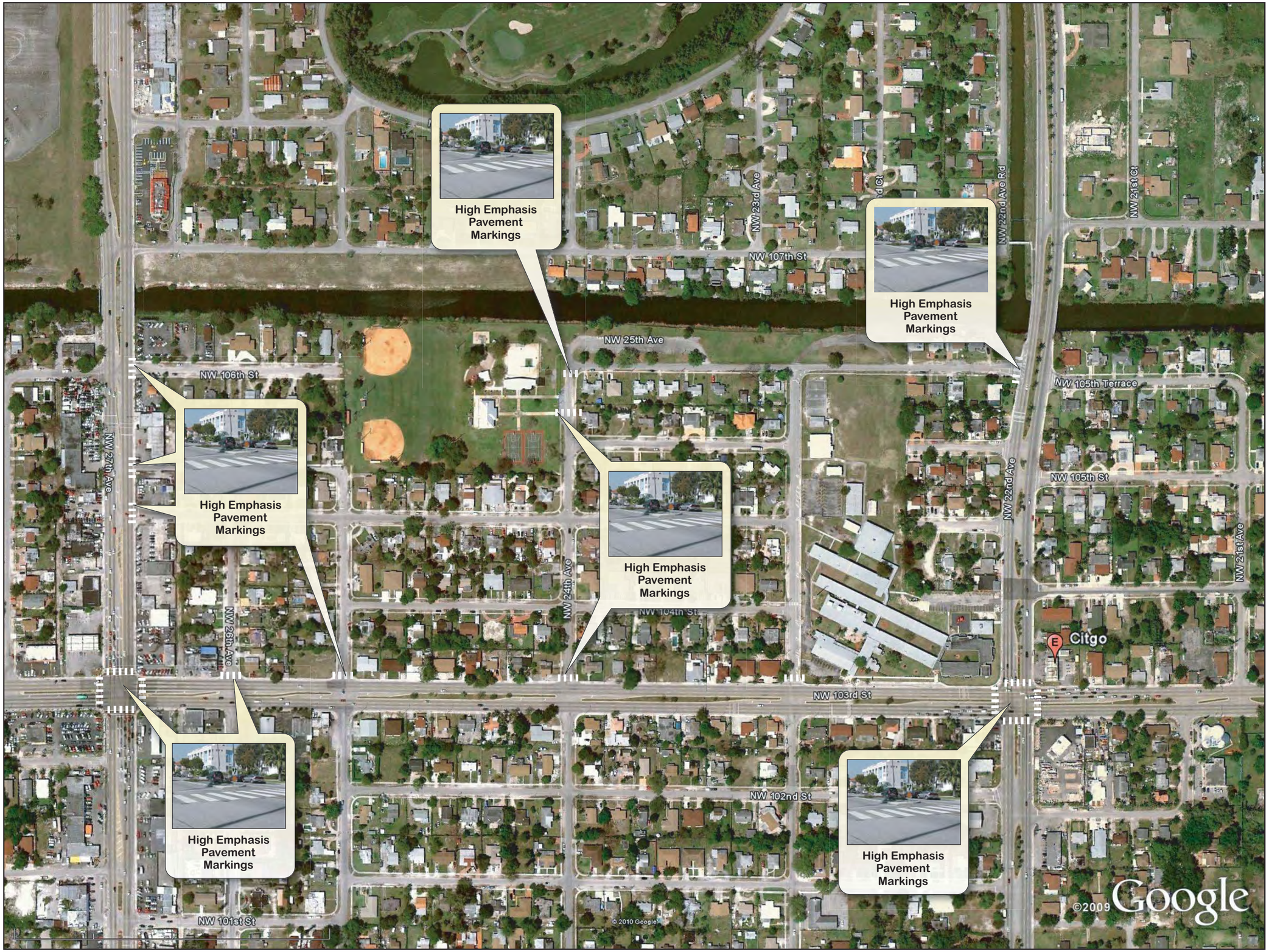

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PROJECT:
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TITLE:
HIGH EMPHASIS PED CROSSINGS

