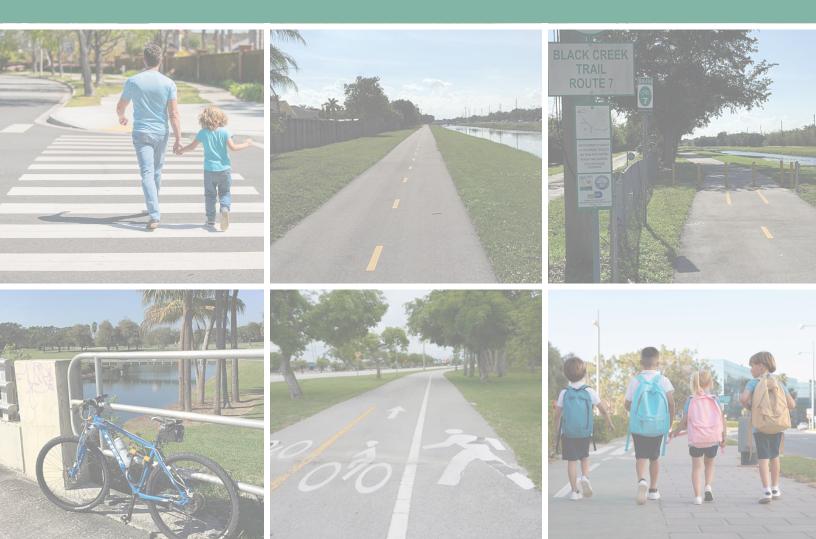
# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL



## FINAL REPORT MAY 2024



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Prepared for:



Prepared by:





**Project Study Limits:** 

US 1 at SW 88th Street/N Kendall Drive (South Miami) to Krome Avenue & US 1 (Florida City)

#### **Miami-Dade County**

GPC VIII - Work Order #48

Prepared for:



Miami-Dade Transportation Planning Organization

Prepared by:

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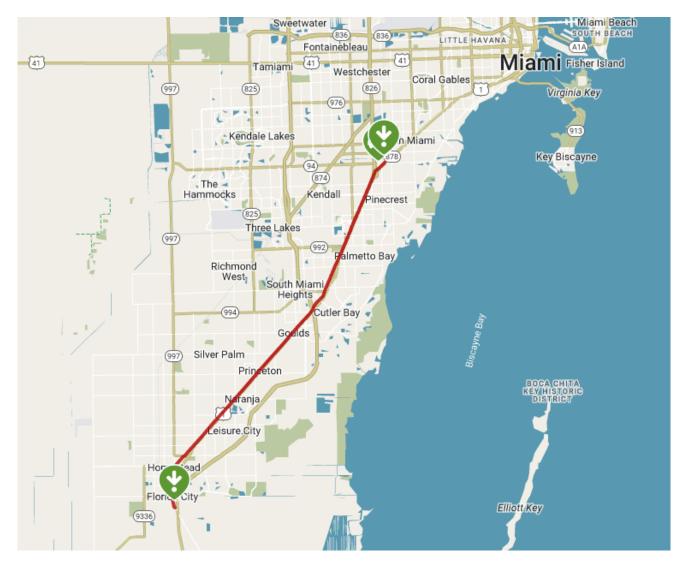
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#### **1.0 INTRODUCTION**

At the Miami-Dade Transportation Planning Organization (TPO) Governing Board meeting on February 23, 2023, the Board requested that the Miami-Dade TPO Executive Director, through Resolution #11-2023, create a framework for expanding and enhancing the Safe Routes to School (SRTS) Program to promote connections to the South Dade Trail in collaboration with Miami-Dade County Public Schools (MDCPS) and area municipalities.

The SRTS program is a Federally funded program aimed at making walking and biking to and from school safe, practical, and enjoyable. The Miami-Dade TPO annually prepares SRTS infrastructure plans and funding application reports.

Alongside the South Dade Transitway, there is a 20-mile shared use path referred to as the South Dade Trail as shown in **Exhibit 1-1**. The South Dade Trail, in its current state, presents opportunities for enhancement, including improved bicycle and pedestrian features aimed at enhancing safety when accessing the facility. The trail connects communities in South Miami-Dade County with numerous nearby schools and parks.



#### Exhibit 1-1: South Dade Trail Location Map

The South Dade Trail runs along the South Miami-Dade Transitway between Florida City and Kendall Drive/SW 88 Street just north of the Dadeland South Metrorail station as showcased in **Exhibit 1-2**. The trail connects communities from South Miami to Homestead. At Kendall Drive, the trail connects to The Underline and continues north to Downtown Miami for a total corridor length of 31 miles.

The South Dade Trail is parallel to US-1 for most of its length and is largely used by urban commuters seeking relief from Miami's heavy traffic congestion. The trail connects such points of interest as the Dadeland and Cutler Ridge shopping areas and commercial office spaces. Recently, there has been a lot of new development adjacent to the trail. The South Dade Trail connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County. Some of them include the Village of Pinecrest, the Village of Palmetto Bay, the Town of Cutler Bay, the City of Homestead, and the City of Florida City. The South Dade Trail connects communities from South Miami-Dade County with many parks and trails. As presented in **Exhibit 1-3**, some of the parks and trails identified include:

- Evelyn Greer Park
- Suniland Park
- Perrine Wayside Park
- Palmetto Bay Park
- South Miami Heights Park

- Seminole Wayside Park
- J. D. Redd Park
- M-Path Trail/The Underline
- Black Creek Trail
- The Underline Trail

The South Dade Trail provides connections to various community uses including multiple schools, parks, commercial areas, and residential neighborhoods. In addition to connecting these community facilities, the trail corridor connects users to the South Dade Transitway Corridor. The trail links up with Metrobus and Metrorail lines. Along the trail there are 14 Bus Rapid Transit Stations and 32 Local Bus Stops. This study aims to evaluate various options for improving the South Dade Trail Infrastructure and overall connectivity. These improvements will help provide connectivity, alleviate congestion, promote active living, and contribute to a greener future. For this study, we have reviewed bicycle and pedestrian access needs from Miami-Dade County Public Schools in the South Miami-Dade area to the South Dade Trail from Dadeland South to Florida City to assess the current Safe Routes to School (SRTS).

Florida's Safe Routes to School (SRTS) program can help communities address their school transportation needs and encourage more students to walk or cycle to school. The SRTS program has been a longstanding safety initiative of the Miami-Dade TPO. It strives to enable and encourage children in grades Kindergarten through High School, including those with disabilities, to walk and bike to school. It also strives to make walking and biking to school safer and more appealing, and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools. In addition to encouraging more children to walk or cycle to school, the program also seeks to address the safety needs of children already walking or biking in less-than-ideal conditions. This study will evaluate the expansion and enhancement of the SRTS program along the corridor.

Exhibit 1-2: South Dade Trail Limits



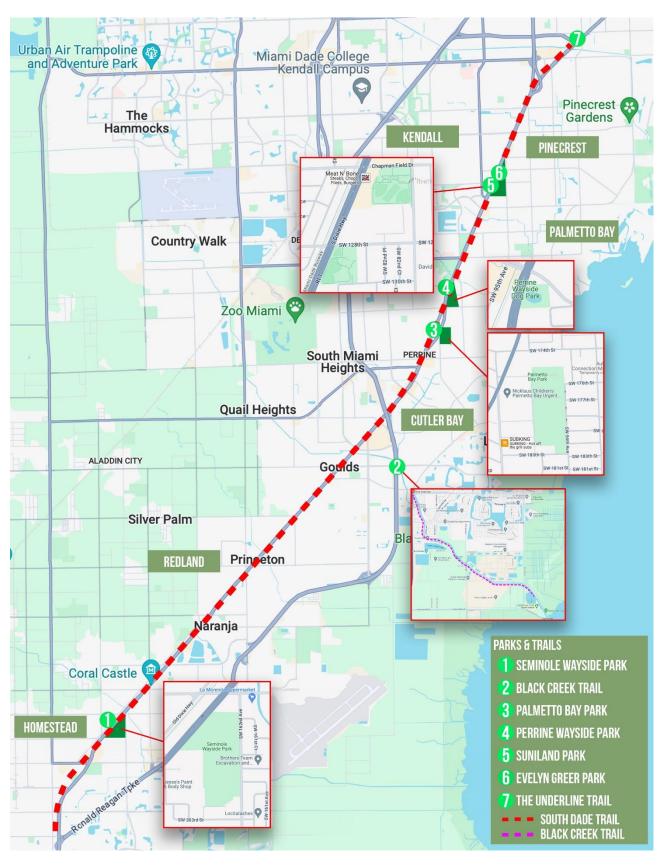


Exhibit 1-3: South Dade Trail Parks Map

#### 1.1. <u>Study Purpose and Objectives</u>

The main goal of the study was to assess the public space and identity safe ways for all users to walk, bike, be active outdoors, and connect to existing schools and parks. To that end, study objectives included:

- Review of bicycle and pedestrian access needs from public schools in the South Miami-Dade area for the South Dade Trail from Dadeland to Florida City.
- Assessing the current "Safe Routes to School" (SRTS) program's ability to address any identified needs.

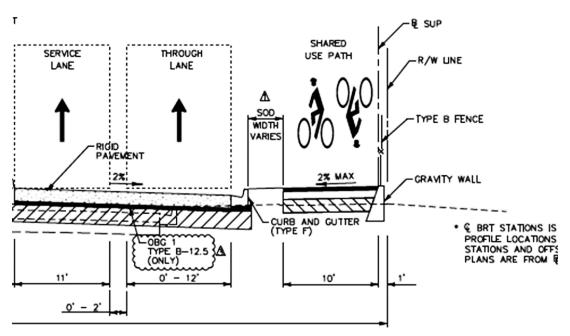
The objective of this Study was to identify opportunities to create an active transportation system that provides equitable access to schools, jobs, homes, and improved mobility and safe places to get active outdoors.

#### 1.2. On-Going Projects

In 2021, Miami-Dade Department of Transportation and Public Works began construction on the South Corridor (South-Dade TransitWay) Rapid Transit Project that includes rehabilitation of 32 local bus stops, new construction of 14 BRT stations, and modifications to the roadway approaches along the 20-mile corridor, from Dadeland South Metrorail station to the SW 344 Street Park-and-Ride/Transit Terminal. An initial review of the proposed plans for the South Corridor BRT was performed to avoid any overlap in this study's proposed improvements along the South-Dade Trail. The South Corridor BRT project includes improvements to the trail at the intersections approaches, including realignment of the trail at intersections, new curb ramps, crosswalk striping, trail striping, and signage. The proposed improvements for the South Dade Trial in this study do not include the South Corridor BRT improvements, as construction is anticipated to be complete in Fall 2024.

#### 1.3. Existing Conditions & Bike Audit Observations

The South Dade Trail is a 10-foot Shared Use Path, separated by sod alongside the South Dade TransitWay. The South Dade Trail is paved for the entire route. The trail is also open for bike riding, running, and walking. The trail traverses major roadways and has numerous road crossings. **Exhibit 1-4** illustrates the South Dade Trail Typical Section.



#### Exhibit 1-4: Existing South Dade Typical Section

To supplement the desktop review of route features and to garner pertinent information towards the development of future improvements along the routes, bicycle audits were conducted on Thursday, July 20, 2023 and Friday, September 1, 2023.

Following are key observations from the audit:

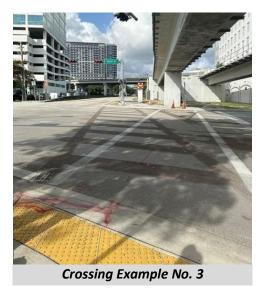
- Crossings:
  - At certain crossings, a discrepancy between the elevation of the trail and the elevation of the top of sidewalk was noted.
  - The crosswalk markings at several locations were faded and consisted only of the standard configuration of two parallel white lines. In these instances, it is anticipated that an upgrade to special emphasis crosswalks would be more effective.
  - o Several locations lacked ADA-compliant ramps
  - At some signalized intersections, no pedestrian signals were observed
  - Based on a qualitative review of pedestrian and bicycle activity, midblock crossings appear to be needed at some locations



Crossing Example No. 1



Crossing Example No. 2



- Signage:
  - $\circ$   $\;$  Stop signs for bicycle traffic were generally not present along the route.
  - $\circ$   $\;$  Signage to trail connections were observed to be in a general state of disrepair.
  - The trail was observed to have signage for parks, but not for schools.
  - The trail lacked pavement markings to separate pedestrian and bicycle traffic.



Signage Example No. 1



Signage Example No. 2

- Wayfinding:
  - Existing signage for schools along the trail was observed but there were none for parks.
  - In general, wayfinding features along the routes were found to be lacking.
  - The use of "You are here" maps are recommended.



Wayfinding Example No. 1



Wayfinding Example No. 2

- Vegetation and Maintenance:
  - A severe lack of shading was observed at some locations along the routes. This deficiency was deemed extremely detrimental to the effectiveness for SRTS. Without shading from trees for certain segments, the heat buildup may cause significant discomfort to would be users.
  - At certain points along the route comprising trail segments, unpruned low hanging tree limbs from shade trees along the trail were observed to somewhat compromise the available vertical clearance for would be users of the trail.
  - Railings in several places were found to be in a state of disrepair.
  - Gaps in fencing were found to be present in some locations with the need for closure to mitigate potential falling hazards.



Vegetation Example No. 1



Maintenance Example No. 1



Maintenance Example No. 2

- Neighborhood Connectivity:
  - Lack of trail heads observed along the route. Trail heads are recommended to provide access to neighborhoods and new developments to increase connectivity.
  - $\circ$   $\;$  At some locations there is no access from the local streets to the trail
  - Overall connectivity is needed along the trail for adjacent schools, new development, and access to neighborhoods.



Connectivity Example No. 2



Connectivity Example No. 1



Connectivity Example No. 3

#### 2.0 METHODOLOGY

This Study involved an analysis of current Miami-Dade County SRTS, bicycle/pedestrian, and Vision Zero efforts for the period of 2017-2022. The study has identified recommendations that are anticipated to enhance and support future programming of connections to the South Dade Trail from neighboring schools, as well as provide a framework for amending the SRTS program to include trail connections as eligible criteria to address system gaps. Connectivity is a key factor to qualify for possible future funding. **Exhibit 2-1** below shows the typical section along South Dade Trail.

# **SafeRoutes** ENTER BIKE ROUT MDTA AUTHORIZE AND EMERGENCY NO VEHICLES ONLY MOTOR VEHICLES

Exhibit 2-1: South Dade Trail Typical Section

#### **3.0 LITERATURE REVIEW AND DATA GATHERING**

This section of the report outlines the literature review performed and the data collection completed for this study.

#### 3.1. Literature Review

Relevant reports/documents from past and ongoing Miami Dade TPO bicycle/ pedestrian studies/projects were reviewed to summarize recommendations that could be considered during assessment and concept development, including but not limited to the following documents:

- 2045 Bicycle Pedestrian Master Plan (2019)
- Florida Department of Transportation (FDOT) District 6 Bicycle Connectivity Network Assessment
- Miami-Dade County Vision Zero Plan (2018 and 2023)
- Miami-Dade County PROS Safe Routes to Parks
- Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)
- TPO Public Easement Bicycle/Pedestrian Network Plan (2018)
- Safe Routes to School Infrastructure Analysis Reports
- All previous five-year TPO and Department of Transportation and Public Works (DTPW) studies along US-1 between SR 94/Kendall Drive and SW 344th Street/Palm Drive, including the SMART South Dade TransitWay corridor.
- TPO SMART Street Transportation Enhancements Program (STEP)
- TPO Transportation Alternatives Program applications

A literature review summary matrix was prepared to summarize all the studies/projects that may be relevant to the feasibility study as shown in **Table 3-1**.

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DOCUMENT		Table 3-1: Literature Review Summary Mainx
NO. & TITLE	ATTRIBUTE	DESCRIPTION
	Overview/Purpose	This report aims to draw attention to Miami-Dade County's accessibility, safety, public health, social equity, environment, and improve general quality of life for all users, regardless of ability, at all times. Additionally, this plan aims to strengthen connections between bike- and pedestrian-friendly neighborhoods and current and upcoming transit opportunities to further promote alternative forms of transportation across the county.
1. 2045 Bicycle Pedestrian Master	General Findings	<ol> <li>To achieve the vision of the Master Plan, four goals were set including:         <ol> <li>Maximizing Mobility Choices Systemwide</li> <li>Increasing Safety of Transportation System for all users</li> <li>Increasing the Security of Tranportation System for all users.</li> <li>Supporting Economic Vitality</li> </ol> </li> <li>This study shares strategies with the Miami-Dade 2045 Long Range Transportation Plan (LRTP) for the safety and benefit of Miami Dade residents and visitors.</li> <li>Additional Goals include:         <ol> <li>Protecting the environment, quality of life and conserving energy.</li> <li>Integrating the Connectivity System across and between Modes.</li> <li>Optimizing Sound Investment Strategies for System Improvement.</li> <li>Improving and Preserving Existing Transportation System</li> </ol> <li>National, state, and local research have demonstrated that people reject walking or biking for everyday trips at a long distance.</li> </li></ol> <li>For an existing Mobility analysis, it is important to consider multimodal facilities, population data, land use characteristics and traffic data.</li> <li>As part of the non-motorized transportation needs analysis 552 projects were assessed in total; including 189 miles of off-projects, 317 miles of on-road projects, and 58 miles of pedestrian facilities. The Bicycle/Pedestrian Cost Feasible Plan features the highest priority projects with unmet needs. In total, the 2045 LRTP has set aside \$105 million for addressing the needs of these bicycle and pedestrian projects for the next 21 years (2025-2045).</li>
Plan (2019)	Issues	<ol> <li>Improving Safety and avoiding Pedestrian and Bicycle Crashes</li> <li>Transportation Equity: Miami-Dade County Communities of Concern are identified in the Federal PEAs as part of a Miami-Dade County study executed in 2017 for the Miami-Dade TPO. These zones are identified as census tracts that are at least one standard deviation above the average percentage and average density of Families below the Poverty Level or Households with Zero Vehicles.</li> <li>Metrorail Connections: It is important to connect to existing Metrorail stations to further support Miami-Dade's existing premium transit facilities servicing high population and job sectors.</li> <li>Accuracy of traffic, population and land use data: Including but not limited to truck volumes, AADT, number of lanes, signalization, posted speed limit,population density, communities of concern, employment density, existing and future land use, and points of interest.</li> </ol>
	Recommendations	<ol> <li>Future commercial Land use Connections</li> <li>Existing and Proposed Non-Motorized Connections: Five non-motorized practices were reviewed to improve bike-ped facilities, including complete streets, context classification, type of users, level of traffic stress, and ensuring transportation equity.</li> <li>High Density Generator Areas should also be examined to incentivize non-motorized facilities that connect to these areas.</li> <li>Providing Off- Road Facilities (Greenways. Shared Use Paths, Sidepaths)</li> <li>SMART Plan Terminal Connections: to encourage non-motorized options to these transit hubs in the County.</li> <li>High Ridership Bus Stop Connections: it would consist of direct connection to a DTPW bus stop with +50 average daily boarding and alighting ridership.</li> </ol>
	Overview/Purpose	The goal of this report is to oversee all aspects of planning, developing, and execution of the Atlanta BeltLine project.
2.	General Findings	<ol> <li>A project that started as the thesis of a local Georgia Tech graduate student, goes on to become a \$2.8 billion redevelopment project, securing itself a place in history as one of the largest transportation projects in Atlanta.</li> <li>Flexible Federal Highway Administration (FHWA) Surface Transportation Program: \$250 Million</li> <li>BeltLine Transportation Improvement District (TID): \$400 Million</li> </ol>
Atlanta BeltLine Best Practices for School District Collaboration	Issues	<ul> <li>There is a lack of confidence in the Beltline and uncertainty about its relevance and value for the local business community;</li> <li>Employers do not always see the value of participating in local hiring practices;</li> <li>Beltline employers are currently using disjointed hiring practices which do not lend themselves to a place-based hiring model;</li> <li>Employers see a lack of well-trained candidates and experience difficulty retaining employees for mid-level jobs; and</li> <li>There is a lack of awareness of businesses, industries and resources that exist on the Beltline, and therefore, a gap in understanding how to connect them with one another.</li> </ul>

Table 3-1: Literature Review Summary Matrix		
DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
2. Atlanta BeltLine Best Practices for School District Collaboration	Recommendations	<ul> <li>Implement a local collaboration forum to align education, economic development, workforce training, and business recruitment efforts.</li> <li>Engage employers in workforce assessments to ensure local education and training needs are targeted.</li> <li>Promote talent development programs.</li> <li>Develop a coordinating web portal that provides business with easy access to local resources and information.</li> <li>Provide senior executive leadership ongoing support and performance metrics to ensure the success of this initiative.</li> <li>Other recommendations include: <ol> <li>Place Beltline Community in central locations, where businesses and job seekers can find each other.</li> <li>Utilize partnerships to reach specific economic and workforce development needs, including partnerships of universities and employers, apprenticeships and internships, advocacy groups and social services, etc.</li> <li>Develop integrated Beltline marketing and communications plan like websites linked to the Atlanta BeltLine and Career Fairs.</li> </ol> </li> </ul>
	Overview/Purpose	The Bicycle Connectivity Assessment is meant to serve as a foundational proposed network. It is intended to create collaborative and continuing conversations with all concerned organizations. In Miami-Dade County, it discovers links that raise the equity, connectivity, accessibility, and safety of bicycles.
	General Findings	<ol> <li>The long-term goals of this assessment include the following :</li> <li>Strive towards Florida's Target Zero Plan.</li> <li>Allow visitors and residents to bicycle to any destination.</li> <li>Ensure that residents who require an alternate mode of transportation can rely on bicycle infrastructure as a remedy.</li> <li>Shift the culture of the County to a more bike-friendly environment.</li> </ol>
3. FDOT District	Issues	<ol> <li>Fewer people are likely to bicycle on highways or roadways because of the varying stress levels from traffic. Level of Traffic Stress (LTS) is an approach that quantifies the discomfort people feel when they bicycle close to traffic.</li> <li>According to a survey for Bicyclist Design User Profiles, 51-56% of the population are often uncomfortable with bike lanes and may bike on sidewalks even if bike lanes are provided. Another 5-9% of people prefer more separated facilities but are comfortable riding in bicycle lanes or on paved shoulders.</li> <li>Only 4-6% of the population is comfortable riding in traffic and will use roads without bike lanes.</li> </ol>
6 Bicycle Connectivity Network Assessment	Recommendations	<ul> <li>Developing an online interactive map available for anyone to access with a detailed view of the baseline bicycle network data, aspirational proposed projects documented from the literature review, political boundaries, and Community Fixtures is recommended. Other recommendations include the following: <ol> <li>Roadways with 30 mph or fewer speed limits.</li> <li>Roadways with 30 mph or fewer speed limits.</li> <li>Roadways with Annual Average Daily Traffic (AADT) of 9,000 or less.</li> <li>Roadways with 1 thru lane in each direction.</li> <li>Roadways with estimated available Right-of-Way (ROW)</li> <li>Roadways with estimated available Right-of-Way (ROW)</li> </ol> </li> <li>Roadways with no on-street parking or dedicated spaces with a width of 12 ft. or broader.</li> <li>Selection and prioritization of existing, upcoming and Proposed Greenways /Trails is based on the following criteria: <ol> <li>Proximity to municipality downtown areas</li> <li>Greenways with a more significant number of municipality connections</li> <li>Greater proximity to Community Fixtures and Essential Areas</li> <li>Satellite and field inspections suggesting greater feasible Greenway alignments and available public ROW.</li> <li>Within the Urban Development Boundary (UDB).</li> <li>A total of 639 proposed connections were identified.</li> </ol> </li> </ul>
	Overview/Purpose	The purpose of the Vision Zero program is to eliminate deaths and serious injuries from transportation network until these fatalities or injuries become Zero, meaning minimal to Zero incidents in traffic.
4. Miami-Dade County Vision Zero Plan (2018 and 2023)	General Findings	<ol> <li>Data shows that children, older adults, bicyclists, and pedestrians represent the highest number of traffic fatalities and serious injuries</li> <li>Data shows that most traffic fatalities and serious injuries occur on arterials, by male drivers during turning movements.</li> <li>Seattle is taking a data-driven approach to end traffic fatalities by closely analyzing and evaluating every traffic crash in the City.</li> <li>The first three years of Vision Zero resulted in the safest three-year period in the history of New York City.</li> <li>In 2016, a Vision Zero ad campaign allowed for more individuals to understand the importance of the goal. The New York City Vision Zero plan has reported that 82 percent of residents claim that they are more likely to practice safe driving.</li> <li>The City of Fort Lauderdale adopted Vision Zero in November of 2015. It began implementation during the Summer of 2016. Neighbor Surveys conducted from 2012-2014 revealed that residents' major concerns were of bike safety, poor sidewalk conditions, and a lack of overall multimodal options.</li> </ol>
and 2023)	Issues	<ul> <li>Some contributing causes of Local Road Crashes from 2010-2014 iclude speeding, improper turn, running stop sign,failing to keep in proper lane, followed too closely, and improper passing and careless and negligent manner.</li> <li>There are five primary needs for Miami Dade Vision Zero Plan: <ol> <li>Enhance processes and collaboration</li> <li>Build Safe Streets for Everyone</li> <li>Create Safe Speeds</li> <li>Promote a Culture of Safety (equitable enforcement)</li> </ol> </li> <li>Improve Data and Be transparent (crash data, speed data and evaluation of projects, smart City predictive data, and available to public).</li> </ul>

Table 3-1: Literature Review Summary Matrix		
DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
4. Miami-Dade County Vision Zero Plan (2018 and 2023)	Recommendations	<ol> <li>Create a Comprehensive Speed Reduction Plan: implement arterial and neighboorhood slow zones and comprehensive speed limit reduction campaign in high risk districts and corridors where there is a high volume of bicyclists and pedestrians.</li> <li>Create a Vision Zero Traffic Safety Toolkit: create an approved street safety design toolkit that addresses the needs revealed by crash location.</li> <li>Accelerate Implementing projects through Tactical Urbanism: to speed up implementation of projects that are demonstrated to be the most critical for safety.</li> <li>Education:         <ul> <li>Creating a Vision Zero Website that includes interactive maps showing traffic fatalities and mode of transportation.</li> <li>Providing training to roadway engineers on ped-bike facilities, transit accommodations, and Complete Streets.</li> <li>Improving driver's education programs</li> <li>Making compulsory's bicyclists' education for elementary schools.</li> </ul> </li> <li>Develop a Vision Zero Alliance with members of the Community: Miami-Dade County DTPW, Public Works departments from member cities.</li> <li>Work with Community Partners to Establish Community Liasons: Lead partner would be the Miami-Dade TPO.</li> </ol>
	Overview/Purpose	Safe Routes to Parks refers to the infrastructure that facilitates access to parks through walking, biking, or transit. The purpose is to increase access to parks and open space that focuses on three inter-related parts: the park, park acces, and infrastructure.
5. Miami-Dade	General Findings	<ol> <li>Fact sheets, toolkits, infographics, and videos will be provided as Safe Routes to Parks Resources.</li> <li>Some of the topics to be targeted include equity, engagement, assess, planning, sustainability, and implementing.</li> <li>School districts and municipal organizations increasingly see shared use agreements as one of the most promising strategies to create opportunities for physical activity within a neighborhood or community.</li> <li>Studies show that the number of children who are physically active outside of school is 84 percent higher when schoolyards are kept open for public play.</li> <li>In states and local communities, Safe Routes Partnership staff work with local leaders and organizations to facilitate shared use agreements with schools, hospitals and community spaces, specially in underserved communities where there are fewer opportunities to be active.</li> <li>Children from low-income families are twice as likely as children from wealthier families to walk to school, but they often face significant traffic and personal safety challenges on the trip to school.</li> <li>Baed on a study in August 2014, people from low income are twice as likely to get killed while walking that people from high income.</li> </ol>
County PROS Safe Routes to Parks	lssues	<ol> <li>Communities have experienced historical disinvestment</li> <li>People with high rates of weight-related chronic disease have the least safe access to local public parks,</li> <li>Safe Routes to Parks are of particular concern in communities lacking infrastructure to support safe walking and bicycling and where violence and crime and high rates of weight-related chronic disease are prevalent.</li> <li>Safe Routes to Parks are important for kids, who are not old enough to drive themselves to parks, seniors, who may not wish to drive, and for people without cars, who rely on walking or bicycling to get around.</li> </ol>
	Recommendations	<ol> <li>Connect the community to quality parks: conduct a Safe Routes to Parks walk audit with park personnel and community members,</li> <li>Engage the neighborhood: Reach out to residents, law enforcement, neighborhood associations, faith based organizations, etc</li> <li>Mark the Routes: Install maps, signs and community art designed by neighborhood residents.</li> <li>Put the "Safe" in Safe Routes to Parks: Perform surveys and ask community residents what prevents them from feeling safe on the way to the park.</li> <li>Celebrate the benefits: Access, parks, playgrounds and recreation centers and celebrate the results if they are posirive.</li> </ol>
6. Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)	Overview/Purpose	The purpose of this document is to show how the development of trails and linear parks in the County can lead to positive changes to communities. Some of these benefits are: social, environmental, and economic. Greenways and trails could be a source of economic growth by using a community's cultural, historic, recreational, and conservation to focus on developing connections, supporting wildlife, and attracting tourists.

DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
	General Findings	<ol> <li>Some of the Social benefits from Greenways and Trails would be destination accessibility to schools and parks for 5,000 people, which would also promote health and wellness by increasing physical activity. Social sustainaibility would be reflected in equality, connectivity, and improvements to life quality of residents and visitors of different communities. Another social benefit would be the reduction in direct medical costs for residents by \$365,000 per year.</li> <li>Environmental Benefits would be vehicle trip reduction by 140,000 per year which leads to lowering fuel consumption saving around 6,000 gallons of fuel anually per mile trail, reduction of vehicle emissions, tree canopy, less pollution (27 million on pollution control savings from new tree canopy), control and new vegetation. Other environmental benefits include decreased carbon dioxide emissions by 63 tons per year as trips decrease, and carbon sequestration of nearly 850 tons over a 50 year life span from new vegetation.</li> <li>Economic benefits to this project would be the increase in private property values by \$45 million within 25 years, leading to nearly \$1 million in additional property tax revenues, and the increase in property tax and sales tax revenues of as much as \$1.3 million for area businesses due to the trail and the development of retail sales. It would also extend space and generate approximately 11 new retail jobs. Additional state and local retail tax revenue of approximately \$90,000 anually.</li> </ol>
6. Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)	Issues	<ol> <li>Incorporation of bike lanes on a local street.</li> <li>Pedestrian crosswalk flashing warning lights.</li> <li>Typical at-grade crossing of a local street.</li> <li>Neighborhood and street sidewalk network connections.</li> <li>Wide trail crosswalk zone for user comfort.</li> <li>Quick response push button pedestrian crosswalk actuators.</li> <li>Typical above-grade crossing of an arterial road.</li> <li>Neighborhood and street sidewalk network connections.</li> <li>Preservation of active freight rail corridor.</li> <li>Non-residential zoning along trail corridor.</li> <li>Opportunity to incorporate public artwork.</li> <li>Connection to a municipal park.</li> <li>Forms western gateway to the city of Miami.</li> <li>Most trails are located in highly urbanized or disturbed areas such as along canals, former railroad corridor's or utility corridors. That is why greenways trails can be a good option to protect the environment.</li> </ol>
	Recommendations	<ul> <li>Snake Creek Trail         The Snake Creek Canal is a South Florida Water Management District waterway that winds it way into the City of North Miami Beach. As part of the City's new Urban Design Plan, the Canal will become a public waterfront near the densest commercial area. As one travels west and the land use becomes more residential, the treatment of the area around the Canal decreases in intensity and provides a place for community recreation.     </li> <li>Biscayne-Everglades Greenway         The new Biscayne-Everglades Greenway is comprised of 43 miles of greenways and multi-purpose paths. It is the only trail in the United States that connects two National Parks. What makes it particularly unique, however, is that the trail travels through the community, creating opportunities for tourism and greater visitation to the parks.     </li> </ul>
7.	Overview/Purpose	The objective of the Public Easement Bicycle/Pedestrian Network Plan is to study the feasibility of integrating various public easements located throughout Miami-Dade County to improve the network of interconnected bicycle lanes to enhance mobility options. Bicycle/pedestrian facilities have been planned in the County for many years, including the comprehensive 1998 North Dade Greenways Master Plan, which initiated many of the current efforts in the County.
Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)	General Findings	<ol> <li>The study team identified 11 potential opportunities in the County where public easements could be utilized to enhance the network of planned and existing bicycle/pedestrian facilities.</li> <li>Prime examples of linear trails in South Florida are The South Dade Greenways Network Master Plan and the North Dade Greenways Network Plan, Biscayne-Everglades Greenway, the Turnpike Trail in Doral, the Miami-River Greenway, the Atlantic Trail, the Snake Creek Trail, and the M-Path/future Underline.</li> <li>Current design standards for non-motorized facilities were also reviewed during this data gathering stage. For example, the Office of Greenways and Trails (OGT) provides statewide leadership and coordination to establish, expand, and promote non-motorized trails pursuant to the Florida Greenways and Trails Act (Chapter 260, Florida Statutes).</li> <li>Based upon the GIS analysis and data collected from the TPO and municipalities throughout the County, the most prevalent public easements are those of the South Florida Water Management District (SFWMD), FPL, and Miami-Dade Water and Sewer.</li> </ol>

Table 3-1: Literature Review Summary Matrix		
DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
7. Miami-Dade County PROS Greenways	lssues	<ol> <li>Lack of bicycle/pedestrian network throughout the County in the transportation network.</li> <li>Inventory of easement corridors: Although there are several areas of wider sidewalks such as the green and white paths on SW 24th Street, SW 56th Street, and SW 72nd Street, these were not included in this initial bicycle/multi-path network.</li> <li>Visible gaps in the planned bicycle/pedestrian transportation network from the various municipalities within Miami-Dade County, along with Miami-Dade County.</li> <li>Some of the available public easements are through areas that may not be owned by a public utility. FPL, for example, does not own most the property where their easements exist.</li> <li>Potential for Public Support can be difficult to gauge, as public involvement is not a part of this study. However, the corridors are ranked based on how well it was thought these trails, which may be accepted by the surrounding neighborhoods and property/business owners.</li> <li>Need of canal crossing us 1 since several properties are privately owned.</li> </ol>
and Trails Prioritization Plan (2017)	Recommendations	Eleven recommendations were provided to enhance safety, close gaps in network, and implement connectivity. However, option 7 was the most convenient. Option 7: North-South route connecting the potential East-West Trail in the SR 836 corridor to US 1 trail and the Old Cutler Trail (Approximately 14 miles). Option 7 enhances the existing and planned system of bicycle/pedestrian facilities in the area by connecting existing/planned bicycle corridors, major attractors/hubs, and connects to major transit and transportation systems across the central portion of Miami-Dade County. Although, Option 7 provides a major alternative transportation route, it does have its challenges. There are large portions of the trail that are owned by FPL and even SFWMD, but there are several portions of the trail that would create donation or eminent domain for connection of the entire 14 miles. In addition to several properties being privately owned, canal crossings and crossing US 1 would be necessary.
	Overview/Purpose	<ul> <li>Safe Routes to School (SRTS) Infrastructure Analysis reports seek to ensure safety for kids commuting to school by walking or biking.</li> <li>Other goals of SRTS reports are: <ol> <li>Reducing vehicle crashes, and transportations contribution to air pollution</li> <li>Increasing Physical Activity to increase the number of children who walk or bike to school by increasing safety in transportation.</li> </ol> </li> </ul>
8 Safe Routes to School Infrastructure Analysis Reports	General Findings	<ul> <li>SRTS 2011:</li> <li>1. Ten elementary SRTS grant applications were submitted to FDOT District Six requesting funding for the proposed infrastructure improvements. The total funding request is approximately \$1.4 million.</li> <li>Projects submitted in FY 2011 with 12 funded until FY 2017.</li> <li>SRTS 2018</li> <li>2. FDOT approved all SRTS applications submitted on behalf of the Miami-Dade TPO from 2011-2018</li> <li>3. Since 2007, over \$11 million has been programmed by FDOT for SRTS Infrastructure Improvements.</li> <li>In 2018 eight schools were analyzed for SRTS Improvements.</li> <li>SRTS 2019</li> <li>3. The 2013-2017 history shows a significant amount of juveline crash data within the North Miami Senior High School boundaries. The five schools selected in 2019 were North Miami Senior High School, Carol City Middle School, North Miami Middle School, Miami Central Senior High School.</li> <li>SRTS 2020</li> <li>3. Since Miami-Dade County's participation in the program in 2005, 141 of the County's 392 schools have been granted funds to implement infrastructure improvements under the SRTS program. SRTS improvements at 75 of those schools have been completed and many more are programmed for funding in the FDOT's 2020 Work Program</li> <li>Pedestrian safety improvements have been identified and funded for 107 elementary, 10 K-8 schools, 14 middle schools, and 10 bify schools since 2005.</li> <li>More than \$17 million has been allocated to the improvement of walking conditions for Miami-Dade County students by FDOT through the Safe Routes to School program.</li> <li>In 2020, eight schools were evaluated and SRTS Improvements were identified for a total of \$2.39 million.</li> <li>SRTS 2021</li> <li>Observations during the site visit indicated that infrastructure conditions within the 0.5-mile radius do not support safe and efficient biking or walking because many students are forced to use roads with no sidewalk or barrier from busy roads.</li> <li>Results from in-class student travel tally questionnai</li></ul>

Table 3-1: Liferature Review Summary Matrix		
DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
	lssues	<ol> <li>In 2022, out of 646 students in a school only 4 of them go walking and none of them bike to school, meaning that only 1% of students walk or bike to school due to the existing transportation conditions and lack of safety in the roads.</li> <li>In 2023, there are 357 students (approximately 18%) living within the 0.5 mile radius. There are 25 biycle and pedestrian crashes recorded at the American Senior High School, comprised of 65% Hispanic, 31% Black, 2% White, 1% Asian, and 1% of the students are two or more races. The total minority enrollment is 98%, and 83% of those students are economically disadvantaged. Based on this data, it suggests that students may be likely to walk to school as they may not have alternate modes of transportation.</li> <li>Need of Vision Zero Implementation</li> </ol>
8. Safe Routes to School Infrastructure Analysis Reports	Recommendations	Safety Improvements New sidewalks/ filling sidewalk gaps Installing or improving existing crosswalk markings Improving signage and wayfinding Bicycle lanes and amenities Pedestrian signal heads with countdown indication Detectable warning mats New school thermoplastic paint Construct new curb ramps. Upgrading traffic control devices, Restricting parking Modifying pedestrian or bicycle networks
	Overview/Purpose	The purpose of the TPO Transportation Alternatives Program Application is to provide funds to specific project types. These project types are determined by FHWA, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs.
9. TPO Transportation	General Findings	<ul> <li>Specific eligible project types include, but are not limited to:</li> <li>Provision of facilities for pedestrians and bicycles;</li> <li>Provision of safety and educational activities for pedestrians and bicyclists;</li> <li>Acquisition of scenic easements and scenic or historic sites;</li> <li>Scenic or historic highway programs;</li> <li>Rehabilitation and operation of historic transportation buildings, structures, or facilities;</li> <li>Preservation of abandoned railway corridors;</li> <li>Archaeological planning and research; and</li> <li>Environmental mitigation.</li> <li>Some evaluation criterions include for a total of 100 points:</li> <li>Safety (25 pts)</li> <li>Connectivity (15 pts)</li> <li>Location Efficiency (15 pts)</li> <li>Design quality(15 pts)</li> <li>Design quality(15 pts)</li> <li>Environmental/Archeological Projects/Historic Perservation (15 pts)</li> <li>Five bonus points are awarded for Local Contribution and Public Support</li> </ul>
Alternatives Program applications	lssues	<ol> <li>Improving mobility for disabled, elderly, or youth populations</li> <li>Improving access to areas within or adjacent to an area/zone with 50% of households below poverty rate as defined by the Census.</li> <li>Encouraging traffic calming or vehicle lane narrowing (road diet) through project design.</li> <li>Reducing traffic volume in tourist/commercial areas.</li> <li>Reducing exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design.</li> <li>Improving access to parks, commercial and recreational areas</li> <li>Including renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards.</li> <li>Construction of turnouts, overlooks, and viewing areas and making sure any construction obstructs historic or archeological projects.</li> </ol>
	Recommendations	<ul> <li>Applicants should find a solution to the needs shown above and consider these questions that will be reviewed by the TPO:</li> <li>Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.</li> <li>Total length of the project (miles)?</li> <li>How many intersections are located within the project boundaries?</li> <li>Does the project address a unique safety issue not detailed in the Safety Criteria?</li> </ul>

DOCUMENT NO. & TITLE	ATTRIBUTE	DESCRIPTION
	Overview/Purpose	The purpose of the TPO Transportation Alternatives Program Application is to provide funds to specific project types. These project types are determined by FHWA, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs.
10. TPO Transportation	General Findings	Specific eligible project types include, but are not limited to: <ul> <li>Provision of facilities for pedestrians and bicycles;</li> <li>Provision of safety and educational activities for pedestrians and bicyclists;</li> <li>Acquisition of scenic easements and scenic or historic sites;</li> <li>Scenic or historic highway programs;</li> <li>Rehabilitation and operation of historic transportation buildings, structures, or facilities;</li> <li>Preservation of abandoned railway corridors;</li> <li>Archaeological planning and research; and</li> <li>Environmental mitigation.</li> </ul> <li>Some evaluation criterions include for a total of 100 points:         <ul> <li>Safety (25 pts)</li> <li>Connectivity (15 pts)</li> <li>Location Efficiency (15 pts)</li> <li>Location Efficiency (15 pts)</li> <li>Design quality(15 pts)</li> <li>Environmental/Archeological Projects/Historic Perservation (15 pts)</li> <li>Environmental/Archeological Projects/Historic Perservation (15 pts)</li> <li>Improving mobility for disabled, elderly or youth populations</li> </ul> </li>
Alternatives Program applications	lssues	<ol> <li>Improving access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census.</li> <li>Encouraging traffic calming or vehicle lane narrowing (road diet) through project design.</li> <li>Reducing traffic volume in tourist/commercial areas.</li> <li>Reducing exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design.</li> <li>Improving access to parks, commercial and recreational areas</li> <li>Including renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards.</li> <li>Construction of turnouts, overlooks, and viewing areas and making sure any construction obstructs historic or archeological projects.</li> </ol>
	Recommendations	<ul> <li>Applicants should find a solution to the needs shown above and consider these questions that will be reviewed by the TPO:</li> <li>Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.</li> <li>Total length of the project (miles)?</li> <li>How many intersections are located within the project boundaries?</li> <li>Does the project address a unique safety issue not detailed in the Safety Criteria?</li> </ul>

#### 3.2. Data Gathering

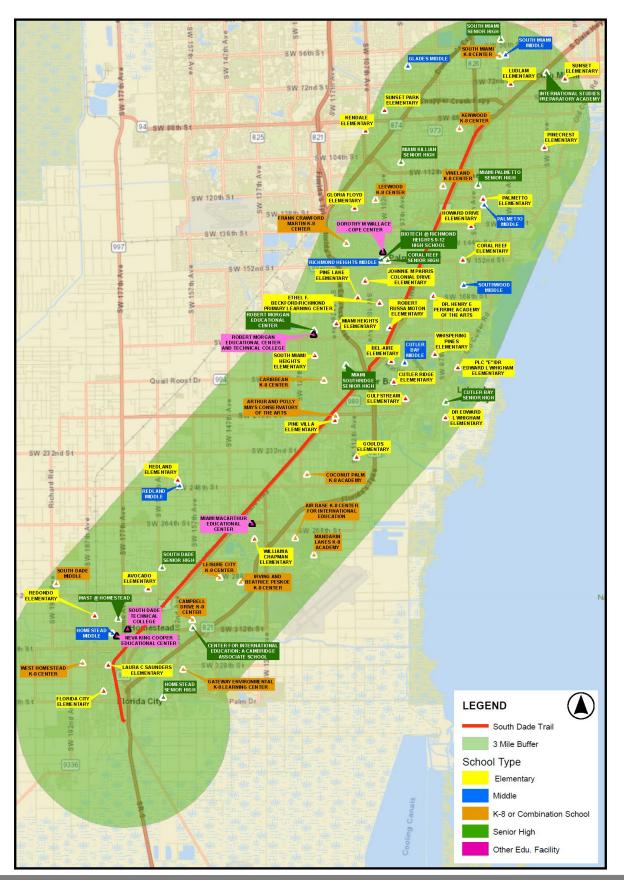
#### 3.2.1. Miami-Dade County Public Schools near South Dade Trail

A desktop inventory of the Miami-Dade County Public Schools (MDCPS) in the South Dade area was performed, and 72 schools were identified within the 3-mile radius of the South Dade Trail. The schools identified are listed in **Table 3-2.** The location (map) of schools is shown in **Exhibit 3-1**.

