MIAMI-DADE 2018
BICYCLE & PEDESTRIAN DATA COLLECTION

JUNE 30, 2018

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THE CORRADINO GROUP
Engineers • Planners • Program Managers • Environmental Scientists

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SUMMARY

The objective of this study is to capture the current trends in bicycle and pedestrian travel, with implications for increased non-motorized travel potential for unlinked trips and first-last mile trips to transit stations. Trends in the growth of pedestrian and bicycle travel in Miami-Dade County and its municipalities are used to develop, expand and prioritize programs to improve and expand pedestrian and bicycle network facilities throughout the County.

Prior data collection studies for bicycle and pedestrian activity in Miami Dade County during 2016, 2014 and 2007 surveyed a total of 55 locations throughout the County (45 in 2007). The 2018 bicycle and pedestrian data collection cycle geographically expanded the data collection to include 75 locations based on existing activity levels, new facilities, recent development and reported pedestrian desire lines to identify new needs.

For the prior studies, the weekday data collection period was from 7 am to 9 am, and the weekend period was from 12 noon to 2 pm. While not entirely true at all locations, most weekday activity from 7am to 9am can be _generally_ be considered work commute trips, while weekend trips can _generally_ be considered as recreational use. The 2018 methodology expanded temporal coverage at select locations by counting bicycle and pedestrian activity for 3 periods: on weekdays, in the morning (7am to 9am), midday (12-2pm), and afternoon peak (4pm to 6pm); and on weekends, at midday (12-2pm), afternoon (4pm to 6pm), and evening (6pm to 8pm). Locations chosen for 3-period counts focused on: dense urban areas; tourist areas; recreational trails, and desire line locations.

Miami-Dade County
Pedestrian & Bicycle Data Collection Locations
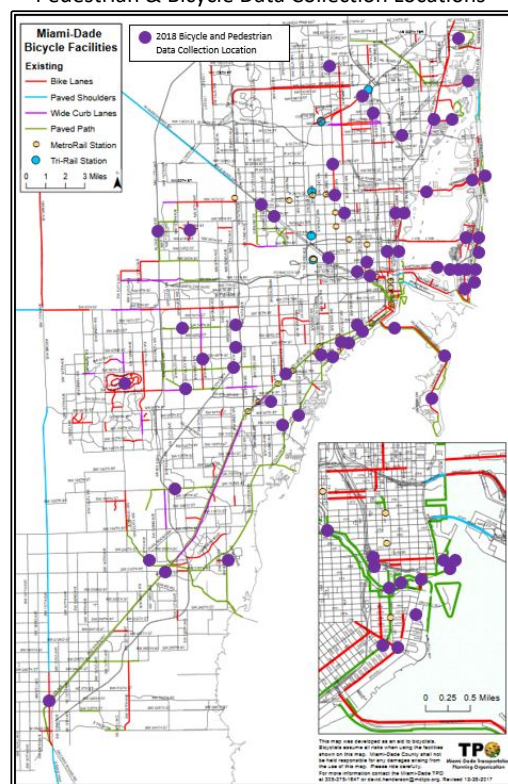
Miami-Dade Pedestrian & Bicycle Seasonal Variation
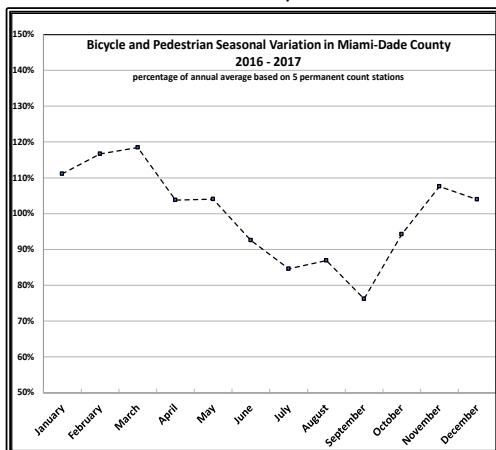
Counts were performed in the average season for bicycle and pedestrian activity, which for Miami Dade county is early May. Late October is also an average month; however, bicycle volumes and pedestrian volumes individually differ from the average in October, whereas they converge in the April-May period. The high month for the County is February at 118% of annual average, and the low month is August at 76% of annual average. These variations are small by comparison to 4-season urban areas, and in 4-season locations, winter is the low period and summer is the high period. Average season for this study used the late April through early May period.

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Counts were begun in April to minimize interruption of data collection by typical higher percentage of rainfall days in May.

The 2018 pedestrian and bicycle data collection cycle included 180 individual surveys (30 in February 2018 and 150 in April/May 2018) and counted a total of 106,981 pedestrians, and a total of 22,335 bicyclists for the periods counted. Approximately 2,288 hours of video was captured, of which 285.7 hours were observed for counts. All the raw video is saved for additional data mining.

106,981 pedestrians counted

22,335 bicyclists counted
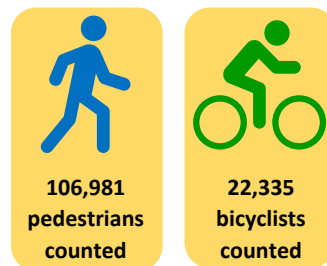
Collins Avenue & 16th Street, Miami Beach
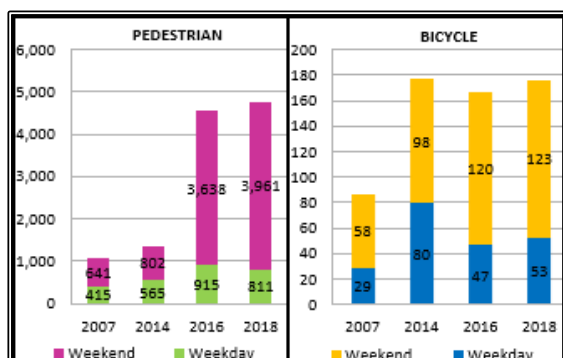
For each of the locations, 2018 data is reported on sheets including historical data from prior data collection cycles in 2016, 2014 and 2007. Histograms are used for each site to graphically show average annual rates of growth or decline at each location for pedestrians and bicycles, on weekdays and weekends for each. The histograms are stacked to show the relative proportion and relative growth between weekday volumes and weekend volumes.

Individual locations were grouped by sub-areas of the County to determine if there are identifiable trends that differ by sub-area. The sub-areas include: the Miami Downtown Central Business District; City of Miami Beach; Coconut Grove, South Miami, Virginia Key and Key Biscayne; North Central Dade; Northeast Dade; South Dade; and West Dade. Each is reported separately with trends summarized graphically for ease of interpretation. The highest increase in pedestrian activity by area was the Miami Central Business District for weekends, and South Dade for weekdays. The highest increase in bicycle activity by area was South Dade on weekends, and West Dade for weekdays. Individual location data was also grouped for a set of 16 locations that have been monitored since 2007 as trendline indicators.

Throughout Miami-Dade County, using an average of all observed data collection sites, pedestrian volumes from 2016 to 2018 were lower approximately 5% annually for weekdays and weekends.

Bicycle volumes were higher from 2016 to 2018 by annual increases of 16% on weekdays and 9% on weekends.

Miami-Dade County Trends – All Location Average
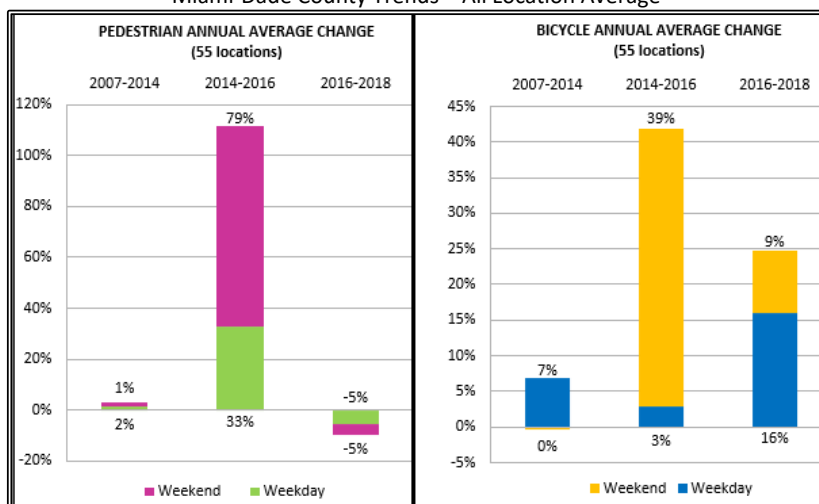
INTRODUCTION

PURPOSE: WHY PEDESTRIAN AND BICYCLE TRENDS ARE IMPORTANT

The objective of this study is to capture the current trends in bicycle and pedestrian travel, with implications for increased non-motorized travel potential for unlinked trips and first-last mile trips to transit stations. Trends in growth of pedestrian and bicycle travel in Miami-Dade County and its municipalities are used to inform programs and prioritization for improvement and expansion of pedestrian and bicycle network facilities. The importance of the growth in pedestrian and bicycle travel is foster economically, ecologically and socially sustainability urban mobility, to:

Provide a network of mobility alternatives that democratize urban mobility, by providing the best facilities for the most basic transportation that provides equitable access to opportunity;

Increase the proportion of regional travel trip mileage that is made without reliance on petroleum product-fueled vehicles to improve the region's personal and environmental health, reduce greenhouse gases, and provide a positive impact to reduce global warming;

Support urban development as pedestrian-designed and functional high-quality communities that serve generations without reliance on fossil fuels and without hinderance by roadway congestion;

Improve the quality of life for Miami-Dade County residents by decreasing congestion and their 242 hours of average annual time commuting, of which 74 hours are attributable to congestion delay.[1]

As first-last mile modes, increase the transit shed, market capture and potential ridership for existing and future high-capacity transit investments;

Provide a network of market-responsive, flexible mobility alternatives for unchained trips that decrease SOV mileage;

Many communities continue to successfully demonstrate that walking and biking are viable modes of urban mobility. The objective is that these modes are supported by infrastructure investment, policy, and development regulation. The goal is that significant numbers of people begin to choose walking and biking as modes of travel for part or all of their trip to and from home, school, work and recreation. To accomplish this, planning, programming and implementation facilities, policy and regulation, requires systematic, data-driven analysis. The data collected here is a building block to develop solid, implementable and ultimately successful plans and programs. The bicycle and pedestrian counts are essential to:

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[1] Adelia Santos, FHWA NHTS Program Manager N/A, Nancy McGuckin and Hikari Yukiko, Travel Behavior Associates; Danielle Gray and Susan Liss, Cambridge Systematics; *Summary of Travel Trends, National Household Travel Survey*, US Department of Transportation, Washington DC, 2011

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- Establish the current level of activity

- Identify facilities for improvement

- Conduct before-and-after evaluations of new programs and facilities

- Provide a baseline to monitor trends with future counts

Consistently identifying utilization and demand is one of the largest obstacles to correctly planning a non-motorized mobility network. The data collected here can be combined with the Census Bureau's American Community Survey "journey-to-work" data, crash statistics, FHWA's National Household Travel Survey, and user networked data sources such as Strava (with consideration of self-selection bias) that may be used to begin working on a methodology to study the relationship between bicycling and walking activity and an area's demographic, geographic, land use and infrastructure characteristics to help prioritize mobility investment. Of note, the Rails-to-Trails Conservancy is developing the Trail Monitoring and Assessment Platform (TMAP), a national demand forecasting model and has selected Miami-Dade County as one of twelve national data collection sites.

MIAMI-DADE BICYCLE & PEDESTRIAN COUNT PROGRAM: 2007 TO NOW

Bicycle & Pedestrian Traffic Count Program, 2007

In 2007, the count program was initiated to study pedestrian and bicycle activities throughout Miami-Dade County as part of the National Bicycle and Pedestrian Documentation Project (NBPDP). The objectives of the NBPDP are to establish a consistent national approach to counting and surveying bicycle and pedestrian traffic, establish a national database of bicycle and pedestrian count information, and use count and survey information to begin analysis on the correlations between various factors and bicycle and pedestrian activity. The 2007 Study selected 45 locations based on existing pedestrian activities and possible future improvements. The locations were divided into two different types of data collection: point counts and intersection counts. Point counts consist of collecting pedestrian and bicycle data along a roadway segment or pedestrian facility (trail, pedestrian bridge, etc.) near a specific location. Intersection counts collect pedestrian and bicycle data at or near intersection crosswalks. The 45 locations and the data collected in the 2007 counts update are incorporated as historical data for trends analysis in this study.

Bicycle & Pedestrian Traffic Count Program, 2014 & 2016/2017

In 2014 and 2016/2017, the count program was updated and geographically expanded to include 55 locations based on existing pedestrian activities and possible future improvements. The locations were again divided into two different types of data collection: point counts and intersection counts. The 55 locations and the data collected are incorporated as historical data for trends analysis in this study. All the 2014 and 2016/2017 counts were performed for weekdays (Tuesday, Wednesday, Thursday) and weekends (Saturday or Sunday). Weekday counts were performed for the AM Peak period, 7:00 am to 9:00 am, which is consistent with prior studies and national programs. Weekend counts were performed for the Mid-Day period, 12:00 noon to 2:00 pm, which is considered representative of the peak period of activity on weekends.

Bicycle & Pedestrian Traffic Count Program, 2018

The performance of this study, continues the bicycle and pedestrian count program update.

Locations:
The 2018 study again geographically expanded the data collection to include 77 locations based on existing pedestrian activities and possible future improvements. The locations were again divided into two different types of data collection: point counts and intersection counts.

Time Periods:
In addition, the 2018 data collection program expanded the data collection effort. The 55 locations from the 2014 data collection were expanded to 77 locations. The 77 locations added 22 new locations; however, 2 locations from the prior 55 were deleted. In addition, the number of time periods for data

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collection was also enhanced at key locations. For the 2014 study, weekday data collection periods were from 7 am to 9 am, and the weekend periods were from 12, noon to 2 pm.

The 2018 methodology enhanced the temporal coverage, by counting bicycle and pedestrian activity for 3 periods at select locations. The intent of the modification was to capture data to help determine different patterns throughout the day in areas of high activity, and help identify the actual peak periods, and differences in presumed peak to daily factors. The locations chosen for 3-period counts included representative locations with the following distinctions:

- Dense urban areas that are predominantly office use (Miami CBD north of Miami River)
- Dense urban areas that are a mix of office, residential and evening entertainment (Brickell Area)
- Tourist areas with mix of retail, entertainment and residential uses
- Recreational trails in densely populated areas (Atlantic Trail sites on Miami Beach, and the Turnberry Trail in Aventura)
- Desire Line locations

The 2-hour periods that were used for counts included:

Time Period	Weekday	Weekend
AM Peak	7:00 am to 9:00 am	not collected
Mid-Day	12:00 am to 2:00 pm	12:00 am to 2:00 pm
PM Peak	4:00 pm to 6:00 pm	4:00 pm to 6:00 pm
Evening	not collected	6:00 pm to 8:00 pm

Seasonality:

The 75 locations that were surveyed in the average seasonal period. The average season for bicycles and pedestrians was calculated based on permanent counter station data that became available since the prior study was performed. The permanent counter station analysis is included in the analysis. As a reference to the prior data collection and to verify seasonality results from permanent counter stations, the 15 locations from the 2014 counts update were also counted during the winter period (February).

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Table 1
2018 Counts Locations, Type, Time Periods and Season

	Location	Type	Time Periods	Season
1	Venetian Causeway on Rivo Alto Island, Miami Beach	Point	AM	Winter, Average
2	Washington Avenue at 16th Street, Miami Beach	Intersection	AM, MD, PM	Average
3	Collins Avenue south of 16th Street	Point	AM, MD, PM	Winter, Average
4	5th Street at Meridian Avenue	Point	AM	Average
5	Ocean Drive at 10th Street	Intersection	AM, MD, PM	Average
6	Alton Road at 16th Street	Point	AM	Average
7	West Avenue at 16th Street	Point	AM	Average
8	71st Street Bridge at Bay Drive	Point	AM	Winter, Average
9	Sunny Isles Beach Causeway at Oleta Park Entrance	Point	AM	Winter, Average
10	Snake Creek Trail at NE 177th Street	DELETED		
11	Turnberry Isle Path at Aventura Boulevard	Point	AM, MD, PM	Average
12	NE 125th Street at NE 6th Avenue	Intersection	AM	Average
13	Biscayne Boulevard at NE 135th Street	Intersection	AM	Average
14	NW 27th Avenue at NW 103rd Street	Intersection	AM	Average
15	NW 27th Avenue at NW 79th Street	Point	AM	Average
16	NW 22nd Avenue at NW 62nd Street	Point	AM	Average
17	NW 5th Avenue Pedestrian Bridge over Okeechobee River	Bridge Point	AM	Average
18	NW 27th Avenue Bridge at Miami River	Bridge Point	AM	Winter, Average
19	NW 12th Avenue Bridge at Miami River	Bridge Point	AM	Winter, Average
20	Flagler Street Bridge at Miami River	Bridge Point	AM	Winter, Average
21	SW 1st Street Bridge at Miami River	Bridge Point	AM	Winter, Average
22	SW 2nd Avenue Bridge at Miami River	Bridge Point	AM	Winter, Average
23	Miami Avenue Bridge at Miami River	Bridge Point	AM	Winter, Average
24	Brickell Bridge at Miami River	Bridge Point	AM, MD, PM	Winter, Average
25	NW 146th Street Pedestrian Bridge over I-95	Bridge Point	AM	Average
26	Grand Avenue at Douglas Road	Intersection	AM	Average
27	South Bayshore Drive at SE 32nd Avenue (Vizcaya)	Intersection	AM, MD, PM	Average
28	M-Path north of Red Road	Point	AM	Winter, Average
29	SW 48th Street at SW 97th Avenue	Intersection	AM	Average
30	South Miami Avenue south of SE 15th Road	Point	AM	Average
31	SW 27th Avenue at Bird Road	Intersection	AM	Average
32	Krome Avenue at SW 320th Street (Mowry Drive)	Intersection	AM	Average
33	SW 87th Avenue at SW 212th Street	Intersection	AM	Average
34	South Dade Trail at SW 216th Street	Point	AM	Winter, Average
35	Black Creek Trail at SW 127th Avenue north of SW 206th Tr.	Point	AM	Average
36	Kendall Lakes Golf Course Trail on SW 68th Street	Point	AM	Average
37	Crandon Boulevard at East Heather Drive	Intersection	AM, MD, PM	Average
38	Red Road Trail at SW 105th Street Pedestrian Bridge	Intersection	AM	Average
39	Old Cutler Road Trail at Matheson Hammock Entrance	Point	AM	Winter, Average
40	Coral Way at SW 107th Avenue (Youth Fair)	Intersection	AM	Average

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Table 1, continued
2018 Counts Locations, Type, Time Periods and Season

	Location	Type	Time Periods	Season
41	SW 56th Street at Tropical Park Entrance	Intersection	AM	Average
42	SW 72nd Street at SW 107th Avenue	Intersection	AM	Average
43	SW 152nd Street at SW 112th Avenue	Intersection	AM	Average
44	Rickenbacker Causeway on Hobie Island east of Toll Plaza	Point	AM, MD, PM	Winter, Average
45	41ST Street at Pine Tree Drive, Miami Beach	Intersection	AM	Average
46	M-Path at Vizcaya MetroRail Station	Point	AM, MD, PM	Average
47	Atlantic Greenway Trail at 21st Street	Point	AM, MD, PM	Average
48	5th Street Bridge at Miami River	Bridge Point	AM	Average
49	Commodore Trail: Main Highway at Commodore Plaza	Intersection	AM, MD, PM	Average
50	Brickell Avenue at SE 10th Street	Intersection	AM, MD, PM	Average
51	NW 5th Street at NW 1st Avenue	DELETED	AM	Average
52	NW 27th Avenue at NW 183rd Street	Intersection	AM	Average
53	NW 12th Avenue at NW 20th Street	Intersection	AM	Average
54	NW 17th Avenue Bridge at Miami River	Bridge Point	AM	Average
55	Biscayne Boulevard at SE 1st Street east of MetroMover	Intersection	AM, MD, PM	Average
New Locations				
56	Biscayne Boulevard at SE 1st Street west of MetroMover	Intersection	AM, MD, PM	Average
57	Biscayne Boulevard at SE 2nd Street west of MetroMover	Intersection	AM, MD, PM	Average
58	South Bayshore Drive north of Kennedy Park	Point	AM, MD, PM	Average
59	FEC Railroad Bridge, Ludlum Drive to Okeechobee River	Desire Line	AM, MD, PM	Average
60	Tri-Rail Bridge, north of MIC over Miami River	Desire Line	AM, MD, PM	Average
61	Doral Turnpike Multi-Use Trail at NW 50th Street	Point	AM	Average
62	NW 52nd Street at NW 102nd Avenue	Intersection	AM	Average
63	Snapper Creek, east of US-1 to Ludlum Road	Desire Line	AM, MD, PM	Average
64	State Road 9, approach to Golden Glades Intermodal Center	Point	AM	Average
65	Federal Highway at 4900 Block (adjacent to Publix)	Point	AM, MD, PM	Average
66	Biscayne Boulevard at 4900 Block (adjacent to Publix)	Point	AM, MD, PM	Average
67	Atlantic Greenway Trail at 71st Street	Point	AM, MD, PM	Average
68	NW 135th Street at Arch Creek East Trail	Point	AM	Average
69	Brickell Avenue at 15th Road	Intersection	AM	Average
70	Biscayne Boulevard at NE 29th Street	Intersection	AM	Average
71	Federal Highway at NE 29th Street	Intersection	AM	Average
72	41st Street at Prairie Avenue, Miami Beach	Intersection	AM	Average
73	Virginia Key at Mile Marker 3.5 near Marina	Point	AM	Average
74	Okeechobee Trail in Miami Springs	Point	AM	Average
75	Flagler Street east of SE 1st Avenue	Point	AM	Average
76	SE 1st Street east of SE 1st Avenue	Point	AM	Average
77	*79th Street Causeway at Pelican Harbor Entrance*	*Point*	*AM*	*Average*
78	*SW 42nd Street at Tropical Park Entrance*	*Intersection*	*AM*	*Average*

2018 Bicycle and Pedestrian Count Locations in Miami-Dade County
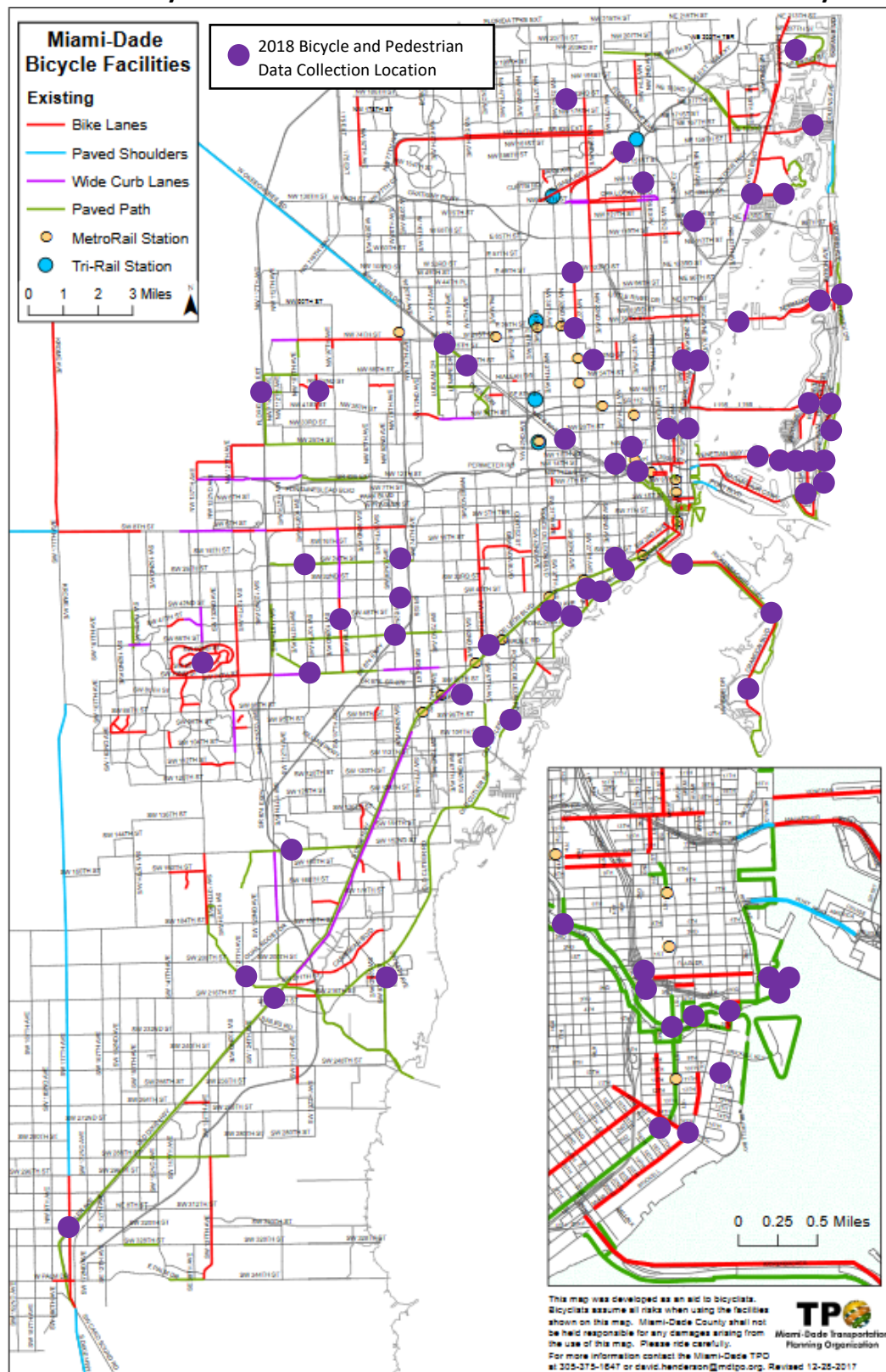
STATE OF THE PRACTICE

PRIOR DATA REVIEW

Prior to the undertaking of the design of the bicycle and pedestrian counts program for 2018, previous Miami-Dade bicycle and pedestrian count data reports were reviewed, including:

- Bicycle / Pedestrian Plan Update (2007)
- Bicycle and Pedestrian Plan Update (2009)
- Bicycle/Pedestrian Traffic Count Program (2014)
- Bicycle/Pedestrian Traffic Count Program (2016-17)
- Update of the Miami Dade County GIS Crash Data System (2009)

The data from these reports has been incorporated into the database for the 2018 count data and is used in the analysis section for determining historical trends by location where available, by subareas, and for the County overall.

AREA BICYCLE AND PEDESTRIAN PLANS REVIEW

Transit System Bicycle Plan for Miami Dade County (2013)

The Transit System Bicycle Plan for Miami Dade County, as a companion study to the MPO Bicycle and Pedestrian Program focuses on improving bicycle connections to transit facilities, and identify specific improvements at transit facilities as well as to transit facilities. Transit in the County to foster more viable access to transit. The plan sets out to accomplish the following:

- Evaluate existing bicycle-with-transit conditions within Miami-Dade County;
- Identify applicable best practices for bicycle connections to transit systems;
- Guide land use and transportation policy;
- Develop a comprehensive, prioritized, short-term and long-term Transit System Bicycle Master Plan that recommends improvements to access and utilize all transit facilities and services; and
- Support transit agencies' Transit Development Plan Updates and the County's Bicycle and Pedestrian Master Plan.

The plan analyzed existing transit (Metro Rail, Busway, Tri-Rail) origin-destination studies with respect to bicycle mode to and from the transit systems, as well as a Metrobus driver survey, passenger intercept surveys, incident data, and a specific analysis of the South Miami Metro Rail Station Bicycle Ridership.

The South Miami Metro Rail Station Bicycle Ridership component provided original video data taken on Wednesday, February 26, 2014, and Saturday, March 1, 2014. The study found that 2.9% of the weekday boardings (parked at racks or carried on-board) were bicyclists. The peak times of the day were between 2-pm and 8-pm. On the weekend, 4.5% of the boardings (parked at racks or carried on-board) were bicyclists. The peak times of the day were between 2-pm and 4-pm. In 2014, this study found a total of bicyclists in and out of the station to be:

South Miami Metro Rail Station Boarding and Alightings by Bicycle - 2014

Time Period	Weekday	Weekend
AM Peak (7am - 9am)	21	14
Mid-Day (12noon – 2pm)	16	21
PM Peak (4pm – 6pm)	32	27
Evening (6pm – 8pm)	28	19
Total for Day	193	146

An update of this data is not included in the 2018 study, since the focus of this data set is toward on-street facilities, and an update of bike to transit should be undertaken more comprehensively. There is a total of 23 Metro Rail stations, and 28 Busway Stations.

