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Prepared for: The Miami Urbanized Area Metropolitan Planning Organization

Prepared by: Barton-Aschman Associates, Inc.

ACKNOWLEDGMENTS

The study team consisted of the Miami Urbanized Area Metropolitan Planning Organization's Bicycle/Pedestrian Program staff and Enhancement Coordinator, as well as the consultant team from Barton-Aschman Associates, Inc. The study team worked together to collect and analyze large quantities of data; revise a Roadway Condition Index (RCI); analyze the links, destinations and crash data using a Geographic Information System (GIS); identify links for improvements; and finalize this *Bicycle Facilities Plan*.

MPO Governing Board

Commissioner James Burke Commissioner Miguel Diaz de la Portilla Commissioner Betty Ferguson Commissioner Maurice Ferre Board Member Allen Harper Commissioner Bruce Kaplan Commissioner Gwen Margolis Commissioner Natacha S. Millan Commissioner Dennis C. Moss Commissioner Alexander Penelas Commissioner Pedro Reboredo Board Member Robert Renick Commissioner Katy Sorenson Commissioner Javier Souto Chairman Arthur E. Teele Board Member Raul Valdes-Fauli

County Manager

Armando Vidal, P.E.

MPO Secretariat

Jose-Luis Mesa, Director Bicycle/Pedestrian Program Staff - Jeff Hunter, Coordinator Jae Manzella, Assistant Coordinator Enhancement Project Coordination - Bruce Epperson

ESOLUTION NO. MPO 35-95

RESOLUTION APPROVING THE DADE COUNTY BICYCLE FACILITIES PLAN AS AN ELEMENT OF THE METRO-DADE TRANSPORTATION PLAN

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization provide a structure to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements are met, as more fully described in the Prospectus for Transportation Improvements for the Miami Urbanized Area, and

WHEREAS, the Metropolitan Planning Organization has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

WHEREAS, the TPC has reviewed the Dade County Bicycle Facilities Plan and recommends its approval.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Dade County Bicycle Facilities Plan is hereby adopted as an element of the Metro-Dade Transportation Plan.

SECTION 2. That Killian Drive (S.W. 112 Street) is to be excluded from the plan and that an alternative route be studied.

The foregoing resolution was offered by Board Member Robert Renick, who moved its adoption. The motion was seconded by Board Member Maurice Ferre, and upon being put to vote, the vote was as follows:

Board Member James Burke	-	aye
Board Member Miguel Diaz de la Portilla	-	aye
Board Member Betty T. Ferguson	-	aye
Board Member Maurice Ferre	-	aye
Board Member Allen Harper	-	absent
Board Member Katy Sorenson	-	aye
Board Member Bruce Kaplan	-	absent
Board Member Natacha S. Millan	-	aye
Board Member Dennis C. Moss	-	aye
Board Member Alexander Penelas	-	aye
Board Member Pedro Reboredo	-	absent
Board Member Robert Renick	-	aye
Board Member Javier Souto	-	absent
Board Member Raul Valdes-Fauli		absent
Board Member Gwen Margolis	-	aye
Chairperson Arthur E. Teele, Jr.	-	absent

The Chairperson thereupon declared the resolution duly passed and adopted this 20th day of July

METROPOLITAN PLANNING ORGA FOR THE MANI URBANIZED 000 COUNT By **MPO** Secretariat

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1995.

Metro-Dade Bicycle Facilities Plan

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EXECUTIVE SUMMARY

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Clean Air Act Amendments (CAAA) have renewed incentive for planning agencies to emphasize bicycling and walking as significant components of the transportation mix. Since most bicycling occurs on roadways, planning and engineering these facilities form the backbone of the provision of safe and suitable accommodation.

The Dade County Transportation Demand Management (TDM) & Congestion Mitigation Study (1993) also underlines the importance of making cycling a more viable option for commuters. TDM strategies are aimed at relieving vehicular congestion, enhancing air quality and promoting energy conservation; all important factors for implementation of the concurrency component of Florida's Growth Management Act, the Federal Clean Air Act Amendments of 1990, and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The same strategies are also results obtained by promoting bicycling.

Many communities are directing efforts at diverting automobile trips to other modes by diversifying the transportation system. Commuting by bicycle and other purposeful riding has been recognized as a healthful and environmentally sound form of travel which benefits both the individual user and the community as a whole. Nearly 2 out of 3 work trips, as well as those for school, shopping, recreation and personal purposes are less than 5 miles in length. This aspect alone positions the bicycle as a viable transportation alternative for many of these trips.

The overall purpose of the *Dade County Bicycle Facilities Plan* is to examine existing roadway conditions relating to bicycle travel, proposing a set of improvements of both on- and off-road facilities to incorporate into the *Transportation Improvement Plan*. The specific goals of the study were to:

- Assess the existing conditions for cyclists in Dade County, including levels of service provided by
- the roadway system using an objective, formulaic measure: the Roadway Condition Index (RCI).
- Evaluate specific links for improvement based on the measure of roadway suitability, connectivity between existing facilities, and location of common destinations.
- Specify future opportunities for facilities in conjunction with transportation improvement plans, and plan other required facilities to meet the needs of cyclists with a wide range of capabilities.
- Identify funding opportunities for implementing bicycle facilities.
- Recommend possible updates of the RCI to use as a measure of level-of-service for bicycle travel.
- Increase awareness about bicycles as a transportation mode in combination with other modes of transportation and to promote greater understanding of safe riding.

Methodology

The existing bicycle network consists of a system of streets and paths used by cyclists in Dade County. Since the street system already exists, and serves the community in terms of linking residential and commercial areas, bicyclists will use the street. The first step to encourage more bicycle riding as part of the transportation mix is to provide bicycle-accessible roads.

The first step in the process of analyzing the current network has been to develop an objective measure of how well the existing roadway system serves bicyclists, while recognizing the division of abilities and needs that separate adult, experienced cyclists from younger or less accomplished bicyclists.

The accessibility of the existing road system in Dade County was examined, using a set of core variables that define the acceptability or unacceptability of a roadway to bicycle users, specifically: roadway width,

speed, and average daily traffic (ADT). The use of these variables in a formula to objectively assess the suitability of the existing roadway for bicycle travel has been titled the Roadway Condition Index, or RCI.

Roadway System Analysis

For this study, data for over 2400 roadway links were collected for analysis. The data were entered on a link by link basis, the RCI formula applied, and the results plotted using a Geographic Information System. The plots were used to identify the level of service provided by the current road network, and to mark areas where improvements to the roadway could alleviate dangerous segments or barriers for roadways near common destinations, such as universities, employment centers, and recreational areas

The RCI indicated a need for improvements for specific roadway links before bicyclists would be encouraged to ride. Because of the current lack of dedicated bicycle facilities (bike lanes and paths), combined with high speeds and volumes on major and minor arterials in the metropolitan Dade County area, almost 60% of the analyzed links were considered difficult, inadequate or hazardous to ride on.

Bicycle Facility Needs

However, not all cyclists ride comfortably in traffic, even if the traffic volume is relatively low or the roadway relatively wide. Children and occasional/adult riders may prefer more separation from traffic. The provision of dedicated, separated facilities may be one of the most important factors contributing to the safety and convenience of these cyclists. To ensure that these constituents were served, this study also examined the opportunity for off-road facilities, and recommended using selected canal and railroad right-of-ways as recreational facilities. These facilities also serve utilitarian riders if properly designed.

To develop an improvement strategy for the overall bicycle network, basic planning principles were used to analyze the continuity of the existing system, possible origins, common destinations and available accident data. A grid system of improvements was designed, (composed of on- and off-road facilities), and prioritized into a short-range and a long-term program based on the following criteria:

- Connectivity between existing facilities
- High hazard roadways near schools and employment centers
- Opportunities for major links (railroad right-of-ways, canals, etc.)
- Other high hazard roadways which can be improved for bicycle travel in conjunction with the Long-Range Transportation Improvement Plan

Compared to other modes requiring costly infrastructure investment, bicycle facilities are extremely cost-effective. Often, auxiliary benefits accrue along with these facilities. For example, wide outside lanes increase safety and roadway capacity for motorists; minimized center turn-lanes allow more area for travel lanes, increasing bicycle accessibility, as well as obligating automobiles drivers to maintain a safer turning speed; and recreational trails increase the overall quality of life for residents of an area.

Funding Opportunities

Funding opportunities for the future bicycle network improvements were identified, including:

Federal Transportation Assistance Funds

National Highway Program (NHS)National Recreational Trails FundSurface Transportation Program (STP)Federal Transit ActSection 402 Highway Safety Grant ProgramClean Air ActCongestion Management and Air Quality Improvement Program

Sec. 14

- <u>Federal Non-Transportation Funding Sources</u>
 Land and Water Conservation Fund: Dept. of the Interior
 Community Development Block Grant: Dept. of Housing and Urban Development
- Local Funding Programs
 Capital Improvements Local Option Gas Tax Road Impact Fees

Recommended Plan

This study was not initiated to perform preliminary engineering on the entire, county-wide roadway network; but rather, to identify where needs exist and which corridors would best serve these needs. For facilities built in conjunction with future roadways, the time to make determination is during the early phase of the process, when right-of-way is being purchased. At that time, however the facility may not be constructed for a few years or longer; this long lead time requires a projection of land-use, which helps estimate the type of rider who may ride the facility. An estimate of the possible volume and speeds (observed) on the facility will also help clarify the possible types of facilities with may be required.

Programs and regulations that can help promote utilitarian cycling include:

- a) travel reduction programs
- b) road design regulations
- c) bike racks and lockers in new parking facilities and major trip generators, such as schools, parks and retail/buisiness areas
- d) shower facilities at work locations and other daily commute locations
- e) high parking fees
- f) media marketing campaigns to promote bicycle travel and safety
- g) emphasizing bicycle route linkages to transit and commuter rail stations, and provisions for bicycles to be carried on-board

Plans for implementing bicycle projects should agree with the community's comprehensive plan and the overall goals and objectives. Dade County and the Florida Department of Transportation should implement their polices of restriping current roadway to widen the curb (or outside) lane wherever possible. For example, when the typical configuration has mutual 12-foot lanes, the interior lane(s) should be narrowed to 11 feet, (as approved by FHWA), and the outside lane widened to at least 13 feet. This typical cross-section configuration was adopted in the Dade County *Guide for the Development of Bicycle Facilities*, and does not necessarily require formal designation of bicycle facilities.

The existing roadway network in Dade County is, of the most part, inadequate for bicyclists' use, as shown by the RCI. By examining the possible origin areas and likely destinations of bicyclists, a grid system of improvements was designed, composed of both on-road and off-road facilities. These improvements were prioritized based on their ability to connect existing facilities, high-hazard roads near major generators, and opportunities for recrational/greenway paths. The result is a facilities plan to enhance the existing Dade County bicycle network.

The completed network map is shown on in Figure 13. These corridors should be integrated with some type of bicycle facility. This should not, however, limit the scope or intention to which Metro-Dade County is concerned with in accommodating bicyclists. Where at all possible, bicycle-friendly designs should be integrated into any new, reconstruction, resurfacing or restriping project. Therefore every transportation project should be given review as to its bicycle accessibility.

INTRODUCTION

Within any urban area, the construction of bicycle facilities becomes increasingly more important as population density increases. Dade County's population has surpassed 2 million, and is projected to climb between 2.5 to 3 million by the year 2010. Planners recognize that mass transit will become more important; and Dade County has made a commitment to mass transit with the existing Metrorail alignment and future extensions into highly urbanized areas. With this study, Metro-Dade is focusing upon another mode choice: bicycling, by attempting to meet the transportation needs for those individuals choosing the bicycle for mobility, as well as to identify possible larger-scale recreational possibilities.

Dade County's last real efforts to accommodate bicycle use came in the 1970's "Decade of Progress"; gas shortages forced transportation engineers to reconsider the importance of private automobiles. During this time bicycle paths were main focus. Bicycles weren't considered roadway vehicles as they are today. Also, the majority of bicycle riders were children; today more than half of the cycling population are adults. Many of them depend on these vehicles as primary means of transportation for economic reasons.

Facility type consideration has also changed. Safety of separated bicycle paths has been proven to be questionable by transportation researchers; one study for the National Highways Traffic Administration showed that bicyclists are 2.6 times more likely to crash on a pathway than on a road. The Florida Dept. of Transportation (FDOT), as with many transportation professionals consider on-road treatments to be substantially safer. Not all bike paths are hazardous, but these facilities cannot safely meet the needs of all user types; and should not be the only facility type considered when planning for bikeways.

Adding wide outside lanes or paved shoulders to roadways has become a recommended safety design for our roadways. Understanding that right-of-way is at a premium cost, these treatments will reduce overall costs to better accommodate bicycling, as opposed to separate, off-road treatments. Therefore, they should be considered a minimum design standard, **not an additional treatment**. Without proper facilities, use will may not be apparent -- demand depends on design. Since the goal of transportation circulation is to provide ease of mobility safely to all users of the system, all roadways should be thought of as moving people, rather than moving motor vehicles.

PURPOSE OF PLAN

This study examines the adequacy of present infrastructure serving cyclists, using a set of variables that define conditions of a roadway to accommodate bicycling. This Roadway Condition Index (RCI) is similar to the Level-of-Service (LOS) used to determine roadway conditions/capacity for motor vehicles, although the RCI method actually defines a level of "dis-utility" that affects a cyclist's route choice.

A secondary objective of this report is to increase awareness about bicycles as a transportation mode, thus promoting a greater understanding of safe riding conditions in combining bicycles with other modes of transportation. The overall goals and concerns for this study include:

- Assessing the existing conditions for bicyclists in Dade County, including levels of service provided by the roadway system using a Road Condition Index (RCI).
- Identifying future opportunities for bicycle facilities in conjunction with transportation improvement plans and other projects to help meet the needs/wide range of capabilities of cyclists.
- Identifying specific links for improvement, based on the measure of roadway suitability, connectivity between existing facilities and location of common destinations.
- Identifying possible funding opportunities for implementing bicycle facilities.

CHAPTER 1 - BICYCLING INITIATIVES

FEDERAL INITIATIVES

Recent actions by the Federal government have renewed incentive for planning agencies to emphasize bicycling and walking as significant components of the transportation mix. Since most bicycling occurs on streets and non-interstate highways, the planning and engineering of these facilities can address this issue to form the backbone of safe and suitable cycling accommodations. Any planning of bicycle facilities must be consistent with new Federal regulations when Federal funding is to be applied for.

National Bicycling and Walking Study

Congress directed the Secretary of Transportation to conduct this recently completed study to: determine current levels of bicycling and walking, and identify reasons why they are not better used as transportation and emphasize a greater need for better bicycle mobility. The overall goal is to reduce personal automobile travel, in part by doubling current levels of bicycle and walking. It also calls for reducing by 10% the number of bicycle and pedestrian injuries and fatalities.

Intermodal Surface Transportation Efficiency Act (ISTEA)

This legislation requires state transportation departments to incorporate bicycle and pedestrian strategies into their statewide and urbanized area transportation plans. Almost 1/2 of urban space within the United States is devoted to roadways. The new trend towards intermodalism recognizes that good planning facilitates easy movement from one mode of travel to another, and provides urban and suburban dwellers with an increased number of transportation mode choices. The establishment of secure bicycle parking convenient to mass transit stops and allowing bicycles on-board Metrorail are local examples of good planning that encourages intermodalism.

Clean Air Act Amendments (CAAA)

Auto emissions rank #1 among all other causes of air pollution, and motor vehicles are responsible for 55% of cancer contaminants - greater than any other source. The amendments to the existing Act mandate those areas failing to meet prescribed levels of air quality (set by this Act) to make significant reductions in vehicle trips and vehicle miles of travel; some of which can be accomplished by encouraging shifts to non-auto modes of travel. Census information indicates that 54% of Americans live less than 5 miles from their jobs; a distance easily traveled by bicycle. Unfortunately, in some developed areas, the urban structure itself discourages alternate modes; sidewalks may be missing or discontinuous, and roadways may be perceived too dangerous for bike travel. By providing the option of alternate modes of travel through the inclusion of paved shoulders, wide curb-lanes and bicycle lanes, rather than inadvertently discouraging them, Dade County may more easily abide by the provisions of this Act.

Traffic Congestion Management System Rule

Chapter I of title 23, Code of Federal Regulations, subpart E "Traffic Congestion Management System", under section 500.507(c) titled "Identification and Evaluation of Proposed Strategies" includes bicycle considerations as follows:

The anticipated performance and expected benefits of traditional and nontraditional strategies that will contribute to the more efficient use of existing and future transportation systems shall be identified and evaluated based on the established performance measures. Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to: (6) Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities...

Metropolitan Transportation Planning and Programming Rule

Chapter I of title 23, Code of Federal Regulations, Part 450 "Planning Assistance and Standards", Subpart C "Metropolitan Transportation Planning and Programming", under section 450.322 titled "Metropolitan Transportation Planning Process: Transportation Plan" mandates that bicycle facilities be identified in the plan as follows:

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The Transportation Plan shall be reviewed and updated at least triennially in non-attainment and maintenance areas and at least every five years in attainment areas to confirm its validity and its consistency with current and forecasted transportation and land-use conditions and trends and to extend the forecast period. The transportation plan must be approved by the MPO.

(b) in addition, the plan shall: (3) Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);

Specifically, the law requires that pedestrian walkways and bicycle facilities be developed as part of the metropolitan and statewide planning process and that they be included in the overall metropolitan and statewide transportation plan.

American Association of State Highway Transportation Officials (AASHTO) - <u>Guide for the</u> <u>Development of Bicycle Facilities</u> -

The purpose of the guide is to provide valuable information in the practice of proper design, sensitive to the needs of both bicyclists and other highway users when the development of new bicycle facilities is being undertaken. In some sections of this guide, the criteria include minimum standards, established only where further deviations from desirable values would result in an unacceptable safety compromise.

FLORIDA'S BICYCLE LEGISLATION AND POLICIES

- 1973 The Florida Legislature approved Section 335.055 of the Florida Statues. This requires that: Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State regional and State transportation plans and programs.
- 1982 The FDOT incorporated the 1981 American Association of State and Highway Transportation Officials (AASHTO) guidelines into a revised FDOT *Bicycle Facilities Planning and Design Manual*. The manual provides individuals and agencies with information necessary to plan, locate and select design bicycle facilities for the transportation system. The recommendations are consistent with Federal guidelines, and project designs are developed through the AASHTO guide and Manual on Uniform Traffic Control Devises (MUTCD).
- 1983 The Florida Legislature, approved House Bill 225, changing the Uniform Traffic Control law recognizing the bicycle as a legal roadway vehicle. Florida Statute 316.2065 gave bicyclists the same responsibilities and rights as a motor vehicle when operating a bicycle in the roadway.

- 1984 The Legislature approved Florida Statute 335.065, mandating bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, except:
 - a) where their establishment would be contrary to public safety;
 - b) when costs would be excessively disproportionate to the need or probable use;
 - c) where other available means or factors indicate an absence of need.

Also, the FDOT established policies requiring the incorporation of wide curb-lanes, paved shoulders and bike lanes in reconstruction, or when restriping or resurfacing a roadway within five miles of an urbanized area with a population 50,000 or more. These policies are included in this report as Appendix F.

1985 - The Florida Legislature approved the Local Governments Comprehensive Planning and Land Development Act. These laws, integrated as Florida Statute 163, require county and municipalities to adopt comprehensive plans. Subsequently, the Florida Legislature, in cooperation with the Florida Dept. of Community Affairs, adopted 9J-5 of the Florida Administrative Code, which requires the consideration of bicycle and pedestrian ways within the Traffic Circulation Element of all comprehensive plans.

FLORIDA'S BICYCLE PROGRAM

In 1979, the Governor's Bicycling Activities Advisory Committee (BAAC) addressed this need for local and regional bicycle transportation plans. They recommended that the Governor establish a comprehensive Florida Bicycle Program "to include the development, implementation, and coordination of policies, programs, and facilities for the safe and effective integration of the bicycle into the Florida state transportation system." A State Bicycle Coordinator position was created within the Florida Department of Transportation (FDOT) to coordinate the program. This position was created even before Federal requirements mandating a State Coordinator were enacted.

Presently, the State's Bicycle/Pedestrian Coordinator Office has a staff of three working on both bicycle and pedestrian activities. Over the life of the program, it is estimated that close to \$100 million of investment has gone into making the urban area State highway system more bicycle- and pedestrian-friendly. Another \$10 million has been invested in non-construction activities, such as education and safety programs and staff positions at the community level. Because of this community-level commitment, the Florida Bicycle Program has expanded to include 40 full- or part-time community Bicycle Coordinators. These positions were originally initiated and funded through Joint Participation Agreements between local Metropolitan Planning Organizations (MPO) and FDOT in cooperation with the Governor's Energy Office. Working predominantly in large population centers where fatality and injury rates are highest, these bicycle professionals are presently writing and implementing Bicycle Plans designed to improve safety and encourage bicycle use in Florida.

The Florida Bicycle Program is based on a model known as the 4-E's, which is composed of Education, Enforcement, Engineering, and Encouragement. The 4-E's assure a cooperative, comprehensive plan that addresses each of the key components required to achieve a safe, effective bicycling environment.

DADE COUNTY LEGISLATION AND POLICIES

In 1988, the Dade County Board of Commissioners introduced goals and objectives to the *Dade County* Comprehensive Master Plan within the <u>Traffic Circulation</u>, <u>Mass Transit</u>, and <u>Recreation and Open</u> <u>Spaces</u> Elements to better accommodate bicycle mobility.

The consideration of bicycling as a key component of the transportation network is defined by Objective 7 of the <u>Traffic Circulation Element</u>: "The safe and convenient movement of pedestrians and non-motorized vehicles shall be accommodated in Dade County."

Polices related to Objective 7 are:

- (7A) The County shall promote and assist in the creation of a countywide system of interconnected designated bicycle ways, and promote the implementation of the *Dade County Comprehensive Bicycle Plan* by 1992.
- (7B) The County shall encourage inclusion in, and review all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles.
- (7C) The County shall require the consideration of incorporating bicycle needs into the County's plans for any new road construction, widening or reconstruction project, where designated by the Bicycle Plan.
- (7D) The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking major urban activity centers.

Intermodal transportation integration is the main focus in the <u>Mass Transportation Element</u>, Objective 8: " Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network."

Polices related to Objective 8 are:

(8A) Mass transit facilities shall incorporate provisions to enhance ease of transfer with other modes (e.g., park-ride garages and lots, bicycle lockers and racks, pedestrian walkways, taxi and jitney stands).

Access and pleasure of recreational bicycling were enhanced with the revision of Objective 2 of the <u>Recreation and Open Space Element</u>. Which states: "Access to parks and recreational facilities will be improved in Dade County by 1992."

Polices which more specifically outline this Objective are:

(2A) The County shall improve physical access to parks and recreation open spaces for autos, bicycles, pedestrian and public transportation through the joint efforts of the Park and Recreation Department, the Public Works Department, and the Transit Agency, as well as other concerned County agencies as may be required from time to time.

Additionally, there are Ordinances in the Dade County Code that pertain to bicycle use. Several of these are referenced for the readers' review:

- Bicycle Regulations Sections 30-262
- Use of Bike Paths by Motor Vehicles Sections 30.273
- LOCAL ACTIVITIES

Metro-Dade Bicycle/Pedestrian Program

The Metro-Dade Bicycle/Pedestrian Program operates within the Metropolitan Planning Organization (MPO) Secretariat office, which has the responsibility to oversee the development of the urbanized area's transportation plan. The Bicycle/Pedestrian Coordinator focuses upon four comprehensive elements of Education, Encouragement, Enforcement and Engineering.

1-4

- Use in Parks Sections 26-1 (Rule 6)
- Transit Sections 30B-4 (22)

- Education: Assisting with program development, as well as training/project organization of the Bike-Ed program in many of our public schools; conducting one-day bicycle "rodeos" for various organizations; assisting with lectures and meetings with various professional groups; as well as providing information to the general public concerning cycling issues.
- Encouragement: Assisting with bicycle events; speaking at seminars; managing the Metrorail Bike Locker and Bikes-On-Trains Program; and distributing information, such as maps and brochures, which allows citizens to be more aware of the services and facilities available to them.
- Enforcement: Reviewing current legislation concerning bicycle laws; proposing programs to enhance law department awareness/adherence; recommending changes to the current registration efforts, both locally and throughout the state; providing information to the general public to know the traffic laws, as well as taking the role as legal counsel for pending lawsuits.
- Engineering: Reviewing plans as they emerge from the FDOT, Public Works, Planning and Parks & Recreation Depts., or outside entities, and integrating municipal bicycle plans and propose projects to be included into the Bicycle Element of the Transportation Improvement Program; identifying deficiencies or safety hazards in existing facilities; and proposing projects to enhance the current bicycle network, as well as seeking out citizen participation in the process.

The Bicycle/Pedestrian Coordinator reviews and may recommend specific designs of bikeways, special projects and maintenance practices. However, the Public Works Department takes the initiative to design and develop bikeway projects, or when requested by others.

FDOT - District VI Bicycle/Pedestrian Program

A separate entity dealing with the tasks mentioned above for State-owned rights-of-way within Dade (and Monroe) County. The District Bicycle/Pedestrian Coordinator is a liaison between the FDOT and the Metro-Dade Bicycle/Pedestrian Program; manages the funding of grants awarded for various projects; and provides information to support District VI highway and transit projects.

Bicycle/Pedestrian Advisory Committee (BPAC)

The BPAC is comprised of 9-20 citizens appointed by the Metropolitan Planning Organization Governing Board as an advisory council on bicycle and pedestrian concerns. These local residents represent a variety of socio-economic backgrounds, including, but not limited to: bike clubs, civic organizations, walking/running clubs, legal professionals, educators, engineers, and the elderly. The functions and responsibilities of the Committee involve (but are not limited to) bicycle and pedestrian mobility planning, plans review, plan implementation/coordination, as well as encouragement and educational activities.

Municipal Comprehensive Plans

Dade County includes twenty-six individual municipalities within its boundaries. They are required to develop comprehensive plans that are consistent with the State regional and county plans. Excerpts from the goals, objectives and policies from each comprehensive plan that are currently on file in the Metro-Dade Planning Dept. are included in Appendix G for review.

Mass Transit Integration

<u>MDTA Policy Statement</u>: "It is a policy of this Agency to promote the use of public transportation by providing safe access to and throughout its facilities for all modes of transportation. The needs of pedestrians, bicyclists and other non-motorized transportation users shall be addressed in all Agency

Metro-Dade Bicycle Facilities Plan

design and improvement projects that may affect non-motorized transportation modes and will be encouraged in all non-transit development that may impact the access to MDTA facilities."

<u>Bikes-On-Trains</u> (B-O-T): In 1985, Dade County initiated this program allowing passengers to bring bicycles on-board Metrorail, during off-peak hours. Hours that the B-O-T program is in effect are: Monday through Friday - before 6:30 a.m., between 10 a.m. & 4 p.m., then after 6:30 p.m. till closing; on weekends and holidays - bicycles are allowed all day. The program provides cyclists an alternative for long trips that they may otherwise avoid. A brochure (in either English or Spanish) details specific rules for these cyclists when using Metrorail. Multiple-choice tests are then submitted to make sure individuals understand the rules. Permits are provided after successfully passing the test and paying a \$5 fee. Currently, over 3000 B-O-T permits have been issued. The program is managed by the Bicycle/Pedestrian Program and permits are issued at the Government Center Metrorail Station's Transit Information kiosk by MDTA staff.

<u>Bikes-On-Bus</u>: Accommodating bicycle integration has been studied for MDTA buses by the Center for Urban Transportation Research (CUTR). Several bus service providers in other areas of the nation have equipped their entire fleets with bicycle racks to supplement individuals whom may not be brought completely to their desired destinations by bus alone or where there is lengthy headway. This problem is apparent in Dade County, so a bike-on-bus demonstration project has been initiated through Board of County Commission approval on February 7, 1995. This pilot program targets 3 routes, mainly serving South-Dade. Ultimately this strategy may provide another alternative to single-use automobile dependency within Dade County. Data used by the CUTR group in their 1995 study concerning bicycle use in Dade County can be found in Figure 5.

<u>Bicycle Racks</u>: These provide a minimum security against bicycle theft. Many racks at Metrorail stations are consistently filled to capacity. More racks should be provided where needed.

<u>Bicycle Lockers</u>: These allow more secured locations for cyclists to store their bicycles while using the mass transit system. Lockers are available at Okeechobee, Hialeah, Northside, Brownsville, Earlington Heights, Allapattah, Santa Clara, Vizcaya, Coconut Grove, Douglas Rd., University, South Miami, Dadeland North and Dadeland South Metrorail stations. The lockers are rented on a 3-month, 6-month or yearly basis for \$25, \$45 & \$75, respectively. A \$10 key deposit is also required.

<u>Tri-County Rail Authority (TCRA)</u>: Bicycles have tremendous potential as a feeder mode to public transit. The TCRA has adopted a bicycle plan on May 12, 1995 to begin allowing bicycles on-board Tri-Rail commuter trains during off-peak hours. This organization will be purchasing several new trains that accommodate bicycle tie-downs and retro-fitting older trains for this purpose. Bicycle locker and rack installations are also slated for Tri-Rail stations. Tri-Rail could expand their market (at low cost) by improving bicycle access to rail stations and marketing bicycle/rail commuting.

Other Encouragement Activities

<u>Bicycle Maps</u>: To educate bicyclists before traveling begins, Dade County introduced the *Bike Miami* Suitability Map as a guide in determining accommodating routes to specific destinations. It provides useful information depicting retail areas, Metrorail locations, schools, parks, etc. and rates many roadways as to their relationship to others in the area. This map will be updated periodically to note changes in roadway conditions. Various route maps for recreational use are also under development.

REGIONAL PLANNING EFFORTS

Although cycling is competitive with other modes, in terms of time spent for short trip distances or in congested areas, bicycling has not claimed its potential share of the travel mode split in Dade County, (even though the mode split statewide has surpassed the usage level compared with public transportation, based on a 1990 FHWA National Personal Transportation Survey). One reason for this shift is that bicycling from where cyclists originate to where they want to go may range from simply unpleasant to impossible or dangerous. Often times dedicated bicycle facilities lead only a fraction of the way, leaving them at less suitable facilities, or are in such poor condition potential cyclists avoid using them. A current poll conducted by Harris & Associates reveals that a 20% increase of bicycle usage can be expected by adding facilities to a roadway. Currently 1/3 of the national population can be labeled occasional cyclists. Another smaller, yet significant portion of the non-cycling population would consider using bicycling, if facilities were readily available. A survey conducted by the Florida Bicycle/Pedestrian Commuter Assistance Center at Florida State University targeted large employment centers and other locations within Dade County. The most common response to reasons for not bicycle commuting was that there were no safe routes to the work locations.

Several studies have been undertaken to enhance Dade County's transportation mix and decrease single-passenger automobile use by integrating bicycle accommodations into the design of the project or study. The *Bicycle Facilities Plan* is a new component of the *Long-Range Transportation Plan*. As such, the Plan can be updated during the yearly review process to reflect new projects/proposals or meet programmed projects' demands.

Crandon Park Redevelopment - This proposal, designed by the Metro-Dade Parks & Recreation Dept. and engineers representing the Matheson family, calls for an extensive redesign of the entire Crandon Park site. Multi-use paths for bicycle and pedestrians would be provided throughout the park, serving both the east and west activity areas. These new facilities will connect with existing paths and bike lanes. Along with picnic tables, shelters, a fitness course and other on-site amenities, there shall be several overlook points - some extending out into the wetlands preserve on wooden piers or walkways to allow for observation of natural flora and fauna.

The *Dade County Transportation Demand Management (TDM) & Congestion Mitigation Study* - A congestion management plan (CMP) intends to encourage more efficient use of existing transportation facilities. This involves increasing the number of people transported on these facilities while reducing the number of (private) automobile use, particularly during peak traffic hours. TDM measures can be implemented relatively inexpensively, generally requiring little or no capital outlays; and provide for greater use of the facilities already in place. Within the study, done in 1993, the authors Barton-Aschman noted the importance of making cycling a more viable option for commuters. They recognize that commuting by bicycle and other purposeful riding is a healthful and environmentally sound form of travel that which benefits both the individual user and the community as a whole. TDM strategies are aimed at relieving vehicular congestion, enhancing air quality and promoting energy conservation; all important factors for implementation of the concurrency component of Florida's Growth Management Act, the Federal Clean Air Act Amendments of 1990, and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The East-West Multimodal Corridor Study - The consultant team lead by Parsons Brinckerhoff for the Florida Dept. of Transportation and initiated in 1993, have analyzed potential rail transit corridors/alignments that would extend from Florida International Campus to Miami Beach. Within the study, bike path facilities, which could be developed as part of the rail project and by other developers,

were identified to enhance access to stations. They would benefit cyclists because this corridor and the region contain a limited number of suitable bike routes. It would also enhance integration of the existing and proposed bicycle network to mass transit. Figure 3 identifies bicycle routes as proposed through the East-West Corridor Study. As the project is still evolving, the alignment identified on Figure 3 may change. Certain segments of the current study's East-West Corridor alignment have not identified any bike path inclusion. The MPO and FDOT Bicycle/Pedestrian Coordinators, as well as the BPAC, believe that this facility must have continuous bikeways included into the design, especially for a project of this magnitude. Added costs should be relatively low if incorporated into the design at an early stage.

Everglades Bike Trails System Study - The purpose of the study was to identify and evaluate various alternate routes or combinations of route systems from the Park Headquarters to Flamingo. The project goals were to:

- Make the Everglades National Park a safer place to ride a bike
- Expand bicycling opportunities in Everglades National Park to accommodate the growing diversity of bicycle user groups
- Provide an alternative means environmentally compatible recreational access for seeing sensing and enjoying the park

Jordan Commons - Habitat for Humanity has designed an award winning 200 home community in South Dade. The project emphasizes energy efficiency and encourages environmental responsibility based on traditional neighborhood values. The development calls for tree-shaded sidewalks, bike paths and strategic placement of common facilities to encourage walking and bicycle use.

Interama Bike Path - Using one of the last large public parcels of land in the NE Dade area, this facility was designed by the City of North Miami as part of their long-range plan to enhance the health and recreational opportunities for residents of Northeast Dade County. A 4.9 mile pathway would border mangrove forests, lakes & Biscayne Bay, providing a continuous off-road facility with little or no interaction with automobile traffic within this environmentally sensitive tract of land. The North Miami Athletic Stadium, Florida International University, Oleta State Recreation Area and other various sites are all located in close vicinity to the project.

Miami Internodal Center - A study done by F.R. Harris, Inc. for the proposed Multimodal Center at Miami International Airport identifies bicycle access as one of the basic objectives outlined for the transportation facility. The Center is expected to have major impacts for the region; additionally, since the project (estimated at \$2.5 billion, including the an East-West Metrorail alignment) will be targeting ISTEA funding, bicycling should be accommodated. The Center should encourage alternative travel choices for our 23 million/year visitors, many of which may choose eco-tourism, if promoted correctly. Additionally, many current residents and neighborhoods will be affected by the growth associated with the project. For instance, a rapid rail line connecting the Center to Downtown Miami via the north side of the Miami River has been proposed. This project would cut through the existing infrastructure, any neighborhood reconfigurations should incorporate bicycle accommodations.

The project outlines some bicycle-related goals:

- Optimize efficiency of transportation
- Integrate transportation modes
- Preserve the environment

Some bicycle-related objectives include:

- Incorporate provision for efficient transfer between all movement modes accessing the Center
- Provide for flexibility for future connections

The South Dade Watershed Project - Launched in May 1994 by the South Florida Water Management District, this project is an attempt to successfully integrate land-use and water resource planning to protect the water resources of South Dade. Approximately 80% of the land below SW 152 St. is undeveloped, and almost 200 miles of canals travel through the southern end of Dade County. These are mainly used as drainage systems currently, but the Project proposes to turn these canals into recreational facilities by creating parks and interconnected bicycle paths along them. Additionally, in May 1994, the District amended their General Rule and Public Use for Designated Land Management Areas Guidelines (PUG) to formally recognize bicycle usage.

Student Transportation Survey - A survey conducted in 1993 by Gold Coast Commuter Services of University of Miami students revealed that 4% currently commute by bicycle to and from campus. Approximately 15% stated they would like to try bicycling to and from campus. Additionally, 29% of the students live within five miles of the campus. This distance is within the boundaries of what average cyclists consider comfortable travel by bicycle. The university has set goals to develop an improved campus bicycle-infrastructure, and to work with various outside entities to expand this infrastructure into the surrounding neighborhoods. The university should also consider bicycle lockers, designated shower facilities for bicycle commuting students, and a "Bicycle Buddy" system similar to carpooling, as suggested by the survey conclusions.

The Urban CO^2 Reduction Project - Initiated with a world-wide project goal to develop local strategies in reducing CO^2 emissions by 20% over the next 10 years. In April 1991, the Board of County Commissioners submitted for Dade County's participation in the Project. Dade was selected as one of the 12 international urban areas to conduct activities related to the Project.

Dade County's CO^2 emissions in 1988 totaled over 23 million tons from a combination of primary fuels. The largest sources of emissions came from transportation (44.61%) and electricity (44.65%). In order to achieve a 20% reduction below 1988 levels by the year 2005, the Project identified several long-term programs. Promoting the increased use of bicycles one of the main strategies. The Project calls for:

- Adopting a policy to incorporate bicycle facilities into the County's plan for new road construction or reconstruction projects.
- Adopting a shower facility ordinance for professional office buildings and requiring that all non-residential and non-retail developments provide bicycle racks at a minimum rate of 5 bike parking spaces for every 100 automobile parking spaces.
- Expanding the Metrorail Bikes-On-Trains program to include counter-flow and first hour service.
- Implementing a Bikes-On-Trains program for Tri-Rail.
- Investigating utility easements, transit and railroad rights-of-way to use for bicycle/pedestrian facilities.

We Will Rebuild - This organization sponsored the New South Dade Planning Charrette (planning workshop) in November 1992 in the wake of Hurricane Andrew's devastation. Design professionals, government officials, members of civic organizations and citizens of South Dade worked together to create studies for rebuilding the storm-ravaged area. The studies that followed included bike paths or greenways into their designs. Most of the plans focus upon incorporating these facilities with FEC and CSX railway corridors, and canal banks. A document entitled *The New South Dade Planning Charrette:* From Adversity To Opportunity provides information on these processes, such as: the Transportation Study, Historic Preservation and Tourism Study, National Patterns Study, and the Urban and Agricultural Land-Use Study.

South Beach Bicycle & Pedestrian Study - This project is still under development by Barton-Aschman Assoc. It is planned to aid in the implementation of local Transportation Demand Management (TDM) strategies. The focus of the Study is to inventory and identify low cost measures to improve existing facilities and create new ones.

South Dade Greenways Network - A system of interconnecting linear bikeways has been proposed by the Redlands Conservancy to traverse south Dade County from Kendall Dr. south to the county line, and from the Everglades National Park east to Biscayne Bay. The network calls for the development of 10 distinct trails totaling 194 miles, 76% of which would be paved paths or on roadways. The proposed system would link two national parks, numerous communities, schools, regional parks, tourist attractions, shopping malls and work centers, making it the state's largest bikeway network. A portion of the trails system is expected be within 2-3 miles of every resident south of SW 152 St. Currently, Phase I of the plan has received a #1 ranking of Bicycle/Pedestrian Enhancement Projects submitted to the MPO Governing Board. The Board has sent these submittals to the FDOT to be included into the FY'97-'98 work program.

Redland Plan - This preservation and tourism plan, done in 1993 by Metro-Dade Historic Preservation and the University of Miami School of Architecture, is intended to set the framework for identifying the aesthetic, economic and historic character of the Redlands area. The plan proposes ways to enhance and link the area by developing design guidelines for buildings and landscaping, as well as increasing Redlands accessibility to eco-tourism. A number of bike routes have been identified which connect important historical, natural and cultural sites. Also discussed is the development of the CSX railroad right-of-way and canal easements that could be converted to trails.

FUTURE PLANNING STUDIES

Several plans were included into this study to determine and identify potential roadways and off-road corridors for bicycling use. In addition to the identified corridors in Figure 13, any project shown in Figure 3 (as well as the other plans mentioned in this chapter) should be considered as part of the overall *Metro-Dade Bicycle Facilities Plan*, and every effort should be made to accommodate these proposals.

Railroads Rights-of-Way Assessment Study - ICF Kaiser Engineers noted the value of railroad rights-of-way built into Dade County's landscape prior to the existence of many roads and other real estate developments. These corridors cut right through some difficult areas where roadways do not provide adequate access/mobility for bicycling. Although not currently in public holding, these rights-of-way are valuable assets that could be used for public transportation projects. The study discusses several mechanisms by which all or parts of rail rights-of-way can be used for public purposes. The findings of this study have been included in Figure 3.

Although the scope of the study did not specifically include consideration of biking or walking as modes of transportation, this issue was kept in mind as the assessments were done. All or parts of several of the segments have the potential to be used for non-motorized modes. This evaluation was based on meeting the following criteria:

- Safe, pleasant surroundings
- Sufficient R-O-W width to separate recreation from other uses
- Connection or adjacent to other recreation features, such as parks or other trails
- Useful for non-motorized transportation (as well as recreation)

Other "off-road" railroad facility possibilities include proposed extensions of Metrorail, and along the current alignment where possible. Additionally, any proposed high-speed rail system should include designs for bicycle mobility, even if this means simply allowing bicycles on-board.

Utility Rights-of-Way have become increasingly popular sites for conversion into alternate transportation corridors. One of Dade County's largest yet untapped off-road system potential exists in the series of linear easements that follow Florida Power & Light's (FPL) transmission lines. If made safe and publicly accessible, this network can be transformed from unimproved tracts of open space to functional linear parkways, serving as local recreational and transportation routes.

The Metro-Dade Parks & Recreation Dept. developed several studies identifying potential FPL sites, as well as other prime candidates for greenways, such as flood plains, water main easements, and well field protection zones. Figure 12 represents some of these findings. All of these have not been included into Figures 3 or 13 because of the legal and public opinion issues that need to be resolved.

Expressway Rights-of-Way have been the subject of similar, yet less speculative arguments. Several areas of the United States have bicycle facilities within these limited-access corridors. Examples include both separate paths or paved areas directly next to the high-speed roadway. Similar projects should be attempted in Florida. For instance bicycling use of W. Lehman and J. Tuttle Causeways would not only benefit many cyclists in the area, but also would be relatively inexpensive to facilitate. Provisions along some segments the Palmetto Expressway or the Florida Turnpike should also be considered. In fact, the most wrangling task of these projects may simply be the red tape involved in changing the "Controlled" or "Limited Access" designations.

Figure 3 presents the many bicycle plans presented over the last 20 years. While these plans may be still feasible, it is advised that a review of each plan could be in order to determine logistical or other problems that may have arisen. However, these plans represent many hours of work dedicated to accommodate bicycle mobility in the region and should be initially accepted for their integrity.





CHAPTER 2 - EXISTING BICYCLE FACILITIES IN DADE COUNTY

The goal of any transportation system is to connect people from their origin to any specific destination. Because there are many more miles of streets than bike paths in the existing Dade County bicycle network most bicyclists must use the street network when traveling between residential and commercial areas. However, not all users will ride comfortably on the present roadways. Children and occasional adult riders desire more separation from traffic, and share a common misconception that all off-road facilities are always safer. To serve these constituencies, separate facilities may be necessary. Instances where bike paths are more desirable are usually located along railroad rights-of-way, and canal or utility easements where intersections are minimal. Rail-to-trail conversions are generally safe, because they were originally engineered with good intersection visibility. However, cyclists may be facilitated better by on-road treatments, especially when right-of-way restrictions are evident. Evidently the bicycle will continue to be a part of Dade County's transportation mix and must be considered in all surface transportation plans. The existing system of on-road and off-road bikeways in Dade County (including those under construction) are described in the following sections and are shown in Figures 3 and 13. To focus more attention to the urbanized area (where most utilitarian cycling occurs), and for a lack of space within the map area, the Everglades National Park's system of paths was not included. Detailed charts of these areas can be obtained by contacting the National Parks office.

OFF-ROAD FACILITIES

Dade County is currently served by over 100 miles of separated bike paths. They vary in form and function; some may be simply wider sidewalks in retail settings, others are located in typical residential areas, while still others serve recreational cycling in some of our popular parks. Paths mainly serve novice or recreational adult riders, and children. They also aid in running short errands and allow a less stressful trip for those riders who feel inundated by the roadway traffic along a desired route. These paths, however, are not widely used by commuter or skilled riders because of their lack of continuity, directness or physical condition. These paths were mainly developed to serve specific geographic areas, such as within Matheson Hammock, or as the opportunity arose (e.g., under the elevated Metrorail line), but not as part of an overall plan for the region. This is not to say however, that the paths are not used; they have shown great acceptance when constructed. New paths are also a common request from Dade County citizens and a selling point for new housing developments.

Many community planners view bike paths as safer than on-road treatments. Yet, a study by A. Wachtel and D. Lewiston states: "Separation of bicycle and motor vehicles, by use of bicycle paths adjacent to the road, leads to blind conflicts at intersections and encourages wrong-way travel. Shared use of the roadway in the same direction of travel leads to fewer conflicts and fewer accidents." Additionally, one study for the National Highways Traffic Administration showed that bicyclists are 2.6 times more likely to crash on a pathway than on a road.

Proper design is important for usage, however, maintaining these facilities is a major factor for their popularity and use. At the time of this printing, some paths damaged during Hurricane Andrew in 1992 were still being repaired. Other bikeways (such as along Old Cutler Road) have had landscaping installed which can seriously infringe on the path. Finally, many paths have been compromised by the placement of utility poles, newspaper racks, and bus shelters or other street furniture within the path right-of-way. Eliminating or proper placement of these features and regular maintenance is sure to raise the effectiveness in specific locations, as well as encouraging use of the overall network.

Dade County has sidewalks/paths that were built as part of the Safe-Ways-To-School program. These are usually located in the immediate proximity of a number of public schools. The Safe-Ways are primarily for the use of children. Although the program is admirable, these paths have narrow widths and are not considered as part of the current bicycle facility network for this study. The Public Works Dept. has indicated that these paths would be reconstructed as regular sidewalks in the future.

Adding to problems with existing conditions has been the coordination between County departments to maintain these facilities. In the past various Parks & Recreation Dept. divisions were responsible for specific facilities within their district. Additionally, the Public Works Dept. would perform some maintenance activities as well. A lack of communication and the low priority given by these departments (as to the upkeep of facilities) certainly lowered their use by the public. Maintenance is further discussed in Chapter 6, including a reorganization of responsibilities over to the Public Works Department.

ON-ROAD FACILITIES

Figure 3 also displays marked bike lanes that currently exist or are under construction in Dade County. Although there are significantly fewer miles of bike lanes (approx. 11.7) than bike paths (approx. 125), this is not to say that street riding is minimal. The existing street network provides the foundation of the on-road bicycle network, since utilitarian riders have the same destinations as the motorists: work, school, shopping, etc., and they desire the most direct routes. A growing number of residents use the bicycle as a means of commuting to stores, work or other locations on a regular basis, and typically travel between 10-20 mph. These cyclists ride the shared-use street network of wide curb-lanes and paved shoulders whenever available. These shared-use facilities are usually in better condition than many paths because of the priority granted to roadway maintenance in Dade County.

There is, however, only a limited number of proper shared-used facilities around the county. For instance, in Dade County, the outside lanes of our roads average 11 feet wide, which may generate conflicts between cyclists and passing motor vehicles. An acceptable, official bicycle route or a cyclist's personal travel route on a roadway can be made inaccessible by omission of a single link, or by barriers limiting travel such as bridges and expressways, or by railroads, etc. which introduce hazards to cyclists.

In order to quantify the level of service to cyclists provided by the existing roadway system, the highway and street network in Dade County was analyzed using a mathematical formulation known as the Davis Roadway Condition Index, (which was modified for use in this study), along with the Bicycle/Pedestrian Program's Geographic Information System. The methodology and description of results are described in Chapter 3.



EXISTING FACILITIES

(Listed in 1986 Comprehensive Bicycle Plan)

Paths Along Canals Black Creek Snake Creek Snapper Creek Paths Along Roadways Biscayne Blvd. Coconut Grove M-Path Old Cutler Rd. Red Rd.

Other Area Routes

<u>Green & White Bike/Walkways</u> Biscayne Dr. Coral Reef Dr. Coral Way Miller Dr. Sunset Dr.

Paths Within Parks

Crandon Beach Pk. Haulover Beach Pk. Matheson Hammock Pk. L&P Thompson Pk. Tropical Pk. Coral Gables Miami Lakes Model City

TABLE 1 - OFF-ROAD FACILITY CONDITIONS

Facility	Type	<u>Main</u> <u>Uses</u>	Problems	<u>Comments</u>
Biscayne Blvd.	Various width sidewalk	Transportation	Many intersections No striping/signage	Should be extended where possible. Striping and signage would encourage use/improve safety.
Biscayne Dr.	Green & white concrete *	Transportation and recreation Aides Homestead Air Force Base personnel and families.		Pavement markings in place.
Black Creek Canal	Asphalt	Recreation	No signage/striping at intersections. Much of public unaware of facility.	Aesthetically pleasing facility can be further enhanced. Possible connection to Black Point Park. Striping and signage would encourage use/improve safety.
Coconut Grove	Asphalt and partial sidewalk	Transportation and recreation Links major activity center. Popular with Type B&C cyclists.	Narrow portions with no separation from motor vehicles. Conflicts with pedestrians. Automobiles park on facility. No striping at intersections.	Some portions should be resurfaced and widened. Very popular. Special attention should be given at problem areas. Parking enforcement should be stepped-up. Striping and signage would encourage use/improve safety.

<u>Facility</u>	Type	Main Uses	Problems	Comments
Coral Reef Dr.	Green & white concrete *	Transportation and recreation Links residential areas with retail and Metro-Zoo	Bus shelters/benches placed directly in bicycle zone in some areas.	Should be extended to connect with new US-1 Express Bus/Bikeway.
Coral Way	Green & white concrete *	Transportation and recreation Link residential areas with retail, Tamiami Park and Snapper Creek facility.	Bus shelters/benches placed directly in bicycle travel zone in some areas. Faded striping at some intersections.	More striping and signage would encourage use/improve safety.
Crandon Beach Park	Asphalt	Recreation	Landscaping reduces sight distances. Rough surface since Hurricane Andrew. Some users have expressed security concerns.	Parks Dept./Matheson family plans call for moving existing or adding new facility.
Haulover Beach Park	Concrete	Transportation and recreation	Sand may blow onto facility causing slippage.	Wide abandoned roadway. Allows cyclists to avoid dangerous Collins Ave. segment.
Matheson Hammock Park	Asphalt	Recreation	Mangroves restricts widening narrow facility. Possible conflicts with pedestrians.	Signs should be changed to warn both cyclists and pedestrians to be cautious of one another.
Miami Lakes	Sidewalk	Transportation Links residential areas with schools.	Narrow widths and lack of curb cuts and continuity indicate originally designed as a sidewalk. Possible conflicts with pedestrians.	Route signs in place. Add curb cuts, intersection pavement markings and expand width.
Miller Dr.	Green & white concrete *	Transportation and recreation Links residential areas with Tropical Park and leads to UofM campus.	Does not link directly to UofM. Bus shelters/benches may be placed directly in bicycle travel areas.	Pavement markings in place. SW 56 St. also needs on-road facility.
Model City	Sidewalk	Transportation Links residential areas with schools.	Varies in width. Automobiles park on facility. Possible conflicts with pedestrians.	Route signs in place. Further expansion is suggested to link more schools in the area.

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<u>Facility</u>	<u>Type</u>	Main Uses	Problems	Comments
M-Path Asphalt Transportation Missing segment at UofM. Links retail and various regions. Intersections and landscaping reduce sight distances. Curb-buts needed at some locations.		Sections near UofM should be linked, as well as expanding facility to Dadeland area and further to new US-1 Express Bus/Bikeway. Many intersection areas should be redesigned. Faulty design and connectivity reduce ridership.		
Old Cutler Rd.	Asphalt	Recreation Popular with Type B&C cyclists.	Intersections may have reduced sight distance. Utility poles placed on facility. Landscaping too close to facility and poor choice (i.e., Bougainvillea). Tree root damage.	Currently being resurfaced and widened to 8-feet where possible from Cocoplum Cir. to SW 216 St.
Red Rd.	Asphalt	Transportation and recreation Links to Old Cutler facility.	Guardrail too close to facility.	Weld pipe along guardrail's backside, similar to FDOT treatment. Recently resurfaced.
Snake Creek Canal	Asphalt	Recreation Linear park serving urban community.	Stairs and caged fencing at I-95 expressway underpass restricts bicycle riding. Some users have expressed security concerns.	Should be extended westward along canal and eastward to link with Sunny Isles wide sidewalk.
Snapper Creek Canal	Asphalt	Transportation and recreation Links residential areas with retail, Tamiami Park and FIU campus.	Utility poles installed directly on facility creating poor sight distance. Several links are missing along facility.	Some type of facility should be provided to link segments at SW 117 Ave.
Sunset Dr.	Green & white concrete *	Transportation and recreation Links residential areas with retail and Snapper Creek facility.	Varied facility types along this corridor (path, bike lane, wide-curb lane) inhibit less experienced riders. Bus shelters/benches may be placed directly in bicycle travel zone in some areas.	Pavement markings in place. Continuous facility types for B&C cyclists should be considered.
L&P Thompson Park	Asphalt	Recreation Links to Black Creek facility.	Vegetation causing encroachment and debris.	Considered as a site for the Greenways Network Trail Head project.
Tropical Park	Asphalt	Recreation	Possible conflicts with pedestrians.	Improved links should be provided to Miller Rd. Possible connection to CSX trail, if developed.

<u>Facility</u>	Type	<u>Main Uses</u>	Problems	Comments
Alhambra Cir.	Bike lanes	Transportation	No signage/pavement markings.	Recently resurfaced. Striping and signage would encourage use/improve safety.
Coral Gables	On- road route system	Transportation and recreation Mostly serves A&B cyclists. Links with UofM campus.	No signage	Map provides self-guided tour. Striping and signage would encourage use/improve safety. No special treatments for cycling.
Crandon Bivd.	Bike lanes	Recreation Very popular with Type A cyclists.	Rough surface since Hurricane Andrew. Turnbay striping may confuse motorists.	Striping redesign does not adhere to AASHTO guidelines. Recently resurfaced.
S. Glades Dr.	Bike lane	Recreation Links with Snake Creek facility.	Only on one side of road.	Widening with separations should be considered to change facility designation to bike path.
SW 72 St.	Bike Lanes	Transportation Links residential with retail. Part of Kendall Lakes network.	Only on one side of road.	Signage in place. Recent improvements bring facility up to AASHTO standards.
NW 120 St.	Bike Lanes	Transportation Part of city network.	Rough surface. Automobiles park on facility.	Parking enforcement should be stepped-up.
SW 127 Ave.	Bike lane	Transportation Part of Kendall Lakes network.	Only on one side of road.	Designation of new bike lane on east side should be established.
SW 142 Ave.	Bike Lanes	Transportation Part of Kendall Lakes network.	Faded pavement markings and no signage. Automobiles park on facility	Signage should be installed. Restripe lanes. Parking enforcement should be stepped-up.

ON-ROAD FACILITY CONDITIONS

* Green & white multi-use paths are intended for bicycle use on white portion, pedestrian use on green portion.

All the above facilities should be upgraded to meet current AASHTO standards wherever possible. This includes added widths, improved sight distances, and eliminating barriers and obstructions. Striping and signage should be installed where it would both encourage usage and ensure safety. Dedicated maintenance schedules should be developed and on-going. Furthermore, marketing techniques could be employed to promote the use of these and future facilities.

CHAPTER 3 - ANALYSIS OF EXISTING ROADWAY SYSTEM

Transportation system planners often utilize a measurement known as Level-of-Service (LOS) to describe the operation and condition of a roadway using a set of variables⁽⁹⁾. A L-O-S definition generally discusses these conditions with such factors as: speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level-of-Service standards have also been developed for transit and pedestrians, based on measures of crowding. The technique used in this facilities study applies an index of the operational condition of roadways for cycling to develop a systematic L-O-S measurement for Dade County roadways. As the study progressed, the results were used as a measure of "dis-utility" on certain roadways, which affects cyclists' choice of route.

Dade County's Metropolitan Planning Organization has recognized the need to provide adequate bicycle facilities in the transportation network serving the urbanized area. The first step in the process of analyzing the current network was to develop an objective measure of roadway accessibility for cyclists, while recognizing the division of abilities and needs that separate adult, experienced cyclists from younger or less accomplished cyclists.

For the purposes of transportation planning, users of bicycle facilities can be separated into two levels of bicycling ability: Group A - Adult (or experienced cyclists), and Group B and C - Basic (occasional adult) and Child cyclists. What is considered an "adequate" facility by an experienced, adult cyclist may not be suitable for children; or may not be perceived as safe by the occasional, adult recreational cyclist. These User Profile Groups are defined in Table 1.

Table 2 USER PROFILE GROUPS

- Group A: Advanced bicyclists. Experienced riders who can handle most traffic conditions. They makes up the majority of riders on collector and arterial streets and are best served by:
 - Direct Access to destinations via the existing street system.
 - The opportunity to operate at maximum speeds with minimum delays.
 - Sufficient width on the roadway or shoulder so neither the motorist nor the cyclist must change position when passing.

Group B: Basic Bicyclists. Occasional adult or teenage riders who are less confident of their abilities to operate in traffic without special provisions for bicycles. They prefer:

- Comfortable, direct access to destinations by low-speed, low-volume streets or by designated bicycle facilities.
- Well-defined separation of bicycles and motor vehicles (bike lanes or shoulders) on arterial and collector streets, or on separate bike paths.

Group C: Children and preteen riders whose roadway use may be initially monitored by their parents. They and their parents prefer:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, and other residential areas.
- Residential streets with low motor vehicle speed limits and traffic volumes.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets, or on separate bike paths.

Source: Wilkinson III, W. C., et al, Selecting Roadway Design Treatments to Accommodate Bicycles.

METHODOLOGY OF THE ROADWAY CONDITION INDEX (RCI)

In the Summer of 1993, the Dade County MPO undertook an ambitious application of the Roadway Condition Index in establishing a multimodal evaluation of the County's transportation network. A primary goal of this study was to incorporate a quantitative measure of the suitability of a road to carry bicycles. This element could then reflect the real or perceived hazard of bicycle/motor vehicle interaction within a shared corridor right-of-way. Thus, a roadway segment with good transit service and high suitability for cycling could be defined as providing adequate transportation capacity, even if the vehicular level of service was below existing standards. Three critical variables effect the Level-of-Service a roadway provides to cyclists: per lane traffic volume, traffic speed, and lane width. These are the core factors of the RCI used in this study.

REQUIRED INPUT DATA

For this study, data for over 2400 roadway links in Dade County were collected and analyzed. The data was entered into a spreadsheet on a link by link basis, and read by a Geographic Information System for plotting. The plots identified the level of service provided by the current road network, and marked areas where improvements to the roadway could alleviate dangerous barriers or links on roadways.

The Federal Functional Classification System (major/minor arterials and collectors in Dade County) was used to form the basis of the bicycle network. The following data was collected by the Bicycle/Pedestrian Program for this and future studies:

- Average Daily Traffic in 1990
- Number of existing travel lanes
- Posted speed limit
- Width of outside lane
- Pavement surface quality (judged on a 3-point scale)
- Sight distance (judged on a 3-point scale)
- On-street parking areas
- Existing paved shoulder or curb and gutter areas
- Type of land-use (industrial, commercial, residential, agricultural or open land)

CALCULATION OF THE RCI

Adaptations of the RCI function have been used in previous bicycle planning studies in Florida to establish existing bicycle suitability conditions and to anticipate future facility needs. The quantitative measure of facilities used in this study adopted a modified version of the Davis RCI function⁽⁷⁾

The roadway information gathered by the MPO's Bicycle/Pedestrian Program was intended to support the version of the RCI function found in Appendix C. However, a simplified RCI function was used to determine roadway/cyclist compatibility for this study. It is of the following format:

RCI = AADT/(L*3100) + S/30 + [(S/30)*((14-W)/2))]*1.09

where,

AADT	=	Average Annual Daily Traffic
L	=	Number of Travel Lanes
S	=	Speed limit (mph)
W	=	Width of outside lane (feet)

The 1.09 multiplier factor represents the average LF and PF contribution to the RCI from two prior studies done elsewhere in South Florida⁽⁷⁾. For the purposes of this study, the surrogate equation is considered adequate.

DESCRIPTION OF BICYCLE FACILITIES ADEQUACY STANDARDS

Once the RCI was applied to the segment data, the results were compared to previous studies done in the State of Florida to estimate the level of service. These previous studies had estimated an index of less than 3.0 as being suitable for Type B/C bicyclists, while an index ranging between 3.0 to 4.0 was suitable for more accomplished cyclists (Type A). However, in the Miami Urbanized Area, almost 80% of the analyzed links turned out to have an index greater than 4.0. The study team realized that the use of the index was still evolving, and that a Roadway Condition Index standard, (although agreed upon by Florida Bicycle Coordinators), had not yet been formally adopted for bicycling as a statewide model. What may be applicable in a rural area may not reflect the same need for bicycle facilities addressing adequate provisions for residents in a highly developed area such as Dade County. A solution would be to define the adequacy standards into five relative measures of the RCI index.