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PROJECT:
LITTLE RIVER PARK

TITLE:
SIGNALIZATION

dpa

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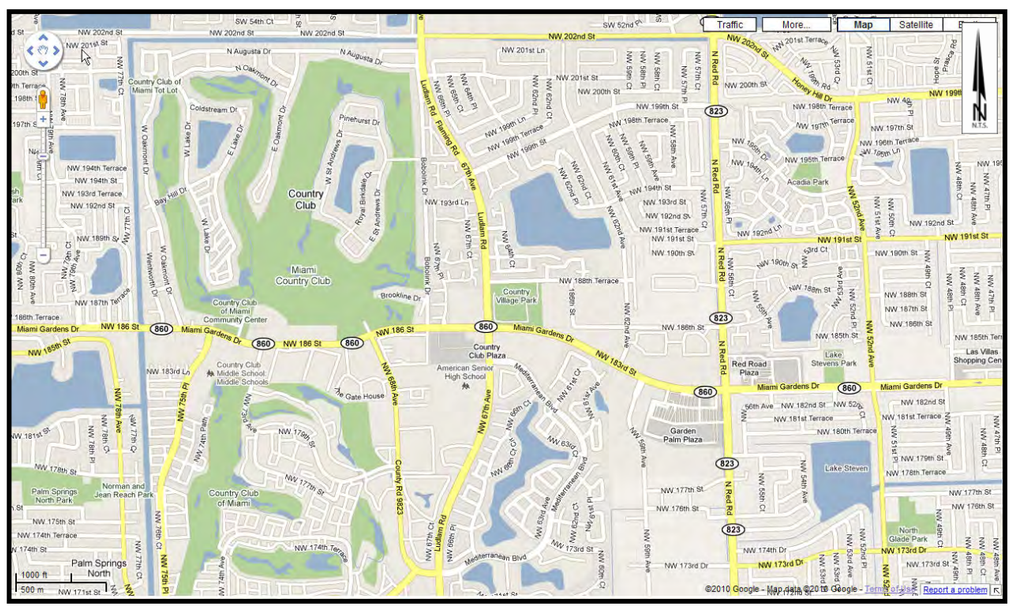
4.6 Country Village Park

Country Village Park is located in northwest Miami-Dade County and is adjacent to Joella C. Good Elementary School. The park has two baseball fields, complete with dugouts, bleachers, and lights for evening games. The baseball fields are specially designed for youth league games and are available to rent. Additionally, the park offers a playground with a cover shelter, a skate park, and two lighted soccer fields. Country Village Park also has a recreation center that offers after-school and out-of-school programs, senior citizen exercise and activity programs, and offers karate classes on Tuesday and Thursday evenings.



LOCATION MAP

Park Name:	Country Village Park
Address:	6550 NW 188 Terrace
Telephone Number:	(305) 622-2594
Hours of Operation:	Sunrise to Sunset
Office Hours:	Monday - Friday 10:00 AM - 6:00 PM
	Saturday 8:00 AM - 4:00 PM
	Sunday Closed
Amenities:	Playground
	Soccer
	Baseball
	Picnic Shelters
	Out-of-School & After-School Programs
	Walking Path / Club
	Karate Classes
	Skate Park

GENERAL INFORMATION

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PROJECT:
COUNTRY VILLAGE PARK

TITLE:
CONNECTIVITY

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TITLE:
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PROJECT:
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TITLE:
TRAFFIC CALMING

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5.0 PEDESTRIAN SAFETY TOOLBOX

This Bicycle and Pedestrian Toolbox provides transportation planners and engineers with information on how to plan and design a safe route to parks for bicycle and pedestrians. This toolbox summarizes each treatment and how it can be used.

Being able to safely walk or bike to a park is a priority for Miami-Dade County. However, encouraging people to leave their car behind for a short trip to a County park requires that direct, safe routes, and specific facilities be provided to support bicycle and pedestrian traffic. Bicycling is an efficient and convenient form of transportation in small neighborhoods and in urban areas. Bicycling and walking provides a high degree of independence, flexibility, and freedom of choice.

Improved pedestrian and bicycle routes benefit everyone in the community regardless of how much they use active transportation. A properly designed route increases safety and comfort of pedestrians and cyclists, broadens travel options for non-drivers, reduces automobile traffic, and increases recreational activity to create livable communities.

