



US-1 BICYCLE AND PEDESTRIAN BRIDGE FEASIBILITY STUDY

EXECUTIVE SUMMARY
SEPTEMBER 2024

PROJECT STUDY LIMITS

COCONUT GROVE, DADELAND NORTH & DADELAND SOUTH METRORAIL STATIONS

Miami-Dade County, Florida

TPO GPC VIII - Work Order No. 34



Miami-Dade Transportation
Planning Organization

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EXECUTIVE SUMMARY

INTRODUCTION

The US-1 Bicycle and Pedestrian Bridge Feasibility Study consists of conducting a feasibility study to implement an alternative for pedestrians and cyclists to mobilize safely across US-1 at the Coconut Grove, Dadeland North, and Dadeland South Metrorail Stations. The study strives to address the safety needs and demands of pedestrians and cyclists, as it is one of the main concerns on US-1, through infrastructure, signalization, and crosswalk improvements. US-1 is known to be a high vehicular volume and congested highway. As a result, a bicycle and pedestrian bridge was proposed to minimize or eradicate crashes that can provoke deaths or serious injuries at the identified locations. With this study, the team has demonstrated the need and feasibility of bicycle/ pedestrian improvements and provided the necessary information to take action and promote safety across US-1.

STUDY OBJECTIVE

The Miami-Dade Transportation Planning Organization (TPO) requested the US-1 Bicycle and Pedestrian Bridge Feasibility Study with the following objectives:

- Maximize safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1.
- Provide pedestrians and bicyclists with safer mobility options and promote transit use by providing greater pedestrian/ bicyclist accessibility to the Metrorail system.

To meet these objectives, the Project Team performed field visits and analysis of the study area, including a conceptual analysis for the following Metrorail stations:

1. **Coconut Grove Metrorail Station**
2. **Dadeland North Metrorail Station**
3. **Dadeland South Metrorail Station**

This study was conducted at the following intersections, as summarized in Table E-1 and Figure E-1 through Figure E-5:

| Station | Intersection | Intersection |
|----------------------------------|--------------|---------------------------------------|
| Coconut Grove Metrorail Station | 1 | US-1 and SW 27th Avenue |
| Dadeland North Metrorail Station | 2 | US-1 and SW 68th Court |
| | 3 | US-1 and SW 84th Street |
| | 4 | US-1 and SW 88th Street |
| Dadeland South Metrorail Station | 5 | US-1 and Dadeland Blvd/ SW 72nd Court |
| | 6 | US-1 and Datran Drive |

Table E-1: Metrorail Station Intersections

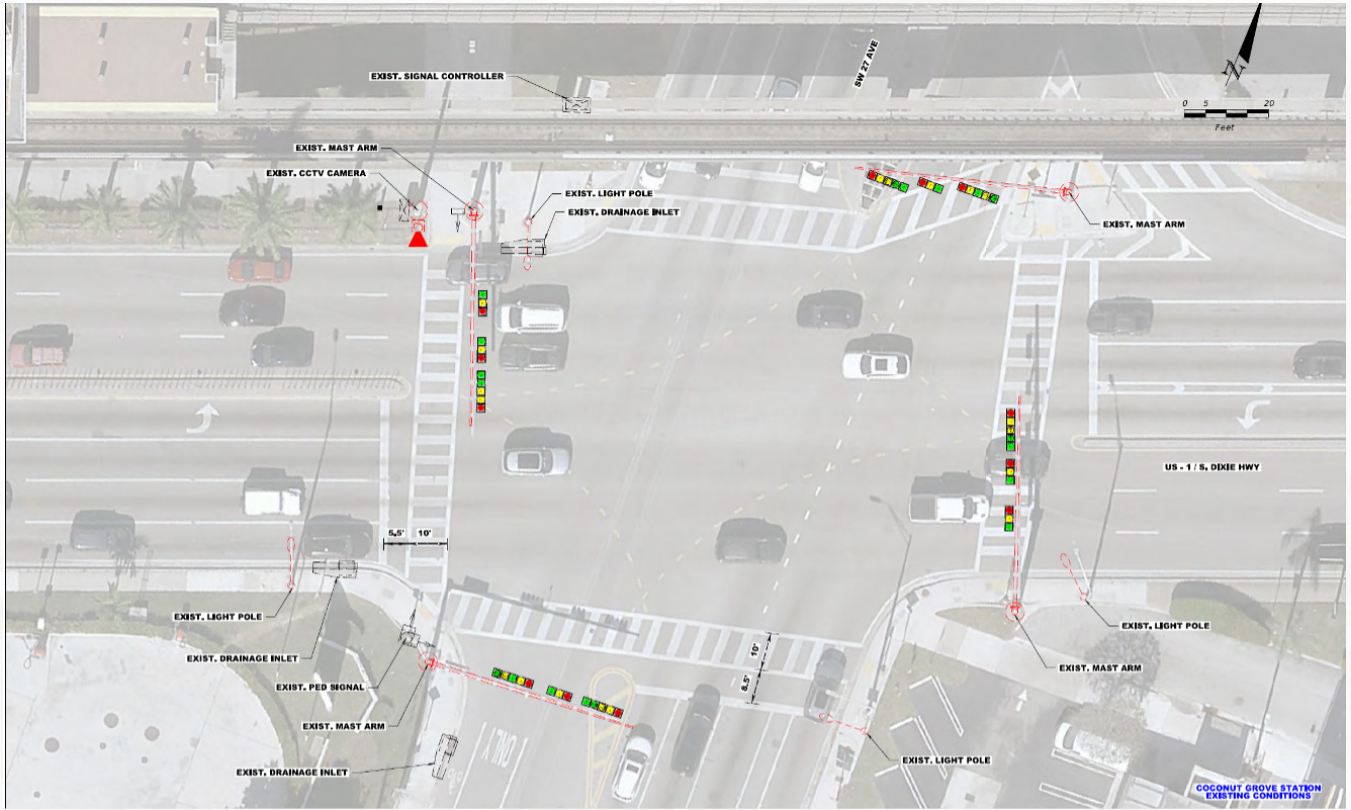


Figure E-1: Coconut Grove Metrorail Station Intersection at US-1 and 27th Avenue Existing Conditions