Numerical Values	RCI Standard
less than 3.8	Suitable roadway conditions requiring the least amount of traffic interaction
3.8 - 4.5	Less suitable roadway conditions requiring a low to moderate amount of traffic interaction
4.6 - 5.2	Unsuitable roadway conditions requiring a moderate to high amount of traffic interaction
5.3 - 6.1	Inadequate roadway conditions requiring a high to extremely high amount of traffic interaction
6.2 and above	Hazardous roadway conditions requiring an extreme amount of traffic interaction

APPLICATION OF THE STANDARD TO EXISTING ROADWAY SYSTEM

The results of applying the RCI to the existing network are shown in Figure 4. It should be cautioned that the modified RCI equation may have a slight effect on the results; nonetheless, as the figure points out, the majority of the Dade County street network is difficult, inadequate, or hazardous to cycle upon.

For the purposes of designing a bicycle facilities network, this report recognizes two broad classes of bicyclists: Group A riders and Group B/C riders. The latter combines B and C bicyclists, since both tend to prefer "separation" from motorized vehicles, as opposed to Group A riders who prefer mixing with motor vehicle traffic. What is considered an "adequate" facility by an experienced, adult cyclist may not be suitable for children, or may not be perceived as safe by the occasional, recreational cyclist.

As stated earlier, the current lack of separated bicycle facilities in Dade County, combined with the high speeds and volumes on the major and minor arterials, greatly constrains bicycle use. Identification of where the network is most lacking is discussed in the next section. It is stressed now though that there should be a concentrated effort to relieve or reduce the offending conditions on any roadway segment meeting the worst rating in Figure 4.



CHAPTER 4 - BICYCLE FACILITY BENEFITS

IDENTIFICATION OF CONSTITUENCIES

During the plan review process, the study team was asked to identify constituents of whom the Plan's proposed improvements would most benefit. While some may use the term "special interest groups", they should realize that these individuals represent almost every facet of social-economic stature; bicycle facilities aid low-income families as well as the affluent. The bicycle is a simple machine, accommodating almost anyone who climbs on board to get somewhere; yet, as recognized in Chapter 3, each of the three basic user profiles has different needs to provide them with the best level-of-service. Furthermore, links to mass transit for enhanced multi-modal travel, isolated pathways along rural or low-density areas, and recent trends favoring bicycling and walking all recognize the need for a non-motorized alternative to our present automobile-dominated society.

Generally, many off-road bicycling paths serve a double purpose to accommodate pedestrian travel. These facilities are also more likely provide a safer environment for walkers to reach a desired destination. Off-road facilities generate health and physical fitness activities as well; people are attracted to exercise in a pleasing outdoor environment. Providing facilities to keep healthy would be an effective means of controlling health care costs for individuals, corporations as well as governmental agencies. Additionally, there are many examples to illustrate the increased business and economic development that generally follow the opening of a trail or greenway. Research performed by American Lives, a marketing-research firm, noted that home buyers want features designed into new communities that not only allow, but also promote "interaction with the environment through the inclusion of nature paths." Walking and biking paths ranked third, (below low traffic neighborhoods and natural, open space) as features home buyers will pay premium prices for.

For the employee, cycling offers low-cost, convenient transportation. The cost of operating an automobile is more than 30ϕ /mile, compared to an estimated 4ϕ /mile for a bike. Regular commuting by bicycle improves physical fitness while reducing stress. For the employer, a bicycle commuting program can decrease costs of employee benefits by reducing the amount of time lost from illness and, in some cases, by lowering health insurance charges. Studies have shown that fitness programs help develop more alert workers who miss fewer days (one study found absenteeism reduced by 37%) and have fewer job related injuries.

Inclusion of on-road accommodations would raise the effectiveness and overall use of many roads for all roadway vehicles. These treatments: paved shoulders, wide curb-lanes and striped bike lanes, also aid in reducing roadway edge unraveling/erosion and water build-up on the roadway surface. They allow right turns without adjacent lane encroachment, improve traffic flow, and allow motor vehicles to pass cyclists without switching roadway lanes. Bicycle facilities may also allow traffic engineers the ability to improve the safety rating/capacity of roadways, including those historically designated where no future widening is permitted. On-road treatments are also less expensive to build and maintain. According to the *National Bicycling and Walking Study*, public savings from reduced pollution, oil import and congestion costs alone have been estimated at between 5-22 cents for every automobile mile displaced by bicycling or walking, besides offering additional travel options for those who are unable to drive or who choose not to drive for all or some trips. In addition, roadway improvements to accommodate bicycles have been shown to reduce the frequency of certain types of motor vehicle crashes.

Limited right-of-way is the single greatest problem in retrofitting many existing roadways or incorporating any off-road facility within high-density areas. However, enhancing bicycle mobility in some areas may only need the inclusion of:

- Crosswalk "zebra" striping and stop bars at intersections
- Bicycle/pedestrian channelization within large parking lots (e.g., refuge islands and curbed barriers)
- Introducing traffic calming designs to slow motor vehicle traffic

Although in some cases, including bicycle facilities may require:

- Minimizing widths for center lanes and medians
- Creating one-way pairs, which may also improve capacity
- Removing parking, reducing parking bays widths or the number of travel lanes
- Building elevated systems to connect severed network links
- Purchasing right-of-way, which is usually costly in urbanized areas
- Acquisition of "sight triangles" at intersections, as well as sidewalk designs with designated areas for optional street furniture.

Proven in other studies⁽⁸⁾, the land use of a community plays a significant role in encouraging utilitarian bicycling. Usually, the most common land uses associated with bike use are high-density residential areas and university campuses. However, land use is not the only external factor contributing to utilitarian cycling. Access to an automobile is also highly correlated to choosing it as a travel mode. This would suggest that lower income groups, whose access to automobiles is limited, may consider bicycling more often than higher income groups. Studies support this statement and show that the rate of bicycle commuting among individuals with a household income of less than \$15,000 is almost double that of individuals belonging to households with an annual income of over \$35,000⁽⁶⁾.

We know from 1980 census data that 3/4 of 1% of the greater Miami area's population bike to work on an on-going basis. Unfortunately, this statistic dropped to 1/2 of 1% by 1990. Other metropolitan areas with more accommodating infrastructure for bicycling had more significant bicycle-to-work participation. It would benefit Dade County to introduce more bikeways, encouraging the large amount of "zero vehicle households" to use bicycling as a transportation alternative. The most recent census data, as well as other sources, were used to develop Figure 5 displaying a sampling of residences for Bikes-On-Trains users and other cycling advocates which have made correspondence through the Metro-Dade Bicycle/Pedestrian office. Because of the limited capabilities of the GIS address matching program, this figure represents roughly only 1/3 of these constituents. However, looking at the map, it is apparent that cyclists, (even for this specific application), are spread-out throughout the urbanized regions.

The FDOT District VI office has carried-out their first bicycle counts along several corridors county-wide. However, because the current lack of bicycle facilities in Dade County constrains bicycle use, present ridership (i.e., bicycle traffic counts) cannot be used as a surrogate to accurately estimate road segment-specific latent demand. Furthermore, due to the lack of developed standards, or transferable bicycle travel demand models and limited funds, a demand simulation model has not been employed to comprehensively simulate bicycle travel demand for the County. Figure 5 shows the results of the 1994 FDOT bicycle count project. These counts indicate either weekend ridership or weekday occurrences between 10am to 5pm. at selected sites within Dade County.

Although there have been limited bicycle counts done in Dade County, generalities can be made to reflect bicycle usage. For example, with a population of over 2 million, 35% of Dade County residents are occasional (Group B) bicyclists (using U.S. Bike Federation estimates). Because of our accommodating climate, cycling can be an attraction for many of the 8 million tourists each year. Additionally, many Latin

immigrants arriving to Dade County are already familiar with bicycle usage; by implementing an expansive bikeway network, the county will be encouraging continued bicycle use for them, potential new users and all our constituencies, as long as a proper level-of-service is maintained.

Identification of facility needs for every user group was based on the use of the RCI as a planning tool on existing roadways. Basic planning principles were also used to analyze the continuity of the existing system, possible origins and common destinations, and available crash location data. Figure 1 shows the common utilitarian destinations of cyclists. These include industrial parks, shopping centers, colleges and universities, public attractors such as libraries, and elementary/secondary schools. The need for bicycle facilities was determined by analyzing two key criteria: supply of and demand for facilities. Analysis of the supply of bicycle facilities was made by plotting the existing facilities and using the RCI to evaluate the 1993 roadway data. The current lack of facilities in Dade County constrains bicycle use, and therefore present bicycle volumes (either on roadways or paths) cannot be used to accurately estimate demand. Because of this lack of data, the demand side required more estimation.

Bicycle use can cut across all socioeconomic categories; however, in Dade County, it was recognized that more utilitarian riding is made by lower auto-ownership/transit-dependent households. These households may have fewer autos; thus, some members of the household have to use alternate means of transportation at times. Although mass transit use is not normally related with bicycle utilization, it is commonly associated with lower income households. Given this relationship, the transit dependent population also includes bicycle-dependents for short home-to-work or home-to-shopping trips.

Figure 6 shows the location of Estimated Transit Dependent Population by Traffic Analysis Zone in 1990. This figure indicates that not only are lower income areas of Dade County transit dependent, but densely populated areas, such as Miami Beach, show transit dependency as well. This further validates the close correlation between bicycle use and mass transit ridership. The South Beach sector has historically been a high bicycle use area, along with Coconut Grove, Little Havana, South Miami and other tightly packed communities. Although bicycle and pedestrian mode splits have been higher than transit, a significantly larger amount of funding has always been granted for transit projects in Dade County. Many professionals do not understand the correlation between modes of transportation, or refuse to acknowledge it. The transportation system can be better enhanced by trying integrate all modes of travel.

-				-		
Mode	Earn	Family/	Civic/	Social/		
	Living	Personal	Educational	Recreational	Other	Total
Public						
Transportation	1%	1%	2%	under 1%	under 1%	4%
Bicycle	under 1%	under 1%	2%	2%	13%	17%
Walk	1%	4%	9%	14%	30%	58%

Person Trip Distribution by Trip Purpose and Mode - Florida Nationwide Personal Transportation Study - Research Transportation Institute

Figure 2 shows common recreational destinations, including parks, sporting facilities, and other public places. The map shows that these destinations are spread rather uniformly across the County. It is also obvious that utilitarian cycling and recreational cycling can overlap, especially when it comes to public places and attractions. An upgrading of bicycle access along these facilities would address the needs and desires of our unique community, as well as enhance South Florida's existing, large economic tourism base, including a growing interest in eco-tourism.
There are currently over 300 members of the Everglades Bicycle Club (1 of 10 known clubs in Dade). Most of these individuals could be labeled Group A or experienced cyclists. Also, a large number of families and friends (composed typically of Group B cyclists) participate as interim members during festivals and other cycling events the club hosts annually. There are many Group A & B cyclists riding on roadways, tracks or BMX racing who have not joined into any of the Dade County clubs. Additionally, members of the South Broward Wheelers (boasting an impressive 700 members) frequently travel across county lines.

BICYCLE CRASHES

In addition to the possible origins and likely destinations, bicycle crash data was analyzed. The bicycle is legally defined as a vehicle in all 50 states. In Florida, cyclists must obey the same laws as motor vehicle operators. These include: obeying traffic signs and signals, riding with the flow of traffic, and using lights at night. However, studies have shown that many cyclists do not ride according to the established rules and principles of traffic flow. There is a tendency for cyclists to "switch roles" between being a vehicle operator and a pedestrian whenever they think it is safer or more convenient to do so. Many bicyclists mistakenly believe that the rules of the road do not apply to them.

In a recent national study, nearly two-thirds of crashes between motor vehicles and bicycles occurred on major arterial roadways. This may reflect cyclists' preference for these roadways because of their directness and fewer delays. In many situations, there are no alternative "quiet" roads paralleling arterial roads. Cyclists were at fault in nearly 70% of the crashes analyzed and more than 1/4 of the crashes were the result of cyclists either failing to yield the right-of-way or disobeying a traffic control device.

Currently, and during the 14 years since the FDOT has recorded bicycle crashes, Florida has lead the nation in the number of bicycle fatalities. Dade County has continued to be among the leading areas for bicycling crashes in our state. In 1984, the Dade County School Board took a major step in reducing some of the average 40% the County's fatalities attributed to non-motorized accidents each year by introducing a formal education curriculum in the public schools, known as Bike-Ed. This program, one of the most comprehensive traffic safety programs in the nation, is teaching our youth proper bicycle handling techniques and key traffic skills, through classroom lessons as well as on-road training. Now, future generations of residents will have a better understanding of how important it is to respect each roadway user. As possible evidence, the victims of more serious bicycle crashes have been shifting from children and teens to young, male (often minority) workers from low or lower-middle income households. Figure 7 contains two years of local accident data containing a total of 1,839 bicycle-motor vehicle accidents sorted by age group. Clearly, the peak occurs in the age groups too young to be licensed to drive, but the drop-off in accident rates is gradual throughout the late teens to early thirties.

A more recent crash figure is shown as Figure 8. This data includes only those crashes reported to the Metro-Dade Police Department between the years 1992-1994. They do not reflect crash statistics from other Dade County municipalities' Police Departments although some incidents are located within municipalities. A number of medium density residential locations show a significant number of crashes. For the most part, these tend to be in the lower-income household areas of Dade County, where the travel mode options are more limited. This theory is supported by Figure 6, which displays transit dependence by Traffic Analysis Zone (TAZ) in Dade County. Interestingly, when one examines the localities of these crashes (Figure 8) with the Transit Dependency Map (Figure 6), a similar pattern of high transit use and high bicycle crashes becomes noticeable. This can be attributed to higher rates of bicycle usage.







Bicycle Crashes in Dade County 1990-1991 Crash Rate per 1000 Members of Age Cohort





CHAPTER 5 - DETERMINATION OF BICYCLE FACILITIES NETWORK

Directness and continuity are important considerations in system planning. Directness determines the amount of time and effort involved in reaching a specific destination, and continuity provides for safety and access along the entire route. These two principles form the basis of bicycle network planning. Coupled with the RCI, this planning component provides a basis to prioritize the needs for future facilities in Dade County. The priority was thus established based on the following criteria:

- Connectivity between existing facilities
- High hazard roadways near schools and employment centers
- Opportunities for off-road facilities (railroad right-of-ways, canals, etc.)

The future bicycle network was created by identifying the existing bicycle facilities, school/employment centers and off-road facility opportunities on a map. This resulted in the creation of a comprehensive network of potential corridors for both on-road and off-road facilities that should be implemented.

APPLICATION OF RCI TO THE EXISTING NETWORK

It was observed earlier that the values on many street segments in Dade County had an RCI index exceeding 5.2, making them unacceptable for bicyclists. Figure 9 is a simplified version of Figure 4, showing only those facilities that are acceptable for either Group A and/or Group B/C. As Figure 9 indicates, there are many gaps between existing Group A and Group B/C bicycle facilities. These gaps identify some of the bicycle facility needs based on the study's 1993 RCI data.

FULFILLMENT OF NEEDS

Some of the bicycle needs will be fulfilled when Dade County implements the short-term and long-term transportation improvements as identified by the Metropolitan Planning Organization. The tables in Appendix A list all the short-term (before 1999) roadway capacity improvements that have project engineering funding. Only project engineering phase programs are mentioned, because it is at this stage that bicycle facilities can be incorporated into the preliminary engineering design process. By the time project moves into the construction phase, secured funding to include bicycle facilities may no longer exist or the project may be too far in the process for revision. Similarly, the tables in Appendix B list capacity improvements that are in the County's long-range plans covering the twenty-year period until the year 2015. Since these are long-range improvements, their funding has not yet been established. The County is to make every effort to incorporate bicycle accommodations into these projects whenever possible to support existing facilities and maintain the integrity of the overall bicycle network identified in this Facilities Plan. Additionally, although not every roadway has been identified in this Plan for bicycle provisions, every roadway project that arises should consider the probability that bicyclists will be using them and their well being will be guarded by proper facility design.

These short-term and long-term projects (as well as any roadway project proposed) are expected to provide the following improvements to make them more accessible to cyclists:

Linear Improvements - This partial network improvement concentrates on connecting two prescribed points. These types of improvements can also include inexpensive techniques applied within the existing right-of-way, such as: leveling the asphalt base-coat flush with the travel lane on rural (non-curbed) sections, or (when pavement is available) to stripe bike lanes on each side of the roadway, or simply restriping to widen the curbside lane. Links where the LOS drops abruptly to unacceptable levels are areas where linear improvements can be most beneficial.

- Spot Improvements This type of improvement is similar to a linear improvement, but rather than making improvements along an entire street corridor, special bikeway improvements are made along a portion of the existing street where bicycling conditions are particularly hazardous. These can include adding curb-cuts, striping intersections or replacing dangerous drain grates.
- **Barrier Adjustments -** In some cases, the construction of a special bicycle structure or special intersection designs permitting bicyclists to cross major barriers, such as: railroads, expressways, or retrofitted street closings are necessary to maintain network continuity, or to provide a more direct access to particular attractors. While special structures may be expensive, a single structure removing a significant barrier to bicycle travel can be more beneficial to cyclists than several miles of special, lateral bikeways.

With the popularity of planned unit developments combining both residential and commercial land-use increasing, the incorporation of bicycle facilities on internal collector roads promises to be one of the most effective ways the private sector can participate in a mode-shift effort. Bicycle facilities internal to subdivisions can serve a dual purpose. They connect the primary generators of bicycle trips (residences) with the external collector and arterial road network. They also provide the primary conduit for the trips made internal to the subdivision. These internal trips not only include home-based social and recreational trips, but what is more important, they include neighborhood level home-based shopping trips to the fringe or transitional commercial development; a typical component of today's planned unit developments.

A table was created based on the needs mentioned earlier and the RCI index. This table defines corridors where bicycle facilities are warranted in Dade County. This table (Appendix C), provides the 1993 RCI for each roadway link that comprises these suggested corridors. Since the short-range improvements listed in Appendix A can be considered as contributing to the establishment of on-road bicycle facilities, many of these improved links appear as potential bicycle corridors on the table in Appendix C.

However, it is apparent that these planned roadway capacity improvements will not meet all the critical bicycle roadway needs. There are a number of other options that can lower the RCI for some of those roadway segments, and provide safer, more accommodating facilities for bicyclists.

These include, but are not limited to the following:

- 1) Expanding roadway pavement width within existing right-of-way. Widen the outside lane to provide room for shared-use between bicycles/auotmobiles, or include a paved shoulder.
- 2) Create more off-road paths along roadways with minimal intersections; on abandoned railroad track beds; in conjunction with transit corridors, such as: express busways, the existing Metrorail alignment and other future rail corridors; or adjacent to canals and rivers. Figures 11 and 12 show some potential off-road corridors in Dade County. However, not all these corridors can be used as bicycle facilities due to physical constraints, such as right-of-way limitation/availability. These corridors will be explored on a continuous basis as funding permits their acquisition.
- 3) Introduce traffic calming measures, such as those implemented in many parts of the world, including progressive areas of the United States. These techniques lower the speed limit on residential and collector streets or at (hazardous) intersections, and thereby increase the comfort level for bicyclists.

Option 1 is the most helpful in fulfilling un-met on-road needs for bicycling. Both the Federal and local governments have given significant thought on this and their results are provided as Appendices D and E. These appendices should be studied carefully, since they provide details on many aspects of designing on-road bicycle facilities.

Metro-Dade Bicycle Facilities Plan

In urban areas, wide curb-lanes are usually preferable than paved shoulders for Group A riders, and bike lanes are usually preferable for Group B/C riders. Except on residential or low volume streets, wide outside lanes are not generally sufficient into providing the degree of comfort and safety required by less skilled bicyclists or children. Use of dedicated bike lanes requires more commitment to maintenance. Bike lanes must be kept free of debris and loose gravel, sand or dirt to remain useful and safe.

Option 2 assists Group B/C cyclists for less interaction with automobiles. These corridors also serve a recreational purpose. Also, they've created the perception of a better quality of life in many communities where paths were introduced, such as the Pinellas Trail and the St. Marks Trail.

Option 3 began as a means to reduce the impact of traffic in residential neighborhoods and around schools. During the last decade, the principles of traffic calming have been extended and are now being applied to major roads in urban areas. Some of the more popular traffic calming measures include speed humps, diverters, traffic throttles, traffic islands, sidewalk bulb-outs and small traffic circles.

Three key benefits have been attributed to traffic calming:

- An average one-third reduction in road crashes
 - A greater feeling of security, particularly among vulnerable road users, such as bicyclists
 - Capacity improvements with techniques, such as roundabouts, rather than stop signs

For further information on traffic calming, it is recommended that the reader consult *Residential Street* Design and Traffic Control (1989) by Elizabeth Deakin, et al.

Whichever option is used for a particular area, the following performance criteria should be established for the entire bicycle network:

- a) Accessibility The distance a bicycle facility is from a specified trip origin or destination. No residential area or high priority destination (school, shopping center, work and business centers, park, etc.) should be denied reasonable access by bicycle.
- b) **Directness** Even the most expensive bicycle facilities will be under-utilized if they greatly increase the travel distance/trip time over those that provided by less suitable desirable facilities.
- c) **Continuity** The proposed network should be continuous along the roadway, or signed where it ends to directing cyclists to accommodating routes.
- d) **Route Attractiveness -** Proper roadway markings or total separation from motor traffic, visual aesthetics that do not interfere with sight distances, and no perceived threat to personal safety.
- e) Low Conflict The route should present as few conflicts as possible between bicyclists and motor vehicle operators.
- f) Cost Proper planning estimates include the costs to both establish and maintain the system.
- g) Ease of Implementation Bicycle consideration also depends on available space and existing traffic operation factors.
- h) **Design to Decrease Liability** Maintenance considerations should be part of the design process, also AASHTO and MUTCD guidelines must be followed.

OTHER NEEDS TO ADDRESS

When Metrorail lockers were purchased, over estimates resulted in an over-abundance of lockers (315) as compared to renters (average 75). Several lockers should be moved to the Brickell, Civic Center, and Government Center stations where patrons have expressed a desire. Any new Metrorail, Tri-Rail or future rapid-rail stations should also include lockers. Other sites need relocation of lockers, since designs, such as walls surrounding lockers, creating security problems should be reviewed and corrected.



ADVANTAGES AND DISADVANTAGES OF DIFFERENT BICYCLE FACILITIES

Facility	<u>Advantages</u>	Disadvantages					
Route Map	Very low cost. Can be implemented rapidly system-wide.	May include difficult or hazardous situations for novice riders. Map distribution to potential users required. Liability may increase because of route recommendations.					
Suitability Map	Low cost. Can be implemented rapidly system-wide. Does not recommend route. Cyclists use their own judgment based on skill level and road conditions.	Map distribution to potential users required. Roadway conditions may change before updated map is developed.					
Signed Route	Low cost. Increases motorist awareness.	May give false sense of security. Liability may increase because of route recommendations.					
Wide Curb-Lane	Moderate cost. Can be built and maintained as part of regular roadway program. Increases maneuverability for all vehicles. Auto wind blasts help sweep facility.	Possible conflict with autos.					
Paved Shoulder	Moderate cost. Can be built and maintained as part of regular roadway program. Increases maneuverability for all vehicles. Auto wind blasts help sweep facility.	May not offer adequate protection against auto encroachment. May collect debris and require more frequent maintenance. Requires sufficient width when together with high speed/high truck volume.					
Bike Lanes	Moderate cost. Clearly designated area for bicycle and auto travel, Accident potential is decreased. Preferred by some cyclists. Costs lower than separate facilities.	May subject bicyclists to injury from opening car doors and from autos entering/leaving a parking space. May restrict roadway use for parking. Increased conflicts associated with turning vehicles at intersections. Regular sweeping/upkeep needed.					
Bike Path	Preferred by less experienced bicyclists who will not travel on roadway. Useful to route cyclists away from hazardous roadways.	Higher cost. Increased conflicts at intersections. Increased bike/pedesestrian conflicts. Security problems may arise when visibility is limited. Requires routine maintenance schedule. Right-of-way not always available.					
Sidewalk	Low cost (if existing). Provides facility for less experienced bicyclists who will not travel on roadway.	Increased conflicts at intersections or driveways. Increased bike/pedestrian conflicts. Reduced speed for bicyclists.					

Usually designed for bi-directional travel (minimum 8-feet). Facility is physically separate from the roadway by open space or barriers. "Bike Path" or "Bike Route" signs are recommended. Added striping and signage at intersections is urged. As a dedicated facility, requires a dedicated maintenance schedule.

A portion on both sides of the roadway (minimum 4-feet each) designated by striping to direct bicyclists in the same direction as adjacent motor vehicle traffic. Diamond and other pavement markings, as well as "Bike Lane" signs are recommended. As a dedicated facility, requires a dedicated maintenance schedule.

Designed to accommodate both bicyclists and motor vehicles in a shared-use lane (minimum 12-feet). Roadway" signs "Bicycles Sharing are recommended in highly used segments. Automobile wind blasts help sweep debris away from travel thus supplementing less stringent area. maintenance on these undedicated facilities than is required with bike lanes and paths.

Designed to accommodate bicycle travel in right most area adjacent to travel lane (minimum 2-feet). Roadwav" Sharing signs "Bicvcles are recommended in highly used segments. Automobile wind blasts help sweep debris away from travel supplementing less stringent thus area. maintenance on these undedicated facilities than is required with bike lanes and paths.

BIKE LANE 6"SOLID WHITE STRIPE ONLY MOTOR VEHICLE LANES -4' MIN. WIDE CURB-LANE LANE LINE-DASHED OR SOLID WHITE STRIPE CAR LANE CAR AND BIKE LANE CURB & VARIES GUITTER PAVED SHOULDER 6"SOLID WHITE STRIPE Cloan minimus (레르나르베르베르베르베르베르 금베르베르베르베르베르베르베 MOTOR VEHICLE LANES

BIKE PATH

Bike Routes: Can include any or all of the above types of facilities. Signs are recommended to encourage bicycle use and identify those corridors which better accommodate bicycle travel for specific areas. Routine maintenance/inspection should be carried out intermittently.







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CHAPTER 6 - FACILITIES MAINTENANCE

Often when designing new bicycle facilities, maintenance is not an issue until projects have been constructed and a department/agency is assigned to maintain what has been built. This approach assumes that maintenance can keep up with development and that maintenance costs have been accounted for. The policies/legislation covered in Chapter 1 indicate that agencies should not only plan for the development of bicycle facilities, but also for the operations and maintenance of these facilities. A strategy to head-off anticipated issues before they arise, and an action plan to address problems/occurances which jeopardize the safety of Dade County's cycling citizenry should be considered high priority.

A bicycle's tires are significantly smaller than those of motor vehicles. What seems as a small bump or ridge for motor vehicles can mean a crash to a cyclist. Cyclists may move into traffic rather than strike what may look like an insignificant surface irregularity to the motorist. Although the entire street surface is of concern, the right-most four feet, (where most maintenance problems occur and where bicyclists should travel), should be given added attention to assure minimal impact from any of the following: depressed utility caps, voids or gaps, rutting, potholes, edge drop-offs and unraveling. Also, special emphasis is needed at high-risk locations, such as: bridges, 500 feet before/after major intersections and railroad crossings. Additionally, landscaping should meet AASHTO standards for both horizontal/vertical clearances and sight distances.

Bike paths, bike lanes and paved shoulders are especially prone to collecting debris. Cyclists who choose travel on poorly maintained facilities are at greater risk of injury. This also places the County at a greater liability risk by overlooking such conditions. Until a plan for a dedicated maintenance program is implemented, the construction of paved shoulders or wide outside lanes should be considered the best course of action. The latter being the only type of facility that is (somewhat) self-maintaining. After wide outside lanes are in place, restriping multi-lane (4-6) roadways to provide bike lanes or paved shoulders can be accomplished at a minimal cost. This should be done only when funding for maintenance of the facility is dedicated. In the case where a municipality desires a bicycle lane or path, that city should be required to provide maintenance.

Periodic inspection should be done on cross-walk actuators, since Group B&C cyclists may be using these devices. Roadway loop detectors should be adjusted to sense bicycle presence. A study by the University of Florida Transportation Research Center has identified the modified chevron loop detector as the only device to detect bicycle over the entire area. It is considered the best choice for an all-purpose, truck-bicycle detector without the need for intra-lane bicycle markings.

MAINTENANCE RESPONSIBILITIES

Responsibility for maintenance along the existing bicycle/pedestiran facilities at the time of this study was dependent upon two departments within Metro-Dade: Parks & Recreation and Public Works. Presently, the process is under reorganization, placing roadway right-of-way maintenance responsibilities within the Public Works Department to consolidate similar activities and to optimize resources and clarify responsibilities. This would include bike paths along roadway rights-of-way. The Parks & Recreation Dept. would still be responsible for areas within park boundaries and possibly along Metrorail's right-of-way. This document will address these concerns to the various departments which maintenance had been assigned to in the past, since this process is still being initiated. Additionally, a newly formed Expressway Authority may be overseeing "greenways" maintenance in the future as well. The BPAC proposed a study for the development of a Trails Authority whose sole responsibility would be to perform maintenance on bicycle/pedestrian facilities to ensure the attention these facilities require.

Parks & Recreation Department

Most of the path system's routine maintenance (sweeping/landscaping) had been done "as needed". Except for those widely used facilities, a lack of a regular scheduling has lead to increased debris and other hazards found along the lesser-used facilities. Unfortunately, tree limbs, vegetation encroachment and litter removal are often times addressed only after citizens phone-in complaints of a particular area. These operations may not be executed in a timely manner. Budgeting concerns were the responsibility of each Parks & Recreation district. Each district would allocate funding from their capital operations budget to carryout maintenance along paths within their respective area.

Public Works Department

When resurfacing, repairs, patching holes, replacing deteriorated/cracked sections, adding/replacing signs, repainting intersection stripes, etc. is needed, this department has assumed responsibility. Public Works is also responsible for maintaining bike lanes on roadways. Most of the funding for their maintenance budget had come from Capital Outlay Reserve (COR) funds, the operations budget or Capital Improvement Project funding. The newly introduced 6¢ gas tax may also become a source of maintenance funding.

Expressway Authority

At the time of this printing, the Metro-Dade Commission had just established the formation of an autonomous agency to deal with the maintenance, operations and construction of toll expressways within the Dade County area. This new Expressway Authority is also expected be focusing on greenway operations through a Greenway Network subcommittee. It is noted that, in addition to all the off-road proposals of this Facilities Plan qualifying as part of a greenways network, bike lanes can also be included under the umbrella of "greenways". Funding sources for the Expressway Authority's operations are to be met by toll collections.

Table 4 - Agency Responsibilities

Listed below are the current responsibilities for local agencies involved with maintenance:

Bike path sweeping, edging; mowing & trimming along paths/sidewalks, including some County-maintained areas within municipalities	Metro-Dade Public Works, or Metro-Dade Parks & Recreation within parks
Patching holes, cracks, etc. on County roads, bike paths, Safeways-To-School and sidewalks	Metro-Dade Public Works
Metrorail stations and areas within 7 feet of bus shelters	Metro-Dade Transit Agency Facility Maintenance & private contractors hired by MDTA
Litter control and beyond the 7-foot areas of bus shelters	Corrections Dept. staff hired by MDTA
Mowing along paths/sidewalks, including some State-maintained areas within municipalities	Florida Dept. of Transportation & Metro-Dade staff hired by FDOT
Mowing and maintenance along canals	South Florida Water Management
Mowing along paths/sidewalks within cities and private developments	Municipalities and private developments

Metrorail Bicycle Racks are currently put in place and monitored by the Bicycle/Pedestrian Program. More racks should be purchased and placed where the need is apparent. Poor rack locations forced patrons to use light posts and other means to secure their bicycles in a more visible area. Maintenance of these facilities should be upgraded by MDTA Facility Maintenance crews to assume responsibility.

Metrorail Bicycle Lockers Communication between MDTA Facility Maintenance - responsible for the up-keep of the lockers; and the Bicycle/Pedestrian Office - which monitors/administers the program, should be upgraded. In the past, Bicycle/Pedestrian Program personnel have intervened to keep the lockers maintained.

While planning and constructing new bikeway or pedestrian facilities receive some sort of priority, a large emphasis should be placed on maintaining these facilities once in place. The degree of maintenance performed and the commitment to keep a standard of quality for these facilities has a direct impact on their effectiveness, service life, liability, degree of use and community image. A stronger commitment towards enhancement of the current maintenance activities focus, and a more structured organization between effected departments is considered necessary to continue progressively forward.

One of the best solutions for maintenance problems is prevention. Scheduled inventory/inspection of all facilities should be established by the Public Works Dept. to ensure the timely notice of problem areas and identification of hazard-prone areas. Clearly regular scheduled sweeping of all facilities should be initiated. A dedicated maintenance plan should include an inventory system, with the entire pathway system inspected at lease twice a year for repair needs. An inventory checklist can record types of maintenance problems and their locations, as well as the types/frequency of maintenance activities, which can be assessed to provide annual costs and estimate future funding needs.

Further actions of committed, enhanced maintenance can be accomplished by:

- providing more funding for equipment
- maintaining non-motorized facilities along areas during regular roadway crew shifts
- encouraging maintenance personnel to identify repair problems during their routine maintenance rounds
- community awareness programs with a dedicated phone line available to citizens for notficiation/complaints.

Accompanying a neglected facility can be impressions of a lack of security, and a fear for personal safety by potential users. The result is often a decrease in usage, and increases in crashes or near crashes due to improper elimination of hazards. Bicyclists, by law, are expected to travel in the right-most portion when on a roadway. This area is where maintenance problems are most frequent and hazardous. When this portion of the roadway contains hazards, bicyclists tend to stray farther left into the travel lane. This forces motorized traffic to swerve into an adjacent lane to avoid them, reducing capacity and increasing the risk to all highway travelers substantially. Although reasonable care is expected from the bicycle rider on any of the County's facilities, when planning and installing a facility the County is also responsible for any negligence on its part.

It will be necessary to enter into a maintenance agreement with the Florida Dept. of Transportation in order to obtain Intermodal Surface Transportation Efficiency Act (ISTEA) funding for future transportation enhancement projects. The South Florida Water Management District has indicated that, before any additional Metro-Dade facilities are permitted along their canals, the County must ensure adequate maintenance would be provided by establishing a dedicated maintenance program that delivers an adequate level-of-service.

COMMUNITY MONITORING PROGRAMS

There are currently several options that the County can take to upgrade maintenance procedures. Community monitoring through programs such as: Adopt-A-Path, Path Patrols, or Spot Check Programs

Also, the option of privatization can be used. Many governmental agencies are currently exploring privatizing maintenance work for bicycle/pedestrian facilities. These contracts can reduce costs of the maintaining agencies by at least 50% and can include almost every aspect of maintenance: sweeping, grass cutting, garbagte/debris removal, landscaping, graffiti removal, sign replacement, fixing of fences and guardrails, bridge and overpass maintenance, and even dead animal removal. Drinking fountains, racks, benches, tables, trash cans, and other trail amenities can be included into the responsibilities, or simply mowing and sweeping may be the primary function of the private entity winning the bid. Privatization programs include: "trail associations", and the use of community service and prison labor.

In addition, development of a thorough Maintenance Plan, one that prescribes budgeting guidelines before any construction begins and outlines maintenance priorities can be the cornerstone for a responsible, comprehensive maintenance process. Metro-Dade County should establish a dedicated budget for maintenance and identify a leading agency responsible to coordinate these activities for the coordination of contracts and maintenance location activities between responsible departments/agencies to achieve a more creditable level of accountability. The Bicycle/Pedestrian Program considers that some form of privatization should be attempted. A "trails authority" could be established to coordinate with the various related departments/organizations to review projects and identify funding opportunities for maintenance.

CHAPTER 7 - IDENTIFICATION OF FUNDING NEEDS/OPPORTUNITIES

Previous chapters have identified criteria needs to be considered when designing a bicycle network for a particular area. One of the most important issues to be tackled in Dade County is identifying where will the funding sources for implementing the bicycle network is to come from. This study does not recommend specific improvements, therefore, costs of implementing the Plan are not specific. However, the County's *Guide for the Development of Bicycle Facilities* provides estimates as to what additional costs would be needed to typical cross-sections when implementing various roadway improvements to better accommodate bicycles. Additionally, Hillsborough County, Florida has recently computed some average construction costs for these facilities that are probably valid for Dade County as well⁽¹⁰⁾. The construction costs of these have been organized into three sub-categories: On-Road Facilities, Off-Road Facilities, and Terminal Facilities. The schematic costs shown are in 1993 dollars and represent construction costs (material and labor) only.

PROJECTED COST ESTIMATES

Putting a cost estimate on nearly 1298 miles of roadways and 122 miles of off-road paths to accommodate bicycling is a difficult task. As noted, this Plan does not recommend specific treatments to specific corridors because of the necessity to further analyze needs for any particular area: bicycle travel patterns, types of cyclists in the area, other planned improvements to the roadway, etc. Additionally, a determination must be made as to which facilities are already in place having characteristics that meet basic bicycling criteria.

The RCI has identified that there are almost 164 miles of roadway that meet this objective and may not need additional treatments. Of these, 76.35 miles have paved shoulders and 23.26 miles have wide curb-lanes of 14-foot widths or more. This leaves approximately 1134 miles of roadways to be improved. Roadway projects planned within the current 20-year cycle will be examined more closely to identify the necessary accommodations prescribed in this study. By "piggy-backing" onto those projects listed in the *Transportation Improvement Plan* and the 2015 Long-Range Transportation Plan, costs to improve these corridors for bicycle accommodations will be significantly reduced, rather than retrofitting for bicycle accommodations at a later date. Using Dade County Public Works estimates, using this strategy for 390 miles of currently identified improvement projects would require either no extra cost or up to about \$15.6 million, depending on the design cross-sections assigned to each corridor, and may actually save costs in some instances.

The remaining 744 miles of roadways identified in this *Bicycle Facilities Plan* will also need to be examined as to their existing design characteristics. Approximately \$1,363,000 may be required to restripe 235 miles of existing curb & gutter roadways to better accommodate bicycling. Restriping could be considered wherever possible as a quick, low-cost alternative to implement the roadway corridor portion of this plan. A cost range of \$20 to \$35 million can be assumed to upgrade the remaining 509 miles. The higher cost figure represents all new bike lane construction; the lower figure represents wide curb-lanes or paved shoulders for all the roadway segments.

The off-road portion of this plan calls for approximately 122 miles of new paths. Using estimates of \$160,000/mile, (and assuming 12-foot wide paths, an extensive use of rigid (concrete) surfaces and a need to allocate 25% of the total on supporting structures, such as culverts, bridges, and grade separations), this totals \$19.6 million for new bike (multi-user) paths.

Identification of Funding Needs/Opportunities

However, these figures do not include needs for those projects identified in Figure 3. Additionally, all these estimates are simply for primary construction, and do not take into consideration right-of-way acquisition, (although most of the proposed off-road facilities would be on land currently in the public domain). With these estimates several scenarios can be built:

Scenario A - Accommodate Existing Users

- 1. Build 122.22 miles of new bike paths
- 2. Restripe 235 miles of roadway
- 3. Build 950.29 miles of on-street facilities, of which
 - a) 90% are wide curb-lanes or shoulders
 - b) 10% are bike lanes

 New bike paths \$19,555,200

 Restriping 1,363,638

 New bike lanes 8,077,465

 New wide lanes/shoulders 45,328,833

 TOTAL
 \$74,325,136

Scenario B - Median Considerations For Bicycling

1. Build 122.22 miles of new bike paths

2. Restripe 235 miles of roadway

3. Build 950.29 miles of on-street facilities, of which

a) 65% are wide curb-lanes or shoulders

b) 35% are bike lanes

New bike paths -	\$19,555,200
Restriping -	1,363,638
New bike lanes -	26,655,634
New wide lanes/shoulders -	<u>33,234,847</u>
TOTAL -	\$80,809,320

Scenario C - Strongly Encourage New Users

1. Build 122.22 miles of new bike paths

2. Restripe 235 miles of roadway

3. Build 950.29 miles of on-street facilities, of which

a) 10% are wide curb-lanes or shoulders

b) 90% are bike lanes

New bike paths - \$19,555,200 Restriping - 1,363,638 New bike lanes - 72,697,185 New wide lanes/shoulders - <u>5,036,537</u> TOTAL - \$98,652,560

COST BENEFIT ANALYSIS

Application of the roadway condition index to a variety of alternatives provides the planner or engineer the opportunity to determine the cost benefit of a given improvement. Following are examples of how the formula can be applied for cost/benifit analysis.

- Example 1: A fixed amount of funds have been set aside to restripe roads to accommodate 14-foot outside lanes. An RCI rating of 6.75 is calculated for the existing condition. The new outside lane width is entered into the formula and the new roadway condition index is 5.75. The formula is then applied to another roadway segment. The existing RCI for the second roadway segment is 4.4; with the additional width, the index drops to 3.4. Improvement comparisons are made between the roadway segments and making it is easier to decide where the funds would have the greatest impact.
- Example 2: Along a 2-lane highway with 12-foot lane widths is an average daily traffic of 19,800, numerous residential driveways and no left turn lanes. Under existing conditions, the roadway has an RCI of 6.71; the addition of paved shoulders reduces the index to 5.96; increasing lane width to 14 feet reduces the index to 5.71; if a continuous center turn lane is added to the existing roadway, the rating drops to 4.89; and adding a bicycle lane to the original cross-section reduces the index to 4.71. However, if lane widths are increased to 14-foot lanes and a continuous turn lane is added, the rating then drops to 3.89.

IDENTIFICATION OF FUNDING

Funding to implement the *Bicycle Facilities Plan* will need to be identified and programmed for both construction of projects and maintaining them. In the past, funding for non-motorized transportation, specifically bicycle facility construction, has been allocated from bond issues or COR moneys, but never any one dedicated source. While funding from available ISTEA grants will be sought for many stand alone projects, a commitment from local sources will also be necessary to implement the overall transportation objective of this Plan. Some of these expenditures could be programmed into existing Transportation Improvement Program and 2015 Long-Range Plan projects. Others could be included into future roadway and mass transit projects as they develop.

Dade County's FY 1996 Transportation Improvement Program earmarks approximately \$1.167 billion on ground transportation improvements, operation and capital expenses during the next five years (1996-2000). Of that, only \$8 million would go towards bicycle facilities. To meet the objective of the Bicycle Facilities Plan and provide for current/projected bicycle rider's mobility, a proposal for 1.5% of ground transportation funding to be allocated for bicycle transportation was introduced by the Citizens Transportation Advisory Committee, and supported by the Bicycle/Pedestrian Advisory Committee and the Transportation Plan Steering Committee. This allocation would distribute funds more proportionally for this particular mode of transportation than what has been allocated in previous years.

While a 1.5% allocation may seem a costly proposal to some, this figure not only under-represents present ridership, but does not put into account increased ridership once proper facilities are in place. This figure is only 1/2 of the amount recommended in the *National Bicycling and Walking Study*. If you include the annual accident/fatality rates for Dade County (which have been of the highest in the nation for many years), the cost of human pain/suffering, and the overall benefits of constructing bicycle facilities, savings would be substantial in the long-run. Additionally, dedicated maintenance activities has been in dire need, as well as the need to develop maintenance set-asides. Projects such as Miami Service Corp. crews could use as little as \$70,000/year of these funds to maintain the entire bikeway system.

FEDERAL TRANSPORTATION ASSISTANCE FUNDS

Adopted in December 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) did away with the old Federal Aid Interstate/Primary/Secondary financing classifications. In their place were

created several funding categories to target. These include: the National Highway System, the highly flexible Surface Transportation Program, and the Congestion Management and Air Quality Improvement Program. In order to receive Federal funding, state and local governments must develop transportation plans and programs which "shall provide for the development of transportation facilities, including pedestrian walkways and bicycle transportation facilities." Unless otherwise noted, Federal funds are obligated at an 80% Federal/20% non-Federal match.

National Highway System (NHS)

ISTEA Section 1006 amends Title 23 U.S. Code, Section 103 to create the specifications and obligations of the NHS. Subsection 103(i)(11) states that "bicycle transportation and pedestrian walkways in accordance with Section 217" are eligible for funding using NHS funds. Title 23 U.S.C. 217 is the primary reference for bicycle and pedestrian projects supported by federal highway funds, and is discussed below. Section 217 reaffirms the use of NHS funds for the "construction of bicycle transportation facilities on land adjacent to any highway... other than the Interstate Highway System."

Surface Transportation Program (STP)

ISTEA Section 1007 creates a new section to Title 23 of the U.S. Code, Section 133. Section 133 authorizes, defines, and structures the Surface Transportation Program -- a highly flexible funding category structured around the needs of larger urban areas. Funding for bicycle and pedestrian projects are authorized in two ways. Subsection 133(b)(3) permits states to use STP funds for "bicycle transportation and pedestrian walkways in accordance with Section 217. In turn, Section 217(a) states that, subject to project approval by the Secretary, "a State may obligate funds apportioned to it . . . for construction of pedestrian walkways and bicycle transportation facilities and for carrying out non-construction projects related to safe bicycle use." Thus, the use of STP funds is conditionally approved for non-capital work such as educational programs and bikeway maintenance activities.

Subsection 133(b)(9) also authorizes the use of STP funds for "transportation control measures listed in Section 108(f)(1)(A) of the Clean Air Act." Like Section 217, the Clean Air Act authorizes both capital and non-capital programs to encourage bicycle use and promote bicycle safety projects. Section 133(c) notes that "except as provided in Subsection (b)(1), surface transportation projects, other than those described in Subsections (b)(3) and (b)(4), may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on a Federal-aid highway system on January 1, 1991." However, Subsection (b)(1) authorizes the use of STP funds for "construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges, including any such construction or reconstruction necessary to accommodate other transportation modes." Also, Subsection (b)(3), as noted above, authorizes the use of these funds for "bicycle and transportation and pedestrian walkways in accordance with section 217." Therefore, the use of STP funds for bicycle and pedestrian projects is allowed on all categories of roads or streets which are deemed eligible for Federal assistance.

Finally, Subsection 133(d)(2) requires states to reserve ten percent of their annual STP allocation for transportation enhancement activities. These are defined in Subsection 101(a) of Title 23:

"The term transportation enhancement activities means, with respect to any project or the area to be served by the project, provisions of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

The Florida Department of Transportation as the Funding Coordinator has established criteria for determining the eligibility of transportation enhancement projects. In regard to bicycle and pedestrian projects, capital projects not normally associated with the development or redevelopment of roadway construction projects usually considered eligible enhancement activities.

Congestion Management and Air Quality Improvement Program (CMAQ).

ISTEA Section 1008 amends Section 149 of the U.S. Code to create the CMAQ program. The purpose of the program is to allow states to fund transportation control measures mandated under the Clean Air Act within those localities with inadequate air quality identified as non-attainment areas. The allowable use of these funds for bicycle and pedestrian projects and programs is the same as for STP funds, outlined in the prior section. Both capital and non-capital uses are allowable for both bicycle and pedestrian programs.

Dade County is currently a moderate non-attainment area for ozone, and is in a transitional period, where we are upgrading to a "maintenance area" status. The State of Florida as a whole has applied to the EPA to be included in the "attainment-maintenance" category. Under the existing CAA-ISTEA rules, approval of this request would result in a loss of Dade County's CMAQ fund availability after 1995. However, the U.S. Department of Transportation is considering rule changes that would allow for some portion of CMAQ funds to be available for maintenance-status areas.

Clean Air Act

Section 108(b)(1) of the 1990 amendments to the Clean Air Act encourages the development of facilities to promote bicycle and pedestrian transport, including bicycle storage facilities, sidewalks, and dedicated bicycle facilities. Funds to implement these improvements are provided through the Federal highway and transit financing programs discussed above.

The Federal Lands Highway Act

ISTEA Section 1032 amends Section 202 of Title 23, U.S. Code, also known as the Federal Lands Highway Act. The Act now allows Federal Lands Act funds to be used to construct bicycle and pedestrian facilities when these facilities are "within or adjacent to or provide access to the areas served by the particular class of Federal lands highway." Projects subsidized through this program are funded at a 100 percent Federal match.

Federal Transit Act

Title III, Section 25 of ISTEA, known as the Federal Transit Act, continues a policy of allowing 90 percent Federal funding for projects and programs to promote bicycle and pedestrian access to transit, including sidewalks, bicycle facilities, and bike racks or shelters. Both Section 3

(Discretionary and Formula Grants) and Section 9 (Capital and Operating Grants) funds are available for this purpose.

National Recreational Trails Fund

Section 1302 of the ISTEA legislation establishes the Symms National Recreational Trails program. Effective December 1994, only those states that assess a tax on non-highway recreational fuel tax and dedicate a portion of this tax to providing and maintaining recreational trails, will be eligible for this program. Currently, Florida does not impose such a tax.

Scenic Byways Program Fund

The foundations of a national scenic byways program are established in Section 1047 of ISTEA. The Secretary of Transportation established a Scenic Byways Advisory Committee to assist in developing and making recommendations on minimum criteria for use by State and Federal agencies in designating highway as scenic byways. A wide range of projects may be funded under the interim program: planning, design and development of a state scenic byway, safety improvements to scenic byways; construction of pedestrian and bike facilities, rest areas, etc. are eligible to receive allocations from this relatively small funding source. The FDOT is currently underway in development of designations of scenic byway standards. Once in place, evaluation of suggested roadways to become eligible for Federal funding will take place.

Section 402 Highway Safety Grant Program

Pedestrian and bicyclist safety remain priority areas for highway funding under the Section 402 Safety Grant Program. The priority status of safety programs for these categories expedites the approval process when applying for these funds. Section 402 funds can be used for both capital and programmed activities and research. The latter two activities are preferred and encouraged under this program. Section 402 funds are 100 percent Federally funded.

FEDERAL NON-TRANSPORTATION FUNDING SOURCES

Land and Water Conservation Fund (LWCF): Department of the Interior

The LWCF was the principle vehicle for funding bikeways construction during the initial period of bicycle facilities development in the United States (1968-1978), locally known as the Decade of Progress. More recently, however, the focus of the LWCF has changed to the acquisition of Federal lands for preservation purposes in conjunction with non-motorized transportation enhancement. Approximately \$20 million per year has been available for distribution throughout all 50 states. Most funding is at a 50-50 Federal/Non-Federal matching rate. Application for LWCF is made through the Florida Department of Environmental Protection.

Community Development Block Grant (CDBG): Department of Housing and Urban Development

CDBGs are provided to communities and states to carry out a wide range of community development activities. In the past, these have included the construction of sidewalks and pedestrian facilities through funds provided under the Neighborhood Development Demonstration Program (NDDP). However, NDDP funds are available only to neighborhood organizations (such as area

housing authorities) and the focus of the program is on alleviating homelessness and the improvement of housing conditions.

LOCAL FUNDING OPTIONS

The Transportation Improvement Program listed in Appendix A contains local option Dade County tax financing for some roadway improvements. Appendix A also contains Road Impact Fee road improvements. These can be a substantial resource for meeting bicycle facility needs in Dade County. The use of private funds to support additional bicycle facilities should also be considered.

Road Impact Fees

On December 6, 1966, the Dade County Board of County Commissioners adopted Road Impact Fee Ordinance No. 88-112. This divided the county into nine road impact fee districts. All fees collected within each district will be expended for improvements within that district. Each district program includes four improvement categories: Road and Bridge, Traffic Control Devices, Resurfacing, and Traffic Operations Projects to Increase Capacity and Safety (TOPICS). Both the Road and Bridge and TOPICS programs have been used to construct bicycle and pedestrian facilities, generally as projects associated with adjacent roadway improvements.

Capital Outlay Reserve (COR) Funds

This relatively small fund, generated through the County's ad valorem taxes, has traditionally set aside funds for both new bikeways and sidewalks. The combined programs have usually totaled about \$500,000 per year. However, this program will likely be phased out as the County's new local option gasoline tax is phased in.

Capital Improvements Local Option Gas Tax

During the 1993-1994 session, the Florida Legislature, approved legislation authorizing county governments to levy an optional gasoline tax of up to six cents per gallon. Subsection 336.025(7)(B), Florida Annotated Statues (FAS) specifically identifies "roadway and right-of-way equipment and structures used primarily for the storage and maintenance of such equipment" as eligible expenditures under the Local Option Gas Tax. Therefore, the use of Gas Tax funds to provide for the maintenance of bicycle facilities, applies as a permissible expenditure.

The Dade County Commission initiated a six-cent tax commencing on January 1, 1994. Seventy-four percent of this tax will be retained by the County, with the remaining 26% distributed to municipal governments. At least 20% of the County's share of these revenues must be spent for municipal transportation services in the unincorporated areas of the County. In Fiscal Year (FY) 1993-1994, the estimated County revenue is \$15.6 million. In FY 1994-1995 (the first full year of the new tax), the County's share of revenues is expected to total approximately \$26.7 million.

Table 5 AVERAGE COSTS FOR BICYCLE FACILITIES									
1. On-Road Facilities									
 Dedicated Bicycle Lane (4 ft. width, two sides, new construction, rural) 	\$74,000 per mile, state road \$60,000 per mile, county road								
 Wide Curb Lane (2 ft. width, two sides, new construction, urban) 	\$40,000 per mile, state road \$38,000 per mile, county road								
• Signage (4-5 S.F.)	\$127 each, \$1,800 per mile								
 Striping (solid white 8" thermoplastic, one side) *NOTE: AASHTO requires l lanes on both sides of roadway 	\$2,900 per mile bike ays.								
 Preferential (diamond) lane markers 	\$35 each								
2. Off-Road Facilities									
• 15 ft. wide asphalt path	\$160,000 - \$180,000 per mile								
3. Terminal Facilities									
 Bicycle Racks for Buses Bicycle Racks Bicycle Lockers (for 2 bikes) 	\$300 - \$600 each \$100 - \$1,000 each \$700 - \$1,000 each								
Source: Hillsborough County MPO Memorandum #1	Comprehensive Bicycle Plan Update Technical								

INTEGRATION OF BICYCLE ADEQUACY STANDARD INTO CONCURRENCY PROGRAM

In 1985, the State of Florida adopted the Local Government Comprehensive Planning and Land Development Regulation Act. The Act required local and regional plans to conform to the goals and objectives of both state and regional comprehensive plans. In the summer of 1993, Dade County's Metropolitan Planning Organization undertook an ambitious application of the Roadway Condition Index (RCI) in anticipation of the development of this Plan. One objective was to incorporate the measurement of a roadway segment's suitability for bicycle travel into its overall capacity evaluation in a manner analogous to that for transit service. Thus, a roadway segment with good transit service and high suitability for cycling would be defined as providing adequate transportation capacity, even if the other motor vehicular Level-of-Service (LOS) was below existing standards.

Metro-Dade Bicycle Facilities Plan

Identification of Funding Needs/Opportunities

One important difference between a LOS for motor vehicles and bicycles is the fact that the bicycling LOS is determined by external variables such as roadway and traffic characteristics (particularly motor vehicle speed and volume), while the motor vehicle LOS is largely determined by the total number of the vehicles using a given amount of road space. The following two tables provide an example of how road capacity standards may be adjusted by incorporating bicycle accessibility criteria. The adequacy of bicycle LOS is based upon the RCI measurements for Dade County; thus, any roadway link with an RCI greater than 5.2 would be considered inadequate.

Various iterations using a more fine-tuned RCI should then be applied to the existing data to test the sensitivity of the variables. Currently there is a research request for statistical calibration funding being considered by the Federal Highway Administration (through the Highway Safety Research Center at the University of North Carolina). When statistical calibration becomes available, and the results are considered transferable, the resulting standard of bicycle Level-of-Service could be more solidly incorporated into an overall roadway capacity evaluation used in the Concurrency Program.

Table 6PROPOSED ROADWAY LOS STANDARDSINCORPORATING BICYCLE ACCESSIBILITY								
Outside Urban Infill Area								
Bicycle		Standard	Extraordinary					
LOS	No Transit Service	Transit Service	Transit Service					
Inadequate	LOS D	100% LOS E	120% LOS E					
Adequate	100% LOS E	110% LOS E	130% LOS E					
	Ins	ide Urban Infill Area						
Bicycle Standard Extraordinary								
LOS	No Transit Service	Transit Service	Transit Service					
Inadequate	100% LOS E	120% LOS E	150% LOS E					
Adequate	110% LOS E	135% LOS E	170% LOS E					
Source: Epperson, Bruce, Evaluating the Suitability of Roadways for Bicycle Use: Towards a Cycling Level of Service Standard.								

CHAPTER 8 - RECOMMENDATIONS AND CONCLUSIONS

SELECTING A FACILITY

Which type of facility to place on various segments of roadway should be balanced between the type of user and the available right-of-way. As a general rule, the Florida Department of Transportation has recently recommended bike lanes as the best alternative on major and minor arterials where right-of-way permits. The underlying concept of providing as much separation as possible, while still maintaining the bikeway as a road facility, is a positive step. However, there is no fixed rule for selecting a facility type, although the FHWA has provided a chart that suggests how to begin determinations (Appendix E). All bicycle-related developments should be reviewed by the professional in charge of developing and implementing the bicycle plan, (i.e., the Bicycle/Pedestrian Coordinator, the Public Works Dept., and where applicable, the Florida Dept. of Transportation and local municipalities), as well as enlisting the aid of the BPAC and any neighborhood groups affected by the developments to get an idea of what direction the community considers the project should proceed. Therefore, these decisions must be made on a case by case basis during the preliminary engineering (PE) phase of project development.

Factors to take into account include the data collected in the original Road Condition Index. Some guidelines and reference tables that may be helpful are provided in Appendices D and E. Other factors, such as: crash types, the percentage of trucks and buses should also be included

This study was not initiated to perform preliminary engineering on the entire, county-wide roadway network; but rather, to identify where needs are, and which corridors would best serve these needs. For facilities built in conjunction with future roadways, the time to make the determination is during the early phase of the process, when the right-of-way is being purchased. At that time, however, the facility may not be constructed for a several years or longer. This long lead time requires a projection of land-use, which helps estimate the type of rider who may ride on the facility. An estimate of the possible volume and speeds (observed) on the facility will also help clarify the possible types of facilities that may be required.

PRIORITIZATION

The following criteria was determined useful when prioritizing improvements for a countywide network of bicycle facilities, (as depicted in Figure 13):

- Safety improvements to existing facilities
- Construction leading to the continuation of existing facilities
- Links to existing facilities
- Links to existing "bicycle-accomodating" roadways, (as depicted in Figure 9)
- Retrofit of "non-bicycle-accomodating" roadways, (as depicted in Figure 4 as "worst" or "poor" provisions/conditions)
- Would serve major utility trip destinations
- Would serve major recreational trip destinations
- Design of long-range roadway improvements, (as identified in the 2015 Long-Range Transportation Plan)
- Design of (county or state) projects not yet documented affecting the Plans' grid network
- Stand-alone (municipal, private developers, etc.) projects not yet documented affecting the Plan's grid network
- Projects not yet documented, benefiting the Plan's overall goal

Additional Priorities

- Relocation of obstructions impeding bicycle use (e.g.: utility poles, landscaping, etc.)
- Allocation of facilities aiding bicycle use (e.g.: safe drain grates, signage, etc.)
- Provisions for bicycle parking (racks, lockers)
- Provisions for multi-modal use (Metro-Bus, Metrorail, Tri-Rail. etc.)
- Development of maps to promote commuter bicycling and recreational touring
- Promoting bicycle transportation (BPAC, TMA's, inventory, etc.)
- Development of policies/proceedures benefiting bicyclists

PROVISIONS FOR CYCLING

Generally, Group A bicyclists will be best served by designing all roadways to accommodate shared-use by bicycles and motor vehicles. This can be accomplished by:

- Establishing and enforcing speed limits to help minimize speed differentials between bicycles and motor vehicles on neighborhood streets and/or by implementing "traffic-calming" strategies.
- Providing wide outside lanes on collector and arterial streets built with an "urban section" (curb and gutter).
- Providing usable shoulders on highways built with a "rural section" (no curb and gutter).

Generally, Group B/C bicyclists can be served by the same direct facilities shared by Group A's for utilitarian needs, but also through a network of local streets and designated bicycle facilities that can be provided by:

- Ensuring neighborhood streets have low speed limits through effective speed enforcement or controls and/or by implementing "traffic calming" strategies.
- Providing a network of designated bicycle facilities (i.e., bike lanes, separate bike paths, side-street bicycle routes) through the key travel corridors typically served by arterial and collector streets.
- Providing usable roadway shoulders on rural highways.

The use of "Bicycles Sharing Roadway" and/or "Bike Route" signs, proper striping and roadway markings, in combination with destination information or a map, can contribute to the development and usage of a network of designated bicycle routes providing community access for Group B/C bicyclists, as well as encouraging the use of these facilities.

The effectiveness of improvements in Dade County's bicycling environment will depend heavily on local conditions and variables. If bicycling facilities are designed to allay safety concerns and are linked in such a way that their access more closely matches that of motorists, then utilitarian bicycling will increase.

Programs and regulations that can help promote utilitarian cycling include:

- a) travel reduction programs
- b) road design regulations
- c) bike racks/lockers in new parking facilities; and major trip generators, such as schools, parks and retail/buisiness areas
- d) shower facilities at work
- e) high parking fees
- f) media marketing campaigns to promote bicycle travel and safety

Plans for implementing bicycle projects should agree with the community's comprehensive plan and the overall goals and objectives.