Evaluation of Multimodal Options in South Dade (2015)

The focus of this study was to recommend a set of interconnected multimodal transportation projects for South Dade, so that people have options for how they travel. This study proposed 92 multimodal projects, including over 30 transit projects to support the SMART Plan, representing a shift in investments from roads to transit to provide multi-modal transportation capacity in the future. The study included 29 bicycle projects with a projected investment of $91-million, and 14 pedestrian projects with a projected investment of $½-million.

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Municipal Plans

Throughout the County, many municipalities have undertaken bicycle and/or pedestrian plans to provide the bases for municipal improvement programs for bicycle and pedestrian facilities. The pertinent information summarized from each is listed in Table 2.

Table 2, Municipal Bicycle and Pedestrian Plans

Title	Municipality	Year	Primary Data	Infrastructure Prioritization	Project Schedule & Costs
Miami-Dade 2040 Bicycle/Pedestrian Plan	Miami-Dade County MPO	2013	None	• Minimum Revenue Plan • County-wide • All jurisdictions	2040 Cost by project
Miami Bicycle Master Plan	City of Miami, The Street Plans Collaborative	2009	None	• Bike routes • Sharrows • Bike lanes • Bicycle boulevards • Bike parking	No cost information
Protected Bike Lanes Demonstration Plan	Miami Dade TPO	2017	None	• Protected bike lanes	No cost information
Bicycle & Pedestrian Mobility Plan	City of Miami Gardens	2013	• 9 intersection counts • 2pm to 6pm • Pedestrians • Bikes on road • Bikes on sidewalk • Peak hours vary	• Sidewalks • Crosswalk enhancement • Curb modifications • Traffic calming • Sharrows & bike lanes • Trails	1-2 years, 3-5 years 5+ years No cost totals
Bicycle & Pedestrian Master Plan	Village of Palmetto Bay	2009	None	• Sidewalks • Crosswalk enhancement • Bike lanes • Multi-use paths	2020-2021 $3-million
FDOT Transportation Alternatives Program Application	City of Hialeah	2017	None	• Bike Lanes • Sharrows	2020-2021 $0.9-million
Fountainbleau Area Connectivity Plan	Miami-Dade Parks Recreation & Open Space	-	-	-	Map only
Bicycle Parking Plan for Miami Dade Transit	Miami-Dade County MPO & CUTR	2002	• 72 surveys at transit stations • Bike parking to transit only	• Bicycle storage at Metro Rail Stations	Bike storage at transit, No cost data
Snapper Creek Trail Segment B Master Plan Preferred Alignment	Miami-Dade County TPO	2014	None	• Trail planning • Preferred concept • Phasing plan	Phasing, Cost by phase
Black Creek Trail Segment B Master Plan Preferred Alignment	Miami-Dade County MPO	2007	None	• Trail planning • Preferred concept • Phasing plan	Phasing, Cost by phase

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LITERATURE REVIEW

Prior Reports of other national non-motorized data collection efforts were reviewed to understand best practices for collecting, analyzing and using data. These reports included:

- Institute of Transportation Engineer's *National Bicycle/Pedestrian Documentation Project*
- FHWA Bicycle-Pedestrian County Technology Pilot Project
- NCHRP Guidebook on Pedestrian and Bicycle Volume Data Collection
- "*Conducting Bicycle and Pedestrian Counts*" Manual, Los Angeles Bike Count Data Clearinghouse
- FHWA Peer Exchange on Bicycle and Pedestrian Count Programs
- Rails-to-Trails Conservancy "Trail Modeling and Assessment Platform (T-MAP)" program
- Portland State University Initiative for Bicycle and Pedestrian Innovation Guide to Bicycle and Pedestrian Count Programs

The literature review focused on methods, technology and locational characteristics of bicycle and pedestrian data collection. The results of the literature review are summarized in Table 3 of the *Summary of Methodologies Section* (p. 13). Below, are more specific take-aways from each source that are unique to the report and not captured by the summary of Table 2.

Pedestrian and Bicycle Data Collection Summary of Source

The two reasons primary provided to collect bicycle and pedestrian data are for safety analysis and before-and-after analyses (project evaluation). Bicycle volumes are highly variable, dependent on weather, route conditions, the day of week, and time of day. Most counts are conducted via periodic manual counts. There are many technologies available and selection is based on the characteristics of each and to use whichever fits best. All technologies, including manual counts are subject to error. Multiple 24-hour counts should be conducted at a minimum. Extrapolations of short-term counts should be strongly avoided. Location selection should be based upon targeted use, such as: urban bike lanes for use by commuters; recreational trails for rural areas; etc. Most counts are conducted via periodic manual counts. Recommendations for data collection include:

1. determine methodology beforehand;
2. make sure it is regionally-replicable;
3. use a standard record format, including:
   - Location code/Station ID
   - Date
   - Start time
   - End time
   - Time interval
   - Collection method
   - Classification scheme
   - Lane and direction
   - Volume categories
   - Weather
   - Optional speed categories

METHODOLOGY

SUMMARY OF METHODOLOGIES

The Guidebook on Pedestrian and Bicycle Volume Data Collection (NCHRP No. 797) compares automated equipment designed to count pedestrians and bicyclists. The bicycle and pedestrian counter technology types summarized in the table below are based on the NCHRP report and the FHWA Traffic Monitoring Guide (TMG).

Pedestrian counters often use an infrared beam to count people that pass a point. Active infrared devices use and infrared beam that is undetectable to the human eye that passes between a transmitter and receiver. The device counts a person when the beam is broken. Passive infrared devices project an infrared beam from a fixed point, and anyone within the beam's cone shape is counted. Careful placement is essential to accurately count pedestrians, not miss pedestrians, and minimize beam breaks from non-pedestrian sources. The problem of shielding must also be accounted for.

Bicycle counters use a greater variety of technologies. Pneumatic tubes, similar to those used to count vehicles are appropriate for short-duration counts. They record bicycle traffic on the roadway, using specialized filters to "ignore" motorized traffic that passes over the tubes.

For short or long duration counts, thermal imaging cameras or video camera are affixed to existing poles within the right of way and capture bicyclists' heat signature as they ride within a counting zone. Software solutions are currently available to read the videos efficiently and produce counts from both thermal or video captures.

Inductive loops, magnetometers and piezoelectric strips are permanent counter types that are embedded in the pavement and detect bicycles as they pass the respective sensor. Video or thermal imaging cameras can be affixed to existing poles within the right-of-way, or some may have their own extensible poles for aerial perspectives that avoid problems of shielding.

The wireless technology revolution that has spun off new tools to facilitate non-motorized mobility data collection. Some cities are using mobile devices to measure increasing levels of bicycle traffic, as the new technologies reduce the cost of non-motorized data collection, analysis, and visualization. These technologies, including self-reporting by mobile devices, proprietary data reporting possibilities from bike share programs, inexpensive imagery systems, and wireless remote sensing have the potential to greatly reduce the cost of count programs, and thereby, provide the ability to use the same costs to greatly expand count programs in geographic and temporal scope.

Expansion of count programs through the use of increasingly more cost efficient technology is a critical necessity to increase the statistical validity of counts when differentiating counts for various purposes: including: before and after improvements, the quality of bicycle and pedestrian facilities, the impact of built density and intensity, mix-use areas, other urban contexts, recreational versus non-recreational purposes, and the impact of bike sharing and other shared mobility resources.

Table 3, Comparison of Bicycle and Pedestrian Count Technologies

Technology Type	Use	Duration	Typical Uses	Advantages & Disadvantages	Picture
Infrared (passive & active)		Short or Long	Sidewalk, Shared-Use Path, Trails, Indoors, Desire Lines	• does not distinguish pedestrian from bicyclist • surface temperature effect on accuracy • only for moving target	
Pneumatic Tubes		Short	Shared Road, Bike Lane	• not for pedestrian path • temporary only • tears and "standing on" affect accuracy • high consumables	
Inductive Loop		Permanent	Shared Road, Bike Lane, Shared Use Path	• low on-going cost • low visibility • fixed location • bike only • carbon fiber undetected	
Magnetometer		Permanent	Shared Road, Bike Lane, Shared Use Path	• low on-going cost • buried, not visible • fixed location • bike only • non-ferrous undetected	
Piezoelectric Sensors		Permanent	Shared Road, Bike Lane, Shared Use Path	• higher initial cost • low on-going cost • fixed location • bike only	
Radar Sensors		Permanent	Shared Road, Bike Lane, Shared Use Path	• higher initial cost • low on-going cost • fixed location • bike only • radar health concern	
Thermal Imaging		Long	Sidewalk, Trails, Shared Use Path, Road, Bike Lane, Desire Lines	• data source may be useful for other studies • automated software reading of data	
Video Imaging		Long or Short	Sidewalk, Trails, Shared Use Path, Shared Road, Bike Lane, Desire Lines, Indoors	• rich data source useful for many other studies • personnel time to read • automation possible with software	
Mobile Devices		Irregular Ongoing		• inexpensive • potentially large data • origin – destination data • self-selecting sample bias	

2018 PEDESTRIAN & BICYCLE DATA COLLECTION METHODOLOGY

DETERMINING THE AVERAGE MONTH FOR DATA COLLECTION

Based on the prior counts in 2007 and 2014, a total of 220 counts were made at 55 locations. For the 2018 data collection, two sites were deleted, and 22 sites were added for a total of 75 sites. The primary data collection period for all 75 locations (weekday and weekend) was performed in the average month which is late April through early May for both pedestrian and bicycle volumes. For 15 of the locations that are considered trend analysis locations, a winter count was also taken.

For active modes in the South Florida climate, it is presumed that the winter months are peak seasons for active transportation and the summer months. The determination for Winter, Summer and Index Months was made using the permanent count stations, and the results are summarized below.
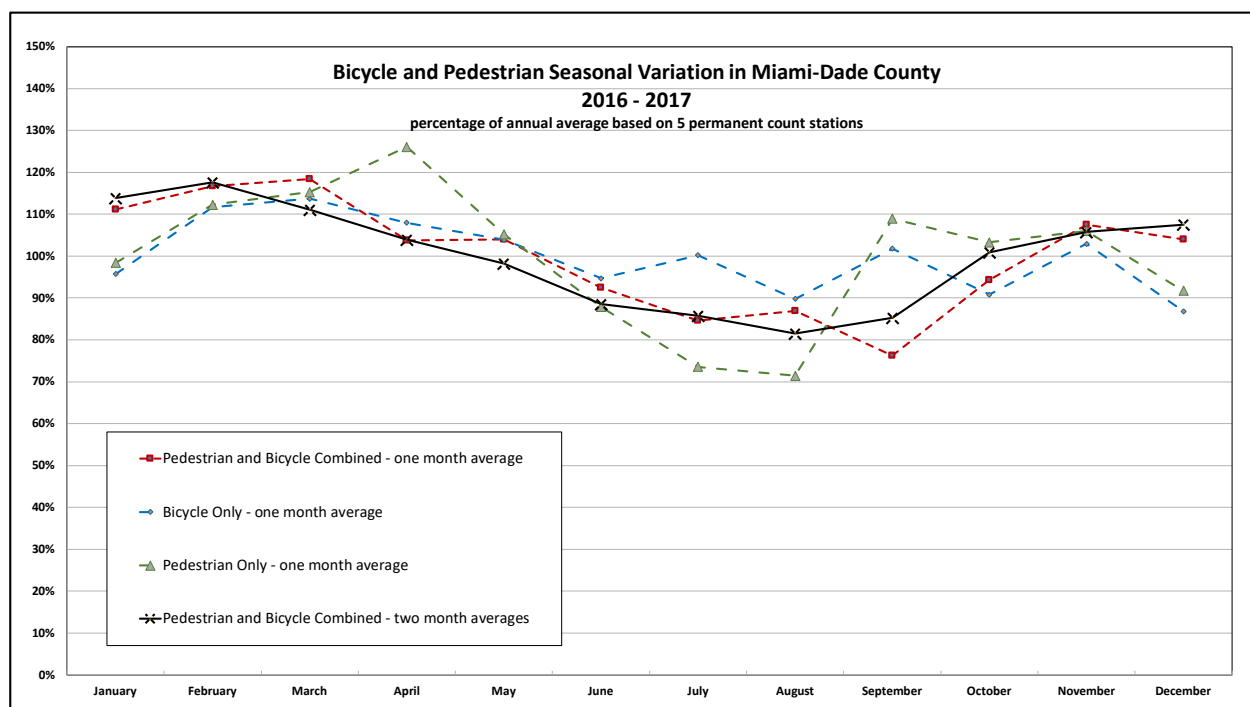
Based on the permanent count station data, the months for peak high (winter), peak low (summer), and average month for combined pedestrian and bicycle activity are:

Winter (high) Month	February	118% of annual average
Index Month (average for surveys)	April-May	100% of annual average
Summer (low) Month	August	76% of annual average

Using the combined mode average, October is more closely the average month at 101% of annual; however, the bicycle mode and pedestrian mode are more divergent in October, while in May, both pedestrian and bicycle volumes converge at just above 100%. For practical reasons to avoid the beginning of the wet season in South Florida, counts were started in mid-April, and ran through May.

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DETERMINING THE AVERAGE MONTH USING PERMANENT COUNT STATIONS

The five permanent, pedestrian and bicycle counters in Miami-Dade County that have been in operation since 2016 were used to develop seasonal variation information for use in determining the average season from which to develop a data collection methodology that focuses more geographically diverse data based on the average season instead of collecting presumed high and low season data. While the use of 5 permanent counters does not provide a rigorous statistical sample to base reliable monthly factors, the data was useful to identify an average month for data collection.

Further, it is intended that this methodology may be used to commence continued and expanded analysis of permanent count stations, and that the ability of an expanded permanent count station program to drive a more efficient bi-annual pedestrian and bicycle data collection be considered toward expanding permanent counter locations.

The five permanent counter stations are located at:
- M-Path just north of the Vizcaya MetroRail Station
- M-Path at Coral Way
- SE 1st Street, west of SE 2nd Avenue
- Riverwalk at One Miami
- Snake Creek Trail in North Miami Beach

Four of these locations are off-street paths, and only one is part of the roadway network. Given this, each location has been considered for its balance of recreational and commuting uses.

M-Path: The M-Path is an active mode trail that runs 9.4 miles, generally along the right-of-way of the MetroRail South Corridor from SW 1st Avenue and the Miami River to the Dadeland Mall at US-1 and Kendall Drive (SW 88th Street). The M-Path equipment at Coral Way does not distinguish between pedestrians and bicyclists, and the data has been analyzed accordingly. There are three count stations in the bi-annual counts that correlate to the M-Path: #28, M-Path at Red Road; #46, M-Path at Vizcaya Station; and #22, SW 2nd Avenue at the Miami River. Based on data from 2007, 2014, 2016 and 2018, the ratio of possible commuter use (weekday AM) to likely recreational use (Saturday afternoon) is:

#28, M-Path at Red Road   pedestrian: 39%wkday/61%wkend   bike: 28%wkday/72%wkend

#46, M-Path at Vizcaya Station   pedestrian: 50%wkday/50%wkend   bike: 38%wkday/62%wkend

#22, SW 2nd Av. at the Miami River   pedestrian: 58%wkday/42%wkend   bike: 61%wkday/39%wkend

The proportion of weekday trips (possible commuter trips) diminishes with distance from the CBD. This is an expected pattern. The M-Path facilitates a balance of both weekday and weekend trips, suggesting that the M-Path locations are suitable for identifying a month for average season counts for both weekdays and weekends, with implications that both commute trips and recreational trips are represented.

SE 1st Street, west of SE 2nd Avenue: This is an urban, on-street grid location in the Miami CBD. The are no stations in the biennial counts at this location; however, two counts cordon this count from both sides: SW 1st Street at the Miami River (#21); and SE 1st Street at Biscayne Boulevard (#55). The ratio of commute time use (weekday AM) to recreational use (Saturday afternoon) is:

#21, SW 1st St. at Miami River   pedestrian: 55%wkday/45%wkend   bike: 55%wkday/45%wkend

#55, SE 1st St. at Biscayne Blvd.   pedestrian: 31%wkday/69%wkend   bike: 53%wkday/47%wkend

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This location likely has a good balance of both kinds of trips, suggesting that it is suitable for identifying a month for average season counts for both weekdays and weekends, with implications that both commute trips and recreational trips are represented.

Riverwalk at One Miami: This is an urban, river / bay walk location at the edge of the Miami CBD. It does not represent a shortest path between destinations and is intended for recreational purposes. The equipment does not distinguish between pedestrians and bicyclists, and the data has been analyzed accordingly. It is not a location in the bi-annual count program, so there are no correlations between programs.

Snake Creek Trail (North Miami Beach): This is an urban, off-street grid location in North Miami Beach. It parallels a canal, and a vehicular roadway with low traffic volumes through a residential neighborhood that is characterized by single-family homes and low to medium density multifamily buildings. There is one station in the bi-annual counts at this location; however, it was discontinued for 2018 because it is now duplicative. From 2007 to 2016, the ratio of weekday am to weekend afternoon use is:

#10, Snake Creek Trail at NE 177th St   pedestrian: 44%wkday/56%wkend   bike: 51%wkday/49%wkend

The location has a good balance of both kinds of trips, suggesting that it is suitable for determining an average month.

DATA COLLECTION LOCATIONS BY PURPOSE

The purpose of the bicycle and pedestrian data collection will be 4-fold. Each location has a primary purpose which is noted in the location summaries. While each location has a primary purpose, it should be noted that all of the representative counts also may be used for trend analysis as more data collection is performed for each. Some of the targeted locations and planning needs locations may also be used for representative counts and/or trends counts in the future as more data is collected.

1) **TRENDS LOCATION COUNTS**
    a. A basic set of 15 locations that can be used for additional data collection when the full set of location is not measured.
    b. The trend locations include a 2016/2017 data set, and provide more historical information.
    c. For 2018, winter counts were performed and may be used to verify seasonal data.
    d. Used to compare with nationwide and /or Statewide count programs.

2) **COUNTY REPRESENTATIVE LOCATION COUNTS**
    a. Identify general bicycle and pedestrian activity in the County and possibly for sub-areas
    b. The original 55 trend locations include 2007, 2014, and 2018 data sets, and provide adequate historical information.
    c. The new locations include only 2018 data and are intended to become the basis for future analysis.
    d. Used to compare with nationwide and /or Statewide count programs.

3) **TARGETED LOCATION COUNTS**
    a. Impact of new bike and pedestrian facilities or other improvements when used as "after" counts.

b. Baseline for measuring the impact of new bike and pedestrian facilities or other improvements when used as "before" counts.

c. Impact of development, and bike sharing facilities as a baseline for future studies.

4) PLANNING NEEDS – NETWORK GAPS

a. Identify and prioritize new projects based on need, particularly where there are bicycle facility improvements that are discontinuous (gaps).

b. New or improved bike facilities: (trails, paths, lanes) where there identified needs, but no numerical volume data to support the need for facilities.

c. In some cases, there are locations such as South Bayshore Drive where there are known high volumes of bicyclists that share the vehicular lanes, and volume measurements can support justification for a protected bike lane or trail.

DELETED LOCATIONS

There are two locations that were performed in the 2007 and 2014 count programs that have been deleted from the 2018 program:

#10   Snake Creek Trail at NE 177th Street

The Snake Creek Trail location has been permanently deleted from the data collection program because the data point has been substantially replaced by the permanent count station at the Snake Creek Trail. The permanent count station is south of this location; however, the use and data collection is expected to be substantially the similar.

#51   NW 5th Street at NW 1st Avenue

This location was deleted temporarily from the 2018 data collection program and is intended to be included again in future data collection programs. At the times of data collection, the Miami Central Train Station which is located along the west side of NW 1st Avenue and spans over NW 5th Street was under construction. At the time of data collection, NW 5th Street was entirely closed to pedestrian and vehicular traffic. It is anticipated that the location will be re-introduced to the program, and that the volumes will be substantially different due to the new development.

ADDED LOCATIONS

#56   Biscayne Boulevard at SE 1st Street west of MetroMover

The location was added to complete the data for Location #55, Biscayne Boulevard at SE 1st Street east of the MetroMover. The intersection is divided by the MetroMover station, and the it was expected that since there is a destination in the middle that additional locations are required to capture the activity levels accurately.

#57   Biscayne Boulevard at SE 2nd Street west of MetroMover

The location was added to complete the data for Locations #55 and #56, Biscayne Boulevard. The intersection is divided by the MetroMover station, and the it was expected that since there is a destination in the middle that additional locations are required to capture the activity levels accurately.

#58   **South Bayshore Drive north of Kennedy Park**

The location was added to provide numerical data for identifying whether a trail should be planned for this section of South Bayshore Drive.

#59   **FEC Railroad Bridge, Ludlum Drive to Okeechobee River**

The location was added to verify reports of a desire line from the Okeechobee MetroRail Station across to Miami Springs. Part of the desire line near the station is clearly visible on aerials as a worn path in a grassed area. It is a railroad bridge. The purpose is to determine is a potential multi-use trail project across the bridge is justified.

#60   **Tri-Rail Bridge, north of MIC over Miami River**

The location was added to verify reports of a desire line from the area around the Miami Intermodal Center and areas north of NW 36th Street. It is a railroad bridge. The purpose is to determine is a potential multi-use trail project across the bridge is justified.

#61   **Doral Turnpike Multi-Use Trail at NW 50th Street**

The location was added to provide a baseline for utilization of a recently completed recreational trail at this location.

#62   **NW 52nd Street at NW 102nd Avenue**

The location was added to provide a baseline for utilization of recently completed bike lanes at this location.

#63   **Snapper Creek, east of US-1 to Ludlum Road**

The location was added to verify reports of a desire line from the residential area around Ludlum Road (SW 67th Avenue) to the north Dadeland MetroRail Station across US-1. The purpose is to determine is a trail project is justified.

#64   **State Road 9, approach to Golden Glades Intermodal Center**

The location was added to provide a baseline for monitoring the utilization of recent bicycle improvements at the Golden Glades Intermodal Station including bicycle lockers and a bicycle lane along State Road 9.

#65   **Federal Highway at 4900 Block (adjacent to Publix)**

The location was added to determine activity levels in the upper east side of Miami which has undergone very high levels of redevelopment, and to provide a baseline for a recently added bike lane along Federal Highway. The location is intended to be evaluated along with Location #66 as a parallel pair.

#66   **Biscayne Boulevard at 4900 Block (adjacent to Publix)**

The location was added to determine activity levels in the upper east side of Miami which has undergone very high levels of redevelopment. The location is intended to be evaluated along with Location #65 as a parallel pair and provide some insight as to the importance of adjacent uses, traffic conditions or the presence of adjacent development.

#67   **Atlantic Greenway Trail at 71st Street**
The location was added to complement Location #47, the Atlantic Greenway Trail at 21st Street, and identify differences in ocean-beach trail usage between South Beach and North Beach.

#68   **NW 135th Street at Arch Creek East Trail**
The location was added to complement Location #13, Biscayne Boulevard at NE 135th Street, and to identify a baseline for utilization of the Arch Creek East Trail.

#69   **Brickell Avenue at 15th Road**
The location was added to complement Location #30, South Miami Avenue south of SE 15th Road as a parallel pair, and also to complement Location #50, Brickell Avenue at SE 10th Street as a downstream location and a midpoint between this location and recreational use at the Rickenbacker Causeway.

#70   **Biscayne Boulevard at NE 29th Street**
The location was added to determine activity levels in the upper east side of Miami which has undergone very high levels of redevelopment. The location is intended to be evaluated along with Location #71 as a parallel pair and provide some insight as to the importance of adjacent uses, traffic conditions or the presence of adjacent development.

#71   **Federal Highway at NE 29th Street**
The location was added to determine activity levels in the upper east side of Miami and Midtown which has undergone very high levels of redevelopment. The location is intended to be evaluated along with Location #70 as a parallel pair and provide some insight as to the importance of adjacent uses, traffic conditions or the presence of adjacent development.

#72   **41st Street at Prairie Avenue, Miami Beach**
The location was added to provide a baseline for monitoring the utilization of a recently added bicycle lane along Prairie Avenue.

#73   **Virginia Key at Mile Marker 3.5 near Marina**
The location was added to provide a baseline for monitoring the utilization of a recently improved bicycle lane along Crandon Drive that includes a green-painted bike lane and lighted demarcation in the pavement. The trail at this point is recreational, but also captures utilization that is longer distance and/or destined from or to the Village of Key Biscayne. It is complementary to Location #44, the Rickenbacker Causeway on Hobie Island east of Toll Plaza, and to Location #37, Crandon Boulevard and East Heather Drive.

#74   **Okeechobee Trail in Miami Springs**
The location was added to provide a baseline for monitoring the multi-purpose trail in Miami Springs along the Okeechobee Canal. It is complementary to Location #17, NW 5th Avenue Pedestrian Bridge over Okeechobee River.

#75 **Flagler Street east of SE 1st Avenue**

The location was added as a complementary location as a parallel pair to Location #76, SE 1st Street east of SE 1st Avenue. It is also complementary to Location #20, the Flagler Street Bridge at the Miami River, as an upstream location.

#76 **SE 1st Street east of SE 1st Avenue**

The location was added as a baseline for the recently added protected bicycle lane along SE 1st Street; also as a verification data point for the permanent count station at SE 1st Street, west of SE 2nd Avenue; and also as a complementary location as a parallel pair to Location #75, Flagler Street east of SE 1st Avenue. It is also complementary to Location #21, the SW 1st Street Bridge at the Miami River, as a downstream location.

#77 **79th Street Causeway at the Pelican Harbor Entrance**

The location was added to provide a baseline to begin monitoring a gap in the assessment of causeway crossings. It is complementary to Location #1, the Venetian Causeway, and Location #9, Sunny Isles Beach Causeway. It is also complementary to Location #8, the 71st Street Bridge at By Drive as a downstream/upstream location.

#78 **SW 42nd Street at Tropical Park Entrance**

The location was added as a complementary location to Location #41, SW 56th Street at Tropical Park Entrance. This is the main entrance on the opposite (north) side of the park.

DATA COLLECTION TECHNOLOGY AND METHOD USED

The data collection methodology used was by video imaging. Video imaging was selected because it provides the richest data format for further analysis beyond this effort; provides a verifiable record of counts beyond the numerical values contained in the data base; and can be used on any facility: sidewalks, trails, shared-use paths, shared roadway facilities, bike lanes and desire lines. In terms of providing a rich data source, it is anticipated that the raw data videos may be subsequently used for a wide variety of other purposes, only some of which may include: identifying helmet use for bicycles; use of bike lanes, vehicle travel lanes or sidewalks by bicycle riders; use of crosswalks by pedestrians; pedestrian use of intersection signal equipment and timing; and more.

Automatic software to count pedestrians and bicycles was not used, in part to provide more verifiable accuracy, but also to complement a method that was developed to use the most "off-the-shelf" technology possible that would allow for expansion of the program that is less limited by proprietary hardware costs, and more repeatable.

At the core of the methodology was a decision to use small, inexpensive weatherproof video equipment that is commonly available in electronics and sports outlets. The small, GoPro Session 5 video cameras were used, with a total of 10 cameras available for deployment on any day. Each was mounted securely inside a weatherproof utility box, along with a supplemental battery source that provided over 24 hours of run time. As such, each video run time was limited only by the size of the micro SD memory card loaded into each camera. Most of the surveys were performed with 200 GB cards that provided over 13 hours of video time. In some locations, 256 GB cards were used to provide over 17 hours of video. The extend times allowed the recording of AM, midday, and PM peak periods, and in some cases, night-time video as well. Only for some locations were the additional periods counted. It should be noted that in a few cases, the full 13 hours may not be present on videos where occasional battery failures occurred or cameras shut-off due to running over operating temperature. The temperature issue was cured early during the program by repainting utility boxes from flat black to high-albedo silver, and where necessary, data collection was repeated.

Data collection video camera mounted on Crandon Boulevard light post with view across paths

The steps for each of the surveys were as follows:

- 10 cameras were prepared the night before surveys.

- Between 5am and 7am (weekday) or 9am to noon (weekend), seven to ten cameras are mounted, generally one for each location on: utility poles, light poles, or sign posts in the public right-of-way.

- The start time of each camera is noted to the nearest minute, and before mounting on location, each camera is faced to either a smart phone showing the time and date, or a clock in the surveyor's vehicle. In this way, the video content is time stamped.

- Cameras are mounted in the locations noted, using zip ties through mounting holes in the utility boxes, with the utility boxes locked shut with small zip ties in the locking holes to prevent tampering.

- Direction of camera view is either across paths or down path. Generally, down path is preferred for data review; however, in some locations, across path is more feasible. Camera lens angles can be adjusted to compensate for depth of field necessary to read data.

- Cameras were run for the full day and picked up in the evening.