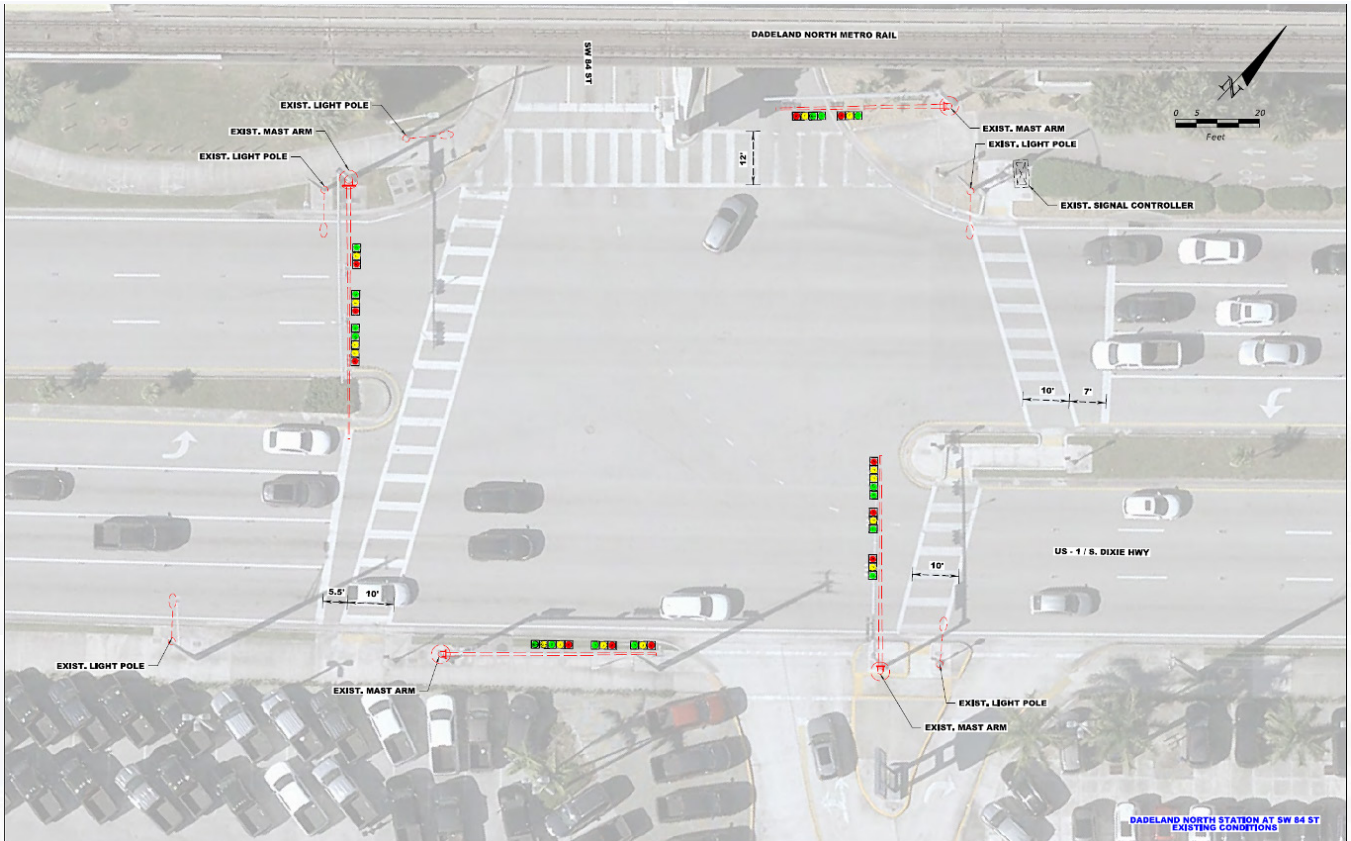


Figure E-2: Dadeland North Metrorail Station Intersection at US-1 and SW 84 Street Existing Conditions

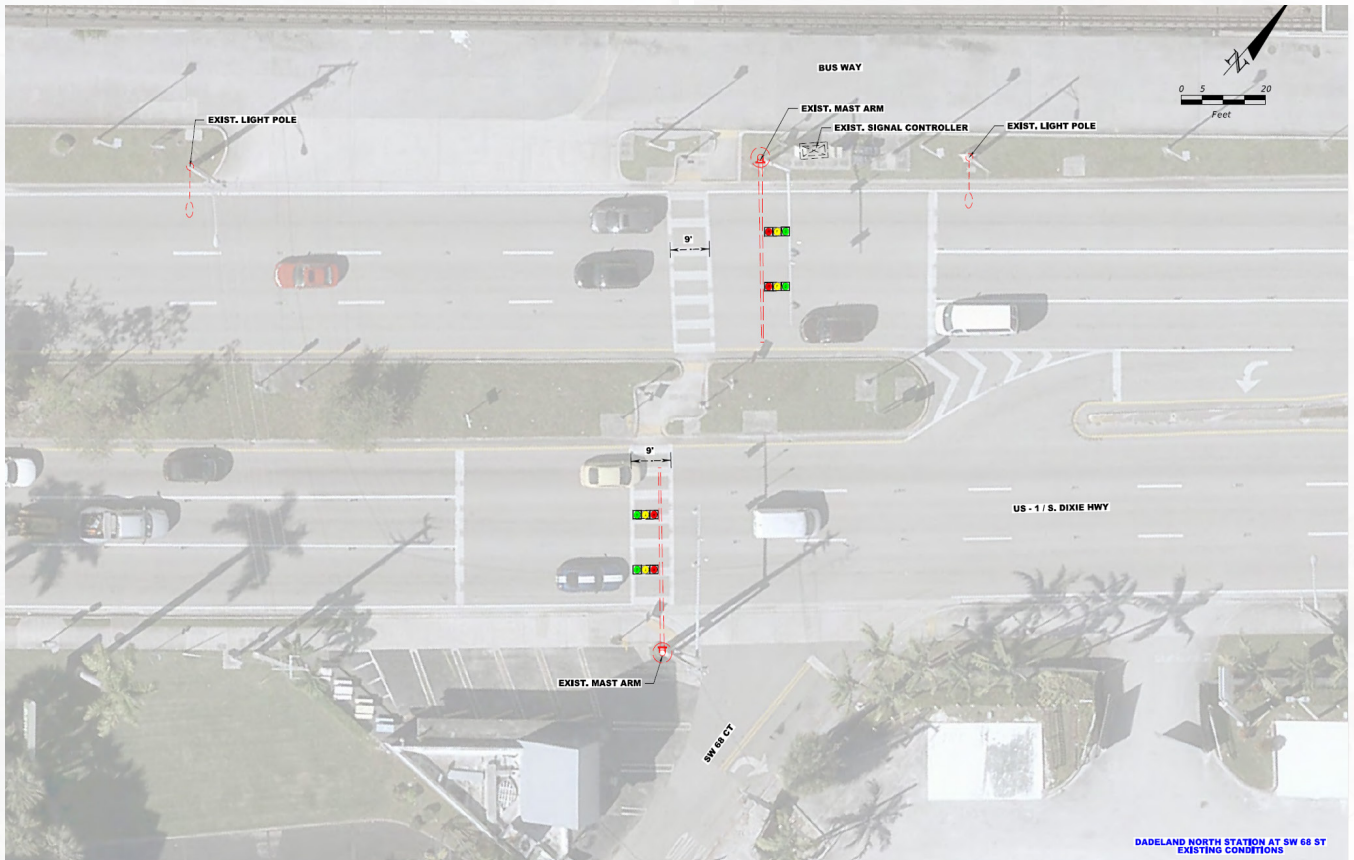


Figure E-3: Dadeland North Metrorail Station Intersection at US-1 and SW 68th Street Existing Conditions