ACCESSIBILITY POLICY AND TECHNIQUES

Providing bicycle accessibility requires keeping the cyclist in mind for routine maintenance and as re-engineering of roadways occurs. When resurfacing existing roadways, the asphalt must cover the entire original surface and should include leveling the base-coat flush with the travel lane. If the new surface stops even an inch or two short of the old surface, it creates a ridge that can deflect the front tire of a tire and throw the bicycle rider. Every inch of clean and usable roadway surface in the right lane, shoulder, or bike lane provides more comfort and greater safety for cyclists. Bike path intersection design is an important consideration during design. These areas are where more crashes occur, and faulty design is one of the major factors contributing to the question of path safety. Proper sight distances should be provided allow bicyclists see and be seen by turning vehicles or other obstacles.

The Plan's maintenance procedures and directives should be followed through to ensure more accommodating facilities, and to limit the County's liability against bicycle-related accidents.

Dade County and the Florida Dept. of Transportation should also implement their policies of restriping current roadways to widen the curb (or outside) lane wherever possible. For example, when the typical configuration has mutual 12-foot lanes, the interior lane(s) should be narrowed to 11 feet, (as approved by FHWA), and the outside lane widened to 13 feet. This typical cross-section configuration was adopted by the Dade County *Guide for the Development of Bicycle Facilities*. Also, center lanes can be reduced to provide more area for the travel lane. This configuration provides better bicycle accessibility along the roadway (even though it may not be designated as a formal bike facility). Appendix D provides the newly adopted guidelines on bicycle facilities for Dade County and some typical cross sections for this type of restriping. For further reference, the Florida Dept. of Transportation also addresses this task in their *Bicycle Facilities Planning & Design Manual*.

INTERAGENCY COOPERATION

It needs to be stressed that without cooperation between the various agencies involved in the design, engineering, construction, and maintenance of the infrastructure, a successful bicycle network cannot be achieved. It is also important to involve local bicycling clubs and groups, such as the Bicycle/Pedestrian Advisory Committee in major planning projects.

As mentioned earlier, existing facilities have been lost or infringed upon because of basic misunderstanding about their use and function. A bikeway is similar to a roadway in that it must be maintained (swept, resurfaced) periodically, and it must be kept free of obstacles, such as light posts and other utilities. In addition, conflict with pedestrians must be minimized (for instance, bus shelters should not be placed in such a manner to force transit users to cross bikeways in order to board the bus). Cooperation between the agencies can be fostered through introducing the involved parties as to the importance of a bikeway's physical condition and integrity. Therefore, it is recommended that all Public Works, Parks & Recreation, Metro-Dade Transit Agency, and Planning Dept. personnel whom assist with the development of plans that may affect bicycle mobility should attend Bicycle Engineering seminars that are scheduled annually in Dade County. Each should also seriously consider providing a bicycle specialist within their departments to ensure proper review of bicycle mobility for every project initiated.

In conclusion, the existing roadway network in Dade County is, for the most part, inadequate for bicyclist's use, as shown by the RCI. By examining the possible origin areas and likely destinations of bicyclists, a grid system of improvements was designed, composed of both on-road and off-road facilities.

Metro-Dade Bicycle Facilities Plan

Recommendations and Conclusions

These improvements were prioritized based on their ability to connect existing facilities, high hazard roads near major generators, and opportunities for recreational/greenway paths. The result is a Facilities Plan for the enhancement of the existing Dade County bicycle network grid.

The completed network map is shown as Figure 13. These corridors should be integrated with some type of bicycle facility. This should not, however, limit the scope or intention to which Metro-Dade County is concerned with in accommodating bicyclists. Where at all possible, bicycle-friendly designs should be integrated into any new, reconstruction, resurfacing or restriping project. Therefore, every transportation project should be given a review to its bicycle accessibility.

Since implementation has already begun for several projects listed in the Plan, with cooperation among government agencies, a good understanding of bicyclists' needs, and seeking out available funding, Dade County may well be on its way, surpassing its own modest beginnings as the first official Bicycle Safety Route System in the Nation, to eventually achieve the most functional, area-wide network of our time.



GLOSSARY

Bicycle A vehicle having two tandem wheels, propelled solely by human power, upon which any person or persons may ride. Florida law includes the bicycle as a legal roadway vehicle.

Bicycle Facilities A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, maps, bikeway, and shared roadway not specially designated for bicycle use.

Bicycle Lane A portion of a roadway which has been designated by striping, signing , and (Bike Lane) pavement markings for the preferential or exclusive use of bicyclists.

Bicycle Path A bikeway physically separated from motorized vehicular traffic by an open space (Bike Path) or barrier and either within the highway right-of-way or an independent right-of-way.

Bicycle Route A segment of a system of bikeways designated by the jurisdiction having authority (Bike Route) with appropriate directional and informational markers, with or without a specific bicycle route number.

Bikeway Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bikeway Network A system of bikeways designated as bike routes.

Group A, B, & C A - Adult, experienced cyclists: Generally traveling 15-25 mph and prefer on-road facilities.

B - Basic, adult and teen cyclists: Generally traveling 3-15 mph and will use both on-road and off-road facilities.

C - Children: Generally traveling 1-5 mph and requiring off-road facilities.

Eco-Tourism A growing faction of tourism, which focuses on the natural, environmental resources and beauty in particular areas.

Greenway A linear open space established along a natural corridor, such as a riverfront/canal, or along a railroad right-of-way, roadway, etc. which has been converted for recreational use.

Highway A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

Intermodal Designating or relating to two or more modes of transportation using single or closely-related transportation facilities.

Recreational Trip A term denoting bicycle travel for pleasure purposes as opposed to utilitarian trip purposes.

Right-of-Way A general term denoting land, property, or interest therein, usually in a strip, acquires for or devoted to transportation purposes.

Roadway The potion of the highway, including shoulders, for vehicle use.

Roadway Condition Index (RCI)	A quantitative measure as to the suitability of a roadway, using factors such as: lane widths, speed limits, traffic volume, etc. (Aided in this report to determine the perceived threat between bicycle/motor vehicle intervention and the accommodations along roadways for bicyclist use).
Shared Roadway	Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether such facilities specifically designated as a bikeway.
Shoulder	The portion of the highway outside the lane for vehicular travel.
Sidewalk	The portion of a highway designed for preferential or exclusive us by pedestrians.
Sight Distance	A measurement of the bicyclist's visibility, unobstructed by traffic, along the normal travel path to the furthest point of the roadway surface.
Trail	A linear path, either paved or unpaved, generally provided for non-motorized use and usually within recreational areas.
Travel Generators (Attractors)	Particular areas or locations which generate a substantial number of person trips on a routine basis.
Utilitarian Trip	A term denoting bicycle travel for commuting or business purposes as opposed to recreational trip purposes.
Volume	The number of vehicles which pass a specific point during a specific amount of time.
Wide Curb-lane	The outermost lane or a roadway for vehicle travel, which is wider in width (minimum 14-feet) than the adjacent travel lanes.

ACRONYMS

AADT - Annual average daily traffic volume at a specific point on a roadway.

- AASHTO American Association of State and Highway Transportation Officials
 - **BPAC** Bicycle/Pedestrian Advisory Committee
 - CDMP Comprehensive Development Master Plan
 - FDOT Florida Department of Transportation
 - FHWA Federal Highway Administration
 - **ISTEA** Intermodal Surface Transportation Efficiency Act
 - **LRP** Long-Range Plan
 - **MPO** Metropolitan Planning Organization
 - **PE** Preliminary Engineering
 - TIP Transportation Improvement Program
 - TDM Transportation Demand Management
 - TPC Transportation Planning Council
 - **TPTAC** Transportation Plan Technical Advisory Committee

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Bibliography

Appendix A

Metro-Dade County Transportation Improvement Program (1996-2000) PE Stage Projects (Priority 1)

1996 Transportation Improvement Program - PE Stage Projects

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ORIG_ID		ROADWAY NAM	E	FROM	то	LANE	S RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0007B	NW	177TH	AVE	SW 8 ST	OKEECHOBEE RD	2	10.1	40.1	6200	5.178	
SEG0008	sw	177TH	AVE	SW 8 ST	SW 42 ST	2	10	35	6200	4.71	EVERGLADES
SEG0008B	sw	177TH	AVE	SW 42 ST	SW 88 ST	2	10	35	6200	4.71	EVERGLADES
SEG0009	sw	177TH	AVE	SW 88 ST	SW 104 ST	2	10.5	50	6200	5.846	FIELDS, FARMS
SEG0009B	SW	177TH	AVE	SW 104 ST	SW 184 ST	2	9.5	50	6200	6.754	FARMLAND
SEG0009C	sw	177TH	AVE	SW 184 ST	SW 200 ST	2	10	40	9430	5.761	
SEG0009D	sw	177TH	AVE	SW 200 ST	SW 232 ST	2	10	40.1	8800	5.67	
SEG0009E	sw	177TH	AVE	SW 232 ST	SW 264 ST	2	11.5	45	9659	5.102	CANAL C-103
SEG0009F	SW	177TH	AVE	SW 264 ST	SW 280 ST	2	10.5	40	10802	5.619	C-103 CANAL
SEG0009G	sw	177TH	AVE	SW 280 ST	SW 288 ST	2	11	40.1	10802	5.264	
SEG0010	sw	177TH	AVE	SW 288 ST	SW 296 ST	2	11.5	40.1	11944	5.084	
SEG0010C	sw	177TH	AVE	N 21 (HO) ST	N 15 (HO) ST	2	14.5	30	8264	2.06	LONG TURN-BAYS
SEG0012	SW	177TH	AVE	N 8 (HO) ST	MOWRY DR	2	14.5	30	8264	2.06	11'NB-LANE, RETAIL
SEG0014	sw	177TH	AVE	S 8 (HO) ST	PALM DR	2	10	30	8264	4.513	
SEG0015	SW	177TH	AVE	PALM DR	US-1	2	12.5	30	2211	2.174	
SEG0029	sw	147TH	AVE	SW 26 ST	SW 42 ST	2	11	40		5.368	
SEG0033Z	sw	142ND	AVE	SW 104 ST	SW 120 ST						
SEG0060	SW	127TH	AVE	NW 2 ST.	SW 6 ST.	2	10.5	35.1	7940	4.682	-
SEG0060B	SW	127TH	AVE	SW 6 ST	SW 8 ST	2	11	30.1	7940	3.924	TRUCKS
SEG0060Y	NW	127TH	AVE	NW 8 ST	NW 12 ST						
SEG0060Z	NW	127TH	AVE	NW 6 ST	NW 8 ST						
SEG0061	sw	127TH	AVE	SW 26 ST	SW 42 ST	2	11.5	[*] 35	15600	5.272	SCHOOL ZONES
SEG0079	SW	117TH	AVE	SW 8 ST	SW 24 ST	2	11.5	30	9800	3.943	F.I.U., B-PATH, D-END
SEG0080	SW	117TH	AVE	SW 24 ST	SW 32 ST	2	11.5	30	11000	4.137	TAMIAMI PARK
SEG0081	SW	117TH	AVE	SW 32 ST	SW 40 ST	2	11.5	30	12000	4.298	B-PATH
SEG0091	sw	117TH	AVE	DON SHULA EXPWY	SW 128 ST	4	·12	40	16000	4.077	MERGE2LN, BRG. SWK-B
SEG0095	SW	117TH	AVE	SW 152 ST.	SW 168 ST.	2	11	40		5.61	
SEG0096	SW	117TH	AVE	SW 168 ST.	SW 184 ST	2	10	35		5.807	WIDE
SEG0097	SW	117TH	AVE	SW 184 ST	QUAIL ROOST DR	2	10	35	13000	5.807	SFWY-T-S
SEG0098	SW	117TH	AVE	QUAIL ROOST DR	SW 200 ST	2	10	35	13000	5.807	WIDE MEDIAN
SEG0098B	SW	117TH	AVE	SW 200 ST.	SW 115 RD	2	9.5	35 -	13000	6.125	POSSIBLE B-PATH
SEG0098C	SW	117TH	AVE	SW 115 RD	US-1	4	10.5	35	11000	4.279	B-PATH, MALL
SEG0121	NW	107TH	AVE	HWY 836	FOUNTAINBLEAU B	6	11	40	42000	5.771	PROBLEM AREA, MALL,
SEG0122	NW	107TH	AVE	FOUNTAINBLEAU B	FLAGLER ST	4	11.5	40,1	42000	6.545	SWK-BS
SEG0123	SW	107TH	AVE	FLAGLER ST	SW 8 ST.	4	11	40	42000	6.9	UNIVERSITY
SEG0123Z-TIP	SW	107TH	AVE	FLAGLER ST	SW 8 ST.	4	11	40	42000	6.9	UNIVERSITY
SEG0126	sw	107TH	AVE	SW 24 ST	SW 32 ST	4	12	40	35000	5.609	SWK-BS,BPATH
SEG0127	sw	107TH	AVE	SW 32 ST	SW 40 ST	4	12	40	30000	30000	SWK-BS,BPATH
SEG0137B	sw	107TH	AVE	SW 160 ST	SW 168 ST	2	12	30	7100	3.235	
SEG0138	SW	107TH	AVE	SW 168 ST	SW 184 ST	2	12	30	7100	3.235	POSSIBLE PATH
SEG0139	SW	107TH	AVE	SW 184 ST.	QUAIL ROOST DR	2	12.9	30	8000	2.89	
SEG0156	SW	97TH	AVE	SW 8 ST	SW 16 ST	2	11	35	20000	6.3	SCH-ZONE

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1996 Transportation Improvement Program - PE Stage Projects

ORIG_ID		ROADWAY NAME		FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0157	SW	97TH	AVE	SW 16 ST	SW 24 ST	2	-11	35	18000	5.977	SCHOOL ZONE
SEG0158	SW	97TH	AVE	SW 24 ST	SW 32 ST	2	11	35	16000	5.655	POWERLINES
SEG0159	SW	97TH	AVE	SW 32 ST	SW 40 ST	2	11	35	16000	5.655	SCHOOL ZONE
SEG0160	sw	97TH	AVE	SW 40 ST	SW 48 ST	2	11.5	35	14000	5.014	
SEG0161	SW	97TH	AVE	SW 48 ST	SW 56 ST	2	11.5	35	16320	5.389	
SEG0162	sw	97TH	AVE	SW 56 ST	SW 64 ST	2	12	35	8000	3.729	SCHOOL ZONE
SEG0163	SW	97TH	AVE	SW 64 ST	SW 72 ST	2	12	35	.8000	3.729	M-RES, SCH-ZONE,
SEG0170	SW	97TH	AVE	EVERGREEN ST	SW 184 ST	2	11	30	13000	4.732	SCHOOL ZONE
SEG0196	sw	87TH	AVE	FLAGLER ST	SW 8 ST	4	11	40.1	32290	6.126	SWK-BS NOT ADA
SEG0258	sw	72ND	AVE	FLAGLER ST	TAMIAMI CAN. BL	4	11	30	10460	3.479	R-LN MUST TURN
SEG0259	SW	72ND	AVE	TAMIAMI CAN. BL	TAMIAMI BLVD	2	11	30	10550	4.337	
SEG0271		TAMIAMI	BLVD	SW 71 AVE	SW 8 ST	2	12	30	6200	3.09	CURVE
SEG0306	NW	62ND	AVE	NW 138 ST	HWY 924	2	12	30	23760	5.922	CHURCH, UNDER
SEG0307	NW	62ND	AVE	HWY 924	GRATIGNY DR	2	12	30	23760	5.922	CHURCH, UNDER
SEG0308	NW	8TH (HI)	AVE	NW 122 ST	N 60 (HI) ST	2	10.5	30	23760	6.74	
SEG0309	NW	8TH (Hi)	AVE	N 60 (HI) ST	NW 53 (HI) ST	2	10.5	30	8920	4.346	
SEG0310	NW	8TH (HI)	AVE	NW 53 (HI) ST	N 49 (HI) ST	2	10.5	30	7858	4.175	
SEG0311	NW	8TH (HI)	AVE	NW 49 (HI) ST	NW 44 (HI) PL	2	12	35	7657	3.673	MALL
SEG0312	NW	8TH (HI)	AVE	NW 44 (HI) PL	NW 37 (Hi) ST	2	12	35	7557	3.657	NB LANE 9', XB-PATH
SEG0336	NW	57TH	AVE	NW 138 ST	GRATIGNY PKWY	6	11	45	40864	6.149	, UNDER XWAY
SEG0337	NW	4TH (HI)	AVE	GRATIGNY PKWY	GRATIGNY DR	4	11	45.1	40864	7.257	, UNDER XWAY
SEG0338	NW	4TH (Hi)	AVE	GRATIGNY DR	NW 119 ST	4	11	45.1	40864	7.257	· · · · · · · · · · · · · · · · · · ·
SEG0339	NW	4TH (HI)	AVE	NW 119 ST	NW 114 ST	4	10.5	45.1	28580	6.676	
SEG0340	NW	4TH (HI)	AVE	NW 114 ST	NW 53 (HI) ST	4	10.5	45	28580	6.666	
SEG0341	NW	4TH (HI)	AVE	NW 53 (HI) ST	NW 49 (HI) ST	4	10.5	45	28580	6.666	
SEG0342	NW	4TH (HI)	AVE	NW 49 (HI) ST	NW 44 (HI) PL	4	11	45	38450	7.053	RPM'S
SEG0343	NW	4TH (HI)	AVE	NW 44 (HI) PL	NW 40 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0344	NW	4TH (HI)	AVE	NW 40 (HI) ST	NW 37 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0345	NW	4TH (HI)	AVE	NW 37 (HI) ST	NW 32 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0346	NW	4TH (HI)	AVE	NW 32 (HI) ST	NW 29 (HI) ST	4	10.5	45	32742	7.002	RPM'S
SEG0347	NW	4TH (HI)	AVĘ	NW 29 (HI) ST	NW 21 (HI) ST	4	10.5	45	32742	7.002	
SEG0348	NW	4TH (HI)	AVE	NW 21 (HI) ST	NW 17 (HI) ST	4	10.5	45	32742	7.002	
SEG0349	NW	4TH (HI)	AVE	NW 17 (HI) ST	OKEECHOBEE RD	4	10.5	45	32742	7.002	PED-OVERPASS,
SEG0371Z	SW	44TH	AVE	Flagler St	SW 8 St						, RD.IMPACT FEE
SEG0390	NW	47TH	AVE	County Line	NW 199 ST	2	11	40	8000	4.804	LANDFILL
SEG0391	NW	47TH	AVE	NW 199 ST	NW 191 ST	2	12	40	8352	4.134	PV.SH-1'SB,5'NB
SEG0392	NW	47TH	AVE	NW 191 ST	NW 183 ST	2	12	40	6200	3.787	PV.SH-1'SB,5'NB
SEG0437	sw	42ND	AVE	SW 8 ST	ALHAMBRA CIR	2	11	40	18600	6.513	BUSINESS DISTRICT
SEG0438	SW	42ND	AVE	ALHAMBRA CIR	SW 22 ST	4	10.5	40	16000	5.167	BUSINESS DISTRICT
SEG0439	SW	42ND	AVE	SW 22 ST	UNIVERSITY DR	4	10.5	40	16000	5.167	YOUTH CENTER
ξ 40	S	· · · · · · · · · · · · · · · · · · ·	VE	' "NERETTY TR	SW 40 ST	4	· ^.5	40	16000	5.167	· · · · · · · · · · · · · · · · · · ·
				011 40 ST	PONCE DE LEON B	4	10.5	35	16000	4.662	HIGH SCHOOL

1996 Transportation Improvement Program - PE Stage Projects

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ORIG_ID		ROADWAY NAME	ŗ	FROM	то	LANE	S RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0442	SW	42ND	AVE	PONCE DE LEON B	US-1	5	11.5	35	20000	4.047	M-PATH,(SLD)
SEG0443	SW	42ND	AVE	US-1	INGRAHAM HWY	2	12	35	24000	6.309	· · · · · · · · · · · · · · · · · · ·
SEG0470Z	NW	37TH	AVE	N RIVER DR	S RIVER DR						······································
SEG0489Z	SW	57TH	AVE	Lugo Ave	SW 136 St				······································		, RD.IMPACT FEE
SEG0659	NW	12TH	AVE	NW 11 ST	NW 7 ST	2	11	30.1	20144	5.893	GRATED-D.BRG.,SWK-
SEG0710	NW	7TH	AVE	NW 5 ST	S RIVER DR	5	9	30.1	18570	4.935	DRAWBRIDGE, XLANE
SEG0757	SW	2ND	AVE	SW 2 ST	SW 7 ST	2	14	30	6200	2	GRATED
SEG0818	NE	2ND	AVE	NE 79 ST	NE 71 ST	3	10	30	29920	6.397	LITTLE RIVER AREA
SEG0819	NE	2ND	AVE	NE 71 ST	NE 62 ST	4	9	30	29920	6.138	POSSIBLE BIKE PATH
SEG0820	NE	2ND	AVE	NE 62 ST	NE 54 ST	4	10	30	29920	5.593	
SEG0821	NE	2ND	AVE	NE 54 ST	NE 46 ST	4	9	30	29920	6.138	School Zone, CURVES
SEG0822	NE	2ND	AVE	NE 46 ST	195 ·	4	9.5	30	28750	5.771	Sch-Z, FASHION
SEG0862	NE	10TH	AVE	NE 82 ST	NE 79 ST	2	12	30	12200	4.058	
SEG0864B	NE	12TH	AVE	NE 163 ST	NE 151 ST	2	10	30	11500	5.035	
SEG0864Z	NE	12TH	AVE	NE 167 ST	NE 163 ST						, RD.IMPACT FEE
SEG0886		BISCAYNE	BLVD	County Line	NE 203 ST	6	11	45	29436	5.535	HORSE TRACK
SEG0887		BISCAYNE	BLVD	NE 203 ST	AVENTURA BLVD	6	11	45	29436	5.535	
SEG0888		BISCAYNE	BLVD	AVENTURA BLVD	W.LEHMAN CSWY	6	11	45	40406	6.125	SHOP.CTR.
SEG0889		BISCAYNE	BLVD	W.LEHMAN CSWY	MIAMI GARDENS D	6	12	45	51376	5.897	
SEG0923		US-1	HWY	SW 27 AVE	SW 32 AVE	6	9.5	45	89618	9.997	M-PATH, PARK, METROR
SEG0924		US-1	HWY	SW 32 ST	SW 40 ST	6	9.5	45	89618	9.997	M-PATH
SEG0925	· .	US-1	HWY	SW 40 ST	SW 37 AVE	6	9.5	⁺ 45	89618	9.997	M-PATH, METRORAIL
SEG0926		US-1	HWY	SW 37 AVE	GRAND AVE	6	9.5	45	85442	9.772	M-PATH, METRORAIL
SEG0927		US-1	HWY	GRAND AVE	SW 42 AVE	6	9	35	85442	8.939	CURVES
SEG0928		US-1	HWY	SW 42 AVE	GRANADA BLVD	6	9	45	85442	10.181	
SEG0937		US-1	HWY	SW 88 ST	HWY 826	6	12	45	82298	7.56	METRORAIL, UNDER
SEG0938		US-1	HWY	HWY 826	SW 104 ST	7	12	45	80908	6.863	PROBL.INTER. XLN-SB
SEG0939		US-1	HWY	SW 104 ST	SW 112 ST	6	12	45	80908	7.485	
SEG0940		US-1	HWY	SW 112 ST	SW 120 ST	6	12	45	72230	7.018	
SEG0941		<u>US-1</u>	HWY	SW 120 ST	SW 124 ST	6	12	45	72230	7.018	
SEG0942		US-1	HWY	SW 124 ST	SW 132 ST	6	12	45	72230	7.018	
SEG0943		US-1	HWY	SW 132 ST	SW 136 ST	6	12	45	72230	7.018	-
SEG0944	-	US-1	HWY	SW 136 ST	SW 144 ST	6	12	45	72230	7.018	
SEG0945		US-1	HWY	SW 144 ST	SW 152 ST	6	12	45	68320	6.808	
SEG0946		US-1	HWY	SW 152 ST	US-1 N Spilt	6	11	45	63512	7.367	
SEG0947		US-1 S-Bound		US-1 N Split	SW 168 ST	3	11.5	45	32000	6.985	
SEG0948		US-1 S-Bound		SW 168 ST	US-1 S Split	3	11.5	45	32000	6.985	
SEG0949		US-1 N-Bound		US-1 N Split	SW 168 ST	3	11.5	45	32000	6.985	
SEG0950		US-1 N-Bound		SW 168 ST	SW 97 AVE	3	11.5	45	32000	6.985	
SEG0951		US-1 N-Bound		SW 97 AVE	US-1 S Split	3	11.5	45	32000	6.985	,
SEG0952		US-1	HWY	US-1 S Split	SW 184 ST	6	11.5	45	63162	6.94	4
SEG0953		US-1	HWY	SW 184 ST	SW 186 ST	6	11.5	45	63162	6.94	;

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ORIG_ID		ROADWAY NAME		FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0954		US-1	HWY	SW 186 ST	MARLIN RD	6	11.5	45	63162	6.94	
SEG0955		US-1	HWY	MARLIN RD	HWY 821	6	11.5	45	52848	6.385	FEW DRIVEWAYS,
SEG0956	_	US-1	HWY	HWY 821	CARIBBEAN BLVD	6	11.5	45	52848	6.385	FEW DRIVEWAYS,
SEG0957		US-1	HWY	CARIBBEAN BLVD	SW 112 AVE	6	12	45.1	52848	5.983	1
SEG0958		US-1	HWY	SW 112 AVE	SW 117 AVE	4	11	40	42536	6.944	
SEG0959		US-1	HWY	SW 117 AVE	SW 216 ST	4	11.5	45	42536	6.974	
SEG0960		US-1	HWY	SW 216 ST	SW 220 ST	4	11.5	45.1	40138	6.789	
SEG0961		US-1	HWY	SW 220 ST	SW 232 ST	4	12	45	37740	6.179	B-PATH E-SIDE
SEG0962		US-1	HWY	SW 232 ST	SW 248 ST	4	11	45	37740	6.996	CEMENT SURFACE
SEG0963		US-1	HWY	SW 248 ST	SW 137 AVE	4	11	45	37740	6.996	· · · · · · · · · · · · · · · · · · ·
SEG0964		US-1	HWY	SW 137 AVE	SW 264 ST	4	11	45	37740	6.996	
SEG0965		US-1	HWY	SW 264 ST	SW 268 ST	4	11	45	37740	6.9 9 6	BEGIN ASPHALT
SEG0966		US-1	HWY	SW 268 ST	SW 152 AVE	4	11.5	45	37740	6.587	STRIP MALLS
SEG0967		US-1	HWY	SW 152 AVE	SW 280 ST	4	11.5	45	37740	6.587	STRIP MALLS
SEG0968		US-1	HWY	SW 280 ST	SW 157 AVE	4	11.5	45	37740	6.587	
SEG0969		US-1	HWY	SW 157 AVE	SW 288 ST	4	11.5	45	37740	6.587	
SEG0970		US-1	HWY	SW 288 ST	SW 296 ST	4	11.5	45	37740	6.587	1 10 10 10 10 10 10 10 10 10 10 10 10 10
SEG0971		US-1	HWY	SW 296 ST	SW 167 AVE	4	11.5	40 -	37740	6.194	
SEG0972		US-1	HWY	SW 167 AVE	FLAGLER AVE	4	11	40	23562	5.413	· · · · · · · · · · · · · · · · · · ·
SEG0973		US-1	HWY	FLAGLER AVE	SW 312 ST	4	11	40	23562	5.413	
SEG0974	,	US-1	HWY	SW 312 ST	SW 320 ST	4	11	45	20808	5.631	
SEG0975		US-1	HWY	SW 320 ST	SW 328 ST	4	11	45	18056	5.409	
SEG0976		US-1	HWY	SW 328 ST	SW 344 ST	4	11.5	45	22194	5.334	UNDER XWAY
SEG1012	NW	183RD	ST	NW 57 AVE	NW 47 AVE	4	11	45	27414	6.163	SERVICE RD
SEG1013	NW	183RD	ST	NW 47 AVE	NW 42 AVE	4	11	45	22670	5.781	· · · · · · · · · · · · · · · · · · ·
SEG1014	NW	183RD	ST	NW 42 AVE	NW 37 AVE	4	11	45	22670	5.781	
SEG1015	NW	183RD	ST	NW 37 AVE	NW 32 AVE	4	11.5	40	22670	4.978	SERV.RD-EB
SEG1016	NW	183RD	ST	NW 32 AVE	NW 27 AVE	4	11.5	40	22670	4.978	
SEG1017	NW	183RD	ST	NW 27 AVE	NW 22 AVE	4	11.5	40	25046	5.17	SERV.RD-EB
SEG1018	NW	183RD	ST	NW 22 AVE	NW 17 AVE	4	11,5	40	25046	5.17	SERV.RD-WB
SEG1019	NW	183RD	ST	NW 17 AVE	HWY 91	4	11.5	40	36390	6.085	SERV.RD-EB, UNDER
SEG1020	NW	183RD	ST	HWY 91	NW 12 AVE	4	11.5	40	36390	6.085	UNDER XWAY
SEG1021	NW	183RD	ST	NW 12 AVE	NW 7 AVE	4	11.5	40	28958	5.485	
SEG1022	NW	183RD	ST	NW 7 AVE	NW 2 AVE	4	12	40.1	28958	5.129	
SEG1025	NE	MIAMI GARDENS	DR	1-95 NB	NE 10 AVE	4	10	40	40580	7.513	OVER XWAY
SEG1026	NE	MIAMI GARDENS	DR	NE 10 AVE	NE 15 AVE	4	11.5	40	40580	6.423	· · · · · · · · · · · · · · · · · · ·
SEG1027	NE	MIAMI GARDENS	DR	NE 15 AVE	NE 18 AVE	4	11.5	40	40580	6.423	MIAMI CURB, (SLD)
SEG1028	NE	MIAMI GARDENS	DR	NE 18 AVE	NE 19 AVE	4	11.5	40.1	40580	6.43	MIAMI CURB (SLD)
SEG1029	NE	MIAMI GARDENS	DR	NE 19 AVE	NE 23 CT	4	11.5	30	33108	5.033	MIAMI CURB, (SLD)
SEG1030	NE	MIAMI GARDENS	DR	NE 23 CT	W DIXIE HWY	6	8	35.1	33108	6.776	CTR.LN-11.5',IN.LN-13'
{	ŀ	MIAN 'DEN	R		SCA CONT OLVD	6	11.5	31 1	23108	4.45	ר (ביי) (ביא
		···	~	SAVE		2	12	30.1	6200	3.097	

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ORIG_ID		ROADWAY NAME		FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RCI90	COMMENTS
SEG1052B	NE	159TH	ST	NE 8 AVE	NE 10 AVE	2	10	35	6200	4.71	
SEG1053	NE	159TH	ST	NE 10 AVE	NE 16 AVE	2	10	35	6200	4.71	
SEG1054	NE	159TH	ST	NE 16 AVE	W DIXIE HWY	2	10	35	12400	5.71	?DATA
SEG1054B	NE	159TH	ST	NE 19 PL	W DIXIE HWY	2	10	35	12400	5.71	DEAD-END @ W. DIXIE
SEG1084		OKEECHOBEE	RD	HWY 826	NW 18 (HI) AVE	4	10	40	44120	7.798	GUARDRAIL-EB,CANAL,
SEG1085		OKEECHOBEE	RD	NW 18 (HI) AVE	NW 72 AVE	4	10	40	36530	7.186	GUARDRAIL-EB
SEG1086		OKEECHOBEE	RD	NW 72 AVE	NW 67 AVE	4	10	40	36530	7.186	GUARDRAIL-EB
SEG1087		OKEECHOBEE	RD	NW 67 AVE	NW 21 (HI) ST	4	10	40	36530	7.186	
SEG1088		OKEECHOBEE	RD	NW 21 (HI) ST	NW 8 (HI) AVE	4	10	40	42730	7.686	METRORAIL
SEG1089		OKEECHOBEE	RD	NW 8 (HI) AVE	NW 4 (HI) AVE	4	10	40	42730	7.686	BIKERS
SEG1090		OKEECHOBEE	RD	NW 4 (HI) AVE	PALM AVE	4	10	35	42730	7.156	MULTI-RES
SEG1091		OKEECHOBEE	RD	PALM AVE	HIALEAH DR	4	10.5	35	42730	6,838	BIKE PATH
SEG1092		OKEECHOBEE	RD	HIALEAH DR	SE 1 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH
SEG1093		OKEECHOBEE	RD	SE 1 (HI) AVE	SE 4 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH
SEG1094		OKEECHOBEE	RD	SE 4 (HI) AVE	SE 8 (HI) ST	4	10.5	35	42730	6.838	BIKE PATH
SEG1095		OKEECHOBEE	RD	SE 8 (HI) ST	SE 8 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH END
SEG1096		OKEECHOBEE	RD	SE 8 (HI) AVE	HWY 112	4	10	35.1	42730	7.167	(SLD), UNDER XWAY
SEG1119	NW	138TH	ST	NW 107 AVE	I-75 HWY	2	13	40.1	15000	4.485	TRUCKS,WB LANE
SEG1123	NW	138TH	ST	NW 67 AVE	NW 62 AVE	2	11.5	30.1	29630	7.149	(SLD)
SEG1124	NW	138TH	ST	NW 62 AVE	NW 57 AVE	2	11.5	30.1	41080	8,996	(SLD)
SEG1149Z	NW	123RD	ST	W Dixie Hwy	NE 6 St			:			, RD.IMPACT FEE
SEG1181	NW	60TH (HI)	ST	HWY 826	NW 16 (HI) AVE	2	11	[•] 30	6200	3.635	MULTI-RES, NO THRU
SEG1181Z	NW	60TH (HI)	ST	W 28 (HI) Ave	HWY 826		·······		-		, RD.IMPACT FEE
SEG1182	NW	60TH (Hi)	ST	NW 16 (HI) AVE	NW 12 (HI) AVE	2	11	30	6200	3.635	
SEG1253Y		74TH ST	EXWY	NW 74 AVE	NW 77 AVE	4	11.5	35			
SEG1253Z	NW	74TH	ST	NW 74 AVE	OKEECHOBEE RD	2	11	30			
SEG1254		HIALEAH	EXWY	OKEECHOBEE RD	(HI) NW 8 AVE	4	11.5	50.1	37306	6.954	(SLD),METRORAL
SEG1255	NW	4TH (HI)	AVE	W 8 (HI) AVE	W 4 (HI) AVE	4	10.5	45	32742	7.002	METRORAIL
SEG1352	NW	41ST	ST	HWY 821	NW 97 AVE	6	11	40	12470	4.184	DATA-E.OF102,SWK-BS,
SEG1352Z	NW	41ST	ST	NW 117 Ave.	NW 142 AVe.						, RD.IMPACT FEE
SEG1364	NW	36TH	ST	N RIVER DR	NW 37 AVE	4	11.5	35.1	56240	7.3	(SLD)
SEG1365	NW	36TH	ST	NW 37 AVE	NW 32 AVE	4	10	30	56240	7.715	
SEG1366	NW	36TH	ST	NW 32 AVE	NW 27 AVE	4	10	30	56240	7.715	SCHOOL ZONE
SEG1367	NW	36TH	ST	NW 27 AVE	NW 22 AVE	4	10	30	56240	7.715	
SEG1368	NW	36TH	ST	NW 22 AVE	NW 17 AVE	4	10	30	56240	7.715	SCHOOL ZONE
SEG1395	NW	25TH	ST	HWY 826	NW 72 AVE	6	10.5	40	26150	5.283	UNDER XWAY
SEG1396	NW	25TH	ST	NW 72 AVE	WEATHERFORD BLV	4	11.5	40	26150	5.259	
SEG1407	NW	20TH	ST	NW 2 CT	N MIAMI AVE	2	9	30	15020	6.148	CURVES, SCH-ZONE
SEG1408	NE	20TH	ST	N MIAMI AVE	NE 2 AVE	2	11	30	6200	3.635	
SEG1425	NW	14TH	ST	NW 10 AVE	HWY 836	2	11	30.1	17500	5.466	UNDER XWAY
SEG1426	NW	14TH	ST	HWY 836	NW 7 AVE	2	11	30.1	17500	5.466	UNDER XWAY
SEG1427	NW	14TH	ST	NW 7 AVE	1-95	4	11	30.1	10240	3.47	SCH-Z, BRIDGE

1996 Transportation Improvement Program - PE Stage Projects

ORIG_ID		ROADWAY NAME		FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG1434F		MACARTHUR	CSWY	E. Cswy. Island	ALTON RD	6	12	40	25000	4.131	5' Sidewalks
SEG1435Z	NW	12TH	ST	NW 122 Ave.	NW 127 AVe						, RD.IMPACT FEE
SEG1520	W	FLAGLER	ST	S RIVER DR	N RIVER DR	4	11.5	30.1	14940	3.575	(SLD)
SEG1524	Ŵ	FLAGLER	ST	W 2 AVE	W 1 AVE	2	11.5	30.1	14940	4.78	LIBRARY
SEG1525	W	FLAGLER	ST	W 1 AVE	MIAMI AVE	2	11.5	30.1	14940	4.78	(SLD)
SEG1526	E	FLAGLER	ST	MIAMI AVE	E 1 AVE	2	11.5	30.1	14940	4.78	(SLD)
SEG1527	E	FLAGLER	ST	E 1 AVE	E 2 AVE	2	11.5	30.1	14940	4.78	
SEG1528	E	FLAGLER	ST	E 2 AVE	BISCAYNE BLVD	2	. 11.5	30.1	14940	4.78	
SEG1535	SW	1ST	ST	SW 4 AVE	I-95	3	11	30.1	22900	5.106	(SLD), UNDER XWAY
SEG1555	SW	8ТН	ST	SW 137 AVE	SW 132 AVE	4	11.5	45	40170	6.783	BAD ROAD EDGE
SEG1555Z	SW	8TH	ST	SW 137 AVE	Westward					-	
SEG1556	SW	8TH	ST	SW 132 AVE	SW 127 AVE	4	11.5	45.1	40170	6.791	
SEG1556Z-TIP	sw	8TH	ST	SW 132 AVE	SW 127 AVE	4	11.5	45.1	40170	6.791	
SEG1562	SW	8TH	ST	SW 107 AVE	SW 102 AVE	4	11	45.1	37000	7.201	CONSTRUCTION
SEG1568	SW	8TH	ST	HWY 826	SW 74 AVE	4	11.5	45	69200	9.124	UNDER XWAY
SEG1569	SW	8TH	ST	SW 74 AVE	SW 67 AVE	4	12	35	69200	8.019	
SEG1570	SW	8TH	ST	SW 67 AVE	SW 62 AVE	4	12	35	69200	8.019	
SEG1571	sw	8TH	ST	SW 62 AVE	SW 57 AVE	4	12	35	69200	8.019	· · · · · · · · · · · · · · · · · · ·
SEG1572	sw	8TH	ST	SW 57 AVE	SW 49 AVE	4	12	35	69200	8.019	
SEG1573	sw	8TH	ST	SW 49 AVE	SW 42 AVE	4	12	35	69200	8.019	
SEG1574	sw	8TH	ST	SW 42 AVE	PONCE DE LEON B	4	12	35	69200	8.019	
SEG1575	SW	8TH	ST	PONCE DE LEON B	SW 37 AVE	4	12	35	69200	8.019	
SEG1576	SW	8TH	ST	SW 37 AVE	SW 32 AVE	4	12	35.1	28794	4.767	HEAVY TRAFFIC
SEG1577	SW	8TH	ST	SW 32 AVE	SW 27 AVE	4	12	35.1	28794	4.767	H-TRAFFIC
SEG1584	SW	8TH	ST	l-95	SW 2 AVE	3	11	35.1	17874	5.005	UNDER XWAY
SEG1585	SW	8TH	ST	SW 2 AVE	S MIAMI AVE	3	12	35.1	17874	4.367	METRORAIL
SEG1586	SE	8TH	ST	S MIAMI AVE	BRICKELL AVE	3	10.5	35.1	17874	5.324	METROMOVER
SEG1633	SW	26TH	ST	SW 142 AVE	SW 137 AVE	1	12	35.1		8.574	
SEG1633Z	SW	26TH	ST	SW 142 AVE	SW 147 AVE					-	
SEG1642	SW	40TH	ST	SW 117 AVE	SW 112 AVE	4	10.5	40	32930	6.532	
SEG1643	SW	40TH	ST	SW 112 AVE	SW 107 AVE	4	10.5	40	32930	6.532	
SEG1655		BIRD	RD	ALHAMBRA CIR	GRANADA BLVD	4	10.5	40	47168	7.681	
SEG1835C	sw	184TH	ST	SW 147 AVE	SW 137 AVE	2	9.5	40		6.845	POWERLINES
SEG1835D	SW	184TH	ST	SW 137 AVE	SW 127 AVE	2	10	40		7.601	B-PATH
SEG1836	SW	184TH	ST	SW 127 AVE	SW 117 AVE	4	11.5	40		4.831	SWK-BS
SEG1844B	sw	200TH	ST	SW 177 AVE	SW 157 AVE	4	12	40.1	12280	3.784	SWK-BS, MULTI-RES
SEG1844C	SW	200TH	ST	SW 157 AVE	SW 147 AVE	2	11	45	12280	5.933	CSX,OPEN SPACE
SEG1844D	SW	200TH	ST	SW 147 AVE	SW 137 AVE	2	11	40.1	5387	4.391	?DATA
SEG1845	SW	200TH	ST	SW 137 AVE	SW 127 AVE	2	11	40	6200	4.513	B-PATH, BLACK, CREEK
SEG1926E	SW	177TH	AVE	SW 296 ST	N 21 (HO) ST	2	12	30	11699	3.977	
\$28F	S		·VE	*145 (HO) 07	1 8 (HC: 07	2	_ A,	30	3 ⊏00	2.333	H Volum
				197 A\/F		•	40 E	30	6280	3 92	

1996 Transportation Improvement Program - PE Stage Projects

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ORIG_ID		ROADWAY NAME		FROM	то	LANE	S RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG1939	SW	320TH	ST	SW 177 AVE	FLAGLER AVE	2	10.5	30	6280	3.92	?DATA
SEG1940		MOWRY	ST	FLAGLER AVE	US-1	2	19	30.1	6280	-0.718	
SEG1944	SW	177TH	AVE	MOWRY DR	S 8 (HO) ST	2	15	30	8264	1.788	
SEG1948B	SW	344TH	ST	US-1	SW 167 AVE	2	11	40.1	4540	4.254	CANAL W/GUARDRAIL
SEG1950	SW	344TH	ST	SW 152 AVE	SW 132 AVE	2	9.5	40	4540	5.336	SPORT COMPLEX
SEG1953B		ALTON	RD	21 ST	DADE BLVD	4	11	35.1	23680	4.993	CURVES
SEG1954		ALTON	RD	DADE BLVD	17 ST	4	11	35.1	23680	4.993	
SEG1955		ALTON	RD	17 ST	11 ST	4	10	35	23680	5.62	
SEG1956		ALTON	RD	11 ST	6 ST	4	10	35	23680	5.62	
SEG1958		DADE	BLVD	MERIDIAN AVE	WASHINGTON AVE	4	9.5	35.1	6200	5.039	
SEG1967		LA GORCE	DR	63 ST	PINE TREE DR	2	11	30	6200	3.635	
SEG1968		PINE TREE	DR	63 ST	LA GORCE DR	2	13	30	6200	2.545	BAD PATCHING
SEG1969		PINE TREE	DR	LA GORCE DR	47 ST	4	14.9	30	6200	1.01	BRIDGE, CURVE
SEG1969Z-TIP		PINE TREE	DR	LA GORCE DR	47 ST	4	14.9	30	6200	1.01	BRIDGE, CURVE
SEG1970		PINE TREE	DR	47 ST	41 ST	4	9	30	6200	4.225	CURVE
SEG1971		PINE TREE	DR	41 ST	23 ST	4	12	30	6200	2.59	CURVES
SEG1997W		DATONIA	AVE	BRIDGE							•
SEG1997X		BISCAYNE POINT		BRIDGE							
SEG1997Y		NORMAC	AVE	BRIDGE							
SEG1997Z		NORMAC	AVE	BRDIGE							
SEG2011		23RD	ST	DADE BLVD	COLLINS AVE	4	10	30.1	6200	3.691	BRIDGE,D-ENDS@BOT
SEG2011Z		29TH	ST	BRIDGE				λ			
SEG2014		DADE	BLVD	Purdy Ave Brdg.	ALTON RD	4	10.5	35.1	12400	4.402	BAD FLYOVER
SEG2015		DADE	BLVD	ALTON RD	MERIDIAN AVE	4	10.5	35.1	12400	4.402	BIKE-ROUTE SIGN
SEG2016		DADE	BLVD	MERIDIAN AVE	WASHINGTON AVE	4	9.5	35.1	12400	5.039	
SEG2017		DADE	BLVD	WASHINGTON AVE	23 ST	4	11	35.1	12400	4.083	

2

Appendix B Metro-Dade County Long-Range Plan (1995-2015) Cost Feasible Projects (Priority 2)

1

ORIG_ID	RO	ADWAY NAI	ME	FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RCI90	COMMENTS
SEG0008	sw	177TH	AVE	SW 8 ST	SW 42 ST	2	10	35	6200	4.71	EVERGLADES
SEG0008B	SW	177TH	AVE	SW 42 ST	SW 88 ST	2	10	35	6200	4.71	EVERGLADES
SEG0009	SW	177TH	AVE	SW 88 ST	SW 104 ST	2	10.5	50	6200	5.846	FIELDS, FARMS
SEG0009B	SW	177TH	AVE	SW 104 ST	SW 184 ST	2	9.5	50	6200	6.754	FARMLAND
SEG0009C	SW	177TH	AVE	SW 184 ST	SW 200 ST	2	10	40	9430	5.761	
SEG0009D	SW	177TH	AVE	SW 200 ST	SW 232 ST	2	10	40.1	8800	5,67	
SEG0009E	SW	177TH	AVE	SW 232 ST	SW 264 ST	2	11.5	45	9659	5.102	CANAL C-103
SEG0009F	SW	177TH	AVE	SW 264 ST	SW 280 ST	2	10.5	40	10802	5.619	C-103 CANAL
SEG0009G	SW	177TH	AVE	SW 280 ST	SW 288 ST	2	11	40.1	10802	5.264	
SEG0010	SW	177TH	AVE	SW 288 ST	SW 296 ST	2	11.5	40.1	11944	5.084	
SEG0010B	sw	177TH	AVE	SW 296 ST	N 15 (HO) ST	2	12	30	11699	4.441	
SEG0010C	sw	177TH	AVE	N 21 (HO) ST	N 15 (HO) ST	2	14.5	30	8264	2.06	LONG TURN-BAYS
SEG0011	SW	177TH	AVE	SW 304 ST	N 8 (HO) ST	2	14	30	8264	2.927	H. Volume
SEG0012	sw	177TH	AVE	N 8 (HO) ST	MOWRY DR	2	14.5	30	8264	2.06	11'NB-LANE, RETAIL
SEG0013	SW	177TH	AVE	SW 328 ST	S 8 (HO) ST	4	15	30	8264	3.775	
SEG0014	SW	177TH	AVE	S 8 (HO) ST	PALM DR	2	10	30	8264	4.513	
SEG0015	SW	177TH	AVE	PALM DR	US-1	2	12.5	30	2211	2.174	
SEG0016Z-LR2		US-1		SW 211 St.	Homestead						
SEG0036	SW	137TH	AVE	SW 8 ST	SW 26 ST	4	12	40	21744	4.54	
SEG0036Z	NW	137TH	AVE	NW 12 ST	SW 8 ST						
SEG0045	SW	137TH	AVE	SW 184 ST	SW 200 ST	2	10	40.1	6260	5.26	FIELDS, D-END@ 184 ST
SEG0046	SW	137TH	AVE	SW 200 ST	SW 216 ST	2	10.1	40	6260	5.25	DIRT RD
SEG0047	SW	137TH	AVE	SW 216 ST	SW 232 ST	2	10.1	40	6260	5.25	DIRT ROAD
SEG0048	SW	137TH	AVE	SW 232 ST	SW 240 ST	2	10.1	40.1	6260		DIRT ROAD
SEG0049	SW	137TH	AVE	SW 240 ST	SW 248 ST	2	10.5	40.1	6260	4.896	DEAD-END @ 240 ST
SEG0050	sw	137TH	AVE	SW 248 ST	PACKING HOUSE R	2		40	6260	5.177	DIRT ROAD,D-END@
SEG0051	sw	137TH	AVE	US-1	SW 268 ST	2	9	40	3030	5.455	
SEG0052	sw	137TH	AVE	SW 268 ST.	SW 272 ST.	2	9	40	6260	5.976	FIELDS
SEG0053	sw	137TH	AVE	SW 272 ST.	HWY 821 S.RAMP	6	11	40	6260	3.85	UNDER XWAY
SEG0095	SW	117TH	AVE	SW 152 ST.	SW 168 ST.	2	11	40	13000	5.61	
SEG0096	SW	117TH	AVE	SW 168 ST.	SW 184 ST	2	10	35	13000	5.807	WIDE MEDIAN, SCH-ZONE
SEG0097	SW	117TH	AVE	SW 184 ST	QUAIL ROOST DR	2	10	35	13000	5.807	SFWY-T-S W-SIDE,MALL
SEG0098	sw	117TH	AVE	QUAIL ROOST DR	SW 200 ST	2	10	35	13000	5.807	WIDE MEDIAN
SEG0098B	SW	117TH	AVE	SW 200 ST.	SW 115 RD	2	9.5	35	13000	6.125	POSSIBLE B-PATH
SEG0098C	SW	117TH	AVE	SW 115 RD	US-1	4	10.5	35	11000	4.279	B-PATH, MALL
SEG0111	SW	112TH	AVE	US-1	SW 216 ST	4	11	45	18000	5.404	(SLD), D-END@ US-1
SEG0112	SW	112TH	AVE	SW 216 ST	SW 220 ST	4	11	45	18000	18000	(SLD)
SEG0113	SW	112TH	AVE	SW 220 ST	SW 232 ST	4	11	55	18000	18000	(SLD)
SEG0114	SW	112TH	AVE	SW 232 ST	SW 248 ST	4	11	55	16000	6.121	FIELDS
SEG0115	SW	112TH	AVE	SW 248 ST	HWY 821	4	11.5	45	14000	4.673	(SLD), UNDER XWAY
SEG0116	sw	112TH	AVE	HWY 821	SW 268 ST	4	10.5	55	13000	6.379	SP-BUMPS, UNDER XWAY
SEG0117	SW	112TH	AVE	SW 268 ST.	SW 280 ST.	2	11.5	55	13000	6.428	NURSERY, D-END @ 268

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ORIG_ID	RC	DADWAY NAM	IE	FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0117Z-LR2	SW	112TH Ave	Extn	SW 112 Ave	H.A.R.B.						New 6-lane Road
SEG0119	NW	107TH	AVE	NW 33 ST	NW 25 ST	4	11	40	17000	4.884	
SEG0119Y	NW	107TH	AVE	NW 33 ST	NW 41 ST						
SEG0119Z	NW	107TH	AVE	NW 41 ST	NW 106 ST						-
SEG0121	NW	107TH	AVE	HWY 836	FOUNTAINBLEAU B	6	11	40	42000	5.771	PROBLEM AREA, MALL,
SEG0122	NW	107TH	AVE	FOUNTAINBLEAU B	FLAGLER ST	4	11.5	40.1	42000	6.545	SWK-BS
SEG0123	SW	107TH	AVE	FLAGLER ST	SW 8 ST.	4	11	40	42000	6.9	UNIVERSITY
SEG0153B	NW	97TH	AVE	NW 41 ST	NW 38 ST	4	11	40	22180	5.302	GOLF COURSE
SEG0153C	NW	97TH	AVE	NW 33 ST	NW 38 ST	2	10	40.1	14260	6.551	GOLF COURSE
SEG0153D	NW	97TH	AVE	NW 33 ST	NW 25 ST	2	10.5	35.1	14000	5.915	CURVE, ?DATA, GOLF
SEG0153Z	NW	97TH	AVE	NW 7 St	NW 25 St						New 4-Lane Road
	NW	97TH	AVE	FONTAINEBLEAU B	FLAGLER ST	4	12	35	30740	4.917	SCH-Z, D-END@FONTAIN
SEG0155	SW	97TH	AVE	FLAGLER ST	SW 8 ST	4	12	35	30740	4.917	POSSIBLE PATH
SEG0156	SW	97TH	AVE	SW 8 ST	SW 16 ST	2	11	35	20000	6.3	SCH-ZONE
SEG0157	SW	97TH	AVE	SW 16 ST	SW 24 ST	2	11	35	18000	5.977	SCHOOL ZONE
SEG0160	SW	97TH	AVE	SW 40 ST	SW 48 ST	2	11.5	35	14000	5.014	
SEG0161	SW	97TH	AVE	SW 48 ST	SW 56 ST	2	11.5	35	16320	5.389	
SEG0162	SW	97TH	AVE	SW 56 ST	SW 64 ST	2	12	35	8000	3.729	SCHOOL ZONE
SEG0163	SW	97TH	AVE	SW 64 ST	SW 72 ST	2	12	35	8000	3.729	M-RES, SCH-ZONE,
SEG0190	NW	87TH	AVE	NW 58 ST	NW 36 ST	4	11	40	23000	5,368	OFFICE PARK, XLN-SB
SEG0190Z	NW	87TH	AVE	OKEECHOBEE RD	NW 58 ST						new 4-lane
SEG0336	NW	57TH	AVE	NW 138 ST	GRATIGNY PKWY	6	11	45	40864	6.149	, UNDER XWAY
SEG0337	NW	4TH (HI)	AVE	GRATIGNY PKWY	GRATIGNY DR	4	11	45.1	40864	7.257	, UNDER XWAY
SEG0338	NW	4TH (HI)	AVE	GRATIGNY DR	NW 119 ST	4	11	45.1	40864	7.257	
SEG0339	NW	4TH (HI)	AVE	NW 119 ST	NW 114 ST	4	10.5	45.1	28580	6.676	
SEG0340	NW	4TH (HI)	AVE	NW 114 ST	NW 53 (HI) ST	4	10.5	45	28580	6.666	
SEG0341	NW	4TH (HI)	AVE	NW 53 (HI) ST	NW 49 (HI) ST	4	10.5	45	28580	6.666	<u> </u>
SEG0342	NW	4TH (HI)	AVE	NW 49 (HI) ST	NW 44 (HI) PL	4	11	45	38450	7.053	RPM'S
SEG0343	NW	4TH (HI)	AVE	NW 44 (HI) PL	NW 40 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0344	NW	4TH (HI)	AVE	NW 40 (HI) ST	NW 37 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0345	NW	4TH (HI)	AVE	NW 37 (HI) ST	NW 32 (HI) ST	4	10.5	45	38450	7.462	RPM'S
SEG0346	NW	4TH (HI)	AVE	NW 32 (HI) ST	NW 29 (HI) ST	4	10.5	45	32742	7.002	RPM'S
SEG0347	NW	4TH (HI)	AVE	NW 29 (HI) ST	NW 21 (HI) ST	4	10.5	45	32742	7.002	
SEG0348	NW	4TH (HI)	AVE	NW 21 (HI) ST	NW 17 (HI) ST	4	10.5	45	32742	7.002	
SEG0349	NW	4TH (HI)	AVE	NW 17 (HI) ST	OKEECHOBEE RD	4	10.5	45	32742	7.002	PED-OVERPASS, ?DATA
SEG0528	NW	27TH	AVE	NW 215 ST	NW 199 ST	6	11	45	49000	6.587	STADIUM,CANAL C9
SEG0529	NW	27TH	AVE	NW 199 ST	NW 183 ST	6	11	45	49900	6.635	STADIUM, SWK-BS
SEG0530	NW	27TH	AVE	NW 183 ST	NW 175 ST	6	11	45	49900	6.635	
SEG0531	NW	27TH	AVE	NW 175 ST	HWY 826	6	11	45	49900	6.635	, UNDER XWAY
SEG0532	NW	27TH	AVE	HWY 826	NW 151 ST	6	11	45	49900	6.635	SERV.RD NB, UNDER
SEG0533	NW	27TH	AVE	NW 151 ST	ALI BABA AVE	6	11	35	49900	5.757	
534	A	27	A	AL AVE	HW	£3.		75		5	ΠΡ/P. 1ΙΔΙ

ORIG_ID	ROA	DWAY NA	ME	FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RC190	COMMENTS
SEG0535	NW	27TH	AVE	HWY 9	OPA-LOCKA BLVD	6	11	35		5.117	
SEG0536	NW	27TH	AVE	OPA-LOCKA BLVD	NW 135 ST	6	11	35		5.117	
SEG0537	NW	27TH	AVE	NW 135 ST	NW 119 ST	6	10	35		5.753	SWK-BS
SEG0538	NW	27TH	AVE	NW 119 ST	NW 103 ST	6	10.5	45		6.404	MDCC-NORTH
SEG0539	NW	27TH	AVE	NW 103 ST	NW 95 ST	4	11.2	40		6.433	
SEG0540	NW	27TH	AVE	NW 95 ST	NW 87 ST	4	11.5	40		5.914	(SLD)
SEG0541	NW	27TH	AVE	NW 87 ST	NW 79 ST	4	11	40		5.977	PARTIAL 3 LANE-SB
SEG0542	NW	27TH	AVE	NW 79 ST	NW 71 ST	4	11.5	35		5.22	METRORAIL(SLD)
SEG0543	NW	27TH	AVE	NW 71 ST	ML King Station	4	11	35	30550	5.538	METRORAIL
SEG0958	** * * * * *	US-1	HWY	SW 112 AVE	SW 117 AVE	4	11	40	42536	6.944	
SEG0959		US-1	HWY	SW 117 AVE	SW 216 ST	4	11.5	45	42536	6.974	
SEG0960		US-1	HWY	SW 216 ST	SW 220 ST	4	11.5	45.1	40138	6.789	
SEG0961		US-1	HWY	SW 220 ST	SW 232 ST	4	12	45	37740	6.179	B-PATH E-SIDE
SEG0962		US-1	HWY	SW 232 ST	SW 248 ST	4	11	45	37740	6.996	CEMENT SURFACE
SEG0963		US-1	HWY	SW 248 ST	SW 137 AVE	4	11	45	37740	6.996	
SEG0964		US-1	HWY	SW 137 AVE	SW 264 ST	4	11	45	37740	6.996	
SEG0965		US-1	HWY	SW 264 ST	SW 268 ST	4	11	45	37740	6.996	BEGIN ASPHALT SOUTH
SEG0966		US-1	HWY	SW 268 ST	SW 152 AVE	4	11.5	45	37740	6.587	STRIP MALLS
SEG0967		US-1	HWY	SW 152 AVE	SW 280 ST	4	11.5	45	37740	6.587	STRIP MALLS
SEG0968		US-1	HWY	SW 280 ST	SW 157 AVE	4	11.5	45	37740	6.587	
SEG0969		US-1	HWY	SW 157 AVE	SW 288 ST	4	11.5	45	37740	6.587	
SEG0970		US-1	HWY	SW 288 ST	SW 296 ST	4	11.5	45	37740	6.587	
SEG0971		US-1	HWY	SW 296 ST	SW 167 AVE	4	11.5	40	37740	6.194	
SEG0972		US-1	HWY	SW 167 AVE	FLAGLER AVE	4	11	40	23562	5.413	
SEG0973		US-1	HWY	FLAGLER AVE	SW 312 ST	4	11	40	23562	5.413	
SEG0974		US-1	HWY	SW 312 ST	SW 320 ST	4	11	45	20808	5.631	
SEG0975		US-1	HWY	SW 320 ST	SW 328 ST	4	11	45	18056	5.409	
SEG0976		US-1	HWY	SW 328 ST	SW 344 ST	4	11.5	45	22194	5.334	UNDER XWAY
SEG1008	NW	MIAMI	DR	I-75	NW 87 AVE	4	12	40	19380	4.35	WB JOINS XWAY
SEG1009	NW	MIAMI	DR	NW 87 AVE	NW 82 CT	4	12	40	19380	4.35	
SEG1010	NW	MIAMI	DR	NW 82 CT	NW 67 AVE	4	12	40	24340	4.75	PWRLNE, MLTIRES
SEG1011	NW	MIAMI	DR	NW 67 AVE	NW 57 AVE	2	11	30	32160	5.229	CURVE
SEG1012	NW	183RD	ST	NW 57 AVE	NW 47 AVE	4	11	45	27414	6.163	SERVICE RD
SEG1013	NW	183RD	ST	NW 47 AVE	NW 42 AVE	4	11	45	22670	5.781	
SEG1014	NW	183RD	ST	NW 42 AVE	NW 37 AVE	4	11	45	22670	5.781	
SEG1015	NW	183RD	ST	NW 37 AVE	NW 32 AVE	4	11.5	40	22670	4.978	SERV.RD-EB
SEG1016	NW	183RD	ST	NW 32 AVE	NW 27 AVE	4	11.5	40	22670	4.978	
SEG1017	NW	183RD	ST	NW 27 AVE	NW 22 AVE	4	11.5	40	25046	5.17	SERV.RD-EB
SEG1018	NW	183RD	ST	NW 22 AVE	NW 17 AVE	4	11.5	40	25046	5.17	SERV.RD-WB
SEG1019	NW	183RD	ST	NW 17 AVE	HWY 91	4	11.5	40	36390	6.085	SERV.RD-EB, UNDER
SEG1020	NW	183RD	ST	HWY 91	NW 12 AVE	4	11.5	40	36390	6.085	UNDER XWAY
SEG1021	NW	183RD	ST	NW 12 AVE	NW 7 AVE	4	11.5	40	28958	5.485	