Data collection video camera mounted on S.R. 9 sign post with view down path

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- The file names for each data collection run are contained in a single folder that is given a file name that includes the location name, date, day of week, and video start time.

- Weather conditions for the day are noted in the database.

- Start times are noted in the database.

- Any other pertinent conditions are noted in the database.

- For processing, only the necessary video segments were counted.

- Video segments are in consecutive segments of 17 minutes and 41 seconds each. A spreadsheet was developed to determine segments to count for the required time periods. In all cases, the segments summed to more than a 2-hour segment, and a function in the database automatically normalized the 2-plus hours of video counts to exactly two hours. Actual survey times ranged from exactly two hours to two hours and 14 minutes at the longest.

- All raw data is preserved in the database and has been transferred to hard drives in raw form to preserve original data. There are seven 4-terabyte hard drives marked A through G that contain the video files. Most locations have significantly more time coverage recorded on video than has been used.

Data collection weatherproof video camera as mounted in silver paint, shown unlocked (all were repainted silver for higher temperature weather)

Data collection weatherproof video camera shown open with auxiliary battery and 200 GB SD memory chip installed (not visible)

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BICYCLE & PEDESTRIAN DATA COLLECTION
DATA ANALYSIS

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Countywide
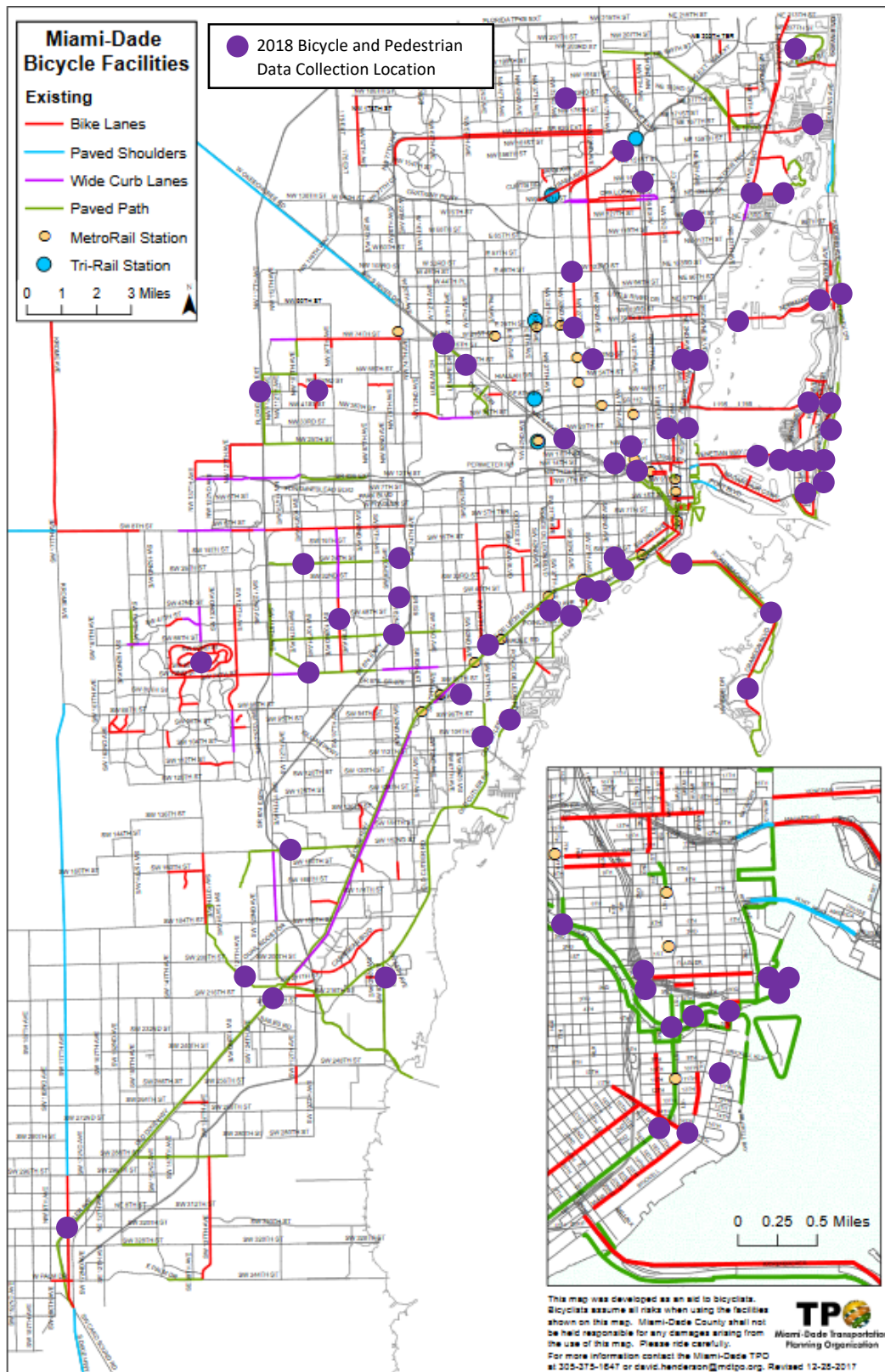
Miami Dade County

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative
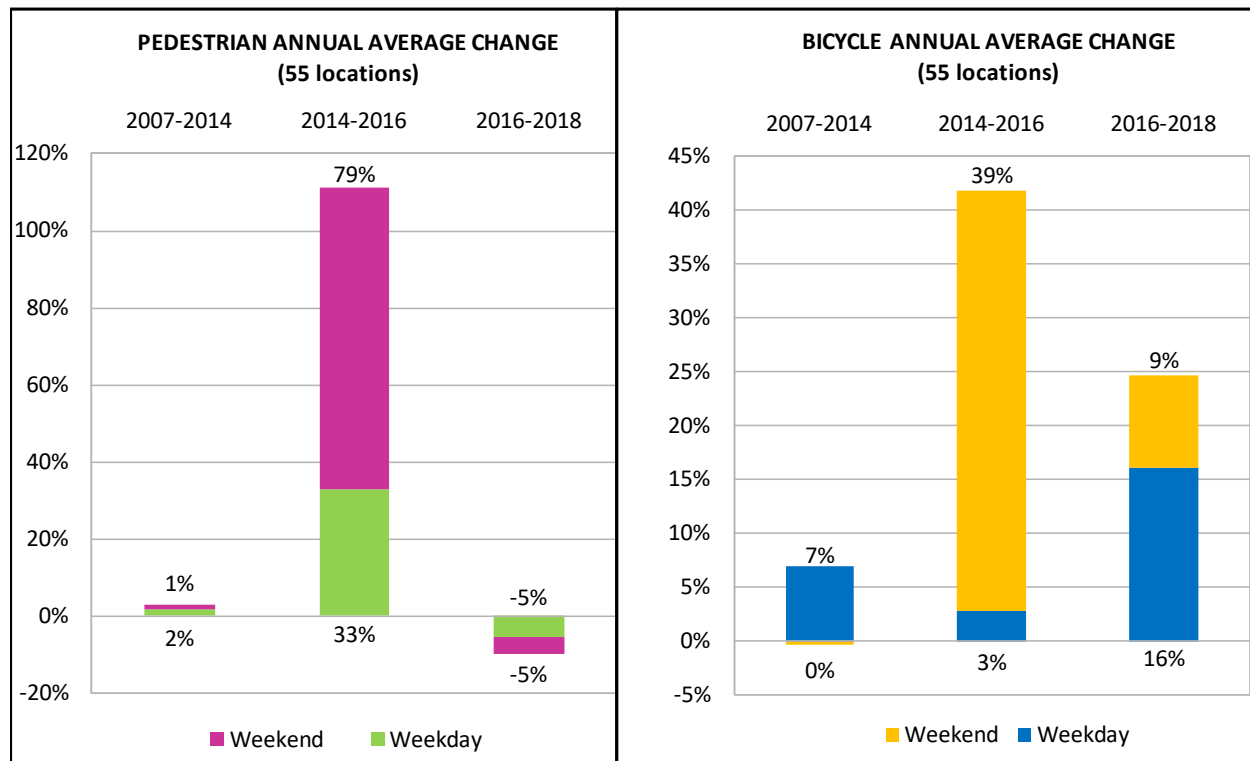
AVERAGE VOLUMES AMONG DATA COLLECTION LOCATIONS IN COUNTY (55 Original Data Collection Locations)				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY (All 2018 Data Collection Locations)				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	137	268	52	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Trendline Locations

County Trend Sites

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative

PEDESTRIAN ANNUAL AVERAGE CHANGE

2007-2014   2014-2016   2016-2018

98%

3%   12%

4%   17%   8%

■ Weekend   ■ Weekday

BICYCLE ANNUAL AVERAGE CHANGE

2007-2014   2014-2016   2016-2018

28%

8%

-14%

16%   -3%   40%
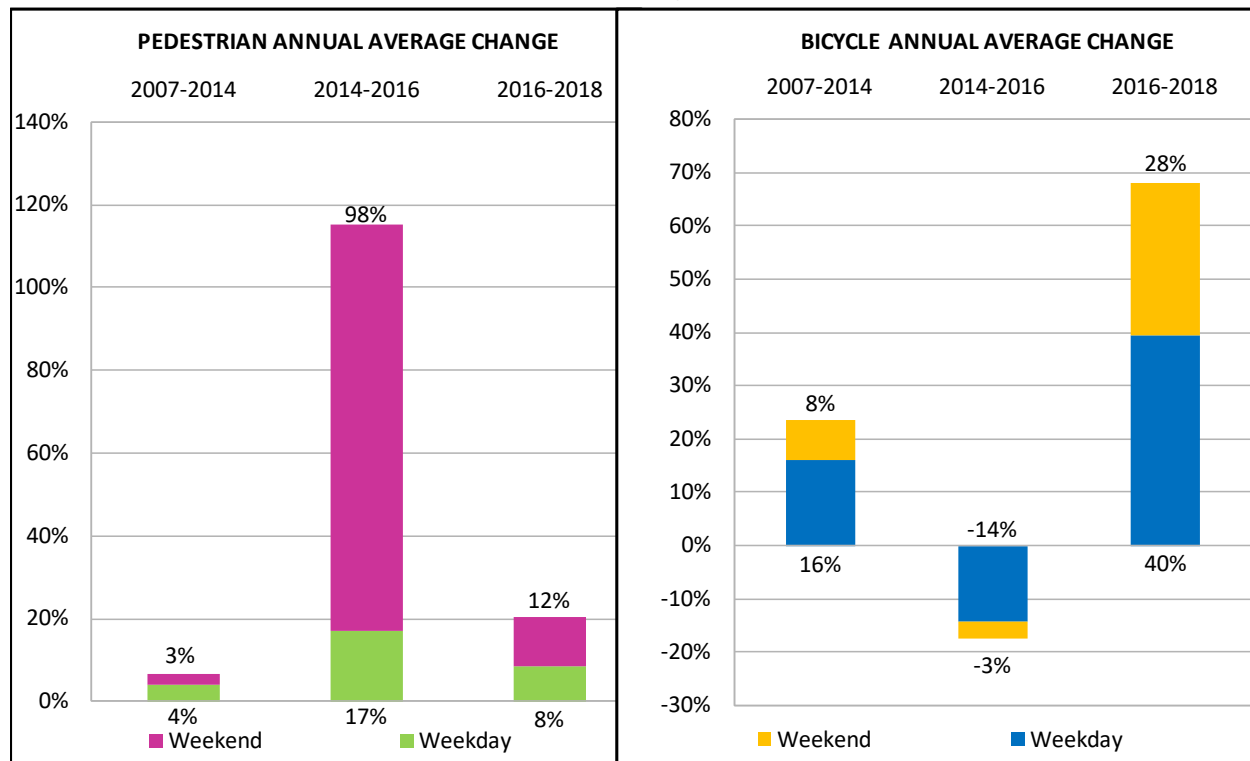
■ Weekend   ■ Weekday

HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	203	583	68	83
2016/17 Average	174	469	38	53
2014 Average	130	158	53	56
2007 Average	102	132	25	37

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	137	268	52	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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A n a l y s i s   B y   C o u n t y   S u b - A r e a s

Miami Central Business District 2018 Bicycle and Pedestrian Count Locations
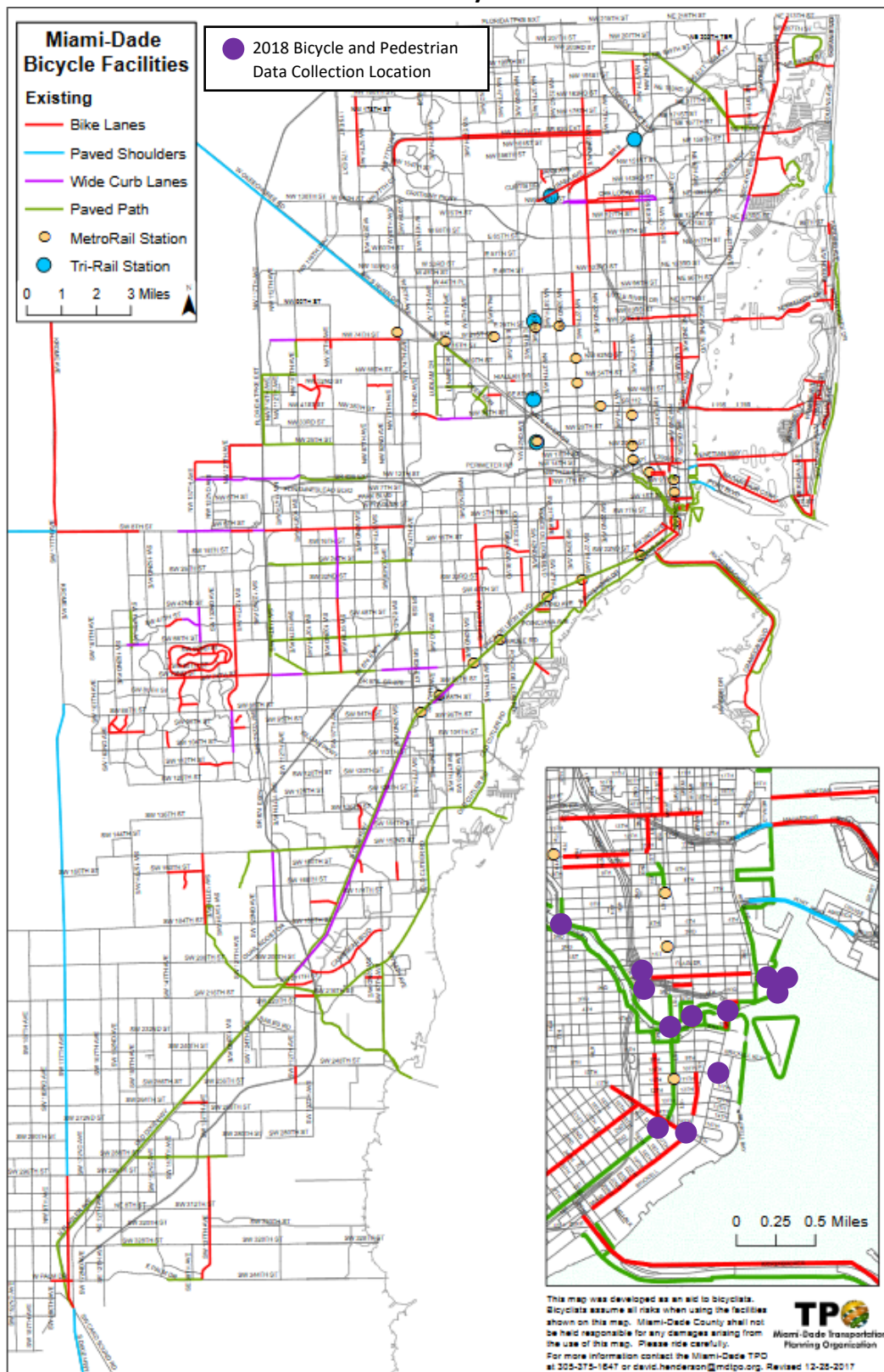
Miami Central Business District

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 12 Locations
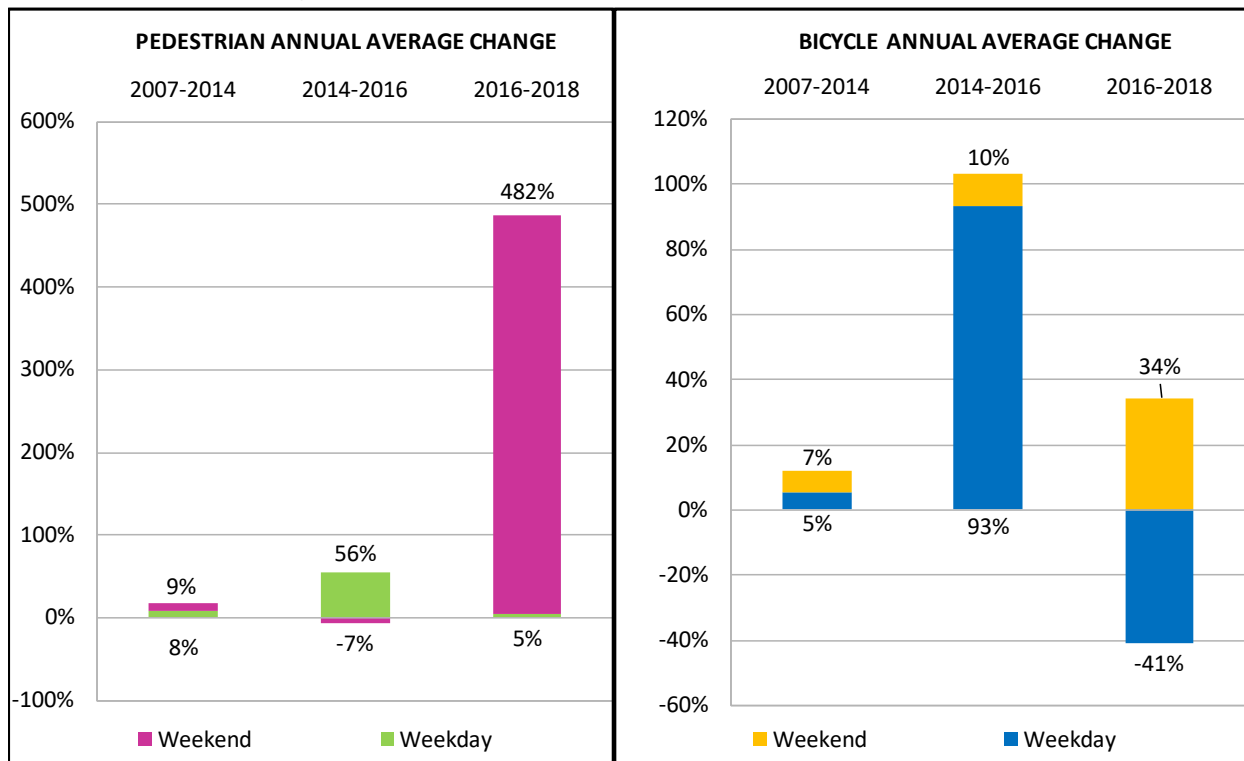
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	235	254	44	53
2016/17 Average	214	24	248	31
2014 Average	101	28	87	26
2007 Average	66	17	63	18

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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City of Miami Beach 2018 Bicycle and Pedestrian Count Locations
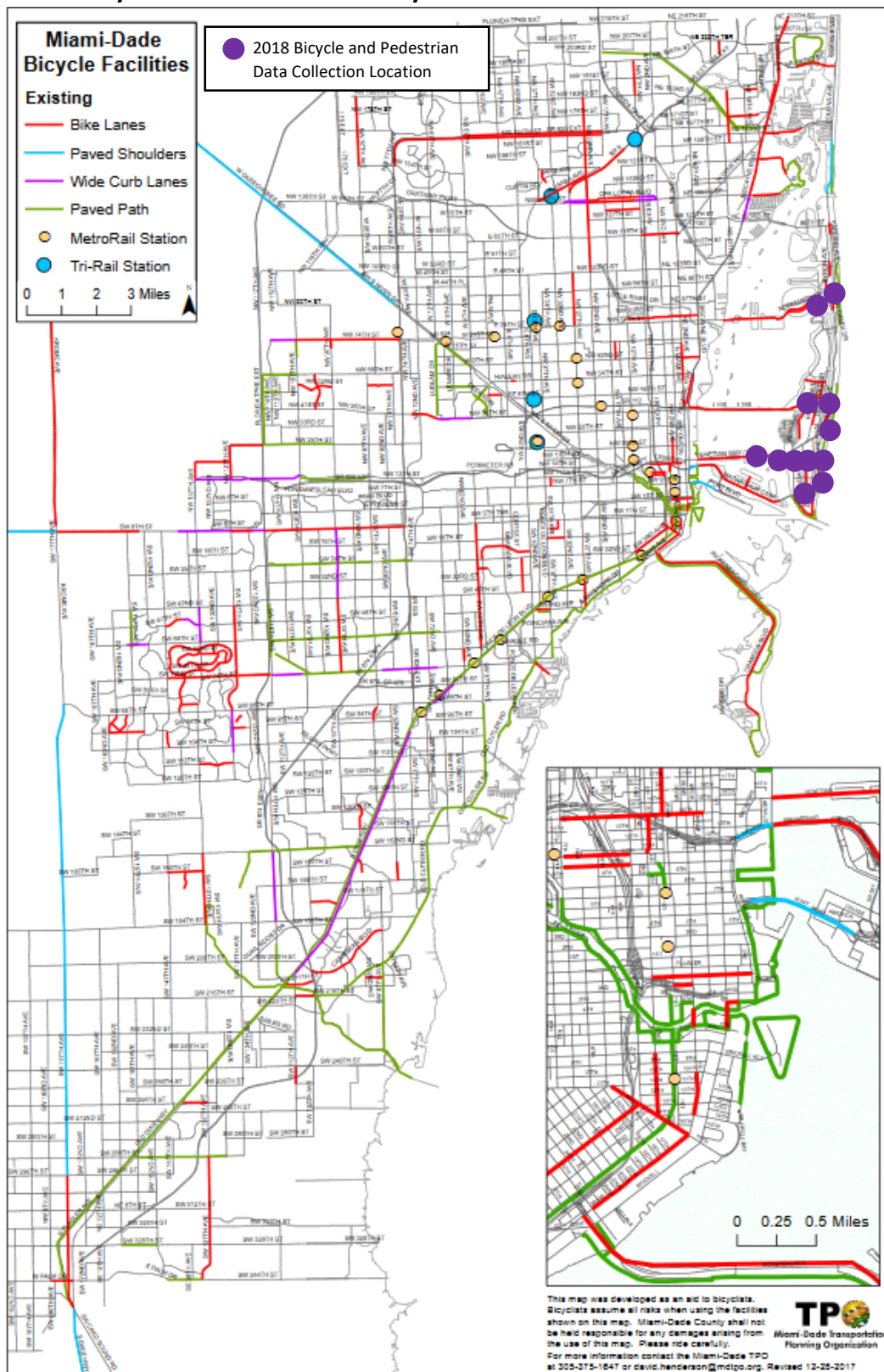
City of Miami Beach

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 12 Locations
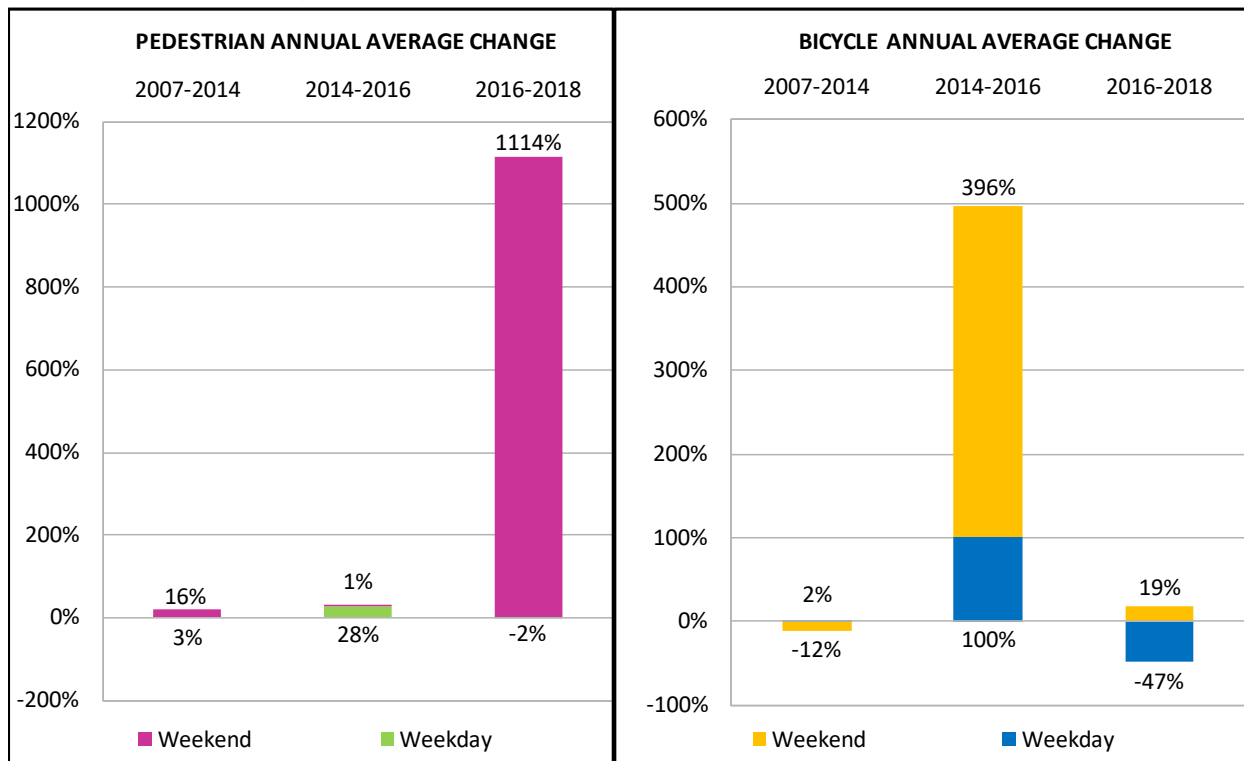
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	348	1,182	72	154
2016/17 Average	363	51	1,203	112
2014 Average	232	50	400	13
2007 Average	188	24	346	64

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Coconut Grove, South Miami & Keys 2018 Bicycle and Pedestrian Count Locations
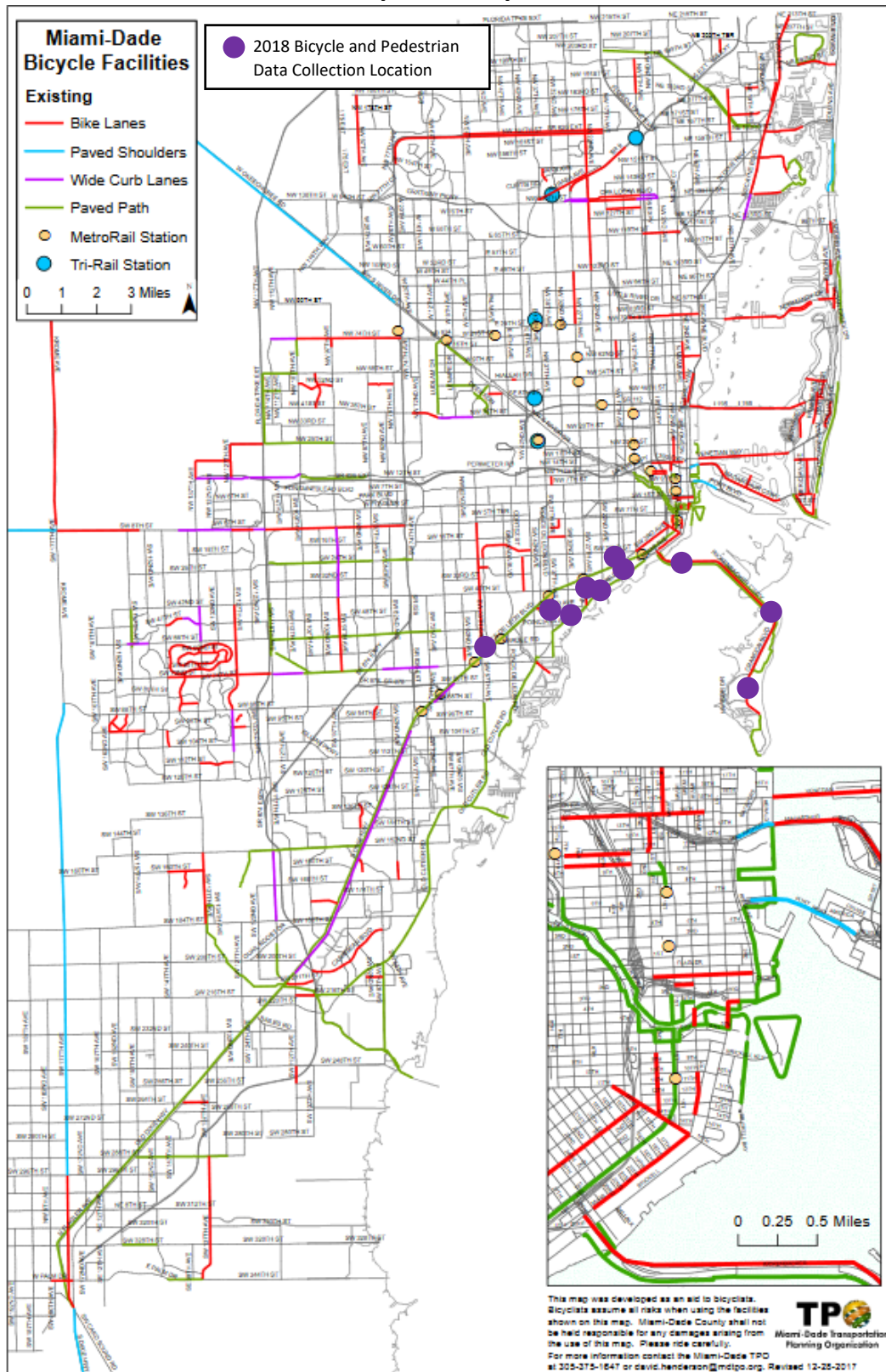
Coconut Grove, South Miami, Virginia Key and Key Biscayne