MDCPS Code	of MDCPS Within 3-Mile Radius from South Dade Irail School Name
0041	Air Base K-8 Center for International Education
7351	Arthur And Polly Mays Conservatory Of The Arts
0161	Avocado Elementary
0261	Bel-Aire Elementary
7008	Biotech @ Richmond Heights 9-12 High School
0651	Campbell Drive K-8 Center
0661	Caribbean K-8 Center
7021	Center For International Education: A Cambridge Associate School
3621	Coconut Palm K-8 Academy
1041	Coral Reef Elementary
7101	Coral Reef Senior High
6111	Cutler Bay Middle
6081	Cutler Bay Senior High
1241	Cutler Ridge Elementary
8131	Dorothy M Wallace - Cope Center
5981	Dr Edward L Whigham Elementary
4381	Dr. Henry E Perrine Academy Of The Arts
4651	Ethel F. Beckford/Richmond Primary Learning Center
2001	Florida City Elementary
3101	Frank Crawford Martin K-8 Center
4031	Gateway Environmental K-8 Learning Center
6211	Glades Middle
2021	Gloria Floyd Elementary
0311	Goulds Elementary
2321	Gulfstream Elementary
6251	Homestead Middle
7151	Homestead Senior High
2541	Howard Drive Elementary
7571	International Studies Preparatory Academy
4391	Irving And Beatrice Peskoe K-8 Center
0861	Johnnie M Parris Colonial Drive Elementary
2641	Kendale Elementary
2701	Kenwood K-8 Center

#### Table 3-2: List of MDCPS Within 3-Mile Radius from South Dade Trail

MDCPS Code	School Name
2941	Laura C Saunders Elementary
2881	Leewood K-8 Center
2901	Leisure City K-8 Center
3061	Ludlam Elementary
0073	Mandarin Lakes K-8 Academy
7171	Mast @ Homestead
3261	Miami Heights Elementary
7361	Miami Killian Senior High
7631	Miami Macarthur Educational Center
7431	Miami Palmetto Senior High
7731	Miami Southridge Senior High
0921	Neva King Cooper Educational Center
4221	Palmetto Elementary
6701	Palmetto Middle
4441	Pine Lake Elementary
4461	Pine Villa Elementary
4421	Pinecrest Elementary
5981	Plc "E"/Dr Edward L Whigham Elementary
4581	Redland Elementary
6761	Redland Middle
4611	Redondo Elementary
6781	Richmond Heights Middle
7371	Robert Morgan Educational Center
8911	Robert Morgan Educational Center and Technical College
3541	Robert Russa Moton Elementary
5003	South Dade Middle
7701	South Dade Senior High
7702	South Dade Technical College
5281	South Miami Heights Elementary
5241	South Miami K-8 Center
6881	South Miami Middle
7721	South Miami Senior High
6861	Southwood Middle
5401	Sunset Elementary
5421	Sunset Park Elementary
5671	Vineland K-8 Center
5791	West Homestead K-8 Center
5951	Whispering Pines Elementary
0771	William A Chapman Elementary





#### 3.2.2. FDOT Work Program LAP Projects for previous SRTS Submittals

Since 2007, over \$17 million has been requested and granted to Miami-Dade County for SRTS infrastructure improvements. FDOT enters into an agreement with the Miami-Dade County's DTPW, for the construction of infrastructure improvement related to SRTS projects. As of May 2023, SRTS has completed improvements on a total of 92 schools. The identified schools below have been included in previous applications and are within the 3-mile radius to the South Dade Trail. **Table 3-3** below summarizes Local Agency Program (LAP) projects from previous SRTS submittals.

FM No.	School Name
445161-1	Air Base K-8 Center for International Education
431505-1	Avocado Elementary
425856-1	Campbell Drive Elementary
431498-1	Coconut Palm
439896-1	Florida City Elementary
447600-1	Homestead Middle
TBD	Homestead Senior High
425853-1	Irving And Beatrice Peskoe K-8 Center
425853-1	Laura C Saunders Elementary
425853-1	Ludlam Elementary
445160-1	Mandarin Lakes K-8 Academy
447559-1	Miami Southridge Senior High
TBD	Palmetto Middle School
425853-1	Pine Villa Elementary
431505-1	Redondo Elementary
439896-1	Robert Russa Moton Elementary
425857-1	South Miami Heights Elementary
425853-1	West Homestead Elementary
425856-1	William A Chapman Elementary

#### Table 3-3: LAP Projects from Previous SRTS Submittals

All past SRTS applications can be found on the Miami-Dade TPO's website:

http://www.miamidadetpo.org/bicyclepedestrian-program.asp

(FY 2022-2023 applications are pending FDOT approval and are shown as TBD in Table 3-3).

#### 3.2.3. <u>Bicycle Crashes</u>

The crash data for the years of 2018 through 2022 was gathered from Signal Four Analytics database as part of this effort. A total of 537 crashes involving bicycles (collided with vehicles) were recorded within the 2-mile radius buffer of the South Dade trail.

- 115 crashes occurred in 2018, 114 crashes occurred in 2019, 91 crashes occurred in 2020, 89 crashes occurred in 2021, and 128 crashes occurred in 2022,
- The 537 crashes included 12 fatalities and 52 serious injuries and 351 injury crashes. 8 of the 12 fatalities occurred within less than one mile of the trail (see appendix A for details),
- 157 crashes (or 29%) of the total crashes occurred during nighttime conditions, which is higher than the FDOT Districtwide average of 27% for the years 2018 through 2022.

**Table 3-4** below provides the summary of bicycle crashes in terms of severity, lighting conditions, and surface conditions.

	hes within 2 mile radius of South Dade trail			er of Cr Year	usiies	5 Year Total	Mean Crashes	%		
		2018	2019	2020	2021	2022	Crashes	Per Year		
Т	otal Crashes	115	114	91	89	128	537	107	-	
	PDO/Possible Injury	93	102	84	78	116	473	95	88%	
SEVERITY	Serious Injury	20	7	6	9	10	52	10	10%	
	Fatality	2	5		2	2	12	2	2%	
	Dawn	5	1	1	1	2	10	2	2%	
	Daylight	69	78	72	66	92	377	75	70%	
LIGHTING CONDITIONS	Dusk	3	4	1	5	4	17	3	3%	
CONDITIONS	Dark - Lighted	25	22	11	10	23	91	18	17%	
	Dark - Not Lighted	13	9	6	7	7	42	8	8%	
	Dark - Unknown Lighting	0	0	0	0	0	0	0	0%	
	Dry	108	109	85	85	120	507	101	94%	
SURFACE CONDITIONS	Wet	7	5	6	3	7	28	6	5%	
	Other	0	0	0	0	0	0	0	0%	

#### Table 3-4: Bicycle Crash Summary

Exhibit 3-2 shows the location of bicycle crashes within the 3-mile radius buffer of South Dade trail.

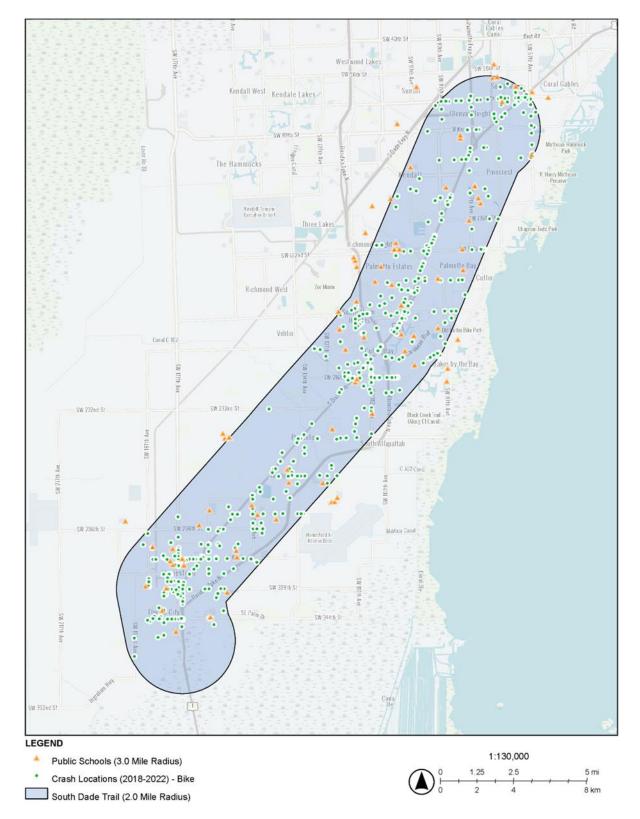


Exhibit 3-2: Bicycle Crash Data Map

#### 3.2.4. <u>Pedestrian Crashes</u>

The crash data for the years of 2018 through 2022 was gathered from Signal Four Analytics database as part of this effort. A total of 403 crashes involving pedestrians (collided with vehicles) were recorded within the 2-mile radius buffer of the South Dade trail.

- 83 crashes occurred in 2018, 67 crashes occurred in 2019, 73 crashes occurred in 2020, 80 crashes occurred in 2021, and 100 crashes occurred in 2022,
- The 403 crashes included 38 fatalities and 55 serious injuries and 221 injury crashes,
- 187 crashes (or 46%) of the total crashes occurred during nighttime conditions, which is higher than the Districtwide average of 27% for the years 2018 through 2022.

**Table 3-5** below provides the summary of pedestrian crashes in terms of severity, lighting conditions, and surface conditions.

	crashes within 0.5 mile fer of South Dade trail		Numt	per of Cr Year	rashes	5 Year Total	Mean Crashes	%						
		2018	2019	2020	2021	2022	Crashes	Per Year	- 77% 14% 9% 2% 53% 3% 33% 33%					
١	Total Crashes	83	67	73	80	100	403	81	-					
	PDO/Possible Injury	62	54	50	63	81	310	62	77%					
SEVERITY	Serious Injury	12	8	13	10	12	55	11	14%					
	Fatality	9	5	10	7	7	38	8	9%					
	Dawn	1	2	2	1	1	7	1	2%					
	Daylight	33	41	34	43	62	213	43	53%					
LIGHTING CONDITIONS	Dusk	3	4	2	4	1	14	3	3%					
CONDITIONS	Dark - Lighted	36	17	25	25	30	133	27	33%					
	Dark - Not Lighted	9	2	10	6	6	33	7	8%					
	Dark - Unknown Lighting	0	0	0	1	0	1	0	0%					
SURFACE	Dry	78	62	62	79	89	370	74	92%					
	Wet	5	5	11	1	11	33	7	8%					
CONDITIONS	Other	0	0	0	0	0	0	0	0%					

#### Table 3-5: Pedestrian Crash Summary

Exhibit 3-3 shows the location of pedestrian crashes within the 0.5-mile radius buffer of South Dade trail.

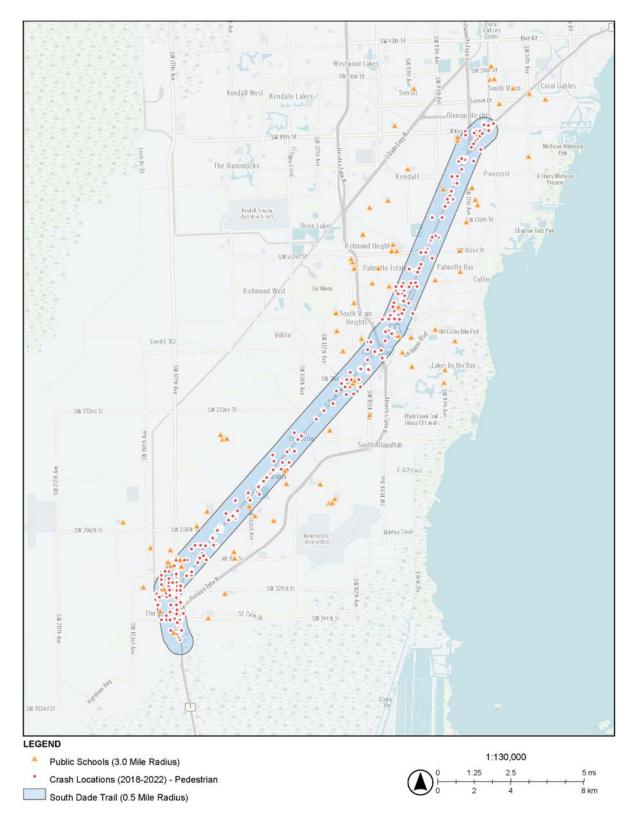


Exhibit 3-3: Pedestrian Crash Data Map

#### 3.2.5. <u>Bus Routes</u>

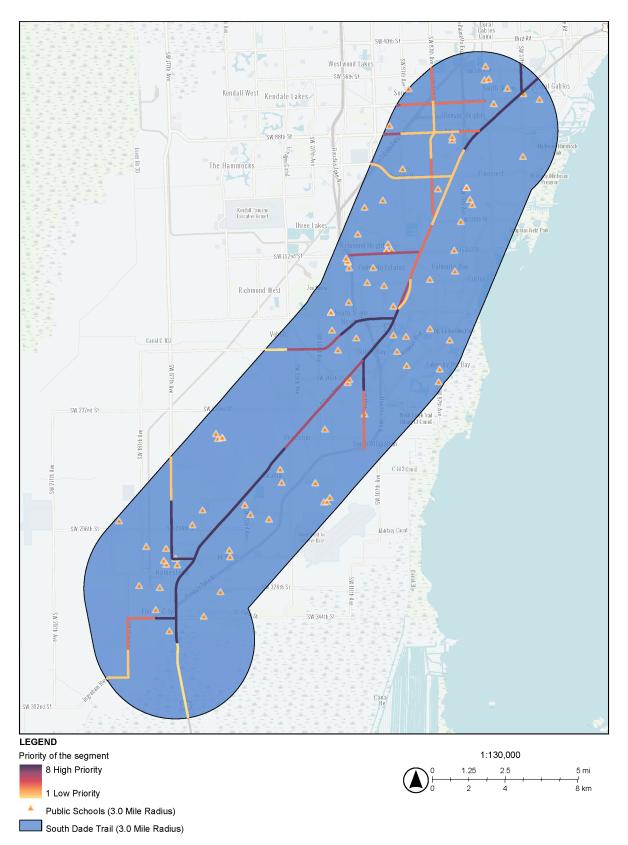
Within the 3-mile radius of the South Dade trail, there are 31 bus routes running. **Exhibit 3-4** below shows the routes that service the areas within the 3-mile radius of South Dade trail.

#### Exhibit 3-4: Bus Routes

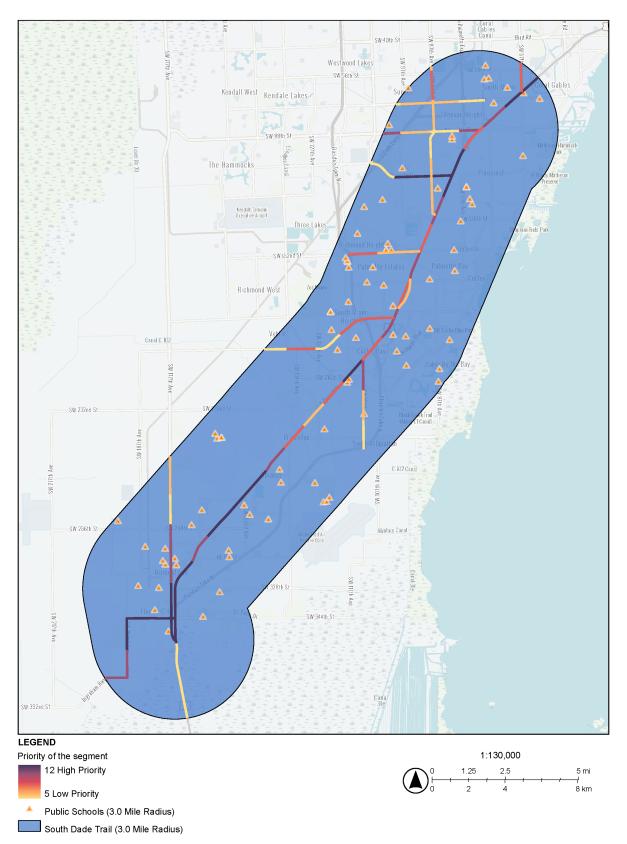
Route Name	Line Name
Route 1	South Miami Heights to Perrine via Southland
Route 34	Express: Florida City to Dadeland South
Route 35	MDC Kendall to Florida City via Cutler Bay
Route 37	Hialeah - South Miami via Palm Ave/37 Ave
Route 38	Busway Max: Florida City to Dadeland South
Route 39	Express: South Dade Government Center to Dadeland South
Route 52	Goulds to Dadeland South Station
Route 56	Children Hospital to 162 Ave via 56 St
Route 57	Miami Airport Station to SW 152 St via 57 Ave
Route 71	Dolphin Mall to MDC Kendall via 107/112 Ave
Route 72	South Miami to Bent Tree/162 Ave via 72 St
Route 73	NW Dade to Dadeland South via 67/72 Ave
Route 87	Palmetto/Doral to Dadeland via 87 Ave
Route 88	162 Ave to Dadeland North via 88 St
Route 104	Hammocks to MDC Kendall to Dadeland North via 104 St
Route 136	Douglas Rd to Old Cutler to SW 136 St
Route 137	West Dade Connection
Route 200	Cutler Bay Local
Route 204	Killian KAT
Route 248	Princeton Circulator
Route 252	Coral Reef MAX
Route 272	Sunset KAT
Route 287	Saga Bay MAX
Route 288	Kendall Cruiser
Route 301	Dade-Monroe Express
Route 302	Card Sound Express
Route 344	MDC Homestead to Florida City
Route 500	Midnight Owl
Route PA*	Village of Palmetto Bay A
Route PA*	Village of Palmetto Bay Park & Ride
Route PA*	Regular Metrorail Service

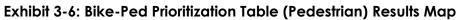
#### 3.2.6. Bicycle and Pedestrian Facility Needs Prioritization Tool

The Bicycle and Pedestrian Facility Needs Prioritization Tool (BPTool) was created by FDOT District 6 to communicate and highlight State Highway System pedestrian and bicycle priority areas in an objective, datadriven manner using safety, equity, demand, and connectivity measures. The BPTool provides an inventory of bicycle and sidewalk facilities on the SHS roadways for Miami-Dade County, which also provides an inventory of gaps in the system. A set of criteria (e.g., number of bicycle/pedestrian crashes, if the area is within a community of concern that meets the zero-car household criteria etc.) were used to rank the existing facilities to recognize the highest priorities for needing whether bicycle or pedestrian improvements or both. The higher the score, then the segment should be prioritized for improvements. **Exhibits 3-5** and **3-6** on the following pages, show the results (map view) from FDOT District 6 Bike-Pedestrian prioritization tool for Bicycle and Pedestrian facilities respectively. In addition to the map view, the actual bicycle and pedestrian facilities within the three (3) mile buffer are summarized in **Tables 3-6** and **3-7**.









Record	Roadway	Name	Context Classification	Mode	Begin MP	End MP	# Fatalities	# Bike Crashes	Safety Points	Bike Facility	Paved Path	Parallel Corridor	Connectivit v Points	Demand Points	Equity Points	Total Score
672	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C2	Bicycle	2.0	4.0	0	1	1.000	N	N	N	0.000	0.000	0.000	1.000
720	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Bicycle	10.0	12.0	0	0	0.000	Y	N	N	1.000	0.000	0.000	1.000
721	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Bicycle	12.0	13.9	0	0	0.000	Y	N	N	1.000	0.000	0.000	1.000
487	87150000	SR 997/SW 177 AVE/KROME AVE	C2	Bicycle	2.0	4.0	2	2	2.000	Y	N	N	1.000	1.000	0.000	4.000
498	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Bicycle	4.0	6.0	0	1	1.000	N	N	N	0.000	2.000	1.000	4.000
582	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	2.0	4.0	0	1	1.000	Y	N	N	1.000	2.000	0.000	4.000
655	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Bicycle	0.0	2.0	0	2	1.000	N	N	N	0.000	3.000	0.000	4.000
656	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Bicycle	2.0	3.0	0	0	0.000	N	Y	N	1.000	3.000	0.000	4.000
694	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	14.2	15.3	0	0	0.000	Y	N	N	1.000	3.000	0.000	4.000
729	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	17.3	19.3	0	0	0.000	Y	N	N	1.000	3.000	0.000	4.000
730	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	19.3	19.8	0	2	1.000	Y	N	N	1.000	2.000	0.000	4.000
772	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Bicycle	8.0	10.0	0	3	1.000	N	N	N	0.000	3.000	0.000	4.000
499	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Bicycle	6.0	8.0	0	1	1.000	N	N	N	0.000	3.000	1.000	5.000
581	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	0.0	2.0	0	3	1.000	N	Y	N	1.000	3.000	0.000	5.000
583	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	4.0	6.0	0	3	1.000	N	Y	N	1.000	3.000	0.000	5.000
586	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Bicycle	0.0	2.0	0	3	1.000	Y	Ν	N	1.000	3.000	0.000	5.000
637	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	2.0	4.0	0	7	1.000	Y	Y	N	2.000	2.000	0.000	5.000
638	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	4.0	4.9	0	1	1.000	Y	N	N	1.000	3.000	0.000	5.000
728	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	15.3	17.3	0	15	2.000	Y	N	N	1.000	2.000	0.000	5.000
773	87001000	SR 94/SW 88 ST/N KENDALL DR	C6	Bicycle	10.0	10.7	0	7	1.000	N	Y	N	1.000	3.000	0.000	5.000
603	87020001	US 1/SR 5/SOUTH DIXIE HWY	C4	Bicycle	0.0	1.1	0	3	1.000	Y	N	N	1.000	3.000	1.000	6.000
636	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	0.0	2.0	0	4	1.000	Y	Y	N	2.000	3.000	0.000	6.000
644	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	8.0	10.0	1	5	2.000	Y	N	N	1.000	2.000	1.000	6.000
645	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	10.0	12.0	0	7	1.000	Y	Y	N	2.000	3.000	0.000	6.000
646	87072000	SR 985/SW 107 AVE/NW 107 AVE	C4	Bicycle	0.0	2.0	0	9	2.000	N	Y	N	1.000	3.000	0.000	6.000
673	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Bicycle	4.0	6.0	0	5	1.000	Y	Y	N	2.000	3.000	0.000	6.000
771	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Bicycle	6.0	8.0	1	15	3.000	N	N	N	0.000	3.000	0.000	6.000
788	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Bicycle	0.0	2.5	0	11	2.000	N	Y	N	1.000	3.000	0.000	6.000
500	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C4	Bicycle	8.0	8.7	0	2	1.000	Y	Y	N	2.000	3.000	1.000	7.000
587	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Bicycle	2.0	3.1	0	13	2.000	Y	Y	N	2.000	3.000	0.000	7.000
589	87030000	US 1/SR 5	C5	Bicycle	0.0	2.0	1	11	3.000	N	Y	N	1.000	3.000	0.000	7.000
590	87030000	US 1/SR 5	C5	Bicycle	2.0	4.0	0	37	3.000	N	Ŷ	N	1.000	3.000	0.000	7.000
640	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	0.0	2.0	0	3	1.000		N	N	1.000	3.000	2.000	7.000
642	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	4.0	6.0	1	5	2.000	N	Y	N	1.000	3.000	1.000	7.000
643	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	6.0	8.0	0	11	2.000	Y	N	N	1.000	3.000	1.000	7.000
759	87062000	SR 959/SW 57 AVE/NW 57 AVE/RED RD	C4	Bicycle	0.0	2.0	0	12	2.000	Y	Y Y	N	2.000	3.000	0.000	7.000
774	87290000	SR 998/CAMPBELL DR	000	Bicycle	0.0	0.8	0	0	0.000	Y		N	2.000	3.000	2.000	7.000
780	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	12.0	14.2	1	15	3.000	ř	N	N	1.000	3.000	0.000	7.000
486	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Bicycle	0.0	2.0	0	10	2.000	Ť		N	1.000	3.000	2.000	8.000
641	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C C3R	Bicycle	2.0	4.0 2.0	1	12 13	3.000	N	N	N	0.000	3.000	2.000	8.000
783	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Bicycle	0.0	2.0	0	13	2.000	Ŷ	Ŷ	Ν	2.000	3.000	1.000	8.000

#### Table 3-6: BP Tool Bicycle Facilities Summary

\* Bicycle: A total of 40 segments fall within the 3-mile radius buffer of the South Dade trail which were included for improvements. The total scores for each prioritized segment ranged from 1 through 8

BPTool ID#	Roadway	Name	Context Class	Mode	Begin MP	End MP	# Fatalities	# Ped Crashes	Safety Points	Sidewalk Gap %	Connectivity Points	Demand Points	Equity Points	Total Score
732	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	2.0	3.0	0	0	1	0	2	2	0	5
43	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C2	Pedestrian	3.0	4.0	0	0	0	3	6	0	0	6
45	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	5.0	6.0	0	1	1	0	2	3	0	6
238	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	0.0	1.0	0	0	0	1	3	3	0	6
382	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	9.0	10.0	0	4	1	0	2	3	0	6
455	87072000	SR 985/SW 107 AVE/NW 107 AVE	C4	Pedestrian	0.0	1.0	0	7	1	0	2	3	0	6
485	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	11.0	12.0	0	0	0	3	6	0	0	6
486	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	12.0	13.0	0	0	0	3	6	0	0	6
487	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	13.0	13.9	0	0	0	3	6	0	0	6
496	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	1.9	2.9	0	0	0	0	3	3	0	6
499	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	4.9	5.8	0	1	1	0	2	3	0	6
609	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	4.0	5.0	0	0	0	3	6	0	0	6
666	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	0.0	1.0	0	1	0	0	3	3	0	6
381	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	8.0	9.0	2	6	2	0	2	3	0	7
445	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	14.1	15.3	0	3	1	0	3	3	0	7
497	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	2.9	3.9	0	1	1	0	4	2	0	7
498	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	3.9	4.9	0	1	1	0	4	2	0	7
577	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	9.0	10.0	0	1	1	0	4	2	0	7
610	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	5.0	6.0	0	0	0	3	6	1	0	7
611	87150000	SR 997/SW 177 AVE/KROME AVE	C2	Pedestrian	6.0	7.0	0	0	0	3	6	1	0	7
667	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	1.0	2.0	0	3	1	1	3	3	0	7
677	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	1.0	2.0	0	0	0	0	4	3	0	7
678	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	2.0	2.5	1	4	2	0	3	2	0	7
730	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	0.0	1.0	0	1	1	0	3	3	0	7
731	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE		Pedestrian	1.0	2.0	0	1	1	0	3	3	0	7
733	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	3.0	4.0	0	4	1	1	4	2	0	7
735	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	5.0	6.0	0	1	0	0	4	3	0	7
44	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	4.0	5.0	0	0	0	3	7	1	0	8
46	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	6.0	7.0	2	10	3	0	2	3	0	8
47	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C4	Pedestrian	7.0	8.0	0	6	1	0	3	3	1	8
361	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	16.3	17.3	0	6	1	2	5	2	0	8
500	87062000	SR 959/SW 57 AVE/NW 57 AVE/RED RD	C4	Pedestrian	0.2	1.2	1	5	2	0	3	3	0	8
552	87030000	US 1/SR 5	C5	Pedestrian	0.0	1.0	1	5	3	0	3	2	0	8
576	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	8.0	9.0	1	4	2	0	3	2	1	8
578	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD		Pedestrian	10.0	11.0	0	2	1	0	4	3	0	8
580	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	12.0	13.0	0	10	2	0	3	3	0	8
676	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	0.0	1.0	1	2	2	0	3	3	0	8
679	87020001	US 1/SR 5/SOUTH DIXIE HWY	C4	Pedestrian	0.0	1.1	0	3	1	0	3	3	1	8
734	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	4.0	5.0	0	0	1	0	4	3	0	8
4	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian	4.0	5.0	0	0	0	3	6	2	1	9
5	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian	5.0	6.0	0	0	0	3	6	2	1	9
360	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	15.3	16.3	0	5	1	2	6	2	0	9

# Table 3-7: BP Tool Sidewalk Facilities Summary

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BPTool ID#	Roadway	Name	Context Class	Mode	Begin MP	End MP	# Fatalities	# Ped Crashes	Safety Points	Sidewalk Gap %	Connectivity Points	Demand Points	Equity Points	Total Score
362	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	17.3	18.3	0	6	1	2	5	3	0	9
380	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	7.0	8.0	1	8	3	0	3	3	0	9
383	87001000	SR 94/SW 88 ST/N KENDALL DR	C6	Pedestrian	10.0	10.7	1	9	3	0	3	3	0	9
553	87030000	US 1/SR 5	C4	Pedestrian	1.0	2.0	0	8	1	2	5	3	0	9
571	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	3.0	4.0	0	11	2	0	3	2	2	9
575	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	7.0	8.0	0	4	1	0	4	3	1	9
581	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	13.0	14.2	4	10	3	0	3	3	0	9
607	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Pedestrian	2.0	3.0	0	9	2	0	2	3	2	9
608	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Pedestrian	3.0	4.0	0	3	1	2	5	3	0	9
668	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	2.0	3.1	1	15	3	0	3	3	0	9
6	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian	6.0	7.0	0	1	1	3	6	2	1	10
7	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C3R	Pedestrian	7.0	8.0	0	3	1	3	5	3	1	10
8	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C4	Pedestrian	8.0	8.7	4	10	3	0	3	3	1	10
239	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	1.0	2.0	0	1	1	3	6	3	0	10
240	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	2.0	3.0	0	4	1	3	6	3	0	10
363	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	18.3	19.3	0	2	1	2	6	3	0	10
364	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	19.3	20.0	0	6	2	3	6	2	0	10
554	87030000	US 1/SR 5	C4	Pedestrian	2.0	3.0	2	16	3	2	4	3	0	10
570	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	2.0	3.0	1	6	2	0	3	3	2	10
572	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	4.0	5.0	2	6	3	0	4	2	1	10
573	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	5.0	6.0	2	7	3	0	3	3	1	10
574	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	6.0	7.0	0	8	2	0	4	3	1	10
579	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	11.0	12.0	1	9	3	0	4	3	0	10
555	87030000	US 1/SR 5	C5	Pedestrian	3.0	4.0	0	8	2	3	6	3	0	11
569	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	1.0	2.0	1	7	3	2	4	2	2	11
568	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	0.0	1.0	1	6	2	3	7	3	0	12
605	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	0.0	1.0	0	2	1	3	7	3	1	12
606	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	1.0	2.0	0	1	1	3	6	3	2	12

#### Table 3-7: BP Tool Sidewalk Facilities Summary

\* Pedestrian: A total of 70 segments fall within the 3-mile radius buffer of the South Dade trail which were included for improvements. The total scores for each prioritized segment ranged from 5 through 12.

#### 3.2.7. Existing Bicycle Network

A total of 67 facilities were observed within the 3-mile radius buffer of South Dade Trail. The 67 facilities include paved shoulders, protected bike lanes, separated paved paths, sharrows on roadways, unprotected bike lanes, unseparated paved paths, and wide curb lanes. The facility lengths range from 0.1 miles through 15 miles. Additionally, the width of the facility ranges from 4 to 18 feet. **Table 3-8** on the following pages shows the existing bicycle facilities summary and **Exhibit 3-7** which follows the table, shows the map view of the same within the 3-mile radius buffer.

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## Table 3-8: Existing Bicycle Network Summary

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Street Name	Туре	ID	From	То	Segment Length	Feature	Width (Ft)	Speed Group			Context Classification
Palm Dr/SW 344 St	Bike Lanes	16	Krome Av	NW 6 Av	0.51	Unprotected Bike Lane	4.5	40.0	On-Road Facility	No	C4 - Urban General
SW 211 St	Bike Lanes	21	US-1	HEFT Ramp	0.78	Protected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	23	SW 344 St	SW 288 St	3.61	Unprotected Bike Lane	4.0	40.0	On-Road Facility	No	Not Identified
SW 97 Ave	Bike Lanes	26	SW 72 St	SW 40 St	2.14	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	Not Identified
SW 87 Ave	Bike Lanes	38	SW 96 St	SW 88 ST	0.43	Unprotected Bike Lane	6.0	30.0	On-Road Facility	No	C4 - Urban General
SW 92 Ave	Bike Lanes	67	SW 144 St	Howard Dr	0.75	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 208 St	Bike Lanes	80	SW 92 Ave	SW 87 Ave	0.51	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 62 Ave	Bike Lanes	83	SW 70 Ave	SW 64 Ave	0.36	Unprotected Bike Lane	4.5	30.0	On-Road Facility	No	Not Identified
SW 92 Ave	Bike Lanes	92	SW 164 St	US-1	0.46	Unprotected Bike Lane	4.5	30.0	On-Road Facility	No	Not Identified
SR 997/Krome Ave	Bike Lanes	111	SW 296 St	SW 136 St	10.04	Unprotected Bike Lane	4.0	45.0	On-Road Facility	No	C2 - Rural
SR 5/US-1	Paved Shoulders	116	Krome Ave	CR 905-Key Largo	13.86	Paved Shoulder	6.0	45.0	On-Road Facility	No	C1 - Natural
SR 959/SW 57 Ave	Bike Lanes	117	SW 64 St	SW 40 St	1.54	Unprotected Bike Lane	4.0	35.0	On-Road Facility	No	C4 - Urban General
SW 117 Ave	Wide Curb Lanes	125	SW 184 St	SW 152 St	2.01	Wide Curb Lane	13.0	40.0	On-Road Facility	No	Not Identified
SR 986/Sunset Dr	Wide Curb Lanes	129	SW 84 PI	SW 69 Ave	1.62	Wide Curb Lane	13.5	40.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	130	SW 168 St	SW 136 St	2.12	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	131	SW 184 St	SW 168 St	1.23	Wide Curb Lane	12.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	132	SW 136 St	SW 102 St	2.45	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	133	SW 88 St	SW 80 St	0.82	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C5 - Urban Center
SR 997/Krome Ave	Bike Lanes	143	US-1	SW 296 St	2.24	Unprotected Bike Lane	5.0	45.0	On-Road Facility	No	C3C - Suburban Commercial
SR 5/US-1	Wide Curb Lanes	144	SW 112 Ave	SW 184 St	1.95	Wide Curb Lane	14.0	45.0	On-Road Facility	No	C3C - Suburban Commercial
Caribbean Blvd	Bike Lanes	154	Coral Sea Rd	SW 87 Ave	1.75	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 216 St	Bike Lanes	156	SW 112 Ave	HEFT	0.55	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	Not Identified
SW 176 St	Bike Lanes	157	SW 107 Ave	US-1	0.79	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
Caribbean Blvd	Bike Lanes	175	Coral Sea Road	Bel-Aire Canal	0.49	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SR 989/SW 112 Ave	Bike Lanes	178	HEFT	SW 248 St	0.51	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	C3R - Suburban Residential
SW 264 St	Bike Lanes	179	US-1	SW 137 Ave	0.73	Unprotected Bike Lane	5.0	20.0	On-Road Facility	No	Not Identified
Caribbean Blvd	Bike Lanes	190	HEFT	Bel-Aire Canal	0.31	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 82 Ave	Bike Lanes	196	SW 168 St	SW 160 St	0.54	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SR 997/Krome Ave	Sharrows	209	US-1	SW 296 St	0.37	Sharrows	0.0	30.0	On-Road Facility	No	C4 - Urban General
SW 152nd St	Paved Paths	217	Florida Turnpike	Plametto Lake Dr	1.77	Separated Paved Path	12.5	0.0	Off-Road Facility	No	C4 - Urban General
Roberta Hunter Park Path	Paved Paths	218	SW 208 St	SW 192 St	0.98	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
Black Creek Trail	Trails	219	L&P Thompson Pk	Black Point Park	9.48	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne Trail	Trails	220	Black Point Park	Old Cutler Rd	2.62	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne - Everglades Greenway	/ Trails	221	SW 162 Ave	SW 152 Ave	1.05	Separated Paved Path	8.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne-Everglades Greenway	Trails	222	SW 152 Ave	SW 137 Ave	1.23	Separated Paved Path	11.0	0.0	Off-Road Facility	Yes	Not Identified
SW 288 St	Paved Paths	223	W Dixie Hwy	SW 137 Ave	2.20	Separated Paved Path	13.0	0.0	Off-Road Facility	No	Not Identified
SW 56 St	Paved Paths	228	SW 117 Ave	E of SW 68 Ave	5.00	Separated Paved Path	13.0	0.0	Off-Road Facility	No	Not Identified
Old Cutler Trail	Trails	233	SW 244 St	SW 88 St	11.02	Separated Paved Path	9.0	0.0	Off-Road Facility	Yes	Not Identified
Old Cutler Trail	Trails	234	SW 105 St	W Ingraham Ter	2.82	Unseparated Paved Path	8.0	0.0	Off-Road Facility	Yes	Not Identified
South Dade Trail	Trails	238	SW 264th St	S Dadeland Metro	13.51	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C4 - Urban General
SW 216 St	Paved Paths	241	Florida Turnpike	Old Cutler Rd	0.68	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
SW 124 Ave	Paved Paths	243	Zoo Miami	SW 152 St	1.17	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW 152 St	Paved Paths	244	E of SW 98 Ave	US 1/S Dixie Hw	0.61	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	C4 - Urban General
SR 992/SW 152 St	Paved Paths	245	SW 124 Ave	SR 821/Turnpike	0.86	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
011002,011 102 01		2.0	0	o	0.00	parateur area l'att	0.0	0.0	Shi toda i domiy		

## Table 3-8: Existing Bicycle Network Summary

Street Name	Туре	ID	From	То	Segment Length	Feature	Width (Ft)	Speed Group	On-Road or Off-Road	Frail Network	Context Classification
SW 288 St	Paved Paths	246	SW 137 Ave	SW 132 Ave	0.50	Unseparated Paved Path	13.0	0.0	Off-Road Facility	No	Not Identified
South Dade Trail	Trails	318	S Krome Ave	SW 264th St	7.08	Unseparated Paved Path	10.0	0.0	Off-Road Facility	Yes	C3C - Suburban Commercial
SR 997/Krome Ave	Trails	322	S of SW 232 St	SR 90/SW 8 St	14.93	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C2 - Rural
M-Path/Underline	Trails	325	S Dadeland Stat	Miami River	9.95	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C5 - Urban Center
SW 97 Ave	Bike Lanes	326	SW 184 St	E Hibiscus St	0.31	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 72 Ave	Paved Paths	327	SW 164 Ter	SW 156 St	0.54	Separated Paved Path	18.0	0.0	Off-Road Facility	No	Not Identified
SR 997/Krome Ave	Bike Lanes	328	NW 5 St	SW 312 St	0.18	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	C4 - Urban General
E Mowry Drive	Paved Paths	329	Mowry Canal	SW 162 Ave	0.39	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW Guadalajara St	Paved Paths	332	Old Cutler Rd	Chapman Dog Park	1.23	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW 288 St	Bike Lanes	348	E of SW 132 Ave	Elmendorf St	0.59	Unprotected Bike Lane	4.0	20.0	On-Road Facility	No	Not Identified
SR 986/ SW 72 St	Paved Paths	368	SW 108 Ct	SW 87 Ave	2.03	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	C4 - Urban General
SW 64th St	Bike Lanes	381	SW 62nd Ave	SR 969/SW 57th A	0.00	Protected Bike Lane	6.0	0.0	On-Road Facility	No	Not Identified
SW 232nd St	Bike Lanes	385	900f w Old Dixie	Old Dixie Hwy	0.00	Unprotected Bike Lane	5.0	0.0	On-Road Facility	No	Not Identified
Briar Bay Linear Park Path	Paved Paths	392	SW 136 St	SW 92 Ave	0.25	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	406	SW 285 Ter	SW 288 St	0.12	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	407	S of Vihlen Dr	SW 187th Ter	0.43	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 107 Ave	Bike Lanes	414	SW 248 St	SW 252 St	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 248 St	Bike Lanes	415	W of SW 107 Ct	SW 107 Ave	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	416	US 1/S Dixie Hwy	SW 272 St	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	417	SW 200 St	US 1/S Dixie Hwy	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 157 Ave	Paved Shoulders	418	SW 304 St	SW 307 St	0.00	Paved Shoulder	5.0	0.0	On-Road Facility	No	Not Identified
Black Creek Trail	Trails	219	L&P Thompson Pk	Black Point Park	9.48	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
South Dade Trail	Trails	238	SW 264th St	S Dadeland Metro	13.51	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C4 - Urban General

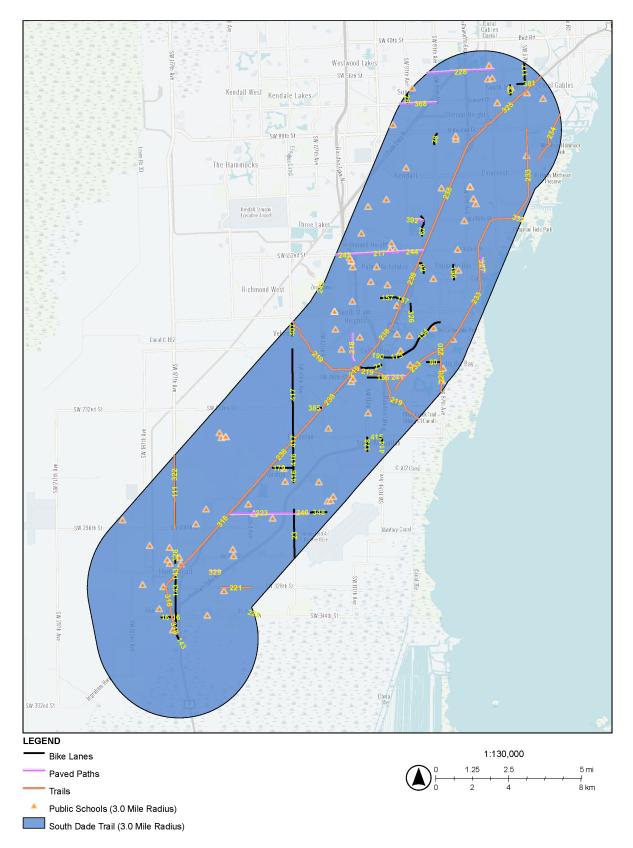


Exhibit 3-7: Existing Bicycle Network Map

#### 3.2.8. FDOT Proposed Bicycle Network

A total of 91 facilities were identified within the 3-mile radius buffer of South Dade Trail. The 91 facilities include 77 points of interest and 9 County Connectors, 5 of which are existing/funded County connectors.