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ORIG_ID	R	OADWAY NAMI	E	FROM	то	LANES	RIGHT LANE	SPEED	AADT90	RCI90	COMMENTS
SEG1022	NW	183RD	ST	NW 7 AVE	NW 2 AVE	4	12	40.1	28958	5.129	
SEG1084		OKEECHOBE	RD	HWY 826	NW 18 (HI) AVE	4	10	40	44120	7.798	GUARDRAIL-EB,CANAL,
SEG1085		OKEECHOBE	RD	NW 18 (HI) AVE	NW 72 AVE	4	10	40	36530	7.186	GUARDRAIL-EB
SEG1086		OKEECHOBE	RD	NW 72 AVE	NW 67 AVE	4	10	40	36530	7.186	GUARDRAIL-EB
SEG1087		OKEECHOBE	RD	NW 67 AVE	NW 21 (HI) ST	4	10	40	36530	7.186	
SEG1088		OKEECHOBE	RD	NW 21 (HI) ST	NW 8 (HI) AVE	4	10	40	42730	7.686	METRORAIL
SEG1089		OKEECHOBE	RD	NW 8 (HI) AVE	NW 4 (HI) AVE	4	10	40	42730	7.686	BIKERS
SEG1090		OKEECHOBE	RD	NW 4 (HI) AVE	PALM AVE	4	10	35	42730	7.156	MULTI-RES
SEG1091		OKEECHOBE	RD	PALM AVE	HIALEAH DR	4	10.5	35	42730	6.838	BIKE PATH
SEG1092		OKEECHOBE	RD	HIALEAH DR	SE 1 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH
SEG1093		OKEECHOBE	RD	SE 1 (HI) AVE	SE 4 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH
SEG1094		OKEECHOBE	RD 👘	SE 4 (HI) AVE	SE 8 (HI) ST	4	10.5	35	42730	6.838	BIKE PATH
SEG1095		OKEECHOBE	RD	SE 8 (HI) ST	SE 8 (HI) AVE	4	10.5	35	42730	6.838	BIKE PATH END
SEG1096		OKEECHOBE	RD	SE 8 (HI) AVE	HWY 112	4	10	35.1	42730	7.167	(SLD), UNDER XWAY
SEG1116B	S	RIVER	DR	NW 20 ST	R/R	2	11	30.1	13380	4.802	TRUCKS, BRIDGE
SEG1116C		DELEWARE	РКЖҮ	NW 27 AVE	NW 20 ST	4	10	30.1	13380	4.27	SWK-N.SIDE, BRIDGE
SEG1294Z	NW	74TH	ST	NW 57 Ave	Hwy 826						New 6-iane Road
SEG1321	NW	58TH	ST	HWY 821	NW 97 AVE	2	12	40	48650	10.633	TRUCKS, UNDER XWAY
SEG1390	NW	25TH	ST	HWY 821	NW 107 AVE	2	12	40	25270	6.862	TRUCKS,D-END@XWAY
SEG1395	NW	25TH	ST	HWY 826	NW 72 AVE	6	10.5	40	26150	5.283	UNDER XWAY
SEG1396	NW	25TH	ST	NW 72 AVE	WEATHERFORD BLV	4	11.5	40	26150	5.259	
SEG1435Y	NW	12TH	ST	NW 137 AVE	NW 107 AVE	·					-
SEG1435Z	NW	12TH	ST	NW 107 Ave.	NW 110 Ave						
SEG1439	NW	12TH	ST	NW 72 AVE	NW 14 ST	2	11.5	45	12000	5.479	AIRPORT, RPM'S, CURVE
SEG1439X-LR	-	East-West		MIC	PORT OF MIAMI						-
SEG1439Y-LR		EAST-WEST		MIA	MIC						
SEG1439Z-LR2		East-West		FIU CAMPUS	MIA						
SEG1440		PERIMETER	RD	NW 14 ST	NW 21 ST	2	12	30	20000	5.316	AIRPORT, CURVE
SEG1555	SW	8TH	ST	SW 137 AVE	SW 132 AVE	. 4	11.5	· 45	40170	6.783	BAD ROAD EDGE
SEG1555Z	SW	8TH	ST	SW 137 AVE	SW 152 AVE						
SEG1556	SW	8TH	ST	SW 132 AVE	SW 127 AVE	4	11,5	45.1	40170	6,791	
SEG1789	SW	120TH	ST	SW 137 AVE	SW 132 AVE	4	11	35	3570	3.362	SCHOOL ZONE
SEG1790	sw	120TH	ST	SW 132 AVE	SW 122 AVE	4	11	30	3570	2.923	CURVES
SEG1791	SW	120TH	ST	SW 122 AVE	HWY 821 S-B	4		35	6200	3.574	8'-SWK, NO THRU XWAY
SEG1792	SW	120TH	ST	HWY 821 N-B	SW 117 AVE	4	11	35	6200	3.574	BRIDGE, 8'SWK, NO THRU
SEG1792Z	SW	120TH	ST	HWY 821 NB	HWY 821 SB						
SEG1835B	SW	184TH	ST	SW 177 AVE	SW 147 AVE	2	11	50	13900	6.634	Redlands area
SEG1835C	SW	184TH	ST	SW 147 AVE	SW 137 AVE	2	9.5	40	13900	6.845	POWERLINES
SEG1835D	SW	184TH	ST	SW 137 AVE	SW 127 AVE	2	10	40	20840	7.601	B-PATH

Appendix C Bicycle Facilities Plan Interim Stand-Alone Projects List

	PROJECT SITE	FROM	ТО	IMPROVEMENT
SIGNAGE			i y	
	Bayshore Dr.	McFarlane Dr.	Rickenbacker Cswy.	"Bicycles Sharing Roadway"
	Kendall Lakes Dr./Cir.	SW 137 Ave. (north end)	SW 137 Ave. (south end)	"Bicycles Sharing Roadway"
	MacArthur Causeway	Biscayne Blvd.	Alton Rd.	"Bicycles Sharing Roadway"
	Rickenbacker Causeway	Brickell Ave.	Virginia Key	"Bicycles Sharing Roadway"
	SW 137 Ave.	SW 88 St.	SW 152 St.	"Bicycles Sharing Roadway"
	Brickell Ave.	SW 26 Rd.	SW 32 Rd.	"Bike Lane" (include striping)
	SW 32 Rd.	S. Bayshore Dr.	Brickell Ave.	"Bike Lane" (include striping)
				~
	SW 24 St.	Existing path SW 87 Ave.	Florida International University	"Route" (move bus shelters, restripe intersections)
	SW 56 St.	Existing path SW 87 Ave.	Snapper Creek	"Route" (restripe intersections)
	SW 57 Ave.	Existing path SW 88 St.	SW 112 St.	"Route"
	SW 72 St.	Existing path SW 87 Ave.	Snapper Creek	"Route"
	SW 72 Ave.	SW 156 St.	SW 164 St.	"Route" (include striping)
	SW 87 Ave.	Old Cutler Rd.	Biscayne National Park (including facility within park)	"Route"
	SW 105 St.	Old Cutler Rd. path	SW 104 St. pedestrian bridge (Red Rd.)	"Route"
	SW 152 St.	Existing path Palmetto Golf Course	MetroZoo	"Route"
	SW 264 St.	Existing path US-1	NW 137 Ave	"Route"
	SW 288 St.	Existing path US-1	H.A.R.B.	"Route"
	SW 312 St.	Existing path US-1	H.A.R.B.	"Route"
	Bayshore Dr.	Existing path Peacock Park	SW 32 Rd.	"Route"

	PROJECT SITE	FROM	ТО	IMPROVEMENT
	Black Creek	Existing path SW 184 St.	US-1 and SW 112 Ave. to H.E.F.T.	"Route"
	L.&P. Thompson Park	Existing path within park (including connection to Black Creek path)		"Route"
	Main Hwy.	Existing path N. Prospect Dr	The Barnacle	"Route"
······································	Matheson Hammock Park	Existing path within park		"Route"
	Old Cutler Rd.	Existing path /Cocoplum Cir.	US-1	"Route"
	Rickenbacker Causeway	Existing path		"Route"
	Snapper Creek	Existing path /NW 107 Ave.	Florida International University	"Route"
DESIGN REVIEW/ UPGRADE				
	Ingraham Hwy./Douglas Rd.			Intersection improvement
	Miami Lakes area	Existing system		Add curb-cuts and further develop system
	Snake Creek/I-95 underpass			Improve clearance/egress
	SW 127 Ave.	SW 62 St.	SW 88 St.	Add northbound bike lane
	US-1	Existing path /Old Cutler Rd.	SW 312 St.	
	Model City	Existing system		Add curb-cuts and further develop system

	PROJECT SITE	FROM	ТО	IMPROVEMENT
NEW CONSTRUCTION				
	Atlantic shoreline	Haulover Park	Golden Beach	
	Atlantic shoreline	Southpoint Park	Bal Harbor	
	CSX railway	MetroZoo	Homestead terminus	
	CSX railway	MetroZoo	Miami International Airport	
	Crandon Blvd.	Bear Cut	Harbor Dr.	
	Edgewater/Sunrise	Ingraham Hwy.	N. Prospect Dr.	
	F.E.C. railway	Dadeland North Metrorail station	Miami International Airport	
	Ludlum Canal	Existing path	NW 36 St.	
	Miami Beach	Bikeway system		Further develop system
	Miami Riverwalk	Existing path	Lummus Park	
	Miami Springs	Bikeway system		Further develop system
	M-Path connector	SW 67 Ave.	Dadeland Blvd. (US-1 Bus/Bikeway)	
	M-Path connector	Metrorail University station	Stanford Dr.	
	M-Path realignments	Various intersections		(includes landscaping redesign)
	Metrorail paths	Miami River	Okeechobee Metrorail station (where feasible under alignment)	
	Snake Creek Canal	Existing path	NW 57 Ave.	
	Tamiami Trail	Florida International University	Shark Valley	

	PROJECT SITE	FROM	ТО	IMPROVEMENT
RECONSTRUCTION				
	SW 27 Ave.	US-1	Bayshore Dr.	Add shoulders
- 	Old Cutler Rd.	Le Jeune Rd.	US-1	Add shoulders
		·		
RESTRIPING				
	Intersections along entire existing bikeway system, (see "Route Signs" listing)			
BICYCLE ACCOMMODATION				
	East-West Transit Corridor	Florida International Univ.	Downtown Miami	· · · · · · · · · · · · · · · · · · ·
	Kendall Transit Corridor	Dadeland North Metrorail station	SW 137 Ave.	
	North Transit Corridor	M.L. King Metrorail station	SW 215 St.	
	Northeast Transit Corridor	Downtown Miami	NE 199 St.	
	South Transit Corridor	SW 211 St.	Homestead terminus	
RECLASSIFICATION	· · · · · · · · · · · · · · · · · · ·			
	Julia Tuttle Causeway			(Includes new path construction along island)
	William Lehman Causeway			

	PROJECT SITE	FROM	ТО	IMPROVEMENT
ADDITIONAL				
	Various locations, mainly Metrorail stations			Bicycle racks
	Cocoplum Plaza			Provide parallel parking area for automobiles
	Various Metrorail locations			Locker installation for those presently lacking
	Miami Intermodal Center			Include bicycle accessibility, lockers, racks and other accommodations
	Non-Motorized Transportation Center			Includes site location, facility construction and staffing

Appendix D RCI Evaluation of *Bicycle Facilities Plan* Network

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD	CRB/G PAR	kg sight	DRIVE	PARK SCH	RC190
SEG0001C	sw	217TH	AVE	SW 320 ST	SW 344 ST	2	12	40.1	2000	2	- N	N	1	R		3.116
SEG0001D	SW	217TH	AVE	SW 312 ST	SW 320 ST	2	11.5	40.1	2000	3	N	N	1			3.48
SEG0001E	SW	217TH	AVE	SW 296 ST	SW 312 ST	2	11	40.1	2000	2	- N	N	1			3.845
SEG0001F	SW	217TH	AVE	SW 280 ST	SW 296 ST	2	12	40.1	2000	3	N	N	1	_		3.116
SEG0001G	sw	217TH	AVE	SW 264 ST	SW 280 ST	2	12	40.1	2000	2	- N	N	1			3.116
SEG0001H	sw	217TH	AVE	SW 248 ST	SW 264 ST	2	11.5	40	2000	2	N	N	1	R		3.473
SEG0001J	sw	207TH	AVE	SW 232 ST	SW 248 ST	2	11	40.1	2000	2	N	N	1	R		3.845
SEG0001K	sw	207 TH	AVE	SW 216 ST	SW 232 ST	2	11.5	40.1	2000	2	N	N	1	R		3.48
SEG0001M	SW	197TH	AVE	SW 304 ST	SW 320 ST	2	10.5	40.1	1750	2	N	N	1	R		4.169
SEG0001N	SW	197TH	AVE	SW 296 ST	SW 304 ST	2	10	40.1	1750	1	N	N	1	R		4.533
SEG00010	sw	197TH	AVE	SW 288 ST	SW 296 ST	2	10.5	40.1	1750	1	N	N	1	R		4.169
SEG0001P	SW	197TH	AVE	SW 280 ST	SW 288 ST	2	10.5	40	1750	2	N	N	1	С		4.159
SEG0001Q	sw	197TH	AVE	SW 264 ST	SW 280 ST	2	10.5	40	1750		N	N	1			4.159
SEG0001R	sw	197TH	AVE	SW 248 ST	SW 264 ST	2	10.5	40	1750	1	N	N	1	R		4.159
SEG0003	sw	192ND	AVE	SW 360 ST	SW 376 ST	2	11.5	40.1	1000	2	N	N	1	С		3.319
SEG0003B	SW	192ND	AVE	SW 352 ST	SW 360 ST	2	11	40.1	1000	1	N	N	1	С		3.683
SEG0003C	SW	192ND	ST	SW 344 ST	SW 352 ST	2	11	40.1	1538				1			3.77
SEG0003D	SW	192ND	AVE	SW 328 ST	SW 344 ST	2	11	40.1	1100	1	- N	N	- 1	-		3.7
SEG0003E	SW	192ND	AVE	SW 320 ST	SW 328 ST	2	10.5	40.1	1100			-	-	-		4.064
SEG0004	SW	187TH	AVE	SW 344 ST	SW 352 ST	2	11.5	40.1	7660	1	N	N	1	R	Y	4.393
SEG0004B	sw	187TH	AVE	SW 328 ST	SW 344 ST	2	10	40	7660	2						5.475
SEG0004C	sw	187TH	AVE	SW 320 ST	SW 328 ST	2	9.5	40	7660	1				R		5.839
SEG0004D	sw	187TH	AVE	SW 312 ST	SW 320 ST	2	10	40	7660	1	N	N	1	С	_	5.475
SEG0004E	SW	187TH	AVE	SW 296 ST	SW 312 ST	2	10	30	7660	2	N	N	1	R		4.415
SEG0004F	sw	187TH	AVE	SW 288 ST	SW 296 ST	2	10	30	7660	3						4.415
SEG0004G	SW	187TH	AVE	SW 280 ST	SW 288 ST	2	10	30.1	3830	2						3.808
SEG0004H	SW	187TH	AVE	SW 272 ST	SW 280 ST	2	10	30.1	3830	2	N	Ν	1	R		3.808
SEG0004I	sw	187TH	AVE	SW 264 ST	SW 272 ST	2	10	30.1	3830	2	N .	N	1	R		3.808
SEG0004J	sw	187TH	AVE	SW 248 ST	SW 264 ST	2	10	30.1	3830	2	N	N	1	R	Y	3.808
SEG0005	sw	187TH	AVE	SW 232 ST	SW 248 ST	2	10.5	30.1	3830	2	N	Ν	1	R		3.535
SEG0005B	sw	187TH	AVE	SW 216 ST	SW 232 ST	2	11	40	3830		N	Ν	1	R		4.131
SEG0006	sw	187TH	AVE	SW 200 ST	SW 216 ST	2	11	40	3830	2	N	N	1	R	_	4.131
SEG0007	sw	187TH	AVE	SW 192 ST	SW 200 ST	2	11	40	3830	1	N	N	1	R		4.131
SEG0010B	SW	177TH	AVE	SW 296 ST	N 21 (HO) ST	2	12	30	11699	2	N	N	1	R		4.441
SEG0018		CARD SOUND	RD	US-1	BISCAYNE BAY	2	10.5	55	6200	1	N	N	1			6.33
SEG0022E	SW	162ND	AVE	SW 312 ST	SW 320 ST	2	12	40.1	21020	1			1			6.184
SEG0023B	sw	157TH	AVE	SW 200 ST	SW 264 ST	2	11	40.1	900	2	- N	N	- 1	R	Y	3.667

erim Disk:Network.vew

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G PARK	G SIGHT	DRIVE	PARK	SCH	RC190
SEG0023C	sw	157TH	AVE	SW 264 ST	SW 272 ST	2	11	40.1	1455	2		N	N	1	R			3.757
SEG0024	SW	157TH	AVE	SW 272 ST	W DIXIE HWY	2	11	40	2010	2	Y	Ν	N	1	R			3.838
SEG0024B	SW	157TH	AVE	W DIXIE HWY	SW 288 ST	2	10.5	40.1	16430	1		Ν	N	1	С			6.536
SEG0024C	SW	157TH	AVE	SW 288 ST	SW 304 ST	2	11	40.1	1250	2	-	Ν	N -	1	R			3.724
SEG0024D	SW	157TH	AVE	SW 304 ST	SW 312 ST	2	12	40.1	2730	1		Y	N	1	R		Y	3.234
SEG0024E		HAMMOCKS	BLVD	SW 88 ST	SW 104 ST	4	11.5	35	4000	1		Ν	Y	2	С			3.079
SEG0024F	-	HAMMOCKS	BLVD	SW 104 ST	SW 147 AVE	4	10.5	30	4000	1		N	Y	2	С			3.23
SEG0024G	SW	152ND	AVE	SW 42 ST	SW 56 ST	4	11	30	20980	1		Ν	N	2	R			4.327
SEG0024H		WESTWIND	RD	SW 56 ST	SW 72 ST	4	11	40	6312	1		N	Y	2	С	Y	Y	4.022
SEG0024I	SW	152ND	AVE	SW 72 ST	HAMMOCKS BLVD	2	12	40	4672	2		Ν	N	1	R			3.54
SEG0025	SW	152ND	AVE	US-1	SW 280 ST	2	11	40.1	8000	2		Ν	Ν	. 1	С			4.812
SEG0026	SW	152ND	AVE	SW 280 ST	SW 288 ST	2	12	40.1	6200	1		Ν	N	1	C		Y	3.794
SEG0027	SW	152ND	AVE	SW 288 ST	SW 312 ST	2	11	40	4500	2				1	C			4.239
SEG0028	SW	152ND	AVE	SW 312 ST	PALM DR	4	11.5	40	4500	1		N	N	1				3.513
SEG0029	SW	147TH	AVE	SW 26 ST	SW 42 ST	2	11	40	11500	1		N	Y	1	R			5.368
SEG0029B	SW	147TH	AVE	SW 42 ST	SW 56 ST	4	12	40	11550	1		Ν	Y-EB	1	R			3.718
SEG0030	SW	147TH	AVE	SW 56 ST	SW 72 ST	4	12	40	14540	1		Ν	C-WB	1	С			3.959
SEG0031	SW	147TH	AVE	SW 72 ST	SW 88 ST	4	11.5	40	14540	2		N	N	1	R			4.323
SEG0033	SW	147TH	AVE	HAMMOCKS BLVD	SW 120 ST	4	12	35.1	11790	1		N	N	1	C			3.396
SEG0033B	SW	147TH	AVE	SW 152 ST	SW 168 ST	2	11.5	40	4200	1		N	N	1	R			3.827
SEG0033C	SW	147TH	AVE	SW 168 ST	SW 184 ST	2	11.5	40	4200	2		N	N	1	R	_		3.827
SEG0033D	SW	147TH	AVE	SW 184 ST	SW 200 ST	2	12	40	3310	2		Ν	Ν	1	R			3.321
SEG0033E	SW	147TH	AVE	SW 200 ST	SW 216 ST	2	12	40.1	3160			Ν	N	1	R			3.303
SEG0033F	SW	147TH	AVE	SW 216 ST	SW 232 ST	2	12	40.1	2680	1	-	N	N	1	R			3.226
SEG0034	SW	147TH	AVE	SW 232 ST	SW 248 ST	2	12	40	4520	1		N	N	1	R .			3.516
SEG0035	SW	147TH	AVE	SW 248 ST	SW 264 ST	2	11.5	30	9040	2		N	N	1	R			3.821
SEG0036	SW	137TH	AVE	SW 8 ST	SW 26 ST	4	12	40	21744	2		<u>N</u>	Y	1	С			4.54
SEG00367V	SW	21ST	AVE	SW 19 TER	SW 19 ST													
SEG0037	SW	137TH	AVE	SW 26 ST	SW 42 ST	6	11	40	21744	2		Ν	Y	1	C&R			4.682
SEG0038	SW	137TH	AVE	SW 42 ST	SW 56 ST	4	12	40	21744	1 2		N	N	1	R			4.54
SEG0039	SW	137TH	AVE	SW 56 ST	SW 72 ST	4	11.5	40	29050) 2		N	Y	1	R			5.493
SEG0040	SW	137TH	AVE	SW 72 ST	SW 88 ST	4	11.5	40	29050) 3		N	N	2	С			5.493
SEG0041	SW	137TH	AVE	SW 88 ST	SW 104 ST	6	11	40	31720) 1		N	Y	1	С			5.219
SEG0042	SW	137TH	AVE	SW 104 ST	SW 112 ST	6	11	40	25410) 1		N	Y	1	c			4.879
SEG0043	SW	137TH	AVE	SW 112 ST	SW 120 ST	6	11	40	26600) 1		N	Y	1	С			4.943
SEG0044	sw	137TH	AVE	SW 120 ST	SW 152 ST	2	11.1	40	21250)	Y							6.868
SEG0044B	sw	137TH	AVE	SW 152 ST.	SW 160 ST.	2	10.5	40.1	13949) 1			Y-W	. 1				6 107
			-		-						-							

1.00

Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

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ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	FR/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	SCH	RC190
SEG0044C	SW	137TH	AVE	SW 160 ST.	SW 176 ST.	2	11	40	13940	1	S	N	Y		1				5.762
SEG0044D	SW	137 TH	AVE	SW 176 ST	SW 184 ST	2	11	40.1	3130	1		N	Y		1				4.027
SEG0056	SW	137TH	AVE	SW 312 ST	MOWRY CANAL	2	9	40	6260		-			•					5.976
SEG0057	SW	137TH	AVE	MOWRY CANAL	SW 328 ST	2	9	40.1	2470	3	_	Ν	N		1				5.377
SEG0060C	SW	127TH	AVĘ	SW 8 ST	SW 26 ST	4	11.5	35	11000	2		N	Y-NB		1	R			3.643
SEG0062	SW	127TH	AVE	SW 42 ST	SW 56 ST	2	11	35	17200				Y-SB			С			5.848
SEG0063	SW	127TH	ave	SW 56 ST	SW 72 ST	2	11	35	26840	2		N	Y-SB		1	R			7.403
SEG0065	SW	127TH	AVE	SW 88 ST	SW 104 ST	2	11	35	13500	2		Y-SB	Y-SB	P	2	R			5.252
SEG0065B	SW	127TH	AVE	SW 104 ST	SW 112 ST	2	11	35	8900	2	_		Y-SB	P-SBO	2	R		Y	4.51
SEG0065C	SW	127TH	AVE	SW 112 ST	SW 120 ST	2	10	30	8740		-	-	-	-		-			4.59
SEG0069	SW	127TH	AVE	SW 268 ST	SW 280 ST.	2	10.5	30	5580	1				Α	2	С			3.808
SEG0070	SW	127TH	AVE	SW 280 ST	SW 288 ST	2	11.5	35	5580	2		N	N						3.656
SEG0072	SW	122ND	AVE	SW 8 ST	SW 26 ST	4	11	40	22540	1		N	Y		2	С			5.331
SEG0073	SW	122ND	AVE	SW 26 ST	SW 42 ST	2	12	35	22540	2		N	N		1	R		Y	6.074
SEG0073B	SW	122ND	AVE	SW 42 ST	SW 56 ST	2	11.5	35.1	17140	2	-	N	N	-	1	R			5.529
SEG0076D	SW	122ND	AVE	SW 168 ST	SW 178 ST	2	10	35	6200	2		N	N		1	R		Y	4.71
SEG0076E	sw	122ND	AVE	SW 184 ST	SW 178 ST	2	12	35	6200	2		N	N		1	R	Y	Y	4.657
SEG0076F	SW	122ND	AVE	SW 184 ST	SW 187 ST	2	10	35.1	6200	2	-	Ν	N	-	1	R	Y		4.721
SEG0076G	SW	122ND	AVE	SW 184 ST	SW 187 ST	2	10	35.1	6200	2	-	N	N	-	1	R	Y		4.721
SEG0076H	SW	122ND	AVE	QUAIL ROOST DR	SW 200 ST	2	11.5	35.1	6200	1	-	N	Ν	-	1				4.513
SEG0076I	•		2	SW 200 ST	SW 208 ST	4	10	35.1	4000	1	-	N	N	-	1	R			4.043
SEG0076J	SW	122ND	AVE	SW 208 ST	Black Creek Can	2	10	35.1	4000	1	-	N	N	-	1	R			4.366
SEG0076Z	SW	122ND	AVE	Blk Creek Canal	SW 218 St.						•	-	-						
SEG0078B	NW	<u>117TH</u>	AVE	NW 25 ST	NW 41 ST	2	11.5	40	6200	2		N	N		1				4.15
SEG0082	SW	117TH	AVE	SW 40 ST	SW 47 ST	2	11	30	13000	2		N	N		1	С			4.732
SEG0083	SW	117TH	AVE	SW 47 ST	SW 56 ST	2	11	40	16510	3		N	N		1	R			6.176
SEG0084	SW	117TH	Ave	SW 56 ST	SW 72 ST	2	11	40	16510	2		N	N		2	R			6.176
SEG0084	SW	117TH	AVE	SW 56 ST	SW 72 ST	2	11	40	16510	2		N	N		2	R			6.176
SEG0085	SW	117TH	AVE	SW 72 ST	SW 88 ST	4	11	40	30020	2		N	Y		2	С			5.934
SEG0086	SW	117TH	AVE	SW 88 ST	SW 95 ST	4	10.5	40	28000	1		N	N		1	R			6.135
SEG0087	SW	117TH	AVE	SW 95 ST	SW 104 ST	4	10.5	40	28000	2		N	N		1	R			6.135
SEGUOUS	SW	117TH	AVE	SW 104 ST	SW 112 ST	2	11.5	40	26000	2	-	N	N		1	C	, <u> </u>		7.344
SEGPOSO	SŴ	117TH	AVE	SW 112 ST	SW 120 ST	2	11.5	40	24000	2		N	N		1	R			7.021
SEG0090	SŴ	117TH	AVE	SW 120 ST	DON	4	12	35	19000	1	Y	N	Y		2	С			3.971
101	SW	117TH	AVE	DON SHULA EXPWY	SW 128 ST	4	12	40	16000	1		N	Y		1	R			4.077
	SW	117TH	AVE	SW 128 ST	SW 144 ST	2	11	40	13000	2		N	N		2	R			5.61
	· · · ·	117TH	AVE	SW 144 ST	HWY 821	2	11	40	13000	2		N	N		2	R			5.61

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	r/r pshld (CRB/G PARKG	SIGHT	DRIVE	PARK SO	ж	RC190
SEG0094	sw	117TH	AVE	HWY 821	SW 152 ST	4	11	40	13000	2	N	N	2	С			4.562
SEG0098D	SW	117TH	AVE	OLD CUTLER RD	SW 224 ST	2	11	40	9000	1	N	N	1	R		Y .	4.965
SEG0099	SW	117TH	AVE	SW 224 ST	BAILES RD	2	9	40	8000	1	- N	N	1	R			6.257
SEG0099B	SW	117TH	AVE	BAILES RD	SW 232 ST	2	9	40	8000	1	N	N	1	R			8000
SEG0099C	SW	1.17TH	AVE	SW 232 ST	SW 248 ST	2	9	40	8000	1	N	Ν	1	R			8000
SEG0099D	sw	117TH	AVE	SW 312 ST	SW 328 ST	2	11	40.1	8000	3	N	N	1				8000
SEG0099E	sw	117TH	AVE	SW 328 ST	SW 344 ST	2	12	40.1	8000	1	N	N	1				8000
SEG0102		SNAPPER CREEK	DR	SW 112 AVE	SW 107 AVE	2	10	30.1	6200	1	N	N	1	R		Y	4.191
SEG0104	sw	112TH	AVE	SW 24 ST	SW 40 ST	2	11	30.1	6000	1	N	N		R			3.612
SEG0105	sw	112TH	AVE	SW 40 ST	SW 47 TERR	2	10.5	35.1	9000	2	N	N	1	R		Y	9000
SEG0106	sw	112TH	AVE	SW 47 TERR	SW 56 ST	2	10.5	35.1	9000		N	N	1	R		Y	9000
SEG0107	sw	112TH	AVE	SW 56 ST	SNAPPER CREEK D	2	10.5	35.1	8000	1	N	N	1	R		Y	4.692
SEG0111	SW	112TH	AVE	US-1	SW 216 ST	4	11	45	18000								5.404
SEG0112	SW	112TH	AVE	SW 216 ST	SW 220 ST	4	11	45	18000								18000
SEG0113	SW	112TH	AVE	SW 220 ST	SW 232 ST	4	11	55	18000								18000
SEG0114	SW	122TH	AVE	SW 232 ST	SW 248 ST	4	11	55	16000	1	N	N	1	R			6.121
SEG0115	sw	112TH	AVE	SW 248 ST	HWY 821	4	11.5	45	14000		Y-8'	Y					4.673
SEG0116	sw	112TH	AVE	HWY 821	SW 268 ST	4	10.5	55	13000	1	N	N	.1				6.379
SEG0117	SW		AVE	SW 268 ST.	SW 280 ST.	2	11.5	55	13000	2	N	N	1				6.428
SEG0117Z	SW	112TH	AVE	SW 280 ST	SW 304 ST												
SEG0118	sw	122TH	AVE	SW 304 ST	SW 312 ST	2	11	45.1	11000	3	N	N	3		-146	_	5.735
SEG0119	NW	107TH	AVE	NW 33 ST	NW 25 ST	4	11	40	17000	2	N	Y	1	С			4.884
SEG0119Y	NW	107TH	AVE	NW 41 ST	NW 58 ST				_					-	-	-	
SEG0119Z	NW	107TH	AVE	NW 33 ST	NW 41 ST												
SEG0120	NW	107TH	AVE	NW 25 ST	HWY 836	4	11.5	40	42000	2	Y N	Y	1	1 & C			6.537
SEG0121	NW	107TH	AVE	HWY 836	FOUNTAINBLEAU B	6	11	40	42000	2	N	Y	2	С			5.771
SEG0124	SW	107TH	AVE	SW 8 ST	SW 16 ST	6	11	40	37000	2	N	Y	2	С		Y	5.503
SEG0125	SW	107TH	AVE	SW 16 ST	SW 24 ST	6	11	40	35000	2	N	Y	2	R-NB	Y		5.395
SEG0128	SW	107TH	AVE	SW 40 ST	SW 48 ST	4	12	40	30000	2	N	Y	1				30000
SEG0132	SW	107TH	AVE	SNAPPER CREEK D	SW 72 ST	4	11	40	27000	2	N	Y	3	С		Y	5.691
SEG0133	SW	107TH	AVE	SW 72 ST	SW 88 ST	4	11	40	27000	2	N	Y	1	С	Y	Y	5.691
SEG0134	SW	107TH	AVE	SW 88 ST	SW 95 ST	4	11	35	27000	2	N	Y	3	С		Y	5.252
SEG0135	sw	107TH	AVE	SW 95 ST	SW 104 ST	4	11	40	27000	1	N	Y	1	R		Y	5.691
SEG0137B	SW	FAIRWAY	BLVD	SW 160 ST	SW 168 ST	2	12	30	7100	2	N	N	1	R	Y	_	3.235
SEG0138	sw	107TH	AVE	SW 168 ST	SW 184 ST	2	12	30	7100	2	N	N	1				3.235
SEG0141	SW	107TH	AVE	SW 248 ST	SW 304 ST	2	11.5	35	5620	1	N	N	1				3.663
SEG0144	sw	102ND	AVE	SW 8 ST	SW 16 ST	î	11. ^e	40			* 5	Ň	1				4

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RC190
SEG0145	sw	102ND	AVE	SW 16 ST	SW 20 ST	2	11.5	40	6200	1	N	Ν		1	R			4.15
SEG0145B	SW	102ND	AVE	SW 20 ST	SW 24 ST	4	14	40.1	6200	1	- N	Y	P-SB	2	С			1.837
SEG0146	SW	102ND	AVE	SW 24 ST	SW 32 ST	2	12	35.1	6200	2	N	N		1	R			3.445
SEG0147	sw	102ND	AVE	SW 32 ST	SW 40 ST	2	12	.35.1	6200	2	N	Ν		1	R			3.445
SEG0148	SW		AVE	SW 40 ST	SW 48 ST	2	12	40	6200	2	N	Ν		1	R			3.787
SEG0149	sw	102ND	AVE	SW 48 ST	SW 56 ST	2	12	40	6200	2	N	N		1	R			3.787
SEG0150	SW	102ND	AVE	SW 56 ST	SW 64 ST	2	10	40	6200	1	N	N		1	R		Y	5.24
SEG0151	SW	102ND	AVE	SW 64 ST	SW 72 ST	2	10	40	6200	1	N	N		1	R		Y	5.24
SEG0152B	SW	102ND	AVE	SW 147 TER	SW 152 ST	2	12	35.1	8100			-					Y	3.752
SEG0152C	SW	FAIRWAY HEIGHTS	BLVD	SW 152 ST	SW 160 ST	4	11	30	6200	2	N	Y		2	R	Y	Y	3.135
SEG0153B	NW	97TH	AV	NW 41 ST	NW 38 ST	4	11	40	22180	1	N	Y		1	С			5.302
SEG0153C	NW	97TH	AVE	NW 33 ST	NW 38 ST	2	10	40.1	14260	2	N	Y		1	R			6.551
SEG0153D	NW	97TH	AVE	NW 33 ST	NW 25 ST	2	10.5	35.1	14000			-		1				5.915
SEG0153E	NW	97TH	AVE	NW 25 ST	NW 12 ST	2	11.5	30.1	13140	1	- N	Ν		1	I			4.49
SEG0154	NW	97TH	AVE	FONTAINEBLEAU B	FLAGLER ST	4	12	35	30740	2	N	Y						4.917
SEG0155	SW	97TH	AVE	FLAGLER ST	SW 8 ST	4	12	35	30740	2	N	Y						4.917
SEG0156	SW	97TH	AVE	SW 8 ST	SW 16 ST	2	11	35	20000	2	N	N		1	R	Y		6.3
SEG0157	SW	97TH	AVE	SW 16 ST	SW 24 ST	2	11	35	18000	2	N	Ν		1	R			5.977
SEG0158	SW	97TH	AVE	SW 24 ST	SW 32 ST	2	11	35	16000	1	N			1	С			5.655
SEG0159	SW	97TH	AVE	SW 32 ST	SW 40 ST	2	11	35	16000	2	N			1	R			5.655
SEG0160	SW	97TH	ST	SW 40 ST	SW 48 ST	2	11.5	35	14000	2	N	Ν		1			Y	5.014
SEG0161	SW	97TH	AVE	SW 48 ST	SW 56 ST	2	11.5	35	16320	2	Ν	Ν		1	R			5.389
SEG0162	SW	97TH	AVE	SW 56 ST	SW 64 ST	2	12	35	8000	2	N	Ν		1	R			3.729
SEG0163	sw	97TH	AVE	SW 64 ST	SW 72 ST	2	12	35	8000	2	N	N		1	С			3.729
SEG0163B	SW	97TH	AVE	SW 72 ST	Snapper Creek	2	11	30	6000	2	N	N		1	R			3.603
SEG0164	SW	97TH	AVE	SW 88 ST	SW 94 ST	4	11	40	12000	2	N	Ν		2	С			4.481
SEG0165	SW	97TH	AVE	SW 94 ST	SW 104 ST	2	11	40	11000	2	N	N		1	R			5.288
SEG0166	SW	97TH	AVE	SW 104 ST	SW 112 ST	2	11.5	40	10000	2	<u>N</u>	Ν		2	R	Y	Y	4.763
SEG0167	SW	97TH	AVE	SW 112 ST	SW 120 ST	2	11	40	10000	1	• N	N		1	R			5.126
SEG0168	SW	97TH	AVE	SW 120 ST	SW 136 ST	2	11	40	9000	2	N	N		2	R			4.965
SEG0169	SW	97 <i>TH</i>	AVE	SW 136 ST	SW 144 ST	2	11	40	8000	3	N	Ν		2	R			4.804
SEG0171	SW	97TH	AVE	SW 184 ST	QUAIL ROOST DR	2	11.5	40	12000	1	<u>N</u>	Ν		1	R			5.085
SEG0171B	sw	97TH	AVE	QUAIL ROOST DR	FRANJO RD	2	11.5	40	12000	1	N	N		1	R			5.085
SEG0171C	sw	97TH	AVE	SW 224 ST	SW 248 ST	2	11.5	40.1	8000	3	N	N		1	1			4.448
SEG0172	sw	97TH	AVE	SW 97 AVE	CARIBBEAN BLVD	2	1.1	40	8000	1	N	N		1	R			4.804
SEG0173		FRANJO	RD	CARRIBEAN BLVD.	OLD CUTLER RD.	2	11.5	40	8000	1	Ν	Ν		1	R			4.44
SEG0174	SW	92ND	AVE	FLAGLER ST	SW 8 ST	4	11	35.1	6200	1	N	Y		1	С			3.583

prim Disk:Network.vew

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	r/r pshld	CRB/G PARKG	SIGHT	DRIVE	PARK	SCH F	RC190
SEG0175	sw	92ND	AVE	SW 8 ST	SW 16 ST	2	11	35.1	6200	1	N	N	1	R			4.083
SEG0176	SW	92ND	AVE	SW 16 ST	SW 24 ST	2	10.5	35	6200	1	N	N	1	R			4.392
SEG0177	SW	92ND	AVE	SW 24 ST	SW 40 ST	2	11	35	6200	1	N	N	1	R			4.074
SEG0178	SW	92ND	AVE	SW 40 ST	SW 48 ST	2	10	35	6200	2	N	N	1	R	Y	Y	4.71
SEG0179	SW	92ND	AVE	SW 48 ST	SW 56 ST	2	10.5	35.1	6200	2	N	N	2	R		Y	4.402
SEG0180	SW	92ND	AVE	SW 56 ST	SW 64 ST	2	11	35	6200	1	N	N	1	R			4.074
SEG0181	SW	92ND	AVE	SW 64 ST	SW 72 ST	2	11	35.1	6200	1	N	N	1	R			4.083
SEG0184C	SW	92ND	AVE	SW 120 ST	SW 125 ST	2	10.5	30.1	6200	1	N	N	1	R	_		3.917
SEG0185	NW	87TH	AVE	MIAMI GARDENS D	NW 170 ST	2	10.5	30	3000	1	N	N	1	R			3.391
SEG0185Z	NW	87TH	AVE	NW 154 ST	NW 170 ST							-					
SEG0186	NW	87TH	AVE	NW 154 ST	I-75	2	11	35	6200	2	N	N	1				4.074
SEG0187	NW	87TH	AVE	I-75	W 79 (HI) ST	2	11	35	6200	2	N	N	1				4.074
SEG0188	NW	87TH	AVE	W 79 (HI) ST	NW 122 ST	2	12	35	6200	2	N	N	1	R			3.438
SEG0189	NW	87TH	AVE	NW 122 ST	NW 103 ST	4	11	40	6200		N	Y	1	С			4.013
SEG0189Y	NW	87TH	AVE	NW 103 St	Okeechobee Rd												
SEG0189Z	NW	87TH	AVE	S. RIVER DR	NW 58 ST												
SEG0190	NW	87TH	AVE	NW 58 ST	NW 36 ST	4	11	40	23000					C & R			5.368
SEG0191	NW	87TH	AVE	NW 36 ST	NW 25 ST	6	11	40	34000	1	N	Y	1	I			5.341
SEG0192	NW	87TH	AVE	NW 25 ST	NW 12 ST	6	11	40.1	45000	1	Y N	Y	1	I			5.941
SEG0193	NW	87TH	AVE	NW 12 ST	HWY 836	6	11	40	53580	2	N	Y	3	С			6.394
SEG0194	NW	87TH	AVE	HWY 836	PARK BLVD	6	11	40	53580	2	N	Y	2	С			6.394
SEG0195	NW	87TH	AVE	PARK BLVD	FLAGLER ST	6	11	40	53580) 2	N	Y	1	С			6.394
SEG0196	sw	87TH	AVE	FLAGLER ST	SW 8 ST	4	11	40.1	32290) 2	<u>N</u>	Y	1	С			6.126
SEG0197	SW	87TH	AVE	SW 8 ST	SW 16 ST	4	10.5	40	32290	2	N	Y	1	R			6.481
SEG0198	SW	87TH	AVE	SW 16 ST	SW 24 ST	4	10.5	40	32290) 2	N	Y	1	R			6.481
SEG0199	SW	87TH	AVE	SW 24 ST	SW 40 ST	4	11	40	30596	5 2	<u>N</u>	Y	1	R		Y	5.981
SEG0200	SW	87TH	AVE	SW 40 ST	SW 48 ST	4	10.5	40	30596	5	N	Y		R			6.344
SEG0201	SW	87TH	AVE	SW 48 ST	SW 56 ST	4	11.5	40	30596	<u> </u>	<u> </u>	<u>Y</u>	1	R			5.617
SEG0202	SW	87TH	AVE	SW 56 ST	SW 64 ST	4	11.5	40.1	24380) 2	N	Y	1	C-SB			5.124
SEG0203	SW	87TH	AVE	SW 64 ST	DON	4	11.5	40	24380)					_		5.116
SEG0204	SW	87TH	AVE	DON SHULA EXPWY	SW 72 ST	4	11.5	40	23332	2 2	Y N	Y	1	· R			5.032
SEG0205	sw	87TH	AVE	SW 72 ST	SNAPPER CREEK >	(2	11.5	40.1	23332	2 2	N	Y	1	С			6.921
SEG0206	SW	87TH	AVE	SNAPPER CREEK X	SW 88 ST	4	11.5	40	23332	22	N	Y	1	R			5.032
SEG0207	SW	87TH	AVE	SW 88 ST	SW 94 ST	2	11.5	40.1	23332	2 1	Y-6'	N	2	С			6.921
SEG0208	SW	87TH	AVE	SW 94 ST	SW 104 ST	2	11.5	40	19592	2 2	N	N	2	R			6.31
SEG0209	SW	87TH	AVE	SW 104 ST	SW 112 ST	2	11.5	40	19592	2 1	N	N	1	R			6.31
SEG0210	SW	87TH	AVE	SW 112 ST	SW 120 ST	'n	11.5	10	4	2					•		E

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD C	RB/G	PARKG	SIGHT	DRIVE	PARK SC	ΗF	RC190
SEG0211	sw	87TH	AVE	SW 120 ST	SW 124 ST	2	11.5	40.1	19592	1	N	Ν		1	R			6.318
SEG0212	SW	87TH	AVE	SW 124 ST	US-1	2	11	40.1	19592	1	Y N	Ν		3				6.682
SEG0212B	SW	87TH	AVE	SW 144 ST	SW 152 ST	2	11.5	30	6200	1	N	N		1	R			3.363
SEG0212C	SW	87TH	AVE	SW 152 ST	SW 160 ST	2	9.5	30	6200	1	N	Ν		2	R			4.453
SEG0212D	sw _	87TH	AVE	SW 160 ST	SW 163 TER	2	9.5	30	6200	1	N	Ν		2	R			4.453
SEG0212E	SW	87TH	AVE	SW 168 ST.	SW 184 ST.	2	11	30	6200	2								3.635
SEG0212Z	SW	87TH	AVE	SW 165 ST	SW 168 St.						u.							
SEG0213	SW	87TH	AVE	SW 184 ST	CARIBBEAN BLVD	2	10	30	6200	2	N	Ν		1	R			4.18
SEG0214	sw	87TH	AVE	CARRIBEAN BLVD.	OLD CUTLER RD.	2	9	30	6200	2				1	R			4.725
SEG0215	SW	87TH/218TH	AVE	OLD CUTLER RD.	BASCAYNE BAY	2	9	40	6200	2					•			5.967
SEG0224	SW	82ND	AVE	SW 120 ST	SW 124 ST	2	11.5	30.1	6200	2	N	Ν		1	С		,	3.37
SEG0225	SW	82ND	AVE	SW 124 ST	SW 136 ST	2	11	30.1	6200	2	N	Ν		1	R			3.644
SEG0226	SW	82ND	AVE	SW 136 ST	SW 144 ST	2	11	30.1	6200	2	N	N		2	R			3.644
SEG0227	SW	82ND	AVE	SW 144 ST	SW 152 ST	2	10	30	6200	2	N	Ν		2				4.18
SEG0227B	SW	82ND	AVE	SW 152 ST	SW 168 ST	2	11	30	6200	1	Y-2.5 '	Ν		1	R			3.635
SEG0229B	NW	77TH	СТ	NW 170 ST	NW 154 ST	2	11	30	8180	1	N	Ν		2				3.954
SEG0229C	sw	77TH	AVE	SW 104 ST	SW 112 ST	2	11	30	8180	1	N	Ν		1	R			3.954
SEG0230	SW	77TH	AVE	SW 112 ST	SW 120 ST	2	11	30	8180	1	N	Ν		1	R	•	Y ·	3.954
SEG0231	SW	77TH	AVE	SW 120 ST	SW 124 ST	2	11.5	35	8180	2	N	Ν		1	R		Y	4.076
SEG0232	SW	77TH	AVE	SW 124 ST	SW 136 ST	2	11.5	35	8180	2	N	Ν		1	R		Ý	4.076
SEG0233	SW	77TH	AVE	SW 136 ST	SW 144 ST	2	11.5	35	8180	2	N	Ν		1	R		Y	4.076
SEG0234	SW	77TH	AVE	SW 144 ST	SW 152 ST	2	11	35	8180	2	Y-SB	Ν				Y		4.394
SEG0235	SW	74/75TH	AVE	SW 8 ST	SW 24 ST	2	11	30	6200	2	N	N		1	R			3.635
SEG0236		MILAM DAIRY	RD	NW 25 ST	PERIMETER RD	6	11	35	12400	1	N	Y		2	С			3.741
SEG0237		MILAM DAIRY	RD	PERIMETER RD	NW 12 ST	6	11	45	12400	1	Y N	Y		1				4.619
SEG0238		MILAM DAIRY	RD	NW 12 ST	HWY 836	6	11.5	40	12400	1	Y	Y	_					3.817
SEG0239		MILAM DAIRY	RD	HWY 836	NW 7 ST	6	11.5	40	12400	1	Y	Y		1				3.817
SEG0244	NW	72ND	AVE	NW 138 ST	NW 68 (HI) ST	2	11.5	30	7490	1	N	N		1	R		Y	3.571
SEG0245	NW	72ND	AVE	NW 68 (HI) ST	NW 60 (HI) ST	2	11.5	30	9000	1	N	Ν		1	R			3.814
SEG0246	NW	72ND	AVE	NW 60 (HI) ST	NW 53 (HI) ST	4	10	30	14000	1	N	Ν		1	С		Y	4.309
SEG0247	NW	72ND	AVE	NW 53 (HI) ST	NW 49 (HI) ST	4	10	30	20000	1	N	Ν		1	С			4.793
SEG0248	NW	72ND	AVE	NW 49 (HI) ST	NW 44 (HI) PL	4	11	30	27940	2	N	Y		2	С			4.888
SEG0249	NW	72ND	AVE	NW 44 (HI) PL	NW 37 (HI) ST	4	11	35	27940		N	Y	_				-	5.327
SEG0250	NW	72ND	AVE	NW 37 (HI) ST	NW 29 (HI) ST	4	11	35	27940	1	Ν	Ŷ		1	I			5.327
SEG0251	NW	72ND	AVE	S RIVER DR	HIALEAH EXPWY	2	11.5	30	27940	2	Y		S	2	С			6.869
SEG0252	NW	72ND	AVE	HIALEAH EXPWY	NW 58 ST	4	11	30	27940	2	Y-MIA	N		1	I			4.888
SEG0253	NW	72ND	AVE	NW 58 ST	NW 36 ST	4	12	45	27940		Y-MIA	N	P-BS	2	I		-	5.388

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PS	SHLD C	CRB/G	PARKG	SIGHT	DRIVE I	PARK SCH	RCI	1 0
SEG0254	NW	72ND	AVE	NW 36 ST	NW 25 ST	4	11.5	40.1	27940	2	Y Y-	-MIA	N		1	I.		5.4	11
SEG0257	NW	72ND	AVE	NW 7 ST	FLAGLER ST	4	12	40.1	27940				Y					5.0	47
SEG0258	sw	72ND	AVE	FLAGLER ST	TAMIAMI CAN. BL	4	11	30	10460			N	Y		1	R		3.4	79
SEG0259	SW	72ND	AVE	TAMIAMI CAN. BL	TAMIAMI BLVD	2	11	30	10550			Ν	N		1	R		4.3	37
SEG0261	sw	72ND	AVE	SW 40 ST	SW 56 ST	2	12	35	26600	2	Y	Ν	Y		2	С		6.7	29
SEG0262	sw	72ND	AVE	SW 56 ST	SW 72 ST	2	12	35	17960	2		Ν	N		1	R		5.3	35
SEG0263	SW	72ND	AVE	SW 72 ST	SW 80 ST	2	12	35	23360	2		Ν	N	-	2	R		6.2	206
SEG0264	SW	72ND	AVE	SW 80 ST	SW 88 ST	4	10.5	35	23360	1		N	Y		2	С		5.2	276
SEG0265	sw	72ND	AVE	US-1	SW 112 ST	2	11.5	30	12400	1		N	N		1	R		4.3	363
SEG0266	sw	72ND	AVE	SW 112 ST	SW 120 ST	2	11.5	35	12400	1		Ν	Ν		1	R		4.7	′56
SEG0267	SW	72ND	AVE	SW 120 ST	SW 136 ST	2	11.5	35	12400	1	Y	(-1'S			1	R	_	4.7	756
SEG0269		WEATHERFORD	BLVD	NW 67 AVE	NW 25 ST	2	11	20	36740		Y							11	.67
SEG0286	NW	67TH	AVE	S RIVER DR	WESTWARD DR	2	10	30	62000	1		N	N		1	R	Y	13	.18
SEG0287	NW	67TH	AVE	WESTWARD DR	NW 36 ST	2	9	30	62000	1		Ν	N		1	R		13	.72
SEG0288	NW	67TH	AVE	NW 36 ST	NW 25 ST	4	13	35	10000	1		N	Y		1			2.6	509
SEG0289	NW	67TH	AVE	TAMIAMI CANAL R	FLAGLER ST	2	10.5	30	10000	2		N	N	_	1	R		4.	52
SEG0290	sw	67TH	AVE	FLAGLER ST	SW 8 ST	4	11	30	14000	1		Ν	Y		2	R		3.7	764
SEG0291	sw	67TH	AVE	SW 8 ST	SW 16 ST	4	11	35	22000	2		N	Y		2	С		4.	848
SEG0292	SW	67TH	AVE	SW 16 ST	SW 24 ST	4	11	35	22000	1		N	Y	S	2	С	Y	4.	848
SEG0293	SW	67TH	AVE	SW 24 ST	SW 40 ST	4	11.5	35	22000	2		N	Y		1	С	Ý	4.	53
SEG0294	sw	67TH	AVE	SW 40 ST	SW 48 ST	2	11.5	35	20000	2		N	N		2	С		5.	982
SEG0295	sw	67TH	AVE	SW 48 ST	SW 56 ST	2	11.5	35	20000	2		N	N		2	R		5.	982
SEG0296	sw	67TH	AVE	SW 56 ST	SW 72 ST	2	11.5	35	22000	2		N	Ν		1	R		6.	305
SEG0297	SW	67TH	AVE	SW 72 ST	SW 80 ST	2	11	35	24000	2		N	N		2	С		6.	945
SEG0298	SW	67TH	AVE	SW 80 ST	US-1	2	11	35	26000	2	Y	Ν	N		2	1 & C		7.	268
SEG0299	SW	67TH	AVE	US-1	SW 88 ST	2	11	35	26000	2		Y-NB	Y	P-SB	3	С	Y	7.	268
SEG0300	SW	67TH	AVE	SW 88 ST	SW 104 ST	2	10	40	11000	2		N	N		2	R		6.	.014
SEG0301	SW	67TH	AVE	SW 104 ST	SW 112 ST	2	10	40	10000	2		N .	N		2	R		5.	.853
SEG0302	SW	67TH	AVE	SW 112 ST	SW 120 ST	2	10	40	10000) 3		Ν	N		1	R		5.	.853
SEG0303	SW	67TH	AVE	SW 120 ST	SW 124 ST	2	10	40	10000) 2		Ν	Ν		1	R		5.	.853
SEG0304	SW	67 TH	AVE	SW 124 ST	SW 136 ST	2	10	40	10620) 2		N	Ν		2	R		5.	.953
SEG0305	sw	67TH	AVE	SW 136 ST	SW 152 ST	2	12	40	10620) 2		N	N		1	R		4	.5
SEG0306	NW	62ND	AVE	NW 138 ST	HWY 924	2	12	30	23760) 1		N	N		1	R	Y	5.	.922
SEG0307	NW	62ND	AVE	HWY 924	GRATIGNY DR	2	12	30	23760) 1		N	N		1	R	Y	5	.922
SEG0308	NW	62ND	AVE	NW 122 ST	N 60 (HI) ST	2	10.5	30	23760) 1		N	N		1	R		6	.74
SEG0309	NW	62ND	AVE	N 60 (HI) ST	NW 53 (HI) ST	2	10.5	30	8920	1		Ν	N		1	R		4	.346
SEG0310	NW	62ND	AVE	NW 53 (HI) ST	N 49 (HI) ST	n	10.5	<u>^0</u>					N					4	

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	r/r pshld	CRB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RC190
SEG0311	NW	62ND	AVE	NW 49 (HI) ST	NW 44 (HI) PL	2	12	35	7657	3	N	N		1	R	Y	Y	3.673
SEG0312	NW	62ND	AVE	NW 44 (HI) PL	NW 37 (HI) ST	2	12	35	7557	2	N	N	·	1	R	Y		3.657
SEG0313	NW	62ND	AVE	NW 37 (HI) ST	NW 33 (HI) ST	4	10	30	7581	2	N	Y		1	R			3.791
SEG0314	NW	62ND	AVE	W 33 (HI) ST	W 29 (HI) ST	4	10	30	7557		N	Y		2	С		Y	3.789
SEG0315	NW	62ND	AVE	NW 29 (HI) ST	NW 25 (HI) ST	4	10	30	10600		N	Y		2	С		Y	4.035
SEG0315B	NW	8TH (HI)	AVE	W 25 (HI) ST	HIALEAH EXPWY	4	12	30	10600	1	Y-MIA	N		1	I		_	2.945
SEG0316	NW	62ND	AVE	HIALEAH EXPWY	N RIVER DR	4	11	30	10600	1	Y Y-MIA	Ν	S	2	I		Y	3.49
SEG0327		CURTIS	PKW	OKEECHOBEE RD	ROYAL POINCIANA	2	10	30.1	20500									6.497
SEG0329	NW	57TH	AVE	COUNTY LINE	NW 199 ST	6	11.5	45	14710	1	Y-SB	Y-NB		1	С			4.335
SEG0330	NW	57TH	AVE	NW 199 ST	NW 191 ST	6	14	45	14710	1	N	Y		1				2.291
SEG0331	NW	57TH	AVE	NW 191 ST	NW 183 ST	6	14	45	14710	1	N	Y		1				2.291
SEG0332	NW	57TH	AVE	NW 183 ST	NW 173 DR	6	14	45	33444	1	N	Y		1	R		Y	6,163
SEG0333	NW	57TH	AVE	NW 173 DR	HWY 826			45.1	33444									
SEG0334	NW	57TH	AVE	HWY 826	MIAMI LAKES DR	4	11	45	34774	2	N	N		1	Ī			6.757
SEG0335	NW	57TH	AVE	MIAMI LAKES DR	NW 138 ST	4	11	45	34774	2	N	N		2				6.757
SEG0336	NW	138TH	ST	NW 138 ST	GRATIGNY PKWY	6	11	45	40864				_					8.996
SEG0336	NW	57TH	AVE	NW 138 ST	GRATIGNY PKWY	6	11	45	40864									6.149
SEG0337	NW	57TH	AVE	GRATIGNY PKWY	GRATIGNY DR	4	11	45,1	40864	2	N	N		1	С			7.257
SEG0338	NW	57TH	AVE	GRATIGNY DR	NW 119 ST	4	11	45.1	40864	2	N	N		1	С			7.257
SEG0339	NW	57TH	AVE	NW 119 ST	NW 114 ST	4	10.5	45.1	28580	1	N	N		1	R			6.676
SEG0340	NW	57TH	AVE	NW 114 ST	NW 53 (HI) ST	4	10.5	45	28580	1	N	N		1	R			6.666
SEG0341	NW	57TH	AVE	NW 53 (HI) ST	NW 49 (HI) ST	4	10.5	45	28580						C-SB	1		6.666
SEG0342	NW	57TH	AVE	NW 49 (HI) ST	NW 44 (HI) PL	4	11	45	38450	1	Y-SB	Y-NB		1	С			7.053
SEG0343	NW	57TH	AVE	NW 44 (HI) PL	NW 40 (HI) ST	4	10.5	45	38450	1	N	Y-NB		1	С			7.462
SEG0344	NW	57TH	AVE	NW 40 (HI) ST	NW 37 (HI) ST	4	10.5	45	38450	1	N	Y-NB		1	С			7.462
SEG0345	NW	57TH	AVE	NW 37 (HI) ST	NW 32 (HI) ST	4	10.5	45	38450	1	Ν	Y-NB		1	C			7.462
SEG0346	NW	57TH	AVE	NW 32 (HI) ST	NW 29 (HI) ST	4	10.5	45	32742	1	N	Y-NB		1	C			7.002
SEG0347	NW	57TH	AVE	NW 29 (HI) ST	NW 21 (HI) ST	4	10.5	45	32742	2	Y N	Y-NB		2	C-NB			7.002
SEG0348	NŴ	57TH	AVE	NW 21 (HI) ST	NW 17 (HI) ST	4	10.5	45	32742	1	N	Y-SB	_	1	C			7.002
SEG0349	NW	57TH	AVE	NW 17 (HI) ST	OKEECHOBEE RD	4	10.5	45	32742					_				7.002
SEG0350	NW	57TH	AVE	HWY 836	NW 7 ST	6	11	35.1	33684			Y						4.894
SEG0350Z	NW	57TH	AVE	NW 12 ST	HWY 836													
SEG0351	NW	57TH	AVE	NW 7 ST	FLAGLER ST	4	11	35.1	33684			Y						5.799
SEG0352	SW	57TH	AVE	FLAGLER ST	SW 8 ST	4	11	35.1	33684	2	N	Y	S	2	R			5.799
SEG0353	SW	57TH	AVE	SW 8 ST	SW 16 ST	2	14	35	32220	2	N	Ν		2	C-SB	, [.]	Y	6.363
SEG0354	SW	57TH	AVE	SW 16 ST	SW 24 ST	2	14	35	32220	3	N	N	P-SB	3	C-SB	,		6.363
SEG0355	SW	57TH	AVE	SW 24 ST	SW 40 ST	2	14	40	32220	3	Ν	Ν	Ρ	2	R			6.53