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 10 Locations
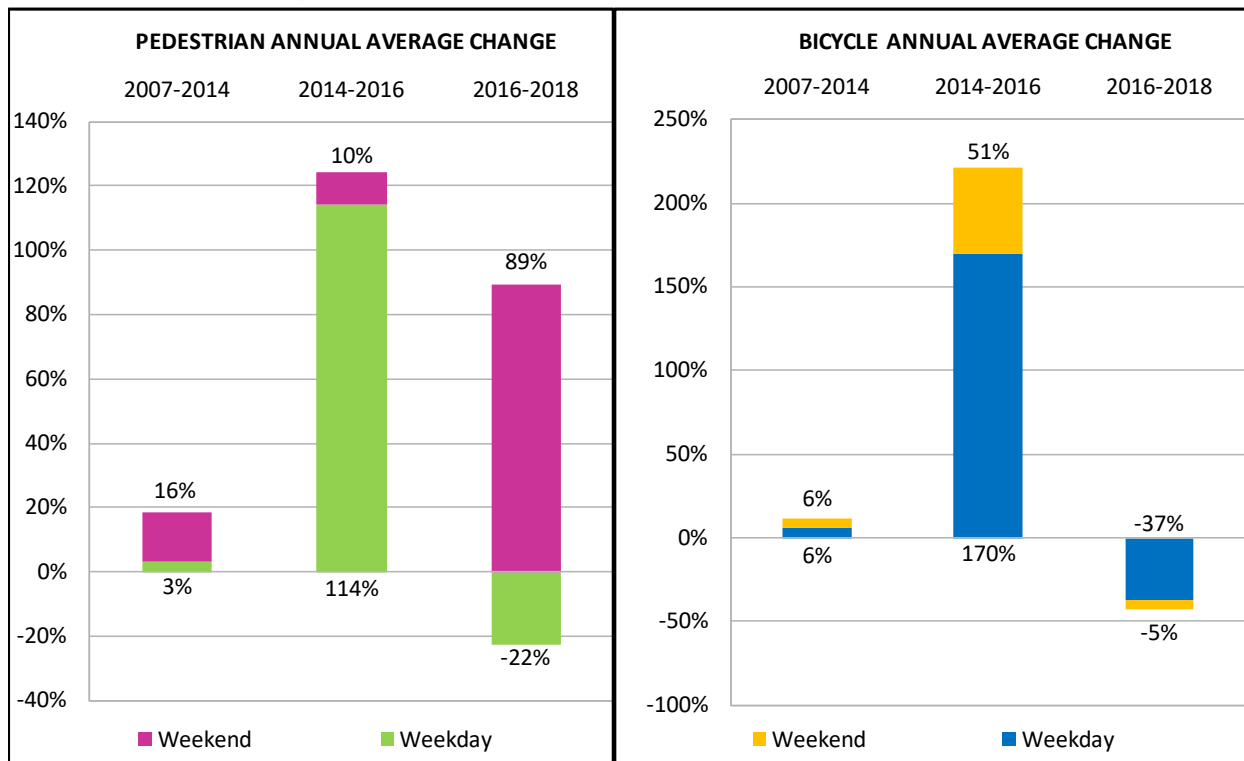
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	158	326	131	145
2016/17 Average	288	117	521	161
2014 Average	88	98	119	80
2007 Average	72	47	82	57

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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North Central Dade County 2018 Bicycle and Pedestrian Count Locations

North Central Dade County
Average Pedestrian and Bicycle Volume Change
Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)
Historical Comparative of Data Collection Locations In Sub-Area at 11 Locations
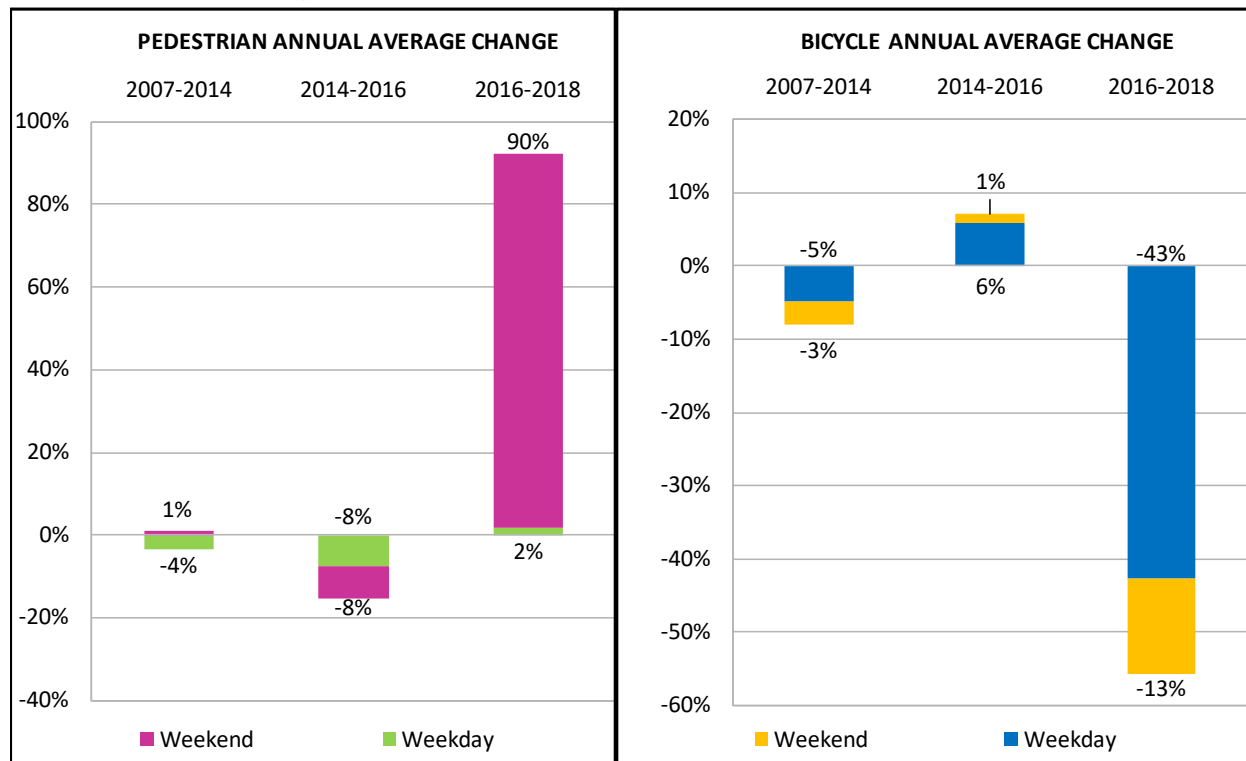
PEDESTRIAN ANNUAL AVERAGE CHANGE

BICYCLE ANNUAL AVERAGE CHANGE

HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	45	29	7	9
2016/17 Average	43	10	49	13
2014 Average	51	12	44	13
2007 Average	68	12	66	16

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Planning Organization

Northeast Dade County 2018 Bicycle and Pedestrian Count Locations

Northeast Dade County

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 10 Locations
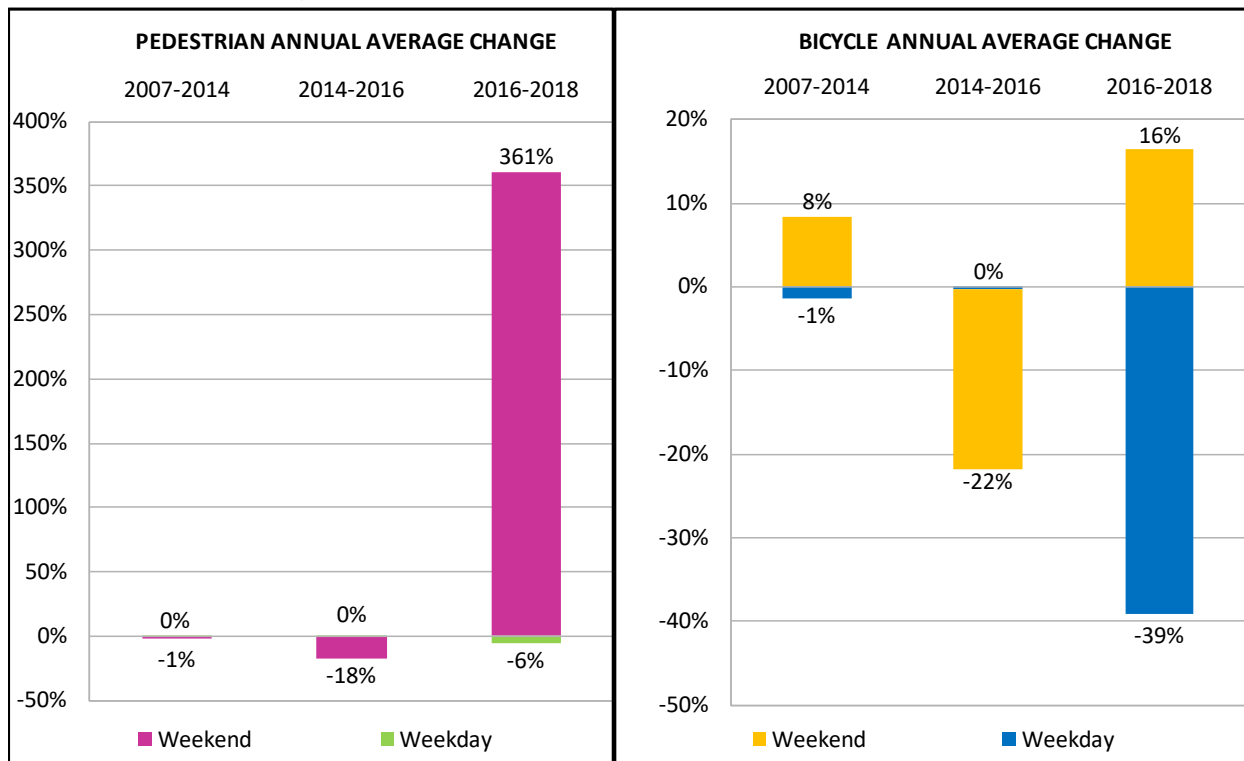
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	88	89	16	25
2016/17 Average	101	11	72	19
2014 Average	101	17	73	34
2007 Average	106	17	80	21

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Miami-Dade Transportation
Planning Organization

South Dade County 2018 Bicycle and Pedestrian Count Locations

South Dade County

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 8 Locations
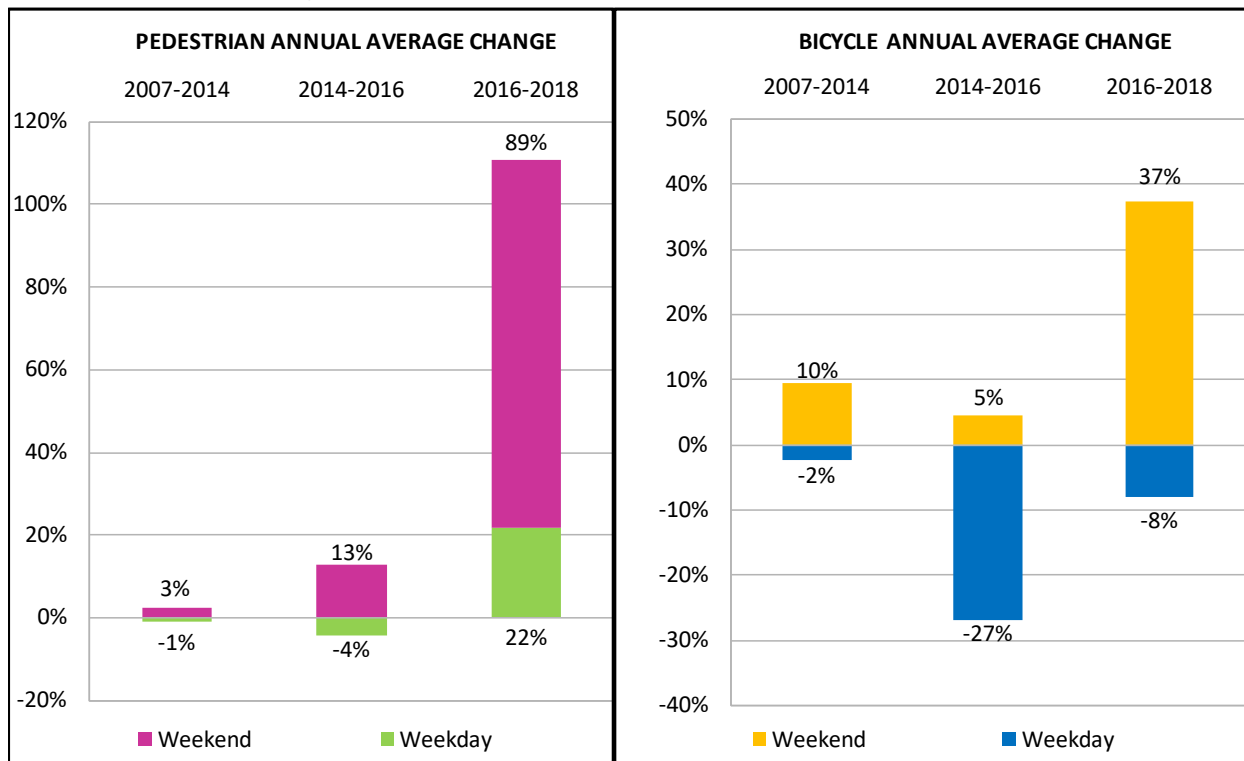
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	35	41	19	54
2016/17 Average	24	15	23	31
2014 Average	27	12	50	28
2007 Average	28	10	60	17

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Miami-Dade Transportation
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West Dade 2018 Bicycle and Pedestrian Count Locations
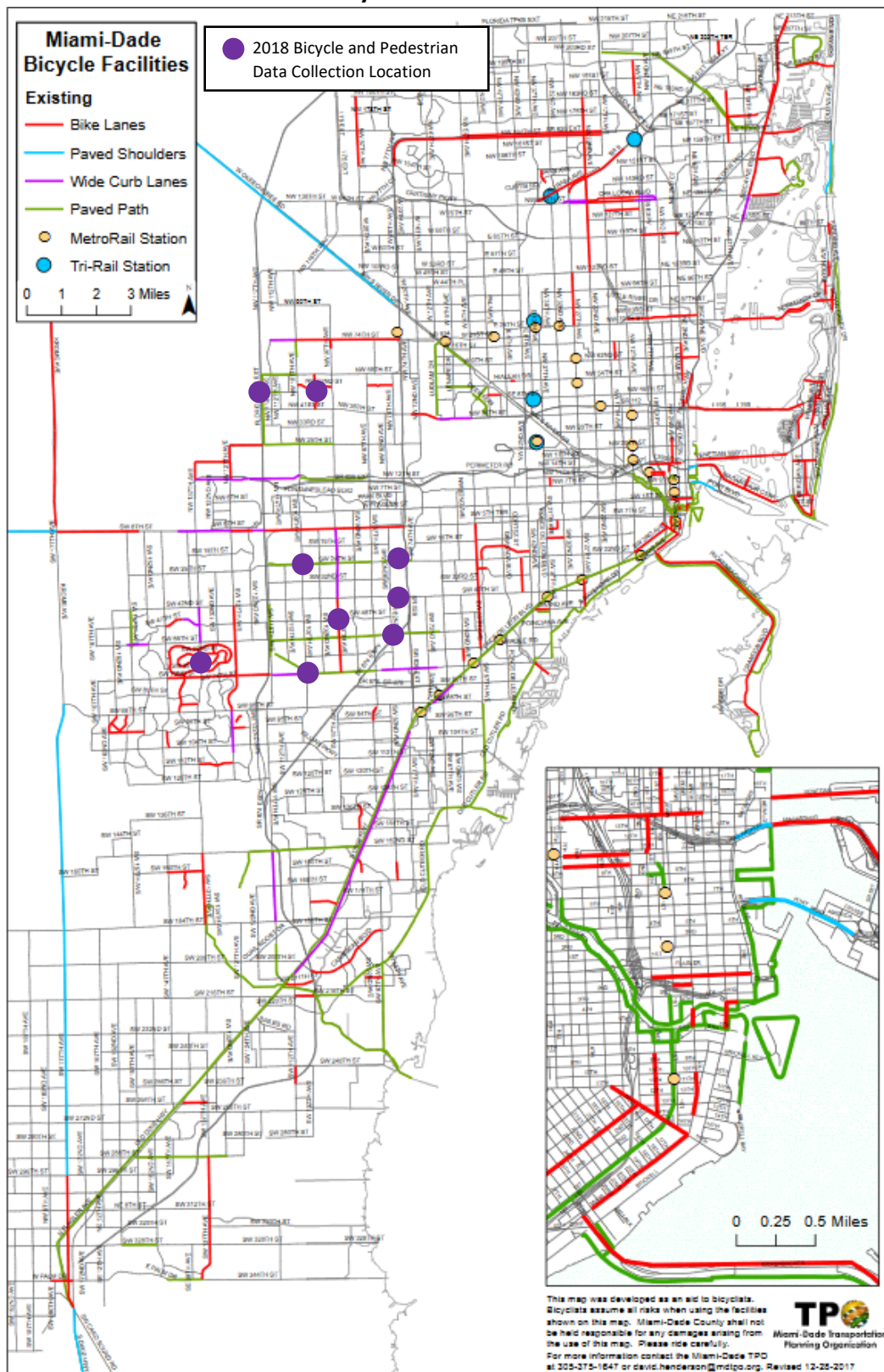
West Dade County

Average Pedestrian and Bicycle Volume Change

Weekday AM Peak (7am - 9am) and Weekend Midday Period (12pm - 2pm)

Historical Comparative of Data Collection Locations In Sub-Area at 8 Locations
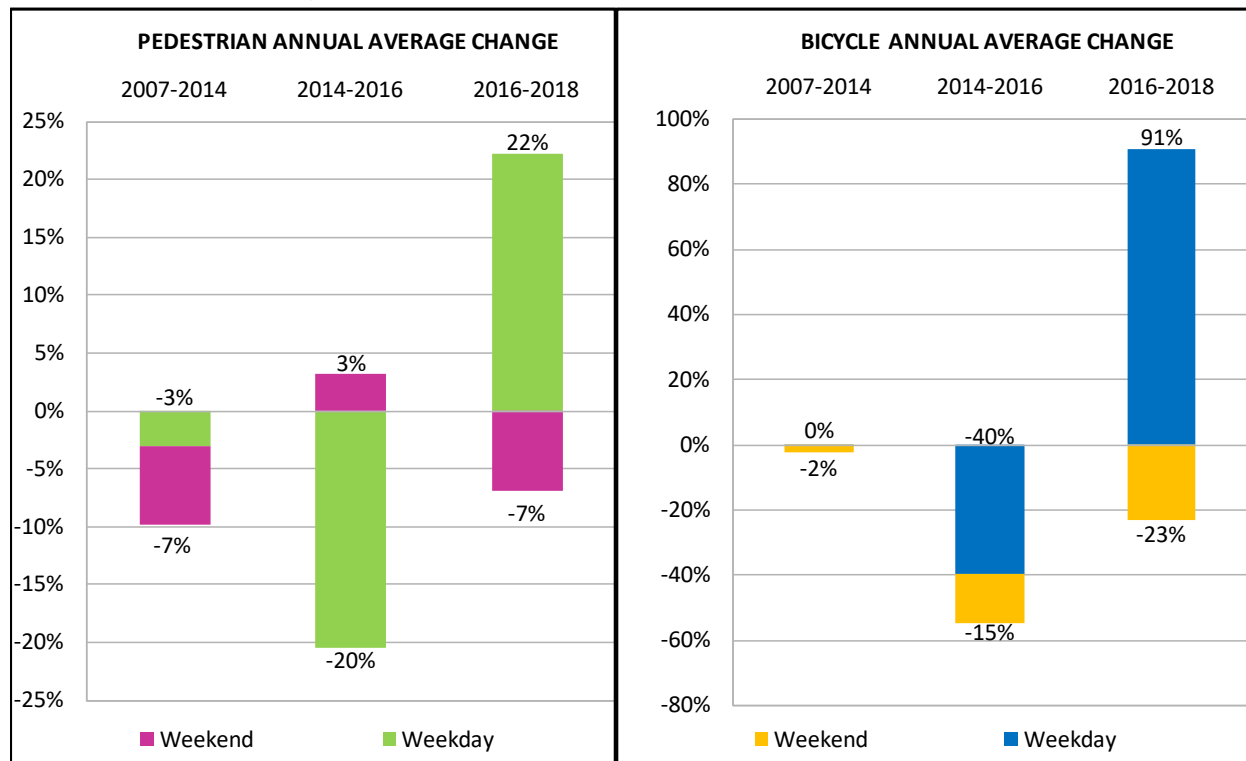
HISTORICAL AVERAGE VOLUMES FOR THE AREA				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	32	14	33	8
2016/17 Average	22	16	12	16
2014 Average	38	15	57	22
2007 Average	48	29	57	26

AVERAGE VOLUMES AMONG ALL LOCATIONS IN COUNTY				
Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	135	277	46	64
2016/17 Average	151	304	35	55
2014 Average	91	118	33	31
2007 Average	82	108	22	31

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Analysis By Location

Venetian Causeway at Rivo Alto Island
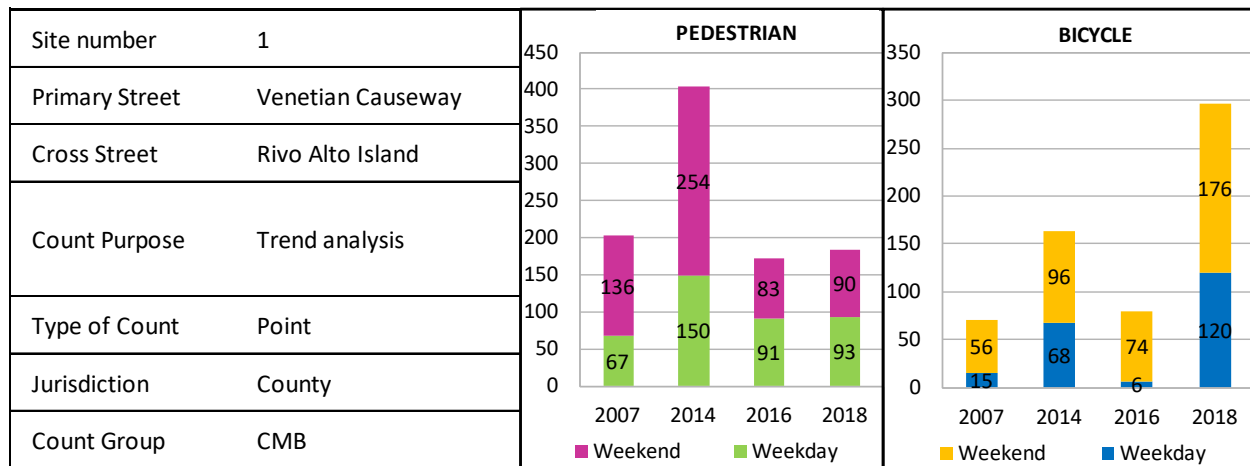
Site number	1
Primary Street	Venetian Causeway
Cross Street	Rivo Alto Island
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	County
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike lanes both sides
Land Development	single-family residential

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	93	-	117	244
Midday *(12- 2pm)*	-	90	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	120	-	119	110
Midday *(12- 2pm)*	-	176	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	Wednesday Feb 14 2018	Sunday Feb 11 2018
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	Sunny 80	Sunny 83
Location	sign post at center island at west intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	93	90	120	176
2016/17 Average	91	83	6	74
2014 Average	150	254	68	96
2007 Average	67	136	15	56

Comment: The site is both a trend analysis and for this year an after-improvement count. Bike lanes on both sides were improved with green paint to improve visibility. Bicycle volumes significantly increased.

TPO
Miami-Dade Transportation
Planning Organization

Washington Avenue at 16th Street

Site number	2
Primary Street	Washington Avenue
Cross Street	16th Street
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	City of Miami Beach
Count Group	CMB

PEDESTRIAN

- 2007: Weekday 462, Weekend 457
- 2014: Weekday 315, Weekend 544
- 2016: Weekday 613, Weekend 2,423
- 2018: Weekday 635, Weekend 2,996

BICYCLE

- 2007: Weekday 62, Weekend 126
- 2014: Weekday 98, Weekend 135
- 2016: Weekday 78, Weekend 144
- 2018: Weekday 111, Weekend 93

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	Wash Av sharrow; 16th bike lane
Land Development	local and tourist retail an entertainment

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	635	-	505	605
Midday *(12- 2pm)*	2,094	2,996	506	606
PM *(4-6pm)*	1,376	3,218	507	607
Evening *(6-8pm)*	-	493	-	-
Bicycle:				
AM *(7-9am)*	111	-	508	608
Midday *(12- 2pm)*	182	93	509	609
PM *(4-6pm)*	180	130	510	610
Evening *(6-8pm)*	-	20	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	Utility equipment on NE corner of intersection pointed at SW corner with Washington more as cross street			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	635	2,996	111	93
2016/17 Average	613	2,423	78	144
2014 Average	315	544	98	135
2007 Average	462	457	62	126

Comment: The site is both a trend analysis and for this year an after-improvement count. Bike lanes on 16th Street were improved with green paint to improve visibility.

TP
Miami-Dade Transportation
Planning Organization

Collins Avenue at 16th Street

Site number	3
Primary Street	Collins Avenue
Cross Street	16th Street
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	no facilities
Land Development	condo / hotel commercial: local and tourist

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	811	-	1,235	2,734
Midday *(12- 2pm)*	1,888	3,961	-	-
PM *(4-6pm)*	1,799	3,395	-	-
Evening *(6-8pm)*	-	3,803	-	-
Bicycle:				
AM *(7-9am)*	53	-	90	208
Midday *(12- 2pm)*	109	123	-	-
PM *(4-6pm)*	100	146	-	-
Evening *(6-8pm)*	-	72	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	######################	Sunday, February 11, 2018
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	Sunny 80	-
Location	light post south of Loews driveway looking northwest, also sign post across from Loews looking north			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	811	3,961	53	123
2016/17 Average	915	3,638	47	120
2014 Average	565	802	80	98
2007 Average	415	641	29	58

Comment: The site is both a trend analysis and for this year an after-improvement count. Bike lanes on 16th Street were improved with green paint to improve visibility.

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Miami-Dade Transportation
Planning Organization

5th Street at Meridian Avenue

Site number	4
Primary Street	5th Street
Cross Street	Meridian Avenue
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	5th St sharrow
Land Development	local and tourist retail and entertainment

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	205	-	-	-
Midday *(12- 2pm)*	-	602	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	57	-	-	-
Midday *(12- 2pm)*	-	107	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	sign post on southeast corner facing north by north west			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	205	602	57	107
2016/17 Average	212	681	46	122
2014 Average	197	230	28	69
2007 Average	144	266	23	70

Comment: None

TP
Miami-Dade Transportation
Planning Organization

Ocean Drive at 10th Street

Site number	5
Primary Street	Ocean Drive
Cross Street	10th Street
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	City of Miami Beach
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	5th St sharrow
Land Development	tourist entertainment and hotels

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	382	-	-	-
Midday *(12- 2pm)*	1,844	1,255	-	-
PM *(4-6pm)*	2,669	2,298	-	-
Evening *(6-8pm)*	-	3,120	-	-
Bicycle:				
AM *(7-9am)*	42	-	-	-
Midday *(12- 2pm)*	90	178	-	-
PM *(4-6pm)*	162	204	-	-
Evening *(6-8pm)*	-	225	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	light and surveillance pole in Lummus Park just east of east sidewalk and north of intersection looking southwest			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	382	1,255	42	178
2016/17 Average	210	2,257	37	31
2014 Average	233	795	13	56
2007 Average	212	775	31	108

Comment: Weekday data was collected by the method described. The weekend camera was lost, and data was taken manually on the subsequent weekend. There is no video record for the weekend.