- Countywide Connectors: These facilities are regarded as the principal arterials of the proposed bike network. The goal is to offer low-stress dedicated facilities for cyclists to commute longer distances with a focus on connecting to municipality downtowns. These facilities will be primarily composed of the greenways/trails to provide all users of all abilities to their surrounding communities.
- Point of Interest Connections: The collectors and local roads of the proposed bike network. These
  connections have two core goals, which are i) To act as first/last mile from Countywide connectors to
  community fixtures and essential areas, and ii) Expand the bicycle network by filling gaps between existing
  and/or upcoming facilities. These facilities will be primarily composed of the non-greenways/trail paved
  paths and on-road bike lane variants.

**Table 3-9** on the following pages shows the proposed bicycle facilities summary and **Exhibit 3-8** that follows the table shows the map view of the same within the 3-mile radius buffer. Compared to the existing network, the proposed bike network aims to improve east/west connectivity within the buffer area. Given the plethora of schools within the buffer area, it is anticipated that this increased connectivity will redound to the fulfillment of a key objective of FDOT's Proposed Bicycle network namely to provide/improve connections to important community fixtures and essential areas, like schools.

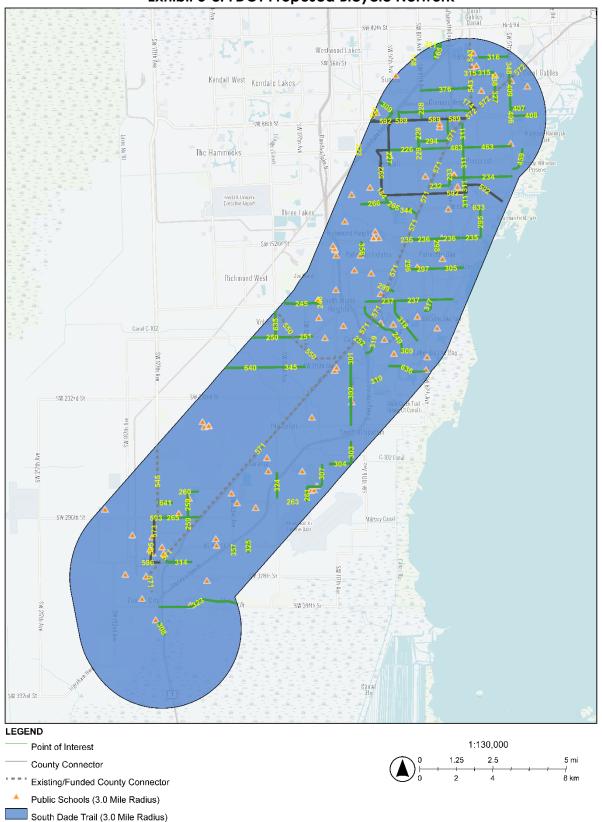
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<b>Gap Type</b>	Facility	ID	Length	Origin	Destination	Limits From	Limits To	Connection Type
E+C Expansion	SW 88 PI	158	0.2	Proposed Gap	Separated Paved Path	SW 88 Ct	SW 56 St	Point of Interest
E+C Expansion	Tropical Park Path	165	1.4	SW 56th St Paved Path	Tropical Park Station (Proposed)	SW 56 St	SR 976/SW 40 St	Point of Interest
	S of SR 878/Snapper Creek Expwy - SMART Trails B Route B	174	0.2			Ludlam Trail	Underline/M-Path	County Connector
	SW 70 Ave - SMART Trails B Route A	175	0.4			Ludlam Trail	Underline/M-Path	County Connector
Greenway to E+C	Includes SMART Trail Q	184	0.8	Paved Path	South Dade Trail	SW 128 St	Briar Bay Linear Park Path	Point of Interest
Greenway to Connection	SR 985/SW 107 Ave	222	2.0	Snapper Creek Trail	Miami Dade College (Kendall)	Snapper Creek Trail	SR 990/SW 104 St	Point of Interest
Greenway to Connection	SW 97 Ave	226	1.9	South Dade Trail	Miami Killian Senior High	Cutler Drain Canal (100c)	South Dade Trail	Point of Interest
Greenway to Connection	SW 97 Ave	227	0.5	South Dade Trail	Miami Killian Senior High	SW 104 St	SR 990/SW 112 St	Point of Interest
Greenway to E+C	SR 973/SW 87 Ave	228	0.3	Snapper Creek Trail - Segment B (Proposed)	Bike Lane	Snapper Creek Trail - Segment B (Proposed)	312 ft South of SR 94/SW 88 St	Point of Interest
E+C Expansion	SR 973/SW 87 Ave	229	0.5	Bike Lane	Proposed Gap	193 ft North of SW 96 St	SW 104 St	Point of Interest
Greenway to Connection	SW 124 St	232	0.7	South Dade Trail	Miami Palmetto Senior High	South Dade Trail	SW 77 Ave	Point of Interest
Greenway to Connection	SW 77 Ave	233	0.3	South Dade Trail	Miami Palmetto Senior High	SW 120 St	SW 124 St	Point of Interest
Greenway to Connection	SW 120 St	234	2.1	South Dade Trail	Miami Palmetto Senior High	SW 77 Ave	SW 72 Ave	Point of Interest
Greenway to Connection	SR 922/SW 152 St	235	0.6	Old Cutler Bike Path	Charles Deering Estate	Old Cutler Bike Path	SW 67 Ave	Point of Interest
Greenway to Greenway	SR 922/SW 152 St	236	1.9	South Dade Trail	Old Cutler Bike Path	South Dade Trail	Old Cutler Bike Path	Point of Interest
Greenway to Greenway	SW 184 Ave	237	2.5	South Dade Trail	Old Cutler Bike Path	South Dade Trail	Old Cutler Bike Path	Point of Interest
Greenway to Connection	SW 62 Ave	238	0.3	M-Path/Underline	Larkin Community Hospital	SW 70 St	Underline/M-Path	Point of Interest
Greenway to Connection	SW 77 Ave	239	0.6	South Dade Trail	Kendall/SR-826 Station	SW 88 St	South Dade Trail	Point of Interest
Greenway to Connection	Larry & Penny Thompson Park Path	245	1.6	Black Creek Trail	Robert Morgan Educational Center Senior High	SW 134 Ave	SW 122 Ave	Point of Interest
Greenway to Connection	SW 122 Ave	246	0.1	Black Creek Trail	Robert Morgan Educational Center Senior High		SW 184 St	Point of Interest
Greenway to Connection	SW 107 Ave	248	0.5	South Dade Trail	Revelation School of Florida	SR 994/Quail Roost Dr	South Dade Trail	Point of Interest
Greenway to Greenway	Marlin Rd	249	1.7	South Dade Trail	Old Cutler Bike Path	South Dade Trail	Old Cutler Bike Path	Point of Interest
Greenway to Greenway	SR 994/Quail Roost Dr	250	4.7	Krome Path	Black Creek Trail (Along C1 Canal)		Black Creek Trail (Along C1 Canal)	Point of Interest
Greenway to E+C	SR 994/SW 200 St	251	0.7	Black Creek Trail (Along C1 Canal)	Roberta Hunter Park Path	Black Creek Trail (Along C1 Canal)	SW 200 St	Point of Interest
Greenway to E+C	Caribbean Blvd	252	0.3	South Dade Trail	Bike Lane		SR 821/Florida Turnpike Overpass	Point of Interest
E+C Expansion	SW 211 St	253	0.1	Bike Lane	Southland Mall Station	SR 821/Florida Turnpike Overpass	Cutler Ridge Skate Park	Point of Interest
Greenway to Connection	SW 167 Ave	259	1.3	South Dade Trail	South Dade Senior High	SW 282 St	South Dade Trail	Point of Interest
Greenway to Connection	SW 282 St	260	0.4	South Dade Trail	South Dade Park	SW 167 Ave	SW 163 Ave	Point of Interest
Greenway to Connection	Coral Sea Blvd	261	0.5	Bike Lane	Homestead Air Reserve Park	SW 280 St	SW 288 St	Point of Interest
Greenway to Connection	SW 280 St	262	0.5	Bike Lane	Homestead Air Reserve Park	Coral Sea Blvd	SW 122 Ave	Point of Interest
E+C Expansion	SW 288 St	263	0.1	Paved Path	Bike Lane	SW 132 Ave	260 ft East of SW 132nd Ave	Point of Interest
Greenway to Greenway	SW 296 St	265	1.4	Krome Trail	South Dade Trail	SW 117 Ave	Old Dixie Hwy	Point of Interest
Greenway to E+C	SMART Trail Q	266	0.8	Paved Path	South Dade Trail	SW 128 St	Briar Bay Linear Park Path	Point of Interest
Greenway to Connection	SW 100 St	294	1.0	Proposed Gap	South Dade Trail	SW 87 Ave	South Dade Trail	Point of Interest
Greenway to Connection	SW 67 Ave	295	1.0	Old Cutler Trail	Westminster Christian School	SW 136 St	SW 152 St	Point of Interest
Greenway to E+C	SW 92 Ave	296	0.2	Bike Lane	Proposed Gap	SW 164 St	SW 168 St	Point of Interest
Greenway to E+C	SW 168 St	297	1.0	Proposed Gap	Bike Lane	SW 92 Ave	SW 82 Ave	Point of Interest
Greenway to E+C	SW 82 Ave	298	0.5	Proposed Gap	Bike Lane	SW 152 St	SW 160 St	Point of Interest
Greenway to E+C	E Hibiscus St	299	0.3	South Dade Trail	Bike Lane	South Transit Busway	Franjo Rd	Point of Interest
Greenway to E+C	SW 208 St	300	0.2	Old Cutler Trail	Bike Lane	Old Cutler Rd	SW 92 Ave	Point of Interest
Greenway to E+C	SW 112 Ave	301	0.1	Bike Lane	Black Creek Trail	SW 211 St	Black Creek Trail	Point of Interest
Greenway to E+C	SW 112 Ave	302	2.2	Black Creek Trail	Bike Lane	Black Creek Trail	SW 248 St	Point of Interest
E+C Expansion	SW 112 Ave	303	0.8	Bike Lane	Proposed Gap	SW 256 St	SW 268 St	Point of Interest
Greenway to E+C	SW 268 St	304	0.8	Bike Lane (Upcoming)	Proposed Gap	SW 119 Ave	SW 112 Ave	Point of Interest
Greenway to E+C	SW 168 St	305	0.9	Bike Lane	Old Cutler Trail	SW 82 Ave	Old Cutler Rd	Point of Interest
Greenway to Connection	SW 184 St	306 307	0.6 0.8	Proposed Gap	South Dade Trail	SW 107 Ave	Busway	Point of Interest
Greenway to Connection	SW Florida / SW 124			Homestead Air Reserve Park	Proposed Gap	SW 268 St	Waldin Dr	Point of Interest
E+C Expansion	S Krome Ave	308	0.3	Krome Trail	Krome Trail	SW 352 St	Card Sound Rd	Point of Interest
Greenway Alignment	Snapper Creek Trail - Includes SMART Trails C	309	4.7	Snapper Creek Trail	Ludlam Trail	SR 986/SW 72 St	Ludlam Trail	Point of Interest
Greenway Alignment	Old Cutler Trail	310	0.2	Black Creek Trail	Old Cutler Trail	Black Creek Trail	SW 224 St	Point of Interest
Greenway to E+C	SW 72 Ave	311	2.9	South Dade Trail	Bike Lane	US 1/S Dixie Hwy	SW 136 St	Point of Interest
Greenway Alignment	Biscayne-Everglades Greenway	314	1.0	South Dade Trail	Biscayne-Everglades Greenway	South Dade Trail	Mowrey Canal	Point of Interest
E+C Expansion	SW 64 St	315	0.8	Ludlam Trail	Unprotected Bike Lane	Ludlam Trail	SW 62 Ave	Point of Interest
E+C Expansion	SW 56 St	316	1.0	Separated Paved Path	Unprotected Bike Lane	SW 67 Ave	SR 959/SW 57 Ave	Point of Interest
E+C Expansion	Caribbean Blvd	317	0.5	Proposed Gap	Unprotected Bike Lane	SW 184 St	SW 87 Ave	Point of Interest
E+C Expansion	Franjo Rd	318	1.7	Unprotected Bike Lane	Proposed Gap	SW 184 St	Old Cutler Rd	Point of Interest
E+C Expansion	Cutler Drain Canal	319	0.3	Proposed Gap	Unprotected Bike Lane	SR 821 & Southland Mall Station	Caribbean Blvd	Point of Interest

## Table 3-9: Proposed Bicycle Network Summary

Gap Туре	Facility	ID	Length	Origin	Destination	Limits From	Limits To	Connection Type
E+C Expansion	Tropical Park	321	0.3	Proposed Gap	Proposed Gap	SW 82 Ave	Park Main Road	Point of Interest
E+C Expansion	SW 344 St	323	2.8	Krome Path	Homestead Sport Complex	SR 997/Krome Ave	SW 152 Ave	Point of Interest
E+C Expansion	SW 137 Ave	324	0.8	Bike Lane	Unprotected Bike Lane	SW 272 St	160 ft S of SW 285 Ter	Point of Interest
E+C Expansion	SW 147 Ave	325	0.5	Mowery Canal Path	Homestead Hospital	Baptist Way	Mowrey Canal	Point of Interest
E+C Expansion	SW 62 Ave	327	0.3	Underline/M-path	TBD	US 1/S Dixie Hwy	SW 80 St	Point of Interest
Greenway to E+C	SMART Trail Q	344	3.0	Paved Path	South Dade Trail	SW 104 St	South Dade Trail	Point of Interest
E+C Expansion	SW 216 St	345	1.0	Bike Lane (Upcoming)	Bike Lane (Upcoming)	SW 137 Ave	SW 127 Ave	Point of Interest
Greenway to E+C	SR 959/SW 57 Ave / Red Road	348	0.3	Bike Lane	M-Path/Underline	SW 64 St / Brescia Ave	US-1	Point of Interest
Greenway to E+C	Colonial Drive Park and SW 107 Ct	356	0.6	Separated Paved Path	Bike Lanes	SW 160 St	SW 152 St	Point of Interest
Greenway to Greenway	SW 152 Ave	357	0.3	Bike Lane	Proposed Trail	SW 312 St	Biscayne Everglades Greenway	Point of Interest
	SR 986/SW 72 St	376	1.7			SW 87 Ave	Ludlam Trail	Point of Interest
Greenway to Connection	SW 57 Ave	406	0.3	Snapper Creek Trail	Proposed Gap	SW 84 St	Snapper Creek Trail	Point of Interest
Greenway to Connection	SW 84 St	407	0.5	Proposed Gap	Our Lady of Lourdes Academy	SW 57 Ave	SW 52 Ave	Point of Interest
Greenway to Greenway	SW 88 St	408	0.9	Snapper Creek Trail (Segment B)	Old Cutler Trail	SW 57 Ave	Old Cutler Rd	Point of Interest
Greenway to Connection	SW 57 Ave	409	1.0	M-Path / Underline	Proposed Gap	S Dixie Hwy / US-1	SW 84 St	Point of Interest
Greenway Alignment	Old Cutler Rd	459	0.9	Old Cutler Trail	Old Cutler Trail	SW 57 Ave	SW 105 St	Point of Interest
Greenway to Greenway	SW 104 St	463	2.3	South Dade Trail	Old Cutler Trail	South Dade Trail	Old Cutler Trail	Point of Interest
Proposed Connector	Ludlam Trail	543	6.4	N/A	N/A	US 1/S Dixie Hwy	Perimeter Trail/ NW 12th St	Existing/Funded County Connector
Existing Connector	Krome Path - SR 997/Krome Ave	545	18.6	N/A	N/A	Miccosukee Link - US 41/SW 8 St	SW 248 St	Existing/Funded County Connector
Existing Connector	Black Creek Trail	550	3.7	N/A	N/A	SW 137 Ave	South Dade Trail - US 1/S Dixie Hw	y Existing/Funded County Connector
Existing Connector	South Dade Trail	571	19.4	N/A	N/A	South Dadeland Station	W Davis Pkwy	Existing/Funded County Connector
Existing Connector	Underline/M-Path	572	9.6	N/A	N/A	Miami River	South Dadeland Station	Existing/Funded County Connector
Proposed Connector	NW 1 Ave	573	1.3	N/A	N/A	SW 296 St	NW 5 St	County Connector
Proposed Connector	SR 94/SW 88 St/Kendall Drive - includes SMART Trails D	589	10.7	N/A	N/A	SR 997/Krome Ave Path	South Dade Trail	County Connector
Proposed Connector	FPL Row and Various Roadways	592	18.4	Separated Paved Path	Old Cutler Trail	Fontainebleau Path/US 41/SW 8 St	Old Cutler Road/Trail	County Connector
Proposed Connector	Krome Path - SW 296 St	593	0.1	N/A	N/A	NW 1 Ave	SR 997/Krome Ave	County Connector
Proposed Connector	NW 5 St	594	0.1	N/A	N/A	NW 1 Ave	NW 2 Ave	County Connector
Proposed Connector	NW 2 Ave	595	0.3	N/A	N/A	NW 5 St	Mowry Dr	County Connector
Proposed Connector	Biscayne Everglades Greenway - Mowry Dr	596	0.3	N/A	N/A	NW 2 Ave	South Dade Trail	County Connector
	SW 136 St	633	0.1			SW 67 Ct	SW 67 Ave	Point of Interest
	SW 137 Ave	635	1.2			SW 181 Ter	SW 200 St	Point of Interest
	SW 216 St	636	1.3			Old Cutler Rd	SW 87 Ave	Point of Interest
	SW 216 St	640	4.0			SR 997/Krome Ave	SW 137 Ave	Point of Interest
	SW 288 St	641	0.6			SR 997/Krome Ave	McMinn Rd	Point of Interest

## Table 3-9: Proposed Bicycle Network Summary





#### 3.2.9. Upcoming Bicycle Network

A total of 20 facilities were identified within the 3-mile radius buffer of South Dade Trail. The connection types include sidewalk/intersection improvements, paved paths, bike lanes and trails. The length of the proposed facilities ranges from 0.1 miles to 9.7 miles. **Table 3-10** shows the upcoming bicycle network summary and **Exhibit 3-9** that follows the table shows the map view of the same within the 3-mile radius buffer.

The following projects shown in Table 3-10 are funded for construction in FY 2025- 2026:

- Old Cutler Trail (Project DT2512656 )
- Snapper Creek Trail Segment B Phase 1 (Project DT4416391)
- Roberta Hunter Park South Dade Trail Connection (Project DT4416411)

The following project shown in **Table 3-10** is currently funded for the Project Development and Environment (PD&E) Study phase:

• Ludlam Trail (Project DT4166601)

All other projects in **Table 3-10** have been recognized as upcoming projects; however, project funding has not been identified.

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MPO Project	Agency Project	ID	Street/Name	Limits From	Limits To	Segment Length	Connection Type	On-Road or Off-Road
DT2512656	2512656	2	Old Cutler Trail	From Sw 136 St / Sw 63 Av	e Cartagena Plaza	1.07	Trail	Off-Road Facility
DT4416391	4416391	24	Snapper Creek trail Segment B - Phase 1	US 1/S Dixie Highway	SW 84 Street	0.28	Trail	Off-Road Facility
DT4416411	4416411	27	Roberta Hunter Park - South Dade Trail Connection	SW 208 Street	South Dade Trail	0.38	Paved Path	Off-Road Facility
PW0001041	0001041	29	Underline	Dadeland South	Miami River	9.61	Trail	Off-Road Facility
DT4166601	4166601	38	Ludlam Trail	Dadeland North	Nw 12 Street	6.35	Trail	Off-Road Facility
DT4460701	4460701	43	City of Homestead - Downtown Pedestrian Access	S Flagler Avenue	NW 4 Street	0.35	Sidewalk/Intersection Improvements	Off-Road Facility
DT4468241	4468241	46	University of Miami - Bike Safe Middle School Clubs	At Various Locations		0.42	Public Outreach	Off-Road Facility
Not Listed In TIP	Not Listed In TIP	47	Caribbean Blvd	SW 103 Avenue	SW 103 Court	0.09	Bike Lane	On-Road Facility
PW000875	000875	60	SW 136 Street	US-1	Old Cuttler Road	2.03	Bike Lane	On-Road Facility
PW0001114	0001114	61	SW 137 Avenue	HEFT	US-1	1.64	Bike Lane	On-Road Facility
PW000993	000993	62	SW 137 Avenue	US-1	SW 200 Street	3.18	Bike Lane	On-Road Facility
PW000722	000722	66	SW 216 Street	127 Avenue	SW 112 Avenue	1.54	Bike Lane	On-Road Facility
PW0000215	0000215	67	SW 264 Street	SW 147 Avenue	US-1	0.27	Bike Lane	On-Road Facility
PW0000149	0000149	68	SW 268 Street	SW 139 Avenue	SW 119 Avenue	2.03	Bike Lane	On-Road Facility
PW0000215	0000215	69	SW 268/264 Street	SW 147 Avenue	SW 139 Avenue	1.16	Bike Lane	On-Road Facility
Not Listed In TIP	Not Listed In TIP	70	SW 136 Street	SW 72 Avenue	SW 70 Avenue	0.13	Bike Lane	On-Road Facility
		74	Biscayne-Everglades Greenway	SW 320 St	SW 137 Ave	3.21	Trail	Off-Road Facility
		90	SW 200th St	Quail Roost Dr	US1	0.00	Bike Lane	
		95	SW 107 Ave	SW 160 St	Quail Roost Dr / SR 994	4 0.00	Bike Lane	
		101	SW 152 Ave	US-1/S Dixie Highway	SW 312 St	2.25	Bike Lane	On-Road Facility

## Table 3-10: Upcoming Bicycle Network Summary

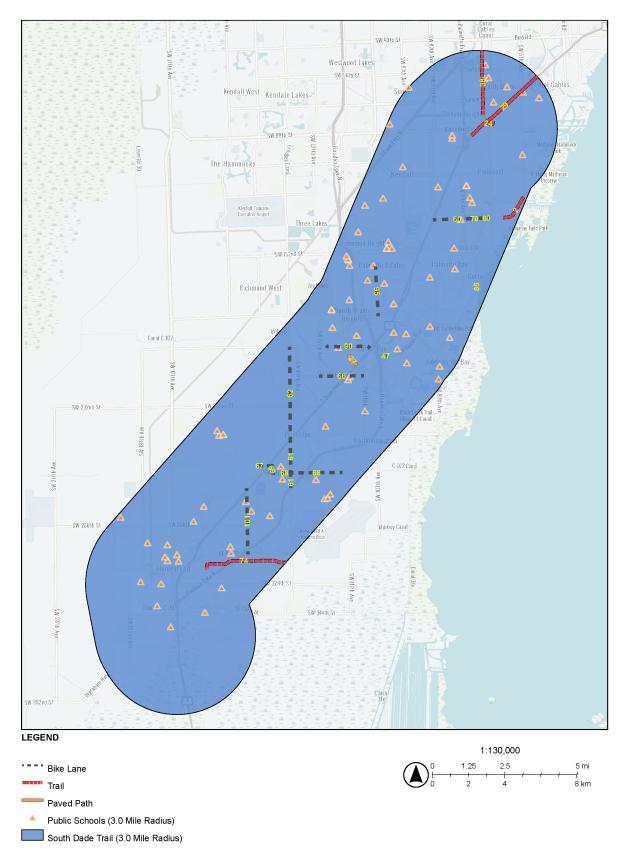


Exhibit 3-9: FDOT Upcoming Bicycle Network

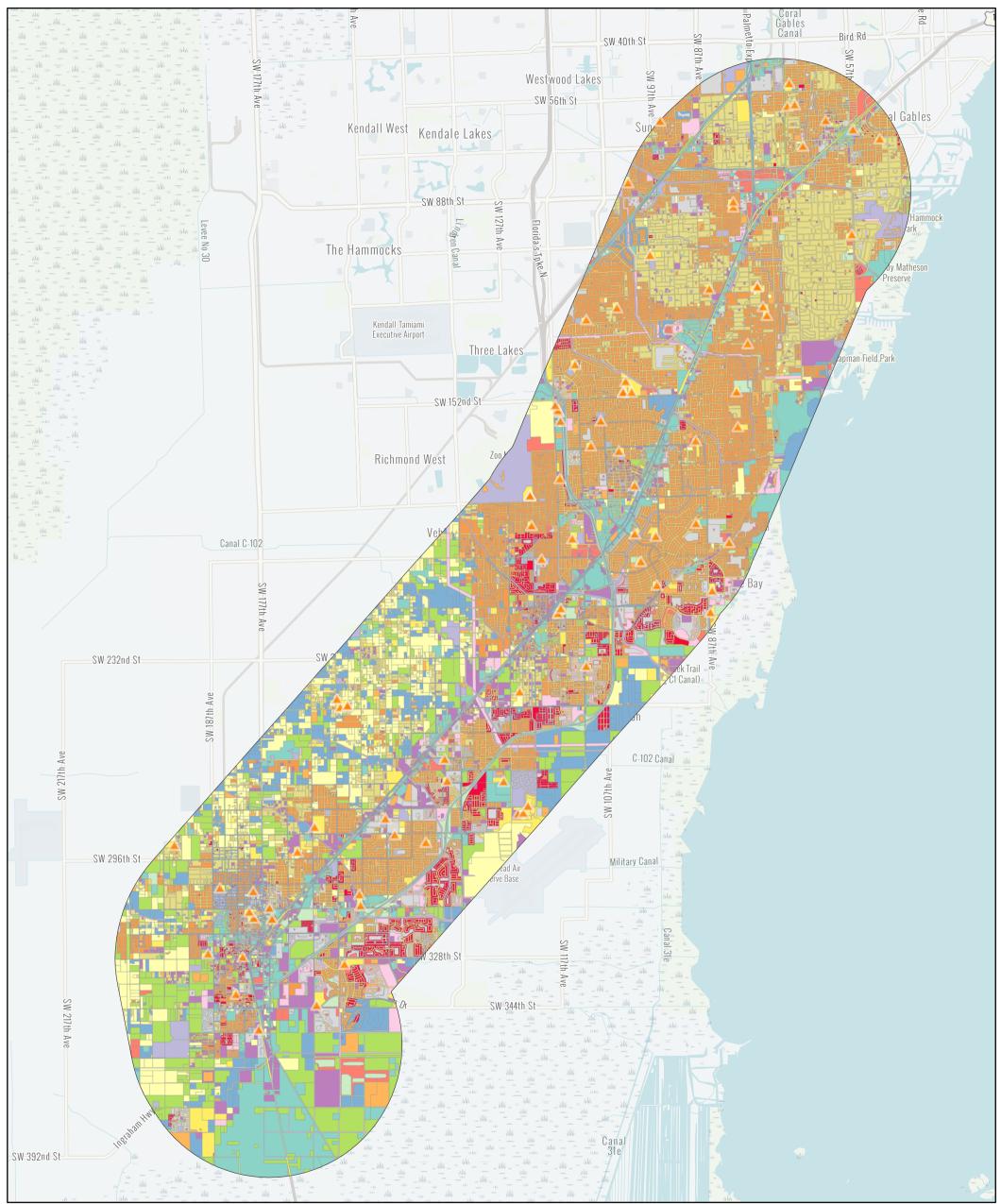
## 3.2.10. Land Use

The land uses present within the 3-mile radius buffer consists of all types of land uses. On the north section of the trail, the Village of Pinecrest has a mostly suburban character, predominantly large single-family, mediumdensity (2-5 dwelling units per gross acre), and low-density (2 dwelling units per gross acre) lots. The Village of Palmetto Bay and the Town of Cutler Bay also have a suburban character. However, regulations have been implemented to increase density and intensity, preparing for transit-supportive developments. The sections of Miami-Dade County are widely diverse, with single-family low, medium, and high density, multi-family, industrial, retail, and agricultural uses. To the south, the City of Homestead and Florida City have a variety of land uses within its boundaries, including single-family medium-density, high-density (over 5 dwelling units per gross acre), townhouses, agricultural, office buildings, and industrial. Most of the land immediately adjacent to the trail has no residential uses, rather sales and services, office buildings, and industrial uses. **Exhibit 3-10** on the next page shows the map view of land uses present within the 3-mile radius buffer of the trail.

- Within the buffer area residential uses combine to comprise the predominant land use type underscoring the need for improved pedestrian/bicycle access to make it safer and easier for walking and biking.
- Notwithstanding pockets of vacant land throughout, the area is generally built out which means travel patterns and needs would be projected to remain consistent for the foreseeable future.

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Exhibit 3-10: Land Use Map



## LEGEND

🔺 Public Schools (3.0 Mile Radius)	Office Building.		1:	130,000	
Land Use Single-Family, High Density (Over 5 DU/Gross Acre, other than Townhouses, Duplexes and Mobile Homes). Single-Family, MedDensity (2-5 DU/Gross Acre).	Houses of Worship and Religious, and associated uses (parking, Vacant Government owned or controlled. Rivers and Canals.(Water)	0	1.25	2.5	5 mi
Single-Family, Low-Density (Under 2 DU/Gross Arce). Single-Family, Low-Density (Under 2 DU/Gross Arce). Strett of pht-of-way and entrance features both public and private, and utility easements.	Canal right-of-way.		+ + +		
Vacant, Non-Protected, Privately-Owned.	Private Drives. Private Schools, Including Playgrounds (K-12, Vocational Ed., Day	0	2	4	8 km
Two-Family (Duplexes).	Inland water bodies (Lakes, Watercourses) associated with				
Sales and Services (Wholesale facilities, Spot commercial, strip commercial, neighborhood shopping centers/plazas). Excludes office facilities. Highways and Expressways right-of-way and associated open and landscaped areas excluding paved expressways and ramps.	Paved Highways, Expressways and Ramps. Vacant, Protected, Privately-Owned. Proposed and designated EEL				
Ingrinery and Expressing's name Charles and associated open and rain accepted areas occurring parted expressingly and rainps.     Groves.     Multi-Family, Low-Density (Under 25 DU/Gross Acre).	Governmental/Public Administration (Other than Military or Penal).				
House a lim, composing (index 2 Dictors and c):     Private Recreational Facilities Associated with private Residential Developments, except marinas/yacht basins, includes landscape and open spaces associated to residential, commercial and office developme     Plant Nurseries (includes Sod Farms and Omamental Nurseries).     Row and Field Crooland.	nts. Public Schools, Including Playgrounds (K-12, Vocational Ed., Day Coastal Water (Bay only) within the Biscayne Bay Urban Aquatic Recreational Vehicle Parks/Camps.				Page 44

## 3.2.11. Sidewalk Barrier

The FDOT Sidewalk Barrier feature provides spatial information on sidewalk barriers. Sidewalk barriers are physical barriers that separate motorized vehicle lanes from sidewalks or shared paths. The barrier can be of several types, such as areas for vehicular parking, physical traffic barriers, guardrail, trees, etc. This information is required for all non-limited access highways, including bridge segments. Sidewalk Barrier locations have been identified in **Exhibit 3-11**.

As can be seen from the exhibit, an extensive network of sidewalks exists within the buffer area albeit most are without barriers. A smattering of on-street parking areas exists including on:

- Short segments along SW 72<sup>nd</sup> Street at the northern end of the buffer area
- Short segments along SW 248<sup>th</sup> Street within the middle the buffer area
- Short segments along Palm Drive and the southern end of the buffer area

#### 3.2.12. Vision Zero

Vision Zero is a countywide safety initiative with a goal to eliminate all traffic fatalities and severe injuries by 2040, while increasing the safety, mobility, and health of all county residents. The County's Vision Zero initiative began in 2018 with the publication of the County's first Vision Zero Plan by the Miami-Dade Transportation Planning Organization. In 2021, Miami-Dade County Mayor Daniella Levine Cava, and the County Commission, formally established the Vision Zero Program and a Framework Plan was developed. In 2022, DTPW started implementing the actions recommended in the 2021 Framework Plan by collaborating with 34 municipal partners located within the County and the Florida Department of Transportation (FDOT) to prioritize 100 high-injury locations.

The top 100 locations have been identified and shown on Exhibit 3-12.

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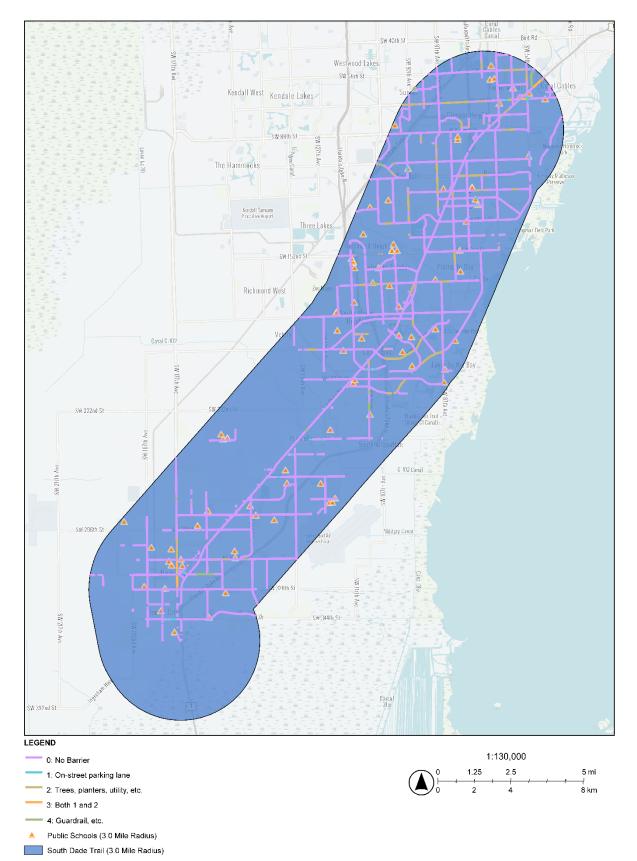


Exhibit 3-11: Sidewalk Barrier Map

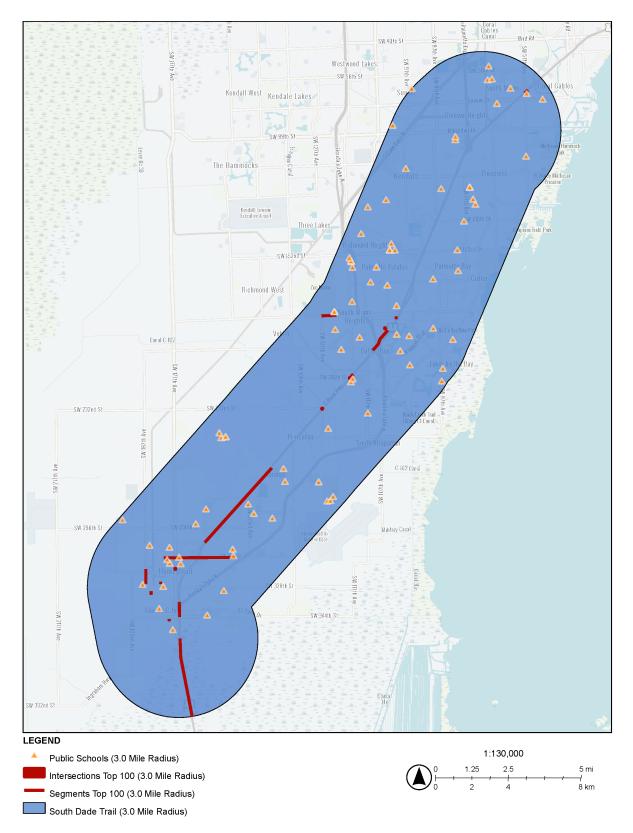


Exhibit 3-12: Vision Zero Top 100 Intersections Map

#### 3.2.13. Existing Greenway Trail Corridors

**M-Path:** The M-Path is a paved multi-use trail in urban Miami-Dade County and is part of the Miami-Dade Transit (MDT) system. The trail follows a MDT right-of-way under the elevated Metrorail guideways. The M-Path generally follows US 1 (South Dixie Highway) and crosses 28 roadway intersections. The path connects the Metrorail stations of Brickell, Vizcaya, Coconut Grove, Douglas Road, University, Dadeland North and Dadeland South. At Kendall Drive just north of the Dadeland South station, the paved path continues south as the South Dade Trail, all the way to Florida City. The entire route forms a 31-mile corridor. This trail meets the South Dade Trail at the intersection of S. Dixie Highway and Dadeland Boulevard in Miami. It should be noted, the M-path will ultimately be replaced by the Underline discussed further in **Section 3.2.14** of this report.

**Black Creek Trail:** Also known as County Bicycle Route 7, the Black Creek Trail in southwestern Miami-Dade County runs between Black Point Park & Marina and Larry & Penny Thompson Park. Along the way, it connects to Old Cutler Trail, Biscayne Trail, South Dade Trail, and West Kendall District Park. The Black Creek Trail crosses South Dade Trail near SW 117<sup>th</sup> Avenue in Cutler Bay.

## 3.2.14. Ongoing Trail Projects

**The Underline:** The Underline is a public-private partnership between DTPW, PROS Department, Friends of the Underline, the City of Miami, and the City of Coral Gables. A replacement of the M-Path described in **Section 3.2.13**, the Underline transforms 120 acres of municipal owned land adjacent and below to the existing Metrorail guideway, from the Miami River (Brickell area) to the Dadeland South Metrorail station into a world-class multimodal urban trail.

The Underline is being built in three phases:

- Phase 1, the Brickell Backyard, is 0.5 miles long. It is located between the Miami River and SW 13th Street next to the Brickell Metrorail station.
- Phase 2, spanning 2.14 miles from Coral Way to SW 19th Avenue, links the amenity-rich Brickell Backyard with the historic Roads, Shenandoah, and Silver Bluff neighborhoods in the City of Miami.
- Phase 3 of The Underline is a 7.36-mile segment that connects SW 19th Avenue near the Vizcaya Metrorail station to the Dadeland South Metrorail station/Kiss-and-Ride facility.

The Underline will be a linear mobility corridor below the Metrorail. The Project's improvements run within or parallel to Miami-Dade County Metrorail's right-of-way ROW, and sometimes within adjacent municipality right-of-way ROW that includes separate paved off-street bicycle and pedestrian paths, two pedestrian/bicycle bridges over small waterways/canals, native landscaping, site furniture and equipment, wayfinding signage, pavement markings, intersection improvements, lighting, drainage, environmental remediation, Wi-Fi and security infrastructure, and the reconfiguration of parking lots. Phase 3 will also feature numerous bioswales, green infrastructure, and below ground drainage that will help with stormwater flooding and runoff. Other notable project components include:

- The addition of 400,000 native plants and trees to attract butterflies, bees, and birds including 3,000 trees.
- Resting areas along the path with oolitic limestone boulders or benches.
- Hydration stations at the amenities.
- Bike repair stations in various locations.
- Bike racks at all amenity areas.
- Dog-friendly amenities with doggie bag dispensers at each amenity area and pet water bowls.
- Trash and recycling receptacles throughout the corridor.
- LED lighting that is "Dark Sky" compliant.
- Green infrastructure, including bioswale native landscaping with natural infiltration planting.

- Free WiFi service
- Public art
- Programmable areas for numerous public events, cultural, educational, and health and wellness programs.
- A micromobility hub.
- Improvements to 24 intersections along US1.

#### 3.2.15. <u>Funding</u>

Miami-Dade County DTPW has allocated funds to initiate the planning and design for the South-Dade Trail Improvements. Miami-Dade County Commission District 8 Office has secured additional funding for the South Dade Trail Improvements. The Miami-Dade TPO List of Priority Projects (LOPP) for FY 2025-2029 shows a funding request for FY 2025 for \$3,786 million local funds and \$3,786 million state funds. As such the Planning Phase is fully funded and \$7.5 million are available for design. This funding will enhance and transform the trail, running parallel to the new Bus Rapid Transit (BRT) system in Miami-Dade County.

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## 4.0 SCHOOL SITE ANALYSIS

Planned enhancements to the South Dade Trail will strengthen multi-modal travel and connectivity to the new Bus Rapid Transit (BRT) stations and existing bus shelters. The improved South Dade Trail will connect to multiple intersecting trails and provide connectivity to BRT stations along the TransitWay. The South Dade Trail will also create open space areas improving functionality for its users while fostering and connecting to new Transit Oriented Development (TOD), schools, parks, and other trails, primarily running alongside the South Dade TransitWay. The trail will serve as a gateway to adjacent communities by improving physical access from north to south. It will increase safety as well as provide connectivity. Some of the elements to be included along the path are shade trees, lighting, water fountains/water fillers, native vegetation, seating, distance markers, bicycle parking, trail maps, and other features.