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ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURI	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK SCI	RCI90	
SEG0356	sw	57TH	AVE	SW 40 ST	SW 48 ST	2	14	40	32220	2		N	Ν		1	R	Y	6.53	
SEG0357	sw	57TH	AVE	SW 48 ST	SW 56 ST	2	14	40	32220	2		N	N		1	R		6.53	
SEG0358	SW	57TH	AVE	SW 56 ST	SW 68 ST	2	14.5	40	32000	2	Y	N	N		1	R		6.131	
SEG0358B	SW	57TH	AVE	SW 68 ST	US-1	4	10.5	40	32000	2	Y	Ν	Y		2	С		6.457	_
SEG0359	SW	57TH	AVE	US-1	SW 72 ST	4	11	30	32000	1		N	Y	P-NB	2	C		5.216	
SEG0360	SW	57TH	AVE	SW 72 ST	SW 80 ST	2	14	30	24000									4.871	
SEG0361	SW	57TH	AVE	SW 80 ST	SW 88 ST	2	11.5	30	24000	3		Ν	Ν		2	R		6.233	
SEG0363	SW	57TH	AVE	SNAPPER CREEK	SW 104 ST	2	11.5	40	24000	2		Ν	Ν		2	R	۲	7.021	
SEG0364	SW	57TH	AVE	SW 104 ST	SW 111 ST	2	11	40	24000	2		Ν	Ν		2	R	_	7.384	
SEG0365	SW	57TH	AVE	SW 111 ST	OLD CUTLER RD	2	11	40	24000									7.384	
SEG0366	SW	57TH	AVE	OLD CUTLER RD	SW 120 ST	2	11	40	24000									7.384	
SEG0367B		ALHAMBRA	CIR	PONCE DE LEON B	ALHAMBRA PLZ	4	10.5	30.1	6200	1		Ν	Y	P-BS	2	С	۱ ۱	3.417	
SEG0367S	SW	18TH	ST	SW 5 AVE	SW 13 AVE											_			
SEG0367T	SW	13TH	AVE	SW 18 ST	SW 19 ST														
SEG0367U	SW	19TH	ST	SW 13 AVE	SW 21 AVE														
SEG0367W	SW	19TH	TER	SW 32 CT	SW 21 AVE														
SEG0367X	SW	32ND	ст	SW 20 ST	SW 19 TER				-						_				
SEG0367Y	SW	20TH	ST	SW 37 AVE	SW 32 CT				-										
SEG0367Z		ALHAMBRA	PLZ	ALHAMBRA CIR	SW 37 AVE											<u> </u>			
SEG0368		ALHAMBRA	CIR	LEJEUNE RD	PONCE DE LEON B	6	10.5	30.1	6200	2		N	Y	A-BS	2	С		3.251	i
SEG0368B		ALHAMBRA	CIR	LEJEUNE RD	GRANADA BLVD	2	12	30.1	6200	2	-	Ν	N		1	R	Y	3.097	Ī
SEG0368C		ALHAMBRA	CIR	SW 24 ST	GRANADA BLVD	2	11.5	30	6200	3		Y	Ń		2	R		3.363	3
SEG0368D		ALHAMBRA	CIR	SW 24 ST	SEVILLA	2	8	30	6200	2		N	N		1	R		5.27	
SEG0368E		ALHAMBRA	CIR	SEVILLA	BIRD RD	2	12.5	30	6200	2		N	N		1	R		2.818	3
SEG0368F		ALHAMBRA	DR	BIRD RD	BLUE RD	2	13	30	6200	1		N	N		1	R		2.54	5
SEG0368G		ALHAMBRA	DR	BLUE RD	MILLER RD	2	13	30	6200	1		Ν	Ν		1	R		2.54	5
SEG0368H		ALHAMBRA	DR	MILLER RD	PONCE DE LEON B	2	12	30	6200	1		Ν	Ν		1	R	_	3.09	
SEG0371	SW	49TH	AVE	FLAGLER ST	SW 4 ST	2	9.5	30	6200	2		Ν	Ν		1	R		4.45	3
SEG0371B	SW	49TH	AVE	SW 4 ST	SW 8 ST	2	11	30	6200	1	-	Ν	N		1	R		3.63	5
SEG0371Z	NW	49TH	AVE	FLAGLER ST	NW 6 ST														
SEG0372	_	GRANADA	BLVD	SW 8 ST	ALHAMBRA CIRCLE	2	10	30	6200	2		Ν	N		1	R		4.18	
SEG0372B		GRANADA	BLVD	ALHAMBRA CIRCLE	SW 24 ST	2	10	30	6200	2		N	N		1	R		4.18	
SEG0372C		GRANADA	BLVD	5 SW 24 ST	SW 40 ST	2	11.5	30	6200	2		N	N		2	R		3.36	3
SEG0373		GRANADA	BLVD	SW 40 ST	SW 48 ST	2	11	30	6200	2		N	N		2	R		Y 3.63	5
SEG0384		GRANADA	BLV	D SW 48 ST	PONCE DE LEON B	2	11	30	6200	2		N	N		2	R		Y 3.63	5
SEG0385		GRANADA	BLV	PONCE DE LEON B	US-1	4	10.5	30	12400) 2	Y	N	Y		2		·····	Y 3.90	8
SEG0386		GRANADA	BLV	D US-1	SW 72 ST	2	13	30	ົລາງ0	•			1-		2	1.4			

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLE) CRB/G	PARKG	SIGHT	DRIVE	PARK SC	H F	(CI90
SEG0389		PONCE DE LEON	RD	DAVIS ST	KENDALL DR	2	10	35.1	38448	1	N	Ν		1	R		í	9.922
SEG0390	NW	47TH	AVE	County Line	NW 199 ST	2	11	40	8000	1	N	N		1	R		1	4.804
SEG0391	NW	47TH	AVE	NW 199 ST	NW 191 ST	2	12	40	8352	1	Y Y			1				4.134
SEG0392	NW	47TH	AVE	NW 191 ST	NW 183 ST	2	12	40	6200	1	Y			1				3.787
SEG0393	NW	47TH	AVE	NW 183 ST	NW 173 DR	2	12	35	6200	2	N	N		1	R			3.438
SEG0394	NW	47TH	AVE	NW 173 DR	HWY 826	2	12	35	6200	2	N	Ν		1	R			3.438
SEG0395	NW	47TH	AVE	HWY 826	NW 156 ST	2	11	35	6200	2	N	N		1				4.074
SEG0405	SE	4TH	AVE	OKEECHOBEE RD	ROYAL POINCIANA	1	12	30.1	6200	2	N	Ν		1				4.097
SEG0405X	E	6TH (HI)	AVE	E 17 (HI) ST	SE 8 (HI) ST											_		_
SEG0405Y	E	6TH (HI)	AVE	E 32 (HI) ST	E 17 (HI) ST													
SEG0405Z	E	6TH (HI)	AVE	NW 119TH ST	E 17 (HI) ST													
SEG0438	sw	42ND	AVE	ALHAMBRA CIR	SW 22 ST	4	10.5	40	16000	2	N	Y		2	С			5.167
SEG0439	sw	42ND	AVE	SW 22 ST	UNIVERSITY DR	4	10.5	40	16000	2	N	Y		2	R			5.167
SEG0442	SW	42ND	AVE	PONCE DE LEON B	US-1	5	11.5	35	20000	2	Y N	Y		3	С		Y	4.047
SEG0443	sw	42ND	AVE	US-1	INGRAHAM HWY	2	12	35	24000	2	Y-SB	Ν		1	R	Y	Y	6.309
SEG0444	sw	42ND	AVE	INGRAHAM HWY	SW 72 ST	2	12.9	35	12000	2	N	Y		2	R			3.802
SEG0445		LEJUNE/DOUGLAS	CON	NW 151 ST	WRIGHT DR	4	12	40	19210	2	Ν	Y		1	R			4.336
SEG0446		LEJUNE/DOUGLAS	CON	WRIGHT DR	NW 135 ST	4	12	40	19210	2	N	Y		1	R			4.336
SEG0447		LEJUNE/DOUGLAS	CON	NW 135 ST	GRATIGNY PKWY	4	12	40	19210									4.336
SEG0448		LEJUNE/DOUGLAS	CON	GRATIGNY PKWY	GRATIGNY DR	4	12	40	19210									4.336
SEG0450		PONCE DE LEON	BLVD	FLAGLER ST	SW 37 AVE	4	11	35	8420	1	Ν	Y	A-BS	2	С			3.753
SEG0451		PONCE DE LEON	BLVD	SW 37 AVE	SW 8 ST	4	11	35	13440	1	N	Y	P-BS	2	R			4.158
SEG0452		PONCE DE LEON	BLVD	SW 8 ST	MADEIRA	4	11	35	13440	1	<u>N</u>	Y	A-BS	2	<u> </u>		Y	4.158
SEG0452B	-	PONCE DE LEON	BLVD	MADEIRA	ALHAMBRA CIR	6	10	35	13440	1	- N	Y	A-BS	2	С			4.433
SEG0453		PONCE DE LEON	BLVD	ALHAMBRA CIR	SW 22 ST	6	10	30	8420	1	<u>N</u>	Y	A-BS	2	С			3.633
SEG0453B	-	•	-	SW 22 ST	ALMERIA	6	10	30.1	16770	1	N	Y	A-BS	2	С			4.092
SEG0454		PONCE DE LEON	BLVD	ALMERIA	SW 40 ST	4	11.5	30	16770				P-BS	2	С			3.715
SEG0455		PONCE DE LEON	BLVD	SW 40 ST	AVE GRECO	4	12.5	35	16770	1	Y N	Y	A-BS	2	С			3.473
SEG0456		PONCE DE LEON	BLVD	AVE GRECO	SW 42 AVE	2	15	35	16770	1	N	Y	P-BS	2	С		Y	3.236
SEG0456B	-	PONCE DE LEON	BLVD	SW 42 AVE	RIVIERA DR	2	11	35	16770	1	N	Y		1	С			5.779
SEG0457		PONCE DE LEON	BLVD	RIVIERA DR	GRANADA BLVD	4	11	35	16770	1	N	Y		1	C		Y	4.427
SEG0457B		PONCE DE LEON	BLVD	GRANADA BLVD	SAN AMARO DR	4	11	35	16770	2	N	Y		1	<u> </u>		Y	4.427
SEG0457C	-	PONCE DE LEON	BLVD	SAN AMARO DR	SW 57 AVE	4	10.5	35	16770	1	Ν	Y	P-SB	1	С		Y	4.745
SEG0458	NW	37TH	AVE	NW 215 ST	NW 199 ST	2	11	35	9420	1	N	N		1	R			4.594
SEG0459	NW	37TH	AVE	NW 199 ST	NW 191 ST	2	11.5	35	9420	2	Ν	Ν		1	R		Y	4.276
SEG0460	NW	37TH	AVE	NW 191 ST	NW 183 ST	2	11.5	35	9420	2	Ν	N		1	R		Y	4.276
SEG0461	NW	37TH	AVE	NW 183 ST	NW 175 ST	2	11	35	9420	3	Ν	Ν		1	R			4.594

Metro-Dade Bicycle Facility Network

Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

LANES RH_LN SPD AADT90 SURF R/R PSHLD CRB/G PARKG SIGHT DRIVE PARK SCH RCI90 ROADWAY FROM TO ORIG ID **NW 175 ST** HWY 826 11 35 22780 3 Ν Ν 1 R 4.911 SEG0462 NW 37TH AVE 4 2 Y 1 R 40 Ν 5.714 AVE HWY 826 NW 151 ST 4 10.5 22780 SEG0463 NW 37TH **NW 21 ST** Ν Υ Υ 4 11 40 6200 1 1 R 4.013 NW 37TH AV **NW 30 ST** . SEG0471 **NW 18 ST** 4 11 40 12400 1 Ν Υ 1 R Υ 4.513 NW 37TH AVE **NW 21 ST** SEG0471B Υ 4 1 Ν Υ 1 R 4.513 NW 37TH AVE **NW 18 ST** HWY 836 11 40 12400 SEG0472 **NW 11 ST** 4 11 40 12400 4.513 AVE HWY 836 SEG0473 NW 37TH С NW 7 ST 4 11 40 12400 1 Ν Υ 1 4.513 AVE **NW 11 ST** SEG0474 NW 37TH 37TH AVE NW 7 ST FLAGLER ST 4 11 40 12400 1 Ν Y 1 С 4.513 SEG0475 NW R 2 30 3 Ν 2 4.383 SW 37 TH AVE MAIN HWY **INGRAHAM HWY** 10 7459 Ν SEG0484 2 N 2 R SW 42 AVE 10 30 21910 2 Ν 6.714 INGRAHAM HWY **SW 37 AVE** SEG0485 2 3 Ν N 2 R SW 72 ST SW 80 ST 10.5 35 25606 7.522 SEG0486 **OLD CUTLER** RD **OLD CUTLER** RD SW 80 ST SW 88 ST 2 10.5 30 25134 2 Ν Ν 2 R 6.961 SEG0487 30 2 3 R RD SW 88 ST SW 57 AVE 2 10 20115 6.424 SEG0488 **OLD CUTLER** CHAPMAN FIELD D 2 22148 2 Ν Ν 2 R 7.086 OLD CUTLER RD SW 120 ST 11 40 SEG0489 CHAPMAN FIELD D SW 62 AVE 2 12 40 20299 2 Ν N 2 R 6.061 **OLD CUTLER** RD SEG0490 2 2 R 33400 3 Ν Ν 8.9 **OLD CUTLER** RD SW 62 AVE **SW 67 AVE** 11 40 SEG0491 2 27860 3 Ν 2 R SEG0492 **OLD CUTLER** RD **SW 67 AVE** SW 144 ST 11 40 Ν 8.007 2 3 Ν Ν 2 R 11 40 27860 8.007 SEG0493 **OLD CUTLER** RD SW 144 ST SW 152 ST SW 152 ST SW 168 ST 2 10.5 40 24920 3 Ν Ν 2 R 7.896 SEG0494 OLD CUTLER RD 2 Ν 2 R RD SW 168 ST SW 184 ST 2 10 40 24920 Ν 8.259 SEG0495 **OLD CUTLER** 2 2 35 34480 9.271 **OLD CUTLER** RD SW 184 ST. **SW 87 AVE** 10 SEG0496 **SW 87 AVE** FRANJO RD. 2 12 35 31220 2 Ν Ν 2 С 7.474 SEG0497 **OLD CUTLER** RD 2 R 10.5 45 31220 9.397 SEG0498 **OLD CUTLER** RD FRANJO RD MARLIN RD 2 2 SW 216 ST 10 45 31220 Ν Ν 1 R 9.805 **OLD CUTLER** RD MARLIN RD SEG0499 2 2 2 SW 216 ST HWY 821 10.5 45 31220 N N R 9.397 OLD CUTLER RD SEG0500 2 OLD CUTLER RD HWY 821 **SW 112 AVE** 10.5 45 31220 2 N Ν 2 R 9.397 SEG0501 2 3 Ν R Υ **SW 112 AVE US-1** 11 35.1 31220 Ν 8.118 SEG0501B OLD CUTLER RD -1 **NW 11 ST** 2 2 R 3.644 HWY 836 11 30.1 6200 N Ν 1 SEG0503 NW 34TH AVE NW 191 ST 2 30.1 20750 1 Y-W. Y-NB Υ 5.991 32ND AVE NW 199 ST 11 SEG0505 NW 2 Υ NW 32ND AVE NW 191 ST **NW 183 ST** 11 30 20750 1 N N 1 R Y 5.982 SEG0506 NW **NW 183 ST NW 175 ST** 2 11 30 20750 1 N Ν 1 R Υ 5 982 SEG0507 32ND AVE 2 1 R NW 32ND AVE NW 175 ST HWY 826 11 30 20750 N Ν 1 Υ 5.982 SEG0508 2 35 20750 2 Ν Ν R Υ 5.785 NW 32ND AVE HWY 826 NW 151 ST 12 1 SEG0509 4 11 20750 2 Ν Υ 1 1& R Υ 5.187 SEG0511 NW 32ND AVE **NW 119 ST NW 103 ST** 40 NW 103 ST **NW 95 ST** 4 11 20750 2 Ν Υ 1 R 5.187 40 SEG0512 NW 32ND AVE R **NW 95 ST NW 87 ST** 4 40 20190 5.142 NW 32ND AVE 11 SEG0513 ----7 NW 87 ST NW 70 ST 11 10 Y. 5. . .-NW 32ND AVE SEG0514

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	OAD	WA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R F	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK	3CH	RCI90
SEG0515	NW	321	ND	AVE	NW 79 ST	NW 71 ST	4	11	40	20190	2	Y	Ν	Y		1	I			5.142
SEG0516	NW	321	VD	AVE	NW 71 ST	NW 62 ST	4	11	40	20190	2		Ν	Y		1	I			5.142
SEG0517	NW	32/	VD	AVE	NW 62 ST	NW 54 ST	4	11	40	28514	2		N	Y		1	C-SB,			5.813
SEG0518	NW	32/	VD	AVE	NW 54 ST	NW 46 ST	4	11	40	28514	2		Ν	Y		1	С		Y	5.813
SEG0519	NW	321	ND	AVE	NW 46 ST	HWY 112	4	11	40	36840	2		Ν	Y		1	I			6.484
SEG0520	NW	32	ND	AVE	HWY 112	NW 36 ST	4	11	40	36840	2		Ν	Υ		1	I			6.484
SEG0521	NW	321	ND	AVE	NW 36 ST	NW 28 ST	4	11	40	36840	2		Ν	Y		1	· I			6.484
SEG0522	NW	32/	ND	AVE	NW 28 ST	N RIVER DR	4	11	40	36840	2		N	Y		1	1		-	6.484
SEG0523	NW	32	ND	AVE	NW 7 ST	FLAGLER ST	2	11	30.1	36840	2		Ν	Ν		1	R			8.586
SEG0523B	SW	32	ND	AVE	FLAGLER ST	SW 8 ST	2	11.5	30	36840	2		N	Y	P-NB	2	R		Y	8.304
SEG0523Z	NW	32	ND -	AVE	NW 7 ST	NW 11 ST											,			
SEG0524	SW	32	ND	AVE	SW 8 ST	SW 16 ST	2	12	30	36840	2		Ν	Y	A & P	2	R	Y		8.032
SEG0525	sw	32	ND	AVE	SW 16 ST	SW 22 ST	2	12	30	36840	2		N	Y	A & P	2	R	Y	-	8.032
SEG0525B	sw	32	ND	AVE	SW 22 ST	SW 24 ST	2	12	30.1	36840	2		Ν	Y	A-NB,P	2	С			8.039
SEG0526	sw	32	ND	AVE	SW 24 ST	US-1	2	12	30	36840	2	Y	N	Ν		1	R	Y		8.032
SEG0526B	SW	32	ND	AVE	US-1	JACKSON AVE	4	9	30.1	4900	2		Ν	Y		2	С	Y		4.133
SEG0527	sw	32	ND	AVE	JACKSON AVE	GRAND AVE	2	12	30	4900	3		N	Ν		1	R			2.88
SEG0550	NW	27	тн	AVE	NW 20 ST	N RIVER DR	6	10.5	35	41720	1		N	Y	_	1	С			5.635
SEG0550B	NW	27	ТН	AVE	N RIVER DR	NW 17 ST	4	11	20	41720	2		Ν	N		2				5.121
SEG0563	NW	25	ТН	AVE	NW 20 ST	N RIVER DR	2	8	30.1	6200	2		N	N		1	R			5.284
SEG0564	NW	22	ND	AVE	NW 196 TERR	NW 183 ST	2	10.5	30	16150	2		Ν	N		1	R		Y	5.512
SEG0565	NW	22	ND	AVE	NW 183 ST	NW 175 ST	4	14	40	16150	2		N	Y		2	R			2.636
SEG0566	NW	22	ND	AVE	NW 175 ST	HWY 826	4	14	40	18440	1		N	Ν	P	2	R			2.82
SEG0567	NW	22	ND	AVE	HWY 826	NW 151 ST	4	14	35	18440	2		N	Y		2	R		Y	2.654
SEG0568	NW	22	ND	AVE	NW 151 ST	ALI BABA AVE	4	14	30	18440	2		Ň	Y		2	R			2.487
SEG0569	NW	22	ND	AVE	ALI BABA AVE	HWY 9	4	11	30	18440	2	Y	Ν	Y		2	С			4.122
SEG0570	NW	22	ND	AVE	HWY 9	OPA-LOCKA BLVD	4	14	40	18440	3		N	Y	P	2	С			2.82
SEG0571	NW	22	ND	AVE	OPA-LOCKA BLVD	NW 135 ST	6	10	40	20540				_			R			5.344
SEG0572	NW	22	ND	AVE	NW 135 ST	NW 127 ST	4	14	40	20540	2		N	Y		1	R			2.99
SEG0573	NW	22	ND	AVE	NW 127 ST	NW 119 ST	4	14	40	20540	2		Ν	Y	Р	2	R			2.99
SEG0574	NW	22	ND	AVE	NW 119 ST	NW 111 ST	4	14	40	20540	2		Ν	Y		2	R	-		2.99
SEG0575	NW	22	ND	AVE	NW 111 ST	NW 103 ST	4	14	40	20540	2		N	Y		2	R			2.99
SEG0576	NW	22	ND	AVE	NW 103 ST	NW 95 ST	6	10.5	40	20540	2		Ν	Y		2	R			4.981
SEG0577	NW	22	ND	AVE	NW 95 ST	NW 87 ST	6	10	40	25220					Р	2	С			5.596
SEG0578	NW	22	ND	AVE	NW 87 ST	NW 79 ST	6	10.5	40	25220	2		N	Y	Р	2	С			5.233
SEG0579	NW	22	ND	AVE	NW 79 ST	NW 72 ST	6	10.5	40	25220	2	Y	N	Y		2				5.233
SEG0580	NW	22	ND	AVE	NW 72 ST	NW 62 ST	6	10.5	40	25220	2		Ν	Y		2	С			5.233

Interim Disk:Network.vew

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R I	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RCI90
SEG0581	NW	22ND	AVE	NW 62 ST	NW 54 ST	6	11	40	20060	2		N	Y	Р	2	С			4.592
SEG0582	NW	22ND	AVE	NW 54 ST	NW 46 ST	6	11	40	20060										4.592
SEG0583	NW	22ND	AVE	NW 46 ST	HWY 112	6	11	40	20060	2	Y	N	Y	Р	2	С			4.592
SEG0584	NW	22ND	AVE	HWY 112	NW 36 ST	4	10.5	40	20060	2		Ν	Y	Р	2				5.494
SEG0585	NW	22ND	AVE	NW 36 ST	NW 28 ST	4	11	40	20060	2		N	Y		2	R			5.131
SEG0586	NW	22ND	AVE	NW 28 ST	NW 20 ST	4	11	40	20060	2	Y	Ν	Y		2	С			5.131
SEG0587	NW	22ND	AVE	NW 20 ST	NW 18 ST	4	11	40	20060			N.	Y		2	С			5.131
SEG0587B	NW	22ND	AVE	NW 18 ST	N RIVER DR	4	12	40	20060	2		N	Y		2				4.404
SEG0588	NW	22ND	AVE	N RIVER DR	NW 14 ST	4	12	40	20060	2		Ν	Y		2				4.404
SEG0589	NW	22ND	AVE	NW 14 ST	NW 11 ST	4	11.5	40	20060	2		N	Y		1	С			4.768
SEG0590	NW	22ND	AVE	NW 11 ST	HWY 836	4	11.5	40	20060	2		Ν	Y		1	С			4.768
SEG0591	NW	22ND	AVE	HWY 836	NW 7 ST	4	12	40	20060	2		N	Y		2	С		Y	4.404
SEG0592	NW	22ND	AVE	NW 7 ST	FLAGLER ST	4	12	40	20060	2		N	Y		1	С		Y	4.404
SEG0593	SW	22ND	AVE	FLAGLER ST	SW 1 ST	4	11	40	20530	2		N	Y		2	C			5.169
SEG0594	SW	22ND	AVE	SW 1 ST	SW 6 ST	4	11	40	20530	2		N	Y		2	С			5.169
SEG0595	SW	22ND	AVE	SW 6 ST	SW 7 ST	4	11	40	20530	2		Ν	Y		2	С			5.169
SEG0596	SW	22ND	AVE	SW 7 ST	SW 8 ST	4	11	40	20530	2	_	N	Y		2	С			5.169
SEG0597	SW	22ND	AVE	SW 8 ST	SW 16 ST	4	11	40	20530	1		Ν	Y		1	С	Y	Y	5.169
SEG0598	SW	22ND	AVE	SW 16 ST	SW 22 ST	4	11	40	20530	1		N	Ŷ		1	С	Y		5.169
SEG0599	SW	22ND	AVE	SW 22 ST	US-1	4	11	40	35000	1	Ŷ	N	Y		1	R			6.336
SEG0600	SW	22ND	AVE	US-1	TIGERTAIL AVE	2	10	30	20530	2		Y-SB	N		1	R			6.491
SEG0601	SW	22ND	AVE	TIGERTAIL AVE	BAYSHORE DR	2	10	30	20530	2		Ν	N	·	1	R	Y		6.491
SEG0601B		BEACON	BLVD	SW6ST	SW 8 ST	4	14	35	20530	1	_	Ν	Y		1	С			2.822
SEG0603	NW	17TH	AVE	NW 195 ST	NW 191 ST	2	9.5	30	6200	2		N	N		1	R	Y		4.453
SEG0603B	NW	17TH	AVE	NW 191 ST	NW 183 ST	2	9.5	30	6200	2	-	Ν	N	-	1	R	Y		4.453
SEG0603C	NW	17TH	AVE	NW 183 ST	NW 175 ST	2	10.5	30	6200	2		N	N		1	R			3.908
SEG0604	NW	17TH	AVE	NW 175 ST	HWY 826	2	10.5	30	6200	2		N	N		2	R			3.908
SEG0605	NW	17TH	AVE	NW 135 ST	NW 127 ST	2	12	40	8000	1		Ν	Ν		1	R			4.077
SEG0606	NW	17TH	AVE	NW 127 ST	NW 119 ST	2	12	40	21980	1		Ν	N		1	R			6.332
SEG0607	NW	17TH	AVE	NW 119 ST	NW 111 ST	2	12	40	21980	2		Ν	Ν		2	С			6.332
SEG0608	NW	17TH	AVE	NW 111 ST	NW 103 ST	2	12	40	10980	2		Ν	N		1	С			4.558
SEG0612	NW	17TH	AVE	NW 79 ST	NW 71 ST	4	10.5	35	11000	2	Y	Ν	Y		1	С			4.279
SEG0619	NW	17TH	AVE	NW 29 ST	NW 28 ST	2	12	35	22474	2		N	Y	P	2	C			6.063
SEG0627	SW	17TH	AVE	FLAGLER ST	SW 1 ST	4	11	30	17150	2		N	Y		. 1	С			4.018
SEG0647	NW	12TH	AVE	NW 81 ST	NW 79 ST	2	13	30.1	6200	1		Ν	Y		1	R			2.55
SEG0647Z	NW	12TH	AVE	L. River Canal	NW 81 St														
SEG0648	NW	12TH	AVE	NW 79 ST	NW 71 ST	4	1+	30	24000)	Y		Ŷ						

Metro-Dade Bicycle Facility Network

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Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	r/r pshld c	RB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RCI90
SEG0649	NW	12TH	AVE	NW 71 ST	NW 62 ST	4	10.5	30	24800		N	Y		1			Y	4.908
SEG0650	NW	12TH	AVE	NW 62 ST	NW 54 ST	4	10.5	30	24800	1	N	Y	_	1				4.908
SEG0651	NW	12TH	AVE	NW 54 ST	NW 46 ST	4	10.5	30	24800	2	N	Y		1	R	Y	Y	4.908
SEG0652	NW		AVE	NW 46 ST	HWY 112	4	10.5	30	24800	2	N	Y		1	R		Y	4.908
SEG0653	NW	12TH	AVE	HWY 112	NW 36 ST	4	11.5	30	24800	1	Y N	Y		1				4.363
SEG0654	NW	12TH	AVE	NW 36 ST	NW 29 ST	2	11	40	24800		N	Y			С			7.513
SEG0655	NW	12TH	AVE	NW 29 ST	NW 20 ST	4	12	40	20144	2	Y N	Y		_	I			4.411
SEG0656	NW	12TH	AVE	NW 20 ST	NW 14 ST	6	11.5	40.1	20144	2	Y N	Y			С			4.241
SEG0657	NW	12TH	AVE	NW 14 ST	HWY 836	6	11.5	40.1	20144	1	N	Y		1				4.241
SEG0658	NW	12TH	AVE	HWY 836	NW 11 ST	6	10.5	30.1	20144	3	N	Y		3				4
SEG0659	NW	12TH	AVE	NW 11 ST	NW 7 ST	2	11	30.1	20144	2	N	Y		1	С			5.893
SEG0681B	NW	8TH	AVE	S RIVER DR	FLAGLER ST	2	12	30	25000	1	N	Y	P-BS	2	С			6.122
SEG0681C	SW	8TH	AVE	FLAGLER ST	SW 1 ST	2	12	30	27370	1	N	Y		1	С			6.505
SEG0681D	SW	8TH	AVE	SW 1 ST	SW 7 ST	2	10.5	30.1	8765	1	N	Y	P-BS	2	C	Y	Y	4.331
SEG0682	SW	8TH	AVE	SW 7 ST	SW 8 ST	2	10.5	30	7400	1	N	Y	P.BAY-	2	С			4.101
SEG0683	NW	7TH	AVE	NW 199 ST	NW 183 ST	2	11.5	30	12400	2	N	Ν		1	R			4.363
SEG0684	NW	7TH	AVE	NW 183 ST	INDUSTRIAL PKWY	2	11.5	30	12400									4.363
SEG0686	NW	7TH	AVE	NW 156 ST	OPA-LOCKA BLVD	6	10.5	40	26570						C			5.305
SEG0687	NW	7TH	AVE	OPA-LOCKA BLVD	NW 135 ST	6	10.5	40	26570	2	N	Y		1	С			5.305
SEG0688	NW	7TH	AVE	NW 135 ST	NW 127 ST	6	11	40	26570	2	N	Y		2	c			4.942
SEG0689	NW	7TH	AVE	NW 127 ST	NW 119 ST	6	10.5	40	26570	2	N	Y	P-BS	2	С			5.305
SEG0690	NW	7 <i>TH</i>	AVE	NW 119 ST	NW 111 ST	6	10	40	26570	2	N	Y		2	C			5.668
SEG0691	NW	7 <i>TH</i>	AVE	NW 111 ST	NW 103 ST	6	10.5	40	26570	2	N	Y	Р	2	C			5.305
SEG0692	NW	<u>7</u> TH	AVE	NW 103 ST	NW 95 ST	6	10.5	40	26570	2	N	Y	P	2	С			5.305
SEG0693	NW	7TH	AVE	NW 95 ST	NW 81 ST	6	10.5	40	26570	2	N	Y		1				5.305
SEG0711Z	SW	5TH	AVE	SW 15 RD	SW 13 AVE													
SEG0712	SW	4TH	AVE	SW 1 ST	SW 7 ST	2	9.5	30.1	16500	<u>1</u>	Y-MIA	N	P-BS	3	С	Y		6.125
SEG0712Z	SW	4TH	AVE	SW 7 ST	SW 15 RD													
SEG0727	NW	2ND	AVE	NW 215 ST	NW 207 ST	4	11	45	24046	1	N	Ν		1	С	_		8.299
SEG0728	NW	2ND	AVE	NW 207 ST	NW 199 ST	6	11	45	53900	1	N	Y		1	С			6.85
SEG0732B	NW	2ND	AVE	NW 167 ST	NW 159 ST	2	9.5	45.1	27160	2	- N	Ν	-	1	С			9.571
SEG0732C	NW	2ND	AVE	NW 159 ST	NW 151 ST	2	11	40.1	27160	2	- N	Ν	-	1	С			7.903
SEG0747	NW	2ND	AVE	NW 36 ST	NW 29 ST	2	11.5	30	9520	1	N	Y	P-BS	2	c		Y	3.898
SEG0748	NW	2ND	AVE	NW 29 ST	NW 23 ST	4	12	30.1	9520	2	N	Y	P-BS	2	С			2.865
SEG0748B	NW	2ND	AVE	NW 23 ST	NW 20 ST	4	12.9	30.1	9520	3	N	Y	P-BS	2	1			2.373
SEG0749	NW	2ND	AVE	NW 20 ST	NW 17 ST	. 2	10	30.1	9520	2	Y-MIA	Ν	P-BS	2	С			4.726
SEG0749B	NW	2ND	AVE	NW 17 ST	I-395	2	12	30.1	9520	2	N	Y		1	С			3.632

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHL) CRB/G	PARKG	SIGHT	DRIVE	PARK SCH	I RC	190
SEG0752	NW	2ND	AVE	NW 10 ST	NW 6 ST	2	12.9	30	6200		N	Y	P-BS	2	С		2.6	5
SEG0754	NW	2ND	AVE	NW 5 ST	NW 2 ST	2	10.5	30	6200	1	N	Y	P-BS	2	С		3.9	908
SEG0754B	NW	2ND	AVE	NW 2 ST	NW 1 ST	3	10.5	30	6200	1	N	Y		1	С		3.!	574
SEG0755	NW	2N D	AVE	NW 1 ST	FLAGLER ST	3	10.5	30	12400	1	N	Y		1	С		4.2	241
SEG0756	SW	2ND	AVE	FLAGLER ST	SW 1 ST	2	12	30	12400	2	N	Y		2	С		4.0	09
SEG0756	SW	2ND	AVE	FLAGLER ST	SW 1 ST	2	12	30	12400	2	N	Y		2	С		4.0	09
SEG0756B	SW	2ND	AVE	SW 1 ST	SW 2 ST	2	12	30	6200	2	N	Y		2	С		3.	.09
SEG0757	SW	2ND	AVE	SW 2 ST	SW 7 ST	2	14	30	6200	3	N	Y	P-NB	2	C		2	
SEG0758	SW	2ND	AVE	SW 7 ST	SW 8 ST	4	10	30	6200	2	N	Y		2	С		3.	.68
SEG0759	sw	2ND	AVE	SW 8 ST	SW 13 ST	2	16	30	6200	2	N	Y	P-BS	2	C		0.	.91
SEG0760	sw	2N D	AVE	SW 13 ST	SW 15 RD	2	14	30	6200	2	N	Y	P-BS	2	С		2	
SEG0762C	NW	1ST	PL	I-395	NW 11 ST	2	11	30.1	6200	2	Y N	Y	P-BS	2	С	Ŷ	1 3.	.644
SEG0765B	N	MIAMI	AVE	N 167 ST	N BISC. RIVER D	2	10	40	14500	2	N	N		2	R		6.	.579
SEG0766	N	MIAMI	AVE	N BISC. RIVER D	N 135 ST	2	11	40	14500	1	N	Ν		1	R		5.	.852
SEG0767	N	MIAMI	AVE	N 135 ST	N 125 ST	2	11.5	40	18760	1	N	N		1	R		6.	.176
SEG0768	N	MIAMI	AVE	N 125 ST	N 119 ST	2	11.5	30	23020	2	N	N		1	R		6.	.075
SEG0769	N	MIAMI	AVE	N 119 ST	N 111 ST	2	11	30	23020	2	N	N		1	R)	r 6	.348
SEG0770	N	MIAMI	AVE	N 111 ST	N 103 ST	2	11	30	23020	1	N	N		1	R	١	r 6	.348
SEG0771	N	MIAMI	AVE	N 103 ST	N 96 ST	4	12	40	31480	1	N	Y		1	R		5	.325
SEG0772	N	MIAMI	AVE	N 96 ST	N 95 ST	4	12	40	31480	1	N	Y		1	R		5	.325
SEG0773	N	MIAMI	AVE	N 95 ST	N 87 ST	4	12	40	26220	1	N	Y		1	R		4	.901
SEG0774	N	MIAMI	AVE	N 87 ST	N 82 ST	4	12	40	20960	1	N	Y		1	R		4	.477
SEG0775	N	MIAMI	AVE	N 82 ST	N 79 ST	4	11.5	40	20960	2	N	Y		2	С		4	.84
SEG0776	N	MIAMI	AVE	N 79 ST	N 71 ST	4	11.5	40	20960	2	Y N	Y		2	С		4	.84
SEG0776B	N	MIAMI	AVE	N 71 ST	N 67 ST	4	11	40	20960) 1	N	Y		1	R		5	.204
SEG0777	N	MIAMI	AVE	N 67 ST	N 62 ST	4	12	40	20960)					C & I	R	4	.477
SEG0778	N	MIAMI	AVE	N 62 ST	N 54 ST	4	12	40	20960) 1	N	Y	Р	2	С		4	.477
SEG0779	N	MIAMI	AVE	N 54 ST	N 46 ST	4	12	40	17880) 1	N	Y	Р	2	R		Y 4	1.229
SEG0780	N	MIAMI	AVE	N 46 ST	I-195	4	12	40	17880) 2	N	N	Р	2	R		4	1.229
SEG0781	N	MIAMI	AVE	I-195	N 36 ST	4	12	30	17880) 2	N	Y	Р	2	C		3	3.532
SEG0782	N	MIAMI	AVE	N 36 ST	N 29 ST	4	12	30	14800) 2	N	Y		1	С		3	3.284
SEG0783	N	MIAMI	AVE	N 29 ST	N 20 ST	4	12	30	14800) 2	N	Y	Y	2			Y 3	3.284
SEG0784	N	MIAMI	AVE	N 20 ST	N 17 TERR	4	12	30	14800) 2	Y N	Y		1	С	,	Y 3	3.284
SEG0785	N	МІАМІ	AVE	N 17 TERR	N 15 ST	4	12	30	14800) 2	,N	Y		1	С		3	3.284
SEG0786	N	MIAMI	AVE	N 15 ST	N 14 ST	3	14	30	14800) 2	N	Y		1	1		2	2.591
SEG0787	N	MIAMI	AVE	N 14 ST	I-395	3	10	30	14800) 1	N	Y	P-BS	2	С		6	4.771
SEG0788	N	MIAMI	AVE	-395	N 11 CT	~	10	30) .		Y	P-BS	: !			- 4	4

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ORIG_ID	RO	A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE I	PARK S	CH	RC190
SEG0789	N	МІАМІ	AVE	N 11 ST	N 10 ST	3	10	30	14800	1	Y	'N	Y	P-BS	2	С			4.771
SEG0790	N	МІАМІ	AVE	N 10 ST	N 6 ST	3	11	30	14800	1	Y	N	Y	P-BS	2	С			4.226
SEG0791	N	МІАМІ	AVE	N 6 ST	N 5 ST	3	11	30	14800	3		Ν	Y	P-E.SI	2	С			4.226
SEG0792	N	MIAMI	AVE	N 5 ST	N 3 ST	-3	11	30	14800	3		Ν	Y	P-E.SI	2	C			4.226
SEG0792B	N	MIAMI	AVE	N 3 ST	N 1 ST	2	9.5	30	14800	2		N	Y	P-W.SI	2	С			5.84
SEG0793	N	МІАМІ	AVE	N 1 ST	FLAGLER ST	2	9.5	30	14800	2		Ν	Y	P-W.SI	2	С			5.84
SEG0794	S	МІАМІ	AVE	FLAGLER ST	S 1 ST	3	10	30	14800	1		Ν	Y		1	С			4.771
SEG0794B	S	MIAMI	AVE	S 1 ST	S 4 ST	3	10	30	5920	1		Ν	Y		1	С			3.817
SEG0795	S	МІАМІ	AVE	S 4 ST	S.Side of Brdg.	6	11	30	14800	1		Y	Y		2				3.431
SEG0795B	S	МІАМІ	AVE	S.Side of Brdg.	SW 7 ST	3	11	30	7500			N	Y	P-BS	2	С			3.441
SEG0795C	S	МІАМІ	AVE	S.Side of Brdg.	SW 6 ST	3	10	30	7500			Ν	Y		2				3.986
SEG0795D	S	MIAMI/1ST	AVE	SW 6 ST	SW 7 ST	3	10.5	30.1	7500										3.942
SEG0796	S	MIAMI	AVE	S 7 ST	S 8 ST	2	11	30	5920	1		N	Y		1	С			3.59
SEG0797	S	MIAMI	AVE	S 8 ST	S 13 ST	2	11	30	5920			Ν	Y	P-BS	2	С		Y	3.59
SEG0798	S	MIAMI	AVE	S 13 ST	S 15 RD	2	11	30	5920			N	Y	P-BS	2	С		_۲	3.59
SEG0799	S	MIAMI	AVE	S 15 RD	S 25 RD	4	11	30	5920	2	_	N	Y	P-BS	2	R			3.112
SEG0800	S	MIAMI	AVE	S 25 RD	US-1	4	11	30	5920	2		- N	Y	P-BS	2	R			3.112
SEG0800B		BAYSHORE	DR	US-1	ALATKA ST	4	10	35	12400	2		N	Y		2	C & R			4.71
SEG0810	NE	2ND	AVE	NE 119 ST	W DIXIE HWY	2	11	30	36080	1		N	N		1	С			8.454
SEG0811	NE	2ND	AVE	W DIXIE HWY	NE 111 ST	4	11	30	36080	2		N	Ν		1	R		Y	5.545
SEG0812	NE	2ND	AVE	NE 111 ST	NE 103 ST	4	11	30	30650	2		N	Ν		1	R		_	5.107
SEG0813	NE	2ND	AVE	NE 103 ST	NE 96 ST	4	11	30	25220	2		N	Y	Р	2	С			4.669
SEG0814	NE	2ND	AVE	NE 96 ST	GRAND	4	10	30	25220	2		N	Y	P	2	R	Y		5.214
SEG0815	NE	2ND	AVE	GRAND	NE 87 ST	4	10	30	25220	2		Ν	Y	P	2	R	Y		5.214
SEG0816	NE	2ND	AVE	NE 87 ST	NE 82 ST	2	11.5	30	25220	2		N	Y	Р	2	С			6.43
SEG0817	NE	2ND	AVE	NE 82 ST	NE 79 ST	2	11.5	30	27570	2		Ν	Y	Р	2	С			6.809
SEG0818	NE	2ND	AVE	NE 79 ST	NE 71 ST	3	10	30	29920	1	Y	N	Y	SB	2	C			6.397
SEG0819	NE	2ND	AVE	NE 71 ST	NE 62 ST	. 4	9	30	29920	2		Ν	Y	A-SB,F	2	С			6.138
SEG0820	NE	2ND	AVE	NE 62 ST	NE 54 ST	4	10	30	29920	2		Y	N	A-NB,F	° 2	С		Y	5.593
SEG0821	NE	2ND	AVE	NE 54 ST	NE 46 ST	4	9	30	29920	2		Y	Y	P-SB	2	С			6.138
SEG0822	NE	2ND	AVE	NE 46 ST	I-195	4	9.5	30	28750	1		N	Y	P-BS	2	С			5.771
SEG0823	NE	2ND	AVE	I-195	NE 36 ST	4	10	30	28750	1	Y	N	N		2	C			5.499
SEG0824	NE	2ND	AVE	NE 36 ST	NE 29 ST	4	9.5	30	27580	2	Y			Р	2				5.677
SEG0825	NE	2ND	AVE	NE 29 ST	NE 20 ST	4	12	30	27580	1		N	Y	Р	2	С			4.314
SEG0826	NE	2ND	AVE	NE 20 ST	NE 15 ST	4	11.5	30	27580	2		N	Y	P-BS	2	С	Y		4.587
SEG0827	NE	2ND	AVE	NE 15 ST	NE 14 ST	4	10	30	27580	1		N	Y	Р	2	С		_	5.404
SEG0828	NE	2ND	AVE	NE 14 ST	I-395	4	10.5	30	27580	2		N	Y	Р	2	С			5.132

Interim Disk:Network.vew

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD C	RB/G	PARKG	SIGHT	DRIVE	PARK SCH	RCI	90
SEG0829	NE	2ND	AVE	I-395	NE 6 ST	3	11	30	27580	1	Y	N	Y		2	1		5.6	301
SEG0830	NE	2ND	AVE	NE 6 ST	NE 5 ST	3	10.5	30	27580	2	Y	N	Y		2	С		5.8	373
SEG0831	NE	2ND	AVE	NE 5 ST	NE 1 ST	3	10.5	30	27580	2		Ν	Y	P-BS	2	С	Y	5.8	373
SEG0832	NE	2ND	AVE	NE 1 ST	FLAGLER ST	3	9	30	27580	2		N	Y	P-W.SI	2	С		6.6	591
SEG0833	SE	2ND	AVE	FLAGLER ST	SE 1 ST	4	10	30	12400	2	-	Ν	Y		2	С		4.1	18
SEG0834	SE	2ND	AVE	SE 1 ST	SE 4 ST	2	10.5	30.1	12400				Y					4.9	917
SEG0840		BRICKELL	AVE	SE 25 RD	RICKENBACKER	4	10.5	40.1	12400	2		N	Y		2	С		4.8	886
SEG0845	NE	6TH	AVE	NE 125 ST	GRIFFING BLVD	4	9.5	35	14820	2		N	N		1	R		5.2	223
SEG0846	NE	6TH	AVE	GRIFFING BLVD	NE 111 ST	4	11	30	14820	2		N	N	S	2	С		3.8	83
SEG0847	NE	6TH	AVE	NE 111 ST	NE 103 ST	4	11	30	14820	2		N	N		2	С	Y	3.8	83
SEG0848	NE	6TH	AVE	NE 103 ST	GRAND	4	11.5	30	14820	3		N	N		1	R		3.	558
SEG0849	NE	6TH	AVE	GRAND	NE 96 ST	4	11.5	30	14820	3		N	N		1	R		3.	558
SEG0850	NE	6TH	AVE	NE 96 ST	BISCAYNE BLVD	4	11.5	30	14820	3	Y	Ν	Ν			R		3.	558
SEG0851	NW	2ND	AVE	NW 151 ST	N MIAMI AVE	2	11.5	35	8500	2		N	Ν		1	R		4.	127
SEG0851B	N	BISCAYNE RIVER	DR	N MIAMI AVE	NE 135 ST	2	11	35	10280	2		Ν	Ν		3	R		4.	732
SEG0851C	-	MEMORIAL	HWY	NE 135 ST	NE 131 ST	2	11.5	30	6200	1		Ν	Ν		1	С		3.	363
SEG0852		MEMORIAL	HWY	NE 131 ST	NE 125 ST	2	11	30	6200	2		Ν	Ν		1	R		3.	635
SEG0853		GRIFFING	BLVD	NE 125 ST	W DIXIE HWY	2	11	30	6200	2		Ν	Ν		1	R	Y	3.	635
SEG0854		GRIFFING	BL,VD	W DIXIE HWY	NE 6 AVE	2	12	30	6200	2		Ν	N		1	R		3.	.09
SEG0855		GRIFFING	BLVD	NE 6 AVE	NE 107 ST	2	12	30	12200	2		Ν	Ν		1	R		4.	.058
SEG0856	NE	10TH	AVE	MIAMI GARDENS D	NE 167 ST	2	10	30	12200	1	_	Ν	Ν		1	С	Y	5.	.148
SEG0856B	NE	10TH	AVE	NE 167 ST	MIAMI BCH. BLVD	2	11	30	12200	1		N	N	P-SB	2	С		4.	.603
SEG0857	NE	10TH	AVE	MIAMI BCH. BLVD	NE 159 ST	2	9	30	12200	1		N	N		1	R		5.	.693
SEG0858	NE	10TH	AVE	NE 159 ST	NE 151 ST	2	11	30	12200	2		Y	N		1	R		4.	.603
SEG0859	NE	10TH	AVE	NE 151 ST	NE 135 ST	2	11	30	12200	2		N	<u>N</u>		1	R		4.	.603
SEG0860	NE	10TH	AVE	NE 135 ST	NE 125 ST	2	10.5	30	12200	1		N	Ν		1	R		4	.875
SEG0860X	NE	9TH	AVE	NE 108 ST	GRIFFING BLVD														
SEG0860Y	NE	108TH	ST	NE 9 AVE	NE 10 AVE														
SEG0860Z	NE	10TH	AVE	NE 108 ST	NE 123 ST														
SEG0861	NE	10TH	AVE	BISCAYNE BLVD	NE 82 ST	2	11	30	12200) 1		N	N		1	R		4	.603
SEG0862	NE	10TH	AVE	NE 82 ST	NE 79 ST	2	12	30	12200) 3		N	N		1	R		4	.058
SEG0863	NE	12TH	AVE	NE 215 ST	NE 205 ST	2	10	30	9860	1		N	Ν		1	С		4	.77
SEG0864	NE	12TH	AVE	NE 205 ST	1-95	2	12	30	9860	1	Y	N	N		1	R		3	.68
SEG0865	NE	15TH	AVE	MIAMI GARDENS D	NW 171 ST	2	12	35	6200	1		N	N		1	R	١	3	.438
SEG0866	NE	15TH	AVE	NW 171 ST	NW 163 ST	2	12	35.1	I 6200	1		N	Ν		1			3	.445
SEG0867	NE	16TH	AVE	NE 163 ST	NW 159 ST	2	11	30	31400) 2		Ν	Ν		1	R		7	'.7
SEG0868	NE	16TH	AVE	NE 159 ST	W DIXIE HWY	n	11	30	<u> </u>) ^		~ *	١		2				
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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	OADW	A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	сн I	RC190
SEG0869	NE	16TH		AVE	W DIXIE HWY	NE 135 ST	2	12	30	31400	1		N	Ν		1	R		Y	7.155
SEG0870	NE	16TH		AVE	NE 135 ST	NE 123 ST	2	11.5	30	31400	1	Y	Ν	N		1	R	_		7.427
SEG0871	NE	16TH		AVE	NE 123 ST	BISCAYNE BLVD	2	11.5	30	31400	1		Ν	Ν		1	С			7.427
SEG0872		HIGHLAND LA	KES	BLVD	County Line	NE 203 ST	2	11.1	30	20190									-	11.88
SEG0873		HIGHLAND LA	KES	BLVD	NE 203 ST	NE 199 ST	2	11.1	30	20190				_					_	11.88
SEG0874	NE			AVE	NE 199 ST	NE 193 ST	2	10	35	6200	1		Ν	N		1	R			4.71
SEG0874B	NE	18TH		AVE	NE 193 ST	NE 191 ST	2	10	35	6200	1		Ν	N		1	R			4.71
SEG0874C	NE	18TH		AVE	NE 1913 ST	MIAMI GARDENS D	4	9	30	6200	2		Ν	Ν		1	С			4.225
SEG0878	W	DIXIE		HWY	County Line	NE 203 ST	2	11	30	19480	1	Y	Ν	N		1	С			5.777
SEG0879	W	DIXIE		HWY	NE 203 ST	NE 195 ST	2	12	30	19480	1	Y	Ν	Ν			С			5.232
SEG0880	W	DIXIE		HWY	NE 195 ST	NE 193 ST	2	12	30.1	19480	2	Y.	Ν	N		1	I			5.239
SEG0881	W	DIXIE		HWY	NE 193 ST	NW 186 ST	2	11	30	19480	1		Ν	Y-SB	P-BS	2	С	Y	Y	5.777
SEG0884	W	DIXIE		HWY	NE 163 ST	NE 159 ST	4	10.5	40	19480	2	_	N	Y		1	С			5.448
SEG0885	W	DIXIE		HWY	NE 159 ST	NE 151 ST	4	10.5	40	19500	2		N	Y		1	С		_	5.449
SEG0885B	W	DIXIE		HWY	NE 151 ST	NE 16 AVE	4	10.5	40.1	19500	2		N	Y		1	С		_	5.459
SEG0885C	W	DIXIE		HWY	NE 16 AVE	NE 12 AVE	4	10.5	40.1	19500	2		N	Y		1	С			5.459
SEG0885D	w	DIXIE		HWY	NE 12 AVE	NE 135 ST	4	11	40.1	19500	2		Ν	Y	Y	2	С		_	5.095
SEG0885E	W	DIXIE		HWY	NE 135 ST	NE 6 AVE	4	11	40	19500	2		N	Y	Y	2	С			5. 08 6
SEG0885F	W	DIXIE		HWY	NE 125 ST	GRIFFING RD	4	11	40.1	19500	1		Ν	Y		1	С	Y		5.095
SEG0885Z	W	DIXIE		HWY	NE 2 AVE	GRIFFING BLVD														_
SEG0886		BISCAYN	E	BLVD	County Line	NE 203 ST	6	11	45	29436	1		N	Y		1	С			5.535
SEG0887		BISCAYN	E	BLVD	NE 203 ST	AVENTURA BLVD	6	11	45	29436	1	Y	Ν	Y		1	С			5.5 3 5
SEG0888		BISCAYN	E	BLVD	AVENTURA BLVD	W.LEHMAN CSWY	6	11	45	40406	1	Y	Ν	Y-SB		2	С			6.125
SEG0889		BISCAYN	E	BLVD	W.LEHMAN CSWY	MIAMI GARDENS D	6	12	45	51376	1	Y	Ν	Y		1	С		Y	5.897
SEG0890		BISCAYN	E	BLVD	MIAMI GARDENS D	NE 177 ST	6	11	45	51376	1	Y	Ν	Y		1	С		Y	6.715
SEG0890B		BISCAYN	E	BLVD	NE 177 ST	NE 172 ST	4	11	45	51376	1	Y	N	Ν		1	С			8.096
SEG0891		BISCAYN	E	BLVD	NE 172 ST	NE 163 ST	4	10.5	45.1	44580	3		Ν	N		1	С	Y		7.966
SEG0892		BISCAYN	E	BLVD	NE 163 ST	NE 151 ST	4	10.5	45	37788	2		Ν	Ν		1	C	Y		7.409
SEG0892B		BISCAYN	E	BLVD	NE 151 ST	NE 145 ST	4	10	35	37788	2		Ν	N		1	С		Y	6.757
SEG0892C		BISCAYN	E	BLVD	NE 145 ST	NE 140 ST	4	9.5	35	37788	1		Y	N		1	С			7.075
SEG0893		BISCAYN	E	BLVD	NE 140 ST	NE 135 ST	4	9.5	35	37788	3		N	Ν		1	С	Y		7.075
SEG0894		BISCAYN	E	BLVD	NE 135 ST	NE 123 ST	6	11	25	37788	1		N	Y		1	С			4.227
SEG0895		BISCAYN	E	BLVD	NE 123 ST	SANS SOUCI BLVD	4	11	35	33716			Ň	Ν		1	С			5.793
SEG0896		BISCAYN	E	BLVD	SANS SOUCI BLVD	NE 16 AVE	4	11	35	33716			Ν	N		1	С			5.793
SEG0897		BISCAYN	E	BLVD	NE 16 AVE	NE 108 ST	4	11.5	35	33716		2	N	N		1	С			5.475
SEG0898		BISCAYN	E	BLVD	NE 108 ST	NE 10 AVE	4	11	35	36778	1		Ν	Y		1	С			6.04
SEG0899		BISCAYN	E	BLVD	NE 10 AVE	NE 6 AVE	4	11.5	35	36778	1		N	N		1	R			5.722

ORIG_ID	1	7 0	A D V	V A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	СН	RC190
SEG0900			BISCAYN	E	BLVD	NE 6 AVE	NE 87 ST	4	10.5	35	36778	1	N	Y		2	С	-		6.358
SEG0901			BISCAYN	E	BLVD	NE 87 ST	NE 82 ST	4	1 1.5	35.1	35232	3	N	Y		2	С			5.605
SEG0902			BISCAYN	E	BLVD	NE 82 ST	NE 79 ST	4	11	35.1	35232	1	N	Y,	P-NB	2	С			5.924
SEG0903			BISCAYN	ΙE	BLVD	NE 79 ST	NE 71 ST	4	9	35.1	35232	3	N	Y		2	С			7.2
SEG0904			BISCAYN	IE	BLVD	NE 71 ST	NE 61 ST	4	9	30.1	39236	3	N	Y		2	С	Y	Y	6.902
SEG0905			BISCAYN	IE	BLVD	NE 61 ST	NE 54 ST	4	9.5	30.1	39236	3	N	Y		2	С			6.628
SEG0906			BISCAYN	IE	BLVD	NE 54 ST	I-195	6	10.5	30	33902	3	N	Y		2	С			4.73
SEG0907			BISCAYN	IE	BLVD	l-195	NE 36 ST	6	11	35	33902	2	N	Y		1	С	_	_	4.897
SEG0907B			BISCAYN	IE	BLVD	NE 36 ST	NE 32 ST	5	10	30	36330		N	Y		1	С			5.524
SEG0908			BISCAY	VE	BLVD	NE 32 ST	NE 20 TER	4	10	30	36330	1	N	Y	P-NB	2	С			6.11
SEG0908B			BISCAY	VE	BLVD	NE 20 TR	NE 19 ST	4	10	30	33570	1	N	Y	P-NB	2	С			5.887
SEG0908C			BISCAYN	VE	BLVD	NE 19 ST	NE 17 ST	4	10	30	33570	2	N	Y	P-NB	2	С			5.887
SEG0909			BISCAY	VE	BLVD	NE 17 ST	NE 15 ST	4	11.5	30	33570	1	N	Y		1	С			5.07
SEG0910			BISCAY	VE	BLVD) NE 15 ST	NE 14 ST	4	11.5	30	37064	1		Y		1	С			5.352
SEG0911			BISCAY	VE	BLVD	NE 14 ST	I-395	6	11	30	41168	1	N	Y						4.848
SEG0912			BISCAY	VE	BLVD) I-395	PORT BLVD	8	9	30	43848	2	Y N	Y		1	С	Y		5.493
SEG0913			BISCAY	VE	BLVD	PORT BLVD	NE 1 ST	6	10	30	43848	2	Ň	Y	P	2	C	Y		5.537
SEG0914			BISCAY	VE	BLVE	D NE 1 ST	FLAGLER ST	6	10	30	36660	2	N	Y	Р	3	С			5.151
SEG0915			BISCAY	NE	BLV	FLAGLER ST	SE 1 ST	8	10	30.1	21114	2	N	Y	P-SB	2	С			4.042
SEG0916B			BISCAY	NE	BLVE	D CHOPIN PLAZA	SE 4 ST	3	11	30.1	21114	2	N	Y	P-E.SI	2	С			4.914
SEG0918			FEDERA	AL _	HWY	US-1	BRICKELL AVE	4	10	45	14554	1	N	Y		1	R			5.944
SEG0977			US-1		HWY	SW 344 ST	CARD SOUND RD	4	11.5	45	22194	2	N	N		1	С			5.334
SEG0978			US-1		HWY	CARD SOUND RD	13.7M-N.CtyLine	4	11	45.1	22194					_				5.751
SEG0979			US-1		HWY	13.7M-N.CntyLin	9.2M-N.CntyLine	2	11	45.1	22194		Y-4'							7.541
SEG0980			US-1		HWY	9.2M-N.CntyLine	8.1M-N.CntyLine	4	11	45.1	22194	-	Y-4'							5.751
SEG0980B			US-1		HWY	8.1M-N.CntyLine	3.2M-N.CntyLine	2	11	45.1	22194		Y-4'							7.541
SEG0980C	_		US-1		HWY	3.2M-N.CntyLine	County Line	4	11	45.1	22194		Y-4'							5.751
SEG0987B	NW	,	HONEYH	11LL	DR	NW 57 AVE	NW 52 AVE	4	11	40	18600) 1	N	N		1	R	_		5.013
SEG0987C	NW	,	199Th	1	ST	NW 52 AVE	NW 47 AVE	4	11	40	18600	2	N	Y		1	R			5.013
SEG0988	NW	/	199TH	1	ST	NW 47 AVE	NW 42 AVE	4	11.5	40	18600) 2	N	Y		1	R			4.65
SEG0989	NW	/	199TH	ł	ST	NW 42 AVE	NW 37 AVE	4	11	40	17380	2	N	Y		1	R			4.915
SEG0990	NW	/	199TH	1	ST	NW 37 AVE	NW 32 AVE	4	12	40	17380	1	Ν	Y		1	R			4.188
SEG0991	NИ	/	199TH	1	ST	NW 32 AVE	NW 27 AVE	4	12	40	20250) 1	N	Y		1	R			4.42
SEG0992	NN	/	199TH	1	ST	NW 27 AVE	NW 22 AVE	6	12	35	20370) 1	N	Y		1	С			3.533
SEG0993	NИ	/	199TH	1	ST	NW 22 AVE	HWY 91	6	12	35	20370) 1	N	Y		1	С			3.533
SEG0994	NИ	/	199TH	1	ST	HWY 91	NW 12 AVE	4	11.5	35	34680)							_	5.553
SEG0995	NN	/	199TH	1	ST	NW 12 AVE	NW 7 AVE	A	11.5	30)		Y		1				E