TPO
Miami-Dade Transportation
Planning Organization

Alton Road at 16th Street

Site number	6
Primary Street	Alton Road
Cross Street	16th Street
Count Purpose	Project Impact: after for bike lane
Type of Count	Point
Jurisdiction	FDOT
Count Group	CMB

PEDESTRIAN

Weekend: 2007 = 405, 2016 = 950, 2018 = 1,052
Weekday: 2007 = 94, 2016 = 291, 2018 = 275

BICYCLE

Weekend: 2007 = 60, 2016 = 135, 2018 = 134
Weekday: 2007 = 22, 2016 = 77, 2018 = 75

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	Alton sharrow; 16th green bike lanes
Land Development	local and tourist retail

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	275	-	-	-
Midday *(12- 2pm)*	-	1,052	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	75	-	-	-
Midday *(12- 2pm)*	-	134	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	signpost on southwest corner looking northeast			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	275	1,052	75	134
2016/17 Average	291	950	77	135
2014 Average	-	-	-	-
2007 Average	94	405	22	60

Comment: The site is an after-improvement count. Bike lanes on 16th Street were improved with green paint to improve visibility. Data should be evaluated with the West Avenue parallel corridor.

TPO
Miami-Dade Transportation
Planning Organization

West Avenue at 16th Street

Site number	7
Primary Street	West Avenue
Cross Street	16th Street
Count Purpose	Project Impact: after for bike lane
Type of Count	Point
Jurisdiction	City of Miami Beach
Count Group	CMB

PEDESTRIAN

(Bar chart: Weekend / Weekday)
- 2007: Weekday 73, Weekend 88
- 2014: 0
- 2016: Weekday 125, Weekend 233
- 2018: Weekday 120, Weekend 131

BICYCLE

(Bar chart: Weekend / Weekday)
- 2007: Weekday 17, Weekend 36
- 2014: 0
- 2016: Weekday 70, Weekend 139
- 2018: Weekday 92, Weekend 298

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	Alton Rd. sharrow; 16th green bike lanes
Land Development	local and tourist retail and high density residential

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	120	-	-	-
Midday *(12- 2pm)*	-	131	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	92	-	-	-
Midday *(12- 2pm)*	-	298	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	signpost on southwest corner looking northeast			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	120	131	92	298
2016/17 Average	125	233	70	139
2014 Average	-	-	-	-
2007 Average	73	88	17	36

Comment: The site is an after-improvement count. Bike lanes on 16th Street were improved with green paint to improve visibility. Data should be evaluated with the Alton Road parallel corridor.

TPO
Miami-Dade Transportation
Planning Organization

71st Street Bridge at Bay Drive

Site number	8
Primary Street	71st Street Bridge
Cross Street	Bay Drive
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike lanes both sides
Land Development	Commercial local

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	108	-	208	513
Midday *(12- 2pm)*	-	331	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	24	-	42	136
Midday *(12- 2pm)*	-	77	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	Thursday Feb 8 2018	Saturday, February 10, 2018
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	Sunny 81	Sunny 82
Location	traffic sign at center triangular island just west of intersection (alt is light post at gas station)			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	108	331	24	77
2016/17 Average	53	58	7	14
2014 Average	80	48	23	36
2007 Average	81	143	6	44

Comment: Weekend activity has significantly increased. A farmer's market has been established here on the weekends. The market is behind the camera and its <u>direct</u> activity does not skew results.

TP
**Miami-Dade Transportation
Planning Organization**

Sunny Isles Causeway at Oleta River State Recreation Area Entrance

Site number	9
Primary Street	Sunny Isles Causeway
Cross Street	Oleta River State Recreation Area
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	no bike lane
Land Development	Oleta State Park Entrance, arterial commercial

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	40	-	43	41
Midday *(12- 2pm)*	-	22	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	25	-	26	49
Midday *(12- 2pm)*	-	41	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	Thursday Feb 8 2018	Saturday, February 10, 2018
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	Sunny 81	Sunny 82
Location	walk signal post SW of intersection. South side sidewalk ends west of this location, so all pedestrians cross. Camera faces northeast			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	40	22	25	41
2016/17 Average	-	11	6	31
2014 Average	44	86	7	75
2007 Average	62	54	13	49

Comment: The north side of the sidewalk does not continue west of this location. If a project to continue the sidewalk along Oleta State Park is undertaken, this data may be used as a before count.

TPO
Miami-Dade Transportation Planning Organization

Snake Creek Trail at NE 177th Street

Site number	10
Primary Street	Snake Creek Trail
Cross Street	NE 177th Street
Count Purpose	Trend analysis: also compare to new trail counter installed further south - this does not need to be done
Type of Count	Point
Jurisdiction	City
Count Group	NE

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike and pedestrian trail
Land Development	single family homes and canal

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Saturday, January 0, 1900	Saturday, January 0, 1900	-	-
Weather	0	0	-	-
Location	Not surveyed			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	0	0	0	0
2016/17 Average	82	65	19	14
2014 Average	73	49	34	17
2007 Average	12	80	3	10

Comment: The location was not continued for the 2018 data collection because it is replaced by a permanent count station further south along the Snake Creek Trail. Zero values represent no data.

Turnberry Isle Path at Aventura Boulevard

Site number	11
Primary Street	Turnberry Isle Path
Cross Street	Aventura Boulevard
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	City of Aventura
Count Group	NE

PEDESTRIAN

- 2007: Weekday 289, Weekend 65
- 2014: Weekday 345, Weekend 179
- 2016: Weekday 350, Weekend 170
- 2018: Weekday 161, Weekend 193

BICYCLE

- 2007: Weekday 59, Weekend 20
- 2014: Weekday 23, Weekend 69
- 2016: Weekday 21, Weekend 36
- 2018: Weekday 29, Weekend 66

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike and pedestrian trail
Land Development	Golf Course and high density residential w mall near

2018 COUNTS

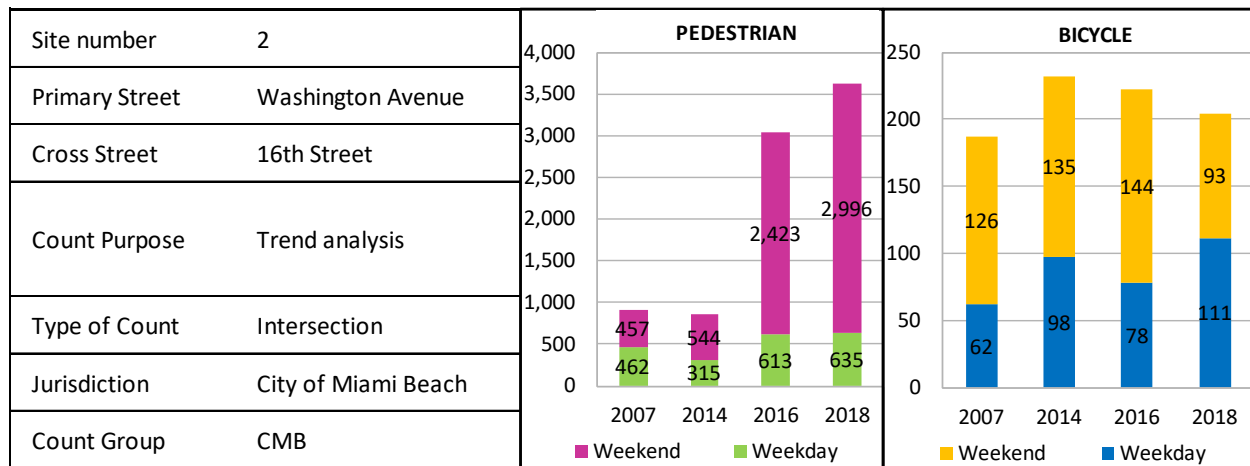| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	161	-	-	-
Midday *(12- 2pm)*	167	193	-	-
PM *(4-6pm)*	170	189	-	-
Evening *(6-8pm)*	-	168	-	-
Bicycle:				
AM *(7-9am)*	29	-	-	-
Midday *(12- 2pm)*	39	66	-	-
PM *(4-6pm)*	43	22	-	-
Evening *(6-8pm)*	-	22	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	-	-
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	weekend survey on signpost at northwest corner facing east. Weekday survey on tree in golf course side facing west across trail			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	161	193	29	66
2016/17 Average	350	170	21	36
2014 Average	345	179	23	69
2007 Average	289	65	59	20

Comment: The location was expanded for midday and evening counts, as a high activity location that is representative of a recreational trail that is located within an established, dense residential development.

TPO
Miami-Dade Transportation
Planning Organization

NE 125th Street at NE 6th Avenue

Site number	12
Primary Street	NE 125th Street
Cross Street	NE 6th Avenue
Count Purpose	Trend Analysis
Type of Count	Intersection
Jurisdiction	FDOT / County
Count Group	NE

PEDESTRIAN

Year	Weekday	Weekend
2007	149	165
2014	50	50
2016	116	150
2018	190	235

BICYCLE

Year	Weekday	Weekend
2007	20	20
2014	17	15
2016	6	13
2018	10	22

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks all sides actuated walk signals
Bicycle Facilities	no bike facilities
Land Development	local commercial

2018 COUNTS

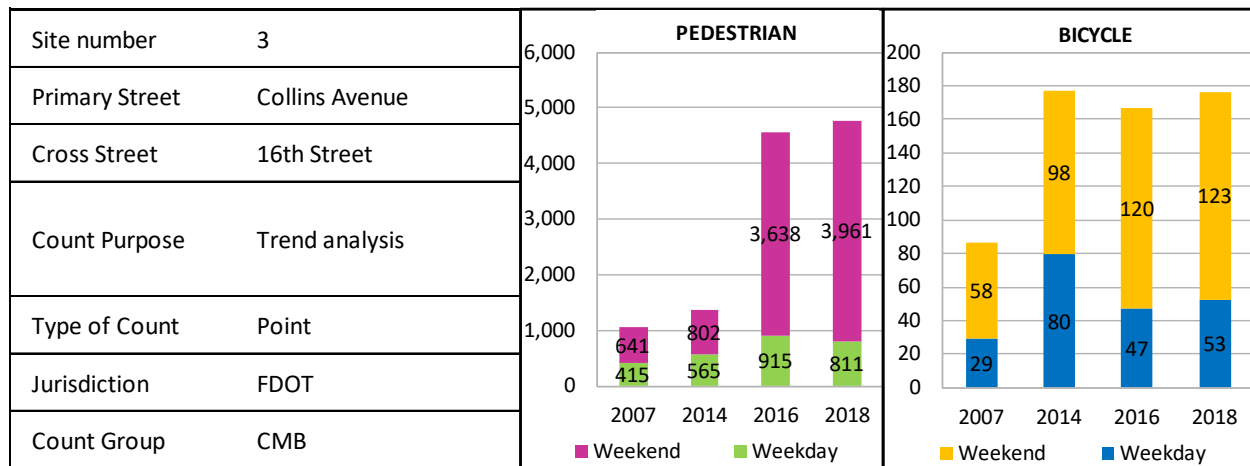| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	190	-	-	-
Midday *(12- 2pm)*	-	235	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	10	-	-	-
Midday *(12- 2pm)*	-	22	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	-	-
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	3-way intersection - sign post at Chevron and station facing west. Camera far enough back to capture entire intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	190	235	10	22
2016/17 Average	116	150	6	13
2014 Average	50	50	17	15
2007 Average	149	165	20	20

Comment: None

TPO
Miami-Dade Transportation
Planning Organization

Biscayne Boulevard at NE 135th Street

Site number	13
Primary Street	Biscayne Boulevard
Cross Street	NE 135th Street
Count Purpose	Project: after installation of bike lane on Biscayne Blvd north of 135
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	sharrow on Biscayne Blvd south of 135, north of 135 is a bike lane
Land Development	local and regional commercial

2018 COUNTS

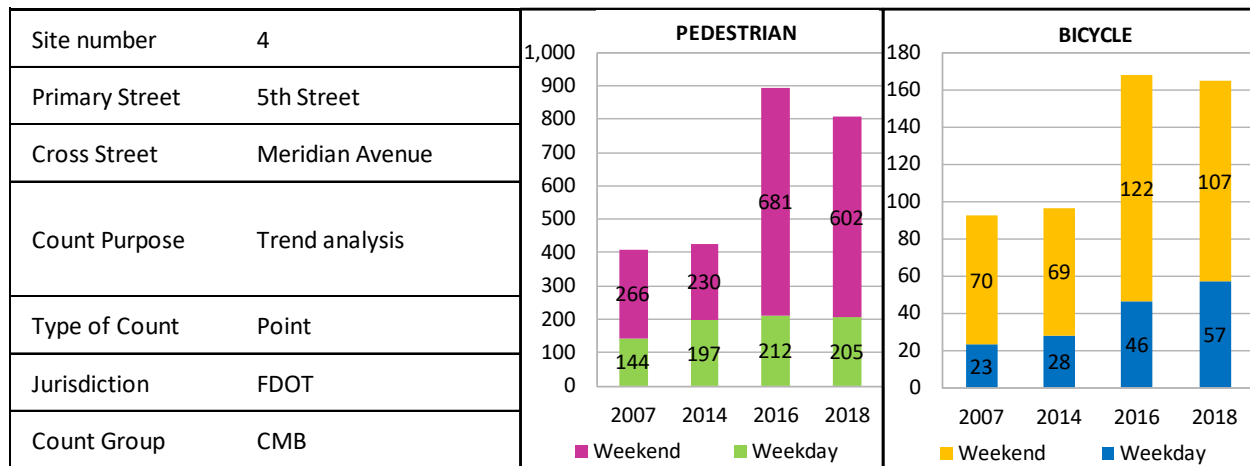| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	73	-	-	-
Midday *(12- 2pm)*	-	78	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	30	-	-	-
Midday *(12- 2pm)*	-	23	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	-	-
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	on sign at northeast corner of intersection, facing southwest. Far enough back to capture all directions			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	73	78	30	23
2016/17 Average	46	34	14	22
2014 Average	76	63	13	21
2007 Average	106	96	11	21

Comment: South of this location, bicycle facilities are a sharrow on the outside lane of a high-volume, high speed arterial. North of the location are bike lanes. Protected facilities are recommended south of this location to improve safety and accommodate a trend of increased use by bicyclists.

TP☺
Miami-Dade Transportation
Planning Organization

NW 27th Avenue at NW 103rd Street

Site number	14
Primary Street	NW 27th Avenue
Cross Street	NW 103rd Street
Count Purpose	Project: after project for recent bike lane
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike lane on NW 27th Av south of NW 103 St.
Land Development	local commercial

2018 COUNTS

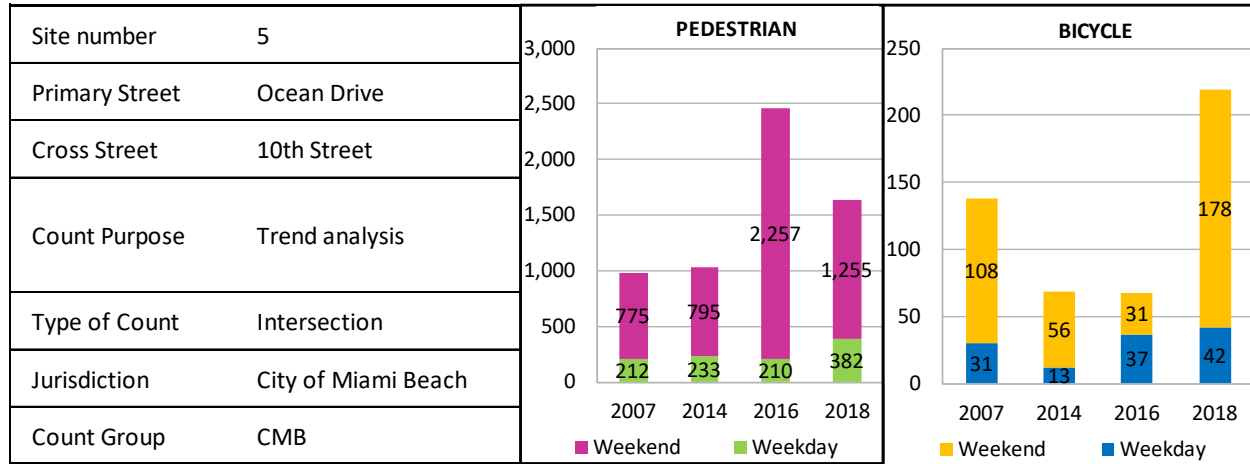| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	46	-	-	-
Midday *(12- 2pm)*	-	11	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	6	-	-	-
Midday *(12- 2pm)*	-	7	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	sign post near gas station on northwest corner, facing southeast			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	46	11	6	7
2016/17 Average	39	44	7	7
2014 Average	34	32	7	8
2007 Average	52	68	8	12

Comment: South of this location there are no bicycle facilities, while north of the location are bike lanes. Protected facilities are recommended south of this location to improve safety and utilization.

TPO
Miami-Dade Transportation
Planning Organization

NW 27th Avenue at NW 79th Street

Site number	15
Primary Street	NW 27th Avenue
Cross Street	NW 79th Street
Count Purpose	Project: after project for recent bike lane
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

Weekend: 124 (2007), 82 (2014), 136 (2016), 32 (2018)
Weekday: 106 (2007), 72 (2014), 93 (2016), 106 (2018)

BICYCLE

Weekend: 13 (2007), 17 (2014), 18 (2016), 5 (2018)
Weekday: 15 (2007), 21 (2014), 17 (2016), 15 (2018)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	bike lane on NW 27th Av north of NW 79St.
Land Development	local commercial

2018 COUNTS

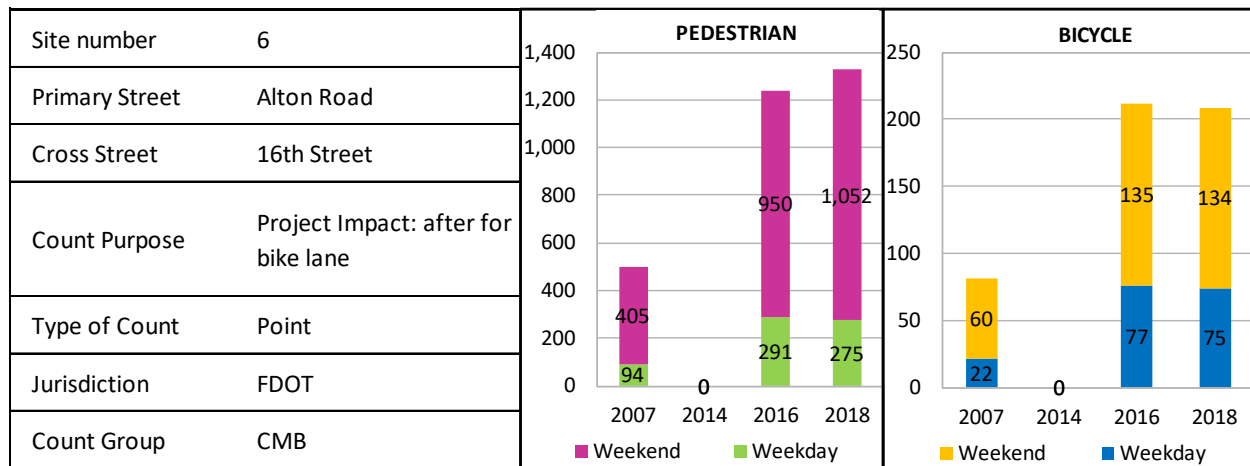| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	106	-	-	-
Midday *(12- 2pm)*	-	32	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	15	-	-	-
Midday *(12- 2pm)*	-	5	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	sign post on southwest corner facing northeast.			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	106	32	15	5
2016/17 Average	93	136	17	18
2014 Average	72	82	21	17
2007 Average	106	124	15	13

Comment: North of this location there are no bicycle facilities, while south of the location are bike lanes. Protected facilities are recommended north of this location to improve safety and utilization.

TP
Miami-Dade Transportation
Planning Organization

NW 22nd Avenue at NW 62nd Street

Site number	16
Primary Street	NW 22nd Avenue
Cross Street	NW 62nd Street
Count Purpose	Trend Analysis
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

Year	Weekend	Weekday
2007	56	39
2014	53	32
2016	59	28
2018	45	33

BICYCLE

Year	Weekend	Weekday
2007	21	7
2014	31	13
2016	19	14
2018	15	7

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides actuated walk signals both sides
Bicycle Facilities	no bike facility
Land Development	local commercial

2018 COUNTS

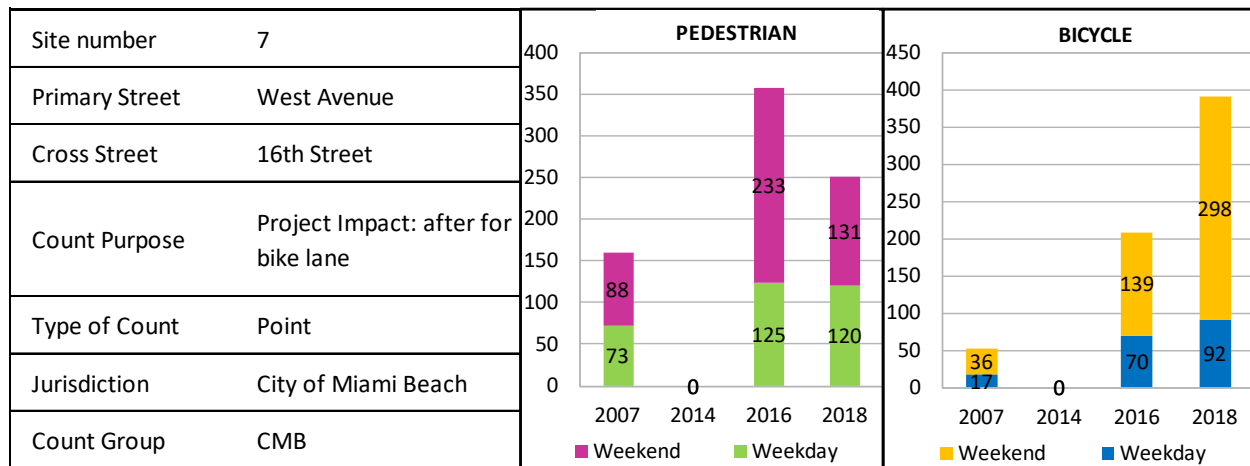| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	33	-	-	-
Midday *(12- 2pm)*	-	45	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	7	-	-	-
Midday *(12- 2pm)*	-	15	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	light post near Heritage Museum on southeast corner, facing northwest			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	33	45	7	15
2016/17 Average	28	59	14	19
2014 Average	32	53	13	31
2007 Average	39	56	7	21

Comment: None

TP
Miami-Dade Transportation
Planning Organization

W 5th Avenue Pedestrian Bridge at Okeechobee Road

Site number	17
Primary Street	W 5th Avenue Pedestrian Bridge
Cross Street	Okeechobee Road
Count Purpose	Trend Analysis: school link - low results in past
Type of Count	Point
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

Chart values by year:
- 2007: Weekday 110, Weekend 29
- 2014: Weekday 86, Weekend 22
- 2016: Weekday 18, Weekend 6
- 2018: Weekday 14, Weekend 0

BICYCLE

Chart values by year:
- 2007: Weekday 4, Weekend 9
- 2014: Weekday 4, Weekend 4
- 2016: Weekday 4, Weekend 4
- 2018: Weekday 2, Weekend 0

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	pedestrian bridge from Hialeah Downtown to Miami Springs
Bicycle Facilities	pedestrian facility
Land Development	local commercial / residential and park

2018 COUNTS

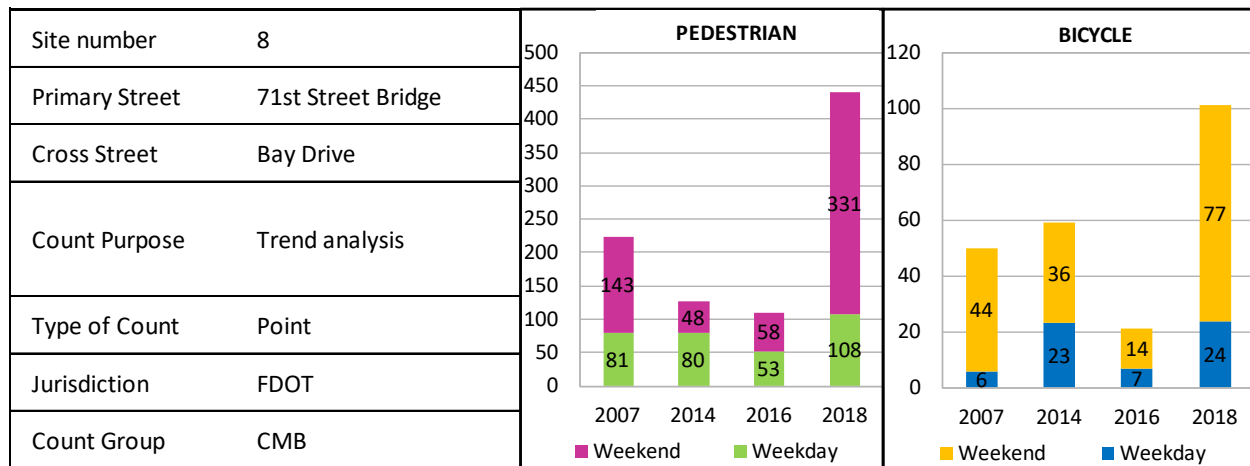| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	14	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	2	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	sign post on trail facing south with view across trail and entrance/exit to pedestrian bridge (if 1132 then Sat28 cam 5)			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	14	0	2	0
2016/17 Average	18	6	4	4
2014 Average	86	22	4	4
2007 Average	110	29	4	9

Comment: Pedestrian and bicycle utilization at this crossing point are low and contracting. The next cycle of data collection should be analyzed to determine if this is trend or anomaly.