Seventy-two Miami-Dade County Public Schools were identified within a 3-mile radius of the South Dade Trail. To improve the South-Dade Trail infrastructure, the Project Team concentrated on improving connectivity to only those schools within the 0.5-mile radius of the trail. The twelve (12) schools identified are shown in **Table 4-1**, along with the corresponding trail exit:

S.No.	SCHOOL	LOCATION	EXIT(s)
1	Vineland k-8 center Elementary School	8455 SW 119th St, Miami, FL, 33156	SW 120th St
2	R R Moton Elementary School	18050 Homestead Ave, Miami, FL, 33157	W Jessamine St
3	Bel-Aire Elementary School	10205 W 194th St, Cutler Bay, FL, 33157	Marlin Rd
4	Arthur & Polly Mays Conservatory of the Arts	11700 W 216th St, Miami, FL, 33170	SW 216 St and SW 220 St
5	Pine Villa Elementary School	21799 SW 117th Ct, Miami, Fl, 33170	SW 216 St and SW 220 St
6	Miami Douglas Macarthur South Senior High School	13990 S 264th St, Homestead, Fl 33032	SW 260 St and SW 264 St
7	South Dade Skill Center	28300 SW 152nd Ave, Homestead, FL 33033	SW 280 St and SW 288 St
8	South Dade Technical Colllege	109 NE 8th St, Homestead, FL, 33030	NE 11th St, Campbell Dr, NE Civic Ct
9	Miami Dade College - Homestead Campus	500 College Terrace, Homestead, Fl 33030	NE Civic Ct, S Krome Ave
10	Neva King Cooper Educational Center	151 NW 5th, Homestead, FL, 33030	NE 11th St, NE Civic Ct, S Krome Ave, SW 4th St, SW 6th St
11	Laura Saunders Elementary School	505 SW 8th St, Homestead, FL, 33030	SW 328th St
12	Florida City Elementary School	364 NW 6th Ave Florida City, FL, 33034	NW 12th St, W Davis Pkwy, NW 4th St, NW 1st St,W Palm Dr

## Table 4-1: Schools Within 0.5 Miles of South Dade Trail

A gap analysis was performed to identify opportunities for enhanced connectivity to the South Dade Trail and evaluate each of the potential Safe Routes to School (SRTS). The SRTS were determined using Google Maps. Please refer to **Exhibits 4-1** through **4-22** on the following pages along with an accompanying preliminary assessment:

#### SCHOOL NO. 1: Vineland K-8 Center Elementary School

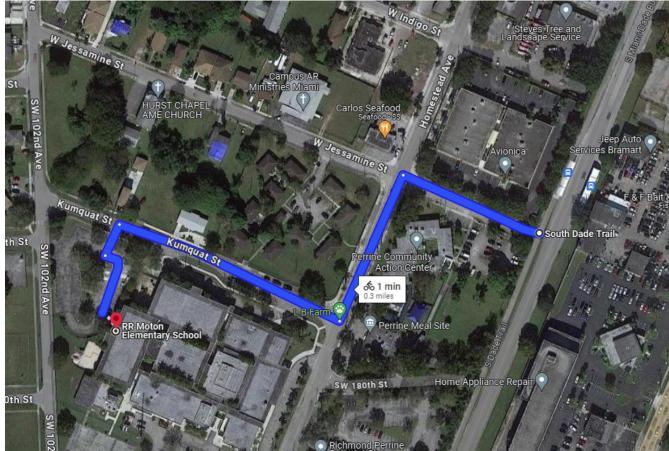
- ADDRESS: 8455 SW 119th St, Miami, FL 33156
- TRAIL EXIT: SW 120th Street
- **NOTES**: Bicyclists arriving from Southeast and Northeast origins traveling to and from the Vineland K-8 Center Elementary School via the South Dade Trail take the SW 120 Street Exit. The suggested route to school from SW 120 Street is illustrated using Google Maps. There is no separate bike lane along the anticipated route. However, there is a sidewalk which is shown in white dotted lines in **Exhibit 4-1**.

#### Exhibit 4-1: Vineland K-8 Center Elementary School SRTS



#### SCHOOL NO. 2: Robert Russa Moton Elementary School

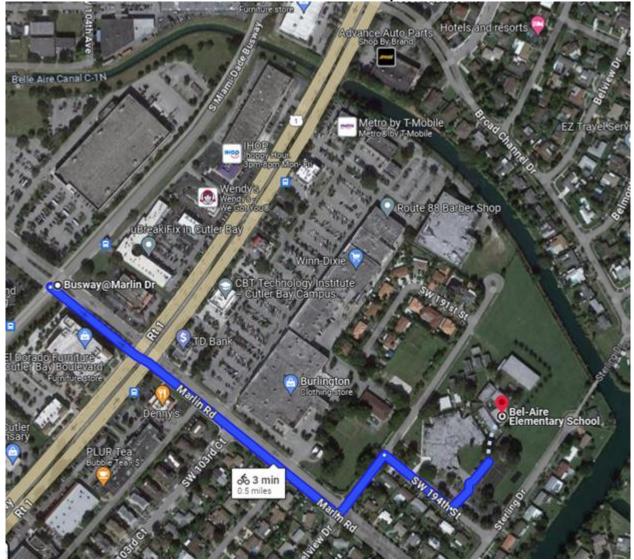
- ADDRESS: 18050 Homestead Ave, Miami, FL 33157
- TRAIL EXIT: W Jessamine Street
- **NOTES**: Bicyclists arriving from Southeast and Northeast origins traveling to and from the Robert Russa Moton Elementary School via the South Dade Trail take the W Jessamine Street Exit. The suggested route to school from W Jessamine Street is illustrated using Google Maps as shown in **Exhibit 4-2**. There is no separate bike lane along the anticipated route.





#### SCHOOL NO. 3: Bel-Aire Elementary School

- ADDRESS: 10205 SW 194th St, Cutler Bay, FL 33157
- TRAIL EXIT: Marlin Road
- **NOTES**: Bicyclists arriving from Southwest and Northwest origins traveling to and from the Bel-Aire Elementary School via the South Dade Trail take the Marlin Road Exit. The suggested route to school from Marlin Road is illustrated using Google Maps as shown in **Exhibit 4-3**. There is no separate bike lane along the anticipated route.

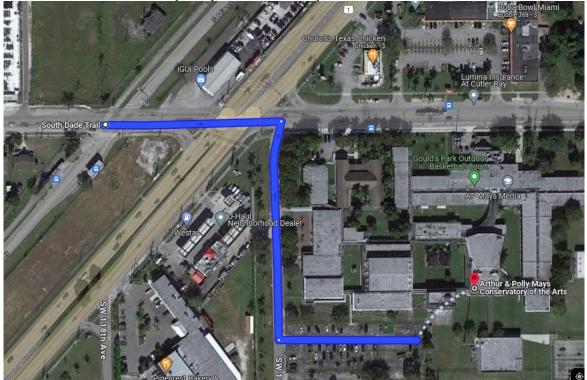




SCHOOL NO. 4: Arthur & Polly Mays Conservatory of the Arts

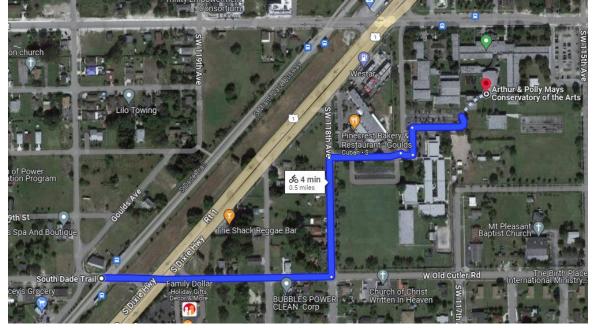
- ADDRESS: 11700 SW 216th St, Miami, FL 33170
- TRAIL EXITS: SW 216<sup>th</sup> Street and SW 220<sup>th</sup> Street/W Old Cutler Road
- TRAIL EXIT NO. 1: SW 216<sup>th</sup> Street
- NOTES: Bicyclists arriving from Northwest origin traveling to and from the Arthur & Polly Mays Conservatory
  of the Arts via the South Dade Trail take the SW 216<sup>th</sup> Street Exit. The suggested route to school from SW 216<sup>th</sup>
  Street is illustrated using Google Maps as shown in Exhibit 4-4. There is no separate bike lane along the
  anticipated route.

Exhibit 4-4: Arthur & Polly Mays Conservatory of the Arts SRTS from SW 216th Street



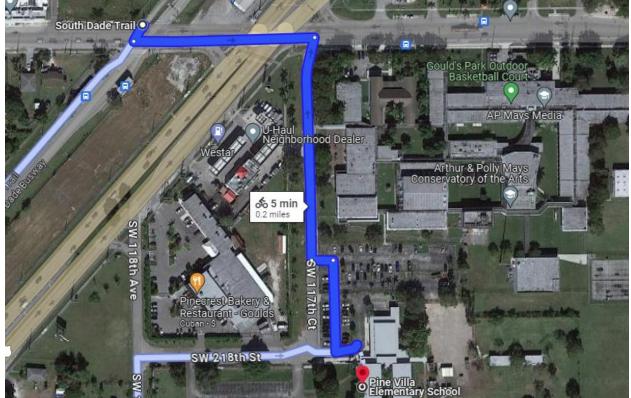
- TRAIL EXIT NO. 2: SW 220<sup>th</sup> Street/W Old Cutler Road
- NOTES: Bicyclists arriving from Southwest origin traveling to and from the Arthur & Polly Mays Conservatory
  of the Arts via the South Dade Trail take the SW 220<sup>th</sup> Street/W Old Cutler Road Exit. The suggested route to
  school from SW 220<sup>th</sup> Street /W Old Cutler Road is illustrated using Google Maps as shown in Exhibit 4-5.
  There is no separate bike lane along the anticipated route.

#### Exhibit 4-5: Arthur & Polly Mays Conservatory of the Arts SRTS from SW 220th Street



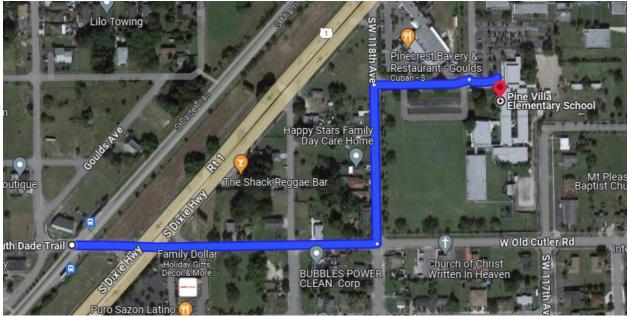
SCHOOL NO. 5: Pine Villa Elementary School

- ADDRESS: 21799 SW 117th Ct, Miami, FL 33170
- TRAIL EXITS: SW 216<sup>th</sup> Street and SW 220<sup>th</sup> Street/W Old Cutler Road
- TRAIL EXIT NO. 1: SW 216<sup>th</sup> Street
- **NOTES**: Bicyclists arriving from Northwest origin traveling to and from the Pine Villa Elementary School via the South Dade Trail take the SW 216<sup>th</sup> Street Exit. The suggested route to school from SW 216<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-6**. There is no separate bike lane along the anticipated route.



#### Exhibit 4-6: Pine Villa Elementary School SRTS from SW 216th Street

- TRAIL EXIT NO. 2: SW 220<sup>th</sup> Street/W Old Cutler Road
- NOTES: Bicyclists arriving from Southwest origin traveling to and from the Pine Villa Elementary School via the South Dade Trail take the SW 220<sup>th</sup> Street/W Old Cutler Road Exit. The suggested route to school from SW 220<sup>th</sup> Street /W Old Cutler Road is illustrated using Google Maps as shown in Exhibit 4-7. There is no separate bike lane along the anticipated route.

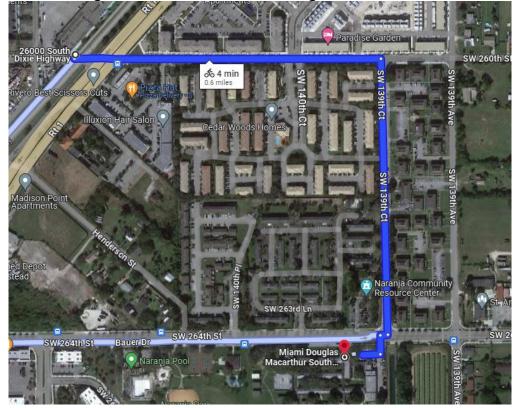


#### Exhibit 4-7: Pine Villa Elementary School SRTS from SW 220th Street

SCHOOL NO. 6: Miami Douglas Macarthur South Senior High School

- ADDRESS: 13990 SW 264th St, Homestead, FL 33032
- TRAIL EXITS: SW 260<sup>th</sup> Street and SW 264<sup>th</sup> Street
- **TRAIL EXIT NO. 1:** SW 260<sup>th</sup> Street
- NOTES: Bicyclists arriving from Northwest origin traveling to and from the Miami Douglas Macarthur South Senior High School via the South Dade Trail take the SW 260<sup>th</sup> Street Exit. The suggested route to school from SW 260<sup>th</sup> Street is illustrated using Google Maps as shown in Exhibit 4-8. There is no separate bike lane along the anticipated route.

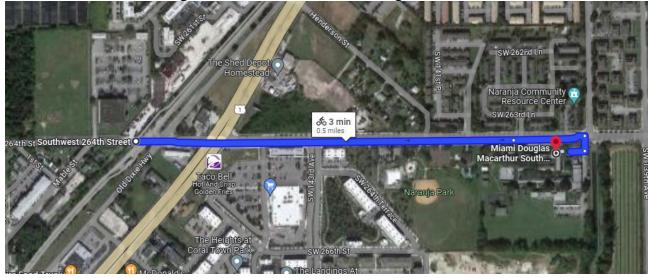
## Exhibit 4-8: Miami Douglas Macarthur South Senior High School SRTS from SW 260th Street



#### • TRAIL EXIT NO. 2: SW 264<sup>th</sup> Street

 NOTES: Bicyclists arriving from West origin traveling to and from the Miami Douglas Macarthur South Senior High School via the South Dade Trail take the SW 264<sup>th</sup> Street Exit. The suggested route to school from SW 264<sup>th</sup> Street is illustrated using Google Maps as shown in Exhibit 4-9. There are bike lanes along SW 264<sup>th</sup> Street on both sides of the road.

## Exhibit 4-9: Miami Douglas Macarthur South Senior High School from SW 264th Street



SCHOOL NO. 7: South Dade Skill Center

- ADDRESS: 28300 SW 152nd Ave, Homestead, FL 33033
- TRAIL EXITS: SW 280<sup>th</sup> Street and SW 288<sup>th</sup> Street
- TRAIL EXIT NO. 1: SW 280<sup>th</sup> Street
- **NOTES**: Bicyclists arriving from Northwest origin traveling to and from the South Dade Skill Center via the South Dade Trail take the SW 280<sup>th</sup> Street Exit. The suggested route to school from SW 280<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-10**. There is no separate bike lane along the anticipated route.

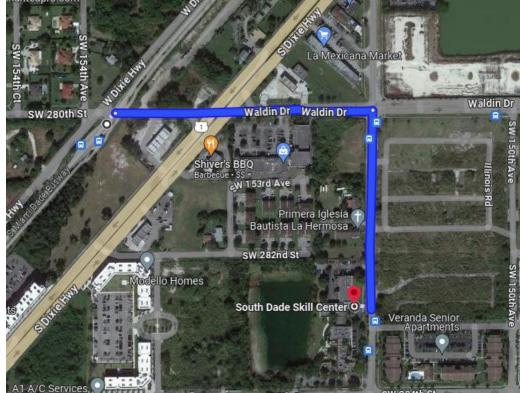


Exhibit 4-10: South Dade Skill Center SRTS from SW 280th Street

#### • TRAIL EXIT NO. 2: SW 288<sup>th</sup> Street

• **NOTES**: Bicyclists arriving from Southwest origin traveling to and from the South Dade Skill Center via the South Dade Trail take the SW 288<sup>th</sup> Street Exit. The suggested route to school from SW 288<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-11**. There is no separate bike lane along the anticipated route.



Exhibit 4-11: South Dade Skill Center SRTS from SW 288th Street

SCHOOL NO. 8: South Dade Technical College

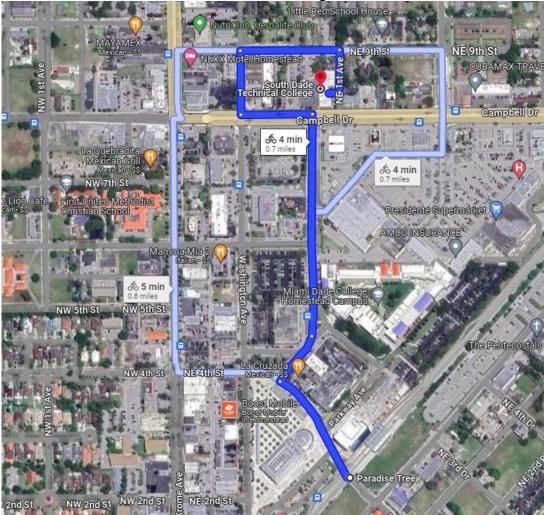
- ADDRESS: 109 NE 8th St, Homestead, FL 33030
- TRAIL EXITS: NE 11<sup>th</sup> Street and Campbell Drive Exits, and NE Civic Court
- TRAIL EXIT NO. 1: NE 11<sup>th</sup> Street and Campbell Drive Exits
- **NOTES**: Bicyclists arriving from Northeast origin traveling to and from the South Dade Technical College via the South Dade Trail take the NE 11<sup>th</sup> Street Exit. The suggested route to school from NE 11<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-12**. There is no separate bike lane along the anticipated route.

## Exhibit 4-12: South Dade Technical College SRTS from NW 11th Street



#### TRAIL EXIT NO. 2: NE Civic Court

• **NOTES**: Bicyclists arriving from South origin traveling to and from the South Dade Technical College via the South Dade Trail take the NE Civic Court Exit. The suggested route to school from NE Civic Court is illustrated using Google Maps as shown in **Exhibit 4-13**. There is no separate bike lane along the anticipated route.

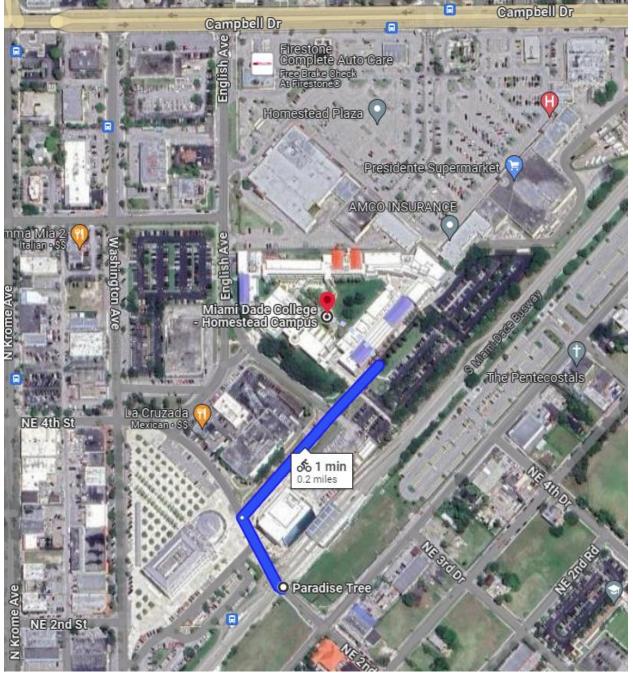




SCHOOL NO. 9: Miami Dade College - Homestead Campus

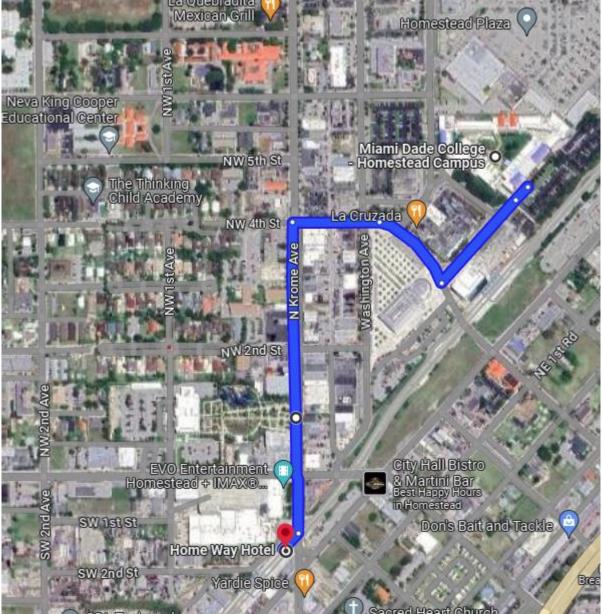
- ADDRESS: 500 College Terrace, Homestead, FL 33030
- TRAIL EXITS: NE Civic Court and South Krome Avenue
- TRAIL EXIT NO. 1: NE Civic Court
- **NOTES**: Bicyclists arriving from South origin traveling to and from the Miami Dade College Homestead Campus via the South Dade Trail take the NE Civic Court Exit. The suggested route to school from NE Civic Court is illustrated using Google Maps as shown in **Exhibit 4-14**. There is no separate bike lane along the anticipated route.

#### Exhibit 4-14: Miami Dade College - Homestead Campus from NE Civic Court



#### • TRAIL EXIT NO. 2: South Krome Avenue

• **NOTES**: Bicyclists arriving from Southwest origin traveling to and from the Miami Dade College - Homestead Campus via the South Dade Trail take the South Krome Avenue Exit. The suggested route to school from South Krome Avenue is illustrated using Google Maps as shown in **Exhibit 4-15**. There is no separate bike lane along the anticipated route.



## Exhibit 4-15: Miami Dade College - Homestead Campus from South Krome Avenue

SCHOOL NO. 10: Neva King Cooper Educational Center

- ADDRESS: 151 NW 5th St, Homestead, FL 33030
- TRAIL EXITS: NE 11<sup>th</sup> Street, NE Civic Court, SW 4<sup>th</sup> Street, and SW 6<sup>th</sup> Street
- TRAIL EXIT NO. 1: NE 11<sup>th</sup> Street
- **NOTES**: Bicyclists arriving from Southwest origin traveling to and from the Neva King Cooper Educational Center via the South Dade Trail take the NE 11<sup>th</sup> Street Exit. The suggested route to school from NE 11<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-16**. There is no separate bike lane along the anticipated route.

Homestead Manor B James Archer Smith Park Popeys Common Smith Park Popeys Common Comm

Exhibit 4-16: Neva King Cooper Educational Center SRTS from NE 11th Street

#### TRAIL EXIT NO. 2: NE Civic Court

• **NOTES**: Bicyclists arriving from Southeast origin traveling to and from the Neva King Cooper Educational Center via the South Dade Trail take the NE Civic Court Exit. The suggested route to school from NE Civic Court is illustrated using Google Maps as shown in **Exhibit 4-17**. There is no separate bike lane along the anticipated route.

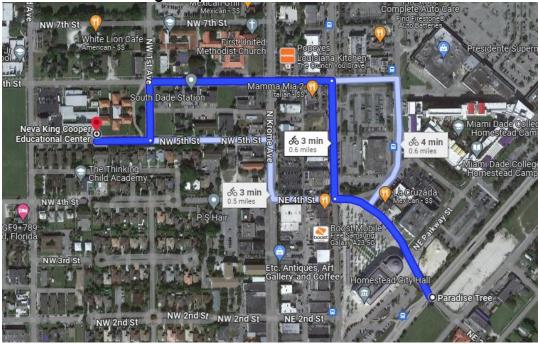


Exhibit 4-17: Neva King Cooper Educational Center SRTS from NE Civic Court

Enhancing Safe Routes to School Program along the South Dade Trail Feasibility Study May 2024

#### • TRAIL EXIT NO. 3: SW 4<sup>th</sup> Street

• **NOTES**: Bicyclists arriving from South origin traveling to and from the Neva King Cooper Educational Center via the South Dade Trail take the SW 4<sup>th</sup> Street Exit. The suggested route to school from SW 4<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-18**. There is no separate bike lane along the anticipated route.

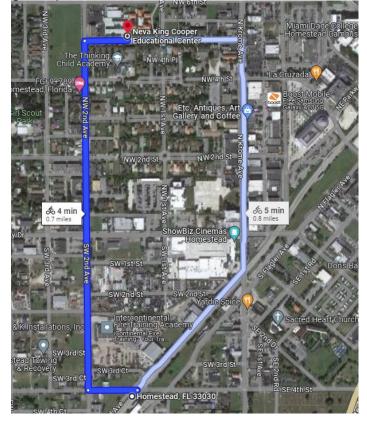


Exhibit 4-18: Neva King Cooper Educational Center SRTS from S Krome Ave and SW 4th Street

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#### • TRAIL EXIT NO. 4: SW 6<sup>th</sup> Street

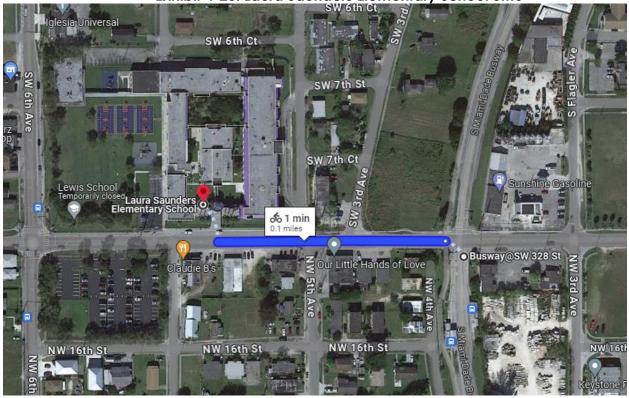
• **NOTES**: Bicyclists arriving from South origin traveling to and from the Neva King Cooper Educational Center via the South Dade Trail take the SW 6<sup>th</sup> Street Exit. The suggested route to school from SW 6<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-19**. There is no separate bike lane along the anticipated route.



Exhibit 4-19: Neva King Cooper Educational Center SRTS from SW 6th Street

#### SCHOOL NO. 11: Laura Saunders Elementary School

- ADDRESS: 505 SW 8th St, Homestead, FL 33030
- TRAIL EXIT: SW 328<sup>th</sup> Street
- **NOTES**: Bicyclists arriving from East origin traveling to and from the Laura Saunders Elementary School via the South Dade Trail take the SW 328<sup>th</sup> Street Exit. The suggested route to school from SW 328<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-20**. There is no separate bike lane along the anticipated route.



# Exhibit 4-20: Laura Saunders Elementary School SRTS

#### SCHOOL NO. 12: Florida City Elementary School

- ADDRESS: 364 NW 6th Ave, Florida City, FL 33034
- TRAIL EXITS: NW 12<sup>th</sup> Street, W Davis Parkway, NW 4<sup>th</sup> Street, NW 1<sup>st</sup> Street, and West Palm Drive
- TRAIL EXIT NO. 1: NW 12th Street to NW 4th Street
- **NOTES**: Bicyclists arriving from Southwest origin traveling to and from the Florida City Elementary School via the South Dade Trail take the NW 4<sup>th</sup> Street Exit. The suggested route to school from NW 4<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-21**. There is no separate bike lane along the anticipated route.

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# Exhibit 4-21: Florida City Elementary School SRTS from NW 12th Street to NW 4th Street

#### TRAIL EXIT NO. 2: NW 1st Street and W Palm Drive

• **NOTES**: Bicyclists arriving from Southwest origin traveling to and from the Florida City Elementary School via the South Dade Trail take the NW 4<sup>th</sup> Street Exit. The suggested route to school from NW 4<sup>th</sup> Street is illustrated using Google Maps as shown in **Exhibit 4-22**. There is no separate bike lane along the anticipated route.

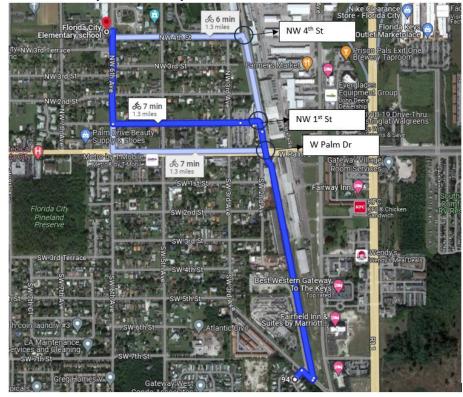


Exhibit 4-22: Florida City Elementary School SRTS from NW 1st Street and W Palm Drive

# **5.0 TRAIL INFRASTRUCTURE IMPROVEMENTS**

This section of the report summarizes a review of existing conditions and identifies the phased approach of short, mid-term and long-term improvements that can enhance the accessibility and safety of the facility.

### 5.1. Concept Overview

The design process involved a comprehensive analysis of the trail corridor and potential improvements, informed by all the existing conditions analysis, principles, and recommendations.

# 5.2. Concept Development Approach

The trail corridor runs from South Dadeland to Florida City and goes through several municipalities. The trail is to be restructured in several phases and will involve multiple options where appropriate. Each proposed improvement is based on relevant trail design principles and best practices.

# 5.3. Existing Conditions

The South Dade Trail is a 10-foot Shared Use Path, separated by sod alongside the South Dade TransitWay. The South Dade Trail is paved for the entire route. The trail is also open for bike riding, running, and walking. The trail traverses major roadways and has numerous road crossings. Refer to **Exhibit 5-1** for South Dade Trail Typical Section.

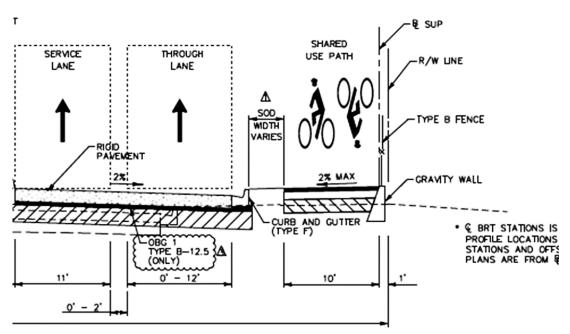


Exhibit 5-1: Existing South Dade Typical Section

#### 5.4. Phase 1: Short-Term Improvements

Short-Term Improvements are all improvements that can be implemented in the next 3-5 years. As part of this study, several short-term improvements were identified for the South Dade Trail.

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#### 5.4.1. Infrastructure – Proposed Section

The proposed short-term improvements will maintain the existing shared use path width of 10 feet. The path will be striped to delineate two bi-directional lanes, 5 feet in each direction. The typical section in **Exhibit 5-2** illustrates the proposed section of the shared use path relative to the TransitWay away from crossing intersections. **Exhibit 5-3** illustrates the proposed typical section near crossing intersections.

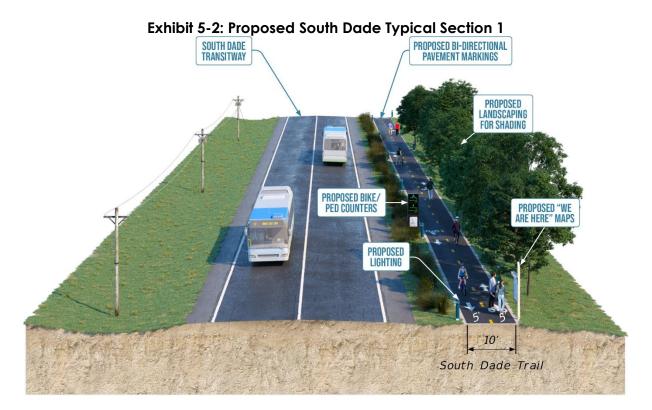
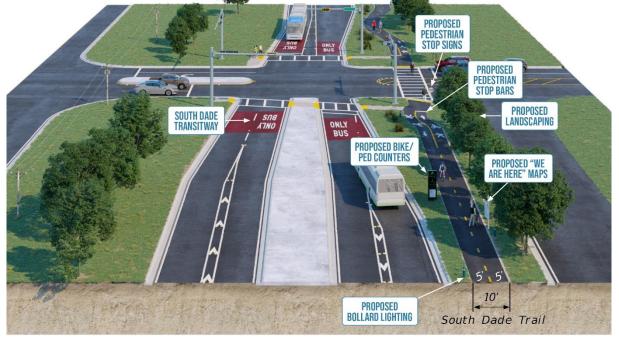


Exhibit 5-3: Proposed South Dade Typical Section 2



# 5.4.2. Milling, Resurfacing, and Striping

It is recommended that 1" milling and resurfacing of the existing trail be performed to improve safety, allow for new striping, and increase the service life of the trail. A 3-9 yellow skip is recommended along the center of the trail to delineate bi-directional trail traffic.

# 5.4.3. Landscaping

To enhance the aesthetic of the trail and provide shading opportunities, shrubs and trees that do not require irrigation are recommended. Approximately 300 shrubs and 100 trees were estimated per trail mile.

#### 5.4.4. Wayfinding

Wayfinding signage for nearby schools and landmarks is recommended within the limits of the trail. One wayfinding sign was estimated for every trail mile.

# 5.4.5. Location "You are Here" Maps

Location maps, or "You Are Here" signage, are recommended within the limits of the trail at trailheads (i.e. major intersections) to allow users to pinpoint their location relative to the trail, as well as schools and landmarks. One location map was estimated for every trail mile. An example location map is shown in **exhibit 5-4**.

# Exhibit 5-4: Example Location Map along Trail



# 5.4.6. Bicycle Stop Signs and Stop Bars

Stop Signs (R1-1) for the trail are recommended at each intersection. Stop bars will be provided at each intersection as part of the BRT project. Approximately 46 stop signs (R1-1) for the trail were estimated, two at each intersection, for bicyclists traveling along the trail.

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### 5.4.7. <u>Bike/Ped Counters</u>

To understand and track the trail's usage, bicycle/pedestrian counter systems, such as Eco-Counter, are recommended. These should be placed within the limits of the trail at trailhead locations. One Eco-Counter was estimated for every 2 trail miles. Since the South Dade Trail is part of the SUN Trail System and the East Coast Greenway, the installation of these counters needs to be coordinated as part of FDOT Non-motorized Traffic Monitoring (NMTM) Program with Miami-Dade DTPW and the local municipalities.

#### 5.4.8. Lighting

Lighting for the trail was considered as part of the short-term improvements, however, in order to meet minimum required illumination levels for the 20-mile trail, a significant number of light poles and their infrastructure would be required. Two options were considered for lighting of the trail as part of this study, bollards and DTPW standard decorative acorn light poles. Although bollards are typically found on paths throughout the County, the preferred lighting option would be the decorative acorn light poles found in the County Standards. In order to meet the illumination levels required for shared use paths, an optimum pole spacing of 72-ft was considered. The total cost for providing the decorative acorn light poles with 72-ft spacing is approximately \$14 million (in 2023 dollars), and therefore, will be proposed as a mid-term improvement due to available funding. **Exhibit 5-5** shows an example of Bollard lighting along a path.



#### Exhibit 5-5: Example of Bollard Lighting along Path

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# 5.4.9. <u>Bi-directional Path</u>

As a short-term improvement, striping is proposed to delineate the existing 10-ft trail for bi-directional traffic, 5-ft in each direction, however, a minimum 14-ft width is recommended for a shared use path. Widening of the existing trail from 10-ft to 15-ft, two 5' bike lanes and one 5' pedestrian lane, is recommended as a mid-term improvement. **Exhibit 5-6** shows an example of a bi-directional path with a pedestrian lane.



Exhibit 5-6: Example of Path Striping for Bi-Directional Traffic

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#### 5.5. Phase 2: Mid-Term Improvements

Mid-Term Improvements are all improvements that can be implemented in the next 5-7 years.

#### 5.5.1. Lighting

As stated in Section 5.4.8, Lighting has been proposed as a mid-term improvement due to costs.

#### 5.5.2. Bi-directional Bike Path and Separated Pedestrian Path

Widening the existing trail from 10-ft to 15-ft is recommended as a mid-term improvement. This will allow for two 5' directional bike lanes and one 5' pedestrian lane as stated in Section 5.4.9.

#### 5.5.3. <u>Rest Areas along the Path with Benches</u>

Rest areas along the path with benches are recommended. Benches should be placed every half mile along the path. Along the 20-mile path, about 40 benches would be required at a cost of \$2,100 per bench for a total cost of \$84,000 (in 2023 dollars). **Exhibit 5-7** shows an example of a bench for rest areas.



#### Exhibit 5-7: Example of Bench for Rest Areas

#### 5.5.4. Water Fountains

Water fountains along the path are recommended. However, they should only be installed where there is already a water supply. Assuming there is good water supply along the path, water fountains should be provided at major path access points such as near transit station and parking lot access points. There are seven potential locations along the path at a cost of \$6,400 per installation for a total cost of \$44,800 (in 2023 dollars). **Exhibit 5-8** shows an example of a water fountain.



# Exhibit 5-8: Example of Water Fountain for Path

# 5.5.5. Trash and Recycling Receptables

Trash and recycling receptables are recommended at all access points along the path and at park bench locations. There are 31 access points along the path and about 40 proposed locations for park benches for a total of 71 waste receptable units. The cost to install is \$2,200 per unit for a total cost of \$156,200 (in 2023 dollars). **Exhibit 5-9** shows an example of a trash/recycling receptable.



## Exhibit 5-9: Example of Trash/Recycling Receptable

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# 5.5.6. <u>Bike Share</u>

A bike-share program along the path can be implemented. The typical cost is about \$5,000 per bike. To implement a bike sharing program with 30 bikes and up to 3 stations, the cost would be about \$150,000 with about \$200 per bike annual maintenance (in 2023 dollars). **Exhibit 5-10** shows an example of a bike share docking station.



#### Exhibit 5-10: Example Bike Share Docking Station

# 5.5.7. Bicycle Repair Stations

Bicycle repair stations along the path are recommended. Typically, they are at major access points along the path, such as near transit stations and access points with parking. There are 7 such access points along the path. The cost to install is \$2,500 per unit for a total cost of \$17,500 (in 2023 dollars). **Exhibit 5-11** shows an example of a bike share repair station.



# Exhibit 5-11: Example Bike Share Repair Station

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#### 5.5.8. <u>Bicycle Racks</u>

Bicycle racks along the path are recommended at all access points. There are 31 access points along the path. The cost to install is \$3,000 per unit for a total cost of \$93,000 (in 2023 dollars). **Exhibit 5-12** shows an example of a bike rack.



Exhibit 5-12: Example of Bike Rack

#### 5.5.9. Roundabouts/Trail Heads

Providing trailheads to communities and schools immediately adjacent to the path is recommended. The cost to provide a trailhead varies depending on the trailhead itself as well as crossing any culverts, etc. Typically, for a minor trailhead the cost is about \$250,00 and for a major trailhead it can be as much as \$1,000,000. For connecting to 6 six communities or schools along the path with 3 minor trailheads and with 3 major trailheads would be about \$3,750,000 (in 2023 dollars). **Exhibit 5-13** shows an example of a trailhead area.



#### Exhibit 5-13: Example Trailhead Area

#### 5.6. Phase 3: Long-Term Improvement

Long-Term Improvements are all improvements that can be implemented in the next 10+ years.

#### 5.6.1. On-Street Bike Lanes

A review of the SRTS corridor has shown that many of the existing facilities do not provide on-street bike lanes. In order to provide on-street bike lanes along these routes, the existing roadway widths should be analyzed. A minimum 4-ft bicycle lane can be provided for typical sections that have the available roadway pavement. For roadways that do not have available existing pavement, widening to provide a 7' buffered bicycle lane will be required. Each roadway should be analyzed to determine available right of way and impacts prior to proposing a bicycle lane. Based on feedback received by the Bicycle Pedestrian Advisory Committee (BPAC), the evaluation of on-street bike lanes along the US-1 busway was requested.

# 5.6.2. Dedicated facilities to provide East/West Connectivity

Similar to providing trailheads, the cost to provide connectivity to facilities such as transit services to the east and west of the path varies depending on the path itself as well as having to cross any culverts and other features. Typically, the cost to provide east/west connectivity would be similar to a major trailhead as discussed in Section 6.4.8 at about \$1,000,000 (in 2023 dollars) per connection.

# 5.6.3. Speed Tables on the streets that are on the SRTS.

Speed tables, or speed humps, are a type of traffic calming measure commonly used by local agencies to slow traffic, and were considered as part of this study to reduce traffic speeds near school zones. Speed tables are applicable for roadways with design speeds of 35 mph or less and an Annual Average Daily Traffic (AADT) of approximately 10,000 vehicles/day or less. It should be noted that despite their ability to reduce motor vehicle speeds, there are disadvantages that include drainage issues, potential increase to noise levels, emergency response and motorist delays, and issues with resurfacing of the roadway in the future. The use of speed tables should be considered on any roadways within the SRTS that meet this criterion and present a benefit given the above consideration factors.

# 5.6.4. <u>Connection to The Underline at the South Dadeland Station</u>

The Dadeland South connection point between the South Dade Trail and The Underline can strengthen bicycle and pedestrian transit modality, and bolster patronage of adjacent businesses with increased recreational usage. The Dadeland South Metrorail station enjoys one of the highest boarding rates of all the stations on the network. Having Dadeland South as the node between these trails can bolster uses oriented toward hospitality and tourism, and continue to draw new residents seeking an active, urban lifestyle. Currently, the area enjoys major transit oriented mixed-use developments in construction that can enhance a more permanent base of activity, in addition to the large quantity of existing commercial and office uses in Downtown Dadeland including the Datran office complex and Dadeland Mall. The Downtown Kendall Urban Center District serves as a useful model to expand application to the rest of the corridor, as its zoning regulations aim to increase density around station areas and shape the way buildings front onto the open spaces and streets to improve the character of the adjacent districts. The South Dade Trail section between SW 98th Street and Dadeland South Metrorail station is constrained along the busway along the northwest side of the corridor for both pedestrians and cyclists. That section of the trail is constrained by the Metrorail tracks on one side, and a barrier wall separating Old Dixie Highway and adjacent developments. For this area, it can be useful to incorporate signage that is directional to Dadeland South Metrorail station's bus and Metrorail access, in addition to working with adjacent developers on the Old Dixie Highway side to look at crosswalks or other access options to the trail, as part of the safe route to schools and transit options.