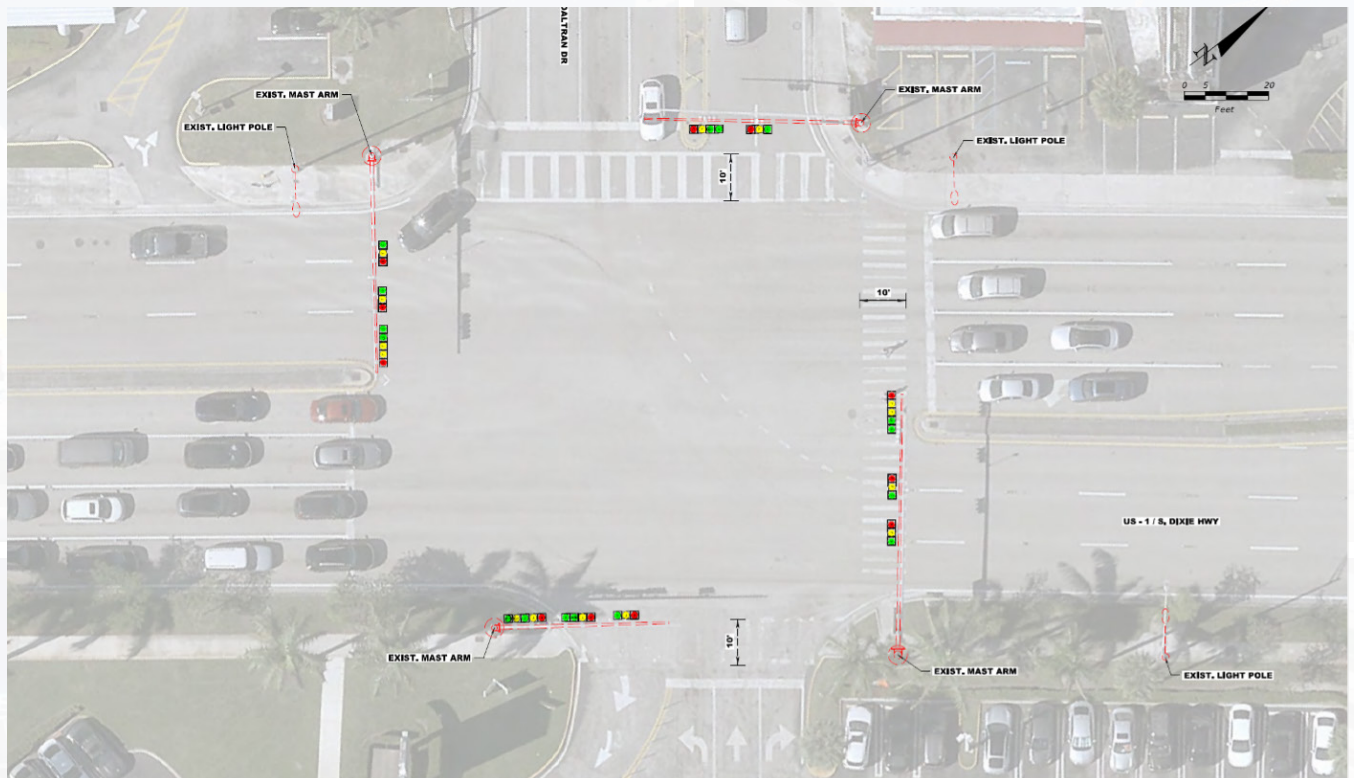


Figure E-4: Dadeland South Metrorail Station Intersection at US-1 and Datran Drive Existing Conditions



Figure E-5: Dadeland South Metrorail Station Intersection at US-1 and Dadeland Boulevard Existing Conditions

The conceptual analysis performed consisted of a Geometric Analysis and a Traffic Control Analysis. Below is a list of tasks that were performed:

- Field review of existing conditions
- Analysis of existing Right of Way.
- Coordination with previous Pedestrian Bridge Projects to obtain preliminary cost estimates and engineering specifications.
- Conceptual Right of Way cost analysis of the adjacent properties.
- Developed conceptual alternatives included elevated bridges and at-grade Improvements.

CONCEPT DEVELOPMENT AND ALTERNATIVES

The Project Team conducted a feasibility analysis to identify, assess, and select recommendations for improving bicycle and pedestrian connectivity at the three Metrorail Stations that traverse US-1.

Station No. 1: Coconut Grove Metrorail Station

The following alternatives were developed for the Coconut Grove Metrorail Station:

- 1. Alternative 1** - Second Level Pedestrian Bridge Over US-1 & SW 27th Avenue
- 2. Alternative 2** - Third Level Pedestrian Bridge Over US-1 & SW 27th Avenue
- 3. Alternative 3** - At Grade Improvements at US-1 & SW 27th Avenue

Station No.2 : Dadeland North Metrorail Station

The following alternatives were developed for the Dadeland North Metrorail Station:

1. **Alternative 1** – Pedestrian Bridge west of SW 84th Street
2. **Alternative 2** – Pedestrian Bridge west of SW 84th Street Modified
3. **Alternative 3** – Pedestrian Bridge east of SW 70th Avenue
4. **Alternative 4** – At-Grade Improvements across US-1 between SW 68th Court and SW 84th Street at landing adjacent to Snapper Creek Canal and Bomnin Chevrolet

Station No. 3: Dadeland South Metrorail Station

The following alternatives were developed for the Dadeland South Metrorail Station:

1. **Alternative 1** – Pedestrian Bridge at Dadeland Boulevard
2. **Alternative 2** – Pedestrian Bridge west of Datan Drive
3. **Alternative 3A** – Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ- Bridge Connection directly into South Tower of proposed development
4. **Alternative 3B** – Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ- Bridge Connection west of South Tower of proposed development
5. **Alternative 4** – At-Grade Improvements at Dadeland Blvd and Datan Drive

Opinions of Probable Costs were prepared for the bridge alternatives based on the University Pedestrian Bridge Construction Cost. Factors were applied to adjust for inflation. The Actual Cost value is based on a dollar value from the year of completion of the Pedestrian Bridge at University Station. Inflation must be calculated from 2017 (Base Dollar Value = \$1.00) to 2023 (Dollar Equivalent = \$1.23) Cost Estimates include costs for ROW, construction, permitting and scheduling associated with construction adjacent to a Metrorail Station. In Table E-2, there is a summary of all the Cost Range estimates for each proposed alternative developed:

Source: <https://www.usinflationcalculator.com/>

| Alternative No. | Alternative Description | Opinion of Probable Cost |
|------------------------|---|--------------------------|
| Coconut Grove Station | | |
| 1 | Second Level Pedestrian Bridge Over US-1 & SW 27th Avenue | \$5M-\$10M |
| 2 | Third Level Pedestrian Bridge Over US-1 & SW 27th Avenue | \$5M-\$10M |
| 3 | At Grade Improvements at US-1 & SW 27th Avenue | \$200K-\$260K |
| Dadeland North Station | | |
| 1 | Pedestrian Bridge west of SW 84th Street | \$7M-\$10M |
| 2 | Pedestrian Bridge west of SW 84th Street Modified | \$7M-\$10M |
| 3 | Pedestrian Bridge east of SW 70th Avenue | \$7M-\$10M |
| 4 | At-Grade Improvements across US-1 between SW 68th Court and SW 84th Street at landing adjacent to Snapper Creek Canal and Bomnin Chevrolet. | \$420K-\$546K |
| Dadeland South Station | | |
| 1 | Pedestrian Bridge a Dadeland Boulevard | \$8M-\$10M |
| 2 | Pedestrian Bridge west of Datan Drive | \$8M-\$10M |
| 3A | Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ – Bridge Connection directly into South Tower | \$8M-\$10M |
| 3B | Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ – Bridge Connection west of South Tower | \$8M-\$10M |
| 4 | At-Grade Improvements at Dadeland Blvd and Datan Drive. | \$100K - \$130K |

Table E-2: Opinions of Probable Costs Range for All Alternatives

RECOMMENDATIONS

1. COCONUT GROVE METRORAIL STATION:

Based on the review of the crash data, below are the recommended potential short-term countermeasures proposed at the Coconut Grove Metrorail Station at the intersection of US-1 and SW 27th Avenue:

- Implement Leading Pedestrian Interval (LPI) at the intersection for the east and west leg crosswalks, which provides a head start to bikes and pedestrians in the east-west crosswalks and visibility of them to the vehicles,
- Install No right turn on red (RTOR) blank out sign during AM and PM peak hours for the southbound right turning vehicles. With the implementation of No RTOR during peak hours, drivers tend to stop prior to the stop-bar, since southbound right turning vehicles do not have to look for the vehicles to their left side, and will not block bicyclists or pedestrians in the north leg crosswalk,
- Provide pedestrian refuge on the west leg crosswalk. This improvement may require auto turn analysis to confirm there are no issues for northbound left turning vehicles,
- In addition, it is recommended to review reducing the curb radius in the northwest corner in order to reduce the turning vehicle speeds of southbound right turning vehicles,
- Furthermore, based on the feedback from project working group (PWG), it is recommended to widen the west leg crosswalk to provide back-to-back crosswalks to separate bike and pedestrian paths,
- FDOT performed lighting retrofit improvements recently (based on FDOT's comment), hence no lighting improvements are proposed.

It has to be noted that the proposed improvements of LPI and No RTOR will have operational impacts at the subject intersection of US-1 at SW 27th Avenue. Although operational analysis was not part of the scope of services of this feasibility study, the preliminary operational analysis performed by County as part of their Underline Phase 3 was reviewed. The County proposed the following improvements as part of the study:

- Leading pedestrian interval for the east and west leg crosswalks,
- No right turn on red for the southbound right turning vehicles (southbound SW 27th Avenue to westbound US-1),
- Conversion of left-turn phasing from protected-permissive to protected only phase for the northeast bound of US-1 to SW 27th Avenue.

This feasibility study proposes the first two improvements but no changes to the left-turn phasing at the intersection since no crashes occurred in a way where left-turn vehicles from northeast bound of US-1 did not collide with bikes and pedestrians during the permissive phase. The results from the County's Underline Phase 3 study showed that the intersection is projected to operate at level of service (LOS) 'D' and 'E' in the AM and PM peak hours after implementing the proposed improvements. In the PM peak hour, the delay increases by 5% but the LOS remains 'E' in both the existing and proposed conditions.

Since the conversion of the left-turn phase from a protected-permissive to a protected only phase for the northeast bound left turning vehicles was not proposed, the delay should remain closer to the existing conditions. So, the proposed improvements of LPI and No RTOR along with signal timing optimization may be feasible operationally.

Although there may be a slight increase in delay during the PM peak hour, it has to be acknowledged that the implementation of leading pedestrian interval will reduce the vehicle and pedestrian crashes by 19% based on the Crash Modification Factor clearing house database.