TP⚙
Miami-Dade Transportation
Planning Organization

NW 27th Avenue at Miami River

Site number	18
Primary Street	NW 27th Avenue
Cross Street	Miami River
Count Purpose	Trend analysis at network choke point
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

Year	Weekday	Weekend
2007	33	55
2014	90	87
2016	45	40
2018	41	75

BICYCLE

Year	Weekday	Weekend
2007	25	26
2014	25	18
2016	17	21
2018	5	19

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / industrial

2018 COUNTS

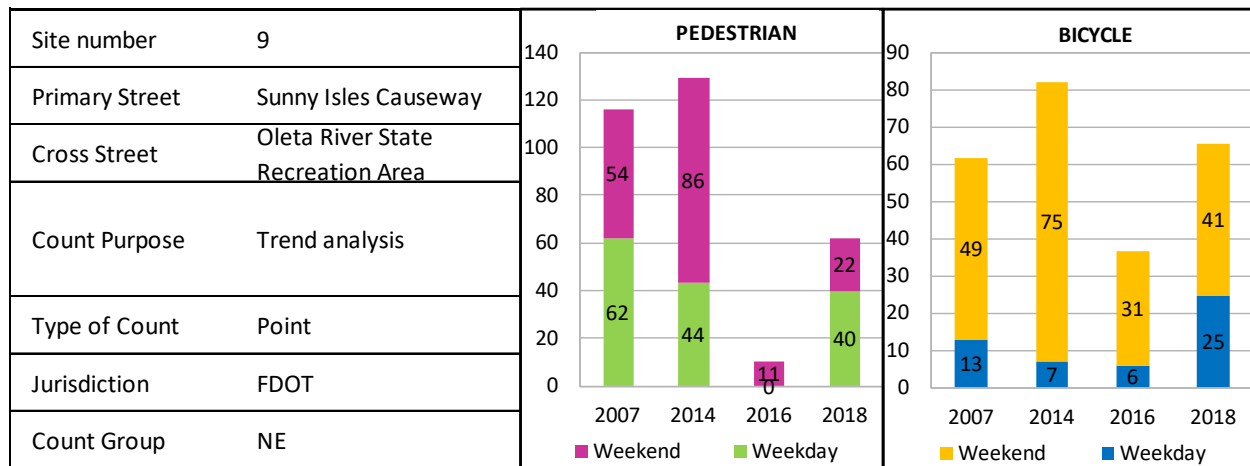| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	41	-	27	83
Midday *(12- 2pm)*	-	75	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	5	-	15	35
Midday *(12- 2pm)*	-	19	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	Tuesday Feb. 13, 2018	Saturday Feb 17 2018
Weather	91 /73 partly cloudy	84/69 partly cloudy	Partly Cloudy, 81	Sunny 82
Location	Sign post on east side of south bridge approach, facing west across bridge			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	41	75	5	19
2016/17 Average	45	40	17	21
2014 Average	90	87	25	18
2007 Average	33	55	25	26

Comment: None

TP
Miami-Dade Transportation
Planning Organization

NW 12th Avenue at Miami River

Site number	19
Primary Street	NW 12th Avenue
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / marine industrial / civic center

2018 COUNTS

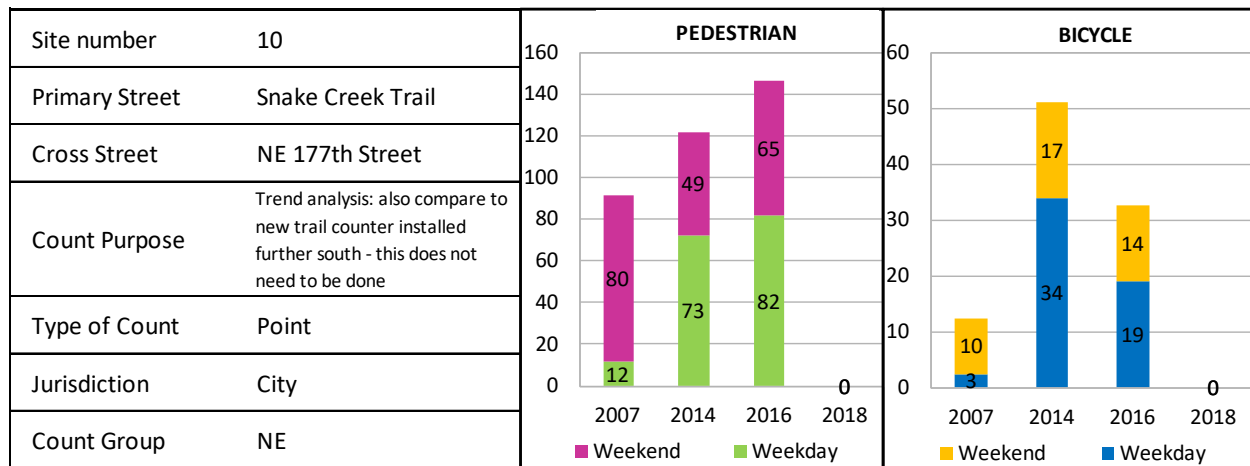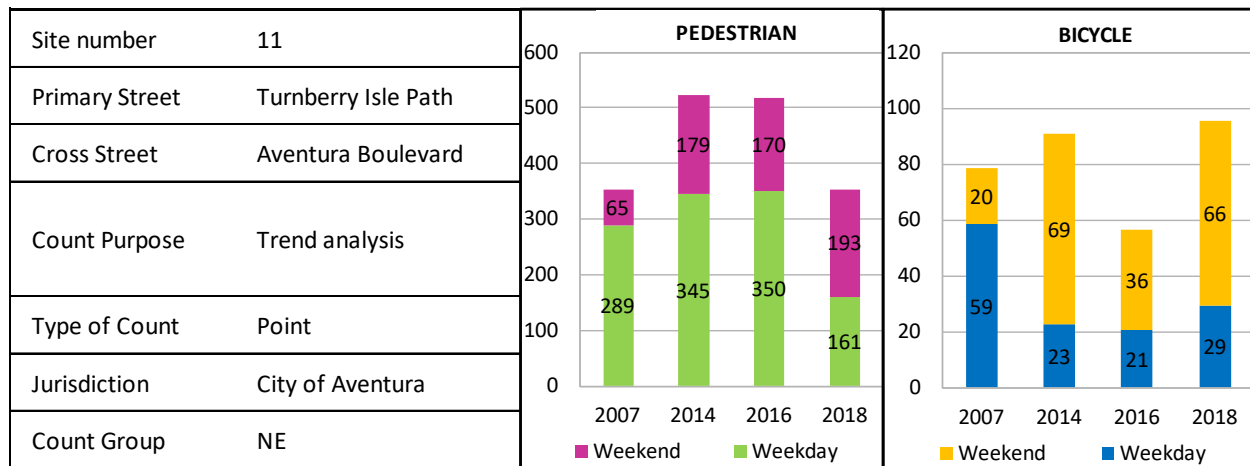| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	11	-	73	94
Midday *(12- 2pm)*	-	200	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	7	-	18	28
Midday *(12- 2pm)*	-	140	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Sunday, April 29, 2018	Tuesday Feb 20 2018	Saturday Feb 17 2018
Weather	83 / 70 cloudy – rain early afternoon	84/ / 69 partly cloudy	Partly Cloudy, 80	Sunny 82
Location	Sign post on west side of north bridge approach, facing east across bridge approach			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	11	200	7	140
2016/17 Average	51	35	19	13
2014 Average	91	77	28	16
2007 Average	64	22	20	16

Comment: There is a sharp spike in weekend activity for pedestrians and bicycles without explanation. Data should be reviewed again to verify the anomaly.

TP
Miami-Dade Transportation
Planning Organization

Flagler Street at Miami River

Site number	20
Primary Street	Flagler Street
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

Year	Weekend	Weekday
2007	75	90
2014	76	66
2016	45	77
2018	39	76

BICYCLE

Year	Weekend	Weekday
2007	20	24
2014	23	23
2016	8	11
2018	19	31

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / downtown

2018 COUNTS

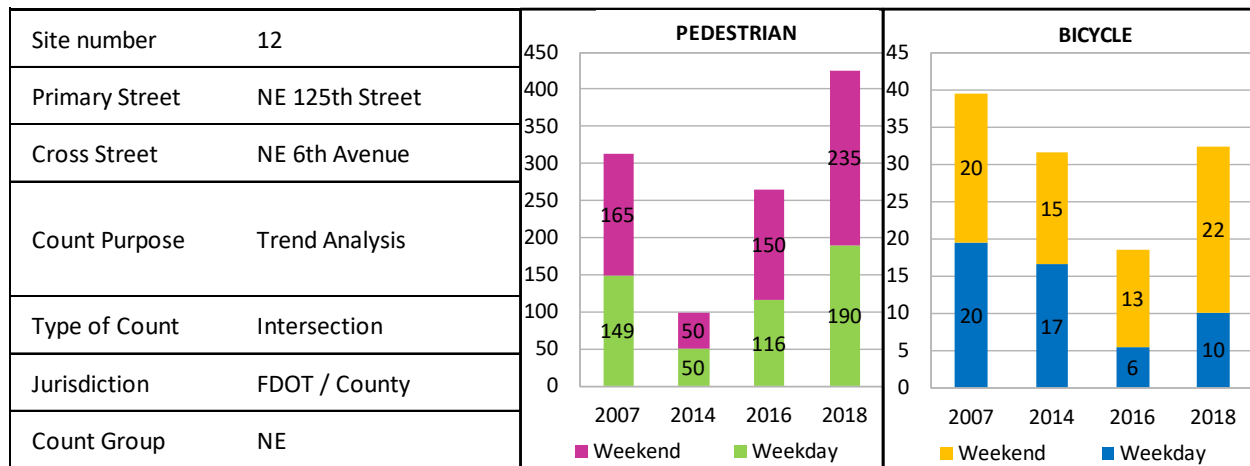| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	76	-	98	118
Midday *(12- 2pm)*	-	39	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	31	-	16	126
Midday *(12- 2pm)*	-	19	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, May 1, 2018	Saturday, May 5, 2018	Thursday Feb. 15, 2018	Sunday Feb 18 2018
Weather	81 / 75 partly cloudy	84/72 partly cloudy	Partly Cloudy, 80	Sunny 82
Location	Sign post on south side of west bridge approach, facing east along bridge approach			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	76	39	31	19
2016/17 Average	77	45	11	8
2014 Average	66	76	23	23
2007 Average	90	75	24	20

Comment: There is a significant increase in weekend activity that is consistent with increased weekend activity in other downtown Miami locations.

TP
**Miami-Dade Transportation
Planning Organization**

SW 1st Street at Miami River

Site number	21
Primary Street	SW 1st Street
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / downtown

2018 COUNTS

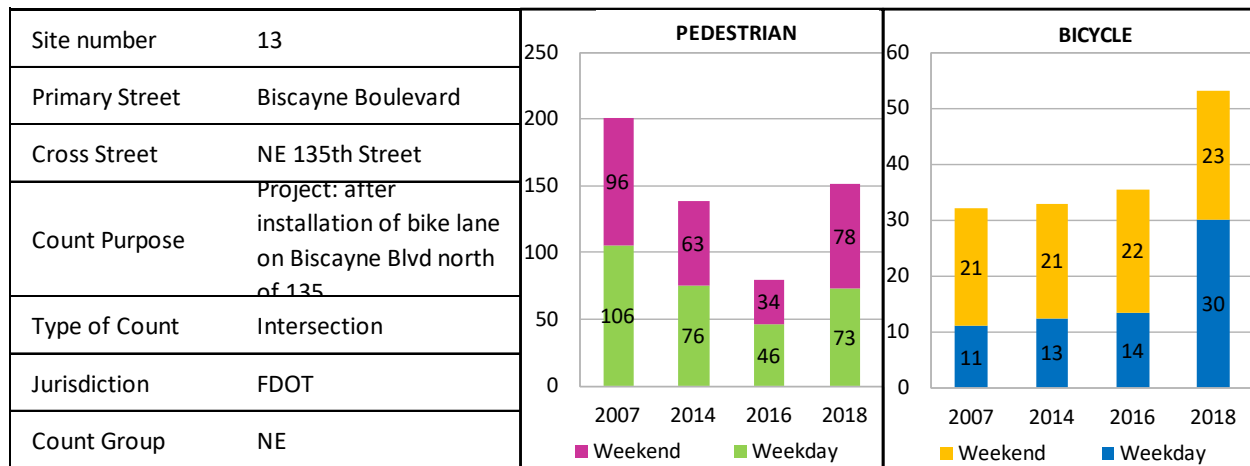| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	**109**	-	**84**	**153**
Midday *(12- 2pm)*	-	**79**	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	**47**	-	**48**	**15**
Midday *(12- 2pm)*	-	**42**	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, May 1, 2018	Saturday, May 5, 2018	Thursday Feb. 15, 2018	Sunday Feb 18 2018
Weather	81 / 75 partly cloudy	84/72 partly cloudy	Partly Cloudy, 80	Sunny 82
Location	Sign post on south and north side of west bridge approach, facing east along bridge approach			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	109	79	47	42
2016/17 Average	61	58	23	21
2014 Average	65	47	25	18
2007 Average	67	76	18	17

Comment: There is an increase in activity that is consistent with increased pedestrian and bicycle activity in other downtown Miami locations.

TP
Miami-Dade Transportation
Planning Organization

SW 2nd Avenue at Miami River

Site number	22
Primary Street	SW 2nd Avenue
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	County
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / downtown

2018 COUNTS

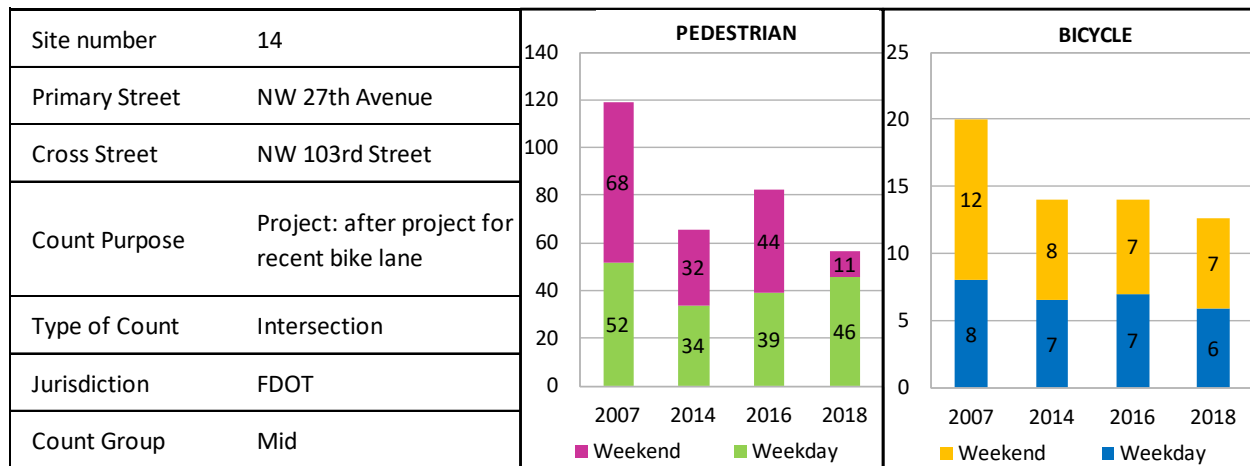| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	**205**	**-**	**276**	**103**
Midday *(12- 2pm)*	**-**	**99**	**-**	**-**
PM *(4-6pm)*	**-**	**-**	**-**	**-**
Evening *(6-8pm)*	**-**	**-**	**-**	**-**
Bicycle:				
AM *(7-9am)*	**58**	**-**	**81**	**63**
Midday *(12- 2pm)*	**-**	**46**	**-**	**-**
PM *(4-6pm)*	**-**	**-**	**-**	**-**
Evening *(6-8pm)*	**-**	**-**	**-**	**-**
Date	Tuesday, May 1, 2018	Saturday, May 5, 2018	Tuesday Feb 20 2018	Saturday Feb 24 2018
Weather	81 / 75 partly cloudy	84/72 partly cloudy	Partly Cloudy 79	Partly Cloudy 79
Location	Bridge post along side on approach side of bridge (less obstructed. longer view, less traffic queue			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	**205**	**99**	**58**	**46**
2016/17 Average	**60**	**30**	**20**	**10**
2014 Average	**50**	**40**	**32**	**17**
2007 Average	**34**	**55**	**23**	**15**

Comment: There is a significant increase in weekday and weekend activity that correlates to the opening of the City Center mixed use development with major shopping and entertainment venues.

TPO
Miami-Dade Transportation
Planning Organization

Miami Avenue at Miami River

Site number	23
Primary Street	Miami Avenue
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	County
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	no bike lane
Land Development	Bridge, commercial / downtown

2018 COUNTS

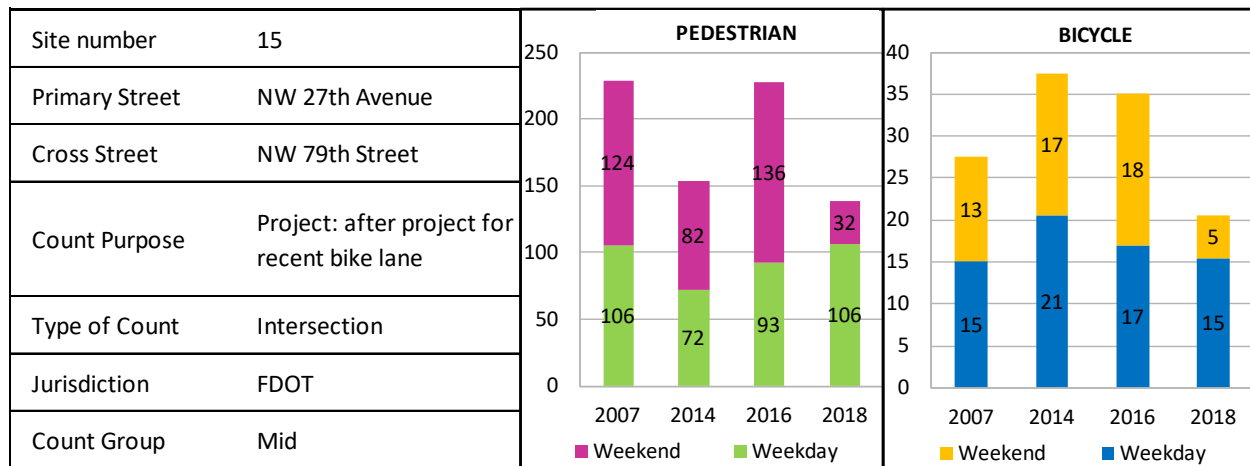| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	**159**	**-**	**207**	**311**
Midday *(12- 2pm)*	**159**	**240**	**207**	**311**
PM *(4-6pm)*	**-**	**240**	**-**	**-**
Evening *(6-8pm)*	**-**	**-**	**-**	**-**
Bicycle:				
AM *(7-9am)*	**32**	**-**	**40**	**34**
Midday *(12- 2pm)*	**32**	**32**	**40**	**34**
PM *(4-6pm)*	**-**	**32**	**-**	**-**
Evening *(6-8pm)*	**-**	**-**	**-**	**-**
Date	Tuesday, May 1, 2018	Saturday, May 5, 2018	Tuesday Feb 20 2018	Saturday Feb 24 2018
Weather	81 / 75 partly cloudy	84/72 partly cloudy	Partly Cloudy 79	Partly Cloudy 79
Location	Bridge signal post at center, on north side - difficult to reach - possible use side for safety. North side - bifurcating south side difficult			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	159	240	32	32
2016/17 Average	86	149	7	13
2014 Average	41	54	14	24
2007 Average	30	69	5	9

Comment: There is a significant increase in weekday and weekend activity that correlates to the opening of the City Center mixed use development with major shopping and entertainment venues.

TPO
Miami-Dade Transportation Planning Organization

Brickell Avenue at Miami River

Site number	24
Primary Street	Brickell Avenue
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

Year	Weekday	Weekend
2007	106	65
2014	311	188
2016	511	671
2018	697	930

BICYCLE

Year	Weekday	Weekend
2007	21	18
2014	37	28
2016	32	87
2018	86	98

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, protected by barriers
Bicycle Facilities	bike lanes both sides NB side is buffered, SB substandard?
Land Development	Bridge, commercial / downtown

2018 COUNTS

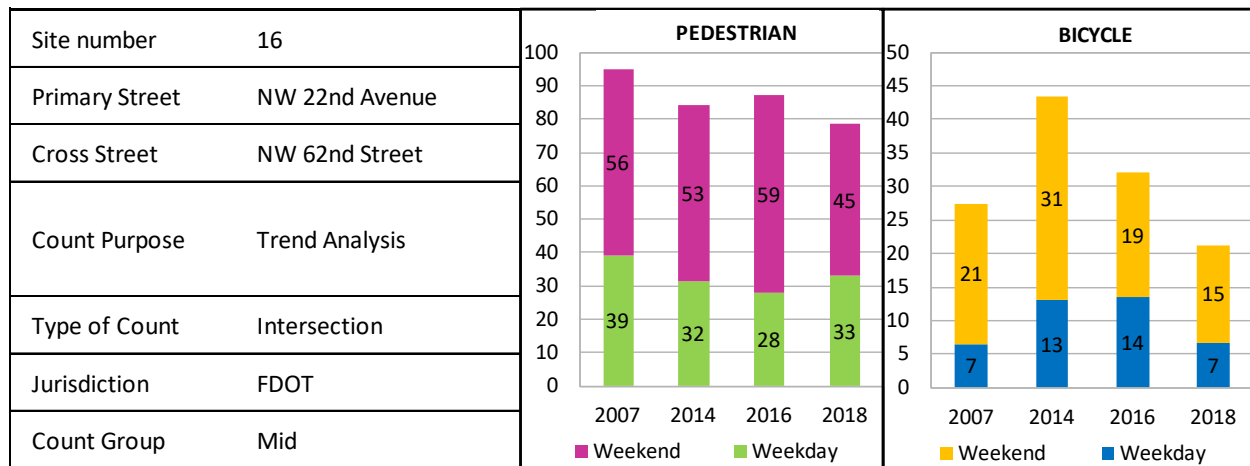| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	697	-	680	8
Midday *(12-2pm)*	1,286	930		-
PM *(4-6pm)*	898	999	-	-
Evening *(6-8pm)*	-	911	-	-
Bicycle:				
AM *(7-9am)*	86	-	60	9
Midday *(12-2pm)*	66	98	-	-
PM *(4-6pm)*	87	72	-	-
Evening *(6-8pm)*	-	80	-	-
Date	Tuesday, May 1, 2018	Saturday, May 5, 2018	Wednesday Feb 21 2018	Saturday Feb 24 2018
Weather	81 / 75 partly cloudy	84/72 partly cloudy	Partly Cloudy 79	Partly Cloudy 79
Location	Face south from pole in median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	697	930	86	98
2016/17 Average	511	671	32	87
2014 Average	311	188	37	28
2007 Average	106	65	21	18

Comment: This is a major pedestrian and bicycle link in downtown Miami. There is an increase in activity that is consistent with increased pedestrian and bicycle activity in other downtown Miami locations on both sides of the Miami River. Night-time weekend activity is also high.

69

NW 146th Street Pedestrian Bridge at I-95

Site number	25
Primary Street	NW 146th Street Pedestrian Bridge
Cross Street	I-95
Count Purpose	Trend Analysis: mostly school crossing
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

(bar chart: Weekend / Weekday)
- 2007: Weekday 21, Weekend 24
- 2014: Weekday 21, Weekend 10
- 2016: Weekday 10, Weekend 5
- 2018: Weekday 66, Weekend 6

BICYCLE

(bar chart: Weekend / Weekday)
- 2007: Weekday 0, Weekend 9
- 2014: Weekday 9, Weekend 6
- 2016: Weekday 1, Weekend 0
- 2018: 0

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks on east side, stop sign control
Bicycle Facilities	pedestrian facility
Land Development	local commercial / residential

2018 COUNTS

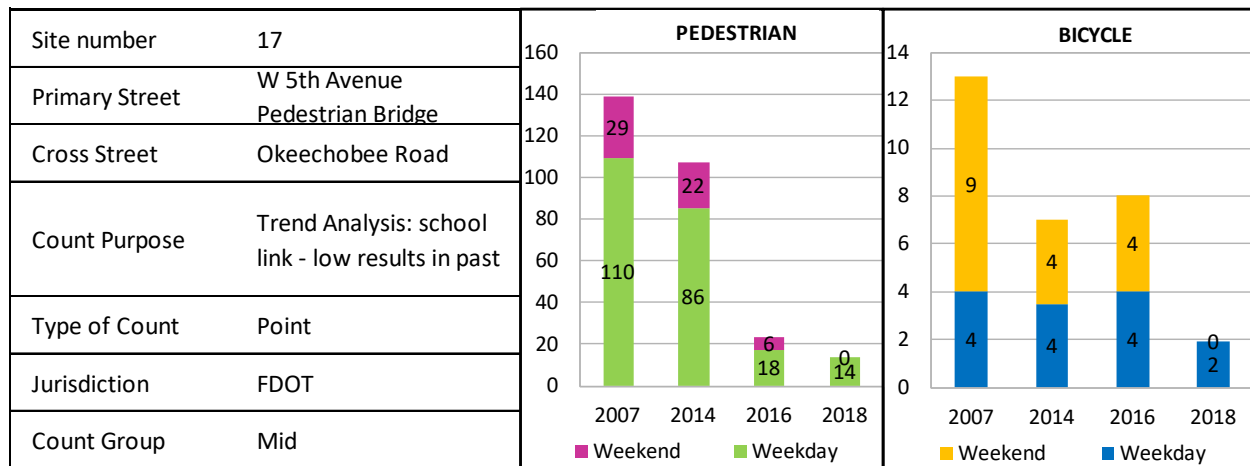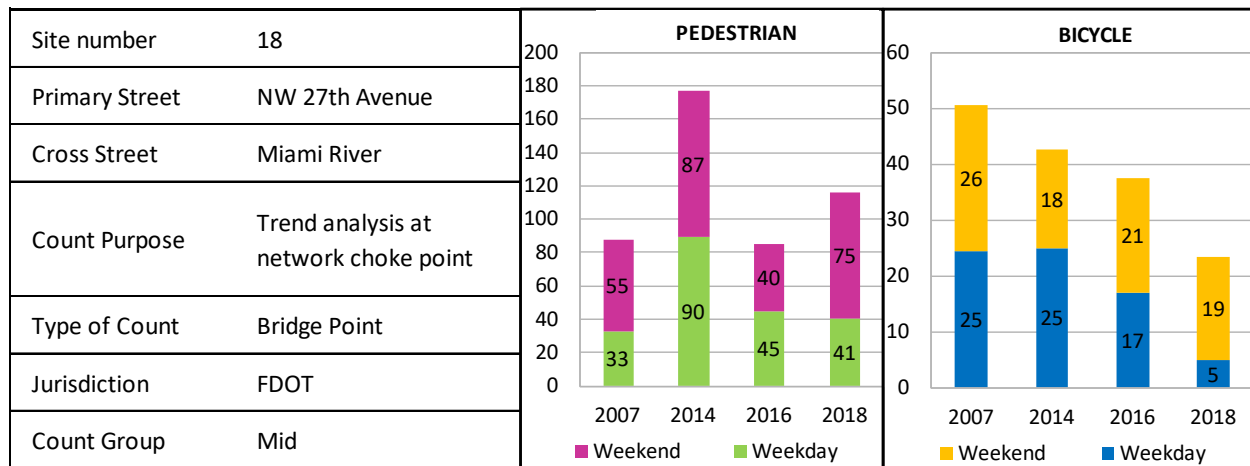| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	66	-	-	-
Midday *(12- 2pm)*	-	6	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	-	-
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	east side of highway: NW 6th Ave & 147, sign pole by Jeff Middle 1220			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	66	6	0	0
2016/17 Average	10	5	1	-
2014 Average	21	10	9	6
2007 Average	21	24	-	9

Comment: The location is a connection to a middle school. Weekday use is high due to students and parents using the bridge to reach the school. Weekend utilization at this crossing point is low and contracting. The next cycle of data collection should be analyzed to determine if this is trend.

TP⬤
Miami-Dade Transportation
Planning Organization

Grand Avenue at Douglas Road (SW 37th Avenue)

Site number	26
Primary Street	Grand Avenue
Cross Street	Douglas Road (SW 37th Avenue)
Count Purpose	trend analysis and project: after count for bike lane on Grand
Type of Count	Intersection
Jurisdiction	County
Count Group	Coco

PEDESTRIAN

Year	Weekend	Weekday
2007	52	114
2014	114	114
2016	85	88
2018	62	122

BICYCLE

Year	Weekend	Weekday
2007	63	40
2014	45	33
2016	51	33
2018	33	63

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated traffic signal
Bicycle Facilities	Grand Av bike lanes west of 37 Av, sharrow east of 37
Land Development	local retail

2018 COUNTS

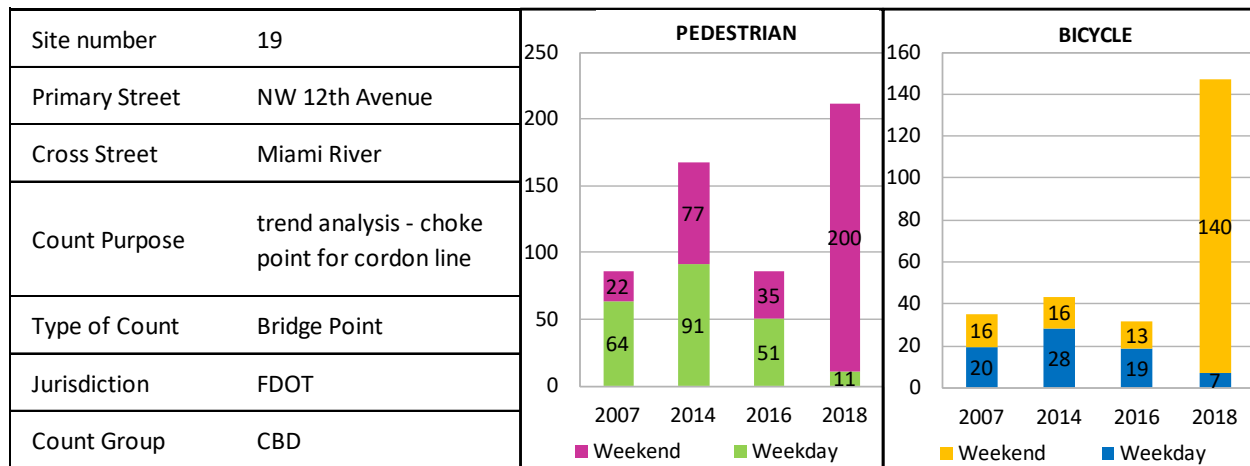| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	122	-	-	-
Midday *(12- 2pm)*	-	62	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	63	-	-	-
Midday *(12- 2pm)*	-	33	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	in parking lot on SE corner - back to get intersection w 1 cam			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	122	62	63	33
2016/17 Average	88	85	33	51
2014 Average	114	114	33	45
2007 Average	114	52	40	63

Comment: None

TPO
Miami-Dade Transportation
Planning Organization

South Bayshore Drive at SE 32nd Road

Site number	27
Primary Street	South Bayshore Drive
Cross Street	SE 32nd Road
Count Purpose	access from MetroRail Station, closing of Museum, : project, possible bike lane by
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	Coco

PEDESTRIAN

BICYCLE

Weekend / Weekday (Pedestrian)
Weekend / Weekday (Bicycle)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	residential /Vizcaya / MetroRail

2018 COUNTS

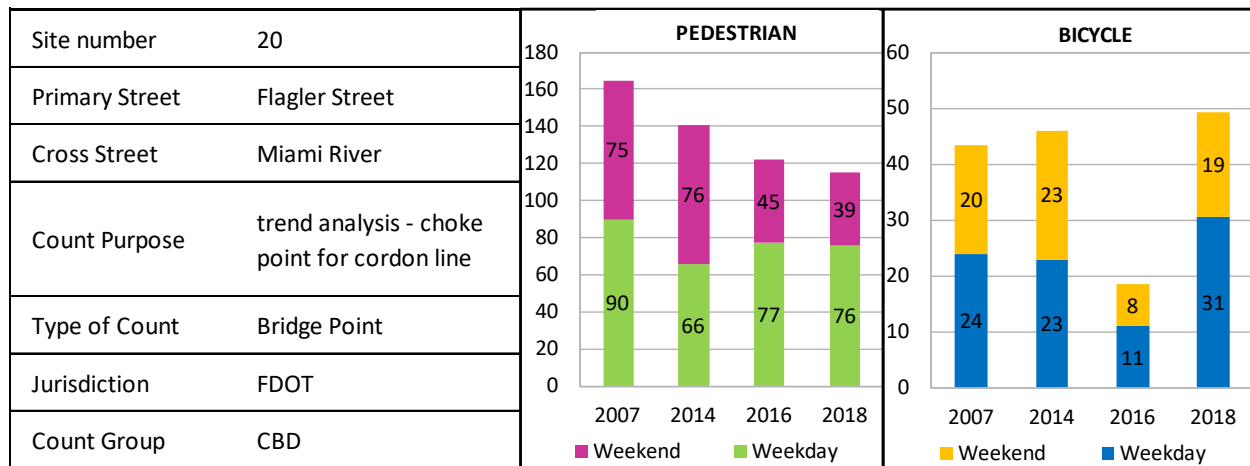| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	78	-	-	-
Midday *(12- 2pm)*	50	146	-	-
PM *(4-6pm)*	26	81	-	-
Evening *(6-8pm)*	-	28	-	-
Bicycle:				
AM *(7-9am)*	173	-	-	-
Midday *(12- 2pm)*	28	209	-	-
PM *(4-6pm)*	21	93	-	-
Evening *(6-8pm)*	-	34	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	Face south from pole in median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	78	146	173	209
2016/17 Average	37	45	153	102
2014 Average	93	134	180	131
2007 Average	37	62	62	61

Comment: The location is an east-west pedestrian connection between MetroRail and Vizcaya, and a starting point for recreational bicyclists transporting their bicycles by car to ride along Bayshore Drive or the Rickenbacker Causeway, especially in morning and weekends.