# 5.6.5. Connectivity to schools within 3-mi Radius

The existing connectivity to schools within a 3-mile radius of the South-Dade Trail was reviewed and many of the existing routes do not have designated facilities between the two points. Several improvements should be considered to provide connectivity, including sidewalks or shared use paths, on-street bicycle lanes, striped crosswalks, improved accessibility and ADA curb ramp improvements, and signage.

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# 5.7. Opinion of Probable Costs

# 5.7.1. Short-Term Improvements

The total cost to provide the short-term improvements is \$4,937,000 (in 2023 dollars) as shown in the table *Short-Term Improvements Cost Estimate*. This does <u>not</u> include the cost of lighting.

Short-Term Improvements Cost Estimate (in 2023 dollars)										
Proposed Improvement	<b>Estimated Cost</b>									
Milling and Resurfacing	\$1,600,000.00									
Pavement Markings	\$40,000.00									
Landscaping	\$3,100,000.00									
Wayfinding Signage	\$11,000.00									
Location "You are here" Maps	\$16,000.00									
Bicycle Stop Signs	\$50,000.00									
Bike/Ped Counters	\$120,000.00									
Total Estimated Cost	\$4,937,000.00									

#### 5.7.2. Mid-Term Improvements

The total cost to provide the mid-term improvements is \$35,679,859 (in 2023 dollars) including the cost for lighting as shown in the table *Mid-Term Improvements Cost Estimate*.

Mid-Term Improvements Cost Estimate (in 2023 dollars)										
Proposed Improvement	<b>Estimated Cost</b>									
Water Fountains	\$44,800.00									
Trash Bins	\$156,200.00									
Rest Area Benches	\$84,000.00									
Bike Share Stations	\$150,000.00									
Bike Repair Stations	\$17,500.00									
Roundabout/Trail Heads - Minor	\$750,000.00									
Roundabout/Trail Heads - Major	\$3,000,000.00									
Lighting - 18' Acorn Decorative Pole	\$13,870,000.00									
Lighting - Bollard Lighting	\$14,784,000.00									
South Dade Trail Widening	\$2,823,359.00									
Total Estimated Cost	\$35,679,859.00									

#### 5.7.3. Long-Term Improvements

The total cost to provide the long-term improvements is \$56,198,700 (in 2023 dollars) as shown in the table *Long-Term Improvements Cost Estimate*.

Long-Term Improvements Cost Estimate (in 2023 dollars)										
Proposed Improvement	Estimated Cost									
On-Street Bike Lanes	\$12,827,039.00									
East/West Connectivity Routes	\$4,000,000.00									
Speed Tables	\$121,661.00									
Connection to the Underline	\$750,000									
Connectivity to Schools within 3-mi Radius	\$38,500,000.00									
Total Estimated Cost	\$56,198,700.00									

# 6.0 PROJECT STAKEHOLDER COORDINATION

The Enhancing Safe Routes to School Program along the South Dade Trail Feasibility Study included coordination with multiple stakeholders throughout the course of the study. As part of this coordination, the Project Team identified key stakeholders and partnering agencies who participated in Project Working Group (PWG) Meetings. The Project Working Group included representation from the following key agencies and departments:

- Florida Department of Transportation, District 6 (FDOT),
- Miami-Dade County Department of Transportation and Public Works (DTPW)
- Miami-Dade County Department of Regulatory and Economic Resources (RER)
- Miami-Dade County Transportation Planning Organization (TPO)
- Miami-Dade County Parks Recreation and Open Spaces (PROS)
- Miami-Dade County Public School (MDCPS) Board
- The University of Miami, KiDZ Neuroscience Center WalkSafe BikeSafe Program
- The City of South Miami
- The Village of Pinecrest
- The Village of Palmetto Bay
- The Town of Cutlet Bay
- The City of Homestead
- The City of Florida City

The main goals for the PWG meetings were to:

- Involve key stakeholders and partnering agencies in the development of transportation improvements,
- Achieve acceptance of the proposed improvements,
- Provide project information to the group and receive feedback,
- Consider the safety of pedestrians, bicyclists, and transit users throughout the public involvement effort balancing community values and mobility needs.

The Project Team held three (3) PWG Meetings. Highlights of each meeting are presented in the sections below. In addition, study findings and recommendations were presented to the TPO Board, and the Bicycle and Pedestrian Advisory Committee (BPAC). The input received during these meetings was instrumental in guiding the Study Team and identifying preferences and key concerns for the corridor.

#### 6.1. Project Working Group Meeting No.1

On September 13, 2023, the first Project Working Group Meeting was held. The purpose of this meeting was to introduce the Feasibility Study to the participants of the PWG. During this meeting, the following items were discussed: Project Objective, Project Limits, Methodology and Tasks, Project Schedule, and Next Steps. The Project Team informed the PWG that bicycle and pedestrian access needs from public schools along the South Dade Trail, from Dadeland South to Florida City would be assessed. The participants were given the opportunity to ask questions and share their thoughts with the TPO staff about the Project.

# 6.2. Project Working Group Meeting No.2

On November 8, 2023, the second Project Working Group Meeting was held. The purpose of this meeting was to provide the results of the School Site Analysis and Bike Audit observations. Originally the school site analysis was for all schools within a 3-mile radius. However, due to the conditions of the trail the new approach was to include only those schools within 0.5-mile radius and concentrate on the improvements to the South Dade Trail's infrastructure itself. The study team summarized the Bike Observations into 5 main categories:

1. **Crossings** – At some crossings the elevations of the trail did not match the top of sidewalk. Zebra crossings are required at some intersections. Some locations of the trail need to divert pedestrians to crossings, and mid-block crossings are required at some locations.

2. **Signage** – Stop signs are required for bicycle traffic at some locations. Signage to trail needs to be repaired at some locations. Pavement markings are required for separated bicycle and pedestrian traffic. At some locations traffic stop bars are required.

3. **Wayfinding** – Existing signage is provided for schools only. Signage to be upgraded to include parks. "We are here" maps are recommended along the trail. Improved wayfinding is recommended in general along the corridor.

4. **Vegetation and Maintenance** – Riding the trail is uncomfortable as it gets very hot. Shading is required at some locations along the trail to protect the users. At some locations maintenance is required as vegetation may be an obstruction to cyclists and pedestrians.

5. **Neighborhood Connectivity** – Overall connectivity is needed along the trail to adjacent schools, new developments, and adjacent neighborhoods.

# 6.3. Project Working Group Meeting No.3

On December 8, 2023, the third Project Working Group Meeting was held. The purpose of this meeting was to introduce the Feasibility Study to the PWG and inform them of the Project Objective, School Site Analysis, Existing Conditions, Field Observations, Short-Term Recommendations, Mid-Term Recommendations, and Long-Term Recommendations. The short-term recommendations include providing safe biking and walking paths, pavement markings/ striping, solar lighting, new green infrastructure to provide shading, increased wayfinding and signage, bicycle stop signs, crosswalk Improvements, crosswalk transitions, midblock crossings, and bike/ped counters. The mid-term recommendations include providing resting areas, water fountains, trash and recycling receptacles, bike racks and repair stations, bike share, and round abouts/trailheads, if possible, at entrances to communities. The long-term recommendations include bi-directional bicycle paths and separate pedestrian paths, widening path, road bike lanes, dedicated facilities to provide east/west connectivity, speed tables on the streets that are on the SRTS, and connection to The Underline (Phase 3) at the South Dadeland Station.

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# 7.0 CONCLUSION & RECOMMENDATIONS

This feasibility study was conducted pursuant to a TPO Governing Board Resolution #11-2023, to create a framework for expanding and enhancing the Safe Routes to School (SRTS) Program to promote connections to the South Dade Trail in collaboration with Miami-Dade County Public Schools (MDCPS) and area municipalities. Through a literature review, field audits, as well as feedback garnered from extensive stakeholder coordination with a dedicated Project Working Group (PWG), the following issues were identified as impediments to an effective SRTS system in the South Dade Trail area:

- Crossings At some crossings the elevations of the trail did not match the top of sidewalk. Zebra crossings are required at some intersections. Some locations of the trail need to divert pedestrians to crossings, and mid-block crossings are required at some locations. Some of these improvements are being provided as part of the South Corridor (South-Dade Transitway) Rapid Transit Project.
- Signage A lack of stop signs for bicycle traffic at some locations. Signage to trail needs to be repaired at some locations. Pavement markings are required for separated bicycle and pedestrian traffic. At some locations traffic stop bars are required.
- Wayfinding Existing signage is provided for schools only. Signage to be upgraded to include parks.
   "We are here" maps are recommended along the trail. Improved wayfinding is recommended in general along the corridor.
- Vegetation and Maintenance Riding the trail is uncomfortable as it gets very hot. Shading is required at some locations along the trail to protect the users. At some locations maintenance is required as vegetation may be an obstruction to cyclists and pedestrians.
- **Neighborhood Connectivity** Overall connectivity is needed along the trail to adjacent schools, new developments, and adjacent neighborhoods.

The study identified a phased approach to addressing the deficiencies encountered. This phased approach consisted of Short-Term Recommendations, Mid-Term Recommendations, and Long-Term Recommendations:

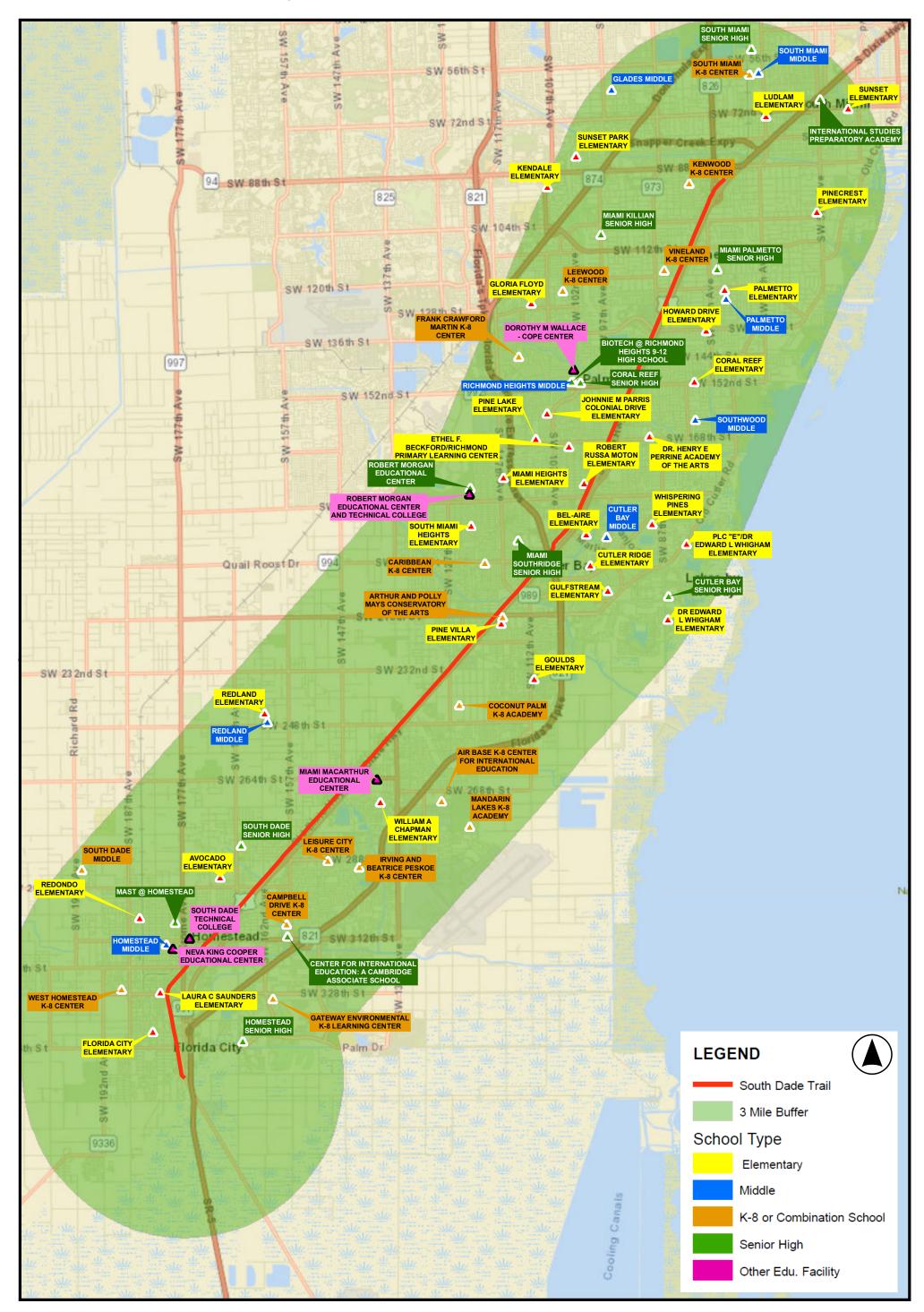
- Short-term recommended improvements (3-5 years) were identified to include providing safe biking and walking paths, pavement markings/ striping, new green infrastructure to provide shading, increased wayfinding and signage, bicycle stop signs, crosswalk improvements, crosswalk transitions, midblock crossings, and bike/ped counters. The total estimated cost for these improvements is \$4.94 Million (in 2023 dollars).
- The mid-term recommended improvements (5-7 years) were identified to include providing resting areas, water fountains, trash and recycling receptacles, bike racks and repair stations, bike share, and round abouts/ trailheads, to the extent deemed feasible via a future design effort, at entrances to communities. The total estimated cost for these improvements is \$35.68 Million (in 2023 dollars).
- The long-term recommendations improvements (10+ Years) were identified to include bi-directional bicycle paths and separated pedestrian paths, widening path, road bike lanes, dedicated facilities to provide east/west connectivity, speed tables on the streets that are on the SRTS, and connection to The Underline (Phase 3) at the South Dadeland Station. The total estimated cost for these improvements is \$56.20 Million (in 2023 dollars).

The following is the general recommended framework for the further development and implementation of these improvements:

- Additional Stakeholder Coordination and project sponsors It is recommended that additional coordination be conducted with the appropriate agencies to identify project sponsors who can take the recommendations identified in this study and further develop them through the identification of potential funding sources for the design and ultimate construction of these improvements.
- Project Prioritization Once the relevant project sponsors are identified, improvements identified in this study can then be prioritized as part of the development of the TPOs List of Program Priorities (LOPP). The LOPP cycle for their inclusion will depend on various factors including the timing of the coordination with the various sponsors as well as the source and the extent of the available funding anticipated.
- Additional Design and Public Outreach Once the projects have been programmed in the work programs of the respective project sponsors, additional design of these improvements will need to be conducted to quantify constraints and mitigate potential impacts in preparation for implementation. Early public outreach is recommended as part of this phase to ensure the feedback from likely affected constituents is appropriately considered as part of the design of the improvements.

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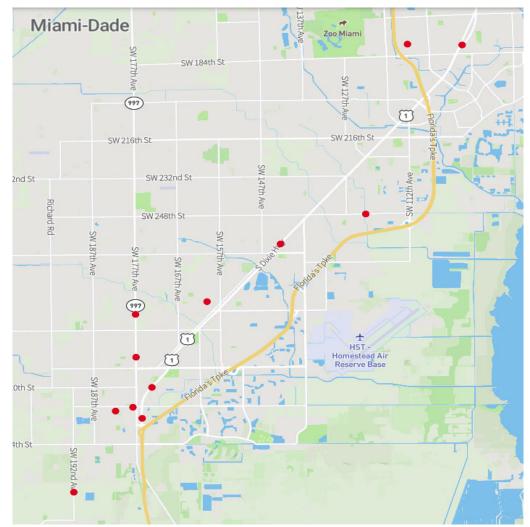
# **APPENDIX A: TRAFFIC ANALYSIS DATA**



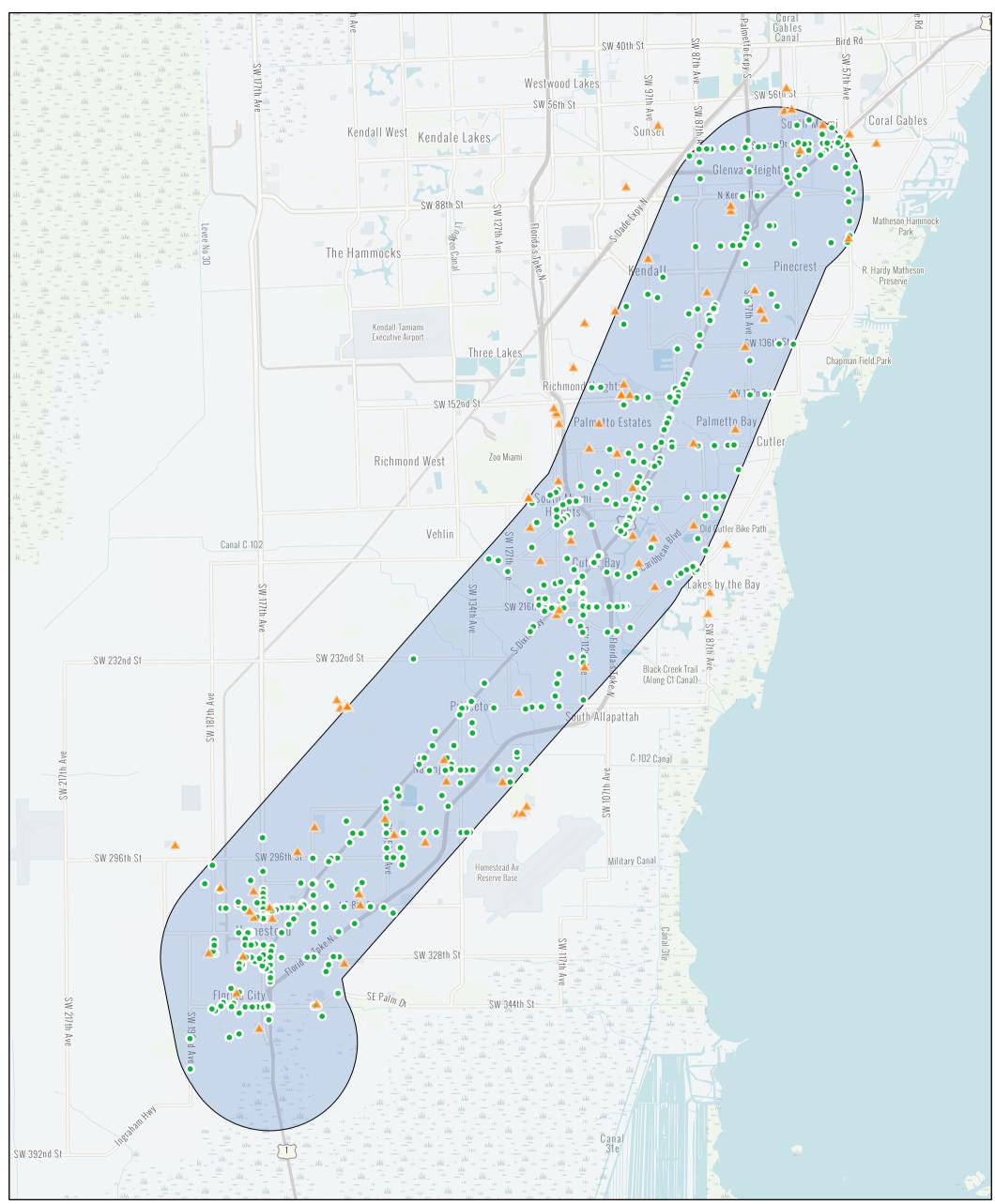
# Exhibit 3-1: Map of MDCPS Schools within 3-Mile Radius of South Dade Trail

Crash Number	Crash Year	Date and Time	On Roadway	Intersecting Street	Distance from Trail (mi)
87725578	2018	2/11/2018 0:18	N HOMESTEAD BLVD	E MOWRY DR	0.32
87614876	2018	3/1/2018 13:10	6 AVE	NW 14 ST	0.21
88084321	2019	6/13/2019 3:26	US 1 (STATE ROAD 5 )	SW 260TH STREET	0.03
88877006	2019	6/7/2019 22:38	SW 284TH ST	SW 159TH CT	0.33
88190333	2019	8/11/2019 21:10	STATE ROAD 997(KROMEAVENUE)	SW 288TH STREET	1.77
88926354	2019	4/18/2019 21:20	SW 330 ST	US 1	0.38
88058152	2019	1/4/2019 19:45	STATE ROAD 9336	SW 360TH STREET	1.69
89526143	2020	5/15/2020 14:10	US1	WAYNE AVE	0.12
89556423	2021	2/27/2021 8:56	SW 248TH ST	SW 122ND PL	1.40
24606999	2021	9/4/2021 19:07	N KROME AVE	NE 12TH ST	0.75
25202995	2022	5/18/2022 5:26	SW 112TH AVE	SW 179TH ST	1.20
25362508	2022	7/26/2022 23:36	NW 1ST AVE	W LUCY ST	0.23

Section 3.2.3. Bicycle Crashes - Fatalities



# Exhibit 3-2: Bicycle Crash Data Map

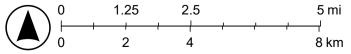


# LEGEND

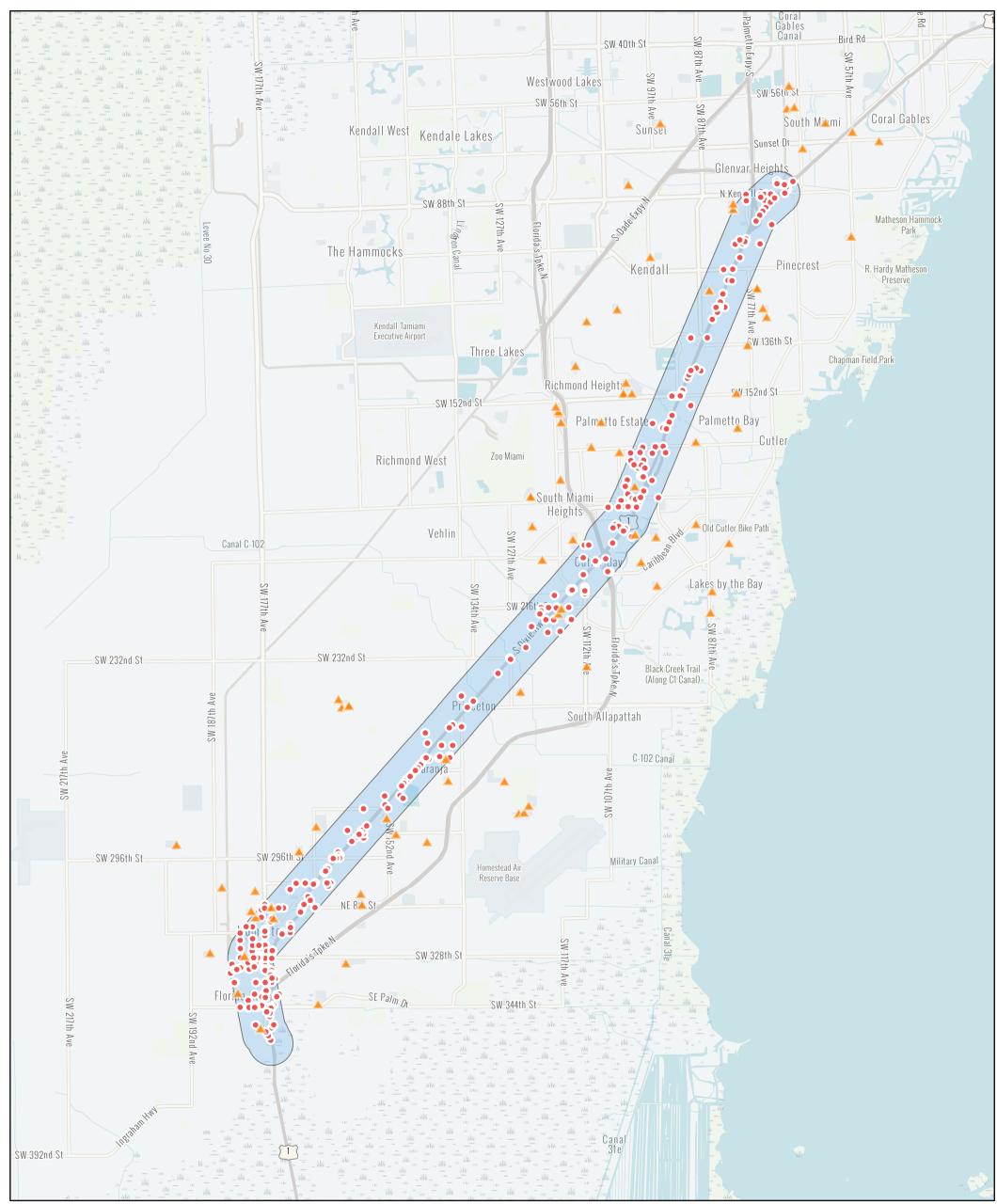
- Public Schools (3.0 Mile Radius)
- Crash Locations (2018-2022) Bike

South Dade Trail (2.0 Mile Radius)

1:130,000



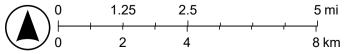
# Exhibit 3-3: Pedestrian Crash Data Map



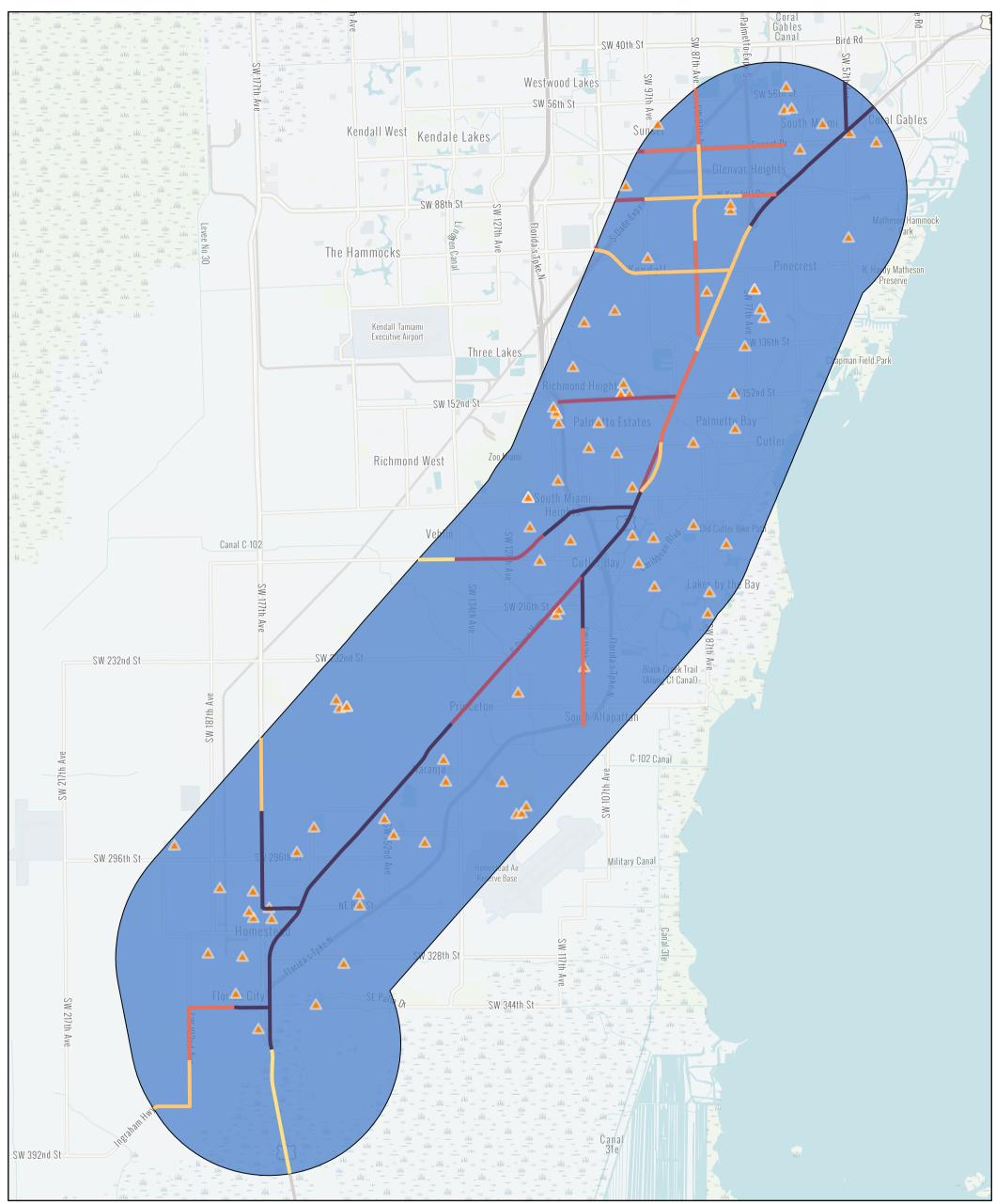
# LEGEND

- Public Schools (3.0 Mile Radius)
- Crash Locations (2018-2022) Pedestrian
  - South Dade Trail (0.5 Mile Radius)

1:130,000



# Exhibit 3-5: Bike-Ped Prioritization Table (Bicycle) Results Map



# LEGEND

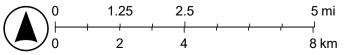
Priority of the segment

8 High Priority

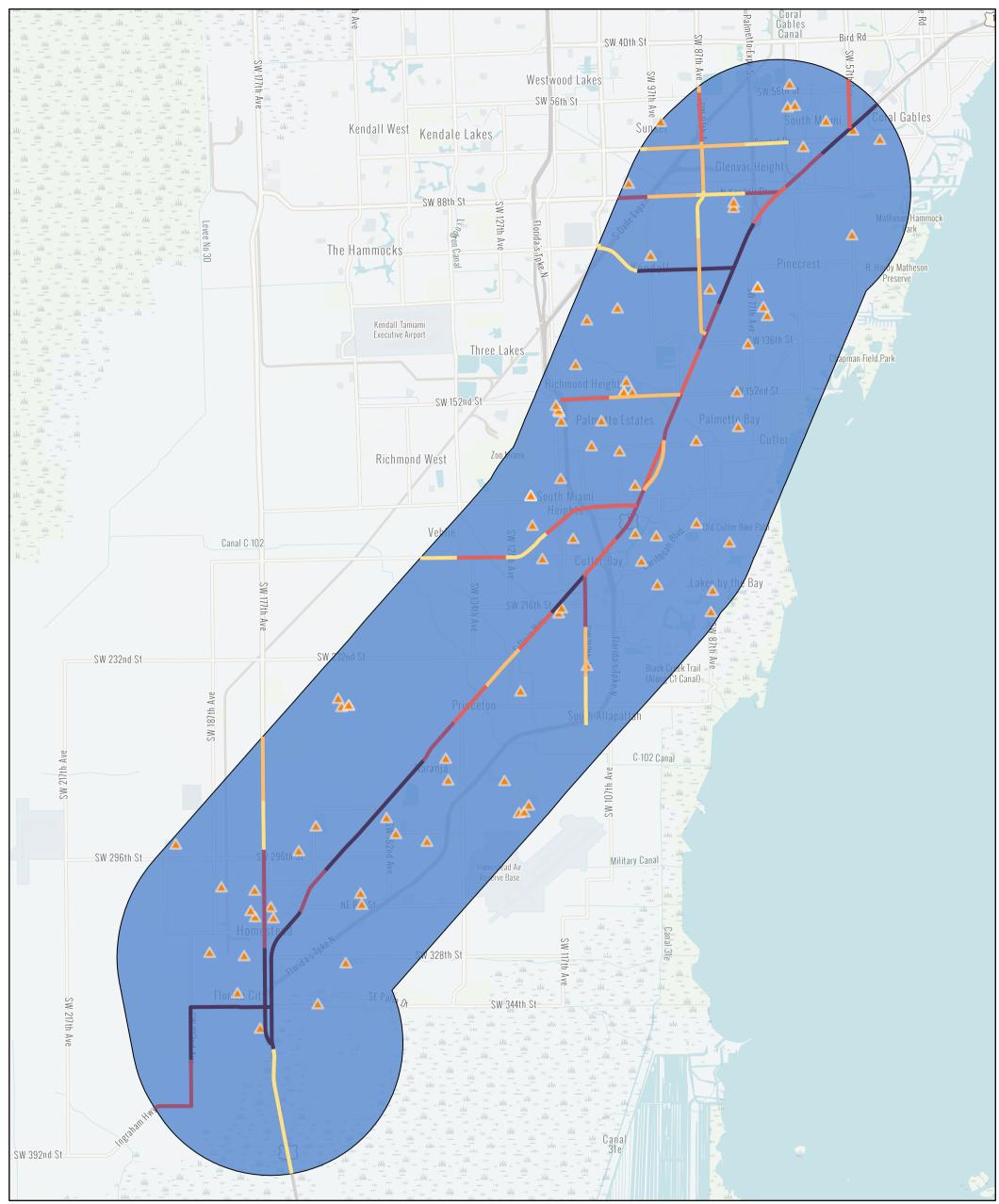
1 Low Priority

- Public Schools (3.0 Mile Radius)
  - South Dade Trail (3.0 Mile Radius)

1:130,000



# Exhibit 3-6: Bike-Ped Prioritization Table (Pedestrian) Results Map



# LEGEND

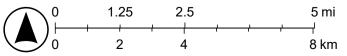
# Priority of the segment

12 High Priority

5 Low Priority

- Public Schools (3.0 Mile Radius)
  - South Dade Trail (3.0 Mile Radius)

1:130,000



Record	Roadway	Name	Context Classification	Mode	Begin MP	End MP	# Fatalities	# Bike Crashes	Safety Points	Bike Facility	Paved Path
672	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C2	Bicycle	2.0	4.0	0	1	1.000	N	N
720	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Bicycle	10.0	12.0	0	0	0.000	Y	N
721	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Bicycle	12.0	13.9	0	0	0.000	Y	N
487	87150000	SR 997/SW 177 AVE/KROME AVE	C2	Bicycle	2.0	4.0	2	2	2.000	Y	N
498	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Bicycle	4.0	6.0	0	1	1.000	N	N
582	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	2.0	4.0	0	1	1.000	Y	N
655	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Bicycle	0.0	2.0	0	2	1.000	N	N
656	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Bicycle	2.0	3.0	0	0	0.000	N	Y
694	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	14.2	15.3	0	0	0.000	Y	N
729	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	17.3	19.3	0	0	0.000	Y	N
730	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	19.3	19.8	0	2	1.000	Y	N
772	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Bicycle	8.0	10.0	0	3	1.000	N	N
499	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Bicycle	6.0	8.0	0	1	1.000	N	N
581	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	0.0	2.0	0	3	1.000	N	Y
583	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Bicycle	4.0	6.0	0	3	1.000	N	Y
586	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Bicycle	0.0	2.0	0	3	1.000	Y	N
637	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	2.0	4.0	0	7	1.000	Y	Y
638	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	4.0	4.9	0	1	1.000	Y	N
728	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Bicycle	15.3	17.3	0	15	2.000	Y	N
773	87001000	SR 94/SW 88 ST/N KENDALL DR	C6	Bicycle	10.0	10.7	0	7	1.000	N	Y
603	87020001	US 1/SR 5/SOUTH DIXIE HWY	C4	Bicycle	0.0	1.1	0	3	1.000	Y	N
636	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Bicycle	0.0	2.0	0	4	1.000	Y	Y
644	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	8.0	10.0	1	5	2.000	Y	N
645	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	10.0	12.0	0	7	1.000	Y	Y
646	87072000	SR 985/SW 107 AVE/NW 107 AVE	C4	Bicycle	0.0	2.0	0	9	2.000	N	Y
673	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Bicycle	4.0	6.0	0	5	1.000	Y	Y
771	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Bicycle	6.0	8.0	1	15	3.000	N	N
788	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Bicycle	0.0	2.5	0	11	2.000	N	Y
500	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C4	Bicycle	8.0	8.7	0	2	1.000	Y	Y
587	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Bicycle	2.0	3.1	0	13	2.000	Y	Y
589	87030000	US 1/SR 5	C5	Bicycle	0.0	2.0	1	11	3.000	N	Y
590	87030000	US 1/SR 5	C5	Bicycle	2.0	4.0	0	37	3.000	N	Y
640	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	0.0	2.0	0	3	1.000	Y	N
642	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	4.0	6.0	1	5	2.000	N	Y
643	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	6.0	8.0	0	11	2.000	Y	N
759	87062000	SR 959/SW 57 AVE/NW 57 AVE/RED RD	C4	Bicycle	0.0	2.0	0	12	2.000	Y	Y
774	87290000	SR 998/CAMPBELL DR		Bicycle	0.0	0.8	0	0	0.000	Y	Y
780	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	12.0	14.2	1	15	3.000	Y	N
486	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Bicycle	0.0	2.0	0	10	2.000	Y	N
641	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Bicycle	2.0	4.0	1	12	3.000	N	N
783	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Bicycle	0.0	2.0	0	13	2.000	Y	Y

# Table 3-6: BP Tool Bicycle Facilities Summary

\* Bicycle: A total of 40 segments fall within the 3-mile radius buffer of the South Dade trail which were included for improvements. The total scores for each prioritized segment ranged from 1 through 8

Parallel	Connectivit	Demand	Equity	Total
Corridor	y Points	Points	Points	Score
N	0.000	0.000	0.000	1.000
N	1.000	0.000	0.000	1.000
N	1.000	0.000	0.000	1.000
N	1.000	1.000	0.000	4.000
N	0.000	2.000	1.000	4.000
N	1.000	2.000	0.000	4.000
N	0.000	3.000	0.000	4.000
N	1.000	3.000	0.000	4.000
N	1.000	3.000	0.000	4.000
N	1.000	3.000	0.000	4.000
N	1.000	2.000	0.000	4.000
N	0.000	3.000	0.000	4.000
N	0.000	3.000	1.000	5.000
N	1.000	3.000	0.000	5.000
N	1.000	3.000	0.000	5.000
N	1.000	3.000	0.000	5.000
N	2.000	2.000	0.000	5.000
N	1.000	3.000	0.000	5.000
N	1.000	2.000	0.000	5.000
N	1.000	3.000	0.000	5.000
N	1.000	3.000	1.000	6.000
N	2.000	3.000	0.000	6.000
N	1.000	2.000	1.000	6.000
N	2.000	3.000	0.000	6.000
N	1.000	3.000	0.000	6.000
N	2.000	3.000	0.000	6.000
N	0.000	3.000	0.000	6.000
N	1.000	3.000	0.000	6.000
N	2.000	3.000	1.000	7.000
N	2.000	3.000	0.000	7.000
N	1.000	3.000	0.000	7.000
N	1.000	3.000	0.000	7.000
N	1.000	3.000	2.000	7.000
N	1.000	3.000	1.000	7.000
N	1.000	3.000	1.000	7.000
N	2.000	3.000	0.000	7.000
N	2.000	3.000	2.000	7.000
N	1.000	3.000	0.000	7.000
N	1.000	3.000	2.000	8.000
N	0.000	3.000	2.000	8.000
N	2.000	3.000	1.000	8.000

BPTool ID#	Roadway	Name	Context	Mode	Begin MP	End MP	# Fatalities	# Ped	Safety	Sidewalk	•	Demand	Equity	Total
	-		Class		-			Crashes	Points	Gap %	Points	Points	Points	Score
732	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian		3.0	0	0	1	0	2	2	0	5
43	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C2	Pedestrian	3.0	4.0	0	0	0	3	6	0	0	6
45	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	5.0	6.0	0	1	1	0	2	3	0	6
238	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	0.0	1.0	0	0	0	1	3	3	0	6
382	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	9.0	10.0	0	4	1	0	2	3	0	6
455	87072000	SR 985/SW 107 AVE/NW 107 AVE	C4	Pedestrian	0.0	1.0	0	7	1	0	2	3	0	6
485	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	11.0	12.0	0	0	0	3	6	0	0	6
486	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	12.0	13.0	0	0	0	3	6	0	0	6
487	87010000	US 1/SR 5/SOUTH DIXIE HWY	C1	Pedestrian	13.0	13.9	0	0	0	3	6	0	0	6
496	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	1.9	2.9	0	0	0	0	3	3	0	6
499	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	4.9	5.8	0	1	1	0	2	3	0	6
609	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	4.0	5.0	0	0	0	3	6	0	0	6
666	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	0.0	1.0	0	1	0	0	3	3	0	6
381	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	8.0	9.0	2	6	2	0	2	3	0	7
445	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	14.1	15.3	0	3	1	0	3	3	0	7
497	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	2.9	3.9	0	1	1	0	4	2	0	7
498	87055000	SR 986/SW 72 ST/SUNSET DR	C4	Pedestrian	3.9	4.9	0	1	1	0	4	2	0	7
577	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	9.0	10.0	0	1	1	0	4	2	0	7
610	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	5.0	6.0	0	0	0	3	6	1	0	7
611	87150000	SR 997/SW 177 AVE/KROME AVE	C2	Pedestrian	6.0	7.0	0	0	0	3	6	1	0	7
667	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	1.0	2.0	0	3	1	1	3	3	0	7
677	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	1.0	2.0	0	0	0	0	4	3	0	7
678	87039000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	2.0	2.5	1	4	2	0	3	2	0	7
730	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	0.0	1.0	0	1	1	0	3	3	0	7
731	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE		Pedestrian	1.0	2.0	0	1	1	0	3	3	0	7
733	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	3.0	4.0	0	4	1	1	4	2	0	7
735	87047000	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4	Pedestrian	5.0	6.0	0	1	0	0	4	3	0	7
44	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	4.0	5.0	0	0	0	3	7	1	0	8
46	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C3R	Pedestrian	6.0	7.0	2	10	3	0	2	3	0	8
47	87091000	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	C4	Pedestrian	7.0	8.0	0	6	1	0	3	3	1	8
361	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	16.3	17.3	0 0	6	1	2	5	2	0	8
500	87062000	SR 959/SW 57 AVE/NW 57 AVE/RED RD	C4	Pedestrian	0.2	1.2	1	5	2	0	3	3	Õ	8
552	87030000	US 1/SR 5	C5	Pedestrian	0.0	1.0	1	5	3	0	3	2	0 0	8
576	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	8.0	9.0	1	4	2	0	3	2	1	8
578	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	000	Pedestrian	10.0	11.0	0		1	0	1	2	0	8
580	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	12.0	13.0	0	10	2	0	4	3	0	8
676	87020000	SR 992/SW 152 ST/CORAL REEF DR	C4	Pedestrian	0.0	1.0	1	2	2	0	2	2	0	Q Q
679	87039000	US 1/SR 5/SOUTH DIXIE HWY	C4 C4	Pedestrian	0.0	1.0	0	2	∠ 1	0	2	3	1	Q
734	87020001	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	C4 C4	Pedestrian	0.0 4.0	5.0	0	5	1	0	Л	ა ი	і О	0
1 04					4.0 4.0		0	0		0	4	ა ი	4	0
4	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian		5.0	0	0	0	3	Ö	2	1	9
5	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian	5.0	6.0	0	0	U	3	ю С	2	I	9
360	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	15.3	16.3	U	5	1	2	б	2	U	9