Sector Sector Sector

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

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ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD	CRB/G F	PARKG	SIGHT	DRIVE	PARK SCH	RC190	
SEG0996	NW	199 <i>TH</i>	ST	NW 7 AVE	NW 2 AVE	4	11	30	31060	2	N	Y		1	С		5.14	
SEG1002B	NE	199TH	ST	NE 18 AVE	HIGHLAND LAKES	2	9.5	30	32000	1	N	Ν		2	R		8.614	_
SEG1008	NW	MIAMI GARDENS	DR	I-75	NW 87 AVE	4	12	40	19380		Y-MIA	Ν		1			4.35	_
SEG1009	NW	MIAMI GARDENS	DR	NW 87 AVE	NW 82 CT	4	12	40	19380		Y-MIA	Ν		1			4.35	
SEG1010	NW	MIAMI GARDENS	DR	NW 82 CT	NW 67 AVE	4	12	40	24340	1	Y-MIA	N		2	С		4.75	_
SEG1011	NW	MIAMI GARDENS	DR	NW 67 AVE	NW 57 AVE	2	11	30	32160	1	N	Ν		1	С		5.229	-
SEG1012	NW	183RD	ST	NW 57 AVE	NW 47 AVE	4	11	45	27414	1	N	Y		2	R	Y	6.163	_
SEG1013	NW	183RD	ST	NW 47 AVE	NW 42 AVE	4	11	45	22670	1	N	Y		1	С		5.781	-
SEG1014	NW	183RD	ST	NW 42 AVE	NW 37 AVE	4	11	45	22670	1	N	Y		1	С		5.781	-
SEG1015	NW	183RD	ST	NW 37 AVE	NW 32 AVE	4	11.5	40	22670	1	Y-MIA	N		1	R	Y	4.978	_
SEG1016	NW	183RD	ST	NW 32 AVE	NW 27 AVE	4	11.5	40	22670	1	Y-MIA	N		1	R		4.978	-
SEG1017	NW	183RD	ST	NW 27 AVE	NW 22 AVE	4	11.5	40	25046	2	N	N			R		5.17	-
SEG1018	NW	183RD	ST	NW 22 AVE	NW 17 AVE	4	11.5	40	25046	1	N	N			R		5.17	_
SEG1019	NW	183RD	ST	NW 17 AVE	HWY 91	4	11.5	40	36390	1	Ν	Ν		1	C		6.085	-
SEG1020	NW	183RD	ST	HWY 91	NW 12 AVE	4	11.5	40	36390	1	N	N			R		6.085	-
SEG1021	NW	183RD	ST	NW 12 AVE	NW 7 AVE	4	11.5	40	28958	1	N	N			R		5.485	_
SEG1022	NW	183RD	ST	NW 7 AVE	NW 2 AVE	4	12	40.1	28958		Y-MIA	Ν	P	2	R		5.129	_
SEG1023	NW	183RD	ST	NW 2 AVE	I-95 SB	4	10	30	36026		Y				С		6.085	_
SEG1024	NE	183RD	ST	1-95 SB	I-95 NB	6	10.5	40.1	36026		Y	Y		2			5.823	-
SEG1025	NE	MIAMI GARDENS	DR	I-95 NB	NE 10 AVE	4	10	40	40580	1	Y-MIA	N		2	R		7.513	_
SEG1026	NE	MIAMI GARDENS	DR	NE 10 AVE	NE 15 AVE	4	11.5	40	40580	2	Y-MIA	Y-EB		2	R		6.423	-
SEG1027	NE	MIAMI GARDENS	DR	NE 15 AVE	NE 18 AVE	4	11.5	40	40580	3	Y	N		2	С		6.423	_
SEG1028	NE	MIAMI GARDENS	DR	NE 18 AVE	NE 19 AVE	4	11.5	40.1	40580		Y	N					6.43	_
SEG1029	NE	MIAMI GARDENS	DR	NE 19 AVE	NE 23 CT	4	11.5	30	33108	2	Y	N		2		Y	5.033	_
SEG1030	NE	MIAMI GARDENS	DR	NE 23 CT	W DIXIE HWY	6	8	35.1	33108	2	N	Y		2	С		6.776	_
SEG1031	NE	MIAMI GARDENS	DR	W DIXIE HWY	BISCAYNE BLVD	6	11.5	30.1	33108	2	Y	Y	_	1	С	Y	4.15	
SEG1032	NW	175TH	ST	NW 42 AVE	NW 37 AVE	2	9.5	30	6200	1	N	N		1	R		4.453	
SEG1033	NW	175TH	ST	NW 37 AVE	NW 32 AVE	2	9.5	30	6200	1	N	N		1	R	Y	4.453	
SEG1034	NW	175TH	ST	NW 32 AVE	NW 27 AVE	2	9.5	30	6200	1	N	Ν		1	R	Y	4.453	
SEG1035	NW	175TH	ST	NW 27 AVE	NW 22 AVE	2	9.5	30	6200	2	N	Ν		1	R	Y	4.453	_
SEG1036	NW	175TH	ST	NW 22 AVE	NW 17 AVE	2	10	30	6200	1	N	Ν		1	R	Y	4.18	
SEG1037	NW	175TH	ST	NW 17 AVE	NW 12 AVE	2	10	30.1	6200	2	N	N		1	R	Y	4.191	_
SEG1037B	NW	173RD	DR	NW 57 AVE	NW 47 AVE	2	11	30	6200	1	N	N		2	R		3.635	_
SEG1037C	NW	173RD	DR	NW 47 AVE	NW 42 AVE	2	9.5	30	6200	1	N	Ν	P@SC	2	R	Y	4.453	_
SEG1040	NW	167TH	ST	NW 2 AVE	N MIAMI AVE	6	11	35	64090	1	N	Y		2	С		6.52	_
SEG1041	NE	167TH	ST	N MIAMI AVE	NE 6 AVE	6	11	35	64090	1	N	Y		2	С		6.52	
SEG1044	NE	167TH	ST	NE 6 AVE	NE 10 AVE	6	12	35	64090	1	N	Y		2	С		5.884	

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G F	PARKG	SIGHT	DRIVE	PARK	SCH	RC190
SEG1045	NE	163RD	ST	NE 10 AVE	NE 15 AVE	6	12	35	6200	1		N	Y		1	С			2.772
SEG1046	NE	163RD	ST	NE 15 AVE	NE 16 AVE	6	12	35	6200	1		<u>N</u>	Y		1	<u>с</u>			2.772
SEG1047	NE	163RD	ST	NE 16 AVE	NE 19 AVE	6	12	35	6200	1		N	Y		1	С			2.772
SEG1048	NE	163RD	ST	NE 19 AVE	W DIXIE HWY	6	12	35	6200	1		· N	Y		1	С			2.772
SEG1049	NE	163RD	ST	W DIXIE HWY	BISCAYNE BLVD	6	12	35.1	12400	2	Y	Ν	Y		1	С			3.112
SEG1050		SUNNY ISLES	CSW	BISCAYNE BLVD	NE 35 AVE	8	12	55	38420										5.381
SEG1051		SUNNY ISLES	CSW	NE 35 AVE	COLLINS AVE	8	12	55	38420										5.381
SEG1056	NW	154TH	ST	NW 87 AVE	NW 82 AVE	2	11.5	40	27970	1					1	R			7.661
SEG1057	NW	154TH	ST	NW 82 AVE	HWY 826	4	11.5	40	27970	1		Ν	Y	_	1	С			5.406
SEG1058		MIAMI LAKES	DR	FAIRWAY DR.	SR 826	4	11.5	35	27970	1			Y		2	С			5.012
SEG1059		MIAMI	DR_	FAIRWAY DR.	NW 67 AVE	2	11	35.1	27970	1		N	N		2	R	Y	Y	7.594
SEG1059B	W	MIAMI LAKES	DR	S.MIA.LAKEWAY D	NW 67 AVE	2	11	35	27970	2		N	N		2	С			7.585
SEG1059C	E	MIAMI LAKES	DR	MIAMI LAKEWAY D	NW 67 AVE.	2	11	35	16080	2	-		Y-NB		3	R			5.668
SEG1059D	E	MIAMI LAKES	DR	E MIA.LAKEWAY D	NW 60 AVE	2	11	35	16080	2		N	N		2	С			5.668
SEG1059E		MIAMI LAKES	DR	NW 60 AVE	NW 57 AVE	2	14	35	16080	1		Ν	N		1	С	Y	Y	3.76
SEG1061		MIAMI LAKEWAY	DR	FAIRWAY DR	NW 67 AVE	2	11	35	16080	1		Ν	N		1	С			5.668
SEG1062	N	MIAMI LAKEWAY	DR	NW 67 AVE	E MIAMI LAKES D	2	11	35	16080	1		Ν	N		1	С		Y	5.668
SEG1063		FAIRWAY	DR	W MIAMI LAKES D	N MIAMI LAKEWAY	4	11.5	35.1	32160			Ν	Y		1	С			4.964
SEG1069	NE	151ST	ST_	NE 10 AVE	NE 12 AVE	2	11	30.1	10320	1		N	N		1	R			4.308
SEG1070	NE	151ST	ST_	NE 12 AVE	NE 16 AVE	2	11	30.1	10320	1		N	N	Р	2	R			4.308
SEG1071	NE	151ST	ST	NE 16 AVE	W DIXIE HWY	2	9.5	30.1	10320			Ň	N		1	Т			5.129
SEG1072	NE	151ST	ST_		BISCAYNE BLVD	4	10	35	10320	1	Y	N	Y		1				4.542
SEG1073	NE	151ST	ST	BISCAYNE BLVD	F.I.U.	2	11.5	35	10320	1		N	N					Y	4.421
SEG1076	-	ALI BABA	AVE	NW 37 AVE	OPA-LOCKA BLVD	4	10.5	30	12400	1	· -	Ν	Y	P-BS	2	С		·	3.908
SEG1077		ALI BABA	AVE	OPA-LOCKA BLVD	NW 27 AVE	4	10.5	30	12400	1		N	Y	P-BS	2	С		Y	3.908
SEG1078		ALI BABA	AVE	NW 27 AVE	NW 22 AVE	4	9	30	12400	1		N	Y	P-BS	2				4.725
SEG1081		OKEECHOBEE	RD	County Line	NW 116 WAY	4	12	55	44120	2		Y-4.5	' <u>N</u>		1				7.39
SEG1082		OKEECHOBEE	RD	NW 116 WAY	ALEXANDER DR	6	12	55	44120	2		Y-9'	N	_	1				6.204
SEG1083		OKEECHOBEE	RD	ALEXANDER DR	HWY 826	6	12	55	44120	2		Y-9'	N		1	1			6.204
SEG1084		OKEECHOBEE	RD_	HWY 826	NW 18 (HI) AVE	4	10	40	44120	2		N	Y		2	<u> </u>			7.798
SEG1085		OKEECHOBEE	RD	NW 18 (HI) AVE	NW 72 AVE	4	10	40	36530	2		N	Y		2				7.186
SEG1086	_	OKEECHOBEE	RD	NW 72 AVE	NW 67 AVE	4	10	40	36530) 2		N	Y		2	1			7.186
SEG1087		OKEECHOBEE	RD	NW 67 AVE	NW 21 (HI) ST	4	10	40	36530) 3		N	Y		2	1			7.186
SEG1087Z	SW	136TH	ST_	SW 107 Ave.	SW 106 AVe.														
SEG1088		OKEECHOBEE	RD	NW 21 (HI) ST	NW 8 (HI) AVE	4	10	40	42730) 3	Y	N	Y		2	I			7.686
SEG1089		OKEECHOBEE	RD	NW 8 (HI) AVE	NW 4 (HI) AVE	4	10	40	42730) 3		Ν	Y		2	I			7.686
SEG1090		OKEECHOBEE	RD	NW 4 (HI) AVE	PALM AVE	4	10	35	42730) ?		, NI	V		2			۰Y	. - ,

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ORIG_ID	. R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	CHF	RC190
SEG1091		OKEECHOBEE	RD	PALM AVE	HIALEAH DR	4	10.5	35	42730	3		N	Y		2	С			6.838
SEG1092		OKEECHOBEE	RD	HIALEAH DR	SE 1 (HI) AVE	4	10.5	35	42730	2		N	N		2	С			6.838
SEG1093		OKEECHOBEE	RD	SE 1 (HI) AVE	SE 4 (HI) AVE	4	10.5	35	42730	2		Ν	N		2	С			6.838
SEG1094		OKEECHOBEE	RD	SE 4 (HI) AVE	SE 8 (HI) ST	4	10.5	35	42730	2		N	N		2	С			6.838
SEG1095		OKEECHOBEE	RD	SE 8 (HI) ST	SE 8 (HI) AVE	4	10.5	35	42730	2		N	N		2	С			6.838
SEG1096		OKEECHOBEE	RD	SE 8 (HI) AVE	HWY 112	4	10	35.1	42730			Y-6'							7.167
SEG1097	N	RIVER	DR	HWY 112	NW 37 AVE	4	12	35.1	21900	2	Y	N	Y-WB		1	I			4.211
SEG1098	N	RIVER	DR	NW 37 AVE	NW 28 ST	4	12	35.1	21900	2	Y	Ν	Y-WB		1	ł			4.211
SEG1099	N	RIVER	DR	NW 28 ST	NW 32 AVE	4	12	35.1	21900	2	Y	N	Y-WB		1	I			4.211
SEG1100	N	RIVER	DR	NW 32 AVE	NW 27 AVE	4	11.5	35.1	21900	2	Y	Ν	Y		2	I			4.53
SEG1101	N	RIVER	DR	NW 25 AVE	NW 22 AVE	2	10	35.1	21900	3		Ν	Ν		3	R			7.253
SEG1102	N	RIVER	DR	NW 22 AVE	NW 17 AV	2	14	35.1	21900	2		N	N		2	С			4.702
SEG1114	S	ROYAL POINCIANA	BLVD	MORNINGSIDE DR	COOLIDGE DR	4	11	35	13380	1		Ν	Ν		1	R		Y	4.153
SEG1115	S	ROYAL POINCIANA	BLVD	COOLIDGE DR	NW 36 ST	6	10.5	35.1	13380	1		Ν	Υ		2	С			4.121
SEG1116	S	RIVER	DR	NW 36 ST	R/R	2	12	30.1	13380	1	Ŷ	Ν	N		1	С			4.255
SEG1116B	S	RIVER	DR	NW 20 ST	R/R	2	11	30.1	13380	2	Y	N	Ν	-	1	I			4.802
SEG1116C	-	DELEWARE	PKW	NW 27 AVE	NW 20 ST	4	10	30.1	13380		-	-	-		1				4.27
SEG1117	S	RIVER	DR	NW 8 AVE	FLAGLER ST	2	9.5	30.1	13380	2		N	Y	P-BS	3	I			5.622
SEG1118	S	RIVER	DR	FLAGLER ST	SW 1 ST	2	9.5	30.1	13380	1		Y-MIA	Ň	P-BS	3	C			5.622
SEG1119	NW	138TH	ST	NW 107 AVE	I-75 HWY	2	13	40.1	15000	2		N	Ν		1				4.485
SEG1119B	NW	138TH	ST	I-75	NW 87 AVE	2	11	30.1	15000	1		<u>N</u>	Ν		1				5.063
SEG1119C	NW	138TH	ST	NW 92 AVE	NW 87 AVE	2	11	25.1	16000	1		Ν	Ν		1				4.785
SEG1120	NW	138TH	ST	NW 87 AVE	HWY 826	2	11.5	30	18180	1		Ν	N		1	С			5.295
SEG1121	NW	138TH	ST	HWY 826	NW 72 AVE	2	12	30	18180	1		Ν	Y		1	R			5.022
SEG1122	NW	138TH	ST	NW 72 AVE	NW 67 AVE	2	11.5	30.1	29630				Y			С			7.149
SEG1123	NW	138TH	ST	NW 67 AVE	NW 62 AVE	2	11.5	30.1	29630			Y	N						7.149
SEG1124	NW	138TH	ST	NW 62 AVE	NW 57 AVE	2	11.5	30.1	41080			Y	N						8.996
SEG1124B		OPA-LOCKA	BLVD	NW 135 ST	NW 27 AVE	3	12	35.1	21392										4.746
SEG1124C		OPA-LOCKA	BLVD	NW 27 AVE	NW 22 AVE	2	12	35.1	21392			Y-6'							5.896
SEG1124D		OPA-LOCKA	BLVD	NW 22 AVE	NW 12 AVE	2	12	35.1	21392			Y-4'							5.896
SEG1124E		OPA-LOCKA	BLVD	NW 12 AVE	NW 7 AVE	2	12	35.1	21392			Y-4'							5.896
SEG1124F		OPA-LOCKA	BLVD	NW 7 AVE	I-95	3	14.5	35.1	21392				Y						3.151
SEG1124G		OPA-LOCKA	BLVD	I-95	NW 2 AVE	3	14.5	35.1	21392				Y						3.151
SEG1125B	NW	135TH	ST	NW 47 AVE	NW 42 AVE	4	11	45	30180	1		N	Y		1	С			6.386
SEG1126	NW	135TH	ST	NW 42 AVE	NW 37 AVE	4	11	45	30180	1		Ν	Y		1	C			6.386
SEG1127	NW	135TH	ST	NW 37 AVE	NW 32 AVE	4	10.5	45.1	30180		Y	Ν	Y						6.805
SEG1128	NW	135TH	ST	NW 32 AVE	OPA-LOCKA BLVD	4	10.5	40	32780	1		N	Y		1	R		Y	6.52

ORIG_ID	RO	A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R F	PSHLD C	RB/G	PARKG	SIGHT	DRIVE	PA	RK SC	HR	(CI90
SEG1129	NW	135TH	sт	OPA-LOCKA BLVD	NW 27 AVE	4	10.5	40	32780	1		Ν	Y		1	R		Y	e e	6.52
SEG1130	NW	135TH	ST	NW 27 AVE	NW 22 AVE	2	10.5	40.1	6200											4.886
SEG1131	NW	135TH	ST	NW 22 AVE	NW 17 AVE	2	10.5	40.1	6200										4	4.886
SEG1132	NW	135TH	ST	NW 17 AVE	NW 12 AVE	2	10.5	40.1	6200										(4.886
SEG1133	NW	135TH	ST	NW 12 AVE	NW 7 AVE	2	10.5	40.1	6200											4.886
SEG1134	NW	135TH	ST	NW 7 AVE	I-95	2	10.5	40.1	6200											4.886
SEG1135	NW	135TH	ST	I-95	NW 2 AVE	2	12	30	6200	2		Ν	Y	P-BS	2	R				2.59
SEG1136	NW	135TH	ST	NW 2 AVE	N MIAMI AVE	4	11	30.1	35380			Ν	Y		1	R				5.497
SEG1137	NE	135TH	ST	N MIAMI AVE	MEMORIAL HWY	4	11	40	18900	2		Ν	Y		1	R				5.038
SEG1138	NE	135TH	ST	MEMORIAL HWY	NE 6 AVE	4	11	40	18900	2		N	Y		1	R		·	Y	5.038
SEG1139	NE	135TH	ST	NE 6 AVE	NE 10 AVE	4	11	40	18900	2		N	Y		1	R			Y	5.038
SEG1140	NE	135TH	ST	NE 10 AVE	NE 16 AVE	4	11	40	18900	1		N	Y		1	R		Y	Y	5.038
SEG1141B	NW	135TH	ST	BISCAYNE BLVD	PARK	2	14	30	18900	1		N	_ N	P-BS	2	С		Y		4.048
SEG1149	NE	125TH	ST	W DIXIE HWY	NE 6 AVE	4	11	35.1	21000	2		N	Y	P	2	С				4.776
SEG1150	NE	125TH	ST	NE 6 AVE	NE 10 AVE	4	13	35.1	27412	2		Ν	Y	P-BS	2	С				4.018
SEG1151	NE	125TH	ST	NE 10 AVE	NE 16 AVE	4	13	40	27412	2	Y	N	Y	P-BS	2	R			Y	4.271
SEG1152	NE	123RD	ST	NE 16 AVE	BISCAYNE BLVD	4	13	35.1	27412								_			4.018
SEG1153	NE	123RD	ST	BISCAYNE BLVD	SANS SOUCI BLVD	4	11.5	35	27412	1		N	Y		2	С				4.967
SEG1154	NE	123RD	ST	SANS SOUCI BLVD	BISCAYNE BAY	4	11.5	35	27412	1		N	Y		2	С			_	4.967
SEG1155		BROAD	CSW	W Biscayne Bay	Bay Harbor Isle	4	11	30	27412	1		Ν	N		1					4.846
SEG1155B	NE	BROAD	CSW	E BRIDGE	W. BROADVIEW DR	₹ 4	10	30	27412	1		Ν	Y		1					5.391
SEG1157	NW	122ND	ST	NW 97 AVE	OKEECHOBEE RD	2	12	25	34820	1		Ν	Ν		1	C			_	7.358
SEG1157B	NW	122ND	ST	NW 87 AVE	NW 97 AVE	2	14	40	34820	1		N	Ν		1	C				6.949
SEG1157C	NW	122ND	ST	NW 87 AVE	HWY 826	4	11	35	34820	1		Ν	Y		1	С				5.882
SEG1158	NW	122ND	ST	HWY 826	NW 72 AVE	4	11	40.1	34820	1		N	Y		1	C				6.33
SEG1159	NW	122ND	ST	NW 72 AVE	NW 67 AVE	4	11	40.1	25724	1		N	Y		1	C				5.597
SEG1160	NW	122ND	ST	NW 67 AVE	NW 62 AVE	4	11	40	26000	1		N	Y		1	C			_	5.61
SEG1161	NW	122ND	ST	NW 62 AVE	NW 57 AVE	4	11	40	26000	1		N	Y		1	С			Y	5.61
SEG1163	W	65TH (HI)	DR	NW 4 (HI) AVE	NW 122 ST	2	9	30	7650	2		Ν	Ν		2	R				4.959
SEG1164	NW	119TH	ST	NW 57 AVE	NW 2 (HI) CT	2	12	30	8820	1		N	N			R				3.513
SEG1165	NW	119TH	ST	NW 2 (HI) CT	PALM AVE	2	11	40	8820	1		Ν	Y		1			Y		4.936
SEG1166	NW	119TH	ST	PALM AVE	NE 4 (HI) AVE	2	11	40	8820	1		Ν	Y		1			Y		4.936
SEG1167	NW	119TH	ST	NE 4 (HI) AVE	NW 42 AVE	2	11	40	15530) 1		N	Y		1			Y		6.018
SEG1168	NW	119TH	ST	NW 42 AVE	LEJUNE/DOUGLAS	4	12	40	15530) 1		N	Y		1	R				4.039
SEG1169	NW	119TH	ST	LEJUNE/DOUGLAS	GRATIGNY PKWY	2	14	45	15530) 1	Y	Y-MIA	Y		1	1				4.005
SEG1170	NW	119TH	ST	GRATIGNY PKWY	NW 32 AVE	6	12	45	15530) 1		N	Y		1	1				3.97
SEG1171	NW	119TH	ST	NW 32 AVE	NW 27 AVE	8.	11.	45	15530) 1.		N	Y		1				Y	A 570

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ORIG_ID	RC	ADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK SCH	RC190
SEG1172	NW	119TH	ST	NW 27 AVE	NW 22 AVE	6	10.5	45.1	15530	2		Ν	Y		1	С	Y	5.206
SEG1173	NW	119TH	ST	NW 22 AVE	NW 17 AVE	6	11	40	15530	2	N	Y	С		1			4.348
SEG1174	NW	119TH	ST	NW 17 AVE	NW 12 AVE	6	11	40	15530	2		N	Y		1	С		4.348
SEG1175	NW	119TH	ST	NW 12 AVE	NW 7 AVE	6	10.5	40	22240	1		Ν	Y		1	С		5.072
SEG1176	NW	119TH	ST	NW 7 AVE	I-95	4	10.5	40	22240				Y			С		5.67
SEG1177	NW	119TH	ST	I-95	NW 2 AVE	4	10	30	22240	2		N	N		1	R		4.974
SEG1178	NW	119TH	ST	NW 2 AVE	N MIAMI AVE	4	9.5	30	22240	2		Ν	N		1	R	Y	5.246
SEG1179	NE	119TH	ST	N MIAMI AVE	NE 2 AVE	4	10	30.1	22240	2		Ν	N		1	R	Y	4.984
SEG1180	NE	119TH	ST	NE 2 AVE	W DIXIE HWY	4	10	30.1	22240									4.984
SEG1181	NW	114TH	ST	HWY 826	NW 16 (HI) AVE	2	11	30	6200	2		Ν	N		1	С	Y	3.635
SEG1182	NW	114TH	ST	NW 16 (HI) AVE	NW 12 (HI) AVE	2	11	30	6200	2		Ν	N		1	R	ΥY	3.635
SEG1183	NW	114TH	ST	NW 12 (HI) AVE	NW 8 (HI) AVE	2	9.5	30	6200	2		N	N		1	R	Y	4.453
SEG1184	NW	116TH	ST	S. RIVER DR	N.SIDE OF R/R	6	10.5	35	8060									3.835
SEG1185	NW	116TH	ST	S.SIDE OF R/R	NW 106 ST	6	10.5	35	8060	1	Y	N	Y		1	С		3.825
SEG1186	NW	114TH	ST	NW 62 AVE	NW 57 AVE	2	9.5	30	6200	1		N	Ν		1	R		4.453
SEG1195	NE	107TH	ST	GRIFFING RD	BISCAYNE BLVD	2	11.5	30	6200	2	Y	N	N		2	R		3.363
SEG1196	-	-	•	NW 107 AVE	S RIVER DR	2	11	35	6200	1	Y	Ν	Y		1 :	С	_	4.074
SEG1222	W	44TH (HI)	PL.	NW 16 (HI) AVE	NW 12 (HI) AVE	2	14.9	30	6200	1		N	N	P-BS	2	С		1.51
SEG1223	W	44TH (HI)	PL.	NW 12 (HI) AVE	NW 8 (HI) AVE	2	11	30	6200	2		N	N		1	С	Y	3.635
SEG1224	W	44TH (HI)	PL	NW 8 (HI) AVE	NW 4 (HI) AVE	2	10	30.1	6200	2		· N	N		1	R	Y	4.191
SEG1225	W	41ST (HI)	ST	NW 4 (HI) AVE	PALM AVE	2	10	30	6200	1		Ν	Ν		1	R		4.18
SEG1226	E	41ST (HI)	ST	PALM AVE	NE 4 (HI) AVE	2	10	30	6200	1		Ν	N		1	R		4.18
SEG1227	E	41ST (HI)	ST	NE 4 (HI) AVE	NE 8 (HI) AVE	2	10	30.1	6200	2		Ν	N		1	R	- Y	4.191
SEG1233	NW	95TH	ST	NW 32 AVE	NW 27 AVE	2	11.5	40	10200	2		Ν	Ν		2	R		4.795
SEG1234	NW	95TH	ST	NW 27 AV	NW 22 AVE	4	10	40	10200	2		Ν	Ν		1	R	_	5.063
SEG1235	NW	95TH	ST	NW 22 AVE	NW 17 AVE	4	11	40	10200	2		Ν	Ν		1	С	Y	4.336
SEG1236	NW	95TH	ST	NW 17 AVE	NW 7 AVE	4	10.5	40	26820	1		Ν	Ν		1	С		6.04
SEG1237	NW	95TH	ST	NW 7 AVE	I-95	4	11	40	26820			Ν	Ν					5.676
SEG1238	NW	95TH	ST	I-95	NW 2 AVE	4	11	40	26820			Ν	Ν					5.676
SEG1239	NW	95TH	ST	NW 2 AVE	N MIAMI AVE	4	11	40	26820									5.676
SEG1240		GRAND		NE 2 AVE	NE 96 ST	4	14	30	26820	2		Ν	Y	P-BS	2	С		3.163
SEG1241		GRAND		NE 96 ST	NE 6 AVE	4	14	30	26820	2		Ν	Y	P-BS	2	R		3.163
SEG1260	NW	17TH	ST	NW 4 (HI) AVE	PALM AVE	2	9	30.1	13730	1		N	Ν		1	R		5.952
SEG1261	NE	17TH	ST	PALM AVE	NE 1 (HI) AVE	2	9	30.1	13730	1		Ν	N		1	R		5.952
SEG1262	NE	17TH	ST	NE 1 (HI) AVE	NE 4 (HI) AVE	2	9	30.1	13730	1		N	N		1	R		5.952
SEG1263	NE	17TH	ST	NE 4 (HI) AVE	NE 8 (HI) AVE	2	9.5	30.1	13730	2		Ν	N		1	R		5.679
SEG1264	NE	17TH	ST	NE 8 (HI) AVE	NE 10 (HI) AVE	2	11	30	13730	1	Y	N	Y	B-BS	2	R		4.85

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	RO	ADWA	Y	FROM	то	LANES	RHLN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK SCH	RCI90
SEG1264B	NE	17TH	ST_	NE 10 (HI) AVE	NW 37 AVE	2	10	30.1	13730		Y	N	N		1	I		5.405
SEG1268	NE	87TH	ST	N MIAMI AVE	NE 2 AVE	2	12	30	6200	1		Ν	N		1	R		3.09
SEG1269	NE	87TH	ST	NE 2 AVE	R/R	2	12	30	6200	1	Y	N	Ν		1	R	_	3.09
SEG1269B	NE	87TH	ST	R/R	NE 6 AVE	2	12	30	6200	1	Y	Ν	N		1	С		3.09
SEG1274	NE	82ND	ST	BISCAYNE BLVD	NE 10 AVE	3	14.9	40	28100	2	Y	Ν	Y	P-BS	2	R		3.701
SEG1275	NE	82ND	ST	NE 10 AVE	BAYSHORE CT	2	14	25	28100	2		Ν	Y		2			5.366
SEG1291	NE	79TH	ST	BISCAYNE BLVD	NE 10 AVE	4	14	35.1	23760	2		N	Y	P-BS	2	С		3.086
SEG1292	NE	79TH	ST	NE 10 AVE	BAYSHORE CT	4	14	35.1	23760	2		Ν	Y	P-BS	2	С		3.086
SEG1295	NW	71ST	ST	NW 37 AVE	NW 32 AVE	2	11.5	35.1	8380	2	Y	N	N	A-WBO	2	I		4.116
SEG1296	NW	71ST	ST	NW 32 AVE	NW 27 AVE	2	11.5	30	8380	1		N	N		1	С		3.714
SEG1296X	NW	71ST	ST	NW 27 AVE	G. Cherry Park					,			-					
SEG1296Y	NW	71ST	ST	G. Cherry Park	NW 22 AVE													
SEG1296Z	NW	71ST	ST	NW 19 AVE	NW 22 AVE	2	9.5			1		N	N		1	R		
SEG1297	NW	71ST	ST	NW 19 AVE	NW 17 AVE	2	14	35.1	12160	1		N	Y	P-BS	2	R	Y	3.131
SEG1298	NW	71ST	ST	NW 17 AVE	NW 12 AVE	2	12	35.1	12160	1		N	Y	P-BS	2	С	Y	4.407
SEG1299	NW	71ST	ST	NW 12 AVE	NW 7 AVE	2	12	35.1	12160	1		N	Y	P-BS	2	I	Y	4.407
SEG1300	NW	71ST	ST	NW 7 AVE	I-95	2	12	30	12160			N	Y			С		4.051
SEG1301	NW	71ST	ST	I-95	NW 2 AVE	2	14	30	8500	1		Ν	Y		1	I		2.371
SEG1302	NW	71ST	ST	NW 2 AVE	N MIAMI AVE	2	14	30	8500	2		Ν	N	P-BS	2	С		2.371
SEG1303	NE	71ST	ST	N MIAMI AVE	NE 2 AVE	2	11	30	8500	3		N	Y-WB	A-EB,F	2	С		4.006
SEG1304	NE	71ST	ST	NE 2 AVE	NE 4 CT	2	11	30.1	8500	1	Y	N	N	P-EB	2	С	<u> </u>	4.015
SEG1304B	NE	71ST	ST	NE 4 CT	NE 6 AVE	2	9	30.1	8500	1		N	Y-WB		1	R		5.108
SEG1324		HIALEAH	DR	OKEECHOBEE RD	E 1 (HI) AVE	2	11	30.1	27680)								7.108
SEG1325		HIALEAH	DR	E 1 (HI) AVE	E 4 (HI) AVE	4	11	35.1	27680)			Y	Y	2			5.315
SEG1326		HIALEAH	DR	E 4 (HI) AVE	E 8 (HI) AVE	4	12	35.1	27680)				Y	2			4.678
SEG1327	E	HIALEAH	DR	E 8 (HI) AVE	NW 37 AVE	4	12	40	27680	2	Y	Ν	N		1	Ĉ		5.019
SEG1328	NW	54TH	ST	NW 37 AVE	NW 32 AVE	4	12	40	16300	2		N	Y	P-WB	2	С		4.101
SEG1329	NW	54TH	ST	NW 32 AVE	NW 27 AVE	4	12	40	16300) 3		Ν	Ŷ		2	С		4.101
SEG1330	NW	54TH	ST	NW 27 AVE	NW 22 AVE	4	10	30	16300) 2	Y	N	Y	P-WB	2	С		4.495
SEG1331	NW	54TH	ST	NW 22 AVE	NW 17 AVE	4	10	30	16300) 3		Y	Y		1	С	Y	4.495
SEG1332	NW	54TH	ST	NW 17 AVE	NW 12 AVE	4	10.5	35.1	16300) 2		N	Y	P-WB	3	С	•	4.716
SEG1333	NW	54TH	ST	NW 12 AVE	NW 7 AVE	4	11	40	16870) 2		Ν	Y	P-WB	2	С		4.874
SEG1334	NW	54TH	ST	NW 7 AVE	1-95	4	11	40	16870)						С		4.874
SEG1335	NW	54TH	ST	I-95	NW 2 AVE	4	11	40	16870) 2		N	Y	P-WB	2	С		4.874
SEG1336	NW	54TH	ST	NW 2 AVE	N MIAMI AVE	4	11	40	16870) 2		Ν	Y	P-WB	2	С		4.874
SEG1337	NE	54TH	ST	N MIAMI AVE	NE 2 AVE	4	11	40	16870) 2		N	Y	P-WB	2	С		4.874
SEG1338	NE	54TH	ST	NE 2 AVE	BICONYNE P' YD	•	11	40) .	Y		Y	P-WB	2			4.014

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R P	SHLD C	RB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RCI90	
SEG1339		WESTWARD	DR	NW 67 AVE	HAMMOND DR	2	9.5	30.1	3500	2		N	Ν		1	R			4.029	
SEG1339B		WESTWARD	DR	HAMMOND DR	ESPLANADE DR	4	10	30	3500	2					1	R	Y	Y	3.462	
SEG1339C		WESTWARD	DR	ESPLANADE DR	CURTIS PKWY	4	9.5	40.1	3500	1		N	Y	P-BS	2	C			4.897	
SEG1340	SW	8TH (HI)	ST	OKEECHOBEE RD	SE 8 (HI) AVE	2	11	30	12400	1		N	Y		·1	R			4.635	
SEG1341	NW	46TH	ST	SE 8 (HI) AVE	NW 37 AVE	2	10	30	16580	2	Y	Ν	Y	P-BS	2	- 1			5.854	
SEG1342	NW	46TH	ST	NW 37 AVE	NW 32 AVE	2	11.5	30	16580	2		Ν	Y	BS	2	I			5.037	
SEG1343	NW	46TH	ST	NW 32 AVE	NW 27 AVE	2	11	30	16580	1		N	Y	P-BS	2	R			5.309	
SEG1344	NW	46TH	ST	NW 27 AVE	NW 22 AVE	2	11	30	16580	1	Y	Ν	Y	P-BS	2				5.309	
SEG1345	NW	46TH	ST	NW 22 AVE	NW 17 AVE	2	12	30	16580	1		Ν	Y	BS	2	R			4.764	
SEG1346	NW	46TH	ST	NW 17 AVE	NW 12 AVE	2	10	30	12900	1		Ν	Y	P-WB	2	R			5.261	
SEG1347	NW		ST	NW 12 AVE	NW 7 AVE	2	11	30	12900	1		N	Y	BS	2	R		Y	4.716	Ì
SEG1348	NW	46TH	ST	NW 7 AVE	1-95	2	10.5	30	12900	1	_	N	Y		1	С			4.988	-
SEG1349	NW	46TH	ST	1-95	NW 2 AVE	2	12	30	12900	2		N	N		1	R			4.171	-
SEG1350	NW	46TH	ST	NW 2 AVE	N MIAMI AVE	2	10	30.1	12900	2		Ν	Y	P-BS	2	R			5.271	
SEG1351	NE	46TH	ST	N MIAMI AVE	NE 2 AVE	2	10	30.1	12400	2		N	Y	P-B	2	R			5.191	-
SEG1352	NW	41ST	ST	HWY 821	NW 97 AVE	6	11	40	12470	1		Ν	Y		1_	С			4.184	-
SEG1353	NW	41ST	ST	NW 97 AVE	NW 87 AVE	6	11	40	8350	1		N	Y		1	С			3.962	
SEG1369	NW	36TH	ST	NW 17 AVE	NW 12 AVE	2	11	30	56240	2		N	Y	P-BS	2	С			11.70	-
SEG1370	NW	36TH	ST	NW 12 AVE	NW 10 AVE	2	11	30.1	56240		Y	N	Y	BS	2	С			11.71	
SEG1371	NW	36TH	ST	NW 10 AVE	NW 7 AVE	2	10.5	30.1	56240	3			Y	P-EB	2	С			11.98	
SEG1372	NW	36TH	ST	NW 7 AVE		4	10	30.1	56240			N	Y	P-BS	2	С			7.726	
SEG1373	NW	36TH	ST	I-95	NW 5 AVE	4	10.5	30.1	56240			N	Y	P-BS	2	С			7.453	
SEG1374	NW	36TH	ST	NW 5 AVE	NW 2 AVE	2	10.5	30.1	56240	1		N	Y	P-BS	2	С			11.98	_
SEG1375	NW	36TH	ST	NW 2 AVE	N MIAMI AVE	2	10.5	30.1	56240	1		N	Y	P-BS	2	С			11.98	
SEG1376	NE	36TH	ST	N MIAMI AVE	NE 2 AVE	4	10	30.1	56240	2	Y	Ν	Y		1	С			7.726	
SEG1377	NE	36TH	ST	NE 2 AVE	BISCAYNE BLVD	4	9.5	30.1	56240	1	Y	N	Υ		1	С			7.999	-
SEG1380	NW	29TH	ST	NW 17 AVE	NW 12 AVE	4	10.5	35	11090	2		Y-MIA	N	P.BAY-	• 2	C			4.286	
SEG1381	NW	29TH	ST	NW 12 AVE	NW 10 AVE	4	11	35	11090	1	Y	Y-MIA	Ν	P.BAY-	• 2	R		Y	3.969	_
SEG1382	NW	29TH	ST	NW 10 AVE	NW 7 AVE	4	11	35	11090	2		Y-MIA	N	P.BAY-	. 2	С		Y	3.969	
SEG1383	NW	29TH	ST	NW 7 AVE	I-95	4	11	35	11090	2		N	Y		1	C			3.969	_
SEG1384	NW	29TH	ST	I-95	NW 5 AVE	4	10.5	35.1	12000	2			Y	P-BS	2	С			4.37	
SEG1385	NW	29TH	ST	NW 5 AVE	N MIAMI AVE	4	10.5	35.1	15000	2			Y	P-BS	2	C		Y	4.611	
SEG1386	NE	29TH	ST	N MIAMI AVE	NE 2 AVE	4	10.5	35.1	17000	2	Y	N	Y	P-BS	2	C			4.773	
SEG1387	NW	28TH	ST	N RIVER DR	NW 32 AVE	2	11.5	30	12360	2		N	N		1	1			4.356	
SEG1388	NW	28TH	ST	NW 32 AVE	NW 27 AVE	2	12	35	12360	2		N	N		1	R			4.432	
SEG1389	NW	28TH	ST	NW 27 AVE	NW 22 AVE	2	12	35	12360	1		N	Y	B-BS	2	R			4.432	
SEG1389Z	NW	28TH	ST	NW 17 AVE	NW 22 AVE															

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ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK SC	CH R	IC190
SEG1392	NW	25TH	st	NW 87 AVE	NW 82 AVE	5	11	40	25270	1		N	Y		1	С		Ę	5.144
SEG1393	NW	25TH	ST	NW 82 AVE	NW 79 AVE	5	11	40	25270	1		N	Y		1	С		Ę	5.144
SEG1394	NW	25TH	ST	NW 79 ST	HWY 826	5	11	40	26150	1		N	Y		1	С			5.2
SEG1395	NW	25TH	ST	HWY 826	NW 72 AVE	6	10.5	40	26150	1	Y	N	Y		1	I		!	5.283
SEG1396	NW	25TH	ST .	NW 72 AVE	WEATHERFORD	4	11.5	40	26150	1	Y	N	Y		1	- I	,	ļ	5.259
SEG1397	NW	21ST	ST	NW 42 AVE	NW 37 AVE	4	12	45	18060	1	Y	N	Y			С			4.591
SEG1398	NW	20TH	ST	NW 27 AVE	NW 25 AVE	4	11	35	22830	2		N	Y	Y	2	С	Y		4.915
SEG1399	ŇW	20TH	ST	NW 25 AVE	NW 22 AVE	4	11	35	22830	2		N	Y	Y	2	C	Y		4.915
SEG1400	NW	20TH	ST	NW 22 AVE	NW 17 AVE	4	11	35	22830	1		N	Y	Y	2	С			4.915
SEG1401	NW	20TH	ST	NW 17 AVE	NW 14 AVE	4	11	35	22996	2		N	Y		2	С			4.929
SEG1402	NW	20TH	ST	NW 14 AVE	NW 12 AVE	4	11	35	23160	2		N	Y		2	С			4.942
SEG1403	NW	20TH	ST	NW 12 AVE	NW 10 AVE	4	10.5	35	23160	2	Y	N	Y			С			5.26
SEG1404	NW	20TH	ST	NW 10 AVE	NW 7 AVE	4	10.5	30	15020	1		N	Y		1	С		Y	4.119
SEG1405	NW	20TH	ST	NW 7 AVE	I-95	4	10.5	30	15020	1	Y	N	Y		1			Y	4.119
SEG1406	NW	20TH	ST	I-95	NW 3 AVE	2	11.5	35	15020	1		N	Y		1	С			5.179
SEG1406B	NW	20TH	ST	NW 3 AVE	NW 2 CT	2	11.5	35	15020	1		N	Y		1	С			5.179
SEG1409	NE	20TH	ST	NE 2 AVE	BISCAYNE BLVD	2	11	30.1	6200	2		N	Y		3	С			3.644
SEG1417	NE	15TH	ST	NE 1 AVE	NE 2 AVE	2	11	30.1	11000	1		N	Y		1	С			4.418
SEG1418	NE	15TH	ST	NE 2 AVE	BISCAYNE BLVD	2	11	30.1	11000	1		N	Y		1	С			4.418
SEG1419	NE	15TH	ST	BISCAYNE BLVD	BAYSHORE DR	2	10	30.1	11000	1		N	Y		1	С			4.965
SEG1420	NW	14TH	ST	PERIMETER RD	NW 42 CT	2	10	25	5500	3	Y	Y	Y		2	C		-	3.537
SEG1420B	NW	14TH	ST	NW 42 CT	NW 42 AVE	2	14.9	25	5500	1		N	N		2	С			1.312
SEG1420C	NW	14TH	ST	NW 42 AVE	NW 37 AVE	2	11	30.1	5500	1	-	N	N		1		Y		3.531
SEG1420D	NW	14TH	ST	NW 37 AVE	HWY 836 RAMP	4	11	30.1	5500	2	-	N	N	-	1	R	-	-	3.087
SEG1420E	NW	14TH	ST	HWY 836 RAMP	NW 27 AVE	2	11	30.1	5500	2	•	N	N	-	1	R	Y	-	3.531
SEG1421	NW	14TH	ST	NW 27 AVE	NW 22 AVE	2	11.5	30	4500	2		N	N		1	R			3.088
SEG1422	NW	14TH	ST	NW 17 AVE	NW 14 AVE	2	10	30.1	16500	1		N	'N	P-BSI) 2	С			5.852
SEG1423	NW	14TH	ST	NW 14 AVE	NW 12 AVE	4	11	30.1	17500	2		Ν	Y	P.BAY	- 2	С			4.055
SEG1424	NW	14TH	ST	NW 12 AVE	NW 10 AVE	4	11	30.1	17500	2	Y	Ν	Y		1	С			4.055
SEG1425	NW	14TH	ST	NW 10 AVE	HWY 836	2	11	30.1	17500	3					1				5.466
SEG1426	NW	14TH	ST	HWY 836	NW 7 AVE	2	11	30.1	17500	3		N	Y		1	R			5.466
SEG1427	NW	14TH	ST	NW 7 AVE	I-95	4	11	30.1	10240	1	Y	N	Y		2	С			3.47
SEG1428	NW	14TH	ST	I-95	NW 3 AVE	4	11	30.1	10240) 1		N	Y		2	С	Y		3.47
SEG1429	NW	14TH	ST	NW 3 AVE	1-395	4	14.9	30.1	10240) 1		N	Y		1	С			1.337
SEG1430	NW	14TH	ST	I-395	NW 1 PL	2	11	30.1	10240) 1		N	Y						4.295
SEG1431	NW	14TH	ST	NW 1 PL	N MIAMI AVE	2	11	30.1	10240) 1	Y	N	Y	P-BS	2				4,295
	NE	14TH	ST	N MIAMI AVE				30.1)					1	. 3			.

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R F	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	ICH	RC190
SEG1433	NE	14TH	ST	NE 1 AVE	NE 2 AVE	3	11	30.1	10240	1		N	Y		1	С			3.745
SEG1434	ŃE	14TH	ST	NE 2 AVE	BISCAYNE BLVD	3	11	30.1	10240	1		N	Y	_	1	c			3.745
SEG1434B		A1A	HWY	BISCAYNE BLVD	W Biscayne Bay	4	12	45		1		N	Y		1				
SEG1434C		A1A HWY	RAM	BISCAYNE BLVD	Biscayne Bay	2	12	40.1		2		Y	Y		1		Y_		
SEG1434D		MACARTHUR	csw	W. Biscayne Bay	E.Watson Island	6	11	40	25000			1'					Y		4.857
SEG1434E		MACARTHUR	CSW	E.Watson Island	E. Cswy. Island	6	13	40	25000	1		Y	N		1	_	Y		3.404
SEG1434F		MACARTHUR	csw	E. Cswy. Island	ALTON RD	6	12	40	25000			2.5'							4.131
SEG1435	NW	12TH	ST	NW 89 AVE	NW 97 AVE	2	12	30.1	810	3	Y	Ν	N	-	1	I			2.228
SEG1435B	NW	12TH	st	NW 87 AVE	NW 82 AVE	6	10.5	45	30110	1		Ν	Y		1	С			5.98
SEG1436	NW	12TH	ST	NW 82 AVE	HWY 826	6	10.5	45	27440	1		_ N	Y		1	С			5.837
SEG1437	NW	12TH	ST	HWY 826	MILAM DAIRY RD	6	10.5	45	12000	1		N	Y		1	С			5.006
SEG1438	NW	12TH	ST	MILAM DAIRY RD	NW 72 AVE	6	10.5	45	12000	2		Ν	Y		1	- c			5.006
SEG1439	NW	12TH	ST	NW 72 AVE	NW 14 ST	2	11.5	45	12000	2	Y	Y	Ν	_	1		· –		5.479
SEG1440		PERIMETER	RD	NW 14 ST	NW 21 ST	2	12	30	20000	2	Y	Y	Ν		1	- 1			5.316
SEG1441	NW	11TH	ST	NW 42 AVE	NW 37 AVE	2	11	30	6200					P-BS		R			3.635
SEG1442	NW	11ST	ST	NW 37 AVE	NW 34 AVE	2	11	30	6200	2		N	N		1	R			3.635
SEG1443	NW	11TH	ST	NW 34 AVE	NW 27 AVE	2	11	30	6200	2		N	Ν		1	R		Y	3.635
SEG1461B	NW	7TH	ST	NW 72 AVE	TAMIAMI CANAL R	4	11	30	17230	1	Y	N	Y		1		Y		4.025
SEG1462	NW	7 <i>T</i> H	ST	TAMIAMI CANAL R	NW 57 AVE	2	11	35	17230	2		N	N		1	R			5.853
SEG1463	NW	7ТН	ST	NW 57 AVE	NW 42 AVE	4	12	40	31360	1		N /	Y		1	С			5.316
SEG1464	NW	7TH	ST	NW 42 AVE	NW 39 AVE	4	15	40	44610	2		Ν	Y	P-S.SI	2	c			4.204
SEG1464B	NW	7TH	ST	NW 39 AVE	NW 37 AVE	4	12	40.1	44610							C			6.391
SEG1465	NW	7TH	ST	NW 37 AVE	NW 34 AVE	4	12	40	64840	2		Ν	Y	P	2	C			8.016
SEG1466	NW	7TH	ST	NW 34 AVE	NW 27 AVE	4	12	40	64840	1		Ν	Ŷ	Р	2	С			8.016
SEG1467	NW	7TH	ST	NW 27 AVE	NW 22 AVE	4	12	40	43920	2		N	Y	Р	2	С			6.329
SEG1468	NW	7TH	ST	NW 22 AVE	NW 17 AVE	4	12	40	43920	2		Ν	Y	P	2			Y	6.329
SEG1469	NW	7TH	ST	NW 17 AVE	NW 12 AVE	2	10	40	23000	2		Ν	Y		2	С			7.95
SEG1470	NW	7TH	ST	NW 12 AVE	NW 7 AVE	2	12	30	23000	3		N	Y	P	2	С			5.8
SEG1477	NW	5TH	ST	NW 7 AVE	NW 3 CT	3	10.5	30	4640			Ν	Y	P-BS	2	C			3.406
SEG1478	NW	5TH	ST	NW 3 CT	I-95	3	10.5	30	4640			N	Y	P-BS	3	С			3.406
SEG1479	NW	5TH	ST	I-95	NW 3 AVE	3	10	30	4640	1		Ν	Y	P-BS	3	С			3.679
SEG1480	NW	5TH	ST	NW 3 AVE	NW 2 AVE	3	10	30	4640	1		N	Y	P-BSID	2	C			3.679
SEG1481	NW	5TH	ST	NW 2 AVE	NW 1 AVE	3	11	30	4640	1	Y	Ν	Y	P-BS	2	C			3.134
SEG1482	NW	5TH	ST	NW 1 AVE	N MIAMI AVE	3	11	30.1	4640	2		Ν	Y		1	С			3.143
SEG1483	NE	5TH	ST	N MIAMI AVE	NE 1 AVE	3	11	30.1	4640	2		N	Y		2	С			3.143
SEG1484	NE	5TH	ST	NE 1 AVE	NE 2 AVE	3	11	30.1	4640	1		N	Y		1	С			3.143
SEG1485	NE	,5TH	ST	NE 2 AVE	BISCAYNE BLVD	2	11	30.1	4640	1		N	Y		1	C			3.392

Inrim Disk:Network.vew

ORIG_ID	R	0 /	A D V	V A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	E PARK SCH	RC190
SEG1516	w	I	LAGLE	7	ST	W 22 AVE	W 17 AVE	3	9	30	14940	1		N	Y	P-BS	3	С		5.331
SEG1517	W		FLAGLE	R _	ST	W 17 AVE	W 12 AVE	3	10	30.1	14940									4.797
SEG1518	W	I	FLAGLE	२	ST	W 12 AVE	W 8 AVE	3	10	30.1	14940				Y	Υ	2			4.797
SEG1519	W	I	FLAGLE	R	ST	W 8 AVE	W 6 AVE	4	10	30.1	14940				Y					4.395
SEG1519B	W	I	FLAGLE	R	ST	W 6 AVE	S RIVER DR	4	11.5	30.1	14940				Y					3.575
SEG1520	W	I	FLAGLE	R	ST	S RIVER DR	N RIVER DR	4	11.5	30.1	14940				Y					3.575
SEG1521	W	1	FLAGLE	R	ST	N RIVER DR	W 3 CT	2	11.5	30.1	14940									4.78
SEG1522	W	i	FLAGLE	R	ST	W 3 CT	1-95	2	11.5	30.1	14940									4.78
SEG1523	W		FLAGLE	R	ST	I-95	W 3 AVE	2	11.5	30.1	14940									4.78
SEG1523B	W	i	FLAGLE	R	ST	W 3 AVE	W 2 AVE	4	10	30.1	14940	1		Ν	Y	P-BS	2	С		4.395
SEG1524	W		FLAGLE	R	ST	W 2 AVE	W 1 AVE	2	11.5	30.1	14940	1	Y	N	Y		2	С		4.78
SEG1525	W		FLAGLE	R	ST	W 1 AVE	MIAMIAVE	2	11.5	30.1	14940				Y	Y	2			4.78
SEG1526	E		FLAGLE	R	ST	MIAMI AVE	E 1 AVE	2	11.5	30.1	14940				Y	Y	2			4.78
SEG1527	E		FLAGLE	R	ST	E 1 AVE	E 2 AVE	2	11.5	30.1	14940	1		N .	Y	P-BS	2			4.78
SEG1528	E		FLAGLE	R	ST	E 2 AVE	BISCAYNE BLVD	2	11.5	30.1	14940	1		N	Y	P-BS	2			4.78
SEG1532	SW		1ST		ST	SW 17 AVE	SW 12 AVE	3	11	30.1	22900				_				Y	5.106
SEG1533	SW		1ST		ST	SW 12 AVE	SW 8 AVE	3	11	30.1	22900								Y	5.106
SEG1534	SW		1ST		ST	SW 8 AVE	SW 4 AVE	3	11	30.1	22900									5.106
SEG1535	SW		1ST		ST	SW 4 AVE	I-95	3	11	30.1	22900				Y					5.106
SEG1536	SW		1ST		ST	I-95	SW 2 AVE	3	11	30.1	22900				Y					5,106
SEG1537	SW		1ST		ST	SW 2 AVE	S MIAMI AVE	3	11	30.1	22900		Y		Y	Y	2			5.106
SEG1538	SW		1ST	-	ST	S MIAMI AVE	SE 1 AVE	3	11	30.1	22900				Y	Y	2			5.106
SEG1539	SW		1ST		ST	SE 1 AVE	SE 2 AVE	3	11	30.1	22900				Y	Y	2			5.106
SEG1540	SE		1ST		ST	SE 2 AVE	BISCAYNE BLVD	3	10	30.1	22900				Y	Y	2			5.653
SEG1540B			BISCAY	NE	BLVI	BISCAYNE BLVD	SW 2 AVE	4	10	30.1	21000	2		Ν	Y		1	С	·	2.948
SEG1546	SW		7 <i>TH</i>		ST	SW 22 AVE RD	SW 22 AVE	1	11	30.1	13398	2		Ν	Y		2	С	r	6.966
SEG1547	SW		7 <i>TH</i>		ST	SW 22 AVE	SW 17 AVE	3	10.5	30	13398	2		Ν	Y		2	R	í.	4.348
SEG1548	SW		7 <i>T</i> H	-	ST	SW 17 AVE	SW 12 AVE	3	10.5	30	13398	2		Ν	Y		2	R	i Y	4.348
SEG1549	SW		7 <i>T</i> H		ST	SW 12 AVE	SW 8 AVE	3	10.5	30	13398	2		Ν	Y		2	R	ł 👘	4.348
SEG1550	sw		7TH		ST	SW 8 AVE	SW 4 AVE	3	11	30.1	13398	5			Y					4.084
SEG1551	SW		7TH		ST	SW 4 AVE	SW 3 AVE	3	12	30	13398	3 1		Ν	Y		1	С	;	3.531
SEG1552	SW		7 <i>T</i> H		ST	SW 3 AVE	SW 2 AVE	3	11	30,1	l 13398	3			Y				*	4.084
SEG1553	SW		7 <i>T</i> H		st	SW 2 AVE	S MIAMI AVE	3	11	30.1	13398	3	Y		Y				· · · · · · · · · · · · · · · · · · ·	4.084
SEG1554	SE		7 <i>T</i> H	-	ST	S MIAMI AVE	BRICKELL AVE	3	11	30.1	13398	3			Y					4.084
SEG1555	SW		8TH		ST	SW 137 AVE	SW 132 AVE	4	11.5	45	40170) 2		N	N		1	R		6.783
SEG1556	sw		8TH		ST	SW 132 AVE	SW 127 AVE	4	11.5	45.1	1 40170) 2		N	N		2	C	;	6.791
SEG1557	sw		8TH		ST	SW 127 AVE	SW 122 AVE	4	11.5	45.	1 40170	ו							·	6

ORIG_ID	R	AC	DW	AY	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	r/r pshld	CRB/G	PARKG	SIGHT	DRIVE	PARK S	SCH	RC190
SEG1558	sw		8TH	ST	SW 122 AVE	HWY 821	4	11.5	45.1	40170									6.791
SEG1559	sw		8TH	ST	HWY 821	WRamp SW 117 AV			45.1	40170			-						6.791
SEG1560	SW		8TH	ST	WRamp SW 117 AV	ERamp SW 117 AV	4	11.5	45.1	40170								_	7.201
SEG1561	SW		8TH	ST	ERamp SW 117 AV	SW 107 AVE	4	11.1	45.1	40170									7.201
SEG1562	SW		8TH	ST	SW 107 AVE	SW 102 AVE	4	11	45.1	40170								_	7.201
SEG1563	sw		8TH	ST	SW 102 AVE	SW 97 AVE	4	11.1	45.1	40170									7.201
SEG1564	sw		8TH	ST	SW 97 AVE	SW 92 AVE	4	11.1	45.1	51590								_	8.122
SEG1565	sw		8TH	ST	SW 92 AVE	SW 87 AVE	4	11.1	45.1	51590								-	8.122
SEG1566	sw		8TH	ST	SW 87 AVE	SW 82 AVE	4	11.1	45.1	51590								-	
SEG1567	sw		8TH	ST	SW 82 AVE	HWY 826			45.1	51590									
SEG1572	sw		8TH	ST	SW 57 AVE	SW 49 AVE	4	12	35	69200	2	Y-WB	Y-WB	P-WB	2	С			8.019
SEG1573	sw		8TH	ST	SW 49 AVE	SW 42 AVE	4	12	35	69200	2	N	N	P-WB	2	С			8.019
SEG1574	sw		8TH	ST	SW 42 AVE	PONCE DE LEON B	4	12	35	69200	2	Y		P-BS	2	С			8.019
SEG1575	sw		8TH	ST	PONCE DE LEON B	SW 37 AVE	4	12	35	69200	2			P-WB	2				8.019
SEG1576	sw		8TH	st	SW 37 AVE	SW 32 AVE	4	12	35.1	28794	2	Y	Ν	P-WB	2	С		Y	4.767
SEG1577	SW		8TH	ST	SW 32 AVE	SW 27 AVE	4	12	35.1	28794	2	Y	N	P-BS	2	С			4.767
SEG1578	SW		8TH	ST	SW 27 AVE	BEACON BLVD	4	11	35.1	17874	2	N	Y		2	С			4.524
SEG1579	SW		8TH	ST	BEACON BLVD	SW 22 AVE	3	11	35.1	17874	1	Ν	Y	P-BS	2	С			5.005
SEG1580	SW		8TH	ST	SW 22 AVE	SW 17 AVE	3	11	35.1	17874	1	N	Y	BAY-B	2	С			5.005
SEG1581	SW		8TH	ST	SW 17 AVE	SW 12 AVE	3	11	35.1	17874	1	N	Y	BAY-B	2	С			5.005
SEG1582	SW		8TH	ST	SW 12 AVE	SW 8 AVE	3	11	35.1	17874	1	Ν	Y	BAY-B	2	С			5.005
SEG1583	SW		8TH	ST	SW 8 AVE	I-95	3	11	35.1	17874	1	N	Y	BAY-B	2	С			5.005
SEG1584	SW		8TH	S7	⁻ I-95	SW 2 AVE	3	11	35.1	17874	1	N	Y	BAY-B	2	С			5.005
SEG1585	sw		8TH	S7	SW 2 AVE	S MIAMI AVE	3	12	35.1	17874	1	Y N	Y	P-BS	2	С			4.367
SEG1589B	sw		15TH	RL	D SW 2 AVE	S MIAMI AVE	4	10.1	30.1	8500		Y							3.876
SEG1589B	SW		15TH	R	D SW 2 AVE	S MIAMI AVE	4	10.1	30.1	8500		Y							3.876
SEG1589C	SE		15TH	RL	D MIAMI AVE	BRICKELL AVE	4	10.1	30.1	8500									3.876
SEG1589Y	SW		15TH	RL	D SW 11 ST	SW 2 AVE													
SEG1589Z	sw		11TH	S1	SW 5 AVE	SW 15 RD													
SEG1590	sw		16TH	S1	SW 107 AVE	SW 104 PL	2	10.5	35	6500	1	Ν	Y		1	С			4.44
SEG1590B	SW		16TH	S1	SW 104 PL	SW 102 AVE	2	11	30	6500	1	<u>N</u>	Ν		1	R		_	3.683
SEG1591	SW		16TH	S1	SW 102 AVE	SW 97 AVE	2	10	35	6500	1	N	Ν		1	R			4.758
SEG1592	SW		16TH	S1	SW 97 AVE	SW 92 AVE	2	10	35.1	6500	1	Ν	Ν		1	R			4.769
SEG1593	SW		16TH	ST	SW 92 AVE	SW 87 AV	2	10	35.1	6500	1	N	N		1	R		Y	4.769
SEG1610	SW		24TH	ST	SW 107 AVE	SW 102 AVE	4	11	40	40960	2	N	Y		1	R	Υ.		6.817
SEG1611	SW		24TH	ST	SW 102 AVE	SW 97 AVE	4	11	40	40960	2	N	Y		1	R			6.817
SEG1612	SW		24TH	ST	SW 97 AVE	SW 92 AVE	4	11	40	40960	2	N	Y		1	С			6.817

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Metro-Dade Bicycle Facility Network Excludes Existing Facilities;Off-Road Considerations; Programmed Projects; 2015, 1996 TIP & Regional Plans