TP
Miami-Dade Transportation
Planning Organization

M-Path at Red Road

Site number	28
Primary Street	M-Path
Cross Street	Red Road
Count Purpose	Trend Analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	Coco

PEDESTRIAN

Year	Weekday	Weekend
2007	13	96
2014	43	83
2016	47	127
2018	12	5

BICYCLE

Year	Weekday	Weekend
2007	10	16
2014	23	27
2016	36	56
2018	1	15

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multi-use trail
Bicycle Facilities	multi-use trail
Land Development	University, and S. Miami Downtown

2018 COUNTS

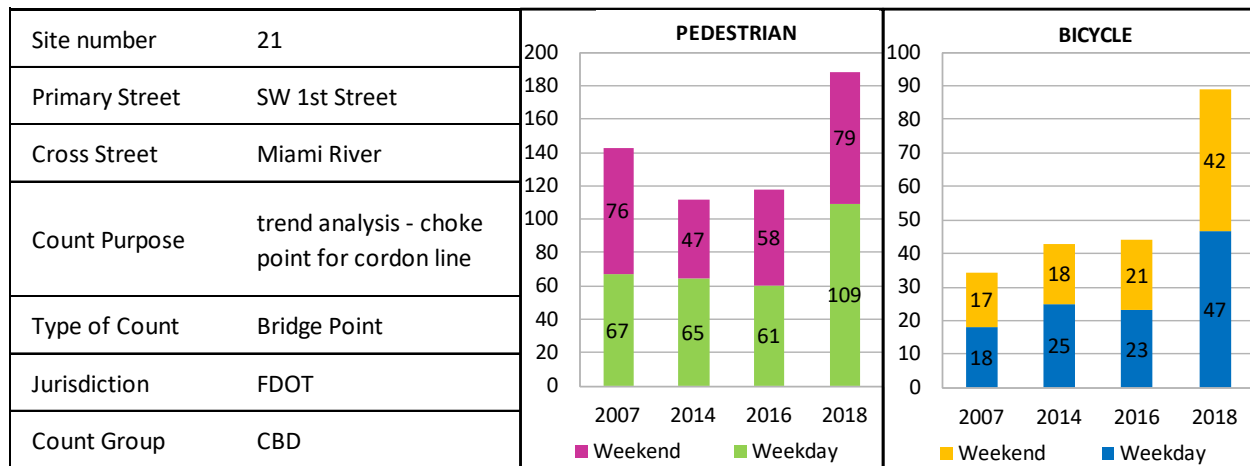| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	12	-	13	19
Midday *(12- 2pm)*	-	5	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	1	-	29	65
Midday *(12- 2pm)*	-	15	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Saturday, June 2, 2018	Thursday Feb 22 2018	Sunday Feb 25 2018
Weather	88/77 partly cloudy, no rain	89/74 sunny	Cloudy 76, lt rain sunrise then clear	-
Location	sign pole facing trail looking north			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	12	5	1	15
2016/17 Average	47	127	36	56
2014 Average	43	83	23	27
2007 Average	13	96	10	16

Comment: Utilization at this location has dropped significantly. The location should be analyzed to determine if this is a trend.

TPO
Miami-Dade Transportation
Planning Organization

SW 48th Street at SW 97th Avenue

Site number	29
Primary Street	SW 48th Street
Cross Street	SW 97th Avenue
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	bike lane SW 97 Avenue
Land Development	residential

2018 COUNTS

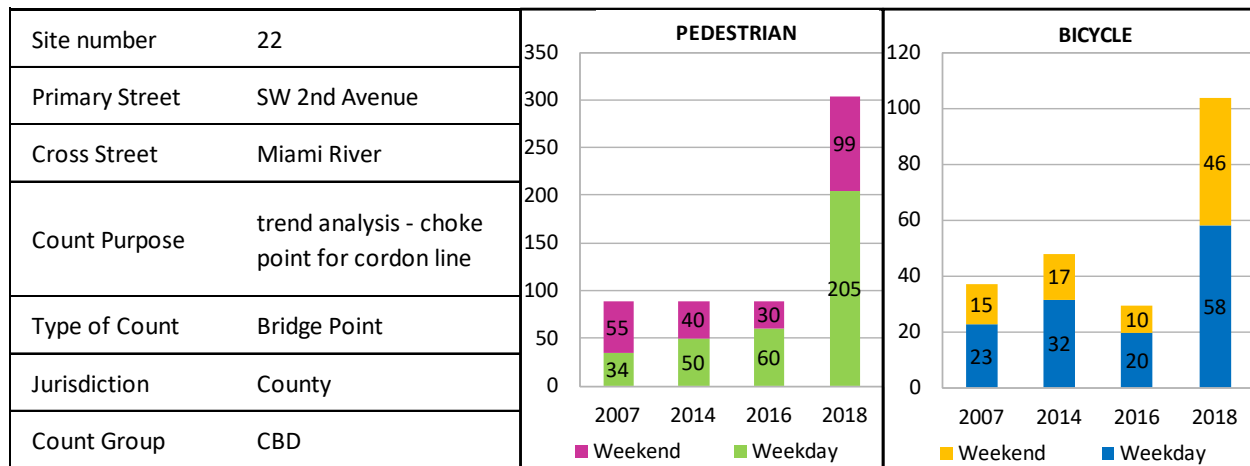| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	11	-	-	-
Midday *(12- 2pm)*	-	8	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	3	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Sunday, June 3, 2018	-	-
Weather	88/77 partly cloudy, no rain	92/77 partly cloudy, no rain	-	-
Location	black street light south of intersection on SE corner or sign post on SW side			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	11	8	0	3
2016/17 Average	3	5	7	4
2014 Average	19	15	9	6
2007 Average	3	3	4	7

Comment: None

TPO
Miami-Dade Transportation
Planning Organization

South Miami Avenue at SE 15th Road

Site number	30
Primary Street	South Miami Avenue
Cross Street	SE 15th Road
Count Purpose	trend analysis - CBD
Type of Count	Point
Jurisdiction	City of Miami
Count Group	CBD

PEDESTRIAN

Year	Weekend	Weekday
2007	79	71
2014	175	219
2016	151	155
2018	56	151

BICYCLE

Year	Weekend	Weekday
2007	31	7
2014	67	65
2016	13	7
2018	71	64

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	traffic circle - south of TC
Bicycle Facilities	bike lane south of circle on S. Miami
Land Development	high density residential, office, commercial, park

2018 COUNTS

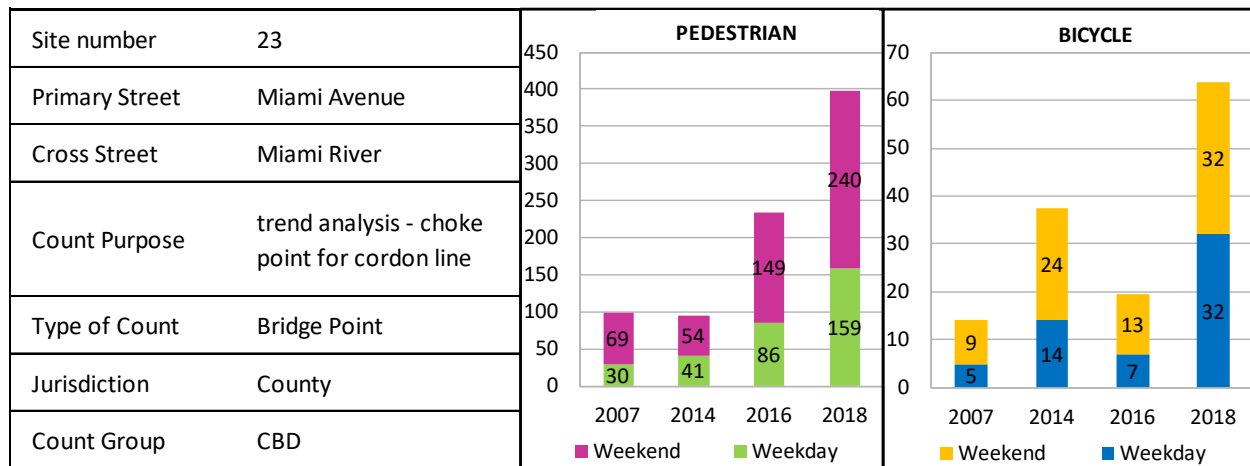| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	151	-	-	-
Midday *(12- 2pm)*	-	56	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	64	-	-	-
Midday *(12- 2pm)*	-	71	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, May 1, 2018	Sunday, May 6, 2018	-	-
Weather	81 / 75 partly cloudy	84/69 partly cloudy	-	-
Location	green street light across S Miami Ave			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	151	56	64	71
2016/17 Average	155	151	7	13
2014 Average	219	175	65	67
2007 Average	71	79	7	31

Comment: Weekend pedestrian utilization at this location appears in a trend of decline. Bicycle utilization is at about 2014 levels, and 2016 data may be an anomaly. Further analysis for the next cycle should be performed.

TPO
Miami-Dade Transportation Planning Organization

SW 27th Avenue at Bird Road

Site number	31
Primary Street	SW 27th Avenue
Cross Street	Bird Road
Count Purpose	project: after count for bike lanes on 27th Avenue
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	Coco

PEDESTRIAN

	2007	2014	2016	2018
Weekend	101	78	104	108
Weekday	44	63	76	121

BICYCLE

	2007	2014	2016	2018
Weekend	23	26	31	78
Weekday	9	17	26	14

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	bike lanes on SW 27th Avenue
Land Development	med density residential, local retail, office

2018 COUNTS

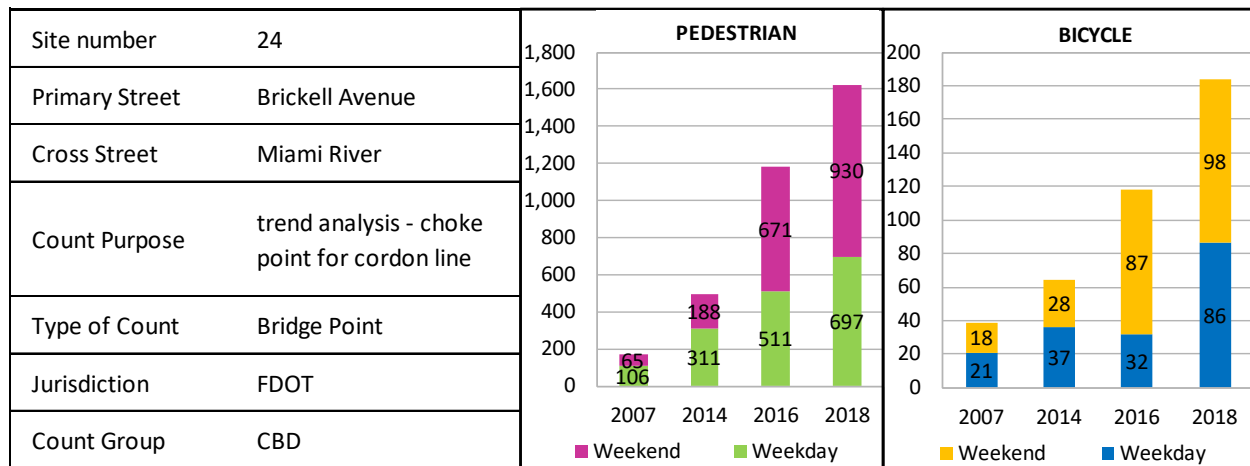| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	121	-	-	-
Midday *(12- 2pm)*	-	108	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	14	-	-	-
Midday *(12- 2pm)*	-	78	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	street pole south of intersectino on SW side by gas station			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	121	108	14	78
2016/17 Average	76	104	26	31
2014 Average	63	78	17	26
2007 Average	44	101	9	23

Comment: None

TP
Miami-Dade Transportation
Planning Organization

Krome Avenue at SW 320th Street (Mowry Drive)

Site number	32
Primary Street	Krome Avenue
Cross Street	SW 320th Street (Mowry Drive)
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	South

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	sharrow on Krome
Land Development	downtown Homestead just NO Busway

2018 COUNTS

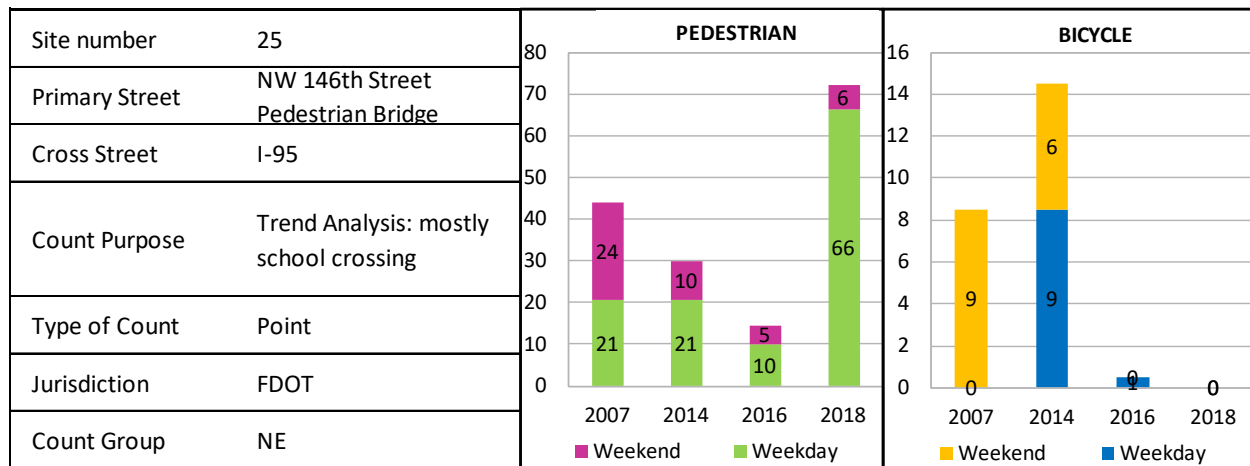| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM (7-9am)	41	-	-	-
Midday (12-2pm)	-	15	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Bicycle:				
AM (7-9am)	14	-	-	-
Midday (12-2pm)	-	138	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Date	Tuesday, June 5, 2018	Saturday, June 2, 2018	-	-
Weather	93/79 partly cloudy	89/74 sunny	-	-
Location	ped crossing sign pole SO intersetion on SE corner			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	41	15	14	138
2016/17 Average	34	66	9	15
2014 Average	12	172	9	9
2007 Average	18	195	11	24

Comment: Weekend pedestrian utilization appears in a trend of decline. Weekend bicycle utilization sharply increased. Verification of data or further analysis in the next data cycle is recommended.

SW 87th Avenue at SW 212th Street

Site number	33
Primary Street	SW 87th Avenue
Cross Street	SW 212th Street
Count Purpose	Trend analysis (recent fatal crash in March 2018)
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	South

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	multiuser trail on west side
Land Development	residential

2018 COUNTS

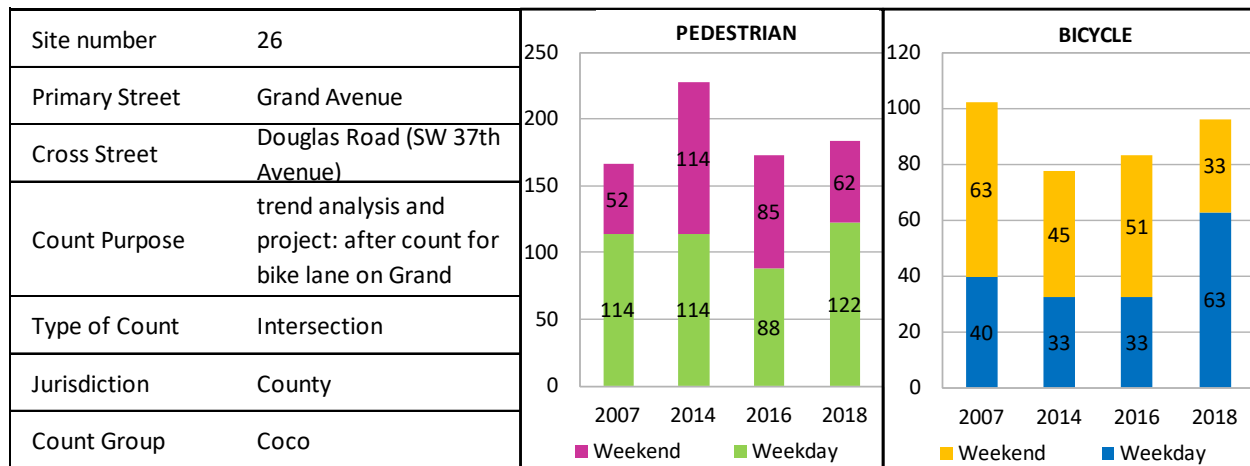| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	28	-	-	-
Midday *(12- 2pm)*	-	16	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	45	-	-	-
Midday *(12- 2pm)*	-	45	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, June 5, 2018	Saturday, June 2, 2018	-	-
Weather	93/79 partly cloudy	89/74 sunny	-	-
Location	signposts on SW side of intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	28	16	45	45
2016/17 Average	25	14	57	76
2014 Average	21	20	5	6
2007 Average	40	10	15	6

Comment: None

TPO
Miami-Dade Transportation
Planning Organization

South Dade Trail at SW 216th Street

Site number	34
Primary Street	South Dade Trail
Cross Street	SW 216th Street
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	FDOT
Count Group	South

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	trail on west side
Bicycle Facilities	trail in west side
Land Development	residential and Busway

2018 COUNTS

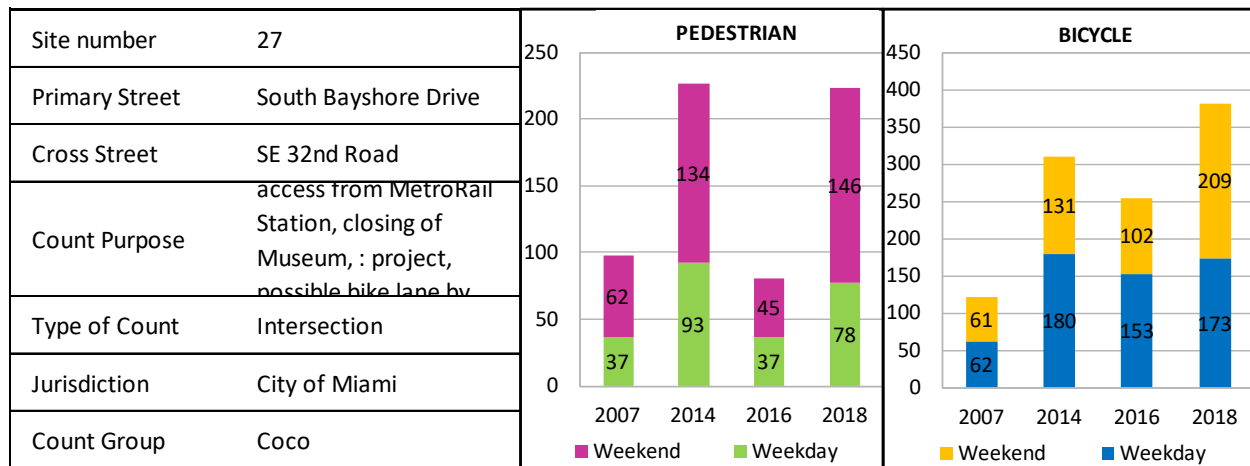| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	60	-	57	30
Midday *(12- 2pm)*	-	31	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	24	-	15	25
Midday *(12- 2pm)*	-	19	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, June 5, 2018	Saturday, June 2, 2018	Thursday Feb 22 2018	Sunday February 25 2018
Weather	93/79 partly cloudy	89/74 sunny	Cloudy 76	-
Location	use pole facing sout, may also face additional camera north			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	60	31	24	19
2016/17 Average	7	2	5	13
2014 Average	6	13	12	20
2007 Average	10	66	4	10

Comment: Utilization of the trail at this location has significantly increased. This is the only location along the South Dade Trail for a long distance. Additional locations on the South Dade Trail are recommended for the next data collection cycle.

TPO
Miami-Dade Transportation
Planning Organization

Black Creek Trail (s.o. SW 206th Terrace) at SW 127th Avenue

Site number	35
Primary Street	Black Creek Trail (s.o. SW 206th Terrace)
Cross Street	SW 127th Avenue
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	SFWMD
Count Group	South

PEDESTRIAN

Weekend / Weekday stacked bar chart:
- 2007: Weekday 2, Weekend 15
- 2014: Weekday 5, Weekend 19
- 2016: Weekday 5, Weekend 5
- 2018: Weekday 9, Weekend 6

BICYCLE

Weekend / Weekday stacked bar chart:
- 2007: Weekday 2, Weekend 3
- 2014: Weekday 7, Weekend 10
- 2016: Weekday 5, Weekend 3
- 2018: Weekday 13, Weekend 14

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail with actuated crossing
Bicycle Facilities	trail on north side of creek
Land Development	residential

2018 COUNTS

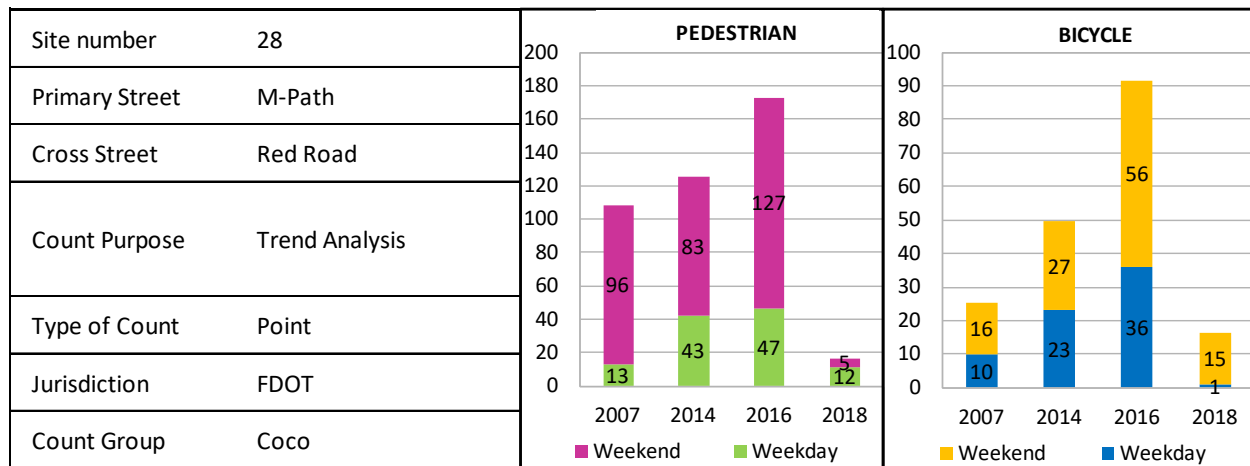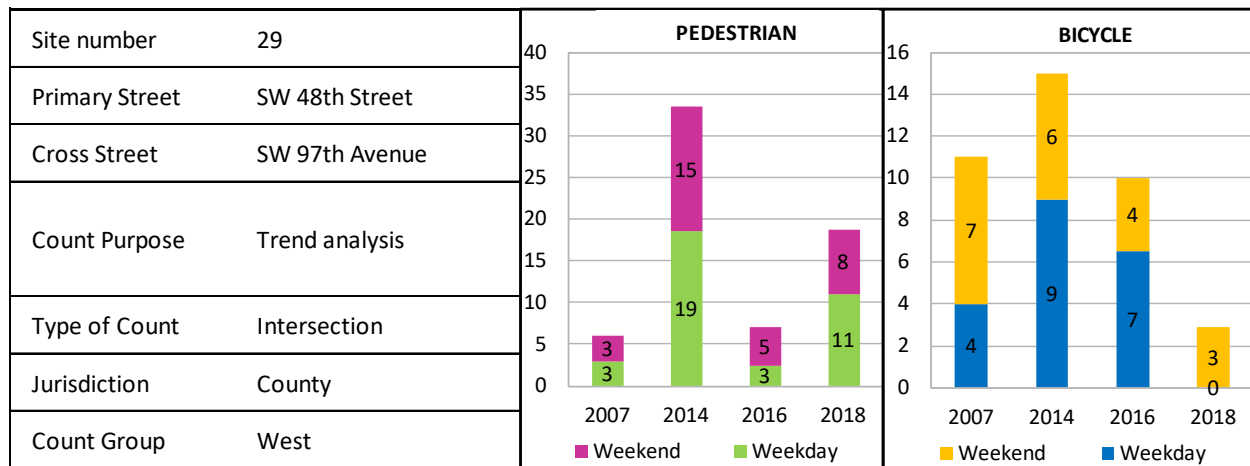| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	9	-	-	-
Midday *(12- 2pm)*	-	6	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	13	-	-	-
Midday *(12- 2pm)*	-	14	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, June 5, 2018	Saturday, June 2, 2018	-	-
Weather	93/79 partly cloudy	89/74 sunny	-	-
Location	ped bike actuated crossing pole			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	9	6	13	14
2016/17 Average	5	5	5	3
2014 Average	5	19	7	10
2007 Average	2	15	2	3

Comment: Utilization of the trail shows a trend of increase; however, volumes are still low. Improved information, community outreach, and marketing is recommended.