Table 3-7: BP Tool Sidewalk Facilities Summary

BPTool ID#	Roadway	Name	Context Class	Mode	Begin MP	End MP	# Fatalities	# Ped Crashes	Safety Points	Sidewalk Gap %	Connectivity Points	Demand Points	Equity Points	Total Score
362	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	17.3	18.3	0	6	1	2	5	3	0	9
380	87001000	SR 94/SW 88 ST/N KENDALL DR	C4	Pedestrian	7.0	8.0	1	8	3	0	3	3	0	9
383	87001000	SR 94/SW 88 ST/N KENDALL DR	C6	Pedestrian	10.0	10.7	1	9	3	0	3	3	0	9
553	87030000	US 1/SR 5	C4	Pedestrian	1.0	2.0	0	8	1	2	5	3	0	9
571	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	3.0	4.0	0	11	2	0	3	2	2	9
575	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	7.0	8.0	0	4	1	0	4	3	1	9
581	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	13.0	14.2	4	10	3	0	3	3	0	9
607	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Pedestrian	2.0	3.0	0	9	2	0	2	3	2	9
608	87150000	SR 997/SW 177 AVE/KROME AVE	C4	Pedestrian	3.0	4.0	0	3	1	2	5	3	0	9
668	87015000	SR 989/SW 112 AVE/ALLAPATTAH	C3R	Pedestrian	2.0	3.1	1	15	3	0	3	3	0	9
6	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C2	Pedestrian	6.0	7.0	0	1	1	3	6	2	1	10
7	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C3R	Pedestrian	7.0	8.0	0	3	1	3	5	3	1	10
8	87160000	SW 376 ST/SW 192 AVE/SW 344 ST	C4	Pedestrian	8.0	8.7	4	10	3	0	3	3	1	10
239	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	1.0	2.0	0	1	1	3	6	3	0	10
240	87046000	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	C4	Pedestrian	2.0	3.0	0	4	1	3	6	3	0	10
363	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	18.3	19.3	0	2	1	2	6	3	0	10
364	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C4	Pedestrian	19.3	20.0	0	6	2	3	6	2	0	10
554	87030000	US 1/SR 5	C4	Pedestrian	2.0	3.0	2	16	3	2	4	3	0	10
570	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	2.0	3.0	1	6	2	0	3	3	2	10
572	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	4.0	5.0	2	6	3	0	4	2	1	10
573	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	5.0	6.0	2	7	3	0	3	3	1	10
574	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	6.0	7.0	0	8	2	0	4	3	1	10
579	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	11.0	12.0	1	9	3	0	4	3	0	10
555	87030000	US 1/SR 5	C5	Pedestrian	3.0	4.0	0	8	2	3	6	3	0	11
569	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	1.0	2.0	1	7	3	2	4	2	2	11
568	87020000	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	C3C	Pedestrian	0.0	1.0	1	6	2	3	7	3	0	12
605	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	0.0	1.0	0	2	1	3	7	3	1	12
606	87150000	SR 997/SW 177 AVE/KROME AVE	C3C	Pedestrian	1.0	2.0	0	1	1	3	6	3	2	12

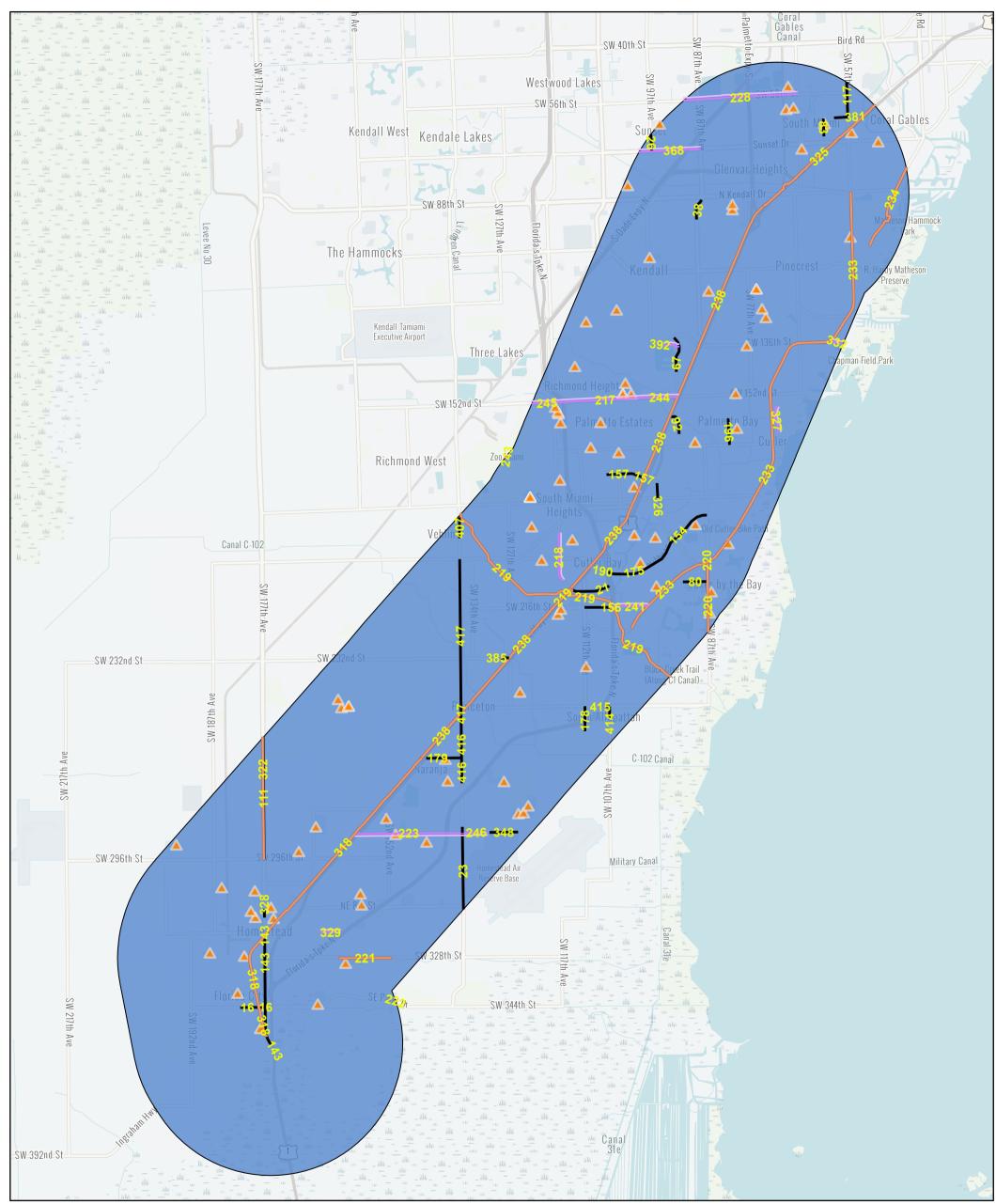
# Table 3-7: BP Tool Sidewalk Facilities Summary

\* Pedestrian: A total of 70 segments fall within the 3-mile radius buffer of the South Dade trail which were included for improvements. The total scores for each prioritized segment ranged from 5 through 12.

Table 3-8: Existing Bicycle Network Summary											
Street Name	Туре	ID	From	То	Segment Length	Feature	Width (Ft)	Speed Group	On-Road or Off-Road Trail	Network	<b>Context Classification</b>
Palm Dr/SW 344 St	Bike Lanes	16	Krome Av	NW 6 Av	0.51	Unprotected Bike Lane	4.5	40.0	On-Road Facility	No	C4 - Urban General
SW 211 St	Bike Lanes	21	US-1	HEFT Ramp	0.78	Protected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	23	SW 344 St	SW 288 St	3.61	Unprotected Bike Lane	4.0	40.0	On-Road Facility	No	Not Identified
SW 97 Ave	Bike Lanes	26	SW 72 St	SW 40 St	2.14	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	Not Identified
SW 87 Ave	Bike Lanes	38	SW 96 St	SW 88 ST	0.43	Unprotected Bike Lane	6.0	30.0	On-Road Facility	No	C4 - Urban General
SW 92 Ave	Bike Lanes	67	SW 144 St	Howard Dr	0.75	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 208 St	Bike Lanes	80	SW 92 Ave	SW 87 Ave	0.51	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SW 62 Ave	Bike Lanes	83	SW 70 Ave	SW 64 Ave	0.36	Unprotected Bike Lane	4.5	30.0	On-Road Facility	No	Not Identified
SW 92 Ave	Bike Lanes	92	SW 164 St	US-1	0.46	Unprotected Bike Lane	4.5	30.0	On-Road Facility	No	Not Identified
SR 997/Krome Ave	Bike Lanes	111	SW 296 St	SW 136 St	10.04	Unprotected Bike Lane	4.0	45.0	On-Road Facility	No	C2 - Rural
SR 5/US-1	Paved Shoulders	116	Krome Ave	CR 905-Key Largo	13.86	Paved Shoulder	6.0	45.0	On-Road Facility	No	C1 - Natural
SR 959/SW 57 Ave	Bike Lanes	117	SW 64 St	SW 40 St	1.54	Unprotected Bike Lane	4.0	35.0	On-Road Facility	No	C4 - Urban General
SW 117 Ave	Wide Curb Lanes	125	SW 184 St	SW 152 St	2.01	Wide Curb Lane	13.0	40.0	On-Road Facility	No	Not Identified
SR 986/Sunset Dr	Wide Curb Lanes	129	SW 84 PI	SW 69 Ave	1.62	Wide Curb Lane	13.5	40.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	130	SW 168 St	SW 136 St	2.12	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	131	SW 184 St	SW 168 St	1.23	Wide Curb Lane	12.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	132	SW 136 St	SW 102 St	2.45	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C4 - Urban General
SR 5/US-1	Wide Curb Lanes	133	SW 88 St	SW 80 St	0.82	Wide Curb Lane	13.0	45.0	On-Road Facility	No	C5 - Urban Center
SR 997/Krome Ave	Bike Lanes	143	US-1	SW 296 St	2.24	Unprotected Bike Lane	5.0	45.0	On-Road Facility		C3C - Suburban Commercia
SR 5/US-1	Wide Curb Lanes	144	SW 112 Ave	SW 184 St	1.95	Wide Curb Lane	14.0	45.0	On-Road Facility		C3C - Suburban Commercia
Caribbean Blvd	Bike Lanes	154	Coral Sea Rd	SW 87 Ave	1.75	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 216 St	Bike Lanes	156	SW 112 Ave	HEFT	0.55	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	Not Identified
SW 176 St	Bike Lanes	157	SW 107 Ave	US-1	0.79	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
Caribbean Blvd	Bike Lanes	175	Coral Sea Road	Bel-Aire Canal	0.49	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SR 989/SW 112 Ave	Bike Lanes	178	HEFT	SW 248 St	0.51	Unprotected Bike Lane	5.0	35.0	On-Road Facility	No	C3R - Suburban Residential
SW 264 St	Bike Lanes	179	US-1	SW 137 Ave	0.73	Unprotected Bike Lane	5.0	20.0	On-Road Facility	No	Not Identified
Caribbean Blvd	Bike Lanes	190	HEFT	Bel-Aire Canal	0.31	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 82 Ave	Bike Lanes	196	SW 168 St	SW 160 St	0.54	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	Not Identified
SR 997/Krome Ave	Sharrows	209	US-1	SW 296 St	0.37	Sharrows	0.0	30.0	On-Road Facility	No	C4 - Urban General
SW 152nd St	Paved Paths	217	Florida Turnpike	Plametto Lake Dr	1.77	Separated Paved Path	12.5	0.0	Off-Road Facility	No	C4 - Urban General
Roberta Hunter Park Path	Paved Paths	218	SW 208 St	SW 192 St	0.98	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
Black Creek Trail	Trails	219	L&P Thompson Pk		9.48	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne Trail	Trails	220	Black Point Park	Old Cutler Rd	2.62	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne - Everglades Greenway		220	SW 162 Ave	SW 152 Ave	1.05	Separated Paved Path	8.0	0.0	Off-Road Facility	Yes	Not Identified
Biscayne - Everglades Greenway	Trails	222	SW 102 Ave SW 152 Ave	SW 132 Ave	1.23	Separated Paved Path	11.0	0.0	Off-Road Facility	Yes	Not Identified
SW 288 St	Paved Paths	222	W Dixie Hwy	SW 137 Ave	2.20	Separated Paved Path	13.0	0.0	Off-Road Facility		Not Identified
SW 56 St	Paved Paths	223	•	E of SW 68 Ave		Separated Paved Path				No	Not Identified
			SW 117 Ave		5.00	•	13.0	0.0	Off-Road Facility	No	
Old Cutler Trail	Trails	233	SW 244 St	SW 88 St	11.02	Separated Paved Path	9.0	0.0	Off-Road Facility	Yes	Not Identified
Old Cutler Trail	Trails	234	SW 105 St	W Ingraham Ter	2.82	Unseparated Paved Path	8.0	0.0	Off-Road Facility	Yes	Not Identified
South Dade Trail	Trails	238	SW 264th St	S Dadeland Metro	13.51	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C4 - Urban General
SW 216 St	Paved Paths	241	Florida Turnpike	Old Cutler Rd	0.68	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
SW 124 Ave	Paved Paths	243	Zoo Miami	SW 152 St	1.17	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW 152 St	Paved Paths	244	E of SW 98 Ave	US 1/S Dixie Hw	0.61	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	C4 - Urban General
SR 992/SW 152 St	Paved Paths	245	SW 124 Ave	SR 821/Turnpike	0.86	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified

Table 3-8: Existing Bicycle Network Summary											
Street Name	Туре	ID	From	То	Segment Length	Feature	Width (Ft)	Speed Group	On-Road or Off-Road Tr	ail Network	Context Classification
SW 288 St	Paved Paths	246	SW 137 Ave	SW 132 Ave	0.50	Unseparated Paved Path	13.0	0.0	Off-Road Facility	No	Not Identified
South Dade Trail	Trails	318	S Krome Ave	SW 264th St	7.08	Unseparated Paved Path	10.0	0.0	Off-Road Facility	Yes	C3C - Suburban Commercial
SR 997/Krome Ave	Trails	322	S of SW 232 St	SR 90/SW 8 St	14.93	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C2 - Rural
M-Path/Underline	Trails	325	S Dadeland Stat	Miami River	9.95	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C5 - Urban Center
SW 97 Ave	Bike Lanes	326	SW 184 St	E Hibiscus St	0.31	Unprotected Bike Lane	4.0	30.0	On-Road Facility	No	Not Identified
SW 72 Ave	Paved Paths	327	SW 164 Ter	SW 156 St	0.54	Separated Paved Path	18.0	0.0	Off-Road Facility	No	Not Identified
SR 997/Krome Ave	Bike Lanes	328	NW 5 St	SW 312 St	0.18	Unprotected Bike Lane	5.0	30.0	On-Road Facility	No	C4 - Urban General
E Mowry Drive	Paved Paths	329	Mowry Canal	SW 162 Ave	0.39	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW Guadalajara St	Paved Paths	332	Old Cutler Rd	Chapman Dog Park	1.23	Separated Paved Path	8.0	0.0	Off-Road Facility	No	Not Identified
SW 288 St	Bike Lanes	348	E of SW 132 Ave	Elmendorf St	0.59	Unprotected Bike Lane	4.0	20.0	On-Road Facility	No	Not Identified
SR 986/ SW 72 St	Paved Paths	368	SW 108 Ct	SW 87 Ave	2.03	Unseparated Paved Path	8.0	0.0	Off-Road Facility	No	C4 - Urban General
SW 64th St	Bike Lanes	381	SW 62nd Ave	SR 969/SW 57th A	0.00	Protected Bike Lane	6.0	0.0	On-Road Facility	No	Not Identified
SW 232nd St	Bike Lanes	385	900f w Old Dixie	Old Dixie Hwy	0.00	Unprotected Bike Lane	5.0	0.0	On-Road Facility	No	Not Identified
Briar Bay Linear Park Path	Paved Paths	392	SW 136 St	SW 92 Ave	0.25	Separated Paved Path	10.0	0.0	Off-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	406	SW 285 Ter	SW 288 St	0.12	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	407	S of Vihlen Dr	SW 187th Ter	0.43	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 107 Ave	Bike Lanes	414	SW 248 St	SW 252 St	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 248 St	Bike Lanes	415	W of SW 107 Ct	SW 107 Ave	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	416	US 1/S Dixie Hwy	SW 272 St	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 137 Ave	Bike Lanes	417	SW 200 St	US 1/S Dixie Hwy	0.00	Unprotected Bike Lane	4.0	0.0	On-Road Facility	No	Not Identified
SW 157 Ave	Paved Shoulders	418	SW 304 St	SW 307 St	0.00	Paved Shoulder	5.0	0.0	On-Road Facility	No	Not Identified
Black Creek Trail	Trails	219	L&P Thompson Pk	Black Point Park	9.48	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	Not Identified
South Dade Trail	Trails	238	SW 264th St	S Dadeland Metro	13.51	Separated Paved Path	10.0	0.0	Off-Road Facility	Yes	C4 - Urban General

# Exhibit 3-7: Existing Bicycle Network Map



# LEGEND

# Bike Lanes

Paved Paths

# Trails

- Public Schools (3.0 Mile Radius)
  - South Dade Trail (3.0 Mile Radius)

#### Table 3-9: Proposed Bicycle Network Summary

<b>Gap Type</b>	Facility	ID	Length	Origin	Destination	Limits From
E+C Expansion	SW 88 PI	158	0.2	Proposed Gap	Separated Paved Path	SW 88 Ct
E+C Expansion	Tropical Park Path	165	1.4	SW 56th St Paved Path	Tropical Park Station (Proposed)	SW 56 St
	S of SR 878/Snapper Creek Expwy - SMART Trails B Route B	174	0.2			Ludlam Trail
	SW 70 Ave - SMART Trails B Route A Includes SMART Trail Q	175	0.4	Paved Path	South Dade Trail	Ludlam Trail SW 128 St
Greenway to E+C	SR 985/SW 107 Ave	184 222	0.8 2.0			
Greenway to Connection Greenway to Connection	SW 97 Ave	222	2.0	Snapper Creek Trail South Dade Trail	Miami Dade College (Kendall) Miami Killian Senior High	Snapper Creek Trail Cutler Drain Canal (100c)
Greenway to Connection	SW 97 Ave	220	0.5	South Dade Trail	Miami Killian Senior High	SW 104 St
Greenway to E+C	SR 973/SW 87 Ave	228	0.3	Snapper Creek Trail - Segment B (Proposed)	Bike Lane	Snapper Creek Trail - Segment B (Proposed)
E+C Expansion	SR 973/SW 87 Ave	220	0.5	Bike Lane	Proposed Gap	193 ft North of SW 96 St
Greenway to Connection	SW 124 St	232	0.7	South Dade Trail	Miami Palmetto Senior High	South Dade Trail
Greenway to Connection	SW 77 Ave	233	0.3	South Dade Trail	Miami Palmetto Senior High	SW 120 St
Greenway to Connection	SW 120 St	234	2.1	South Dade Trail	Miami Palmetto Senior High	SW 77 Ave
Greenway to Connection	SR 922/SW 152 St	235	0.6	Old Cutler Bike Path	Charles Deering Estate	Old Cutler Bike Path
Greenway to Greenway	SR 922/SW 152 St	236	1.9	South Dade Trail	Old Cutler Bike Path	South Dade Trail
Greenway to Greenway	SW 184 Ave	237	2.5	South Dade Trail	Old Cutler Bike Path	South Dade Trail
Greenway to Connection	SW 62 Ave	238	0.3	M-Path/Underline	Larkin Community Hospital	SW 70 St
Greenway to Connection	SW 77 Ave	239	0.6	South Dade Trail	Kendall/SR-826 Station	SW 88 St
Greenway to Connection	Larry & Penny Thompson Park Path	245	1.6	Black Creek Trail	Robert Morgan Educational Center Senior High	
Greenway to Connection	SW 122 Ave	246	0.1	Black Creek Trail	Robert Morgan Educational Center Senior High	
Greenway to Connection	SW 107 Ave	248	0.5	South Dade Trail	Revelation School of Florida	SR 994/Quail Roost Dr
Greenway to Greenway	Marlin Rd	249	1.7	South Dade Trail	Old Cutler Bike Path	South Dade Trail
Greenway to Greenway	SR 994/Quail Roost Dr	250	4.7	Krome Path	Black Creek Trail (Along C1 Canal)	SR 997/Krome Ave/SW 177 Ave
Greenway to E+C	SR 994/SW 200 St	251	0.7	Black Creek Trail (Along C1 Canal)	Roberta Hunter Park Path	Black Creek Trail (Along C1 Canal)
Greenway to E+C	Caribbean Blvd	252	0.3	South Dade Trail	Bike Lane	South Dade Trail
E+C Expansion	SW 211 St	253	0.1	Bike Lane	Southland Mall Station	SR 821/Florida Turnpike Overpass
Greenway to Connection	SW 167 Ave	259	1.3	South Dade Trail	South Dade Senior High	SW 282 St
Greenway to Connection	SW 282 St	260	0.4	South Dade Trail	South Dade Park	SW 167 Ave
Greenway to Connection	Coral Sea Blvd	261	0.5	Bike Lane	Homestead Air Reserve Park	SW 280 St
Greenway to Connection	SW 280 St	262	0.5	Bike Lane	Homestead Air Reserve Park	Coral Sea Blvd
E+C Expansion	SW 288 St	263	0.1	Paved Path	Bike Lane	SW 132 Ave
Greenway to Greenway	SW 296 St	265	1.4	Krome Trail	South Dade Trail	SW 117 Ave
Greenway to E+C	SMART Trail Q	266	0.8	Paved Path	South Dade Trail	SW 128 St
Greenway to Connection	SW 100 St	294	1.0	Proposed Gap	South Dade Trail	SW 87 Ave
Greenway to Connection	SW 67 Ave	295	1.0	Old Cutler Trail	Westminster Christian School	SW 136 St
Greenway to E+C	SW 92 Ave	296	0.2	Bike Lane	Proposed Gap	SW 164 St
Greenway to E+C	SW 168 St	297	1.0	Proposed Gap	Bike Lane	SW 92 Ave
Greenway to E+C	SW 82 Ave	298	0.5	Proposed Gap	Bike Lane	SW 152 St
Greenway to E+C	E Hibiscus St	299	0.3	South Dade Trail	Bike Lane	South Transit Busway
Greenway to E+C	SW 208 St	300	0.2	Old Cutler Trail	Bike Lane	Old Cutler Rd
Greenway to E+C	SW 112 Ave	301	0.1	Bike Lane	Black Creek Trail	SW 211 St
Greenway to E+C	SW 112 Ave	302	2.2	Black Creek Trail	Bike Lane	Black Creek Trail
E+C Expansion	SW 112 Ave	303	0.8	Bike Lane	Proposed Gap	SW 256 St
Greenway to E+C	SW 268 St	304	0.8	Bike Lane (Upcoming)	Proposed Gap	SW 119 Ave
Greenway to E+C	SW 168 St	305	0.9	Bike Lane	Old Cutler Trail	SW 82 Ave
Greenway to Connection	SW 184 St	306	0.6	Proposed Gap	South Dade Trail	SW 107 Ave
Greenway to Connection	SW Florida / SW 124	307	0.8	Homestead Air Reserve Park Krome Trail	Proposed Gap	SW 268 St SW 352 St
E+C Expansion	S Krome Ave	308	0.3		Krome Trail	SR 986/SW 72 St
Greenway Alignment	Snapper Creek Trail - Includes SMART Trails C	309 310	4.7 0.2	Snapper Creek Trail Black Creek Trail	Ludlam Trail	Black Creek Trail
Greenway Alignment	Old Cutler Trail				Old Cutler Trail	
Greenway to E+C	SW 72 Ave	311 314	2.9 1.0	South Dade Trail	Bike Lane Biscovne Everalades Greenway	US 1/S Dixie Hwy South Dade Trail
Greenway Alignment	Biscayne-Everglades Greenway SW 64 St	314 315		South Dade Trail Ludlam Trail	Biscayne-Everglades Greenway	South Dade Trail Ludlam Trail
E+C Expansion	SW 64 St SW 56 St	315 316	0.8 1.0		Unprotected Bike Lane	SW 67 Ave
E+C Expansion E+C Expansion		316 317	1.0 0.5	Separated Paved Path Proposed Cap	Unprotected Bike Lane	SW 67 Ave SW 184 St
	Caribbean Blvd			Proposed Gap Unprotected Bike Lane	Unprotected Bike Lane Proposed Cap	
E+C Expansion	Franjo Rd Cutler Drain Canal	318	1.7	•	Proposed Gap	SW 184 St SP 821 & Southland Mall Station
E+C Expansion	Cutler Drain Canal	319	0.3	Proposed Gap	Unprotected Bike Lane	SR 821 & Southland Mall Station

#### Limits To

#### **Connection Type**

SW 56 St SR 976/SW 40 St Underline/M-Path Underline/M-Path Briar Bay Linear Park Path SR 990/SW 104 St South Dade Trail SR 990/SW 112 St d) 312 ft South of SR 94/SW 88 St SW 104 St SW 77 Ave SW 124 St SW 72 Ave SW 67 Ave Old Cutler Bike Path Old Cutler Bike Path Underline/M-Path South Dade Trail SW 122 Ave SW 184 St South Dade Trail Old Cutler Bike Path Black Creek Trail (Along C1 Canal) SW 200 St SR 821/Florida Turnpike Overpass Cutler Ridge Skate Park South Dade Trail SW 163 Ave SW 288 St SW 122 Ave 260 ft East of SW 132nd Ave Old Dixie Hwy Briar Bay Linear Park Path South Dade Trail SW 152 St SW 168 St SW 82 Ave SW 160 St Franjo Rd SW 92 Ave Black Creek Trail SW 248 St SW 268 St SW 112 Ave Old Cutler Rd Busway Waldin Dr Card Sound Rd Ludlam Trail SW 224 St SW 136 St Mowrey Canal SW 62 Ave SR 959/SW 57 Ave SW 87 Ave Old Cutler Rd Caribbean Blvd

Point of Interest Point of Interest County Connector County Connector Point of Interest Point of Interest

#### Table 3-9: Proposed Bicycle Network Summary

<b>Gap Type</b>	Facility	ID	Length	Origin	Destination	Limits From	
E+C Expansion	Tropical Park	321	0.3	Proposed Gap	Proposed Gap	SW 82 Ave	
E+C Expansion	SW 344 St	323	2.8	Krome Path	Homestead Sport Complex	SR 997/Krome Ave	
E+C Expansion	SW 137 Ave	324	0.8	Bike Lane	Unprotected Bike Lane	SW 272 St	
E+C Expansion	SW 147 Ave	325	0.5	Mowery Canal Path	Homestead Hospital	Baptist Way	
E+C Expansion	SW 62 Ave	327	0.3	Underline/M-path	TBD	US 1/S Dixie Hwy	
Greenway to E+C	SMART Trail Q	344	3.0	Paved Path	South Dade Trail	SW 104 St	
E+C Expansion	SW 216 St	345	1.0	Bike Lane (Upcoming)	Bike Lane (Upcoming)	SW 137 Ave	
Greenway to E+C	SR 959/SW 57 Ave / Red Road	348	0.3	Bike Lane	M-Path/Underline	SW 64 St / Brescia Ave	
Greenway to E+C	Colonial Drive Park and SW 107 Ct	356	0.6	Separated Paved Path	Bike Lanes	SW 160 St	
Greenway to Greenway	SW 152 Ave	357	0.3	Bike Lane	Proposed Trail	SW 312 St	
	SR 986/SW 72 St	376	1.7			SW 87 Ave	
Greenway to Connection	SW 57 Ave	406	0.3	Snapper Creek Trail	Proposed Gap	SW 84 St	
Greenway to Connection	SW 84 St	407	0.5	Proposed Gap	Our Lady of Lourdes Academy	SW 57 Ave	
Greenway to Greenway	SW 88 St	408	0.9	Snapper Creek Trail (Segment B)	Old Cutler Trail	SW 57 Ave	
Greenway to Connection	SW 57 Ave	409	1.0	M-Path / Underline	Proposed Gap	S Dixie Hwy / US-1	
Greenway Alignment	Old Cutler Rd	459	0.9	Old Cutler Trail	Old Cutler Trail	SW 57 Ave	
Greenway to Greenway	SW 104 St	463	2.3	South Dade Trail	Old Cutler Trail	South Dade Trail	
Proposed Connector	Ludlam Trail	543	6.4	N/A	N/A	US 1/S Dixie Hwy	
Existing Connector	Krome Path - SR 997/Krome Ave	545	18.6	N/A	N/A	Miccosukee Link - US 41/SW 8 St	
Existing Connector	Black Creek Trail	550	3.7	N/A	N/A	SW 137 Ave	1
Existing Connector	South Dade Trail	571	19.4	N/A	N/A	South Dadeland Station	
Existing Connector	Underline/M-Path	572	9.6	N/A	N/A	Miami River	
Proposed Connector	NW 1 Ave	573	1.3	N/A	N/A	SW 296 St	
Proposed Connector	SR 94/SW 88 St/Kendall Drive - includes SMART Trails D	589	10.7	N/A	N/A	SR 997/Krome Ave Path	
Proposed Connector	FPL Row and Various Roadways	592	18.4	Separated Paved Path	Old Cutler Trail	Fontainebleau Path/US 41/SW 8 St	
Proposed Connector	Krome Path - SW 296 St	593	0.1	N/A	N/A	NW 1 Ave	
Proposed Connector	NW 5 St	594	0.1	N/A	N/A	NW 1 Ave	
Proposed Connector	NW 2 Ave	595	0.3	N/A	N/A	NW 5 St	
Proposed Connector	Biscayne Everglades Greenway - Mowry Dr	596	0.3	N/A	N/A	NW 2 Ave	
	SW 136 St	633	0.1			SW 67 Ct	
	SW 137 Ave	635	1.2			SW 181 Ter	
	SW 216 St	636	1.3			Old Cutler Rd	
	SW 216 St	640	4.0			SR 997/Krome Ave	
	SW 288 St	641	0.6			SR 997/Krome Ave	

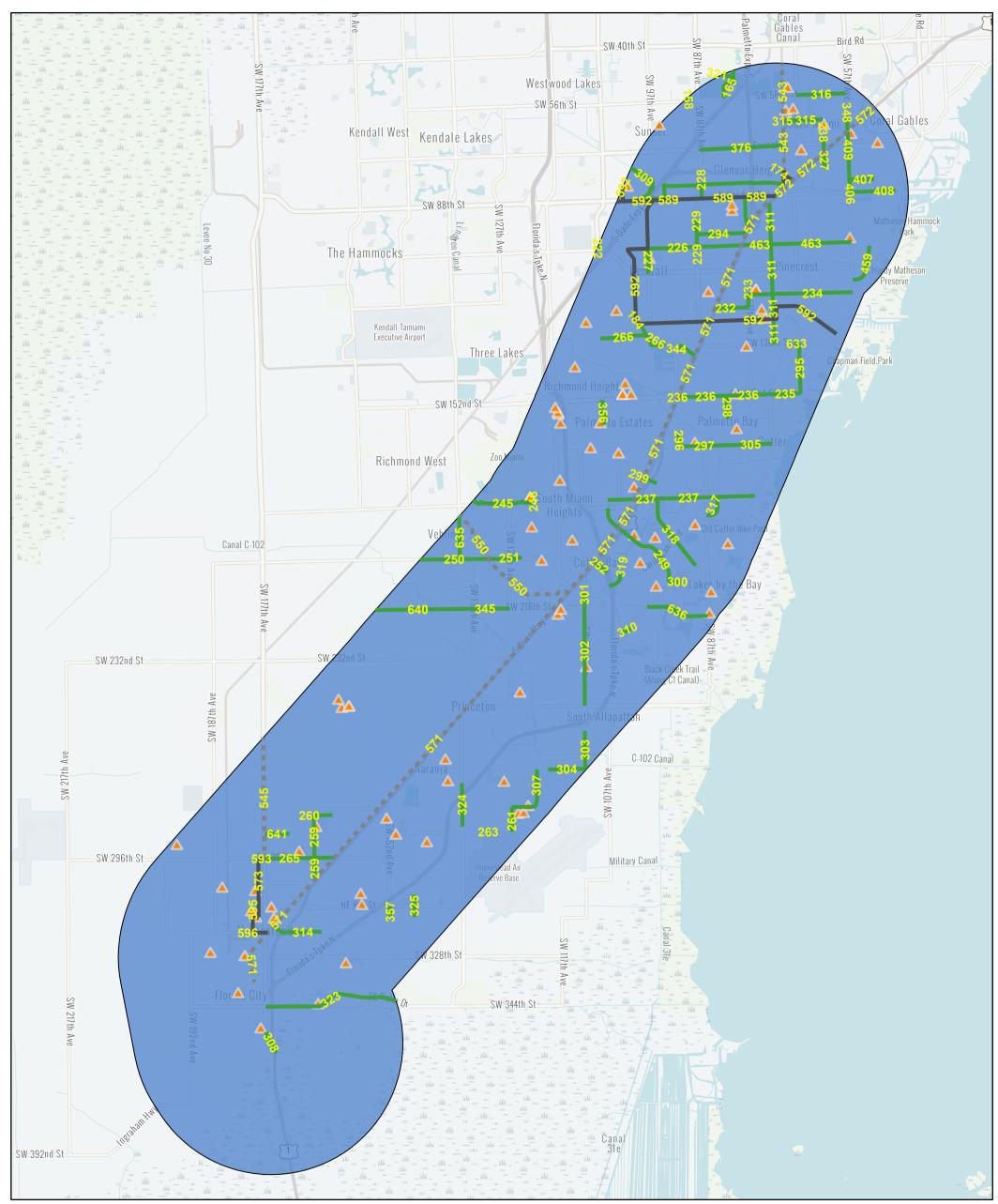
#### Limits To

#### **Connection Type**

Park Main Road SW 152 Ave 160 ft S of SW 285 Ter Mowrey Canal SW 80 St South Dade Trail SW 127 Ave US-1 SW 152 St Biscayne Everglades Greenway Ludlam Trail Snapper Creek Trail SW 52 Ave Old Cutler Rd SW 84 St SW 105 St Old Cutler Trail Perimeter Trail/ NW 12th St SW 248 St W Davis Pkwy South Dadeland Station NW 5 St South Dade Trail Old Cutler Road/Trail SR 997/Krome Ave NW 2 Ave Mowry Dr South Dade Trail SW 67 Ave SW 200 St SW 87 Ave SW 137 Ave McMinn Rd

Point of Interest Existing/Funded County Connector Existing/Funded County Connector South Dade Trail - US 1/S Dixie Hwy Existing/Funded County Connector Existing/Funded County Connector Existing/Funded County Connector Point of Interest Point of Interest Point of Interest Point of Interest Point of Interest

### Exhibit 3-8: FDOT Proposed Bicycle Network



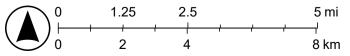
#### LEGEND

#### Point of Interest

County Connector

- Existing/Funded County Connector
  - Public Schools (3.0 Mile Radius)
    - South Dade Trail (3.0 Mile Radius)

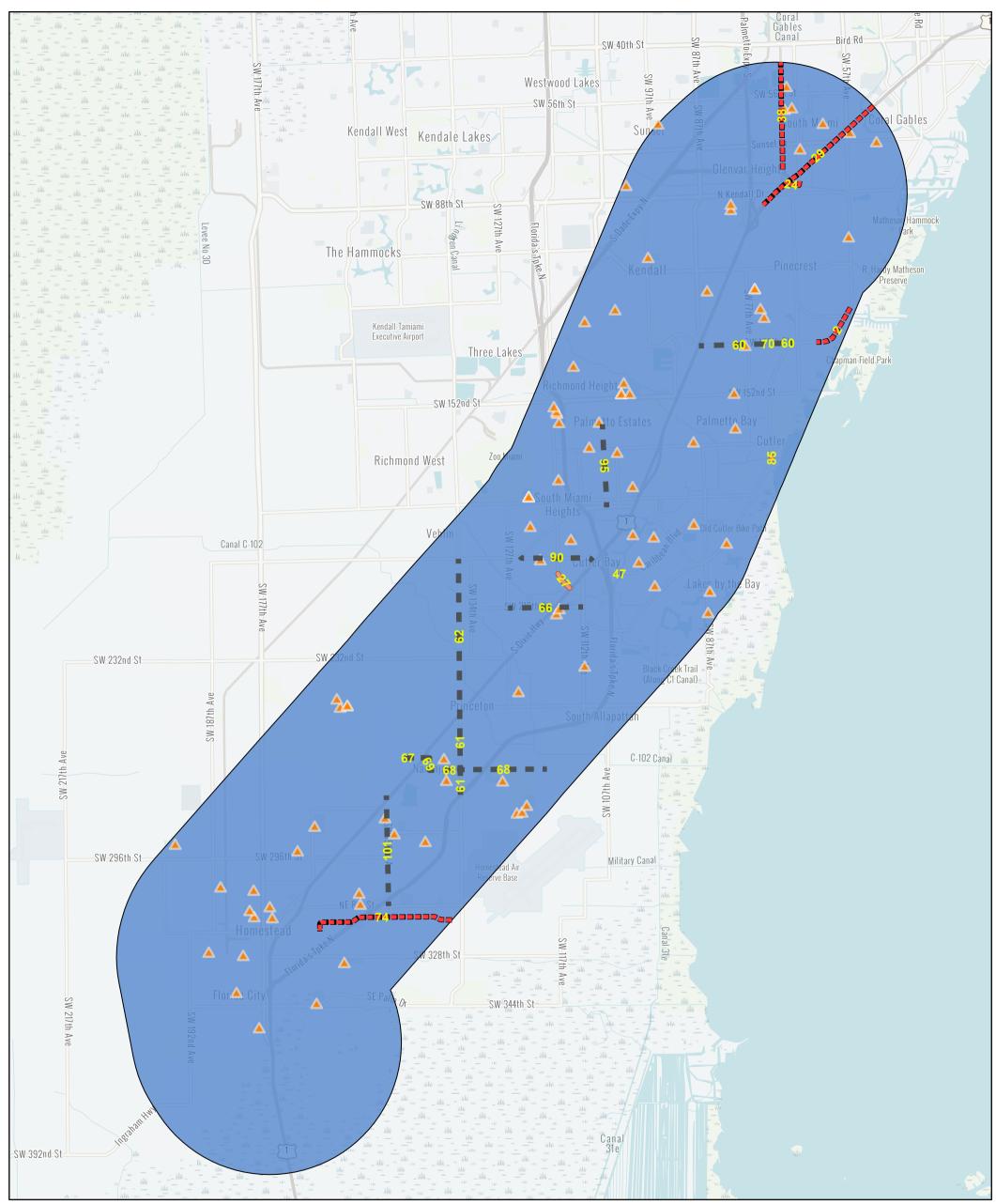
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#### Table 3-10: Upcoming Bicycle Network Summary

MPO Project	Agency Project	ID	Street/Name	Limits From	Limits To	Segment Length	Connection Type	On-Road or Off-Road
DT2512656	2512656	2	Old Cutler Trail	From Sw 136 St / Sw 63 Ave	e Cartagena Plaza	1.07	Trail	Off-Road Facility
DT4416391	4416391	24	Snapper Creek trail Segment B - Phase 1	US 1/S Dixie Highway	SW 84 Street	0.28	Trail	Off-Road Facility
DT4416411	4416411	27	Roberta Hunter Park - South Dade Trail Connection	SW 208 Street	South Dade Trail	0.38	Paved Path	Off-Road Facility
PW0001041	0001041	29	Underline	Dadeland South	Miami River	9.61	Trail	Off-Road Facility
DT4166601	4166601	38	Ludlam Trail	Dadeland North	Nw 12 Street	6.35	Trail	Off-Road Facility
DT4460701	4460701	43	City of Homestead - Downtown Pedestrian Access	S Flagler Avenue	NW 4 Street	0.35	Sidewalk/Intersection Improvements	G Off-Road Facility
DT4468241	4468241	46	University of Miami - Bike Safe Middle School Clubs	At Various Locations		0.42	Public Outreach	Off-Road Facility
Not Listed In TIP	Not Listed In TIP	47	Caribbean Blvd	SW 103 Avenue	SW 103 Court	0.09	Bike Lane	On-Road Facility
PW000875	000875	60	SW 136 Street	US-1	Old Cuttler Road	2.03	Bike Lane	On-Road Facility
PW0001114	0001114	61	SW 137 Avenue	HEFT	US-1	1.64	Bike Lane	On-Road Facility
PW000993	000993	62	SW 137 Avenue	US-1	SW 200 Street	3.18	Bike Lane	On-Road Facility
PW000722	000722	66	SW 216 Street	127 Avenue	SW 112 Avenue	1.54	Bike Lane	On-Road Facility
PW0000215	0000215	67	SW 264 Street	SW 147 Avenue	US-1	0.27	Bike Lane	On-Road Facility
PW0000149	0000149	68	SW 268 Street	SW 139 Avenue	SW 119 Avenue	2.03	Bike Lane	On-Road Facility
PW0000215	0000215	69	SW 268/264 Street	SW 147 Avenue	SW 139 Avenue	1.16	Bike Lane	On-Road Facility
Not Listed In TIP	Not Listed In TIP	70	SW 136 Street	SW 72 Avenue	SW 70 Avenue	0.13	Bike Lane	On-Road Facility
		74	Biscayne-Everglades Greenway	SW 320 St	SW 137 Ave	3.21	Trail	Off-Road Facility
		90	SW 200th St	Quail Roost Dr	US1	0.00	Bike Lane	
		95	SW 107 Ave	SW 160 St	Quail Roost Dr / SR 994	4 0.00	Bike Lane	
		101	SW 152 Ave	US-1/S Dixie Highway	SW 312 St	2.25	Bike Lane	On-Road Facility

### Exhibit 3-9: FDOT Upcoming Bicycle Network



#### LEGEND

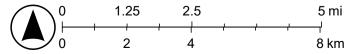
Bike Lane

Trail

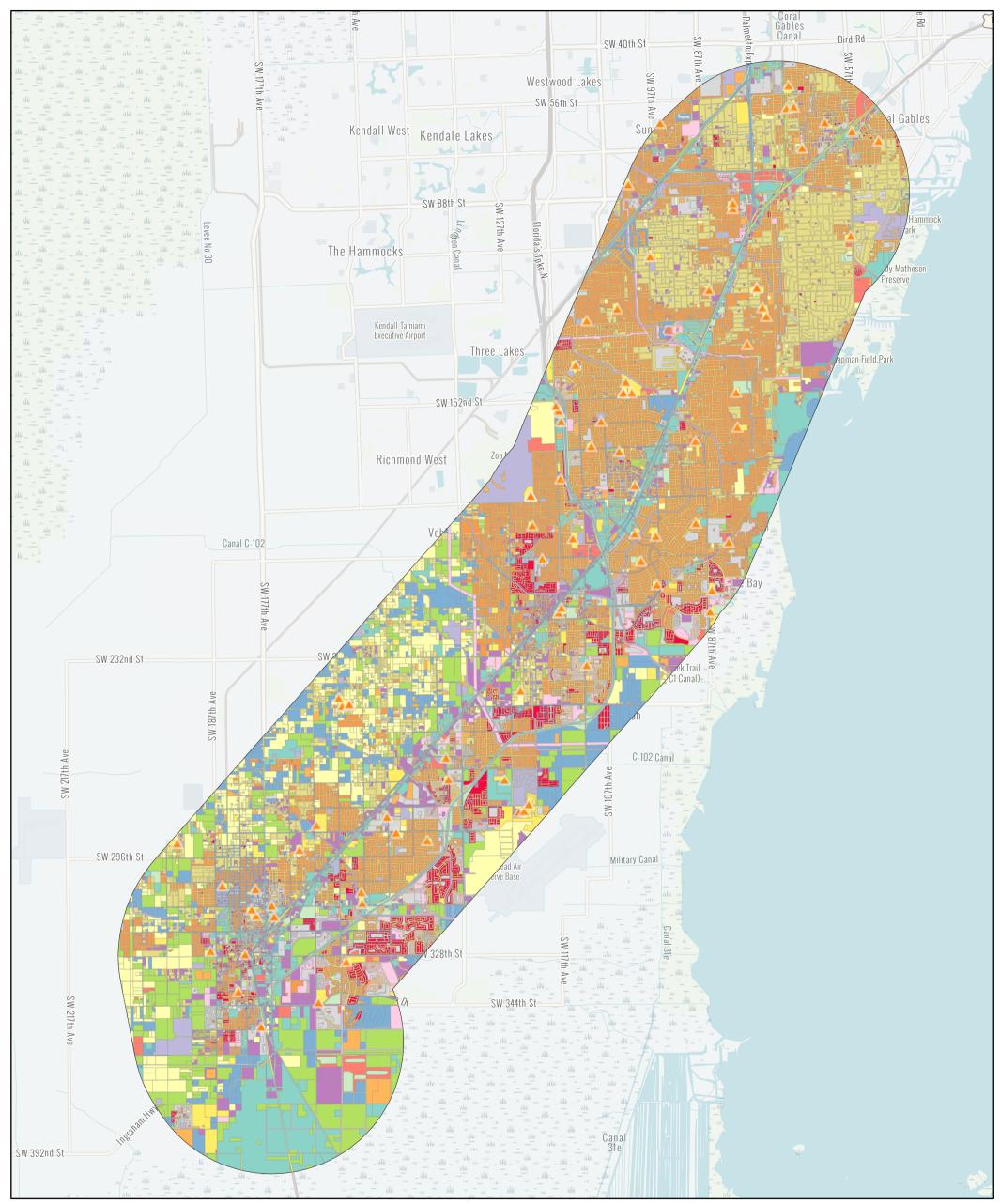
Paved Path

- Public Schools (3.0 Mile Radius)
  - South Dade Trail (3.0 Mile Radius)

1:130,000



#### Exhibit 3-10: Land Use Map



#### LEGEND

A Public Schools (3.0 Mile Radius)

- Land Use
   Single-Family, High Density (Over 5 DU/Gross Acre, other than Townhouses, Duplexes and Mobile Homes).
- Single-Family, Med.-Density (2-5 DU/Gross Acre).
- Single-Family, Low-Density (Under 2 DU/Gross Acre).
- Street right-of-way and entrance features both public and private, and utility easements.
- Vacant, Non-Protected, Privately-Owned.
- Streets and Roads, except Expressways and Private Drives.
- Two-Family (Duplexes).
- Townhouses.
- Sales and Services (Wholesale facilities, Spot commercial, strip commercial, neighborhood shopping centers/plazas). Excludes office facilities.
- Highways and Expressways right-of-way and associated open and landscaped areas excluding paved expressways and ramps.