Refer to Figure E-6 for Conceptual Design Plans

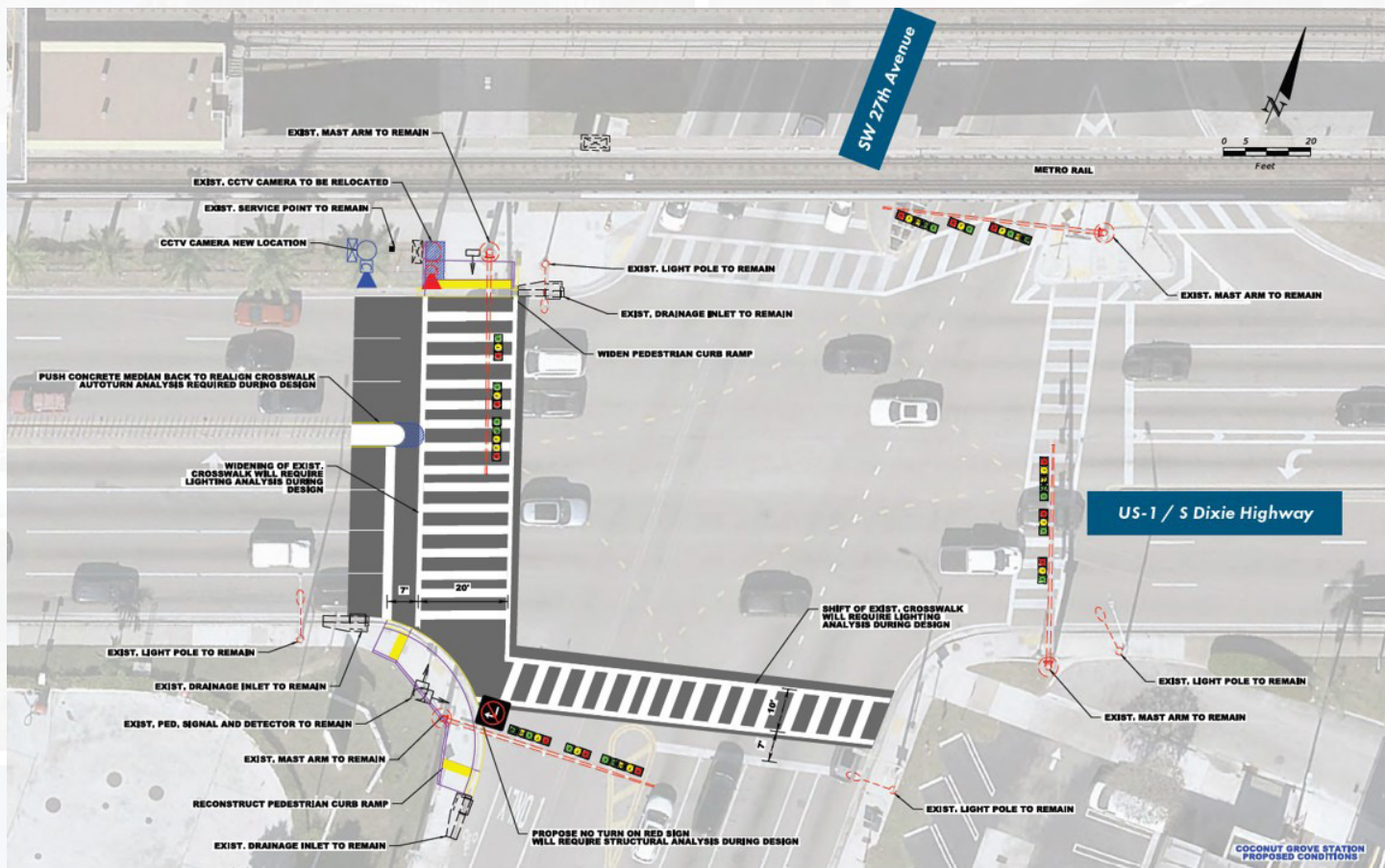


Figure E-6: Coconut Grove Metrorail Station Alternative 3 At-Grade Improvements

Station No. 1: Coconut Grove Metrorail Station Alternatives Summary

Alternative 1-Second Level Pedestrian Bridge Over US-1 & SW 27th Avenue: It is considered a viable long-term recommendation. It involves the construction of a second-level truss bridge over US-1, just west of SW 27th Avenue. Given the high volume of pedestrian crossings, the number of crashes, and existing safety concerns, along with feedback from the Project Working Group, further evaluation of this bridge option is strongly recommended for future planning.

Alternative 2-Third Level Pedestrian Bridge Over US-1 & SW 27th Avenue: It is feasible as a long-term recommendation. Like Alternative 1, it proposes a third-level truss bridge spanning US-1 just west of SW 27th Avenue, and is recommended for further study. Given the high volume of pedestrian crossings, the number of crashes, existing safety concerns, and input from the Project Working Group, a detailed evaluation of this bridge option is advised for future planning.

Alternative 3-At-Grade Improvements at US-1 and SW 27th Avenue: It is feasible for immediate implementation as a short-term improvement, though Alternatives 1 and 2 will not be dismissed and will undergo further evaluation in a future study. Due to the potential challenges faced by Alternatives 1 and 2, Alternative 3 is being prioritized at this time. Given the high pedestrian counts and the number of crashes at the intersection, this interim recommendation is necessary. The proposed improvements include wider, high-visibility crosswalks, expanded pedestrian curb ramps, a realigned median to accommodate the new crosswalk width, and the implementation of a No Right Turn on Red policy.

2. DADELAND NORTH METRORAIL STATION:

Based on the review of the crash data, below are the recommended potential short-term countermeasures proposed at the Dadeland North Station:

- **At SW 68th Court mid-block crossing:**
 - Provide landscaping as a barrier within the available median between SW 68th Court and SW 70th Avenue order to restrict people to cross at the available mid-block crossing
 - Improve lighting at this location,
 - Widen the existing crosswalk.
- **At SW 84th Street:**
 - Provide No right turn on red for the southbound right turning vehicles,
 - Provide pedestrian refuge on the west leg crosswalk,
 - Implement leading pedestrian interval for the east and west leg crosswalks.

Similar to the SW 27th Avenue intersection, the traffic operations were reviewed at the intersection of SW 84th Street and US-1, using the County's Underline Phase 3 study. The County proposed the following improvements as part of the study:

- Leading pedestrian interval for the east and west leg crosswalks,
- No right turn on red for the southbound right turning vehicles (southbound SW 84th Street to westbound US-1),
- No right turn on red for the southwest bound right turning vehicles (from westbound US-1 to northbound SW 84th Street),
- Conversion of left-turn phasing from protected-permissive to protected only phase for the northeast bound of US-1 to SW 84th Street.

This feasibility study is proposing the first two improvements and no changes to the:

- Westbound US-1 right turning vehicles and
- Eastbound left-turn phasing at the intersection since no crashes occurred in a way where left-turn vehicles from northeast bound of US-1 did not collide with bikes and pedestrians during the permissive phase.

The results from this study showed the intersection is projected to operate at level of service 'C' and 'D' in the AM and PM peak hours after implementing the proposed improvements. In the PM peak hour, the delay increases by 50% but still operates at LOS 'D' which is acceptable. In addition, since this feasibility study does not propose the conversion of left-turn phase and no RTOR for westbound vehicles from US-1 to SW 84th Street, the delay will remain closer to the existing conditions. So, the proposed improvements of LPI and No RTOR along with signal timing optimization will be feasible operationally.