The following factors will encourage the use of pedestrian and bicycle routes:

- **Directness and Continuity** – routes should be direct and provide a continuous path that is both safe and accessible.
- **Safety** – interaction of pedestrian and bicyclist with motorized traffic should be minimized. Vehicles speed and volumes are key factors in determining the degree of separation between pedestrians/bicycle and vehicles.
- **Attractiveness and Comforts** – Landscaping, lighting, level pavement, and direct connection to a well defined entrance to the parks enhances the attractiveness of the routes.
- **Accessibility** – this is measured by the spacing between routes and the distance a bicycle or pedestrian facility is from a specific destination. It is important for routes to be coherent and understandable, even for users such as children who have little sense about traffic.

The planning of a network should be coordinated with planned roadway construction. The addition of bike lanes or wide shoulders, missing sidewalk links, and improvements to pedestrian crossings can be implemented with the construction of the roadway.

The following is a description of each design treatment provided in this toolbox. It should be noted that they only serve as a guide for transportation planners and engineers to use as they identify safe routes to parks. No specific treatment will be an exact fit for a particular park. An understanding of what the community desires from a bicycle and pedestrian route is a critical first step, and ongoing evaluation and system improvement will ensure that the travel and recreational needs of the community will be met for years to come. The pedestrian safety toolbox is provided in exhibits 16 through 18 and are divided into three categories: Access, Signalization/Markings, and Traffic Calming.

Mid-block Crosswalk – Marked crosswalks are the portion of the roadway designated for pedestrians to use in crossing the street. Various crosswalk marking patterns are given in the MUTCD. In some cases, they can be raised and should often be installed in conjunction with other enhancements that physically reinforce crosswalks and reduce vehicle speeds.

Users Note: Mid-block crossings should be located where distances between intersections are long, at high pedestrian volume locations, and at all other locations where there is a need to clarify the preferred crossing location. When properly designed, mid-block crossing points provide pedestrians opportunities to cross safely.

Median Refuge Island – Median refuge islands are raised islands placed in the center of the roadway separating opposing lanes of traffic and located along the pedestrian path. They provide a shelter where pedestrians may wait outside the traveled way until vehicular traffic clears, allowing them to cross the street in two stages. They also provide pedestrians a better view of oncoming traffic and allow drivers to clearly see pedestrians.

Users Note: Median refuge islands are particularly suitable for wide two-way streets with four or more lanes of moving traffic traveling at higher speeds. They are particularly useful to persons with mobility

disabilities, very old or very young pedestrians who walk at slower speeds, and persons who are in wheelchairs.

High Emphasis Pavement Markings – provide a designated pedestrian crossing with a high visibility marking. They include the "ladder" and the "triple four". They are beneficial areas with high pedestrian activity, as near schools, and in areas where travel speeds are high and/or motorist visibility is low. They can improve walkability and reduce jaywalking.

Users Note: High emphasis pavement markings should be installed to provide designated pedestrian crossings at major pedestrian generators, crossings with significant pedestrian volumes (at least 15 per hour), crossings with high vehicle/pedestrian collisions, and other areas based on engineering judgment.

Rectangular Rapid Flash Beacon – The RRFB is a rectangular shaped lightbar with two high intensity LED lightheads that flash in a wig-wag flickering pattern. The lights are installed below the pedestrian crosswalk sign (located on each side of the road near the crosswalk button) and are activated when a pedestrian pushes the crosswalk button. The lights flash for a set time while the pedestrian crosses the street. At all other times the lights are off.

Users Note: RRFB is an effective tool for producing a large increase in the percentage of drivers yielding right-of-way to pedestrians. Therefore, it should be a valuable tool for improving the pedestrian safety at marked un-signalized crosswalks. It is recommended that they are used in conjunction with advance yield markings.

All-Way Stop Signs – An all-way stop sign is a traffic control device used to assign the right of way at un-signalized intersections. There is a stop sign at every entrance to the intersection, and usually a stop line painted on the road as well. In most cases, there is a smaller rectangular sign below the octagonal stop sign with the text "FOUR WAY STOP" or "ALL WAY STOP". A vehicle approaching an all-way stop must slow and stop at the stop line.