#### Groves.

- Multi-Family, Low-Density (Under 25 DU/Gross Acre).
- Private Recreational Facilities Associated with private Residential Developments, except marinas/yacht basins,
- Plant Nurseries (Includes Sod Farms and Ornamental Nurseries).
- Row and Field Cropland.

- Office Building.
- Houses of Worship and Religious, and associated uses (parking,
- Vacant Government owned or controlled.
- Rivers and Canals.(Water)
- Canal right-of-way.
- Industrial Intensive, heavy-light manufacturing, and warehousing-
- Private Drives.
- Private Schools, Including Playgrounds (K-12, Vocational Ed., Day
- Inland water bodies (Lakes, Watercourses) associated with
- Nursing homes, Assisted living facilities, and Adult congregate
- Paved Highways, Expressways and Ramps.
- Vacant, Protected, Privately-Owned. Proposed and designated EEL
- Governmental/Public Administration (Other than Military or Penal).
- Other inland water bodies (Lakes, Ponds, Watercourses other than
- Public Schools, Including Playgrounds (K-12, Vocational Ed., Day
- Coastal Water (Bay only) within the Biscayne Bay Urban Aquatic
- Recreational Vehicle Parks/Camps.

#### 1:130,000

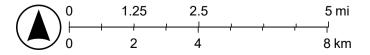
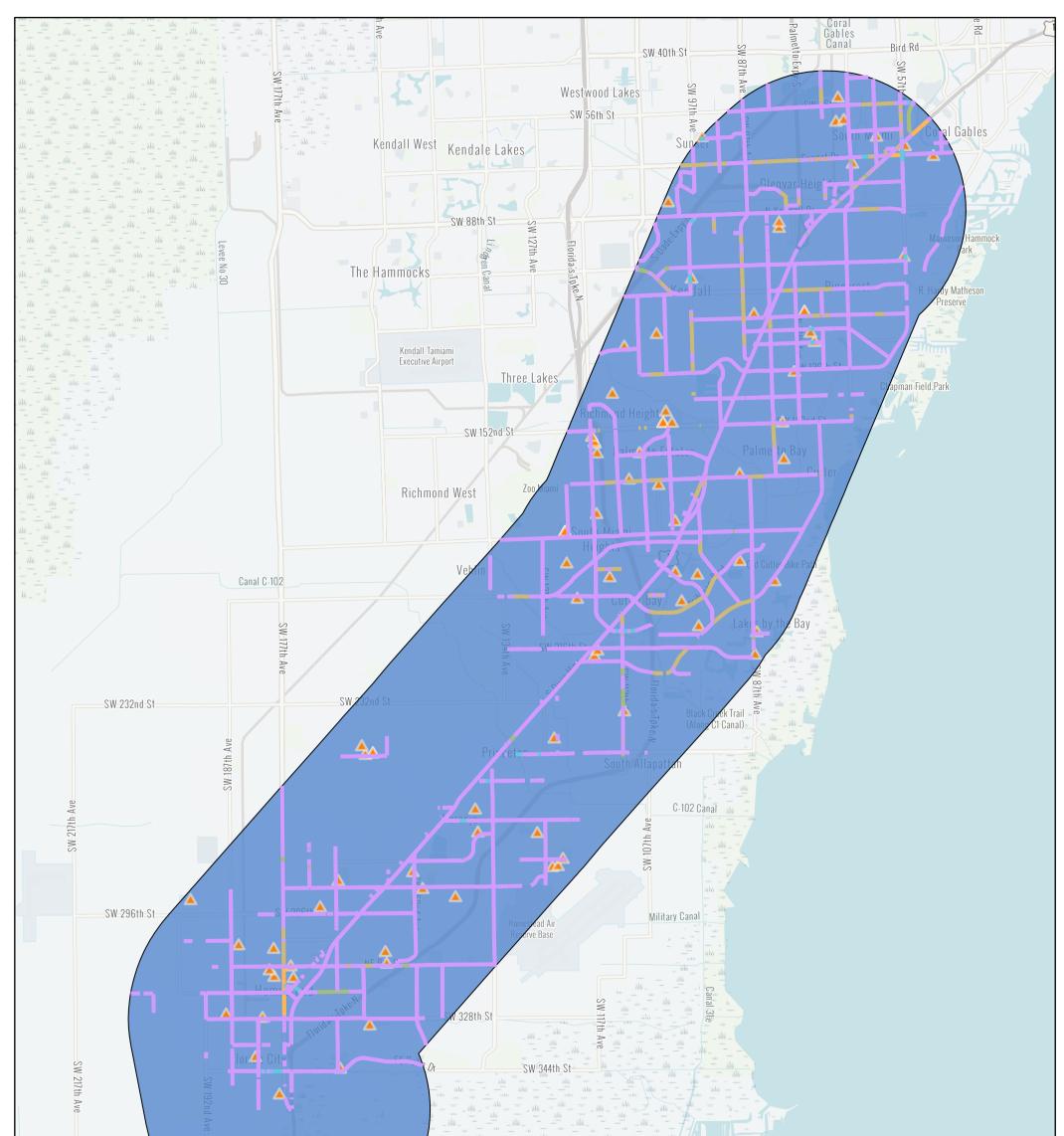


Exhibit 3-11: Sidewalk Barrier Map





#### LEGEND

#### 0: No Barrier

- 1: On-street parking lane
- 2: Trees, planters, utility, etc.
- 3: Both 1 and 2
- 4: Guardrail, etc.
- A Public Schools (3.0 Mile Radius)



1:130,000

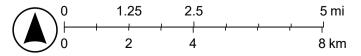
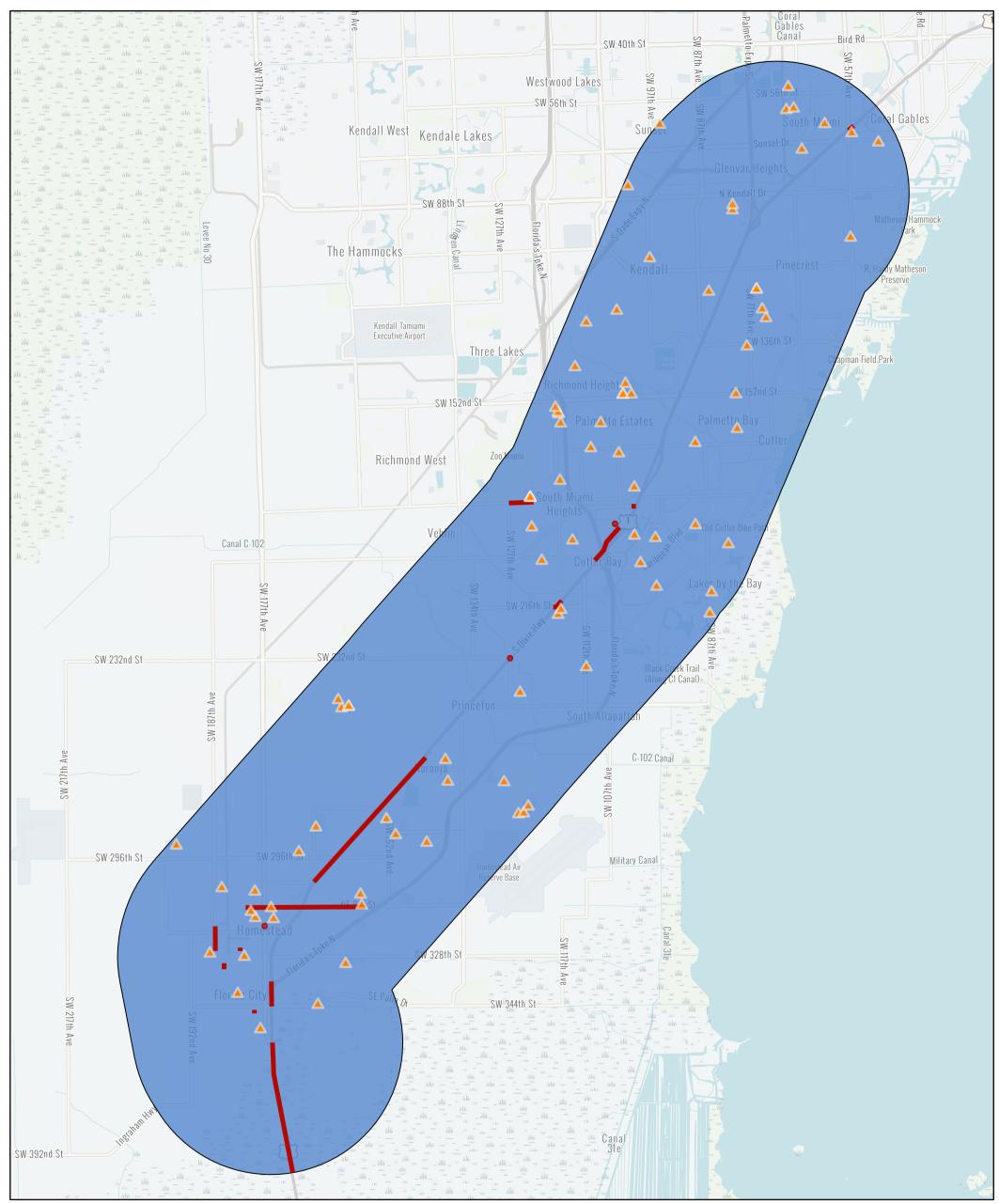


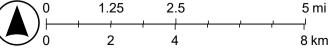
Exhibit 3-12: Vision Zero Top 100 Intersections Map



#### LEGEND

- Public Schools (3.0 Mile Radius)
  - Intersections Top 100 (3.0 Mile Radius)
  - Segments Top 100 (3.0 Mile Radius)
  - South Dade Trail (3.0 Mile Radius)

1:130,000 1.25 2.5



#### APPENDIX B: COST ESTIMATE BREAKDOWN

Enhancements to SRTS along the South Dade Trail Feasibility Study Work Order No. 48 Short -Term Cost Estimates

Element	Pay Item No.	Description	Quantity	Unit	Unit Cost		Total Cost	Notes
Pavement markings	711 16231	Thermoplastic, standard-other surfaces, yellow, skip 6"	20	GM	\$ 1,992.	.1 \$	39,842.20	yellow skip
SUP Stop Signs	700 1 11	Single post sign, F&I ground mount, up to 12 SF	92	AS	\$ 538.	9 \$	49,577.88	assume 46 intersection crossings x 2 signs each intersection
Wayfinding signage (schools/landmarks)	700 1 11	Single post sign, F&I ground mount, up to 12 SF	20	AS	\$ 538.	9 \$	5 10,777.80	assume 1 sign every mile = 20 signs
"You Are Here" Signs			20	EA	\$ 800.0	0 \$	5 16,000.00	assume 1 every 1 miles = 20 signs
Landscaping	580 1 1		6000	EA	\$ 16.0	0 \$	96,000.00	assume 300 shrubs per mile x 20 = 6000
Lanuscaping	581 1 2		2000	EA	\$ 1,500.0	0 \$	3,000,000.00	assume 100 trees per mile x 20 = 2000 trees
Ped/Bike Counters			10	EA	\$ 12,000.	0 \$	120,000.00	assume 1 every 2 miles = 10 counters
Mill Existing SUP (1")	0327 70 1	Milling Existing Asphalt Pavement, 1" Avg Depth	117333	SY	\$ 4.3	4 \$	509,225.22	assume 20 miles x 10 ft path
Resurface Existing SUP (1")	0334 1 12	Superpave Asphaltic Conc, Traffic B	6453	ΤN	\$ 166.3	4 \$	1,073,392.02	assume 20 miles x 10 ft path, 110 lb/yd2 for 1" SP
					Total	\$	4,914,815.12	

lighting	18' Acorn Decorative Pole Bollard Lighting		9,500.00\$ 13,870,000.001 pole every 72'2,100.00\$ 14,784,000.001 bollard every 15'
Short-Term Improveme	ents Cost Estimate		
Proposed Improvement	Estimated Cost		

Proposed Improvement	Estimated Cost
Milling and Resurfacing	\$1,600,000.00
Pavement Markings	\$40,000.00
Landscaping	\$3,100,000.00
Wayfinding Signage	\$11,000.00
Location "You are here" Maps	\$16,000.00
Bicycle Stop Signs	\$50,000.00
Bike/Ped Counters	\$120,000.00
Total Estimated Cost	\$4,937,000.00

Element	Pay Item No.	Description	Quantity	Unit	Unit Cost	Total Cost	Notes
Water Fountains		Water Fountains	7	EA	\$ 6,400.00	\$ 44,800.00	7 stations located near transit staions and parking lots
Trash Bins		Trash & Recycling Receptables	71	EA	\$ 2,200.00	\$ 156,200.00	1 bins at every access point (31) and park bench (40)
Rest Area Benches		Rest Area Benches	40	EA	\$ 2,100.00	\$ 84,000.00	1 bench every half mile
Bike Share Stations		Bike Share Stations	30	EA	\$ 5,000.00	\$ 150,000.00	30-bike programs with 3 bike stations
Bike Repair Stations		Bike Repair Stations	7	EA	\$ 2,500.00	\$ 17,500.00	7 stations located near transit staions and parking lots
Roundabout/Trail Heads - Minor		Roundabout/Trail Heads - Minor	3	EA	\$ 250,000.00	\$ 750,000.00	assumed 3 minor trail heads
Roundabout/Trail Heads - Major		Roundabout/Trail Heads - Major	3	EA	\$ 1,000,000.00	\$ 3,000,000.00	assumed 3 major trail heads
lighting		18' Acorn Decorative Pole	1,460	AS	\$ 9,500.00	\$ 13,870,000.00	1 pole every 72'
ighting		Bollard Lighting	7,040	AS	\$ 2,100.00	\$ 14,784,000.00	1 bollard every 15'
South Dade Trail Widening	0334-1-12	SuperPave Asphaltic Friction Course, Traffic B	6,453	TN	\$ 166.24	\$ 1,072,796.59	
South Dade Trail Widening	285705	Optional Base Group 5	58,667	SY	\$ 28.95	\$ 1,698,400.10	
South Dade Trail Widening	160-4	Type B Stabilizaton	58,667	SY	\$ 0.21	\$ 12,320.00	
South Dade Trail Widening	711-162-231	Thermoplastic, standard-other surfaces, yellow, skip 6"	20	GM	\$ 1,992.11	\$ 39,842.20	
					Total	\$ 35,679,858.89	

Mid-Term Improvements Cos	st Estimate
Proposed Improvement	<b>Estimated Cost</b>
Water Fountains	\$44,800.00
Trash Bins	\$156,200.00
Rest Area Benches	\$84,000.00
Bike Share Stations	\$150,000.00
Bike Repair Stations	\$17,500.00
Roundabout/Trail Heads - Minor	\$750,000.00
Roundabout/Trail Heads - Major	\$3,000,000.00
Lighting - 18' Acorn Decorative Pole	\$13,870,000.00
Lighting - Bollard Lighting	\$14,784,000.00
South Dade Trail Widening	\$2,823,358.89
Total Estimated Cost	\$35,679,858.89

Element	Pay Item No.	Description	Quantity	Unit	l	Jnit Cost	Total Cost	Notes
On-Street Bike Lanes	0337-7-81	Asphalt Friction Course	13552	TN	\$	211.50	\$ 2,866,248.00	
On-Street Bike Lanes	0334-1-12	Type SP Structural Course	22586.6	TN	\$	166.24	\$ 3,754,796.38	
On-Street Bike Lanes	285711	Optional Base Group 11	164266.67	SY	\$	37.57	\$ 6,171,498.79	
On-Street Bike Lanes	160-4	Type B Stabilization	164266.67	SY	\$	0.21	\$ 34,496.00	
East/West Connectivity Routes		East/West Connectivity Routes	4	EA	\$ 1	,000,000.00	\$ 4,000,000.00	connect to facitlities such as transit stops and services
Speed Tables	0337-7-81	Asphalt Friction Course	170.94	TN	\$	211.50	\$ 36,153.81	2.22 TN per location, 77 locations
Speed Tables	0334-1-12	Type SP Structural Course	514.36	TN	\$	166.24	\$ 85,507.21	6.68 TN per location, 77 locations
Connection to the Underline			1	EA	\$	750,000.00	\$ 750,000.00	
Connectivity to Schools within 3-mi Radius			77	EA	\$	500,000.00	\$ 38,500,000.00	
						Total	\$ 56,198,700.19	

Long-Term Improvements Cost E	Long-Term Improvements Cost Estimate					
Proposed Improvement	<b>Estimated Cost</b>					
On-Street Bike Lanes	\$12,827,039.18					
East/West Connectivity Routes	\$4,000,000.00					
Speed Tables	\$121,661.02					
Connection to the Underline	\$750,000.00					
Connectivity to Schools within 3-mi Radius	\$38,500,000.00					
Total Estimated Cost	\$56,198,700.19					

#### APPENDIX C: PROJECT STAKEHOLDER COORDINATION

# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL

TO SOUTH NORTH SOUTH

### KICK-OFF MEETING MAY 19<sup>TH</sup>, 2023



Miami-Dade Transportation Planning Organization

# Agenda

- Introductions
- Project Objective
- Project Limits
- Feasibility Study Methodology and Tasks
- Project Schedule
- Next Steps





2





The purpose of this Study is to:

- Review bicycle and pedestrian access needs from public schools in the South Miami-Dade area to the South Dade Trail from Dadeland to Florida City, and
- Assess the current "Safe Routes to School" (SRTS) program's ability to address the identified needs





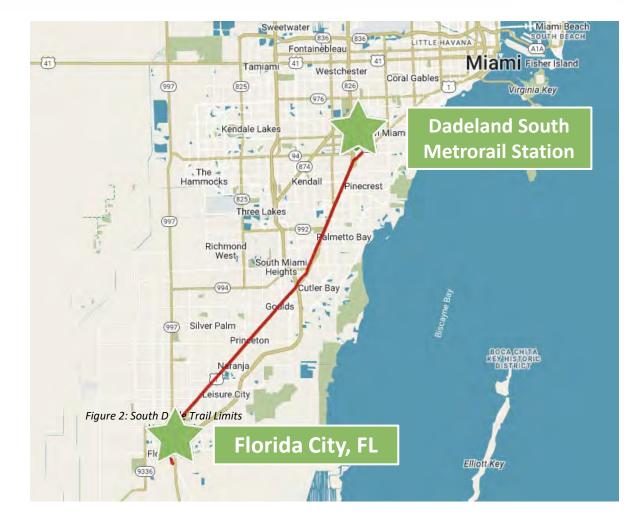
Figure 1: South Dade Trail at Dadeland South



### **Project Limits**

### South Dade Trail

- 20-mile shared use path along the South Dade Transit Way
- South Dade Trail offers opportunities for improvement to include enhanced bicycle and pedestrian features to make it safer to access the facility.
- The South Dade Trail connects communities from South Miami-Dade County with many schools and parks nearby.



# Feasibility Study Methodology



Connectivity is a key factor to qualify for possible future funding. The Project Team will perform the following:

- Analysis of current Miami-Dade County SRTS, bicycle/pedestrian, and Vision Zero efforts for the period of 2017-2022
- Provide recommendations that will enhance and support future programming of connections to the South Dade Trail from neighboring schools
- Assess how to amend the SRTS program to include trail connections as eligible criteria to address system gaps



# Task 1: Literature Review and Data Gathering



- 1. Miami-Dade TPO Bicycle/Pedestrian Studies
- 2. Safe Routes to School Applications in the area
- 3. Examples of Best Practices:
  - 2045 Bicycle Pedestrian Master Plan (2019)
  - Atlanta BeltLine Best Practices for School District Collaboration
  - FDOT District 6 Bicycle Connectivity Network Assessment
  - Miami-Dade County Vision Zero Plan (2018 and 2023)
  - Miami-Dade County PROS Safe Routes to Parks
  - Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)
  - TPO Public Easement Bicycle/Pedestrian Network Plan (2018)
  - Safe Routes to School Infrastructure Analysis Reports
  - All previous five-year TPO and Department of Transportation and Public Works (DTPW) studies along US-1 between SR 94/Kendall Drive and SW 344th Street/Palm Drive, including the SMART South Dade TransitWay corridor.
  - TPO SMART Street Transportation Enhancements Program (STEP)
  - TPO Transportation Alternatives Program applications





### Task 2: School Site Analysis



### Preliminary List of MDCPS within 3-mile radius include:

- 1. Bel-Aire Elementary School
- 2. Cutler Ridge Elementary School
- 3. Lincoln Marti School
- 4. Ethel F. Beckford/ Richmond Elementary School
- 5. Pine Lake Elementary School
- 6. Pine Villa Elementary School
- 7. Miami Heights Elementary School
- 8. Robert Russa Moton Elementary School
- 9. South Miami Heights Elementary
- 10. Gulfstream Elementary School
- 11. Whispering Pines Elementary
- 12. Colonial Drive Elementary School
- 13. Miami South Ridge Senior Highschool
- 14. Dr. Edward L. Whigham Elementary School
- 15. Dr. Henry E. Perrine Academy Of The Arts (Elementary)
- 16. Goulds Elementary School
- 17. Miami Heights Elementary School
- 18. South Miami Heights Elementary School
- 19. Sunset Campus Pre-school and Elementary school

- 20. South Miami Middle Community School 21. South Miami Elementary School 22. South Miami K-8 Center 23. Sunset Pre-School and Elementary School 24. Ludlam Elementary School 25. Kenwood K-8 Center 26. Pinecrest Elementary School 27. Vineland k-8 center Elementary School 28. Coconut Palm K-8 Academy(MS) 29. Peskoe Elementary School 30. William A. Chapman 31. Neva King Cooper Educational Center (Pre-K-12 School) 32. Air Base K-8 Center 33. Caribbean K-8 Center (ES) 34. Leisure City K-8 Center (MS) 35. Campbell Drive K-8 Center 37.Cutler Ridge Middle school 38. Redland Elementary School 39. Redland Middle School
- 40. Palmetto Elementary School
- 41. Howard Drive Elementary School
- 42. Florida City Elementary School
- 43. Somerset Academy Bay
- 44. Riviera Schools
- 45. Kendale elementary school.
- 46. Vineland K-8 center Elementary School
- 47. Miami Killian Senior High School
- 48. Leewood K-8 Center
- 49. Mandarin Lakes K-8 Academy
- 50. West homestead Elementary School
- 51. Homestead Middle School
- 52. Homestead Senior High School

# Task 2: School Site Analysis



Provide potential connections between the South Dade Trail and neighboring Miami-Dade Public Schools.

- 1. Gap Analysis to identify connectivity methods
- 2. Provide potential routes based on characteristics such as :
  - Need
  - Right of Way
  - Estimated Planning Level Cost
- 3. Identify viable bicycle and pedestrian connections
- 4. Perform Historical Crash Analysis
- 5. Perform Field Visits



### Task 3: Recommendations and Next Steps



- Review applications for both FDOT's SRTS and TPO's transportation alternatives programs
- Provide policy recommendations for potential SRTS program expansion and connectivity routes



Identify short-, mid-, and longterm recommendations

Planning level cost estimates

SAFE BOUTES	FLORIDA'S SAFE ROUTES TO SO INFRASTRUCTURE APPLICAT	CHOOL
SECTION 1 - SCHOOL, APPLI	CANT, MAINTAINING AGENCY &	M/TPO INFORMATION
Florida's Safe Routes to School Progra project is built. It is also responsible for responsible for entering into a Local Ag	promoting safe walking and biking to and fre ancy Program (LAP) agreement with the FD ign and/or construct it, but the Maintaining A	s surveys and student tallies before and after the om school. The Maintaining Agency is generally
	SCHOOL INFORMATION	
SCHOOL NAME: American Senior	r High	
SCHOOL ADDRESS: 18350 NW	67th Avenue	
COUNTY: Miami-Dade	CITY: Hialeah	ZIP: 33015
TYPE: High	YEAR BUILT: 1976	CONGRESSIONAL DISTRICT: 24
PRINCIPAL'S NAME: Mr. Steph		
PHONE #: (305) 577-3770	(Printed) EMAIL: stephe	enpapp@dadeschools.net
PRINCIPAL'S SIGNATURE: STEPHER	phen Papp	<sub>DATE:</sub> Jan 20, 2023
	APPLICANT INFORMATION	16
APPLICANT: Luis E. Diaz	TITLE: Chief	Operating Officer, District Operations
NAME OF APPLICANT AGENCY	ORGANIZATION: Miami-Dade County	Public Schools
APPLICANT AGENCY/ORGANIZA	ATION TYPE: School Board	100 C C C C C C C C C C C C C C C C C C
APPLICANT: Luis E. Diaz	TITLE: Chief O	perating Officer. District Operations
	d Avenue, STE 906	
MAILING ADDRESS: 1450 NE 2nd		DA ZIP: 33132
CITY: Miami	STATE: FLORI	
And the second second		1@dadeschools.net
CITY: Miami PHONE #: (305) 995-1169 Luir Diaz SIGNATURE: International Autoretion	E-MAIL: Idiaz2	1@dadeschools.net DATE: Jan 24, 2023
CITY: Minmi PHONE #: (305) 995-1169 SIGNATURE: Lettis Diaz SIGNATURE: Lettis Diaz	E-MAIL: Idiaz2	<sub>DATE:</sub> Jan 24, 2023

### Task 4: Project Coordination and Management



Coordination with transportation partner agencies:

- 1. Kick-Off Meeting
- 2. Monthly Project Team Meetings
- 3. Project Working Group (PWG) Meetings
- 4. Meeting with TPO Governing Board, Committees and Board Member Briefings



FDOT













Task Name	Days	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024
Task 1 Literature Review	60							- i		
Task 2 School Site Analysis	75									
Task 3 Recommendations & Next Steps	90									
Task 4 Project Coordination & Management	270									
Estimated Total Duration		-				9 month	s —			



attest

TO SOUTH NORTH SOUTH

NO

Miami-Dade Transportation Planning Organization

KEVIN C. WALFORD MIAMI DADE TPO PROJECT MANAGER KEVIN.WALFORD@MDTPO.ORG





STEPHANIE ROMERO, PE CONSULTANT PROJECT MANAGER SROMERO@BCCENG.COM

### Questions





# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL

TO SOUTH NORTH SOUTH

### PROJECT WORKING GROUP MEETING NO. 01 SEPTEMBER 13, 2023



Miami-Dade Transportation Planning Organization

## Agenda

- Introductions
- Project Objective
- Project Limits
- Feasibility Study Methodology and Tasks
- Project Schedule
- Next Steps







### Project Objective

The purpose of this Study is to:

- Review bicycle and pedestrian access needs from public schools in the South Miami-Dade area to the South Dade Trail from Dadeland to Florida City, and
- Assess the current "Safe Routes to School" (SRTS) program's ability to address the identified needs





Figure 1: South Dade Trail at Dadeland South



### **Project Limits**

### South Dade Trail

- 20-mile shared use path along the South Dade Transit Way
- South Dade Trail offers opportunities for improvement to include enhanced bicycle and pedestrian features to make it safer to access the facility.
- The South Dade Trail connects communities from South Miami-Dade County with many schools and parks nearby.



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# Task 1: Literature Review and Data Gathering



- 1. Miami-Dade TPO Bicycle/Pedestrian Studies
- 2. Safe Routes to School Applications in the area
- 3. Examples of Best Practices:
  - 2045 Bicycle Pedestrian Master Plan (2019)
  - Atlanta BeltLine Best Practices for School District Collaboration
  - FDOT District 6 Bicycle Connectivity Network Assessment
  - Miami-Dade County Vision Zero Plan (2018 and 2023)
  - Miami-Dade County PROS Safe Routes to Parks
  - Miami-Dade County PROS Greenways and Trails Prioritization Plan (2017)
  - TPO Public Easement Bicycle/Pedestrian Network Plan (2018)
  - Safe Routes to School Infrastructure Analysis Reports
  - All previous five-year TPO and Department of Transportation and Public Works (DTPW) studies along US-1 between SR 94/Kendall Drive and SW 344th Street/Palm Drive, including the SMART South Dade TransitWay corridor.
  - TPO SMART Street Transportation Enhancements Program (STEP)
  - TPO Transportation Alternatives Program applications





### Task 2: School Site Analysis



### Preliminary List of MDCPS within 3-mile radius include:

- Bel-Aire Elementary School
   Cutler Ridge Elementary School
- 3. Lincoln Marti School
- 4. Ethel F. Beckford/ Richmond Elementary School
- 5. Pine Lake Elementary School
- 6. Pine Villa Elementary School
- 7. Miami Heights Elementary School
- 8. Robert Russa Moton Elementary School
- 9. South Miami Heights Elementary
- 10. Gulfstream Elementary School
- 11. Whispering Pines Elementary
- 12. Colonial Drive Elementary School
- 13. Miami South Ridge Senior Highschool
- 14. Dr. Edward L. Whigham Elementary School
- 15. Dr. Henry E. Perrine Academy Of The Arts (Elementary)
- 16. Goulds Elementary School
- 17. Miami Heights Elementary School
- 18. South Miami Heights Elementary School
- 19. Sunset Campus Pre-school and Elementary school

- 20. South Miami Middle Community School 21. South Miami Elementary School 22. South Miami K-8 Center 23. Sunset Pre-School and Elementary School 24. Ludlam Elementary School 25. Kenwood K-8 Center 26. Pinecrest Elementary School 27. Vineland k-8 center Elementary School 28. Coconut Palm K-8 Academy(MS) 29. Peskoe Elementary School 30. William A. Chapman 31. Neva King Cooper Educational Center (Pre-K-12 School) 32. Air Base K-8 Center 33. Caribbean K-8 Center (ES) 34. Leisure City K-8 Center (MS) 35. Campbell Drive K-8 Center 37.Cutler Ridge Middle school 38. Redland Elementary School 39. Redland Middle School
- 40. Palmetto Elementary School
  41. Howard Drive Elementary School
  42. Florida City Elementary School
  43. Somerset Academy Bay
  44. Riviera Schools
  45. Kendale elementary school.
  46. Vineland K-8 center Elementary School
  47. Miami Killian Senior High School
  48. Leewood K-8 Center
  49. Mandarin Lakes K-8 Academy
  50. West homestead Elementary School
  51. Homestead Middle School
  52. Homestead Senior High School

# Task 2: School Site Analysis



Provide potential connections between the South Dade Trail and neighboring Miami-Dade Public Schools.

- 1. Gap Analysis to identify connectivity methods
- 2. Provide potential routes based on characteristics such as :
  - Need
  - Right of Way
  - Estimated Planning Level Cost
- 3. Identify viable bicycle and pedestrian connections
- 4. Perform Historical Crash Analysis
- 5. Perform Field Visits



### Task 3: Recommendations and Next Steps



- Review applications for both FDOT's SRTS and TPO's transportation alternatives programs
- Provide policy recommendations for potential SRTS program expansion and connectivity routes



Identify short-, mid-, and longterm recommendations

4

Planning level cost estimates

SAFE EDUTES	FLORIDA'S SAFE ROUTES TO SO INFRASTRUCTURE APPLICAT	CHOOL
SECTION 1 - SCHOOL, APPLI	CANT, MAINTAINING AGENCY &	M/TPO INFORMATION
Florida's Safe Routes to School Progra project is built. It is also responsible for responsible for entering into a Local Ag	promoting safe walking and biking to and fru ancy Program (LAP) agreement with the FD ign and/or construct it, but the Maintaining A	s surveys and student tallies before and after the om school. The Maintaining Agency is generally
	SCHOOL INFORMATION	
SCHOOL NAME: American Senio	r High	
SCHOOL ADDRESS: 18350 NW	67th Avenue	
COUNTY: Miami-Dade	CITY: Hialcah	ZIP: 33015
TYPE: High	YEAR BUILT: 1976	CONGRESSIONAL DISTRICT: 24
PRINCIPAL'S NAME: Mr. Steph		
PHONE #: (305) 577-3770	(Printed) EMAIL: stepho	enpapp@dadeschools.net
PRINCIPAL'S SIGNATURE: STOP	Chen Papp	<sub>DATE:</sub> Jan 20, 2023
	APPLICANT INFORMATION	1
APPLICANT: Luis E. Diaz	TITLE: Chief	Operating Officer, District Operations
NAME OF APPLICANT AGENCY	ORGANIZATION: Miami-Dade County	Public Schools
	ATION TYPE: School Board	
APPLICANT AGENCY/ORGANIZ	and a second sec	perating Officer. District Operations
APPLICANT AGENCY/ORGANIZ APPLICANT: Luis E. Diaz	TITLE: Chief G	
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APPLICANT: Luis E. Diaz	a company of the second	DA ZIP: 33132
APPLICANT: Luis E. Diaz MAILING ADDRESS: 1450 NE 2n	d Avenue, STE 906 STATE: FLORI	DA ZIP: 33132
APPLICANT: Luis E. Diaz MAILING ADDRESS: 1450 NE 2n CITY: Miami PHONE #: (305) 995-1169 SIGNATURE: Luis Diaz SIGNATURE: Luis Diaz	d Avenue, STE-906 STATE: FLORI E-MAIL: Idiaz2	
APPLICANT: Luis E. Diaz MAILING ADDRESS: 1450 NE 2n CITY: Miami PHONE #: (305) 995-1169 SIGNATURE: Luis Diaz SIGNATURE: Luis Diaz	d Avenue, STE 906 STATE: FLORI E-MAIL: Idiaz2	DATE: Jan 24, 2023

### Task 4: Project Coordination and Management



Coordination with transportation partner agencies:

- 1. Kick-Off Meeting
- 2. Monthly Project Team Meetings
- 3. Project Working Group (PWG) Meetings
- 4. Meeting with TPO Governing Board, Committees and Board Member Briefings



FDOT













Task Name	Days	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024
Task 1 Literature Review	60							1		
Task 2 School Site Analysis	75	- 3.1								
Task 3 Recommendations & Next Steps	90									
Task 4 Project Coordination & Management	270									
Estimated Total Duration		9 months								

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TO SOUTH NORTH SOUTH

NO

Miami-Dade Transportation Planning Organization

KEVIN C. WALFORD MIAMI DADE TPO PROJECT MANAGER KEVIN.WALFORD@MDTPO.ORG





STEPHANIE ROMERO, PE CONSULTANT PROJECT MANAGER SROMERO@BCCENG.COM



### **Meeting Minutes**

### GPC VIII – Work Order No. 48

# Enhancing Safe Routes to School Program Along the South Dade Trail Feasibility Study

Location: Teams Meeting Date and Time: September 13, 2023; 10:30 am – 12:00 pm

### Attendees:

NAME	ORGANIZATION	EMAIL
Kevin C. Walford	Miami-Dade County TPO Project Manager	Kevin.Walford@miamidade.gov
Stephanie Romero, PE	BCC Engineering, LLC Consultant Project Manager	sromero@bcceng.com
Kaminer Kurt	The University of Miami, WalkSafe and BikeSafe Program	kurtkaminer@miami.edu
Aurelio Carmenates	City of South Miami	Acarmenates@southmiamifl.gov
Ryan Benton (PROS)	Miami Dade County PROS	Ryan.benton@miamidade.gov
Jesus Fuentes	Miami-Dade County TPO In-House Consultant (EXP)	Jesus.fuentes2@miamidade.gov
Hector Di Donato	Miami-Dade County TPO	Hector.DiDonato@miamidade.gov
Pedro Reynaldo	City of Homestead Park and Recreation	Preynaldo@cityofhomestead.com
Jeannine Gaslonde	Miami-Dade County TPO	Jeannine.Gaslonde@miamidade.gov

Author: Stephanie Romero, P.E.

**Purpose:** The purpose of this meeting was to introduce the Feasibility Study to the PWG and inform them of the Project Objective, Project Limits, Methodology and Tasks, Project Schedule and Next Steps.

- 1. **Project Objective** During the Study the Project Team will review bicycle and pedestrian access needs from public schools in the South Dade Trail, from Dadeland South to Florida City. They will also assess the current safe routes to the school program and the needs along the trail.
- 2. **Project Information** The trail is a 20-mile shared use path that runs along the South Dade Transit way.

- 3. **Connectivity Assessment** The Project Team biked the trail and identified the needs of the trail. The South-Dade Trail currently connects communities from South Miami Dade County with many schools and parks nearby.
- 4. Preliminary Concepts The Study Team will be analyzing the current Safe Routes to School (SRTS) and assessing the bike and pet facilities. As part of the assessment, they will identify the needs and the Vision Zero efforts that have been completed. This study will provide improvements to the trail and accommodate the needs of the students. As part of the bike audit, a lot of development adjacent to the trail was identified. Recommendations will enhance and support future programming of connections to the trail from the neighboring schools. The Study Team will review examples of the best practices infrastructure analysis reports and documents The Project Team also identified Miami Dade County public schools within the three-mile radius of the trail.
- 5. Project Schedule Feasibility Study will take approximately 9 months.

### 6. Questions –

- *a.* Kurt asked: Do we have any map that show the existing connectivity around the South Dade Trail to these schools.
- b. Response: All information will be provided in interactive maps.
- c. Pedro asked: Will the Project Team take into account existing trails that go east to west.
- d. Alex stated: The Busway Project will be installing a lot of new signalization and stop lights, mast arms and all of that and it just seems to me it makes sense and all of these mast arms should have lights attached to them. So instead of putting additional poles and additional lights all over the place, you know the masked arm is basically at the intersection where you want the light the most.

# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL

PROJECT WORKING GROUP MEETING NO. 02 NOVEMBER 8, 2023



Miami-Dade Transportation Planning Organization



# **Project Objective**

The purpose of this Study is to:

- Review bicycle and pedestrian access needs from public schools in the South Miami-Dade area for the South Dade Trail from Dadeland to Florida City.
- Assess the current "Safe Routes to School" (SRTS) program's ability to address any identified needs.
- This feasibility study is a request from TPO Board Member Danielle Cohen Higgins.