Refer to Figure E-7 and E-8 for Conceptual Design Plans

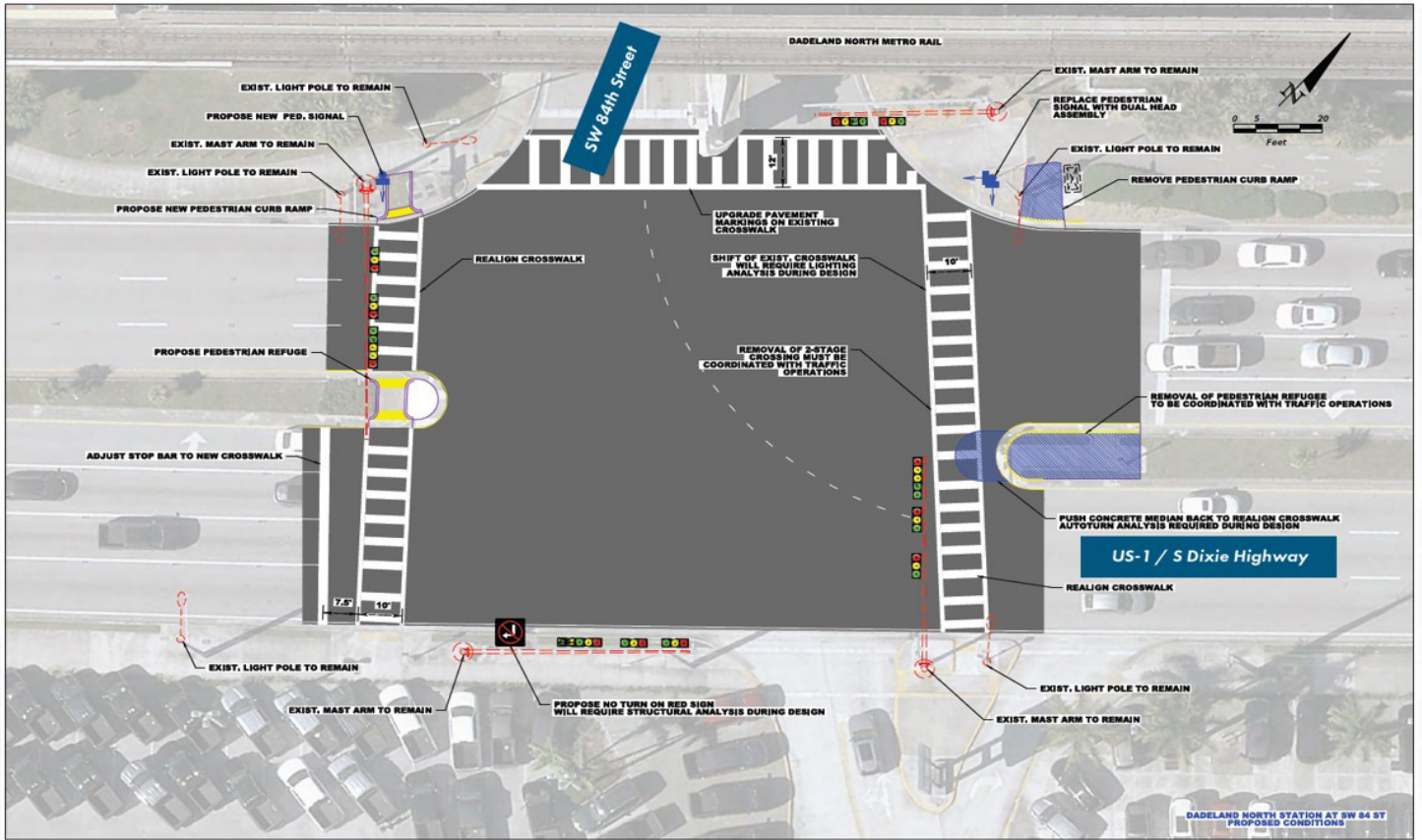


Figure E-7: Dadeland North Metrorail Station Alternative 4: At-Grade Improvements at SW 84th Street

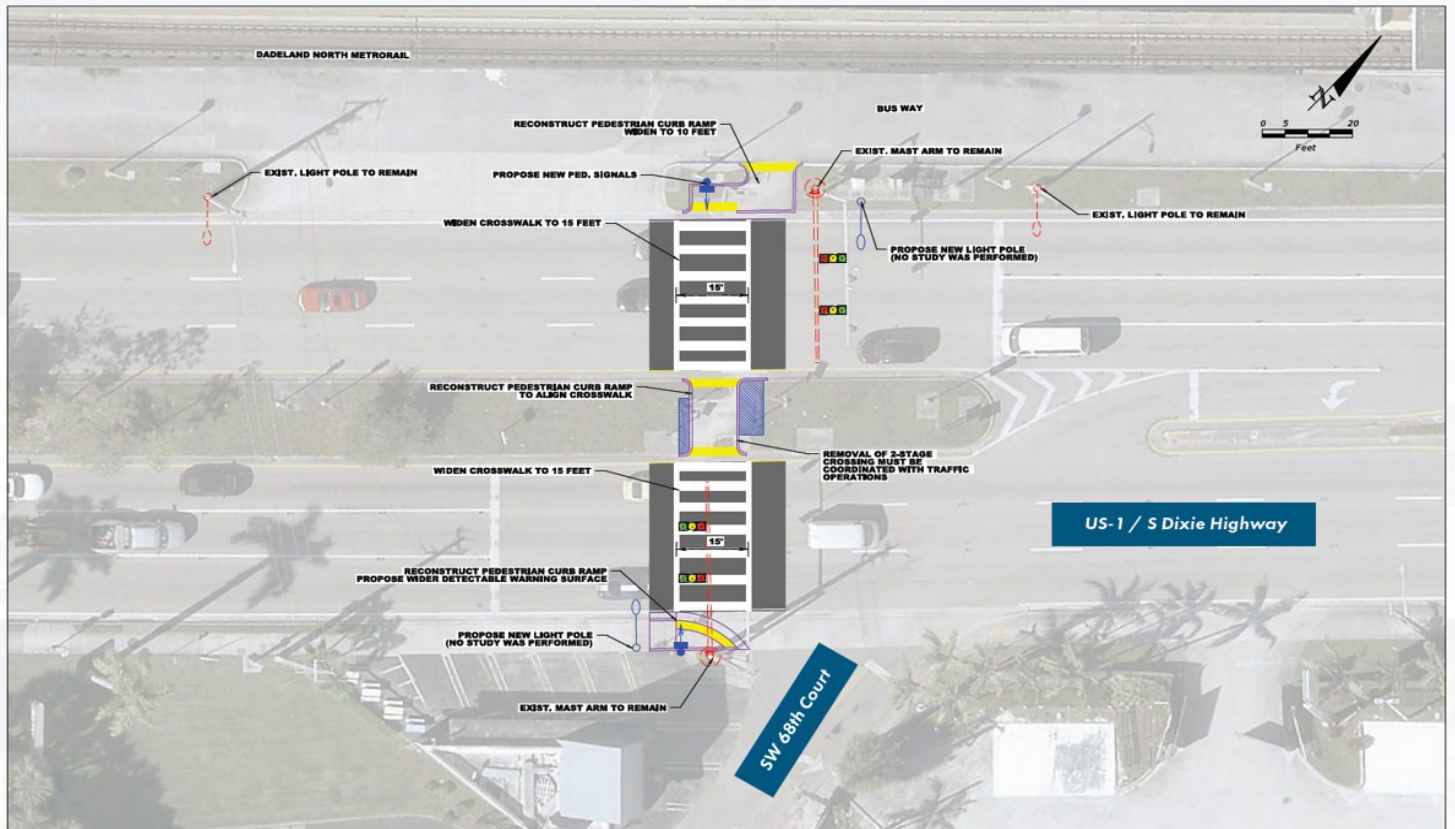


Figure E-8: Dadeland North Metrorail Station Alternative 4: At-Grade Improvements at SW 68th Street

Station No.2 : Dadeland North Metrorail Station Alternatives Summary

Alternative 1 – Pedestrian Bridge west of SW 84th Street: It is feasible, but it falls short of fulfilling the study's goals to enhance safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1. Because the proposed bridge location is distant from where most pedestrian crossings occur, it is recommended that after implementing the short-term improvements, a Tier 2 Planning Study be conducted at this site to assess and improve the existing bike network. This study would aim to establish a connected bicycle route in front of the station, as complete and integrated bike networks are known to boost transit ridership and enhance safety for all road users. To create a seamless and comfortable bicycle network, it will be essential for the community—including Miami-Dade County and the Village of Pinecrest—to evaluate the current network quality and set future goals.