Users Note: All-way stop signs are the most effective when the volumes on all the approaches to the intersection are near equal. The greater the difference between the traffic volumes on the major street compared to the traffic volume on the minor street, the less effective the signs will be. Because stop signs cause a significant delay to motorists, they should be installed only where warranted. The MUTCD provides the necessary conditions, including specific traffic volumes that must be present at an intersection before the installation of an all-way stop sign should be considered.

Pedestrian Countdown Signal – The device consists of a standard pedestrian signal with standard shapes and color, with an added display that shows the countdown of the remaining crossing time. The countdown timer starts either at the beginning of the pedestrian phase or at the onset of the flashing "DON'T WALK". The timer continues counting down through the pedestrian clearance interval. At the end of the pedestrian clearance interval, the countdown device displays a zero and the "DON'T WALK" indication or solid red hand appears.

Users Note: This treatment is useful under the following conditions:

- Pedestrian clearance interval greater than 15 seconds
- High pedestrian volumes
- High levels of vehicular traffic conflicting with pedestrians
- Presence of mobility-impaired pedestrians
- School zones

Curb Extensions – Curb extensions (also known as bulb-outs or neckdowns) extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

Users Note: This treatment is used in areas with high pedestrian activity where there is a need to shorten crossing distances and improve the visibility of pedestrians. Curb extensions are only appropriate where there is an on-street parking lane.

Reduced Curb Radius – This treatment has **c**orner curbs that have shorter radii in order to narrow the distance of the road that a pedestrian has to cross. This treatment reduces pedestrian exposure to vehicular traffic and the potential for being involved in a crash.

Users Note: This treatment is used in high pedestrian activity areas such as downtowns where there is a need to create a more pedestrian-friendly atmosphere. Tighter turning radii are particularly important where streets intersect at a skew.

Continuous Pedestrian Sidewalk – Paved sidewalks are "pedestrian lanes" that provide people with space to travel within the public right-of-way separated from motor vehicles. Continuous and accessible sidewalks networks improves mobility for all pedestrians and are particular important for pedestrian with disabilities.

Users Note: Sidewalks should be leveled, made of a strong material (usually concrete or asphalt) and separated from motor vehicles traffic by a curb, buffer or curb with buffer. Sidewalks should be designed to meet all ADA standards.

T-intersection Tear Drop – This treatment is a variation of mini-circles that are used at T-intersections. The concept consists of creating tear-drop shape raised islands that forces motorists to maneuver around them. The tear drop treatment is intended to reduce vehicle speed along the major approach and enhance visibility and reaction time for the on-coming motorist. The minor approach in this treatment remains as a stop controlled maneuver. This treatment is intended for residential streets.

Users Note: proper signing and markings should be part of the design of T-intersection tear drops. This treatment is considered an intersection improvement as well as a traffic-calming device and can take the place of an all-way stop sign. Tear drops must be properly designed to slow vehicles and benefit pedestrians and bicyclists. Right-turning vehicles on the major approach are not controlled at an intersection with this treatment, potentially putting pedestrians and bicyclists at risk. Therefore, tight curb radii should complement this treatment to discourage high-speed right-turn maneuvers. The occasional larger vehicle going through an intersection with a tear drop treatment can be accommodated by creating a mountable curb in the outer portion of the raised median.

Warning Signs – The function of signs is to convey regulations, warnings and guidance information to road users. Both words and symbols are used to convey the messages. The *Manual on Uniform Traffic Control Devices* (MUTCD) requires that all traffic control signs be retro-reflective or illuminated. Warning signs call attention to unexpected conditions on, or adjacent to, a roadway, bicycle or pedestrian facility that are potentially hazardous to users. Warning signs alert users to conditions that might call for a reduction of speed or some other specific action. The use of warning signs should be kept to a minimum so as not to dilute their effectiveness. Most warning signs are diamond shaped with black letters on a yellow background. Warning signs often include a supplemental plaque that is rectangular in shape and may contain messages such as "Ped Xing" or "Share the Road".