ORIG_ID	R	O A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHL) CRB/G	PARKG	SIGHT	DRIVE	PARK SCI	I RC	2190
SEG1613	sw_	24TH	ST	SW 92 AVE	SW 89 AVE	4	11	40	40960	2	N	Y		1	С		6.	.817
SEG1614	SW	24TH	ST	SW 89 AV	SW 87 AVE	6	11	40	40960	3	N	Y		2	С		5.	.715
SEG1615	SW	24TH	ST	SW 87 AVE	SW 82 AVE	4	11.5	40	54450	1		N		1	R		7.	.541
SEG1616	SW	24TH	ST	SW 82 AVE	HWY 826	4	11.5	40	54450	2	Ν	Y		2	С		7.	.541
SEG1617	SW	24TH	ST	HWY 826	SW 75 AVE	4	12	40	54450	2	<u> </u>	Y		1	С		7.	.178
SEG1625	SW	25TH	RD	SW 3 AVE	1-95	2	20	30.1	10500	2	Y N	Y	P-BS	2	R		2	.205
SEG1625Z	SW	25TH	RD	SW 3 Ave	SW 5 Ave													
SEG1626	SW	25TH	RD	I-95	S MIAMI AVE	2	10	30.1	16500	2	N	Y	P-WB	2	R		5	.852
SEG1627	SE	25TH	RD	S MIAMI AVE	BRICKELL AVE	2	10	30.1	10500	2	N	Y	P-WB	2	R		4	.884
SEG1631B		CRANDON	BLVD	Tennis Center	HARBOR DR	4	11.5	30	28090	2	Y-B.L	<u> </u>		2	С	Y	4	.628
SEG1632		CRANDON	BLVD	HARBOR DR	WOOD DR	4	12	30	28090	2	Y-MI	A N		2	С		4	.355
SEG1632B		CRANDON	BLVD	WOOD DR	State Park Entr	4	12	30	28090	2	Y-MI	A N		2	С	Y	4	.355
SEG1633B	SW	26TH	ST	SW 137 AVE	SW 132 AVE	4	11	35.1	12400	1	Ν	Y		1	R	Ī	′ 4	.083
SEG1634	SW	26TH	ST	SW 132 AVE	SW 127 AVE	4	11	30	12400	1	Ν	Y		1	R	١	′ 3	.635
SEG1635	SW	26TH	ST	SW 127 AVE	SW 122 AVE	4	11.5	30	12400	2	Ν	N		1	R	_	3	3.363
SEG1636	SW	26TH	ST	SW 122 AVE	HWY 821	4	10.5	30	12400	2	N	N		2	С		3	1.908
SEG1661		UNIVERSITY	DR	GRANADA BLVD	SW 42 AVE	2	13	30	6200	1	Ν	N		2	R		2	2.545
SEG1663B	SW	42ND	ST	SW 152 AVE	SW 147 AVE	2	11.5	40.1	16000								5	j.739
SEG1663C	SW	42ND	ST	SW 147 AVE	SW 137 AVE	4	11.5	40	21000	1	N	Y		1	R		4	1.844
SEG1664	SW	47TH	TER	SW 117 AVE	SW 112 AVE	2	10	30	6500	1	• N	<u>N</u>		1	R	_	4	1.228
SEG1665	SW	47TH	TER	SW 112 AVE	SW 107 AVE	2	10	30.1	6500	2	N	N		2	R		.4	1.239
SEG1666	SW	48TH	ST	SW 107 AVE	SW 102 AVE	2	10	35	6500	2	N	N		1		`	(4	1.758
SEG1667	SW	48TH	ST	SW 102 AVE	SW 97 AVE	2	12	35	6500	1	N	N		1	R		3	3.487
SEG1668	SW	48TH	ST	SW 97 AVE	SW 92 AVE	2	10	35	6500	2	N	N		2	R		4	4.758
SEG1669	SW	48TH	ST	SW 92 AVE	SW 87 AVE	2	10	35	6500	2	N	N		2	R	· · · · · · · · · · · · · · · · · · ·	Y 4	4.758
SEG1670	SW	48TH	ST	SW 67 AVE	SW 62 AVE	2	12	30	6500	1	N	N		1	R		3	3.138
SEG1671	SW	48TH	ST	SW 62 AVE	SW 57 AVE	2	12	30	6500	1	N	N		1	R		3	3.138
SEG1672		BLUE	ROA	SW 57 AVE	ALHAMBRA CIRCLE	2	8.5	30	6500	1	N	N		1	R		!	5.046
SEG1673		BLUE	RD	ALHAMBRA CIRCLE	GRANADA BLVD	2	8.5	30	6500	1	N	N		1	R		;	5.046
SEG1674		GRAND	AVE	GRANADA BLVD	US-1	4	11	30	21000	2	Y N	Y		2	С		Y 4	4.329
SEG1675		GRAND	AVE	US-1	SW 37 AVE	2	15	30	40000) 1	<u>N</u>	Y	P-BS	2	R		Y (6.907
SEG1676		GRAND	AVE	SW 37 AVE	MAIN HWY	4	10	30	32000) 1	N	Y		2	С		Y !	5.761
SEG1677		MCFARLANE	AVE	MAIN HWY	BAYSHORE DR	4	10	30	12400) 2	N	Y	Α	2	С		Y 4	4.18
SEG1682		MAIN	HWY	SW 37 AVE	ROYAL RD	2	9.5	30	6200									4.453
SEG1682B		MAIN	HWY	ROYAL RD	MCFARLANE	2	11	30	6200	2	N	Y	Р	3	С			3.635
SEG1683B	SW	56TH	ST	SW 152 AVE	SW 147 AVE	4	11.5	35	2506	2	Ν	N		1	R		-	2.958
SEG1683C	SW	56TH	ST	SW 147 AVE	SW 137 AVE		40	35	20120) ^	A.1	••		1				~

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R F	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK	SCH	RC190
SEG1684	sw	56TH	ST	SW 137 AVE	SW 127 AVE	4	11	35	30840	2		N	Y		1	R			5.561
SEG1685	SW	56TH	ST	SW 127 AVE	HWY 821	4	11	35	36410	2		N	Y		2	R			6.01
SEG1686	SW	56TH	ST	HWY 821	SW 117 AVE	4	11	40	36410	2		Ν	Y		3	R			6.45
SEG1687	sw	56TH	ST	SW 117 AVE	SW 112 AVE	4	10.5	40	37170	2		N	Y		1	R			6.874
SEG1688	SW	56TH	ST	SW 112 AVE	SW 107 AVE	4	10.5	40	37170	2		N	Y		1			-	6.874
SEG1693	SW	56TH	ST	SW 87 AVE	DON	4	11	40	39510	1		N	Y		1	R	Y	-	6.7
SEG1694	SW	56TH	ST	DON SHULA EXPWY	SW 82 AVE	4	11	40	39510	1	Y	N	Y	-		R	Y		6.7
SEG1695	SW	56TH	ST	SW 82 AVE	HWY 826	4	11	40	39510	1	Y	Ν	Y			R	Y	-	6.7
SEG1696	SW	56TH	ST	HWY 826	SW 72 AVE	4	11	40	17300	1		Ν	Y		1	R			4.908
SEG1697	SW	56TH	ST	SW 72 AVE	SW 67 AVE	4	11.5	35	17300	1	Y	N	Y		1	С		Y	4.151
SEG1698	SW	56TH	ST	SW 67 AVE	SW 62 AVE	2	12	35	17300	1		N	N		1	R			5.229
SEG1699	SW	56TH	ST	SW 62 AVE	SW 59 PL	2	12	35	17300	1		N	Ν	-	1	R		-	5.229
SEG1699B	sw	56TH	ST	SW 59 PL	SW 57 AVE	2	12.9	35.1	17300	1		N	Y	Y	2	R			4.662
SEG1700		MILLER	RD	SW 57 AVE	ALHAMBRA CIRCLE	2	9.5	35	17300	2		Ν	N	_	1	R			6.818
SEG1701		MILLER	RD	ALHAMBRA CIRCLE	SAN AMARO DR	2	9.5	35	17300	2		N	N		1	R		Υ	6.818
SEG1704B	SW	72ND	ST	SW 154 AVE	SW 147 AVE	4	10.5	40	12000	. 2		N	Y-WB		1	С			4.844
SEG1706	SW	72ND	ST	SW 137 AVE	SW 127 AVE	4	10.5	40	37150	1		N	Y		1	R			6.873
SEG1707	SW	72ND	ST	SW 127 AVE	HWY 821	4	14	40	41040	1		N	Y		1	С		-	4.643
SEG1708	SW	72ND	ST	HWY 821	SW 117 AVE	4	14	40	41040	1		Ν	Y	_	2	С			4.643
SEG1709	SW	72ND	ST	SW 117 AVE	SW 107 AVE	4	14	40	41040	1		N	Y		1	С		Y	4.643
SEG1710	SW	72ND	ST	SW 107 AVE	SW 102 AVE	4	11	40	41040	2		Ν	Y		2	С		Y	6.823
SEG1711	SW	72ND	ST	SW 102 AVE	SW 97 AVE	4	12.5	40	41040	3		N	Y		1	С			5.733
SEG1712	SW	72ND	ST	SW 97 AVE	SW 92 AVE	4	10.5	40	41040	2		N	Y		1	R			7.186
SEG1713	SW	72ND	ST	SW 92 AVE	DON	4	11	40	41040	2	Y	N	Y		2	R			6.823
SEG1714	SW	72ND	ST	DON SHULA EXPWY	SW 87 AVE	4	11	40	41040	2		N	Y		1	C			6.823
SEG1715	SW	72ND	ST	SW 87 AVE	SW 82 AVE	4	11	40	23260	2		N	N		2	C-85			5.389
SEG1716	SW	72ND	ST	SW 82 AVE	HWY 826	4	11.5	40	23260	2		N	Ν		1	R			5.026
SEG1717	SW	72ND	ST	HWY 826	SW 72 AVE	4	11	40	23260	1		N	Ν		1	R			5.389
SEG1718	SW	72ND	ST	SW 72 AVE	SW 67 AVE	4	11	40	23260	1	Y	N	N		1	R		Y	5.389
SEG1719	SW	72ND	ST	SW 67 AVE	SW 62 AVE	4	11	40	23260	1		N	Y	P-WB	2	С		Y	5.389
SEG1720	SW	72ND	ST	SW 62 AVE	US-1	4	12	35	23260	1	Y	Y	Y		1	С			4.314
SEG1721	SW	72ND	ST	US-1	SW 57 AVE	4	9	35	23260	1		N	Y	P	2	С			6.222
SEG1722	SW	72ND	ST	SW 57 AVE	MAYNADA ST	2	11	30	23260	2		N	N	A-55-57	72	R			6.387
SEG1723	SW	72ND	ST	MAYNADA ST	GRANADA BLVD	2	11	35	23260	2		N	N		1	R		Y	6.826
SEG1724	SW	72ND	ST	GRANADA BLVD	OLD CUTLER RD	2	10.5	35	23260	2		N	N	_	1	R			7.144
SEG1726	SW	80TH	ST	SW 67 AVE	US-1	2	11	35	8500	1	Y	N	N		1	R			4.445
SEG1727	SW	80TH	ST	US-1	SW 57 AVE	2	11	35	8500	1		N	N		1	R			4.445

lerim Disk:Network.vew

ORIG_ID	RO	A D W A	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLD	CRB/G PARKG	SIGHT	DRIVE	PARK SCH	RCI90	
SEG1728	sw	80TH	ST	SW 57 AVE	PONCE DE LEON R	2	10	30	6200	2	N	N	1	R		4.18	
SEG1729	SW	80TH	ST	PONCE DE LEON R	OLD CUTLER RD	2	9	30	6500	1	N	N	1	R		4.773	
SEG1730	SW	88TH	ST	SW 177 AVE	SW 157 AVE	4	11.5	50	39430	1	Y-4'	N	1			7.117	
SEG1731	SW	88TH	ST	SW 157 AVE	SW 152 AVE	4	11	45	39430	1	Y	N	1	R		7.132	
SEG1732	sw	88TH	ST	SW 152 AVE	SW 149 AVE	6	13	45	39430							4.437	
SEG1733	SW	88TH	ST	SW 149 AVE	SW 147 AVE	4	12	45	39430							6.315	
SEG1734	sw	88TH	ST	SW 147 AVE	SW 137 AVE	6	13	45	39430	1	N	Y	1	С		4.437	-
SEG1748	SW	88TH	ST	SW 72 AVE	US-1	6	10.5	40	13140	2	N	Y	1	С		4,668	-
SEG1749	SW	88TH	ST	US-1	SW 67 AVE	4	10.5	40	13140	2	N	Y	1	C		4.936	
SEG1750	SW	88TH	ST	SW 67 AVE	SW 57 AVE	2	10.5	30	13140	3	N	N	2	R	Y	5.027	
SEG1751	SW	88TH	ST	SW 57 AVE.	PONCE DE LEON R	2	12	30	13140	2	N	N	1	R		4.209	-
SEG1752	sw	88TH	ST	PONCE DE LEON R	OLD CUTLER RD.	2	12	35	10500	2	N	N	1	R		4.132	_
SEG1753	SW	94TH	ST	SW 97 AVE	SW 92 AVE	2	10	30	6500	1	N	N	1	R		4.228	-
SEG1754	SW	94TH	ST	SW 92 AVE	SW 87 AVE	2	10	30	6500	1	N	N	1	С		4.228	_
SEG1755	SW	95TH	ST	SW 117 AVE	SW 112 AVE	2	12	30	6500	1	N	N	1	R		3.138	_
SEG1756	SW	95TH	ST	SW 112 AVE	SW 107 AVE	2	12	30	6500	2	N	N	1	R	· .	3.138	_
SEG1757D	SW	104TH	ST	SW 147 AVE	SW 137 AVE	4	11.5	40	33780	2	N	N	1	С		5.874	_
SEG1758	SW	104TH	st _	SW 137 AVE	SW 127 AVE	6	11.5	40	43840	2	N	Y	1	С		5.507	_
SEG1759	SW	104TH	ST	SW 127 AVE	SW 122 AVE	6	11	40	57530	2	N	Y	1	R	Y	6.606	_
SEG1760	SW	104TH	ST	SW 122 AVE	HWY 821	6	11	45	57530	2	N	Y	1	R		7.046	_
SEG1761	SW	104TH	ST	HWY 821	SW 117 AVE	6	11	45	57530	2	N	Y	1	R		7.046	_
SEG1762	SW	104TH	ST	SW 117 AVE	SW 113 AVE	6	13.5	45	52570	2	N	Y	2	С	Y	4.735	
SEG1763	sw	104TH	ST	SW 113 AVE	SW 107 AVE	6	13.5	45	52570	2	N	Υ	2	C	Y	4.735	
SEG1764		KILLIAN	PKW	SW 107 AVE	DON	4	11	45	12700	1	Y N	Y	1	R	Y	4.977	
SEG1765		KILLIAN	PKW	DON SHULA EXPWY	KENDALL BLVD	4	11	45	12700	1	N	Y	1	R	Y	4.977	
SEG1766		KILLIAN	PKW	KENDALL BLVD	SW 97 AVE	4	11	40	12700					R		4.538	
SEG1778	SW	112TH	ST	SW 117 AVE	HWY 874	2	11	35	6200	2	<u>Y N</u>	N	1			4.074	
SEG1779	SW	112TH	ST	HWY 874	SW 107 AVE	2	12	30.1	17420	2	<u>N</u>	N	2			4.907	
SEG1780	SW	112TH	ST	SW 107 AVE	SW 102 AVE	2	12	30.1	17420	2	<u>N</u>	N	1			4.907	
SEG1780B	SW	112TH	ST	SW 102 AVE	KILLIAN PKWY.	2	11.1	35.1	17420							4.852	_
SEG1781	SW	112TH	ST	KILLIAN PKWY	SW 92 AVE	2	11_	40	17420	2	<u> </u>	N	1	R		6.323	
SEG1782	SW	112TH	ST	SW 92 AVE	SW 87 AVE	2	11	40	17420	2	N	N	1	R		6.323	
SEG1783	sw	112TH	ST	SW 87 AVE	US-1	2	11	30	17420	2	Y N	N	1	R		5.445	
SEG1784	sw	112TH	ST	US-1	SW 77 AVE	2	10	35	14140	2	N	N .	1	R		5.991	_
SEG1785	sw	112TH	ST	SW 77 AVE	SW 67 AVE	2	10	35	14140	2	N	N	1	R		4.756	
SEG1786	SW	112TH	ST	SW 67 AVE	SW 62 AVE	2	10	35	14140	2	N	N	1	R		5.991	
SEG1787	SW	112TH	ST	SW 62 AVE	SW 57 AVE	`	11	35	···· .	•		N	2			(

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ORIG_ID	RO	ADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHI	.D CRB/G	PARKG	SIGHT	DRIVE	PARK SCH	RC190	D
SEG1788	sw	120TH	ST	SW 147 AVE	SW 137 AVE	4	11	35.1	1100	1	Ν	Ν		1			3.172	2
SEG1789	SW	120TH	ST	SW 137 AVE	SW 132 AVE	4	11	35	3570								3.362	2
SEG1790	SW	120TH	ST	SW 132 AVE	SW 122 AVE	4	11	30	3570	1	Ν	Y		1	R		2.923	3
SEG1791	SW	120TH	ST	SW 122 AVE	HWY 821 S-B	4	11	35	6200	1	N	Y		1		-	3.574	4
SEG1792	SW	120TH	ST	HWY 821 N-B	SW 117 AVE	4	11	35	6200	1	N	Y		1			3.574	4
SEG1792Z	SW	120TH	ST	SW 107 AVE	SW 117 AVE													
SEG1793	SW	120TH	ST	SW 112 AVE	SW 107 AVE	2	11.5	30.1	6500	2	N	N		1	R		3.419	9
SEG1793B	sw	120TH	ST	SW 107 AVE	SW 102 AVE	2	10.5	30.1	6500	2	N	N		1	R		3.96	6
SEG1793C	sw	120TH	ST	SW 102 AVE	SW 99 CT	2	12	30.1	5000	2	N	N	_	1	R		2.90	3
SEG1793D	SW	120TH	ST	SW 99 AVE	SW 97 AVE	2	11	30.1	6200	1	N	N		1		_	3.64	4
SEG1793E	SW	120TH	ST	SW 97 AVE	SW 87 AV	2	10.5	30.1	6200	2	N	N		1	R	-	3.91	7
SEG1794	SW	120TH	ST	SW 87 AVE	US-1	2	9.5	30.1	6200	1	Y N	N		1	R	Y	4.46	j 4
SEG1795	SW	120TH	ST	US-1	SW 82 AVE	2	11.5	35.1	6200	1	N	N		1	С		3.76	j 4
SEG1796	s₩	120TH	ST	SW 82 AVE	SW 77 AVE	2	11	35	6200	3	N	N		2	R		4.07	4
SEG1797	SW	120TH	ST	SW 77 AVE	SW 67 AVE	2	11	35	6200	2	N	N		1	R	Y	4.07	' 4
SEG1798	SW	120TH	ST	SW 67 AVE	SW 62 AVE	2	11	35	6200	2	N	N		1	R		4.07	'4
SEG1799	SW	120TH	ST	SW 62 AVE	SW 57 AVE	2	11.5	35.1	6200	2	N	Ν		1	R		3.76	, 4
SEG1800	SW	124TH	ST	SW 94 AVE	SW 87 AVE	2	11	30	6200	1	N	N		1	R		3.63	5
SEG1800B	SW	124TH	ST	SW 87 AVE	US-1	2	10	30	6200	2	Y N	N		2	С	_	4.18	3
SEG1801	SW	124TH	ST	US-1	SW 82 AVE	2	11	30	6200	1	N	N		2	С		3.63	35
SEG1802	SW	124TH	ST	SW 82 AVE	SW 77 AVE	2	11	30.1	6200	2	N	N		1	R		3.64	14
SEG1803	SW	124TH	ST	SW 77 AVE	SW 67 AVE	2	11	30	6200	1	N	N	@SCH	2	R	Y	3.63	35
SEG1807	SW	136TH	ST	HARRISON ST	SW 117 AVE	2	9.5	30.1	6200	1	- N	N		1	R		4.46	54
SEG1807B	SW	136TH	ST	SW 112 AVE	SW 107 AVE	2	11	30	6200	2	- N	N	-	1	R		3.63	35
SEG1807C	SW	136TH	ST	SW 107 AVE	SW 102 AVE	2	11	30	13650	2	N	N		1	R		4.83	37
SEG1808	SW	136TH	ST	SW 102 AVE	SW 97 AVE	2	11.5	30	13650	1	N	N		1	R		4.56	34
SEG1809	SW	136TH	ST	SW 97 AVE	US-1	4	12	40	13650	2	Y N	Y		3	C		3.88	37
SEG1810	SW	136TH	ST	US-1	SW 82 AVE	2	12	35	24380	2	N	N		1	C & F	۲	6.37	71
SEG1811	SW	136TH	ST	SW 82 AVE	SW 77 AVE	2	11	35	24380	3	N	N		1	R	Y	7.00)6
SEG1811B	sw	136TH	ST	SW 77 AVE	SW 72 AVE	2	11	35	24380	່ 3	N	N		1	R		7.00	J 6
SEG1812	SW	136TH	ST	SW 72 AVE	SW 67 AVE	4	12	35	24380	3	N	Y		2	R		4.40	J 4
SEG1813	SW	144TH	ST	SW 97 AVE	US-1	2	11	35.1	6200	2	Y N	<u> </u>		1	R		4.08	83
SEG1814	SW	144TH	ST	US-1	SW 82 AVE	2	11	35.1	6200	1	N	N		1	R		4.08	83
SEG1815	SW	144TH	ST	SW 82 AVE	SW 77 AVE	2	11	35.1	6200	1	N	N		1	R		4.08	83
SEG1816	SW	144TH	ST	SW 77 AVE	OLD CUTLER RD	2	11	35.1	6200								4.08	83
°EG1817	sw	152ND	ST	SW 157 AVE	SW 147 AVE	2	12	40.1	10500	1	N	N		1	R		4.48	87
טג,	SW	152ND	ST	SW 147 AVE	SW 137 AVE	2	12	40	15210	2	N	N		1	R		5.24	4

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R I	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK S	CH F	CI90
SEG1818	SW	152ND	ST	SW 137 AVE	CSX R/R	2	12	45	29200		Y-	N	N		2	R			7.845
SEG1819	SW	152ND	ST	CSX R/R	SW 117 AVE	2	12	45	40920	2	Y	N	N		2	С			9.735
SEG1821	SW	152ND	ST	HWY 821	SW 112 AVE	5	11	45	12400	2		N	Y		2	С			4.753
SEG1822	SW	152ND	ST	SW 112 AVE	SW 107 AVE	4	10.5	45	12400	2		Ν	Y		1	R			5.361
SEG1822B	SW	152ND	ST	SW 107 AVE	SW 102 AVE	4	10.5	45	12400	2		Ν	Y		1	R			5.361
SEG1822C	SW	152ND	ST	SW 102 AVE	US-1	4	10.5	45	12400	1	Y	N	Y		1	R			5.361
SEG1822D	SW	152ND	ST	US-1	SW 82 AVE	2	11.5	35	6200	2		N	N	Р	2	R			3.756
SEG1822E	sw	152ND	ST	SW 82 AVE	SW 77 AVE	2	11.5	35	6200	2		N	Ν	Р	2	R			3.756
SEG1822F	SW	152ND	ST	SW 77 AVE	OLD CUTLER RD	2	11.5	40	6200	2		Ν	Ν	Р	2	R	Y		4.15
SEG1822G	SW	152ND	ST	OLD CUTLER RD	SW 67 AVE	2	12	40	6200	1		Ν	Ν		1	R			3.787
SEG1823	SW	160TH	ST	SW 102 AVE	US-1	2	11	40	6200	1		N	Ν		1	R			4.513
SEG1824	SW	160TH	ST	SW 102 AVE	SW 112 AVE	2	11	40	6200	1		Ν	Ν		1	R			4.513
SEG1828C	SW	168TH	ST	SW 122 AVE	SW 117 AVE	2	10	30	6200										4.18
SEG1829	SW	168TH	ST	SW 117 AVE	HWY 821	2	11.5	30	6200										3.363
SEG1829B	sw	168TH	ST	HWY 821	SW 112 AVE	2	12	40	6200	2		Ν	N		1	R			3.787
SEG1830	SW	168TH	ST	SW 112 AVE	SW 107 AVE	2	12	40	6200	2		N	N		2	R			3.787
SEG1831	SW	168TH	ST	SW 107 AVE	US-1 S-Bound	2	12	40	10500	2	Y	Ν	N		2	I&C-E			4.48
SEG1832	SŴ	168TH	ST	US-1 S-Bound	US-1 N-Bound	2	12	40	10500										4.48
SEG1833	SW	168TH	ST	US-1 N-Bound	SW 82 AVE	2	12	40	10500	2		Ν	Ν		1	R		Y	4.48
SEG1834	SW	168TH	ST	SW 82 AVE	OLD CUTLER RD	2	12	35	10500	2		N	N		1	R			4.132
SEG1835	SW	184TH	ST	SW 187 AVE	SW 177 AVE	2	11	35	13900	1		Ν	N	_	1	R			5.316
SEG1835B	SW	184TH	ST	SW 177 AVE	SW 147 AVE	2	11	50	13900	2	Y	N	N		1	R			6.634
SEG1836	SW	184TH	ST	SW 127 AVE	SW 117 AVE	4	11.5	40	20840	1		N	Y		1	R-EB	Y		4.831
SEG1837	SW	184TH	ST	SW 117 AVE	HWY 821	4	11	40	20460	1		Ν	Y		1	С			5.163
SEG1838	SW	184TH	ST	HWY 821	SW 112 AVE	4	11	40	24060	1		N	Y		1	C			5.454
SEG1839	SW	184TH	ST	SW 112 AVE	SW 107 AVE	4	11	40	24060	2		N	Y		1	R			5.454
SEG1840	SW	184TH	ST	SW 107 AVE	US-1	4	11	40	24060	2	Y	N	Y		1	R			5.454
SEG1841	sw	184TH	ST	US-1	SW 97 AVE	2	11	30	16480	2		N	N		1	C			5.293
SEG1842	SW	184TH	ST	SW 97 AVE.	SW 87 AVE.	2	11	40	16480	2		N	N		2	R			6.171
SEG1843	SW	184TH	ST	SW 87 AVE	CARIBBEAN BLVD	2	11	40	16480										6.171
SEG1843B	SW	184TH	ST	CARIBBEAN BLVD	OLD CUTLER RD	2	11	40	14070	2		Ν	N		2	R			5.783
SEG1844	SW	200TH	ST	SW 187 AVE	SW 177 AVE	2	11.5	45	6500	2		N	Ν		1	R			4.592
SEG1851		QUAIL ROOST DR	DR	SW 220 ST Split	SW 127 AVE	2	11	40	6200	1					1				4.513
SEG1852	SW	200TH	ST	QUAIL ROOST DR	SW 122 AVE	2	9.5	30	6654	2		N	N		2	R			4.526
SEG1852B	sw	200TH	ST	SW 122 AVE	SW 117 AVE	2	11	30	6654	1		Ν	N		1	R		Y	3.708
SEG1853	sw	200TH	ST	SW 117 AVE	US-1	2	10	30	6654	1	Y	Ν	N		1	R			4.253
SEG1854		CARIBBEAN	BLVD	US-1	HWX 821	. A	11.5	40	12400) [,]		- NI	NL.		2				A 4

ORIG_ID	R	OADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R PSHLC	CRB/G PARKG	SIGHT	DRIVE	PARK SC	H RC	190
SEG1855		CARIBBEAN	BLVD	HWY 821	MARLIN RD	4	11.5	40	12400	2	N	N	2			4.1	15
SEG1856		CARIBBEAN	BLVD	MARLIN RD	FRANJO RD	2	11.5	40	6200	2	N	N	2	R		4.1	15
SEG1857		CARIBBEAN	BLVD	FRANJO RD	SW 87 AVE	2	14.5	35	6200	2	N	N	2	R	•	Y 1.8	849
SEG1858		CARIBBEAN	BLVD	SW 87 AVE	SW 184 ST	2	11	30	6200	1	N	N	2	R		3.6	635
SEG1859	SW	216TH	ST	SW 97 AVE	OLD CUTLER RD	4	11.5	40.1	15950	1	N	N	1	R		4.4	444
SEG1860	SW	216TH	ST	OLD CUTLER RD	HWY 821	4	12	40	15950					R		4.(073
SEG1861	SW	216TH	ST	HWY 821	SW 112 AVE	4	12	35	15286					R		3.	671
SEG1862	SW	216TH	ST	SW 112 AVE	US-1	2	12	40	15286					R	Y	5.3	252
SEG1863	SW	216TH	ST	US-1	SW 127 AVE	2	11	40	14620	3	Y N	N	1	R		Y 5.	871
SEG1864	SW	216TH	ST	SW 127 AVE	SW 137 AVE	2	11.5	40	15840	2	N	N	1	R		5.	705
SEG1865	SW	216TH	ST	SW 137 AVE	SW 147 AVE	2	11.5	40.1	8530	2	N	N	1	R		4.	534
SEG1866	SW	216TH	ST	SW 147 AVE	SW 157 AVE	2	10.5	40.1	8530	2	N	N	1	R		5.	262
SEG1867	SW	216TH	ST	SW 157 AVE	SW 167 AVE	2	10.5	40.1	5310	2	N	N	1	R		4.	.743
SEG1868	sw	216TH	ST	SW 167 AVE	SW 177 AVE	2	10.5	40	5310	3	Y N	N	1	R		4.	.733
SEG1869	SW	216TH	ST	SW 177 AVE	SW 187 AVE	2	10.5	40	6000	3	N	N	1	R		4.	.844
SEG1870	SW	216TH	ST	SW 187 AVE	SW 194 AVE	2	10.5	40	6000	3	Y-1'	N	1	R	<u> </u>	4.	.844
SEG1871	SW	216TH	ST	SW 194 AVE	SW 197 AVE	2	9	40	6500	3	Y-1'	N	1	R		6.	.015
SEG1872	SW	216TH	ST	SW 197 AVE	SW 207 AVE	2	9	40	6500	3	N	N	1	R		6.	.015
SEG1873	SW	216TH	ST	SW 207 AVE	SW 217 AVE	2	10.5	40	6500	1	Y-1'	N		R		4.	.925
SEG1877	sw	2214TH	ST	OLD CUTLER RD	SW 97 AVE	2	11	40.1	6500		N	Y	2			4.	.571
SEG1879	SW	232ND	ST	SW 117 AVE	SW 122 AVE	2	12	40	6500	2	N	N	1	R		3.	.835
SEG1880	SW	232ND	ST	SW 122 AVE	SW 123 RD	2	11	40	6500	1	N	N	1	R		4.	.562
SEG1881	SW	232ND	ST	SW 123 RD	US-1	2	11	40	4380	2	Ν	N	1	С	_	4.	.22
SEG1882	SW	232ND	ST	US-1	SW 137 AVE	2	11	40	7400	2	Y N	N	1	С		4.	.707
SEG1883	SW	232ND	ST	SW 137 AVE	SW 147 AVE	2	10.5	40.1	6880	2	N	N	1	R		4.	.996
SEG1884	SW	232ND	ST	SW 147 AVE	SW 157 AVE	2	10.5	40.1	6500	2	Ν	N	1	R		4.	.935
SEG1885	SW	232ND	\$T	SW 157 AVE	SW 167 AVE	2	10.5	40.1	6500	2	N	N	1	R		4.	.935
SEG1886	SW	232ND	ST	SW 167 AVE	SW 177 AVE	2	10.5	40.1	6500	1	N	N	1	R		4.	.935
SEG1887	SW	232ND	ST	SW 177 AVE	SW 187 AVE	2	10.5	40	6500	2	Ν	N	1	R		4	.925
SEG1888	SW	232ND	ST	SW 187 AVE	SW 194 AVE	. 2	10	40.1	6500	2	Ν	N	1	R		5.	.299
SEG1889	SW	232ND	ST	SW 194 AVE	SW 197 AVE	2	10.5	40.1	6500	2	N	N	1	R		4	.935
SEG1890	SW	232ND	ST	SW 197 AVE	SW 207 AVE	2	11	40	6500	2	N	N	1			4	.562
SEG1891	SW	232ND	ST	SW 207 AVE	SW 217 AVE	2	11.5	40	6500	1	N	N	1	R		4	.198
SEG1892	SW	248TH	ST	SW 217 AVE	SW 207 AVE	2	11	40	6500	1	N	N	1	R		4	.562
SEG1893	SW	248TH	ST	SW 207 AVE	SW 187 AVE	2	10.5	40.1	6500	2	N	N	1	R		4	.935
~G1894	SW	248TH	ST	SW 187 AVE	SW 167 AVE	2	10.5	40.1	4860	2	N	N	1	R	Y	4	.67
	SW	248TH	ST	SW 167 AVE	SW 157 AVE	2	10.5	40.1	6500	1						4	.935

ORIG_ID	RC	ADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF	R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK	SCH RCI90
SEG1896	SW	248TH	ST	SW 157 AVE	SW 152 AVE	2	11	40.1	6500	1		Y-1'	Ν	11	2	R		4.571
SEG1897	SW	248TH	ST	SW 152 AVE	SW 147 AVE	2	11	40	15800	1		Y-1'	<u>N</u>		1	R		6.062
SEG1898	SW	248TH	ST	SW 147 AVE	SW 137 AVE	2	10.5	40	15800	2		<u>N</u>	N		1	R		6.425
SEG1899	SW	248TH	ST	SW 137 AVE	US-1	2	10.5	40	15800	2	Y	Ν	N		2	С		6.425
SEG1900	SW	248TH	ST	US-1	SW 112 AVE	4	12	30	10800	2		N	N		1			2.961
SEG1901	SW	248TH	ST	SW 112 AVE	SW 107 AVE	4	12	30	6500	2		Ν	Ν		1			2.614
SEG1902	SW	248TH	ST	SW 107 AVE	SW 97 AVE	4	12	30	6500	2_		N	N		1	<u> </u>		2.614
SEG1903	SW	248TH	ST	SW 97 AVE	SW 87 AVE	2	12	30	6500	3		Ν	Ν		. 1	1		3.138
SEG1905	SW	264TH	ST	US-1	SW 147 AVE	2	11	40	5120	2	Y	N	N		1	С	<u>.</u>	4.339
SEG1911	SW	268TH	ST	US-1	SW 137 AVE	4	10.5	40	21560	1	Y	N	N		1			5.615
SEG1912	SW	268TH	ST	SW 137 AVE	HWY 821	4	10.5	40	21560	2					1	R		5.615
SEG1913	SW	268TH	ST	HWY 821	SW 127 AVE	4	10.5	40	21560	2		Ν	N		1	R		5.615
SEG1914	SW	268TH	ST	SW 127 AVE	SW 112 AVE	4	10	40	21560	1	-				1	R		5.979
SEG1915	sw	280TH	ST	SW 217 AVE	SW 197 AVE	2	10.5	40.1	3000	1	-	Ν	N		1			4.37
SEG1919B	SW	288TH	ST	SW 197 AVE	SW 187 AVE	2	9	40	3000	2	-	N	N		1	R		5.451
SEG1919C	sw	288TH	ST	SW 187 AVE	SW 177 AVE	2	10.5	40	15340	2	Y	Ν	Ν		1	R		6.351
SEG1920	SW	288TH	ST	SW 177 AVE	SW 172 AVE	2	10	40	15340	2		N	N		1	R		6.714
SEG1920B	SW	288TH	ST	SW 172 AVE	SW 167 AVE	2	11.5	40	15340	2		Ν	Ν		1	R		5.624
SEG1921	SW	288TH	ST	SW 167 AVE	US-1	2	11.5	40	15340	1	Y	N	N		1	R	Y	5.624
SEG1922	SW	288TH	ST	US-1	SW 152 AVE	4	11	40	15340	2		Ν	Y		1	R	Y	4.75
SEG1923	sw	288TH	ST	SW 152 AVE	HWY 821	4	11	40	15340	1		Ν	Y		1	R		4.75
SEG1924	SW	288TH	ST	HWY 821	SW 137 AVE	4	11	40	15340	1		N _	Y		1			4.75
SEG1925	SW	288TH	ST	SW 137 AVE	SW 127 AVE	4	10.5	40.1	15340	2	Y	Ν	Y		1	R		5.123
SEG1928B	SW	304TH	ST_	SW 107 AVE	SW 112 AVE	2	11	40.1	7500	3		N	<u>N</u>		1			4.73
SEG1930	sw	312TH	ST_	SW 177 AVE	FLAGLER AVE	4	9	30	19430	2	Y		Y					5.29
SEG1931	SW	312TH	ST	FLAGLER AVE	US-1	4	9	30	19430	2			Y					5.29
SEG1936B	SW	312TH	ST	SW 112 AVE	SW 117 AVE	2	11	40.1	4700	2		Ν	N		1			4.28
SEG1937	sw	320TH	ST	SW 217 AVE	SW 197 AVE	2	11	40.1	4700	1	-	N	Ν	-	1	R		4.28
SEG1937B	SW	320TH	ST	SW 197 AVE	SW 192 AVE	2	11	40.1	4700	2		N	N		1	R		4.28
SEG1937C	SW	320TH	ST_	SW 192 AVE	SW 187 AVE	2	11	40.1	6280	2		N	N		1	R		4.53
SEG1938	SW	320TH	ST	SW 187 AVE	SW 177 AVE	2	10.5	30	6280	1	Y			P	2	С		3.92
SEG1943	SW	328TH	ST	SW 187 AVE	SW 177 AVE	2	10.5	30	5360	1	Y	<u>N</u>	N		1	С		Y 3.77
SEG1944	SW	328TH	ST	SW 177 AVE	US-1	4	10	30	7380	1		N	Y		1	С		3.77
SEG1945	SW	328TH	ST	US-1	HEFT	2	11	40	9400	3		Ν	N		1			5.02
SEG1945B	SW	328TH	ST	HEFT	Biscayne N.Park	2	11	50	9400	2		N	Ν		1			5.90
SEG1946	SW	344TH	ST	SW 217 AVE	SW 192 AVE	2	10.5	45	3500	2	-	N	N	-	1	R		4.92
SEG1946B	sw	344TH	ST	SW 102 AVE	SIN 107 AVE		11 -	⁻ 0.1										

ORIG_ID	R	O A D W A	Y	FROM	ТО	LANES	RH_LN	SPD	AADT90	SURF R	r pshld	CRB/G	PARKG	SIGHT	DRIVE	PARK S	CH	RCI90
SEG1947	sw	344TH	ST	SW 187 AVE	SW 177 AVE	2	10.5	40	4540	<u>1</u>	(4.609
SEG1948	SW	344TH	ST	SW 177 AVE	US-1	4	11.5	40,1	4540	2		Y	P	2	С			3.524
SEG1948B	SW	344TH	ST	US-1	SW 167 AVE	2	11	40.1	4540	2	N	Ν		1				4.254
SEG1949	SW	344TH	st	SW 167 AVE	SW 152 AVE	4	11.5	40	4540	1	N	Ν		1			Y	3.516
SEG1950	SW	344TH	ST	SW 152 AVE	SW 132 AVE	2	9.5	40	4540	1	N	Ν		1				5.336
SEG1950B	SW	344TH	ST	SW 132 AVE	SW 117 AVE	2	9.5	40.1	4500	1	N	Ν		1				5.341
SEG1950C		INGRAHAM	HWY	SW 217 AVE	SW 192 AVE	2	11.5	45	2365	2	N	N		1				3.925
SEG1951		ALTON	RD	63 ST	Brg.@LAKEVIEW D	4	11	35	23904	1	N	Y-18"	P-BS	2	R			5.002
SEG1951B		ALTON	ROA	Brg.@LAKEVIEW D	47 ST	4	10.5	35	23904	1	N	Y-18"	P-BS	3	R			5.32
SEG1952		ALTON	RD	47 ST	41 ST	4	10.5	35	23904	1	Y	Y	P-BS	2	R	Y		5.32
SEG1953		ALTON	RD	41 ST	21 ST	4	10.5	35	23680	1	Y	Y	P-BS	2	R	-		5.302
SEG1953B		ALTON	ROA	21 ST	DADE BLVD	4	11	35.1	23680	1	N	Y		2	С			4.993
SEG1954		ALTON	RD	DADE BLVD	17 ST	4	11	35.1	23680	1	N	Y	P-BS	1	С			4.993
SEG1955		ALTON	RD	17 ST	11 ST	4	10	35	23680	2	N	Y	P-BS	2	С	Y		5.62
SEG1956	-	ALTON	RD	11 ST	6 ST	4	10	35	23680	2	N	Y	P-BS	2	С	Y	Y	5.62
SEG1956B		ALTON	RD	6 ST	5 ST	2	13	35.1	23680		N	Y		2				5.627
SEG1957		ALTON	RD	5 ST	BISCAYNE ST	4	12	35.1	23680	1	N	Y		1			Y	4.355
SEG1967		LA GORCE	DR	63 ST	PINE TREE DR	2	11	30	6200	2	Ν	N		1	R			3.635
SEG1968		PINE TREE	DR	63 ST	LA GORCE DR	2	13	30	6200	3	Y-MIA	N		1	R			2.545
SEG1969		PINE TREE	DR	LA GORCE DR	47 ST	4	1 4 .9	30	6200	2	N	Y		2	R			1.01
SEG1970		PINE TREE	DR	47 ST	41 ST	4	9	30	6200	3	N	N		2	R			4.225
SEG1971		PINE TREE	DR	41 ST	23 ST	4	12	30	6200	2	N	Y	P-BS	2	R			2.59
SEG1972		HARDING	AVE	COLLINS AVE	96 ST	3	9	30.1	12400			Y	Y	2				5.071
SEG1973		HARDING	AVE	96 ST	71 ST	3	11.5	30.1	12400			Y						3.704
SEG1974		HARDING	AVE	71 ST	63 ST	2	20	30.1	12400			Y	Y	2				-0.278
SEG1975		INDIAN CREEK	DR	63 ST	COLLINS AVE	2	16.5	30.1	12400			Y	Р	2				1.636
SEG1975B		INDIAN CREEK	DR	41 ST	COLLINS AVE	2	13.5	30.1	12500			Y	P-E.SI	2				3.293
SEG1976		COLLINS	AVE	N County Line	192 ST	6	10	35	24536		N	Y		1	С			5.029
SEG1976B		COLLINS	AVE	192 ST	189 ST	4	11	35	33016	1	N	Y		1	R			5.737
SEG1977		COLLINS	AVE	189 ST	SUNNY ISLES CWY	6	10.5	35	33016	3	N	Y		1	С			5.167
SEG1977B		COLLINS	AVE	SUNNY ISLES CWY	15100 Block	6	10.5	35	33016	2					C			5.167
SEG1978		COLLINS	AVE	15100 Block	Haulover Bridge	4	11.5	40	33016	2	N	N		1		Y		5.813
SEG1978B		COLLINS	AVE	Haulover Bridge	10200 Block	4	11.5	30.1	33016	2								5.033
SEG1978C		COLLINS	AVE	10200 Block	HARDING AVE	6	11.5	30	33016	1	N	Y		1	С			4.138
SEG1979		COLLINS	AVE	HARDING AVE	96 ST	2	14.9	30	19132	2	N	Y	P-W.S	2	С			3.595
SEG1980		COLLINS	AVE	96 ST	89 ST	2	14.9	30	19132	2	N	Y	P-W.S	I 2	С			3.595
SEG1980B		COLLINS	AVE	89 ST	87 ST	3	12	30	19132	2	N	Y	P-E.S	1 2				4.147

ORIG_ID	RO	ADWA	Y	FROM	то	LANES	RH_LN	SPD	AADT90	SURF R/R	PSHLD	CRB/G	PARKG	SIGHT	DRIVE	PARK SC	CH F	{C 90
SEG1980C		COLLINS	AVE	87 ST	75 ST	3	12	30	19132	2	Ν	Y	P-E.SI	2	R	Y		4.147
SEG1980D		COLLINS	AVE	75 ST	73 ST	3	11	30	19132	2	Ν	Y	P-BS	2	C	Y		4.692
SEG1980E		COLLINS	AVE	73 ST	71 ST	3	11	30	19132	2	N	Y		1	С			4.692
SEG1981		COLLINS	AVE	71 ST	63 ST	4	11	30	19132	2	N	Y	P-BS	2	С	Y		4.178
SEG1982		COLLINS	AVE	63 ST	INDIAN CREEK DR	3	11.5	30.1	19132	2	N	Y		2	С			4.428
SEG1983		COLLINS	AVE	INDIAN CREEK DR	4800 Block	6	14.9	30.1	19132	1	N	Y-18"	P-BS	2	С	Y	_	1.54
SEG1984		COLLINS	AVE	4800 Block	5800 Block	6	11	35	19132	1	N	Y	P-SB	2	С	Ŷ		4.103
SEG1985		COLLINS	AVE	5800 Block	INDIAN CREEK DR	6	11	35.1	19132	3	Ν	Y		2				4.112
SEG1986		COLLINS	AVE	INDIAN CREEK DR	41 ST	3	11	30.1	19164	2	Ν	Y	P-BS	2	С			4.704
SEG1987		COLLINS	AVE	41 ST	26 ST	3	12	30.1	19164	1	N	Y	P-BS	2	C			4.158
SEG1987B		COLLINS	AVE	26 ST	25 ST	4	12	30.1	19164	1	Ν	Y	P-BS	2	С			3.642
SEG1988		COLLINS	AVE	25 ST	23 ST	4	10	30.1	19164	2	N	Y-18"		2	С			4.736
SEG1989		COLLINS	AVE	23 ST	LINCOLN RD	4	8	30.1	19164	3	N	Y		1	С	Y		5.83
SEG1989B		COLLINS	AVE	LINCOLN RD	16 ST	2	14.9	30.1	19164	2	Y-18"	Y			С			3.602
SEG1989C	· · · · · · · · · · · · · · · · · · ·	COLLINS	AVE	16 ST	ESPANOLA WAY	4	11.5	30.1	19164	1	Y-18"	Y		1	С	<u> </u>		3.916
SEG1990	-	COLLINS	AVE	ESPANOLA WAY	5 ST	2	14	30.1	11500	2	N	Y	P-BS	2	С			2.858
SEG1991		COLLINS	AVE	5 ST	BISCAYNE ST	2	14.9	30.1	11500	3	N	Y	P-BS	2	С			2.366
SEG1992		96TH	ST	E Biscayne Bay	HARDING AVE	4	11.5	30	18600		N	Y		1	С		Y	3.863
SEG1993		96TH	ST	HARDING AVE	COLLINS AVE	4	9	30	18600	1	N	Y		1	С			5.225
SEG1994	N	BAY	CSW	W Biscayne Bay	W N Bay Village	6	11	30	18600									3.635
SEG1995	N	BAY	CSW	W N Bay Village	E N Bay Village	6	11	30	18600	1	N	Y		2	С			3.635
SEG1996	N	BAY	CSW	E N Bay Village	BAY RD	6	12	30	18600	1	N .	Y		2				3.09
SEG1997		NORMANDY	DR	W BAY DR	71 ST	3	12	35	12400	1	N	Y	P-BS,9	'2	R			3.772
SEG1998		71ST	ST	W BAY DR	E BAY DR	3	12	35	12400	1	N	Y	P-BS	2	R			3.772
SEG1998B		71ST	ST	E BAY DR	INDIAN CREEK DR	6	10	30	12400	1	N	Y		2	С			3.847
SEG1999		71ST	ST	INDIAN CREEK DR	ABBOT AVE	2	12	35	12500	2	N	Y	P-WB	2	C		-	4.454
SEG2000		71ST	ST	ABBOT	COLLINS AVE	4	12	35.1	12500	2	Ν	Y	P-BS	2	С			3.453
SEG2001		63RD	ST	ALTON RD	LA GORCE DR	2	12	35	12400	2	N	Y		1	R			4.438
SEG2002		63RD	ST	LA GORCE DR	PINE TREE DR	2	12	35	12400	2	Ν	Y		1	R			4.438
SEG2003		63RD	ST	PINE TREE DR	INDIAN CREEK DR	4	11	35.1	12400	2	N	Y		1	С			4.083
SEG2007		41ST	ST	ALTON RD	PRAIRIE AVE	4	12	30.1	12400		Ν	Y		_			Y	3.097
SEG2008		41ST	ST	PRAIRIE AVE	PINE TREE DR	4	12	30.1	12400)	N	Y	Р	2			Y	3.097
SEG2009		4 1ST	ST	PINE TREE DR	INDIAN CREEK DR	4	12	30.1	12400)	N	Y		-				3.097
SEG2010		INDIAN CREEK	DR	INDIAN CREEK DR	COLLINS AVE	2	14	30.1	12400)	N	Y						3.003
SEG2011		23RD	ST	DADE BLVD	COLLINS AVE	4	10	30.1	6200	1	N	Y	P-BS	2	С	- Her		3.691
SEG2017		DADE	BLVD	WASHINGTON AVE	23 ST	4	11	35.1	12400) 2	N	Y		1			Y	4.083

Appendix E

Dade County Guide for the Development of Bicycle Facilities



Attached for your review and recommendation is the Bicycle Facilities Development Guide.

This guide was developed by the Public Works Dept. through a request by citizens and the Bicycle/Pedestrian Program to meet the mobility needs of bicyclists to provide adequate and safe space a conditions for shared road use throughout the County's roadway system. It proposes that all new roadways shall be designed and constructed to provide for bicycle facilities where feasible.

...ESOLUTION NO. TPC. 36-93

A RESOLUTION RECOMMENDING APPROVAL OF COUNTY GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, the Transportation Planning Council has reviewed the County Guide for Development of Bicycle Facilities and recommends its approval.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COUNCIL OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the County Guide for Development of Bicycle Facilities is hereby recommended for approval by the Governing Board of the Metropolitan Planning Organization.

The foregoing resolution was offered by Armando Vidal, who moved its adoption. The motion was seconded by Chester Colby, and upon being put to vote, the vote was as follows:

Dennis Corter		01/0
	-	aye
Jose Abreu	-	aye
Chester Colby	-	aye
John D'Amanda	-	aye
Gary Dellapa	-	absent
Carmen Lunetta	-	absent
Bruce Offord	-	aye
Guillermo Olmedillo	-	aye (Allan Bly as alternate)
Servando Parapar	- ·	aye
Lee Rawlinson	-	aye (Helen Fogaros as alternate)
John Renfrow	-	aye (Doug Yoder as alternate)
Gilbert Robert	-	absent
Virginia Rosen	-	aye (Kathy Wilbur as alternate)
Armando Vidal	-	aye
		-

The Chairman thereupon declared the resolution duly passed and approved this 18th day of October, 1993.

TRANSPORTATION PLANNING/COUNCIL **M.PlO**. By Jose-Luis Mesa MPO Secretariat



GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES

It is the goal of Metropolitan Dade County to develop, operate, and maintain a safe, efficient, and economic traffic circulation system in the County that provides ease of mobility to all people and for all goods. One of the objectives of that goal is to provide the safe and convenient movement of pedestrians and non-motorized vehicles alike.

Florida Statues require that all needs of bicyclists and pedestrians be addressed in all local and state transportation plans and programs.

316.065(1)(a) - Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, and other change of any state transportation facility.

To meet the mobility needs of bicyclists, it is necessary to provide adequate and safe space and conditions for shared road use throughout the county's roadway system. All new roadways shall be designed and constructed to provide for bicycle facilities where feasible. This requires special design considerations, including preparing the roadway surface to accommodate 1¹/4" tires (i.e., drainage grates, railroad crossings, lateral joints, placement of RPMs), special lane widening, and shoulder considerations. Roadway improvements will be reviewed to eliminate and minimize obstacles, barriers, and specific hazards to bicyclists.

The following documents are incorporated by reference and are recognized by the County as official documents to be utilized for the design of bikeway facilities.

- 1. AASHTO Guide for Development of Bicycle Facilities August 1991.
- 2. Manual of Uniform Minimum Standards for Design, Construction, and Maintenance (Green Book).

It will therefore be the policy of the Metropolitan Dade County Public Works Department to review all plans and development proposals for provisions to accommodate the safe movement of bicycles and pedestrians, and require the incorporation of bicycle needs into the County's plans for any new road construction, widening, or reconstruction project, if feasible, in accordance with the approved Dade County Bicycle Master Plan.

This policy will generally provide for the construction of wide curb lanes, undesignated lanes, marked bicycle lanes, or paved shoulders in conjunction with other roadway improvements. The lack of adequate right-of-way and the costs associated with acquisition in built-in areas may not allow the provision of this additional width. Roadway improvements will be reviewed on a case-by-case basis, depending on anticipated bicycle travel, and their conformance with the official and approved Bicycle Master Plan.

b/p9d aude

WIDE CURB LANES

Wide curb lanes or paved shoulders provide the following:

- 1. Permits a vehicle to enter the roadway from either an intersection or driveway without adjacent lane encroachment.
- 2. Allows a motorist to pass bicyclists without delay and minimal side friction.
- 3. Paved shoulders eliminate drop-off problems that occur at the edge of roadway pavement, reduce maintenance costs, and improve drainage of the roadway pavement.

Each of the above factors leads to improved traffic flow, adds to the capacity of the roadway section, and enhances highway safety.

Wide curb lanes (normally 14' wide) are to be provided as the minimum treatment in conjunction with other roadway improvements (curb and gutter construction) unless right-of-way is inadequate and the cost associated with acquisition for this purpose is not feasible.

For those projects that require additional right-of-way for the construction of the roadway, the additional width to provide wide curb lanes should be considered in the acquisition.

Heavily congested roadways with significant levels of commercial vehicles and numerous intersections are served best with wide curb lanes and not marked as a bike lane or bike route. An edge line should only be marked when an undesignated 4' wide lane can be provided adjacent to the travel lane. A wide curb lane shall not have an edge line to designate a lane.

Retro-fitting wide curb lanes are not feasible on existing projects if the following conditions exist:

1. Right-of-way is inadequate and additional right-of-way if not being acquired.

2. Right-of-way acquisition has already taken place.

3. The high cost to acquire additional right-of-way to provide the wide curb lane makes the project economically unfeasible.

BICYCLE LANES

b/o9d made

Bicycle lanes (4' minimum width) may be warranted in lieu of wide curb lane in some areas of the County. Collectors and the more lightly traveled arterials that have only a moderate level of commercial vehicles and have fewer turning movements may be constructed or reconstructed with a bike lane. In cases with curb and gutter construction, it may be desirable to start with a 15' wide curb lane, including a stripe three feet from the edge of the pavement, to create an undesignated bike lane. The width of the lane and gutter will normally provide 4' to 4.5' of surface for use by the bicyclist.

PAVED SHOULDERS

The construction of paved should will improve traffic flow, increase capacity, and enhance highway safety. Shoulder pavement will:

- 1. Provide protection for bicyclists:
- 2. Allow motorists to pass bicyclists without delays.
- 3. Reduce edge of pavement drop-off due to wind erosion created by trucks.
- 4. Provide better roadway pavement drainage and reduce potential for hydroplaning.
- 5. Reduce potential for run-off-the-roadway accidents.

Shoulder pavement is to be considered in accordance with the following criteria:

- 1. All new construction, reconstruction, and lane-addition projects should have 4' minimum paved shoulders. Does not apply to short bridge replacement, intersection improvement projects, or urban curb and gutter construction.
- 2. Shoulders should also be placed on all two-lane arterials and collectors in urban areas with a post-construction average daily traffic count of 5,000 vehicles or greater, based upon anticipated bicycle travel and other safety and operational benefits.

RIGHT-OF-WAY WIDTHS

The Public Works Department will require an increase in the minimum right-of-way width on roadways designated as bike routes in the adopted Bicycle Master Plan from 70 feet to 74 feet.

PUBLIC WORKS MANUAL

The two-, four-, and six-lane typical sections will be modified to provide a minimum 13-foot wide curb lane to accommodate bikeway needs. The Public Works Department will require developers to adhere to the bikeway policy and standards when applicable.

ROADWAY MASTER PLANS

Master plans will be prepared by the Public Works Department or its consultants, for each new roadway project in the TIP. A memorandum will be sent to County agencies, committees, and departments advising that a master plan will be on display in the Director's Conference Room for a two-week period for review and comments. All review comments will be considered for inclusion in the Master plan prior to inception of final design.

Where unique or site specific conditions are encountered, or where conflicting needs arise, sound engineering judgment must be applied to achieve solutions that are in keeping with the spirit and purpose of the policy.





TWO LANE STRIPING DETAIL FOR SECTION AND HALF SECTION LINE ROADWAYS ON ADOPTED BIKEWAY PLAN

> ADDITIONAL COST = # 40,000/MI. (A.C. BASE & SURFACE)



Limerock base ¢ Ρ











Appendix **F** FHWA Design Selection and Specifications
This appendix provides recommendations for selecting roadway design treatments to accommodate bicycles. Specific dimensions are suggested for the width of the recommended facility type. These recommendations reflect the current state of the practice in the design of bicycle-friendly roadways. However, users are encouraged to treat these recommendations as guidelines rather than absolute standards.

TYPES OF FACILITIES

Five basic types of facilities are used to accommodate bicyclists:

- <u>Shared lane</u>: shared motor vehicle/bicycle use of a standard width travel lane.
- <u>Wide outside lane</u>: an outside travel lane with a width of at least 14' (4.2 m).
- <u>Bike lane</u>: a portion of the roadway designated by striping, signing, and/or pavement markings for preferential or exclusive use of bicyclists.
- <u>Shoulder</u>: a paved portion of the roadway to the right of the edge stripe designed to serve bicyclists.
- <u>Separate bike path</u>: a facility physically separated from the roadway and intended for bicycle use.

DESIGNATING BICYCLE FACILITIES

An important consideration regarding the five types of facilities designs is whether or not they should be marked by pavement delineation and/or signs, as bicycle facilities. Group B/C bicyclists prefer designated facilities for bicycle use. Therefore, when bike lanes or shoulders are provided to serve group B/C riders, some designation should be included.

However, the legality of designating bicycle use on shoulders, especially on limited-access highways, may not be well-defined in every state. This is due, in part, to the current language in the Uniform Vehicle Code regarding where vehicles are permitted to operate. Users are encouraged to contact their State Attorney General's office to determine the current situation regarding bicycle use on selected highway shoulders. Consideration should be given to amending some state vehicle codes to explicitly permit this widespread practice.

When design treatments are provided primarily to serve group A riders, designation is optional. In some cases, it may be more desirable <u>not</u> to mark or sign the facility for bicycle use. For instance, if bicycle use is permitted on the shoulder of a controlled access freeway, it is usually not appropriate to designate this roadway as a bicycle facility unless this route serves as the only link between two points. Where a facility is intended to be designated as a bicycle facility, it is essential the design conform to the State or AASHTO standard guidelines.

PREPARING TO SELECT A FACILITY TREATMENT

To determine the appropriate highway design treatment to accommodate bicyclists, several factors associated with the specific route or project must be assessed:

- What types of bicyclists is the route most likely to serve?
- What type of roadway project is involved (new construction, reconstruction, or retrofit)?
- What are the current and anticipated traffic operations and design characteristics of the route that will affect the choice of a bicycle design treatment?

WHAT TYPES OF BICYCLISTS IS THE ROUTE MOST LIKELY TO SERVE?

This document takes its lead from the AASHTO Guide, which states:

"To varying extends, bicycles will be ridden on all highways where they are permitted. All new highways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will be used as a bicycle street."

Using the concept of two broad types of design bicyclists -- Group A and Group B/C -- the recommendations included in Tables 1 through 6 are keyed to their use. All streets and highways where bicycles are permitted to operate should, as a minimum, incorporate the design treatments recommended in the tables for group A bicyclists. Where it is determined that use by group B/C bicyclists is likely, the tables recommending design treatments for Group B/C should be used. Naturally, the Group B/C design treatments will also accommodate Group A bicyclists.

NEW CONSTRUCTION AND RECONSTRUCTION VS. RETROFITTING

The recommended design treatments in the tables are most easily implemented when new construction or reconstruction is planned. It is a relatively straightforward process to adopt the specified design treatment for bicycles at the project planning stage.

When implementation involves retrofitting an existing roadway to accommodate bicycle use, the project can be more complex. Existing streets built with curb and gutter section will often be viewed as having a fixed width and improvements will likely be limited to restriping the existing lanes.

When working with existing streets and highways, planners should investigate the opportunity to make at least minor or marginal improvements. However, where the need is to serve Group B/C bicyclists, it is essential to commit the resources necessary to provide facilities that meet the recommended design treatments. Only then can routes and facilities be designated for bicyclists and provide the desired access to the community.

DETERMINING APPROPRIATE TRAFFIC OPERATIONS AND DESIGN FACTORS

A general consensus has emerged among transportation planners and engineers working with bicycle facilities, on the traffic operations and design factors having the greatest effect on bicycle use. Each of these factors is discussed below along with the ranges of values used to differentiate levels of needs. Determining these ranges was difficult because there is little in the state of the practice to go by, and there is tremendous regional variation in prevailing conditions. Therefore, it is again suggested that the tables be used only as a guide and that adjustments be considered to reflect different values of annual average daily traffic volume (AADT).

The six major factors are as follows

- <u>Traffic volume</u>. Higher motor vehicle traffic volumes representing greater potential risk for bicyclists and more frequent overtaking situations are not comfortable for Group B/C bicyclists unless special design treatments are provided. The recommendations contained in the tables are based on three ranges of AADT:
 - Under 2,000 AADT
 - 2,000 10,000 AADT
 - Over 10,000 AADT
 - Average motor vehicle operating speed. The average operating speed is more important than the posted speed limit, and better reflects local conditions. For the tables, the average operating speed is defined as that speed which 85% of the traffic exceeds. Again, motor vehicle speed can have a negative impact on risk and comfort unless mitigated by special design treatments. Four ranges of average speeds are used:
 - Less than 30 mph (48.3 km/hr)
 - 30 40 mph (48.3 64.4 km/hr)
 - 41 50 mph (66 80.5 km/hr)
 - Over 50 mph (Over 80.5 km/hr)
 - <u>Traffic mix</u>. The regular presence of trucks, buses, and/or recreation vehicles can increase risk and have a negative impact on comfort for bicyclists. At high speeds, the wind blast from such vehicles can create a serious risk of falls. Even at lower operating speeds, shared lane use is less compatible. All types of bicyclists prefer extra roadway width to accommodate greater separation from such vehicles. Many bicyclists will choose a different route or not ride at all where there is a regular presence of such traffic unless they are able to remove themselves several feet from these motor vehicles. The recommendations contained in the tables suggest different design treatments and widths depending on whether or not the volume of truck, bus, and/or recreational vehicles is likely to have a negative impact on bicycle use.