Alternative 2 – Pedestrian Bridge west of SW 84th Street Modified: It is feasible and has fewer impacts than Alternative 1; however, it still does not fully meet the study's objectives to enhance safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1. Because the bridge would be located away from the primary pedestrian crossings, it is recommended that, after implementing the short-term improvements, a Tier 2 Planning Study be conducted at this site. The goal of this study would be to assess and improve the existing bike network, ensuring a connected bicycle route in front of the station. Such a complete and integrated bike network is essential for increasing transit ridership and enhancing safety for all road users. To achieve a seamless and comfortable bicycle network, the community—comprising Miami-Dade County and the Village of Pinecrest—will need to evaluate the current network quality and set future goals accordingly.

Alternative 3 – Pedestrian Bridge east of SW 70th Avenue: It is feasible; however, given the current at-grade infrastructure, including the mid-block crossings, the addition of a pedestrian bridge is not recommended at this time. Instead, it is advised that following the implementation of short-term improvements, a Tier 2 Planning Study be conducted at this location. This study should focus on assessing and enhancing the existing bike network to establish a connected bicycle route in front of the station. Comprehensive and integrated bike networks are crucial for boosting transit ridership and improving safety for all transportation modes. To develop a well-connected and comfortable bicycle network, the community—consisting of Miami-Dade County and the Village of Pinecrest—will need to evaluate the current network quality and set future objectives.

Alternative 4 – At-Grade Improvements across US-1 between SW 68th Court and SW 84th Street at landing adjacent to Snapper Creek Canal and Bomnin Chevrolet: It is feasible and will be implemented as an interim improvement. The evaluation of the Dadeland North Station included two intersections: US-1 at SW 68th Court and SW 84th Street. Traffic data revealed a high volume of pedestrian crossings over US-1. To enhance safety at this location, the following interim at-grade improvements will be introduced: new pedestrian signals, upgraded pedestrian curb ramps, a new pedestrian refuge area in the median, combined high-visibility crosswalks with bicycle crossings, enhanced pavement markings, a No Turn on Red signal, and improved lighting.

3. DADELAND SOUTH METRORAIL STATION:

Based on the review of the crash data, below are the recommended potential short-term countermeasures proposed at the Dadeland South Metrorail Station:

- **At Datran Drive:**
 - Improve pavement markings,
 - Install curb ramps (ADA compliant),
 - Close the box which involves installing the crosswalk on the south leg to cross US-1.
- **Dadeland Blvd:**
 - "Use Crosswalk" sign at the intersection,
 - Review lighting and improve as needed.

Refer to Figure E-9 and E-10 for Conceptual Design Plans

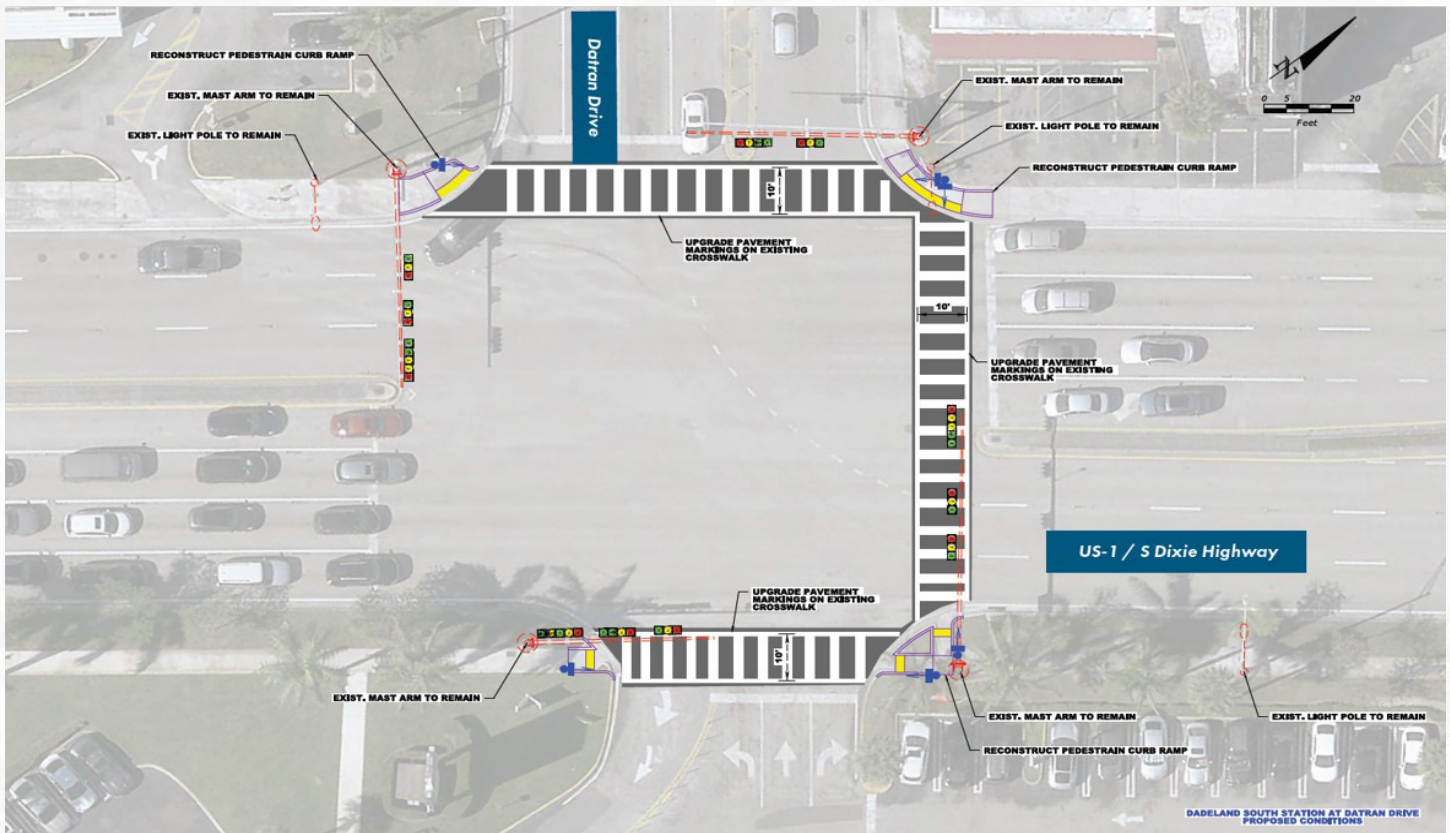


Figure E-9: Dadeland South Metrorail Station Alternative 4: At Grade Improvements at Datran Drive



Figure E-10: Dadeland South Metrorail Station Alternative 4: At Grade Improvements at Dadeland Boulevard

Station No. 3: Dadeland South Metrorail Station Alternatives Summary

Alternative 1 – Pedestrian Bridge at Dadeland Boulevard: The location for Alternative 1 is not feasible, as it does not offer the safest crossing to optimize safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1. The current connectivity to the Dadeland South Metrorail Station is congested and may not provide the safest conditions for pedestrian crossings. Implementing this alternative will require coordination with landowners and adjacent business owners to secure the necessary right-of-way.