Users Note: The use of warning signs should be uniform and consistent to command the respect of the public and provide safety to users. Installation should be warranted by use and need per the latest edition of the MUTCD. The current version of the MUTCD allows signs associated with pedestrians, bicycles, schools and school buses to either be the standard black on yellow or black on fluorescent yellow-green.

Bike Lane – Bicycle lanes, also called "bike lanes," are defined as a portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicyclists. They are most commonly used in urban or suburban settings where a designated bike facility will aid the orderly flow of motorist and bicyclist traffic. These settings typically include numerous driveways, turning movements, or other potential conflicts that indicate that bike lanes are a good design option.

Users note: Bike lanes should be one-way facilities and should carry bike traffic in the same direction as adjacent traffic. Pavement surfaces should be level and smooth. Where drain inlets and utility covers are present in bicycle lanes, they should be bicycle-safe and adjusted flush with the roadway surface. Bike lanes should be properly delineated from motor vehicle lanes.

Exclusive Ped/Bike Park Access – This is an exclusive park entrance for pedestrian and bicyclist. The entrance should provide direct access from adjacent sidewalk or multi-use path. These entrances should be strategically located to facilitate the access of pedestrian and bicyclist and minimized the interaction with motorized vehicles.

Users note: These exclusive entrances should be leveled, made of a strong material (usually concrete or asphalt) and designed to meet all ADA standards. The use of properly spaced bollards is recommended to discourage the use of this entrance by motorized vehicles.

Speed Table – Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields give speed tables higher design speeds than speed humps. The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction.

Users Note: Speed tables are recommended for locations where low speeds are desired but a somewhat smooth ride is needed for larger or emergency vehicles. They should not be used on a sharp curve. They should be properly design not to create drainage problems.

Speed Hump – Speed humps are rounded raised areas placed across the roadway. They are generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter "speed bumps" found in many parking lots, and are 3 to 4 inches high. The profile of a speed hump can be circular, parabolic, or sinusoidal. They are often tapered as they reach the curb on each end to allow unimpeded bicycle travel and to prevent drainage problems.

Users Note: Speed humps are recommended for locations where low speeds are desired. They should not be used on a sharp curve. They should be properly design not to create drainage problems.

Traffic Circle – Traffic circles or mini-circles are raised circular islands constructed in the center of residential street intersections. They reduce vehicle speeds by forcing motorists to maneuver around them. Drivers making left turns are directed to go on the far side of the circle prior to making the turn. Signs should be installed directing motorists to proceed around the right side of the circle before passing through or making a left turn. Traffic circles are commonly landscaped. However, where landscaping is not feasible, traffic circles can be enhanced through specific pavement materials.

Users note: Traffic circles are an intersection improvement as well as a traffic-calming device. They must be properly designed to slow vehicles and benefit pedestrians and bicyclists. Right-turning vehicles are not controlled at an intersection with a traffic circle, potentially putting pedestrians and bicyclists at risk. Therefore, tight curb radii should complement this treatment to discourage high-speed right-turn maneuvers. The occasional larger vehicle going through an intersection with a traffic circle (e.g., a fire truck or moving van) can be accommodated by creating a mountable curb in the outer portion of the circle.

Landscape Buffer – A landscaped buffer is an area, usually between 4 and 6 feet wide, that separates the sidewalk from the roadway. This buffer area provides a space for poles, signs, and other obstructions; they also provide the added space to make curb ramps and landings accessible. Where landscaped sidewalk buffers cannot be provided due to constraints, on-street parking, a shoulder, or a bike lane can serve to buffer pedestrians from motor vehicle traffic lanes.