- <u>On-street parking</u>. The presence of on-street parking necessitates increasing the width needed in the adjacent travel lane or bike lane to accommodate bicycles. This is primarily a concern associated with streets and highways built with an urban section. It is addressed in the recommendations by including a separate set of tables for urban sections with on-street parking.
- <u>Sight distance</u>. "Inadequate sight distance" relates to situations where bicycles are being overtaken by motor vehicles and where the sight distance is insufficient than that needed for a motor vehicle operator to either change lane positions or slow to the bicyclist's speed. This problem is primarily associated with rural highways, although some urban streets have sight distance problems due to poor design and/or sight obstructions.
- <u>Number of Intersections</u>. Intersections post special challenges to bicycle and motor vehicle operators, especially when bike lanes or separate bike paths are introduced. The *AASHTO Guide* and various State design manuals include general guidelines for intersection treatments.

While not included as a selection factor in the tables, the number and/or frequency of intersections should be considered when assessing the use of bike lanes. There is some evidence to suggest that the disruption of traffic operations associated with bike lanes is temporary. Over time, both bicyclists and motorists adapt to the new traffic patterns, learning to look for each other and effect merges prior to intersections.

HOW TO USE THE TABLES TO DETERMINE THE RECOMMENDED TREATMENT

Recommended roadway design treatments and widths to accommodate bicycles are presented in Tables 1 through 6. There are separate tables for Group A and Group B/C bicyclists. The design treatment for Group A bicyclists should be used as a guide for the <u>minimum</u> design for any roadway on which bicycle use is permitted. The recommended design treatments for Group B/C bicyclists should be considered the <u>desirable</u> design for any route on which this type of bicyclist is likely to ride.

The tables are separated into two basic types of roadway sections: urban (with curb and gutter) and rural (without curb and gutter). Separate tables are also provided for highways in urban sections with and without on-street parking.

Note: Controlled access freeways are considered a special case and are not addressed by the tables. Several states now permit bicyclists to operate on the shoulder of some or all of their controlled access freeways. Controlled access freeway right-of-ways have also been used for separate bike paths.

The tables indicate the appropriate design treatment given various sets of traffic operations and design factors. They do not include any specific recommendations for separate bike paths. The use of these paths depends on specific right-of-way conditions (e.g., very few intersections, adequate set-back) that do not exist along most highways. These conditions are most often found along parkways, river and lake shores, in park and recreation areas, on abandoned railroad right-of-ways, and on the right-of-way of some controlled access freeways. Where such suitable conditions exist, separate bike paths can be pleasant additions to the facilities available to bicyclists. However, they cannot take the place of access to the street and highway network.

Recommendations are provided for the width of the various recommended design treatments. These recommended dimensions <u>should</u> be treated as "minimum widths" unless special circumstances preclude such development. Any treatment specifically designated for bicycle use must meet the minimum design standards called for in the *AASHTO Guide* or in the appropriate state standard.

These recommendations are preliminary and should be tested and refined over time. It is anticipated that this document will be revised to reflect the continuing evolution of design treatments for roadways to accommodate shared use by bicycles and motor vehicles.

Observed 85th	Annual Average Daily Traffic Volume (AADT)											
Percentile of Average Motor Vehicle Operating Speed		Under	2,000	5		2,000 -	10,000		Over 10,000			
	Lane Wie adequa dista	dth (ft) if te sight ince	Lane width (ft) if inadequate sight distance		Lane width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance	
Under 30 mph	SL 14	For Links withSLHigh Truck andWC14Bus %14		SL 14	For Links With SL High Truck and 14 Bus %		WC 14	WC 14	For Links With High Truck and Bus %		WC 14	
		SL 14	WC 14			WC 14	WC 14			WC 14	WC 14	
30 - 40 mph	WC 14	WC 14	WC 15	WC 15	WC 14	WC 15	WC 15	WC 15	WC 14	WC 15	WC 15	WC 15
						••••						
41 - 50 mph	WC 15	WC 15	WC 15	WC 15	WC 15	WC 15	SH 6	SH 6	WC 15	WC 15	SH 6	SH 6
Over 50 mph	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6

TABLE 1 **GROUP A URBAN SECTION WITHOUT PARKING**

1 mph = 1.61 km/hr Legend: WC = Wide Curb Lane SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Observed 85th		Annual Average Daily Traffic Volume (AADT)											
Percentile of Average Motor		Under	2,000		2,000 - 10,000				Over 10,000				
Vehicle Operating Speed	Lane Width (ft) if Lane w adequate sight inadeq distance dis			ridth (ft) if Lane widt uate sight if adequate stance distan		dth (ft)Lane width (ft)ate sightif inadequate sightancedistance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance			
Under 30 mph	WC 14	For Lin High Tr Bus	ks with uck and %	with k and WC b 14		For Links With High Truck and Bus %		WC 14	For I WC High 14 I		iks With ruck and s %	WC 14	
1. 		WC 14	WC 14			WC 14	WC 14			WC 15	WC 15		
					*								
30 - 40 mph	WC 14	WC 14	WC 15	WC 15	WC 14	WC 15	WC 15	WC 15	WC 14	WC 15	WC 15	WC 15	
41 - 50 mph	WC 15	WC 15	WC 15	WC 15	WC 15	WC 16	WC 16	WC 16	WC 15	WC 15	WC 16	WC 16	
· · · · · · · · · · · · · · · · · · ·													
Over 50 mph	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TABLE 2GROUP A URBAN SECTION WITH PARKING

1 mph = 1.61 km/hr

Legend: WC = Wide Curb Lane SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Observed 85th		Annual Average Daily Traffic Volume (AADT)											
Average Motor	Under 2,000				2,000 - 10,000				Over 10,000				
Vehicle Operating Speed	Lane Width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance		
Under 30 mph	For Lin SL High Tru 14 Bus		uks with uck and a %	ks with uck and WC % 14		SL For Link SL High Tru 14 Bus		ks With uck and WC s % 14		For Lir WC High Ti 14 Bu		SH 4	
		SL 14	WC 14			WC 14	WC 14			WC 14	SH 4		

30 - 40 mph	WC 14	WC 14	SH 4	SH 4	WC 14	WC 15	SH 4	SH 4	SH 4	SH 4	SH 4	SH 4	
											ł		
41 - 50 mph	SH 4	SH 4	SH 4	SH 4	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	
Over 50 mph	SH 4	SH 6	SH 6	SH 4	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	

TABLE 3 **GROUP A RURAL SECTION**

1 mph = 1.61 km/hr Legend: WC = Wide Curb Lane

SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Observed 85th		Annual Average Daily Traffic Volume (AADT)										
Percentile of Average Motor Vehicle Operating Speed		Under	2,000		2,000 - 10,000				Over 10,000			
	Lane Wie adequa dista	1th (ft) if te sight ince	Lane width (ft) if inadequate sight distance		Lane width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance	
Under 30 mph	For Links with WC High Truck and V 14 Bus %		WC 14	WC WC H 14 14		r Links With gh Truck and WC Bus % 14		BL 5	For Links With High Truck and Bus %		BL 5	
		WC 14	WC 14			WC 14	WC 14			BL 5	BL 5	
· ·			****									
30 - 40 mph	BL 5	BL 5	BL 5	BL 5	BL 5	BL 6	BL 6	BL 5	BL 5	BL 6	BL 6	BL 5
41 - 50 mph	BL 5	BL 5	BL 5	BL 5	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6
· · ·							-					
Over 50 mph	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6

TABLE 4 **GROUP B/C URBAN SECTION WITHOUT PARKING**

1 mph = 1.61 km/hr Legend: WC = Wide Curb Lane SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Observed 85th		Annual Average Daily Traffic Volume (AADT)										
Average Motor	Under 2,000					2,000 -	10,000		Over 10,000			
Vehicle Operating Speed	Lane Width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance	
Under 30 mph	WC 14	For Lin High Tr Bus	nks with ruck and WC s % 14		WC 14	For Links With High Truck and Bus %		WC 14	BL For Lir BL High Ti 5 Bu		iks With ruck and s %	BL 5
		WC 14	WC 14			WC 14	WC 14			BL 5	BL 5	
	****		1				ł			ł	ł	
30 - 40 mph	BL 5	BL 5	BL 5	BL 5	BL 5	BL 6	BL 6	BL 5	BL 6	BL 6	BL 6	BL 6
	+		-								+	
41 - 50 mph	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6	BL 6
Over 50 mph	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 5 **GROUP B/C URBAN SECTION WITH PARKING**

1 mph = 1.61 km/hr Legend: WC = Wide Curb Lane SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Observed 85th	Annual Average Daily Traffic Volume (AADT)									۰. <u>۵. ۵.</u> ۵. ۵.		
Percentile of Average Motor	Under 2,000					2,000 -	10,000		Over 10,000			
Vehicle Operating Speed	Lane Width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane width (ft) if adequate sight distance		Lane width (ft) if inadequate sight distance		Lane Width (ft) if adequate sight distance		Lane Width (ft) if inadequate sight distance	
Under 30 mph	SH 4	For Links with High Truck and SH Bus % 4		SH 4	For Links With High Truck and Bus %		SH 4	For Li SH High T 4 Bı		nks With ruck and s %	SH 4	
		SH 4	SH 4			SH 4	SH 4			SH 4	SH 4	

30 - 40 mph	SH 4	SH 4	SH 4	SH 4	SH 4	SH 6	SH 6	SH 4	SH 6	SH 6	SH 6	SH 6
											+	
41 - 50 mph	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6	SH 6
			-					*****				
Over 50 mph	SH 6	SH 6	SH 6	SH 6	SH 8	SH 8	SH 8	SH 8	SH 8	SH 8	SH 8	SH 8

TABLE 6 **GROUP B/C RURAL SECTION**

1 mph = 1.61 km/hr Legend: WC = Wide Curb Lane SH = Shoulder SL = Shared Lane BL = Bike Lane N/A = Not Applicable

Appendix G Florida Department of Transportation Policy Statements

TO

MEMORANDUN

State of Florida Department of Transportation

District Engineers

DATE January 13, 1984

Tom Drawdy, Director of Preconstruction and Design FROM

P. E. Carpenter, Dave Bullard, Ken Morefield, Han Burden, R.D. Buser, District Design Engineers, W.W. Miller, J.W. Roberts, R.B. Revell COPIES TO

SUBJECT New Striping Policy on Urban Resurfacing Projects, DM10008

In recent conversations with officials of the Federal Highway Administration, we have gained their approval for restriping of traffic lanes to provide wide curb lanes on many upcoming resurfacing projects by using 11' interior lanes. The new AASHTO guidelines suggest this practice as a general policy where conditions permit. As a result, all future state urban resurfacing projects will be considered for wide curb lanes of 14'. In thoses cases where the existing width is not adequate to provide a 14' outside lane, the maximum possible width is to be provided.

RATIONALE

A wider right-hand lane accomplishes the following:

- o Provides right turns without adjacent lane encroachment.
- o Permits a vehicle to enter the roadway from either an intersection or driveway without adjacent lane encroachment.
- o Provides ample room for a motorist to pass a bicyclist or moped operator without delay.

Each of these factors lead to improved traffic flow, add to the capacity of the roadway section, and enhance roadway safety.

APPLICATION OF POLICY

Under interrupted-flow operating conditions at low speeds up through 40 mph, narrower lane widths are normally adequate. An 11-foot lane width is adequate for through lanes and continuous two-way left-turn lanes, and a lane adjacent to a painted median. The presence of heavy truck traffic and intersection design controls should also be evaluated in reducing center-most lanes to 11-feet.

TYPICAL EXAMPLES FOR DIVIDED HIGHWAYS

1. Existing 36' pavement width - restripe two inside lanes at 11' and outside lane at 14'.

Memorandum January 13, 1984 Page 2

- 2. "Existing 24' pavement width restripe inside lanes at 11' and outside lane at 13'.
- 3. Sections with two way left turn lanes two way turn lane and inside lanes may be striped to a 11' minimum width in order to provide wide curb lanes.

Thanks for your assistance in advance for full implementation. If you have any further questions, please call.

TD/dbm

i orm 281-10

DATE March 16, 1984

State of Florida Department of Transportation

TO DISTRICT ENGINEERS, DISTRICT DESIGN ENGINEERS AND CONSULTANTS

FROM Thomas E. Drawdy, Director of Preconstruction and Design

COPIES TO

W. Miller, P. White, M. Hilliard, C. Miller, B. Buser, J. Roberts, R. Magahey, M. Flanagan, D. Bullard, R. Hock, D. Burden, FHWA

SUBJECT

Policy for Incorporation of Bicycle Facilities in Design - Wide Curb Lanes, Bicycle Lanes and Paved Shoulders DM01036

The Department's current policy is to provide for the needs of bicyclists and other non-motorized roadway users within five miles of urbanized area limits (population 50,000 or more). This policy will generally provide for the construction of wide curb lanes, bicycle lanes, or paved shoulders in conjunction with other planned roadway improvements. The lack of adequate right of way and the costs associated with acquisition in built up areas will not allow us to provide this additional width on all projects. Roadway improvements in urban areas (5,000 to 50,000 population) and the more rural sections will be reviewed on a case-by-case basis depending on anticipated bicycle travel and the need for wider pavement or paved shoulders based on other safety and operational benefits. Anticipated bicycle travel is to be considered of sufficient volume when the roadway section is identified for bicycle improvements in The Transportation Improvement Program, The State Transportation Plan (Bicycle Element) or other approved community Comprehensive Bicycle Transportation Plans.

Some of the additional benefits obtained in providing wide curb lanes or paved shoulders are:

- Wide curb lanes provide for right turns without adjacent lane encroachment.
- 2. Wide curb lanes allow a vehicle to enter the roadway from either an intersection or driveway without adjacent lane encroachment.
- Wide curb lanes and paved shoulders will allow a motorist to pass a bicyclist without delay.
- 4. Paved shoulders eliminate drop-off problems that occur at the edge of roadway pavement, reduce maintenance costs, and improve drainage of the roadway pavement.

Each of the above factors lead to improved traffic flow, add to the capacity of the roadway section, and enhance highway safety.

Wide Curb Lanes

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Wide curb lanes (normally 14' wide) are to be provided as the minimum treatment in conjunction with other roadway improvements (curb and gutter construction) within five miles of all urbanized area limits unless right

Memo: District Engineers, District Design Engineers, and Consultants March 16, 1984 Page 2

of way is inadequate and the cost associated with acquisition for this purpose is not feasible. For those projects that require additional right of way for the construction of the roadway the additional width to provide wide curb lanes is to be acquired. With severe right of way limitations 11' interior lanes, 11' continuous two-way turn lanes or painted medians may be used under interrupted-flow operating conditions at low speeds up through 40 mph. The presence of heavy truck traffic (design hour trucks greater than 10%) and intersection design controls should be evaluated in reducing the center-most lanes to 11 feet.

Heavily conjected roadways with significant levels of commerce and numerous intersections are served best with wide curb lanes and not marked as a bike lane or bike route. In no case should an edge line be marked 2 or 3'in on a 14' wide curb lane, since this tends to channel bicyclists into a space that is too narrow.

Wide curb lanes are also to be considered in urban areas (5,000 - 50,000 population) based on anticipated bicycle travel needs as previously identified.

The Federal Highway Administration has recently agreed, in the First District, to allow a method of retrofitting projects for which the design has advanced to a stage that recession (moving the curb out to provide the 14' curb lane) is not practical. This concept will avoid a redesign of the drainage system and new utility negotiations by retaining the curb to curb width and modifying the lane and median widths. Eleven foot lanes may be used for interior lanes under the conditions described above and median widths may be modified or converted to two-way turn lanes or painted medians to provide the additional width for the curb lane. Each of those projects must be discussed with the Federal Highway Administration on a project by project basis and modified typical sections submitted for arproval.

The FHWA has recently agreed to a new striping policy for urban resurfacing projects that will allow restriping to provide wide curb lanes by using 11' interior lanes. (See DM10008 dated January 13, 1984.) This policy is to be applied on all future appropriate urban and urbanized area (curb and gutter) State and Federally funded resurfacing projects.

Bicycle Lanes

Bicycle lanes (4' minimum width) may be warranted in lieu of wide curb lane in some areas of the State. Collectors and the more lightly traveled arterials that have only a moderate level of commerce, and have fewer turning movements, may serve bicyclist with a bike lane. In some of these cases, with curb and gutter construction, it may be desirable to start with a 15' wide curb lane, leaving the section undesignated as a bike facility. In later years as bike traffic studies indicate a need, the lane will have sufficient width to mark the facility as a bike lane by simply adding pavement markings and a stripe 3' from the edge of the pavement. This does not meet current Department criteria for striping as a bike lane but is being successfully applied in California. Design standards will probably be modified to allow this treatment in future years. Memo: District Engineers, District Design Engineers, and Consultants March 16, 1984 Page 3

The width of the lane and gutter will normally provide 4 to $4 \frac{1}{2}$ of surface for use by the bicyclist.

Roadway sections with low to moderate traffic and where it is desirable to attract bicyclists should be considered for 4' wide bike lanes in the initial roadway improvement. A 4' minimum width with urban curb and gutter construction or 5' minimum width with rural type (no curb) construction will be required.

Paved Shoulders

The construction of paved shoulders will improve traffic flow, increase capacity and enhance highway safety. Shoulder pavement will:

- 1. Provide protection for bicyclist.
- 2. Allow motorist to pass bicyclist without delays.
- Reduce edge of pavement drop-off due to wind erosion created by trucks.
- 4. Provide better roadway pavement drainage and reduce potential for hydroplaning.
- 5. Reduce potential for run-off the roadway pavement accidents. Edge of pavement drop-offs that occur due to erosion will be further removed from the driving lane.

Shoulder pavement is to be constructed in accordance with the following criteria:

- All new construction, reconstruction and lane addition projects (4' minimum paved shoulders). Does not apply to short bridge replacement, intersection improvement projects or urban curb and gutter construction.
 - a. Mandatory for all projects within five miles of all urbanized areas with z post construction ADT greater than 1600.
 - b. Mandatory for all coastal routes where the borrow material is of poor quality for growing grass. These will generally be within 1/2 mile of the coast but may extend beyond this on some projects. A project-by-project evaluation based on the quality of borrow material will be necessary.
 - c. Mandatory on the outside shoulder of all rural multilane facilities. The inside shoulder will be paved (4' wide) on the low side of pavement through superelevated curves and extended approximately 300' beyond the P.C. and P.T. of the curve.

d. Mandatory on all two-lane Major Arterials.

Memo: District Engineers, District Design Engineers, and Consultants March 16, 1984 Page 4

- e. Mandatory on all other two-lane highways with a post construction ADT of 5,000 or greater.
- •f. Optional for all other projects in urban and rural areas based on anticipated bicycle travel and the need for paved shoulders based on other safety and operational benefits.
- 2. State and Federally funded resurfacing and widen-resurface projects with rural type (no curb) construction (4' minimum paved shoulders).
 - a. Mandatory for all projects within five miles of all urbanized areas with a post construction ADT greater than 1600.
 - b. Mandatory for all coastal routes where the borrow material is of poor quality for growing grass. Those will generally be within 1/2 mile of the coast but may extend beyond this on some projects. A project-by-project evaluation based on the quality of borrow will be necessary.
 - c. Optional for all other projects in urban and rural areas based on anticipated bicycle travel and the need for paved shoulders based on other safety and operational benefits.

Shoulder pavement on non-interstate projects will normally be constructed using Base Group 16 on the Optional Base Chart. The surface will consist of a 1" minimum structural course and a friction course over the full width of the shoulder when a friction course is required.

This memo supersedes Directive 0711-12 dated August 18, 1976 (Paved Shoulders for Free Access Highway).

Additional Design Criteria for bicycle facilities is given in the Department's "Bicycle Facilities Planning and Design Manual - 1982". The manual shall be used to determine the best treatment for a given project.

This policy is to be implemented on projects at the earliest possible date without impacting letting schedules. Full implementation on all appropriate projects will begin with the January 1985 letting.

TED:bj 🕗

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NUTINIOUM

Jctober 8, 1984

state of Florida Department of Transportation.

TO District Design Engineers and District PD&E Engineers

FROM D. C. Bullard, State Design Engineer - Roadways

COPIES TO Messrs. Tom Drawdy, Bill Ventry, Mike Flanagan, Buddy Marcoux Ron Hock, Ken Morefield

SUBJECT Policy for Incorporation of Bicycle Facilities in Design - Wide Curb Lanes, Bicycle Lanes and Paved Shoulders

> On March 16, 1984 the Department adopted an official policy for the incorporation of bicycle facilities in design projects. (See DM 01036-T. E. Drawdy). This policy was to be fully implemented on all appropriate projects beginning with the January 1985 letting.

It has recently come to our attention that some projects are being brought forward that do not comply with the requirement for constructing wide curb lanes within five miles of urbanized areas and in urban areas where bicycle travel is anticipated. Wide curb lanes for these projects are to be provided unless retrofitting is not feasible and the following conditions exist.

- Right-of-way is inadequate and additional right-of-way is not being acquired.
- 2. Right-of-way acquisition has advanced to the stage that changes are not feasible.
- 3. High cost to acquire additional right-of-way to provide the wide curb lane is not feasible.

Projects that fall within the three categories listed above were to be evaluated for retrofitting by utilizing ll'interior lanes, ll' continuous two-way turn lanes or painted medians when interrupted-flow operating conditions exists at low speeds up through 40 mph. The presence of heavy truck traffic (design hour trucks greater than 10%) and intersection design controls were to be evaluated in reducing the center-most lanes to ll feet.

The Federal Highway Administration has agreed to allow a method of retrofitting projects for which the design has advanced to a stage that redesign (moving the curb out) is not practical. Eleven feet lanes may be used for interior lanes under the conditions previously described and medians may be modified in some cases to provide the additional width for the curb lane. Under restricted right-of-way conditions on a 4 lane highway a 13' curb lane can be provided by stripino the inside lane to 11'. This is not the standard 14' width but will provide additional safety for bicyclists.

Typical sections for these curb and gutter projects scheduled for the January 1985 letting or beyond that do not meet the requirements for accommodation of bicyclists should be resubmitted immediately. Failure to do so may result in the project being pulled from the scheduled Memo October 8, 1984 Page Two

letting.

Requirements for paved shoulders must also comply with the March 16, 1984 policy, but do not require a resubmittal of the previously approved typical section.

The fact that recently constructed adjacent projects did not provide for bicyclists is not sufficient justification for not providing the facilities on an upcoming project.

DCB/gh

Appendix H Municipal Comprehensive Plans Relating to Bicycle Use

MUNICIPAL COMPREHENSIVE PLANS

BAL HARBOR

Objective 95-5.007

(37(b)) 1. Provide for a safe and efficient motorized and non-motorized transportation system.

Policy 5 Bicycle and pedestrian ways are provided for in sufficient manner under the existing and future traffic circulation maps

Objective 2 Provide for a safe convenient and efficient movement of pedestrian, non-motorized vehicles and motorized vehicles on road facilities and other areas within the town by 1993.

Policy 2.6 The town shall review all proposed developments for its accommodation of adequate motorized and non-motorized vehicle parking, which shall not in any way interfere with the safe and convenient movement of on-site traffic flow.

Policy 2.7 The town shall establish guidelines for the provision of bicycle storage racks in multi-family residences, shopping areas and recreational centers.

Policy 2.8 The town shall designate bicycle and pedestrian ways for connecting residential areas to recreational areas, schools and shopping areas, and provide adequate pedestrian way and access to bus and mini-bus terminals.

Recreation and Open Space Element

Policy 3.2 Parking facilities and bicycle racks shall be provided at recreational facilities.

TOWN OF BAY HARBOR ISLANDS

Bicycle and Pedestrian Circulation

Bicycle paths and pedestrian facilities are provided in part due to the residential nature of the municipality, few automobiles through the residential streets and therefore, separation of bicycle and pedestrian traffic is not needed, but could supply an added degree of safety if provided. The existing street design and pedestrian pathways are sufficient to accommodate bicycling.

BISCAYNE PARK

Traffic Circulation

Objective 1 To secure a safe, convenient and efficient local transportation system for motorized vehicles, buses, bicycles and pedestrians, as measured by LOS and accident rates, and to coordinate with County and all State agencies to improve existing conditions on County Collectors and the State's Minor Arterials over the period 1988-93.

Policy 1.4 The Village Commission is to initiate a study of existing bicycle and pedestrian ways in the Biscayne Park, particularly to and from the park and recreation center with a review to proposing any improvement that may be required.

Recreation and Open Space Element

Policy 2.1 The Village Public Works Dept. is to continue to maintain vehicular, bicycle and pedestrian access to parking spaces and bicycle racks at the existing park.

CORAL GABLES

<u>Traffic</u> <u>Element</u>

Objective 3.2 Provide for a safe convenient and efficient motorized and non-motorized transportation system.

Objective 3.2.4 The City shall consider bicycle and pedestrian ways in the planning of transportation facilities.

Objective 3.2.5 The City shall promote safe movement of bicycle and pedestrian traffic in traffic development proposals.

Objective 3.75 The City shall pursue and support transportation programs (e.g. rapid transit express buses, HOV and bikeways) that will help to maintain or improve air quality and help conserve energy.

Recreation and Open Space

Coral Gables Trail System: Over 40 miles of roadways in the city have been designated for bicycling and walking. Maps showing the trail are available free of charge at City Hall. The map also illustrates the route for a self guided tour of historic and other points of interest for motorists, cyclists and pedestrians.

Objective 4.18 Designate new bicycle and jogging paths

<u>EL PORTAL</u>

Traffic Circulation Element

Policy 1.2.2 Otherwise maintain the existing circulation system and assure traffic patterns and bicycle paths that compliment the residential neighborhoods.

GOLDEN BEACHTraffic Element
Goal 2Develop a long term comprehensive bike path system with Town.Objective 2.1Initiate a bikeway committee to prepare local route plans by 1990.Policy 2.2Provide bike/jogging trails in all future open space recreational projects.Policy 2.2.3The Town shall provide pedestrian/bike signs at all intersections within 2 years.Policy 22.4The Town shall not permit interior roadways to be open to regional through-traffic in order to insure safe and convenient on-site motorized and non-motorized traffic flow.

FLORIDA CITY

Goal

To develop a traffic circulation system which provides for the transportation needs of residents and the business community in a safe, convenient, and efficient manner.

Objective 1 Provide for a traffic circulation system which recognizes different types of transportation needs, and, to the greatest extent possible, minimizes conflicts between the varying needs of transportation.

Objective 3 Encourage the separation of motorized and non-motorized systems to provide for a safe, convenient and diversified transportation network.

Policy 3 Incorporation of bicycle and pedestrian walkways in the planning of transportation facilities.

VII.5 Pedestrians in many portions of the City must walk along the unpaved side of the street and there are no bike paths. Due to the low mean age of the City's population, pedestrians and bicycle need better protection. The roadway have ample right-of-way for expansion and could utilized this land to facilitate non-motorized forms of transportation. A special effort to accommodate this in the high density areas and park areas may help in increasing the number of park users.

VII.6 It is anticipated that builder revenues will aid in the efforts to accomplish the transportation goals. Future developers will be required to add amenities to the City. Additionally, more of the gasoline tax and possibly grant funds will be used for the non-motorized forms of transportation.

<u>HIALEAH</u>

Recreation and Open Space Element

All of the city's recreational facilities are accessible by walking, bicycling or car.

Non-Motorized Facilities

There are currently two such facilities within the City which serve both bicycles and pedestrians. Aside from these two specific facilities, the City of Hialeah provides sidewalks adjacent to its streets thought the vast majority of its roadway network. Completion of the bike paths and the design and development of additional bikeway will be one of the first projects to be undertaken.

Objective 1.4 The provision of motorized and non-motorized vehicle parking will be regulated.

Policy 1.4.1 The City shall review the site plans of proposed developments and require adequate parking be provided for motorized and non-motorized vehicles.

Policy 1.4.2 The city shall require that all new development provide for bicycle parking.

Objective 1.7 Bicycle and pedestrian facilities will be provided and regulated.

Policy 1.7.1 The City shall incorporate maintenance of its non-motorized facilities in its Capital Improvement Element.

Policy 1.7.2 The City shall identify improvements to its existing non-motorized facilities in its Long Range City Capital Improvements Element.

Policy 1.7.3 The City shall identify and designate future bicycle and pedestrian facilities in a feasible and cost-effective manner. These will be prioritized as follows: (a) Safe routes linking residential areas and schools within the city limits. (b) Safe routes linking residential areas to activity centers.

Policy 1.7.4 The City shall assist the state and county in incorporating bicycle and pedestrian facilities into future motorized transportation improvements by requiring adequate right-of-way dedication for sidewalks and wide curb lanes prior to site plan approval.

Metro-Dade Bicycle Facilities Plan

Policy 1.7.5 The City shall work with the County's Bicycle Coordinator identifying location s for county bicycle facilities within the city limits and inclusion of these facilities in to the Dade County Bicycle Plan by reviewing the County's plans for these facilities and recommending additions as appropriate.

Policy 3.4 Future bikeways will be designed to connect park, recreation and open space facilities.

Policy 4.1 The City shall expand its existing bicycle facilities near the Metrorail stations in order to provide additional bicycle access to the existing stations.

Policy 4.2 Funds from the park, recreation and open space impact fee ordinance will be put into a funds that will be used to develop and maintain anew and existing park, recreation and open space facilities.

Policy 4.3 The City shall provide bicycle parking facilities at all City-owned, operated and maintained facilities.

Policy 4.5 The City shall require that all development orders for new or expansions to existing developments include provision for bicycle parking.

Policy 4.6 The City shall work with existing Hialeah employers in providing mass transit service information to their employees provided by the county mass transit provider and to encourage provision of bicycle parking facilities.

HIALEAH GARDENS

Policy 1.2.6 The Open Space and Recreation Plan shall specify bicycle paths locations in all districts. Bicycle access to the elementary school site shall be provided in the Central District.

Policy 1.4.4 Site plan applications will be reviewed for provision of safe and convenient on-site traffic flow, consideration motorized and non-motorized vehicle parking.

Policy 1.4.5 Plans for public and private transportation networks and facilities shall be reviewed and evaluated according to published regulations or criteria which shall include consideration of bicycle and pedestrian pathways.

Objective 1.6 All traffic circulation improvements shall be designed a constructed so as to provide for a safe, convenient and efficient motorized and non-motorized transportation system.

<u>HOMESTEAD</u>

Goal To coordinate with proposed new developments and build additional traffic circulation elements which will provide for a safe, convenient and efficient motorized and non-motorized transportation system.

Policy 6.1 The City shall provide for the control of safe and convenient traffic flow, considering needed motorized and non-motorized vehicle parking, through the regulations provided in the Homestead City Code...

Appendix H

INDIAN CREEK VILLAGE

Policy 2.1 The Village shall not permit interior roadways to be open to regional through-traffic in order to insure safe convenient on-site motorized and non-motorized traffic flow.

VILLAGE OF KEY BISCAYNE

There are no separate right-of-way bicycle facilities currently within the Village limits.

Pedestrian and Bicycle Plan

The Village deems it a questionable expenditure of money to construct bike lanes at this time. If cyclers begin to adversely impact the Crandon Blvd. Level-of-Service, this issue will be reassessed. In the meantime, a sidewalk should be constructed on the west side of Harbor Dr. and one side of W Mashta Dr.; children on bicycles can use these facilities.

Local Streets Most resident - especially children - will choose to ride their bicycles throughout the Village streets. To maintain the safety of these bicyclists, local streets such as those which are direct routes to the school should be given priority for speed control, thus providing a safer bicycling environment. However, constructing bicycle and pedestrian facilities on local streets should be avoided wherever possible, since the commingling of there various modes of transportation serves to create a safer environment for all than if the modes are segregated. The exceptions are Fernwood Rd. which is almost a minor collector and therefore should have a sidewalk on the east side, and the streets linking the resort hotels to the Crandon Blvd. retail areas.

MEDLEY

Construction of Sidewalks and Bikepaths

While construction of sidewalks and bike paths throughout the Town might not be feasible, these improvements should be included in the roadway development plans in areas with concentrated development and industrial parks.

<u>MIAMI</u>

Policy TR-1.4.2 The City will develop a streetscape design program that will guide landscaping, lighting and construction of sidewalks and bicycle paths along city streets, and such improvements will be coordinated with major repairs and renovation of city streets.

<u>MIAMI BEACH</u>

Traffic Circulation Element

Goal To ensure the development of a safe, efficient and integrated motorized and non-motorized transportation system in the City of Miami Beach.

Objective 3 The provision of motorized an non-motorized vehicle parking and the provision of bicycle and pedestrian ways will be regulated.

Policy 3.3 The City shall provide a safe bike path network as specified in the Recreation and Open Space Element.

Policy 3.6 The City shall establish guidelines for the provision of bicycle storage areas for multifamily residences and shopping and recreational areas.

Objective 6 To encourage and facilitate non-motorized transportation within Miami Beach.

MIAMI SHORES VILLAGE

Objective 1.5 By 1995, improve 500 lineal feet of sidewalks/bikeways.

Policy 1.5.1 Prepare and implement the first phase of a program to rehabilitate and extend the sidewalk/bikeway system.

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MIAMI SPRINGS

Traffic Circulation Element

Goal Develop, operate and maintain a safe, convenient and efficient motorized and non-motorized transportation system to serve all residents and visitors of the City.

Objective 5 The provision of motorized and non-motorized vehicle parking, and the provision of bicycle an pedestrian ways will be regulated.

Policy 5.2 The City will provide or require bicycle and pedestrian ways for connecting residential areas to recreational areas, schools, and shopping areas within neighborhoods; and pedestrian ways for access to mass transit terminals.

Policy 5.3 The City will establish guidelines for the provisions of bicycle storage areas for multi-family residences, and shopping and recreational areas.

Policy 5.4 The City will review all proposed development for its accommodation of bicycle and pedestrian traffic needs.

Recreation and Open Space Element

Objective 2 Ensure that by the year 2000 all public recreation facilities have operational vehicle, bicycle and pedestrian access.

NORTH BAY VILLAGE

Policy 3.2.4 Review site plan applications for provision of safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Objective 3.7 Enhance the circulation of non-motorized traffic.

NORTH MIAMI

Objective 1.6 The City's Building Division shall continue to... ensure... that the needs both motorized and non-motorized vehicle parking are provided for, where a need is determined to exist and where such would be safe.

Metro-Dade Bicycle Facilities Plan

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Objective 3.1 By the year 2000 all public recreational facilities shall contain or be served by appropriate facilities that allow access thereto by automobile, by bicycle, by foot and, where applicability, by boat.

Policy 3.1.1 Future parks and recreation facilities shall be constructed such that adequate parking for automobiles and bicycles is provided, and such that adequate access to the handicapped is also provided.

NORTH MIAMI BEACH

Objective 1.5 By 1993, complete the program of sidewalk improvements thereby providing safe, more convenient non-motorized circulation.

Policy 1.5.1 Utilize the ongoing sidewalk improvement program to provide for safe pedestrian and bicycle travel off the roadway; southern part of the City during fiscal 1989, Eastern Shores and central area during 1990 and the northern area during 1991.

Policy 1.5.2 Maintain the prime bicycle path along the south side of Snake Creek Canal and extend and improve by 1993 if the land and federal grant money becomes available.

Policy 1.5.3 Expand the existing bicycle path by constructing a 2.5 mile linear path along the north side of Snake Creek Canal from Miami Gardens Dr. to W. Dixie Hwy.

Policy 1.5.4 Implement improvements to the existing bike path and construct additional linear paths to form loops to various recreational areas within the City. These will include the NE 183 St./NE 10 Ave./ NE 167 St./Challenger Park-Ampitheatre/Martin Luther King-Washington Park Loop and the Oleta State Park /Biscyane Blvd./Higland Village Park Loop.

<u>OPA LOCKA</u>

Traffic Circulation Element

Objective III-4 Improvements for the provision of a safe and convenient movement of pedestrians and non-motorized vehicles shall be implemented by 1994.

Policy 4.1 The city shall prepare a Pedestrian Way and Bicycle Plan by 1992.

Policy 4.2 By 1994, the city shall designate bicycle and pedestrian way for connecting residential areas to recreational areas, schools and shopping areas, and provide adequate pedestrian-ways for access to mass transit facilities.

Policy 4.3 The city shall establish guidelines for the provision of bicycle storage racks in multi-family residences, shopping areas and recreational centers.

Policy 4.4 The city shall review each proposed development for its accommodation of pedestrian and bicycle traffic needs.

Recreation and Open Space Element

Policy 2.1 The city shall improve access to park and recreational sites by providing parking facilities, bicycle racks, pedestrian facilities, and public transportation.

Appendix H

Metro-Dade Bicycle Facilities Plan

SOUTH MIAMI

Future Land Use Element

Policy 2.1.1 Prepare a sidewalk and bikeway plan with special attention to downtown.

Traffic Circulation Element

Objective 1.5 By 1993, complete detailed plans for new sidewalks and additional bikeways, and begin implementation.

Policy 1.5.2 Complete a detail bikeway plan including access to the Metrorail station and adequate on-site storage requirements though development code site plans requirements.

<u>SURFSIDE</u>

Regional

Policy 63.1.6 Increase the number of facilities that will allow for an expansion of the utilization of bicycle and pedestrian ways in urbanized areas.

<u>SWEETWATER</u>

Objective 1.3 The provision of motorized and non-motorized vehicle parking, and the provision of bicycle and pedestrian ways will be regulated.

Policy 1.3.2 The city shall provide or require bicycle and pedestrian ways for connecting residential areas to recreational areas, schools, and shopping areas within neighborhoods, and pedestrian ways for access to mass transit terminals.

Policy 1.3.3 The city shall establish guidelines for the provision of bicycle storage areas for multi-family residences, and shopping and recreational areas.

Policy 1.3.4 The city shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs.

Objective 3 The provision of motorized and non-motorized vehicle parking, and the provision of bicycle and pedestrian ways will be implemented by 1990.

VIRGINIA GARDENS

Traffic Circulation Element

Encourage development and utilization of bicycle paths and pedestrian ways.

WEST MIAMI

Goal A safe, convenient and efficient motorized and non-motorized transportation system shall be available for all resident and visitors to the City of West Miami.

Objective 9 Develop a City-wide Bikeway System.

Policy 9.1 Utilizing the proposed roadway modifications outlined it the Future Traffic Circulation Map and existing sidewalks, designate a City-wide Bikeway which parallels the proposed City Jitney Route.

Appendix H

Appendix I Florida Statutes - Recreational Trails System

RECREATIONAL TRAILS SYSTEM

Florida Administrative Code Chapter 16D-7

16D-7.001 Declaration and Intent.

16D-7.002 Definitions.

16D-7.003	Statement of Purpose and
	Applicability of the Rules.
16D-7.004	Administration of the Florida
	Recreational Trails System.
16D-7.005	Selection and Designation
	Process.
16D-7.006	Management.

16D-7.007 Removal from the System.

16D-7.008 Florida Recreational Trails Council.

16D-7.001 Declaration and Intent. The Department of Natural Resources declares the following rules to be the instrument for implementing the Florida Recreational Trails Act, Chapter 260, Florida Statutes.

(1) It is the intent of these rules to set forth the procedures by which the Department can provide effective administration and management of the Florida Recreational Trails System. It is not the intent of these rules to address state acquisition of lands for trails purposes. All acquisition of lands or interests in lands by the Department for recreational trails purposes, including rails-to-trails acquisitions authorized by Section 260.0141, shall be made in Florida Statutes. accordance with existing state land acquisition laws and procedures. It is likewise not the intent of these rules to preclude the development of consistent and compatible transportation projects in the State of Florida.

(2) It shall be the policy of the Department to pursue the following goals, contingent upon the availability of legislatively appropriated funds or other funds for these purposes:

(a) To establish a balanced, interconnected system of recreational trails throughout the state, consisting of hiking trails, bicycle trails, horseback riding trails, jogging trails, and canoe trails, for the use of the public.

(b) To acquire and develop lands for use as public recreational trails.

(c) To encourage other public agencies and private organizations to acquire and develop lands for use as public recreational trails.

(d) To promote conservation and public appreciation of the diverse natural and historic resources of Florida by providing a variety of opportunities for recreational experiences, resource awareness, and generally healthful activities.

(e) To promote the provision of energy-conservative outdoor recreation located so as to be available to the greatest number of people.

(f) To encourage multiple use of existing public rights-of-way, and to use to the fullest extent existing and future scenic roads, highways, park roads, parkways and national trails.

(g) To insure public access to designated trails and encourage their safe use and enjoyment by the citizens and visitors of the state.

(h) To encourage private landowners to make their property available to the public for recreational trail use.

(i) To coordinate planning, development and management of recreational trails by government agencies and private organizations as part of an expanding, statewide system of recreational trails.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.012, 260.015(1) FS. History-New 3-11-81, Formerly 16D-7.01, Amended 1-7-88.

16D-7.002 Definitions. As used in these rules, the following terms shall have the meanings indicated:

(1) "ABANDONED RAILROAD RIGHT-OF-WAY" means land or water on which discontinuance of rail service has been authorized by the Interstate Commerce Commission.

(2) "ACT" means the Florida Recreational Trails Act, Chapter 260, Florida Statutes.

(3) "COUNCIL" means the Florida Recreational Trails Council established under Section 260.016(1)(e), Florida Statutes.

(4) "DEPARTMENT" means the Department of Natural Resources.

(5) "FLORIDA RAILS-TO-TRAILS PROGRAM"

Florida Recreational Trails System Chapter 16D-7 Page 2

means the program established within the Florida Recreational Trails System by Section 260.0141, Florida Statutes.

(6) "FLORIDA RECREATIONAL TRAILS SYSTEM" means the system of individual trails and networks of trails designated, administered and managed in accordance with these rules.

(7) "MANAGING AGENT" means the Department of Natural Resources or another agency or organization which has agreed to manage a designated trail in the Florida Recreational Trails System.

(8) "RECREATIONAL TRAIL" means a bicycle trail, canoe trail, hiking trail, horseback riding trail, or jogging trail.

(9) "STATE TRAILS SYSTEM" means the Florida Recreational Trails System.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.011, 260.013 FS. History-New 3-11-81, Formerly 16D-7.02, Amended 1-7-88.

16D-7.003 Statement of Purpose and Applicability of the Rules. The purpose of these rules is to establish general quidelines for the administration of the Florida Recreational Trails System. These guidelines shall apply to all recreational trails designated under the state trails system. The regulation of specific activities and uses of recreational trails designated within the state trails system may require supplemental rules which will be promulgated by the Department as deemed formal appropriate. All and informal procedures concerning the selection and designation of recreational trails. administration of the state trails system, and general management provisions for individual trails within the state trails system shall be in accordance with these rules. Land acquisition under the Florida Rails-to-Trails Program shall be carried out in accordance with the procedures in Section 16D-10.007, Florida Administrative Code.

Specific Authority 260.014(1), 260.016(3), 260.017 FS. Law Implemented 260.014(1), 260.016(3) FS. History-New 3-11-81, Formerly 16D-7.03. 16D-7.004 Administration of the Florida Recreational Trails System. The Florida Recreational Trails System shall be administered by the Department as part of the Florida Recreation and Parks Program. The Department will be responsible for performing the following functions. contingent upon the availability of legislatively appropriated funds or other funds for these purposes:

 evaluating proposals for designation of recreational trails;

(2) identifying, evaluating, and ranking properties, including abandoned railroad rights-of-way, which are suitable for acquisition for recreational trail purposes;

(3) arranging and monitoring appropriate management and safe public use of designated recreational trails and abandoned railroad rights-of-way;

(4) preparing and distributing maps and other informational materials on designated recreational trails and abandoned railroad rights-of-way;

(5) preparing cooperative agreements with public and private agencies, organizations and individuals that may manage individual recreational trails in the state trails system;

(6) maintaining an inventory of existing recreational trails and abandoned railroad rights-of-way;

(7) establishing the Florida Recreational Trails Council and providing staff support to the Council;

(8) coordinating acquisition of abandoned railroad rights-of-way with other public agencies to avoid competing for the same corridors.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.014, 260.015(3), 260.015(4), 260.016 FS. History- New 3-11-81, Formerly 16D-7.04, Amended 1-7-88.

16D-7.005 Selection and Designation Process. The procedures for selection and designation of trails as elements of the Florida Recreational Trails System shall conform to the following:

(1) Proposals for designation of recreational trails may be submitted to the Department by any public or private agency, organization, or individual within the state. All proposals must be submitted in writing before consideration as a valid proposal. The planning and development of bicycle trails to be proposed for designation in the State Trails System should be coordinated with and take into consideration the state bicycle facility design guidelines promulgated by the Office of the State Bicycle Coordinator, Florida Department of Transportation.

(2) A proposal shall contain information concerning the location of the trail, beginning and ending points of the trail, other access points on the trail, land ownerships on and adjacent to the proposed trail, existing and intended use(s) of the trail, points of special interest along the trail, and any probable safety hazards associated with the use of the trail for the intended purpose(s). Information on related matters such as applicable land use regulations and existing use facilities may be required by the Department in addition to the above.

(3) Priority in consideration of proposals shall be given to those submitted by the owner or manager of the proposed recreational trail.

(4) Upon receipt of a proposal, the Department shall perform an initial evaluation to determine the proposal's eligibility for trail designation in accordance with the intent of the Act and the following minimum qualifying criteria. In order to be eligible for designation, a trail must:

(a) Be open to the public for the intended use(s).

(b) Be continuous over its proposed length, although segmented trails may be considered if each segment constitutes a viable trail entity unto itself pursuant to these criteria. The length or configuration of any proposed trail may vary depending on its proposed use(s) or purpose(s).

(c) Allow for adequate public access.

(d) Provide reasonably safe passage.

(5) A proposal not eligible for designation will be returned to the party(ies) submitting the proposal with reasons why the proposal is not eligible.

(6) After determining a proposal eligible, the Department shall identify an appropriate managing agent for the trail, if other than the Department, and obtain the necessary management agreements to ensure the continued maintenance and public use of the trail.

(7) Recommendations for the priority designation of a proposed trail are based on the extent to which the trail:

(a) Represents a portion of a larger trails system or network.

(b) Links existing public parks, recreation areas, recreation access sites, public buildings, or other public facilities.

(c) Perpetuates the use of or provides access to areas of historic, scenic, biological, or archaeological significance.

(d) Utilizes volunteers or cooperative agreements in development, operation, or maintenance of the trail.

(e) Is designed in accordance with accepted design and construction standards for the intended use(s).

(f) Helps meet an identifiable public demand or need.

(g) Is designed to accommodate multiple uses.

(h) Is located so as to be accessible and available to the greatest number of people.

(i) Furthers the goals of the Florida Rails-to-Trails Program.

(8) A proposal shall be reviewed by the Council prior to designation by the Department.

(9) Upon the Department's approval, the trail will officially become part of the Florida Recreational Trails System and shall be managed according to these rules and the terms agreed upon for its designation and management.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.014(1) FS. History-New 3-11-81, Formerly 16D-7.05, Amended 1-7-88. 16D-7.006 Management. The following are established to provide effective management of designated trails in the Florida Recreational Trails System:

(1) All designated trails shall be managed in accordance with the intent of the Act.

(2) Management of designated trails shall be provided by the Department, or by an appropriate managing agent or agents, selected and agreed upon prior to designation of the trail.

(3) The managing agent(s) will normally be a public or private agency or organization with direct interest or jurisdiction in the lands or waterways traversed by the trail.

(4) Reasonable flexibility in the management of designated trails will be encouraged in order to accommodate a variety of managing agents and managerial needs, and to provide management alternatives for an anticipated diverse network of trails types.

(5) A statement of terms for the management, use and responsibility for a trail shall be agreed upon and signed by the managing agent(s) prior to designation by the Department.

(6) For those trails designated outside the jurisdiction of the Department, the managing agent(s) shall carry out the pre-agreed management policies in consonance with any other uses of the lands or waters involved.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.012(3), 260.014(1) FS. History-New 3-11-81, Formerly 16D-7.06, Amended 1-7-88.

16D-7.007 Removal from the System. Removal of a trail from the state trails system by the Department may result from gross mismanagement, severe physical constraints upon public use of the trail caused by adverse conditions or safety hazards, or where the intended use(s) can no longer be provided.

Specific Authority 260.014(1),

260.016(1)(c), 260.017 FS. Law Implemented 260.012(1), 260.014(1) FS. History-New 3-11-81, Formerly 16D-7.07, Amended 1-7-88.

16D-7.008 Florida Recreational Trails Council.

(1) The Department shall appoint the "Florida Recreational Trails Council" to advise in the execution of its powers and duties under the Act. The duties and responsibilities of the Council shall include advising the Department in the development of policies for the state trails system. reviewing plans for the administration and management of the state trails system, and assisting with the development of information materials and programs about the state trails system.

(2) The Council shall consist of the following members appointed by the Department:

(a) Two members representing each of the following types of trail user groups: bicycling, canoeing, hiking, horseback riding, and jogging; two members representing commercial trail recreation interests; and two members representing private landowners.

(b) One member representing each of the following:

1. Local Governments

2. Department of Agriculture and Consumer Services, Division of Forestry

3. Department of Transportation

4. Game and Fresh Water Fish Commission

5. The five water management districts established by Section 373.069, Florida Statutes

(c) The Department shall invite the following federal agencies to designate a representative to the Council:

1. U. S. Department of Agriculture. Forest Service

2. U. S. Department of Defense, Army Corps of Engineers

3. U. S. Department of Defense, Air Force

4. U. S. Department of the Interior. National Park Service

5. U. S. Department of the Interior, Fish and Wildlife Service Florida Recreational Trails System Chapter 16D-7 Page 5

(3) One of the two members representing each type of trail user group, commercial interests, and private landowners shall be appointed to an initial term of three years. Subsequent terms of these members shall be two years. All other members shall be appointed to two-year terms.

(4) The Council may adopt by laws to govern the conduct of its business. The by laws may provide for the election of a chairman and vice-chairman, removal of officers for just cause, meetings, quorum, establishment of committees, and other such matters as the Council deems advisable. Such by laws shall be approved by the Department.

(5) The Department shall provide such professional and support staff as the Council may require.

Specific Authority 260.014(1), 260.016(1)(c), 260.017 FS. Law Implemented 260.016(1)(e) FS. History-New 1-7-88.

RECREATIONAL TRAILS SYSTEM Florida Statutes Chapter 260

260.011 260.012	Short title. Declaration of policy and legislative intent.
260.013	Definitions.
260.014	Florida Recreational Trails System.
260.0141	Rails to Trails Program.
260.015	Acquisition of land.
260.016	General powers of Division of Recreation and Parks.
260.0161	Coordination with Department of Transportation.
260.017	Restrictions: rules.
260.018	Agency recognition.

260.011 Short title.— Sections 260.011—260.018 shall be known and may be cited as the "Florida Recreational Trails Act of 1979." History.— s. 1, ch. 79—110.

260.012 Declaration of policy and legislative intent.---

(1) In order to provide the public with access to the use, enjoyment, and appreciation of the outdoor areas of Florida, and in order to conserve, develop, and use the natural resources of this state for healthful and recreational purposes, it is declared to be the public policy of this state and the purpose of ss. 260.011-260.018 to provide the means and procedures for establishing and expanding a network of recreational and scenic trails designated as the "Florida Recreational Trails System." The standards by which the trails' system shall be administered. maintained, used, and expanded shall be consistent with the provisions of SS. It is the intent of the 260.011-260.018. Legislature that these recreational trails will serve to encourage horseback riding, hiking, bicycling, canoeing, and jogging and thereby improve the health and welfare of the people.

(2) It is the intent of the Legislature that recreational trails be established within and without boundaries of state parks and state forests and, when feasible, to interconnect units of the state park and forest system, as well as national forests and parks and such locally maintained parks as may be appropriate. It is also the intent of the Legislature to perpetuate the use of and provide access to regions and trails of special historic interest within the state; to provide for the acquisition of abandoned railroad rights-of-way for use as public recreational trails; to encourage the multiple use of public rights-of-way and use to the fullest extent existing and future scenic roads, highways, park roads, parkways, and national recreational trails; to encourage the development of recreational trails bγ counties, cities, and special districts and to assist in such development by any means available; to coordinate recreational trail plans and development by local governments with one another and with the state government and Federal Government; and to encourage, whenever possible, the development of recreational trails on federal lands by the Federal Government.

(3) The planning, development, operation, and maintenance of the Florida Recreational Trails System authorized Ьy SS. 260.011-260.018 is declared to be a public purpose, and the *Department of Natural Resources, together with other governments and agencies of this state and all counties, municipalities, and special districts of this state, is authorized to spend public funds for such purposes and to accept gifts and grants of funds, property, or property rights from public or private sources to be used for such purposes.

(4) The provisions of s. 375.251 relating to the liability of persons making lands available for outdoor recreational purposes shall be applicable to ss. 260.011-260.018.

(5) It is the intent of the Legislature to officially recognize the Florida National Scenic Trail as Florida's official statewide trail from the Florida Panhandle to the Everglades. It is also the intent of the Legislature to encourage all state, regional, and local agencies who acquire lands to include in their land-buying efforts the acquisition of sufficient legal interest in the lands over which the trail passes to ensure its continued existence in a permanent
location.

History.---

s. 2, ch. 79-110; s. 1, ch. 87-328; s. 3, ch. 91-62.

*Note.---

Section 3, ch. 93-213, transferred all existing legal authorities and actions of the Department of Environmental Regulation and the Department of Natural Resources to the Department of Environmental Protection.

260.013 Definitions.-

As used in ss. 260.011-260.018, unless the context otherwise requires:

(1) "Recreational trails" means riding, hiking, canoeing, bicycling, or jogging trails for the use of the public.

(2) "Riders" and "riding" mean horseback riders and horseback riding.

(3) "Department" means the *Department of Natural Resources.

(4) "Division" means the Division of Recreation and Parks of the *Department of Natural Resources.

(5) "Board" means the Board of Trustees of the Internal Improvement Trust Fund.

(6) "Canoe" means any nonmotorized watercraft propelled by human power.

History.---

s. 3, ch. 79-110; s. 2, ch. 87-328; s. 4, ch. 91-62.

*Note.—

Section 3. ch. 93-213, transferred all existing legal authorities and actions of the Department of Environmental Regulation and the Department of Natural Resources to the Department of Environmental Protection.

260.014 Florida Recreational Trails System.---

(1) The Florida Recreational Trails System shall consist of individual trails and networks of trails designated as a part of the Florida Recreational Trails System by the department and administered in accordance with the rules published by the department.

(2) Insofar as is practicable, maps location of Florida indicating the recreational trails shall be published and distributed by the division. The description of canoe trails shall include a generalized map delineating the water body or section thereof designated, locations of suitable launch and takeout sites, as well as other points of interest to enhance the recreational opportunities of the public.

History.--s. 4, ch. 79-110.

260.0141 Rails to Trails Program.-

There is established within the Florida Recreational Trails System the "Florida Rails to Trails Program," the purpose of which is to acquire and develop abandoned railroad rights-of-way for public recreational trail use. Such rights-of-way shall be acquired pursuant to this act.

History.---

s. 3. ch. 87-328.

260.015 Acquisition of land.

(1) The department is authorized to acquire by gift or purchase the fee simple absolute title or any lesser interest in land, including easements, for the purposes of ss. 260.011-260.018 pursuant to the provisions of chapter 375, except that:

(a) The department's power of eminent domain shall be limited to curing defects in title accepted by the board pursuant to subsection (2).

(b) Lists of proposed acquisitions for the Florida Rails to Trails Program shall be prepared according to the provisions of s. 260.016.

(c) Projects acquired under this chapter shall not be subject to the evaluation and selection procedures of s. 259.035, regardless of the estimated value of such projects. All projects shall be acquired in accordance with the acquisition procedures of chapter 253, except that the department may use the appraisal procedure used by the Department of Transportation to acquire transportation rights-of-way.

(2) For purposes of the Florida Rails to Trails Program, the board may:

(a) Accept title, including nonmarketable title notwithstanding s. 253.025(6), to abandoned railroad rights-of-way purchased or leased by or donated to the department and to any areas abutting such rights-of-way which are needed for the construction of trail user support facilities: and

(b) Accept title to abandoned railroad rights-of-way which is conveyed by guitclaim deed through purchase, dedication, gift,

grant, or settlement, notwithstanding s. 253.025(1).

(3) Easements and rights-of-way upon, over, under, across, or along any land, the fee title of which has been acquired for the purposes of ss. 260.011-260.018, may be granted by the department so long as the use of the easement or right-of-way does not interfere with the purposes of ss. 260.011-260.018.

(4) The department may transfer any recreational trail, easement, or right-of-way to a local governmental agency having jurisdiction over the area in which the recreational trail, easement, or right-of-way is located upon agreement by such local agency to maintain and operate the recreational trail, easement, or right-of-way for recreational purposes in a manner consistent with department rules and the intent of ss. 260.011-260.018.

History.---

s. 5, ch. 79–110; s. 4, ch. 87–328; s. 5, ch. 89–174; s. 8, ch. 92–288.

260.016 General powers of Division of Recreation and Parks.—

(1) The Division of Recreation and Parks may:

(a) Publish and distribute appropriate maps of recreational trails, including recommended extensions thereof.

(b) Establish access routes and related public-use facilities along recreational trails which will not substantially interfere with the nature and purposes of the trail.

(c) Adopt appropriate rules for the use of recreational trails.

(d) Coordinate the activities of all governmental units and bodies and special districts that desire to participate in the development of the Florida Recreational Trails System.

(e) Appoint an advisory body to be known as the "Florida Recreational Trails Council" which shall advise the division in the execution of its powers and duties under this chapter. The division shall establish by rule the duties, structure, and responsibilities of the council. Members of the Florida Recreational Trails Council shall serve without compensation, but are entitled to be reimbursed for per diem and travel expenses as provided in s. 112.061.

(f) Establish. develop, and publicize saltwater paddling trails in a manner that will permit public recreation without damaging natural resources. The Big Bend Historic Saltwater Paddling Trail from the St. Marks River to the Suwannee River is hereby designated as part of the Florida Recreational Trails System. Additions to this trail may be added by the department from time to time as part of a statewide saltwater circumnavigation trail.

(2) The Division of Recreation and Parks shall:

(a) Evaluate existing and potential abandoned railroad rights-of-way to identify the corridors which are suitable for acquisition for recreational trail use and shall compile a list of suitable corridors, ranking them in order of priority for proposed acquisition. The division shall devise a method of evaluation which includes, but is not limited to, the consideration of:

1. Current and future recreational need;

2. Potential for local sharing in the acquisition, development, operation, or maintenance of abandoned rail corridors;

3. Costs of acquisition, development, operation, and maintenance; and

4. Time of availability of rights-of-way.

(b) Maintain an updated list of abandoned and to-be-abandoned railroad rights-of-way. The division shall request information on current and potential railroad abandonments from the Department of Transportation, the Interstate Commerce Commission, and railroad companies operating within the state. At a minimum, the division shall make such requests on a quarterly basis.

(c) Provide information to public and private agencies and organizations on abandoned rail corridors which are or will be available for acquisition from the railroads or for lease for interim recreational use from the Department of Transportation. Such information shall include, at a minimum, probable costs of purchase or lease of the identified corridors.

History.---

s. 6, ch. 79-110; ss. 5, 8, ch. 87-328; s. 6, ch. 88-303; s. 5, ch. 91-62; s. 5, ch. 91-429. 260.0161 Coordination with Department of Transportation.---

(1) Upon the request of the *Department of Natural Resources, the Department of Transportation shall provide information to the *Department of Natural Resources on abandoned and to-be-abandoned railroad rights-of-way.

(2) The Department of Transportation and the *Department of Natural Resources shall coordinate their evaluations of potential acquisitions and their acquisition priorities abandoned with respect to railroad rights-of-way in order to avoid competing for The *Department of the same corridors. Natural Resources and the Department of Transportation shall enter into a memorandum of understanding which shall contain a method by which the coordination of evaluations and acquisition priorities is to be accomplished. The memorandum of understanding shall be submitted to the President of the Senate, the Speaker of the House of Representatives, and the Governor within 120 days after July 10, 1987

(3) After the Department of Transportation acquires abandoned railroad rights-of-way for future transportation purposes, the Department of Transportation shall lease such rights-of-way to a public agency or private organization for interim public recreational trail use if:

(a) The public agency or private organization has requested use of the right-of-way for interim public recreational trail use;

.(b) The public agency or private organization agrees in writing to assume all liability and management responsibilities as defined by the Department of Transportation; and

(c) The use of the right-of-way as a recreational trail does not interfere with the ultimate transportation purposes of the property as determined by the secretary of the Department of Transportation.

(4) If the Department of Transportation determines that an abandoned railroad right-of-way which has been leased for interim recreational trail use is needed for transportation purposes, the Department of Transportation shall work with the leasing agency to accommodate, when feasible, the existing trail use in conjunction with the use of the right-of-way for transportation.

History.—

s. 6, ch. 87-328.

*Note.—

Section 3, ch. 93–213, transferred all existing legal authorities and actions of the Department of Environmental Regulation and the Department of Natural Resources to the Department of Environmental Protection.

260.017 Restrictions; rules.---

The department may establish restrictions on the use of motorized watercraft within any defined canoe trail necessary to ensure the safe use of a water body for canoes. Restrictions established pursuant to this section must be adopted as a rule pursuant to s. 120.54, after proper notice and hearing, and may be enforced by any state or local law enforcement agency having jurisdiction over the area within which the trail is designated.

History. s. 7, ch. 79—110.

260.018 Agency recognition.---

All agencies of the state, regional planning councils through their comprehensive plans, and local governments through their local comprehensive planning process pursuant to chapter 163 shall recog- nize the special character of the lands and waters designated by the state as recreational trails and shall not take any action which will impair their use as designated.

History.—

s. 8, ch. 79-110; s. 6, ch. 91-62.