With a proposed development planned in the near future, it is recommended to consider constructing a pedestrian bridge over US-1 at the site of the new development. The existing streets lack safe pedestrian crossings, and based on this evaluation, anticipated post-construction conditions, and input from the Project Working Group, it is advisable to explore the option of a pedestrian bridge that directly connects to the new development. Two different alternatives will be further evaluated during the design phase.

Alternative 2 – Pedestrian Bridge west of Datan Drive: Similar to Alternative 1, the location for Alternative 2 is also not feasible as it does not offer the safest crossing to enhance safety, mobility, and accessibility for pedestrians and bicyclists crossing US-1. The current conditions for connecting to the Dadeland South Metrorail Station are congested, making it less than ideal for pedestrian crossings. To prioritize and mitigate impacts on the existing conditions, this alternative offers less value than Alternative 1 in terms of connectivity and safety. Additionally, Alternative 2 involves more crossings and results in a longer walk for cyclists and pedestrians accessing the station.

Given that a new development is expected in the near future, it is recommended to consider constructing a pedestrian bridge over US-1 at the location of the new development. The existing streets currently lack safe pedestrian crossings, and based on this evaluation, the new conditions post-construction, and input from the Project Working Group, it is advised that a pedestrian bridge directly connecting to the new development be explored. Two different alternatives for this bridge will be further assessed during the design phase.

Alternative 3A – Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ- Bridge Connection directly into South Tower of proposed development: It is identified as a feasible solution for long-term improvements, though its implementation will require ongoing collaboration with developers. In light of the upcoming development planned for the near future, constructing a pedestrian bridge over US-1 at the new site is strongly recommended. Currently, the surrounding streets lack safe crossing options for pedestrians, and based on this evaluation, anticipated post-construction conditions, and feedback from the Project Working Group, establishing a pedestrian bridge that directly connects to the new development would significantly enhance safety and accessibility. During the design phase, both Alternative 3A and 3B will be examined to determine the most effective approach.

Alternative 3B – Pedestrian Bridge to accommodate new development at 9300 Plaza & Shorty’s BBQ- Bridge Connection west of South Tower of proposed development: It is also considered a viable option for long-term improvement. However, future coordination with developers will be necessary to determine the optimal location for the proposed bridge. Given the upcoming development in the area, it is advisable to construct a pedestrian bridge over US-1 at the new development site. The existing streets currently lack safe pedestrian crossings, and based on this evaluation, anticipated post-construction conditions, and feedback from the Project Working Group, a pedestrian bridge that directly connects to the new development is recommended. Both Alternative 3A and 3B will be further evaluated during the design phase to identify the best solution.

Alternative 4 – At-Grade Improvements at Dadeland Blvd and Datan Drive: It is feasible and recommended as a short-term improvement. The Dadeland South Metrorail Station spans two key intersections: Datan Drive and Dadeland Boulevard at US-1. Pedestrian counts and crash data support the future construction of a pedestrian bridge at this location, particularly after the new Ocean Dadeland, LLC development, which includes two mixed-use towers at the current Shorty’s BBQ site, is completed. In the interim, it is recommended to implement upgrades such as enhanced pavement markings, reconstructed ADA-compliant pedestrian curb ramps, and "Use Crosswalk" signs.

IMPLEMENTATION STRATEGY

This feasibility study was conducted pursuant to a TPO Governing Board Resolution #08-2022, to create a framework for implementing bicycle and pedestrian bridges across US-1 at the Coconut Grove, Dadeland North, and Dadeland South Metrorail Stations in collaboration with the Florida Department of Transportation (FDOT), Miami-Dade County Department of Transportation and Public Works (DTPW), area municipalities, and private developers.

The implementation plan developed for the US-1 Bicycle and Pedestrian Bridge Feasibility Study is to provide at-grade improvements as short-term Improvements at the three Metrorail station locations. These alternatives were identified as the best options to improve connectivity as quickly and affordably as possible while still maintaining an urban environment. The short-term improvements are recommended within the next three to five years to provide fast solutions for improved safety and connectivity. The placement of bicycle/pedestrian improvements at these three stations along the US-1 corridor will provide pedestrians and bicyclists with safer mobility options.

All other pedestrian bridge alternatives are recommended as long-term improvements and are recommended to be further evaluated in the future. The following is the general recommended framework for the further development and implementation of these improvements:

- **Miami-Dade 2045 LRTP** – The Miami-Dade 2045 Long Range Transportation Plan (LRTP) has specific sources of funding which can be utilized for projects within its planning process. The LRTP includes \$105 million in set aside funding for bicycle and pedestrian projects for the next 21 years (2025-2045).
- **Additional Stakeholder Coordination and project sponsors** – It is recommended that additional coordination is conducted with the appropriate agencies and developers within the area 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 Transportation Improvement Plan (TIP) List of Program Priorities (LOPP) for federal funding opportunities. The LOPP cycle for their inclusion will depend on various factors, including the timing of the coordination with the various sponsors 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 that the feedback from likely affected constituents is appropriately considered as part of the design of the improvements.

PUBLIC INVOLVEMENT

The US-1 Bicycle and Pedestrian Feasibility Study entailed collaboration with stakeholders, facilitated by their participation in three (3) Project Working group Meetings. During the feasibility study, the Project Team organized several meetings to present and discuss the different project alternatives. These meetings aimed to disseminate project details to relevant agencies and gather input on the suggested improvements. The Project Team also engaged in a FDOT Workshop, a Bicycle and Pedestrian Advisory Committee (BPAC) Meeting, and a Transportation Aesthetics Review Committee (TARC) Meeting to address the feasibility study alternatives. These meetings played an important role in identifying issues, addressing concerns, and brainstorming potential solutions that enhanced the proposed recommendations. In response to this feedback, the team analyzed and selected the most prominent alternatives for each of the three Metrorail stations.

CONCLUSION

In conclusion, the US-1 Bicycle and Pedestrian Bridge Feasibility Study proposes a phased approach to enhancing connectivity and safety along the corridor. Immediate, cost-effective at-grade improvements are recommended at three Metrorail station locations within the next three to five years to quickly address safety and mobility for pedestrians and cyclists. For other pedestrian bridge alternatives, the study suggests these be pursued as long-term projects, with further evaluation to follow.

To support these improvements, the Miami-Dade 2045 Long Range Transportation Plan (LRTP) allocates \$105 million for bicycle and pedestrian projects over the next 21 years. It is crucial to engage with relevant stakeholders and project sponsors to secure additional funding and integrate these projects into the Transportation Improvement Plan (TIP). This process involves prioritizing projects, securing federal funding, and conducting detailed design work and public outreach to ensure successful implementation and community support.