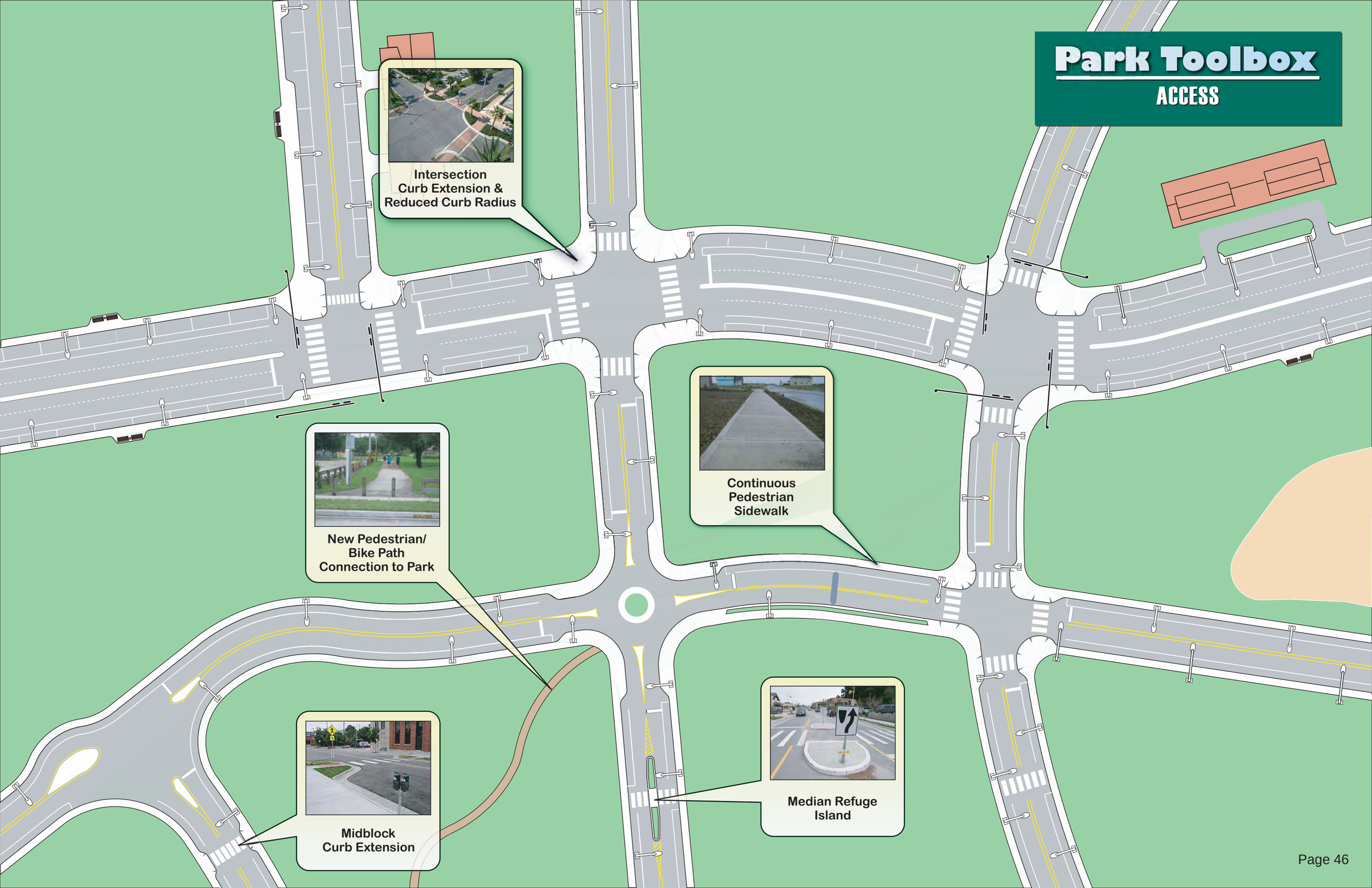
Users Note: Buffers between pedestrians and motor vehicle traffic are important to provide greater levels of comfort, security, and safety to pedestrians. The ideal width of a planting strip is 6 feet. However, they could be as narrow as 2 feet. With a landscaped buffer between the sidewalk and the street, care must be taken to ensure that the bus stops are fully accessible to wheelchair users and have connections to the sidewalk.

Mid-block Curb Extension – Mid-block curb extensions, also known as bulb-outs, extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. They provide an opportunity to enhance crossings by encouraging pedestrians to cross as designated locations. Mid-block curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

Users Note: Motorists are encouraged to travel more slowly on roadways with mid-block curb extensions, as the restricted street width sends a visual cue to motorists. Care should be taken to insure that street furniture and landscaping do no block motorists view of pedestrians. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions must not extend into travel lanes, bicycle lanes, or shoulders.