Figure 1: South Dade Trail at Dadeland South

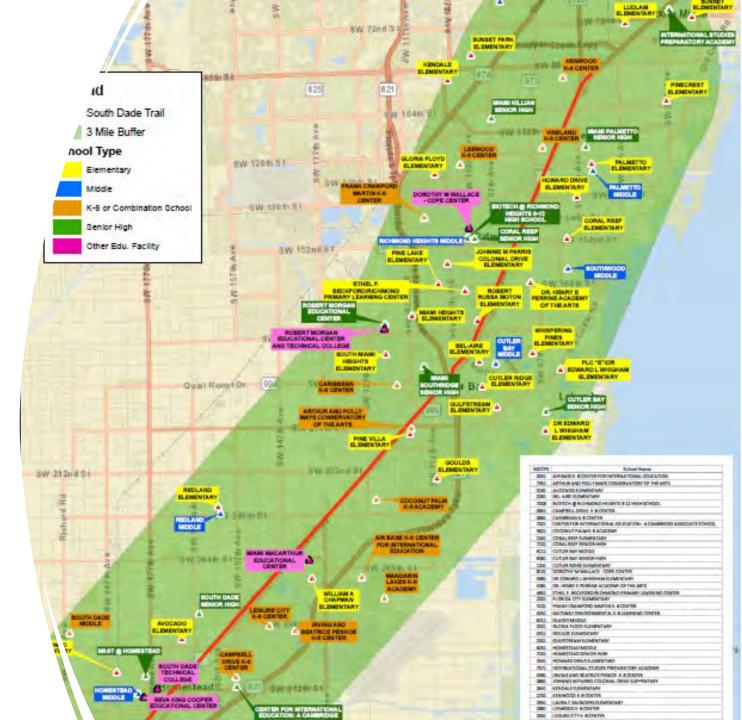
# School Site Analysis

List of MDCPS within 3-mile radius of the South Dade Trail.

# New Approach:

Identify all MDCPS within 0.5-mile radius of South Dade Trail.

- Requires coordination with MDCPS



# School Site Analysis



Project Team will improve trail and provide connections between the South Dade Trail and neighboring Miami-Dade Public Schools.

- The goal of this study is to create an active transportation system that provides equitable access to schools, jobs, homes, improved mobility and safe places to get active outdoor.
- The Project Team performed field visits.
- The Project Team will provide the most efficient connectivity methods and evaluate potential routes to schools within 0.5 mi radius of the trail.







# Bike Audits were performed on:

- July 20, 2023
- September 1, 2023





# **Crossings**



- Elevation of trail needs to match top of sidewalk
- Zebra crossings required
- High intensity crossings needed
- Trails need connection to crossings and how to divert pedestrians
- No pedestrian signals at some locations
- ADA compliant ramps required
- Midblock crossings required at some locations







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# **Signage**



- Stop signage required for bicycle traffic
- Signage to trail connections needs to be repaired
- Trail has signage for Parks, but not for schools
- Pavement Markings required to separate pedestrian and bicycle traffic
- Traffic Stop Bar ٠









# **Wayfinding**



- Existing signage for schools along trails, however there is none for parks •
- "We are here" Maps are recommended
- Improved Wayfinding along trail and crossings to identify location of trail and



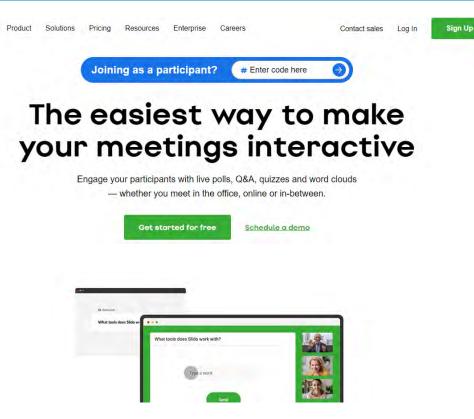
# **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #17680070



### **PWG Feedback Comment No. 1:**

The goal for this study is to assess this public space and create safe ways for all users to walk, bike, be active outdoors and connect to existing schools and parks. Please indicate any specific improvements related to crossings, signage and wayfinding you would like to see implemented in the South Dade Trail.



slido



# **Vegetation and Maintenance**



- Shading required at some locations. It is extremely detrimental for SRTS. It is very hot when using the trail and no shading is a big concern.
- Vegetation is an obstruction at some locations.Railings to be repaired.
- Fencing needs to be closed off in some locations for no falling hazard.
- Fencing or railing needed at some locations with different elevations.









# **Neighborhood Connectivity**

- Access to adjacent neighborhoods and schools to be provided.
- Trail heads are recommended to provide access to neighborhoods and new developments to increase connectivity
- There is no continuation of trail at 104<sup>th</sup>
  - Access from local streets to trail



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# **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #17680070



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### **PWG Feedback Comment No. 2:**

People walking or biking are more sensitive to the physical attributes of a facility than a person driving a motor vehicle. Assessing the physical qualities of bicycle and pedestrian facilities and providing a score for the route can provide robust information about the user experience. How would you score the existing facility and why? Sian Up

# **Recommendations and Next Steps**



### Identify short-, mid-, and long-term recommendations.

### Proposed Safety Improvements include:

- 1. Closing gaps in network and implementing neighborhood and street sidewalk network connections.
- 2. Providing pedestrian crosswalk flashing warning lights.
- 3. Providing quick response push button pedestrian crosswalks.
- 4. Proposing new sidewalks/ filling sidewalk gaps
- 5. Installing or improving existing crosswalk markings
- 6. Installing ADA complaint curb ramps
- 7. Improving signage and wayfinding for connection to schools, trails and parks.
- 8. Providing connections to existing and proposed trails
- 9. Bicycle amenities to be improved
- 10. Pedestrian signal heads with countdown indication to be proposed
- 11. Upgrading traffic control devices.
- 12. Improving connectivity with trail heads and wayfinding/signage.



# **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #17680070





### **PWG Feedback Comment No. 3:**

Are there any long-term recommendations you would like to see in the future?

# **Recommendations and Next Steps**



ENGINEER'S COST ESTIMATE SPREADSHEET

### Project Title: GPC-VIII-14: Safe Routes to School FY 2023 Infrastructure Plans Palmetto Middle School SRTS Funding Application

Date: 04/2023

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	_	2		225.65	_	5	EA	2	ALUMINUM SIGNALS POLE, REMOVE	646-1-60
3	-	10		346.35	-	5	AS	10	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	653-1-11
3		7		553.08	-	\$	AS	7	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS	653-1-12
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	-							MARKING	SIGNING, PAVEMENT	
		10	4,046.10	101.61		5	AS	10	SINGLE POST SIGN, F&I, UP TO 12 SF	700-1-11
3		32	5 16,729.92	522.81		5	EA	32	SKIN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 5F	700-3-101
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					-	1			ENHANCED HIGHWAY SIGN ASSEMBLY, AC POWERED, F&I GROUND MOUNT, W/BEACON, 12-120 SF OF STATIC	
3	<u> </u>	2	32,394,64	197.32	26	\$	EA	2	SIGN PANELS.	700-141-112
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-	-	118		_		_			Environmental Analysis (NEPA)	

### **Planning level cost estimates**

• Will be finalized in the next month.



Task Name	Days	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024
Task 1 Literature Review	60							1		
Task 2 School Site Analysis	75									
Task 3 Recommendations & Next Steps	90									
Task 4 Project Coordination & Management	270									
Estimated Total Duration		-				9 month	s			

- Project Working Group Meeting No. 2 November 8, 2023.
- Feasibility Study Finalized January 2024.



attest

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NO

Miami-Dade Transportation Planning Organization

KEVIN C. WALFORD MIAMI DADE TPO PROJECT MANAGER KEVIN.WALFORD@MDTPO.ORG





STEPHANIE ROMERO, PE CONSULTANT PROJECT MANAGER SROMERO@BCCENG.COM



### **Meeting Minutes**

### GPC VIII – Work Order No. 48

# Enhancing Safe Routes to School Program Along the South Dade Trail Feasibility Study

Location: Teams Meeting Date and Time: November 8<sup>th</sup>, 2023; 9:30 am – 10:30 am

### Attendees:

NAME	ORGANIZATION	EMAIL
Kevin C. Walford	Miami-Dade County TPO Project Manager	Kevin.Walford@miamidade.gov
Stephanie Romero, PE	BCC Engineering, LLC Consultant Project Manager	sromero@bcceng.com
Jesus Fuentes	Miami-Dade County TPO In-House Consultant (EXP)	Jesus.fuentes2@miamidade.gov
Pedro Reynaldo	City of Homestead Parks and Recreation Director	preynaldos@cityofhomestead.com
Kaminer Kurt	The University of Miami, WalkSafe and BikeSafe Program	kurtkaminer@miami.edu
Aurelio Carmenates	City of South Miami	Acarmenates@southmiamifl.gov
Ryan Benton (PROS)	Miami Dade County Parks	Ryan.benton@miamidade.gov
Jesus Fuentes	Miami-Dade County TPO	Jesus.fuentes2@miamidade.gov
Alexander Adams	Village of Palmetto Bay Planning Manager	
Cristina Morales	Florida Department of Transportation SRTS Coordinator for District 6	Cristina.Morales@dot.state.fl.us
Juan C. Martin	Miami-Dade County Public Schools Office of District Operations Div. of Safety & Emergency Mgmt.	jcmartin@dadeschools.net
Michelina Messina Witte	The University of Miami, KiDZ Neuroscience Center at the Miami Project to Cure Paralysis	Witte@miami.edu
Paola G. Baez, PE	Department of Transportation and Public Works Chief, Multimodal Development Section	Paola.Baez@miamidade.gov
David Mendez	Village of Pinecrest Public Works Director	dmendez@pinecrest-fl.gov

Revanth Katta	BCC Engineering, LLC Engineer	rkatta@bcceng.com
Edward Aparicio	FDOT District 6 Planning In-House Consultant (Gannett)	Edward.aparicio2dot.state.fl.us
Angela Gasga	Village of Pinecrest Assistant Manager	agasga@pinecrest-fl.gov
Vinod Sandanasamy	Miami-Dade County Planning Division	Vinod. Sandanasamy@miamidade.gov
Ryan Benton	Miami Dade County PROS	Ryan.benton@miamidade.gov

Author: Stephanie Romero, P.E.

**Purpose:** The purpose of this meeting was to introduce the Feasibility Study to the PWG and inform them of the Project Objective, School Site Analysis, Bike Audit Observations, Recommendations and Next Steps and Project Schedule

**Project Objective** - During the Study the Project Team will review bicycle and pedestrian access needs from public schools in the South Dade Trail, from Dadeland South to Florida City. They will also assess the current safe routes to the school program and the needs along the trail.

- 1. School Site Analysis Originally it was for all schools within 3-mile radius, however new approach was to include only those schools within 0.5-mile radius and concentrate on the improvements to the South Dade Trail Infrastructure itself.
- 2. Bike Audit Observations- the observations were broken down into 5 main categories:
  - Crossings At some crossings the elevations of the trail did not match top of sidewalk, Zebra crossings were required at some intersections, some locations of the trail need to divert pedestrian to crossings, mid-block crossings are required at some locations.
  - 2. **Signage** Stop signs are required for bicycle traffic, signage to trails needs to be repaired at some locations, pavement markings required for separated bicycle and pedestrian traffic. At some location traffic stop bars are needed.
  - 3. **Wayfinding** Existing signage is just for some schools. Signage needs to be included for parks as well. It is also direction of where you are along the trail, "We are here" maps are recommended. Improved wayfinding is recommended along the corridor.
  - 4. Vegetation and Maintenance Trail is very hot and uncomfortable. Shading is required at some locations along the trail. At other locations maintenance is required as vegetation may be an obstruction to cyclists and pedestrians.
  - 5. **Neighborhood Connectivity** Overall connectivity is needed along the trail for adjacent schools, new development, neighborhoods.

3. **Preliminary Concepts** – Recommendations and cost estimates will be developed to address the findings of the bike audit.

Please indicate any specific improvements related to crossings, signage and wayfinding you would like to see implemented in the South Dade Trail.

Open text poll 🗹 8 responses 🔒 6 participants

### a Anonymous

Assume that all youth bike/ped Safe Routes usage will come from the west side of US1. I wouldn't expect families to be widely comfortable to use the SD Trail if it requires crossing US1.

e Anonymous

Add ped/bike counters. We need data.

### g Anonymous

Connections to schools with paved trails that emulate the existing South Dade trail facility to ensure consistent experiences. Separate crossings for bicycles and pedestrians (e.g., as on the Underline). Problematic intersections redesigned and simplified. For instance, the triangular curb ramp shown in the earlier pictures.

### Anonymous

2

If a connection from a school is using a dedicated facility, please examine lighting and protected intersections at larger crossing since the user groups being servers are the younger population, traditionally one of the more vulnerable crash demographics.

### e Anonymous

More signage, improve visibility

### e Anonymous

I agree with the "you are here" maps with the nearby parks and schools. Definitely include flashing beacons at the crossings. Personally I like the green paint on the bike lanes near crossings as well. It makes drivers more aware of the bike lane.

### è Anonymous

Signage to schools, parks, city halls, govt buildings, downtowns. Ped signals with bus signalization. Enhanced Lighting at intersections.

### e Anonymous

Clear, LARGE, colorful and color-coded signage indicating how to get to various destinations of interest for targeted users of the trail

### How would you score the existing South Dade Trail facility and why?

Open text poll 2 8 responses & 7 participants

### s Anonymous

3 at best. It's a sidepath put there because the ROW was available. It has no differentiation for bike/ped use (same problem as the M-Path) and lacks the inherent benefit of shade from the Metrorail. Otherwise, it has limited to zero connectivity at every major cross street and breaks an important rule of building bike infra: Avoid areas with heavy auto traffic where people are going to be less interested in riding. The trail really needs foliage on the east side of the Busway just to cut down on US1 road noise.

### g Anonymous

 It's better than most. Can we have dedicated bike lanes on the street and off road path. Different users. Add crosswalks. Connect dead end neighborhood streets for bike- ped. Lighting and landscape.

e Anonymous

5. Missing connections, shading, safe crossing to us 1. It will be nice if this trail could safely connect to old cutler

### e Anonymous

5 - The trail alignment itself and its physical separation is great but lack of low-stress connections to and from the Trail is holding back its overall success and utility.

### g Anonymous

5- more safety and signage missing.

### g Anonymous

6, missing wayfinding, shade, connectivity

### g Anonymous

7

### S Anonymous 6



### Are there any long-term recommendations you would like to see in the future?

g Anonymous

Dedicated facilities providing east/west connectivity to the trail to increase ridership capture. Focusing on FHWA's "Interested But Concerned" user profile to select those facility types, will require financial investment and repurposing ROW but is necessary to for people to feel safe enough to choose something other than their car.

### e Anonymous

Painted bike lanes were feasible. Speed tables on the streets that are closer to the schools.

### e Anonymous

Metro Rail extension Bike -ped bridges directly from the bus stops over US-1.

### e Anonymous

Get the Underline involved on this to benefit from their network, knowledge, and support networks (funding).



# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL

PROJECT WORKING GROUP MEETING NO. 03 DECEMBER 8, 2023



Miami-Dade Transportation Planning Organization

# Project Objective



### The purpose of this Study is to:

- Review bicycle and pedestrian access needs from public schools in the South Miami-Dade area to the 20-mile South Dade Trail from Dadeland South to Florida City
- Assess the current Safe Routes to School (SRTS)
- Feasibility Study is a request from TPO Board Member Danielle Cohen Higgins
- Funding:
  - \$3 million appropriation from the senate
  - \$3 million County matching funds
- **Goal** is to provide a multi-use trail that enhances the safety and accessibility of non-automobile transportation for life, work, and recreational activities in the adjacent communities.





South Dade Trail at Dadeland South

# Project Information

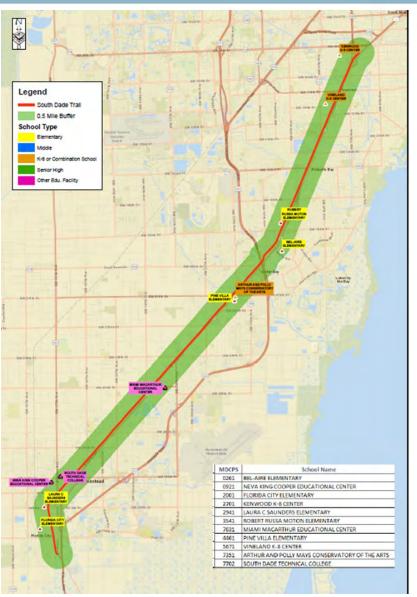
- This study aims to evaluate various options for improving the facility, providing connectivity, alleviate congestion, promote active living and contribute to a greener future .
- Connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County.
  - Village of Pinecrest
  - Village of Palmetto Bay
  - Town of Cutler Bay
  - City of Homestead
  - City of Florida City
- The South Dade Trail will provide a connection to various community uses including multiple schools, parks, commercial areas and residential neighborhoods.
- In addition to connecting these community facilities, the trail corridor will connect users to the South Dade Transitway Corridor and improve public transportation.
  - 14 Bus Rapid Transit Stations
  - 32 Local Bus Stops



# Methodology for Improvements



- South Dade Trail connects communities from South Miami-Dade County with many schools and parks.
  - Miami-Dade County Public Schools
    - 12 Schools Identified
  - Parks:
    - Evelyn Greer Park
    - Suniland Park
    - Perrine Wayside Park
    - Palmetto Bay Park
    - South Miami Heights Park
    - Seminole Wayside Park
    - J. D. Redd Park
  - Trails:
    - M-Path
    - Black Creek Trail



# School Site Analysis



### ROUTES FROM SOUTH DADE TRAIL TO PUBLIC SCHOOLS WITHIN 0.5 MILES

Table: Summary of the public schools and exits on the trail to access the schools.

S.No:	SCHOOL	LOCATION	EXIT(s)	
1	Vineland k-8 center Elementary School	8455 SW 119th St, Miami, FL 33156	SW 120th St	
2	R R Moton Elementary School	18050 Homestead Ave, Miami, FL 33157	W Jessamine St	
3	Bel-Aire Elementary School	10205 SW 194th St, Cutler Bay, FL 33157	Marlin Rd	
4	Arthur & Polly Mays Conservatory of the Arts	11700 SW 216th St, Miami, FL 33170	SW 216 St and SW 220 St	
5	Pine Villa Elementary School	21799 SW 117th Ct, Miami, FL 33170	SW 216 St and SW 220 St	
6	Miami Douglas Macarthur South Senior High School	13990 SW 264th St, Homestead, FL 33032	SW 260 St and SW 264 St	
7	South Dade Skill Center	28300 SW 152nd Ave, Homestead, FL 33033	SW 280 St and SW 288 St	
8	South Dade Technical College	109 NE 8th St, Homestead, FL 33030	NE 11th St, Campbell Dr, NE Civic Ct	
9	Miami Dade College - Homestead Campus	500 College Terrace, Homestead, FL 33030	NE Civic Ct, S Krome Ave	
10	Neva King Cooper Educational Center	151 NW 5th St, Homestead, FL 33030	NE 11th St, NE Civic Ct, S Krome Ave, SW 4th St, SW 6th St	
11	Laura Saunders Elementary School	505 SW 8th St, Homestead, FL 33030	SW 328th St	
12	Florida City Elementary school	364 NW 6th Ave, Florida City, FL 33034	NW 12th St, W Davis Pkwy, NW 4th St, NW 1st St, W Palm Dr	

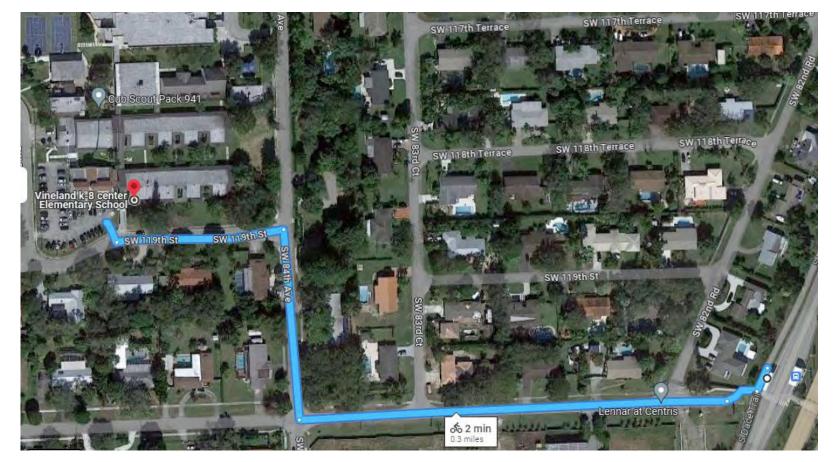


- Performed gap analysis and identified • the most efficient connectivity methods to feed into the South Dade Trail
- Evaluated each of the potential routes •
- Next Step: Coordinate with MDCPS to ٠ get feedback from parents and PTA members. The goal is to identify the needs of the students and parents who reside closer to the schools. 5

# School Site Analysis



Vineland K-8 Center Elementary School, 8455 SW 119th St, Miami, FL 33156 Trail Exit: SW 120th St.



Safe Route to School for Vineland K-8 Center Elementary School

# South Dade Trail – Existing Conditions



The South Dade Trail is a 10-ft. Shared Use Path alongside the South Dade TransitWay

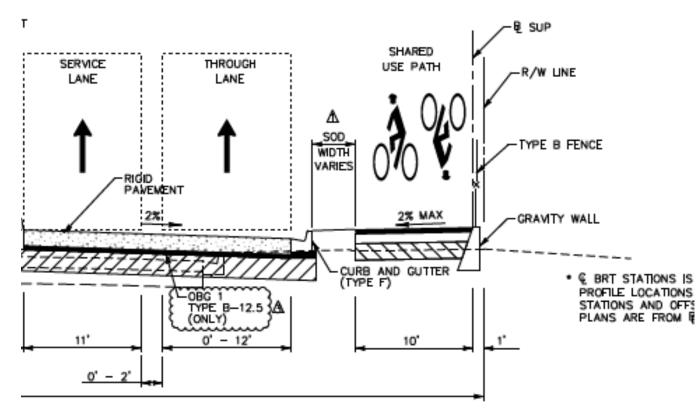


Figure 3: Existing Typical Section

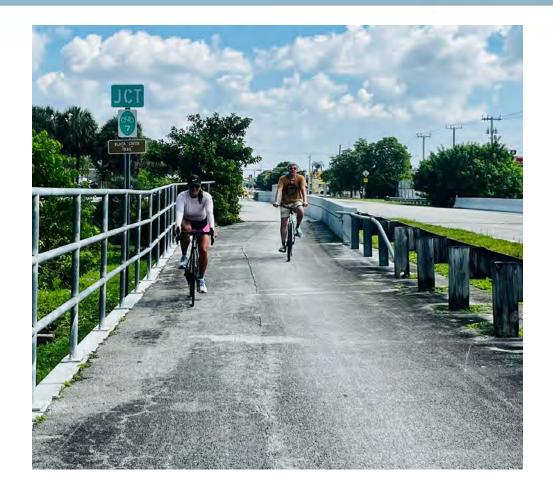


# South Dade Trail – Field Observations



### Bike Audit Findings:

- The South- Dade Trail is not user friendly
  - Provide new landscaping in areas where there is no shading
  - Maintenance of the existing landscaping at some locations. Vegetation is an obstruction in some locations along the trail
  - Some intersections need transitions from the trail to crosswalks.
  - Midblock crossing are required at some locations for the adjacent BRT Stations and Bus-stop locations.
  - Lack of signage along the trail.
  - Wayfinding to be improved.
  - Neighborhood connectivity to be provided for existing and future infrastructure.



# South Dade Trail: Short-Term Recommendations



### **Short-term Recommendations**

- The trail design offers an opportunity to improve the overall streetscape condition, safety, and functionality of the corridor, by potentially separating the direction of traffic, providing signing and pavement markings, installing new landscaping, cleaning up the existing landscaping, providing new signage, and pedestrian crossings and features.
- The trail will serve both as a recreation amenity by itself, and as a mode to access other trails, schools, parks, and destinations in the area, increasing overall connectivity in the corridor.
- The trail presents the opportunity to provide better access to community facilities and local businesses, and to promote outdoor activity and public transportation.



Proposed Typical Section for Short-Term Improvements

# South Dade Trail: Short-Term Recommendations



### **Short-term Improvements**

- Safe biking and walking paths
- Pavement markings/ striping
- Solar Lighting
- New Green Infrastructure to provide shading
- Implement a Maintenance Plan
- Increased Wayfinding and Signage
  - Schools, Parks, city halls, Govt Buildings
  - Clear and colorful signage
  - Bicycle Stop Signs
- Crosswalk Improvements:
  - Crosswalk Transitions
  - Midblock Crosswalks
- Bike/Ped Counters
  - Collect trail usage data for future funding for future improvements.
- Educational Programming / Community Awareness
- Existing Maintenance of Traffic







## **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #2197938



### **PWG Feedback Comment No. 1:**

Please provide feedback on the **short-term** recommendations.



## South Dade Trail: Mid-Term Recommendations



### **Mid-term Recommendations**

- Resting areas along the path with benches
- Water Fountains
- Trash and recycling receptacles throughout the corridor
- Bike Racks and Repair Stations in various locations along the trail
- Bike Share
- Round abouts/ Trailheads, if possible, at entrances to communities





## **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #2197938



### **PWG Feedback Comment No. 2:**

Please provide feedback on the **mid-term** recommendations.



## South Dade Trail: Long-Term Recommendations



### **Long-term Recommendations**

- Bi-directional bicycle paths and separated pedestrian path
  - Requires widening path
- Road Bike Lanes
- Dedicated facilities to provide east/west connectivity.
- Speed Tables on the streets that are on the SRTS.
- Connection to The Underline (Phase 3) at the South Dadeland Station





## **PROJECT WORKING GROUP FEEDBACK**

- Join at slido.com
- Poll Code #2197938



### **PWG Feedback Comment No. 3:**

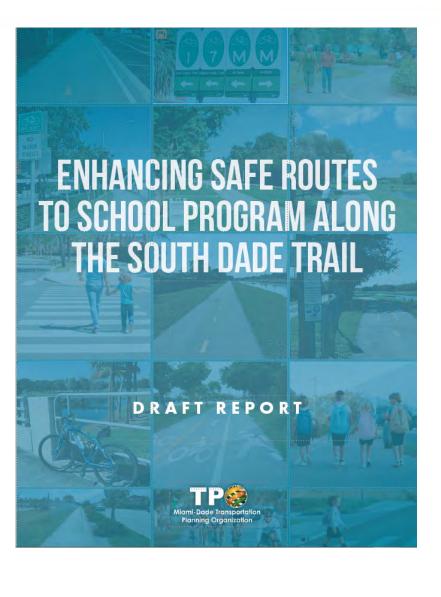
Please provide feedback on the long-term recommendations.



## Next Steps



- Finalize Recommendations
- Provide Planning level cost estimates for all recommendations.
- Identify future funding programs
- Feasibility Study to be Finalized in March 2024



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TO SOUTH NORTH SOUTH

NO

Miami-Dade Transportation Planning Organization

KEVIN C. WALFORD MIAMI DADE TPO PROJECT MANAGER KEVIN.WALFORD@MDTPO.ORG





STEPHANIE ROMERO, PE CONSULTANT PROJECT MANAGER SROMERO@BCCENG.COM



### **Meeting Minutes**

### GPC VIII – Work Order No. 48

## Enhancing Safe Routes to School Program Along the South Dade Trail Feasibility Study

Location: Teams Meeting Date and Time: December 8<sup>th</sup>, 2023; 9:30 am – 10:30 am

#### Attendees:

NAME	ORGANIZATION	EMAIL				
Kevin C. Walford	Miami-Dade County TPO Project Manager	Kevin.Walford@miamidade.gov				
Stephanie Romero, PE	BCC Engineering, LLC Consultant Project Manager	sromero@bcceng.com				
Jesus Fuentes	Miami-Dade County TPO In-House Consultant (EXP)	Jesus.fuentes2@miamidade.gov				
Pedro Reynaldo	City of Homestead Parks and Recreation Director	preynaldos@cityofhomestead.com				
Kaminer Kurt	The University of Miami, WalkSafe and BikeSafe Program	kurtkaminer@miami.edu				
Aurelio Carmenates	City of South Miami	Acarmenates@southmiamifl.gov				
Ryan Benton (PROS)	Miami Dade County Parks	Ryan.benton@miamidade.gov				
Jesus Fuentes	Miami-Dade County TPO	Jesus.fuentes2@miamidade.gov				
Alexander Adams	Village of Palmetto Bay Planning Manager					
Cristina Morales	Florida Department of Transportation SRTS Coordinator for District 6	Cristina.Morales@dot.state.fl.us				
Juan C. Martin	Miami-Dade County Public Schools Office of District Operations Div. of Safety & Emergency Mgmt.	jcmartin@dadeschools.net				
Michelina Messina Witte	The University of Miami, KiDZ Neuroscience Center at the Miami Project to Cure Paralysis	Witte@miami.edu				
Paola G. Baez, PE	Department of Transportation and Public Works Chief, Multimodal Development Section	Paola.Baez@miamidade.gov				
David Mendez	Village of Pinecrest Public Works Director	dmendez@pinecrest-fl.gov				

Revanth Katta	BCC Engineering, LLC Engineer	rkatta@bcceng.com
Edward Aparicio	FDOT District 6 Planning In-House Consultant (Gannett)	Edward.aparicio2dot.state.fl.us
Angela Gasga	Village of Pinecrest Assistant Manager	agasga@pinecrest-fl.gov
Vinod Sandanasamy	Miami-Dade County Planning Division	Vinod. Sandanasamy@miamidade.gov
Ryan Benton	Miami Dade County PROS	Ryan.benton@miamidade.gov

Author: Stephanie Romero, P.E.

**Purpose:** The purpose of this meeting was to introduce the Feasibility Study to the PWG and inform them of the Project Objective, School Site Analysis, Existing Conditions, Field Observations, Short-Term Recommendations, Mid-Term Recommendations, and Long-Term Recommendations.

**Project Objective** - During the Study the Project Team will review bicycle and pedestrian access needs from public schools in the South Dade Trail, from Dadeland South to Florida City. They will also assess the current safe routes to the school program and the needs along the trail.

- 1. **Existing Conditions** The South Dade Trail is a 10-ft. Shared Use Path alongside the South Dade TransitWay.
- 2. **Bike Audit Observations** The South- Dade Trail is not user friendly, some of the main improvements to be provided include:
  - Landscaping for Shading
  - Maintenance of existing vegetation
  - Provide new transitions from the trail to crosswalks.
  - Provide midblock crossings at some locations adjacent to BRT Stations and Busstop locations.
  - Provide Improve signage and wayfinding along the trail.
  - Improve neighborhood connectivity.
- 3. Short Term Recommendations to provide the following:
  - Safe biking and walking paths
  - Pavement markings/ striping
  - Solar Lighting
  - New Green Infrastructure to provide shading
  - Increased Wayfinding and Signage
  - Bicycle Stop Signs
  - Crosswalk Improvements:
  - Crosswalk Transitions

- Midblock Crosswalks
- Bike/Ped Counters
- 4. Mid-Term Recommendations to provide the following:
  - Resting areas along the path with benches
  - Water Fountains
  - Trash and recycling receptacles throughout the corridor
  - Bike Racks and Repair Stations in various locations along the trail
  - Bike Share
  - Round abouts/ Trailheads, if possible, at entrances to communities
- 5. Long-Term Recommendations to provide the following:
  - Bi-directional bicycle paths and separated pedestrian paths.
  - Requires widening path.
  - Road Bike Lanes
  - Dedicated facilities to provide east/west connectivity.
  - Speed Tables on the streets that are on the SRTS.
  - Connection to The Underline (Phase 3) at the South Dadeland Station.



### Please provide feedback on the mid-term recommendations.

Open text poll 2 responses 3 2 participants

- Anonymous I agree with recommendations
- g Anonymous

I believe the mid term recommendations are good. Would there be any education included for children and adults on how to use the bike share?





### Please provide feedback on the mid-term recommendations.

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# ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL

BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) DECEMBER 05, 2023



Miami-Dade Transportation Planning Organization





The purpose of this Study is to:

- Upgrade the South Dade Trail
- Review bicycle and pedestrian access needs from public schools in the South Miami-Dade area for the South Dade Trail from Dadeland to Florida City.
- Assess the current "Safe Routes to School" (SRTS) program's ability to address any identified needs.
- This feasibility study is a request from TPO Board Member Danielle Cohen Higgins.





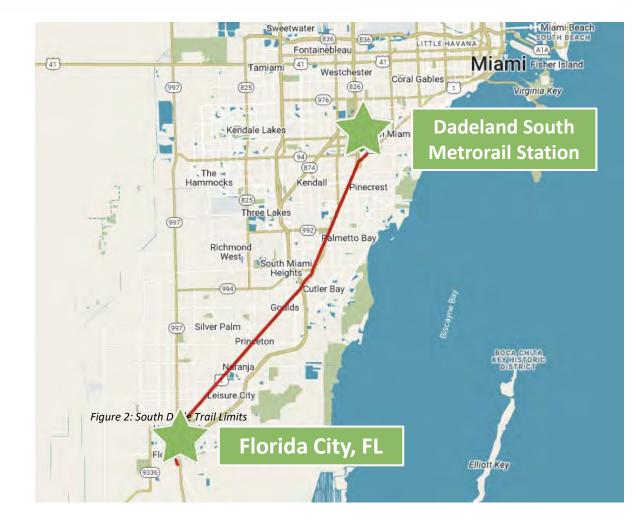
Figure 1: South Dade Trail at Dadeland South



## **Project Limits**

### South Dade Trail

- 20-mile shared use path along the South Dade Transit Way from Dadeland South Metrorail Station to Florida City.
- South Dade Trail offers opportunities for improvement to include enhanced bicycle and pedestrian features to make it safer to access the facility.
- The South Dade Trail connects communities from South Miami-Dade County with many schools and parks nearby.

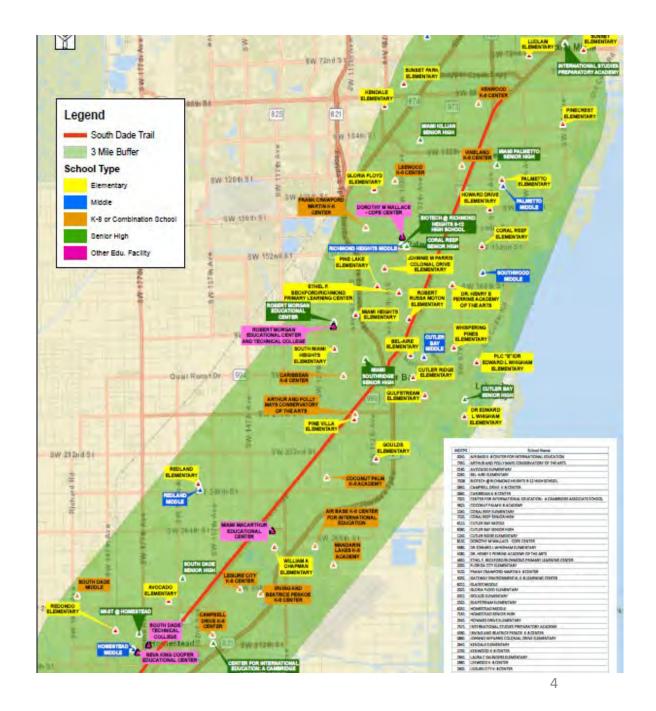


## School Site Analysis

• List of MDCPS within 3-mile radius of the South Dade Trail.

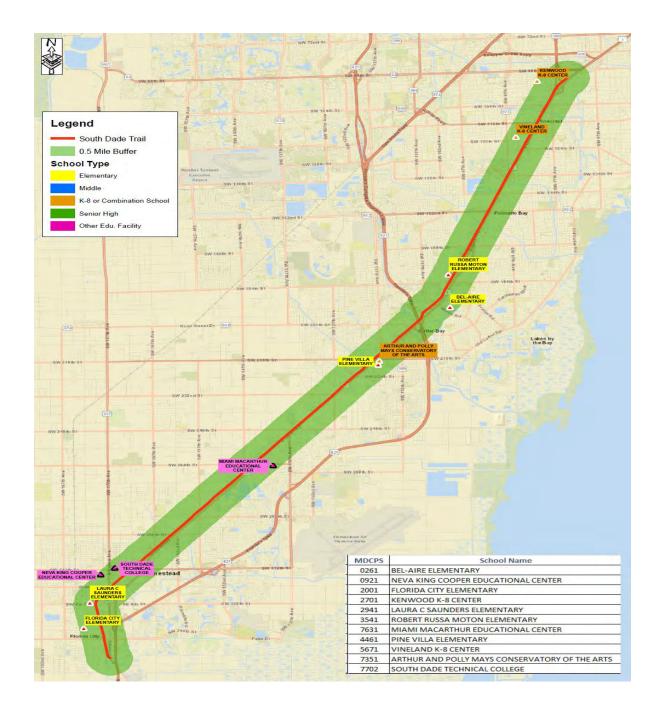
### • New Approach:

- Identify all MDCPS within
  0.5-mile radius of South Dade
  Trail.
- Requires coordination with MDCPS



## School Site Analysis

- 11 MDCPS were identified within 0.5-mile radius of the South Dade Trail:
- 1. Bel- Aire Elementary
- 2. Neva King Cooper Educational Center
- 3. Florida City Elementary
- 4. Kenwood K-8 Center
- 5. Laura C Saunders Elementary
- 6. Robert Russa Moton Elementary
- 7. Miami Macarthur Educational Center
- 8. Pine Villa Elementary
- 9. Vineland K-8 Center
- 10. Arthur and Polly Mays Conservatory of the Arts
- 11. South Dade Technical College



## School Site Analysis



The goal of this study is to create an active transportation system that provides equitable access to schools, jobs, homes, improved mobility and safe places to get active outdoor.

- Improve trail and provide connections between the South Dade Trail and neighboring Miami-Dade Public Schools.
- Provide the most efficient connectivity methods and evaluate potential routes to schools within 0.5 mi radius of the trail.







### Bike Audits were performed on:

- July 20, 2023
- September 1, 2023





### **Crossings**



- Elevation of trail needs to match top of sidewalk
- High intensity crossings needed
- Trail needs connections to crossings and how to divert pedestrians
- No pedestrian signals at some locations
- ADA compliant ramps required
- Midblock crossings required at some locations







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### **Signage**



- Stop signage required for bicycle traffic
- Some signage to trail connections need to be repaired
- Trail has signage for Parks, but not for schools
- Pavement Markings required to separate pedestrian and bicycle traffic
- Traffic Stop Bar required at some locations



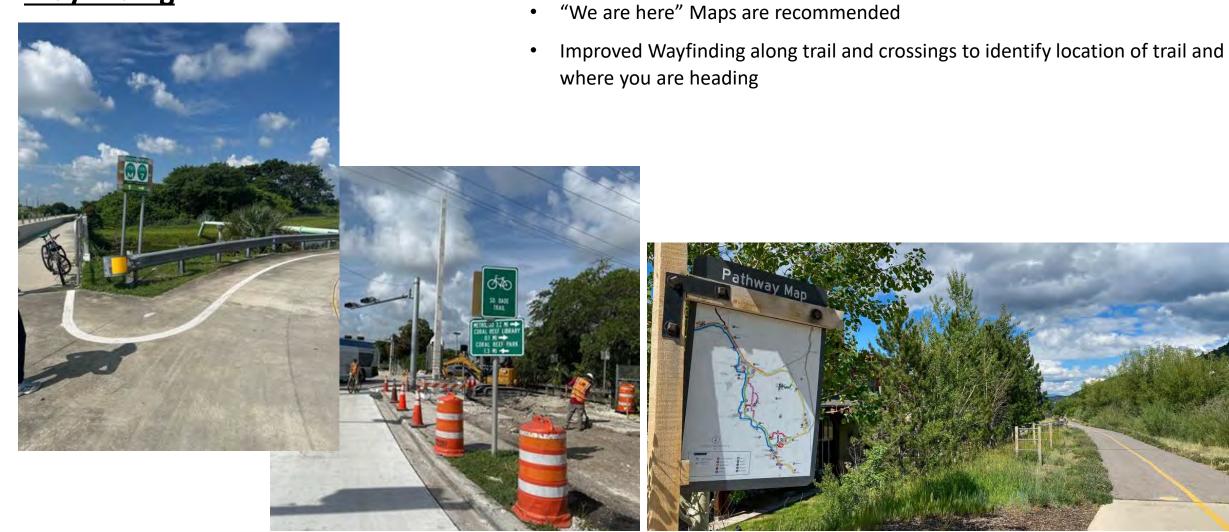








### **Wayfinding**



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### **Vegetation and Maintenance**



- South Dade Trail requires shading at some locations. It is extremely detrimental for SRTS. I
- Vegetation is an obstruction at some locations.
- Railings to be repaired along the trail.
- Fencing needs to be closed off in some locations for no falling hazards.
- Fencing or railing needed at some locations with different elevations.









### **Neighborhood Connectivity**



- Access to adjacent neighborhoods and schools to be provided.
- Trail heads are recommended to provide access to neighborhoods and new developments
- Access from local streets to trail





## **Recommendations and Next Steps**



### The Project Team will identify short-, mid-, and longterm recommendations.

- 1. Upgrading the trail to include a separated Bike/Ped Path
- 2. Improving signage and wayfinding for connection to schools, trails and parks.
- 3. Providing connections to existing and proposed trails.
- 4. Closing gaps in network and implementing neighborhood and street sidewalk network connections.
- 5. Provide trail to crosswalk transitons.
- 6. Installing or improving existing crosswalk markings.
- 7. Providing quick response push button pedestrian crosswalks.
- 8. Providing pedestrian crosswalk flashing warning lights.
- 9. Pedestrian signal heads with countdown indication to be proposed.
- 10. Installing ADA complaint curb ramps
- 11. Proposing new sidewalks/ filling sidewalk gaps
- 12. Upgrading traffic control devices.
- 13. Bicycle amenities to be improved







Task Name	Days	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024
Task 1 Literature Review	60							- i		
Task 2 School Site Analysis	75	- 11								
Task 3 Recommendations & Next Steps	90									
Task 4 Project Coordination & Management	270									
Estimated Total Duration		-				9 month	s			

- Project Working Group Meeting No. 3 December 08, 2023.
- Feasibility Study to be finalized at the end of January 2024.



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TO SOUTH NORTH SOUTH

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Miami-Dade Transportation Planning Organization

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STEPHANIE ROMERO, PE CONSULTANT PROJECT MANAGER SROMERO@BCCENG.COM