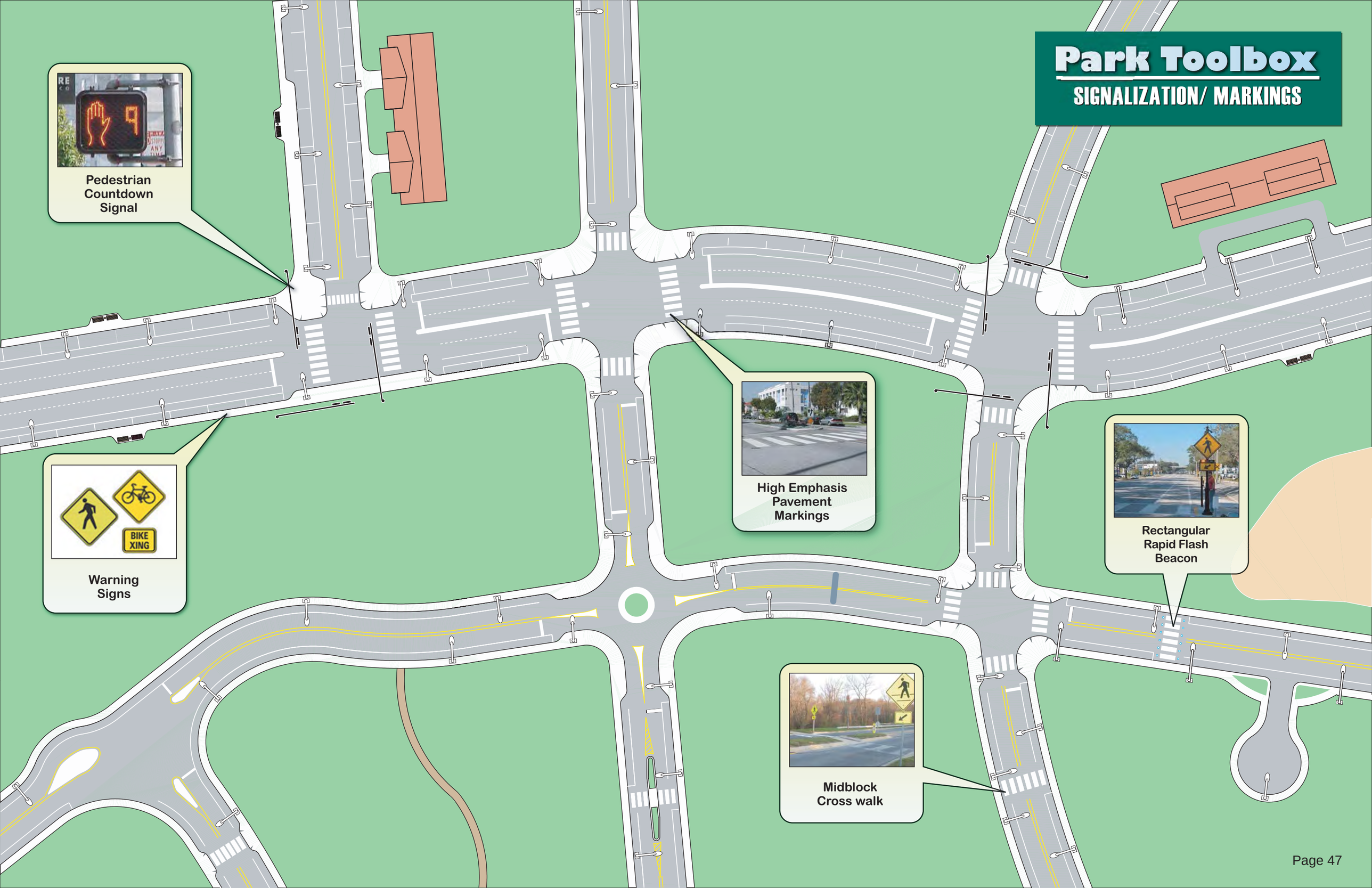
Park Toolbox

ACCESS



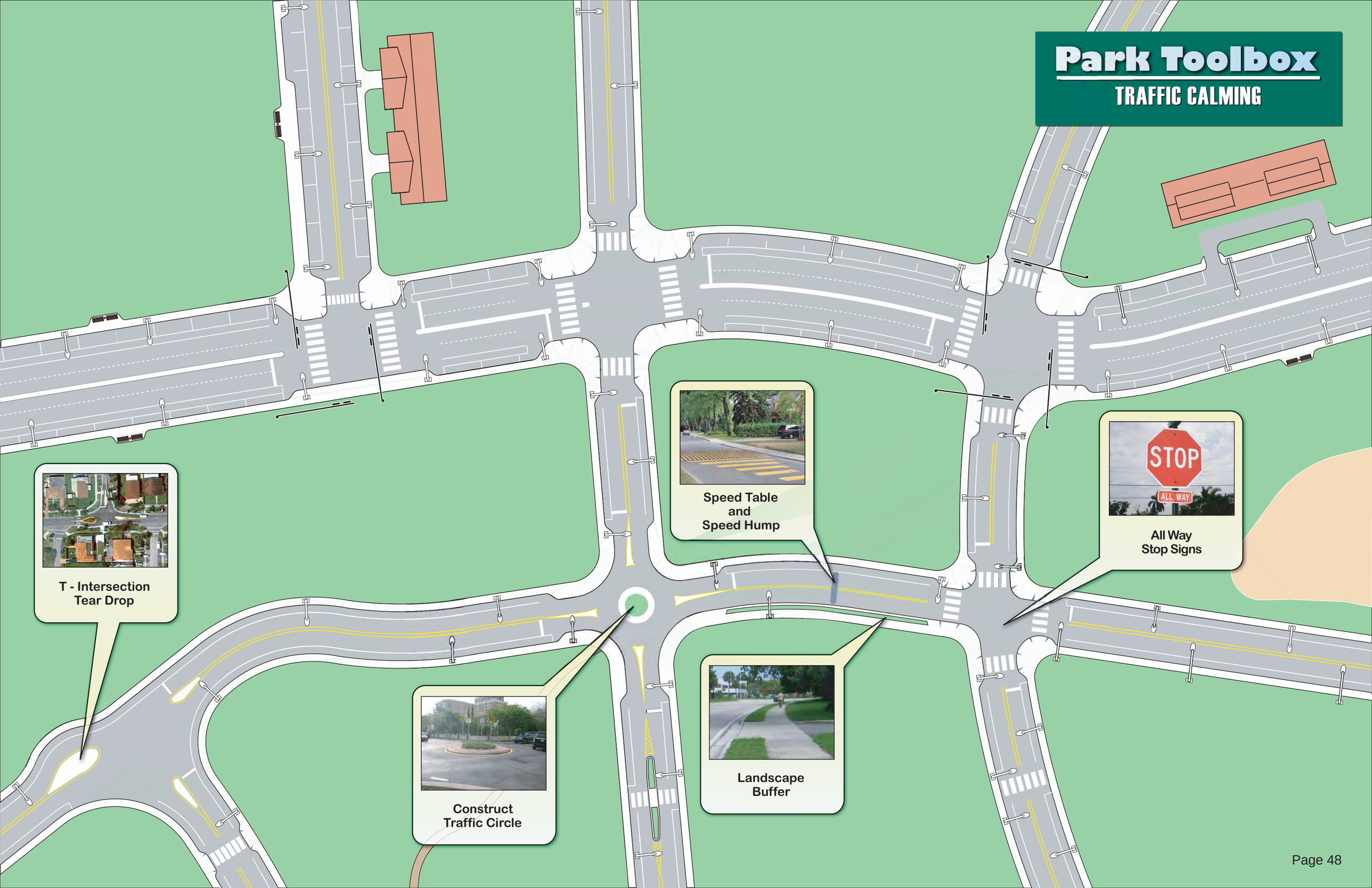
Park Toolbox

SIGNALIZATION/ MARKINGS



Park Toolbox

TRAFFIC CALMING



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