TPO
Miami-Dade Transportation
Planning Organization

Kendale Lakes Golf Course Trail SW 68th Street at SW 142nd Avenue

Site number	36
Primary Street	Kendale Lakes Golf Course Trail SW 68th
Cross Street	SW 142nd Avenue
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

Year	Weekend	Weekday
2007	34	24
2014	21	23
2016	6	7
2018	33	20

BICYCLE

Year	Weekend	Weekday
2007	65	123
2014	39	33
2016	38	46
2018	11	140

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail with actuated crossing
Bicycle Facilities	wide bike lane both sides, sidewalk on one side
Land Development	reidential / golf course

2018 COUNTS

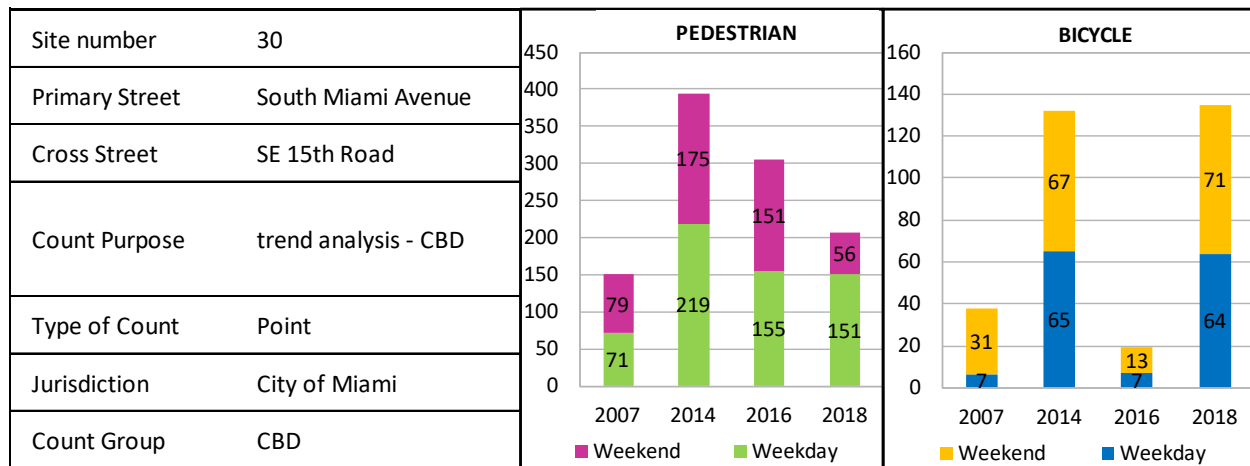| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	20	-	-	-
Midday *(12- 2pm)*	-	33	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	140	-	-	-
Midday *(12- 2pm)*	-	11	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Sunday, June 3, 2018	-	-
Weather	88/77 partly cloudy, no rain	92/77 partly cloudy, no rain	-	-
Location	stop sign post in median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	20	33	140	11
2016/17 Average	7	6	46	38
2014 Average	23	21	33	39
2007 Average	24	34	123	65

Comment: Utilization of the trail shows a trend of increase. Utilization appears to be local to the area, as no users were seen to arrive by car.

TP
Miami-Dade Transportation
Planning Organization

Crandon Boulevard at East Heather Drive

Site number	37
Primary Street	Crandon Boulevard
Cross Street	East Heather Drive
Count Purpose	Trend Analysis
Type of Count	Intersection
Jurisdiction	Village of Key Biscayne
Count Group	coco

PEDESTRIAN

(Bar chart: Weekend / Weekday)
- 2007: Weekday 136, Weekend 136
- 2014: 0
- 2016: Weekday 102, Weekend 87
- 2018: Weekday 310, Weekend 150

BICYCLE

(Bar chart: Weekend / Weekday)
- 2007: Weekday 44, Weekend 103
- 2014: 0
- 2016: Weekday 112, Weekend 173
- 2018: Weekday 161, Weekend 212

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail with actuated crossing
Bicycle Facilities	no bike lane
Land Development	high and low density residential, local commercial, park

2018 COUNTS

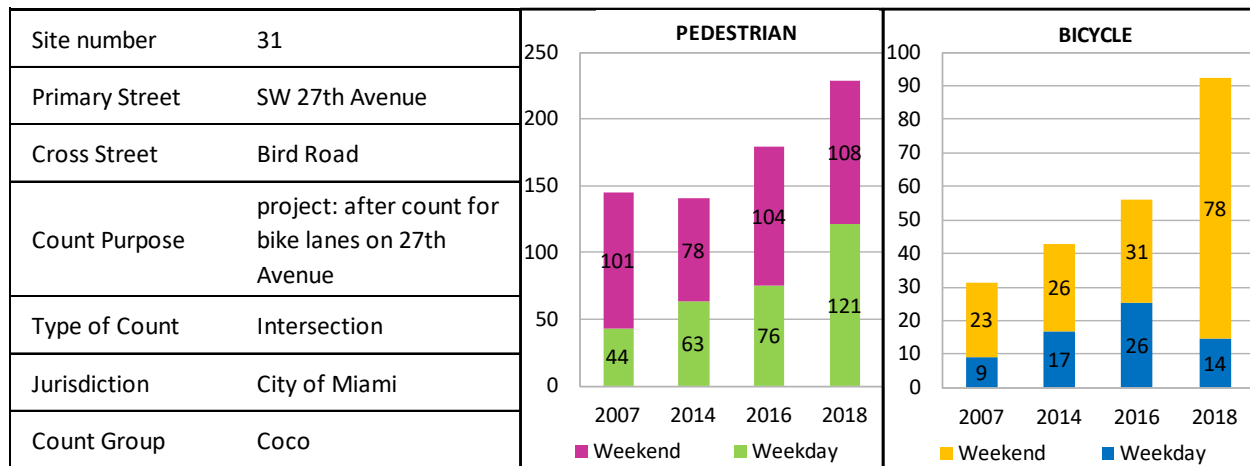| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	310	-	-	-
Midday *(12- 2pm)*	84	150	-	-
PM *(4-6pm)*	145	156	-	-
Evening *(6-8pm)*	-	144	-	-
Bicycle:				
AM *(7-9am)*	161	-	-	-
Midday *(12- 2pm)*	51	212	-	-
PM *(4-6pm)*	64	161	-	-
Evening *(6-8pm)*	-	139	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	sign post on Heather			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	310	150	161	212
2016/17 Average	102	87	112	173
2014 Average	-	-	-	-
2007 Average	136	136	44	103

Comment: Utilization is high and shows a trend of increase. It should be noted that in the last year, dockless bike sharing has been successfully introduced to this island community. This is the only Village data collection location.

TPO
Miami-Dade Transportation
Planning Organization

Red Road at SW 105th Street Pedestrian Bridge

Site number	38
Primary Street	Red Road
Cross Street	SW 105th Street Pedestrian Bridge
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	South

PEDESTRIAN

Year	Weekend	Weekday
2007	35	70
2014	36	82
2016	30	72
2018	135	74

BICYCLE

Year	Weekend	Weekday
2007	30	17
2014	46	15
2016	80	17
2018	92	22

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail with actuated crossing
Bicycle Facilities	multipurpose trail on east side
Land Development	residential near schools

2018 COUNTS

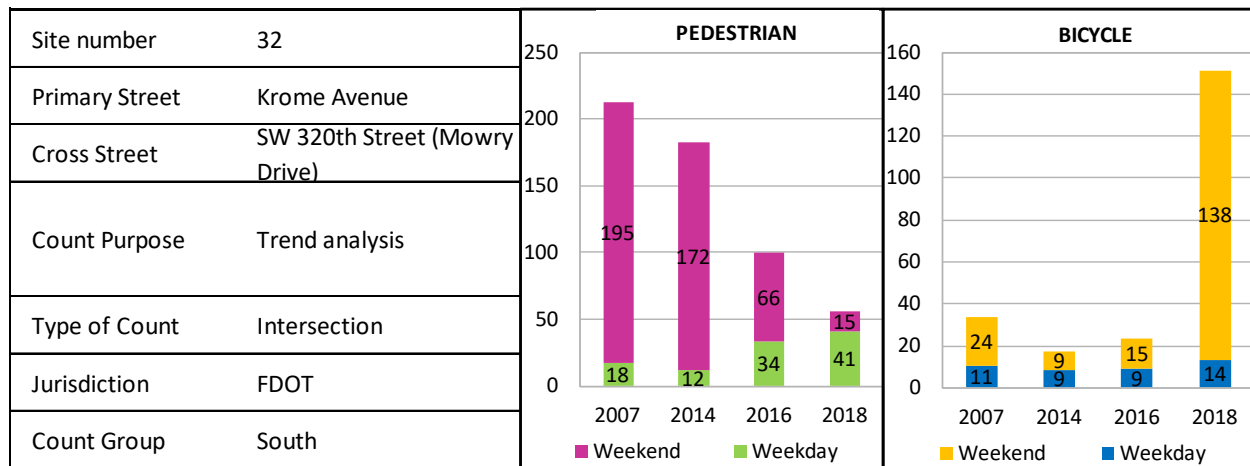| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	74	-	-	-
Midday *(12- 2pm)*	-	135	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	22	-	-	-
Midday *(12- 2pm)*	-	92	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Saturday, June 2, 2018	-	-
Weather	88/77 partly cloudy, no rain	89/74 sunny	-	-
Location	speed warning pole			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	74	135	22	92
2016/17 Average	72	30	17	80
2014 Average	82	36	15	46
2007 Average	70	35	17	30

Comment: Utilization of the trail shows a steady trend of increased utilization.

TP
Miami-Dade Transportation
Planning Organization

Old Cutler Road at Matheson Park Entrance

Site number	39
Primary Street	Old Cutler Road
Cross Street	Matheson Park Entrance
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	South

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	trail on east side
Bicycle Facilities	trail in east side
Land Development	residential and park

2018 COUNTS

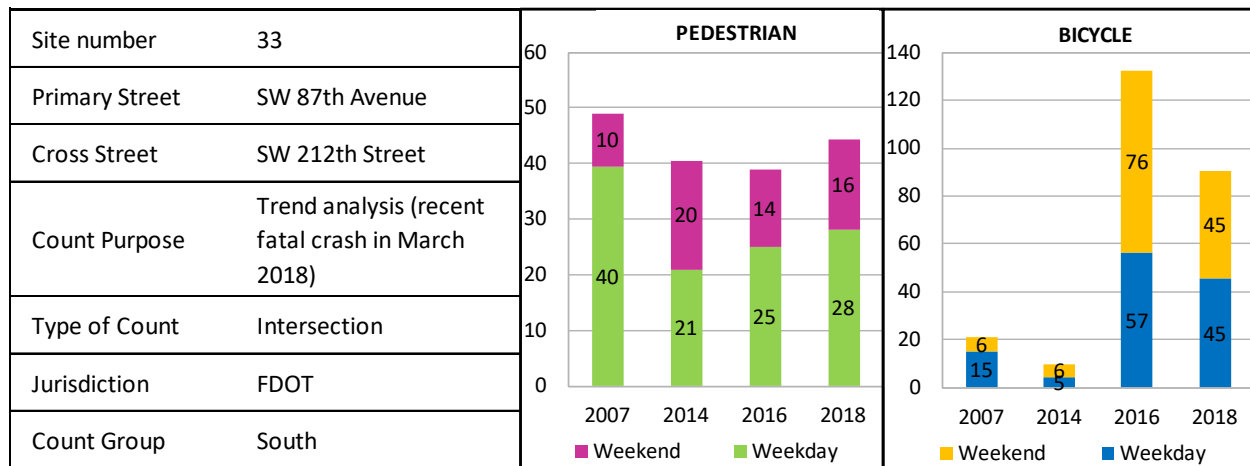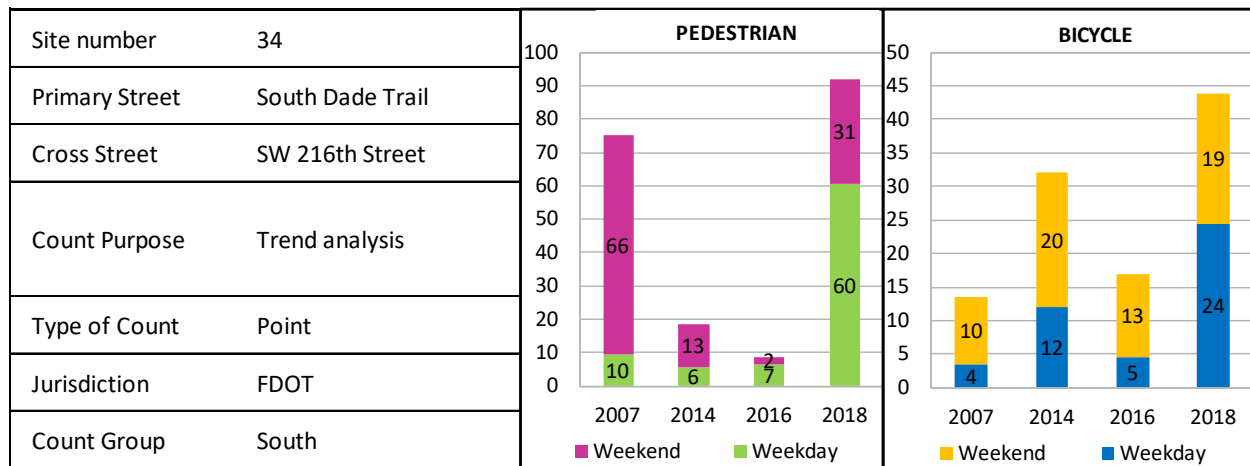| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM (7-9am)	13	-	40	29
Midday (12- 2pm)	-	51	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Bicycle:				
AM (7-9am)	9	-	10	162
Midday (12- 2pm)	-	64	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Date	Thursday, June 7, 2018	Saturday, June 2, 2018	#####################	Sunday February 25 2018
Weather	88/77 partly cloudy, no rain	89/74 sunny	Partly Cloudy 73	-
Location	across from Matheson entrance on tree			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	13	51	9	64
2016/17 Average	8	14	5	20
2014 Average	28	47	24	96
2007 Average	23	59	12	35

Comment: Utilization of the trail shows a trend of rebound of utilization. The trail was recently reconstructed to remedy significant pavement aging and root damage. As such, this should also be considered an after count.

TPO
Miami-Dade Transportation
Planning Organization

Coral Way (Youth Fair) at SW 107th Avenue

Site number	40
Primary Street	Coral Way (Youth Fair)
Cross Street	SW 107th Avenue
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

250 200 150 100 50 0 — 2007, 2014, 2016, 2018

- 2007: 114 (Weekend), 91 (Weekday)
- 2014: 96 (Weekend), 43 (Weekday)
- 2016: 15 (Weekend), 18 (Weekday)
- 2018: 12 (Weekend), 22 (Weekday)

Weekend / Weekday

BICYCLE

40 35 30 25 20 15 10 5 0 — 2007, 2014, 2016, 2018

- 2007: 6 (Weekend), 7 (Weekday)
- 2014: 24 (Weekend), 13 (Weekday)
- 2016: 8 (Weekend), 7 (Weekday)
- 2018: 11 (Weekend), 5 (Weekday)

Weekend / Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	commercial / residential, Youth Fair Grounds on NW corner

2018 COUNTS

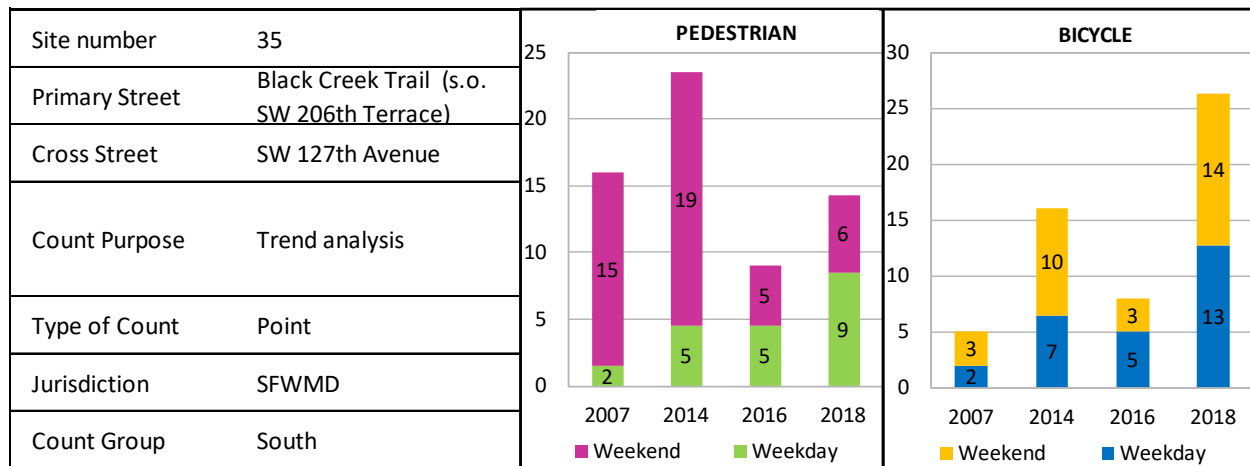| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	22	-	-	-
Midday *(12- 2pm)*	-	12	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	5	-	-	-
Midday *(12- 2pm)*	-	11	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Sunday, June 3, 2018	-	-
Weather	88/77 partly cloudy, no rain	92/77 partly cloudy, no rain	-	-
Location	use light pole north of intersection on NW corner			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	22	12	5	11
2016/17 Average	18	15	7	8
2014 Average	43	96	13	24
2007 Average	91	114	7	6

Comment: Consistent with other West Dade locations, volumes are generally low and steady or declining. In general, the environment for bikes and pedestrians is not conducive to increased use.

TPO
Miami-Dade Transportation
Planning Organization

SW 56th Street at Tropical Park Entrance

Site number	41
Primary Street	SW 56th Street
Cross Street	Tropical Park Entrance
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

Weekend / Weekday chart values:
- 2007: 84 (Weekend), 63 (Weekday)
- 2014: 81 (Weekend), 52 (Weekday)
- 2016: 18 (Weekend), 70 (Weekday)
- 2018: 10 (Weekend), 80 (Weekday)

BICYCLE

Weekend / Weekday chart values:
- 2007: 47 (Weekend), 8 (Weekday)
- 2014: 31 (Weekend), 11 (Weekday)
- 2016: 20 (Weekend), 9 (Weekday)
- 2018: 17 (Weekend), 14 (Weekday)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	residential and park

2018 COUNTS

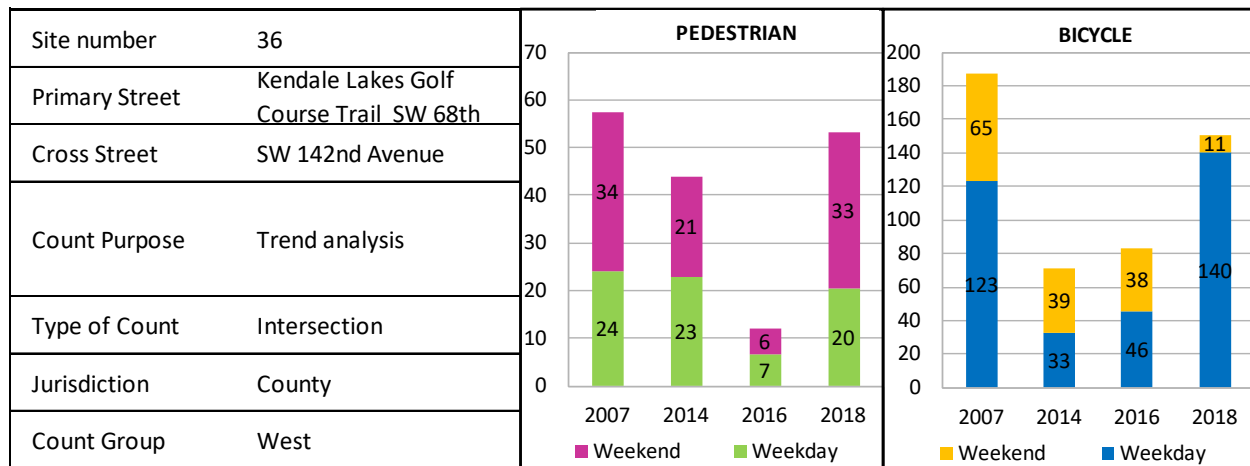| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	80	-	-	-
Midday *(12- 2pm)*	-	10	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	14	-	-	-
Midday *(12- 2pm)*	-	17	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Sunday, June 3, 2018	-	-
Weather	88/77 partly cloudy, no rain	92/77 partly cloudy, no rain	-	-
Location	sign pole on SW corner			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	80	10	14	17
2016/17 Average	70	18	9	20
2014 Average	52	81	11	31
2007 Average	63	84	8	47

Comment: Consistent with other West Dade locations, volumes are generally low and steady or declining. In general, the environment for bikes and pedestrians is not conducive to increased use.

TPO
Miami-Dade Transportation
Planning Organization

SW 72nd Street at SW 107th Avenue

Site number	42
Primary Street	SW 72nd Street
Cross Street	SW 107th Avenue
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

Chart (stacked bars, Weekend=magenta, Weekday=green):
- 2007: Weekday 60, Weekend 50
- 2014: Weekday 54, Weekend 71
- 2016: Weekday 16, Weekend 16
- 2018: Weekday 28, Weekend 8

BICYCLE

Chart (stacked bars, Weekend=yellow, Weekday=blue):
- 2007: Weekday 6, Weekend 7
- 2014: Weekday 12, Weekend 13
- 2016: Weekday 15, Weekend 10
- 2018: Weekday 6, Weekend 1

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	commercial

2018 COUNTS

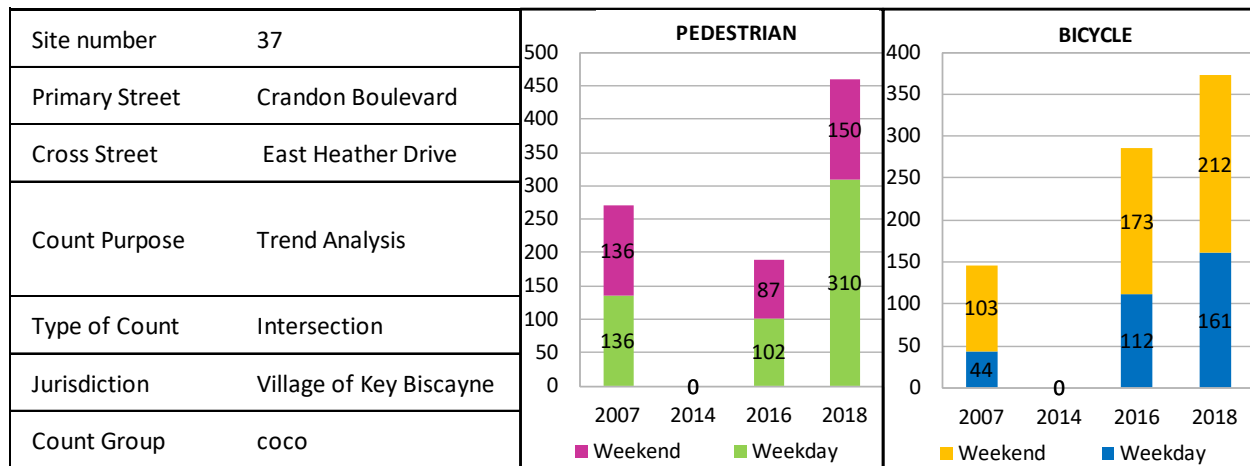| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	28	-	-	-
Midday *(12- 2pm)*	-	8	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	6	-	-	-
Midday *(12- 2pm)*	-	1	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Sunday, June 3, 2018	-	-
Weather	88/77 partly cloudy, no rain	92/77 partly cloudy, no rain	-	-
Location	crosswalk pole on SW corner			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	28	8	6	1
2016/17 Average	16	16	15	10
2014 Average	54	71	12	13
2007 Average	60	50	6	7

Comment: Consistent with other West Dade locations, volumes are generally low and steady or declining. In general, the environment for bikes and pedestrians is not conducive to increased use.

TP O
Miami-Dade Transportation
Planning Organization

SW 152nd Street at SW 112th Avenue

Site number	43
Primary Street	SW 152nd Street
Cross Street	SW 112th Avenue
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	South

PEDESTRIAN

Year	Weekend	Weekday
2007	39	37
2014	43	33
2016	31	20
2018	34	19

BICYCLE

Year	Weekend	Weekday
2007	13	11
2014	14	14
2016	11	8
2018	8	8

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	commercial / residential

2018 COUNTS

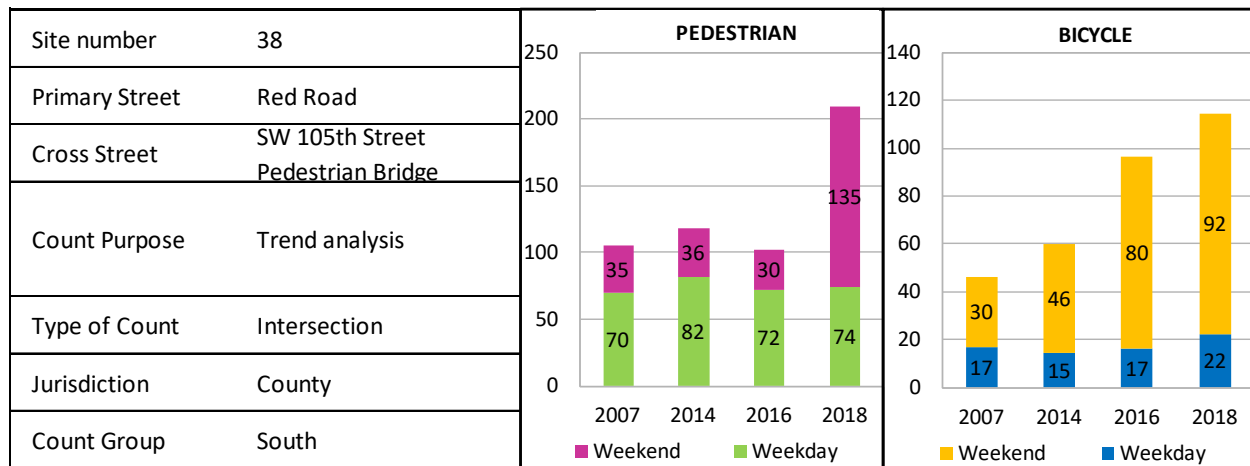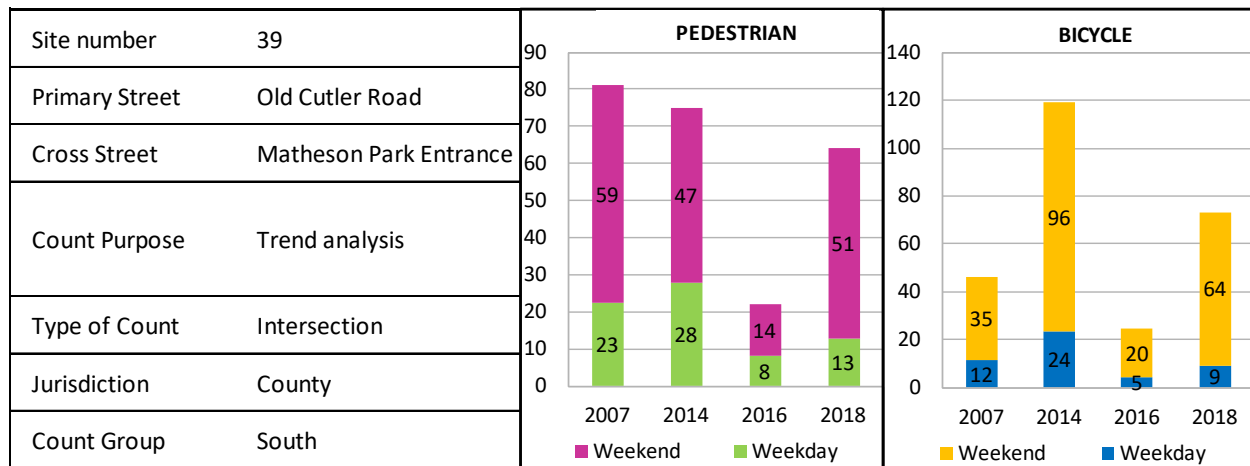| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	19	-	-	-
Midday *(12- 2pm)*	-	34	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	8	-	-	-
Midday *(12- 2pm)*	-	8	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, June 5, 2018	Saturday, June 2, 2018	-	-
Weather	93/79 partly cloudy	89/74 sunny	-	-
Location	sign pole on SW corner south of intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	19	34	8	8
2016/17 Average	20	31	8	11
2014 Average	33	43	14	14
2007 Average	37	39	11	13

Comment: None

TPO
Miami-Dade Transportation
Planning Organization

Rickenbacker Causeway at Hobie Island east of Toll Plaza, west of Bridge

Site number	44
Primary Street	Rickenbacker Causeway
Cross Street	Hobie Island east of Toll Plaza, west of Bridge
Count Purpose	Trend Analysis
Type of Count	Point
Jurisdiction	County
Count Group	Coco

PEDESTRIAN

Weekend / Weekday
- 2007: 48 / 87
- 2014: 91 / 142
- 2016: 126 / 168
- 2018: 181 / 186

BICYCLE

Weekend / Weekday
- 2007: 80 / 117
- 2014: 180 / 335
- 2016: 202 / 293
- 2018: 318 / 459

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks south side
Bicycle Facilities	bike lanes both sides
Land Development	Park

2018 COUNTS

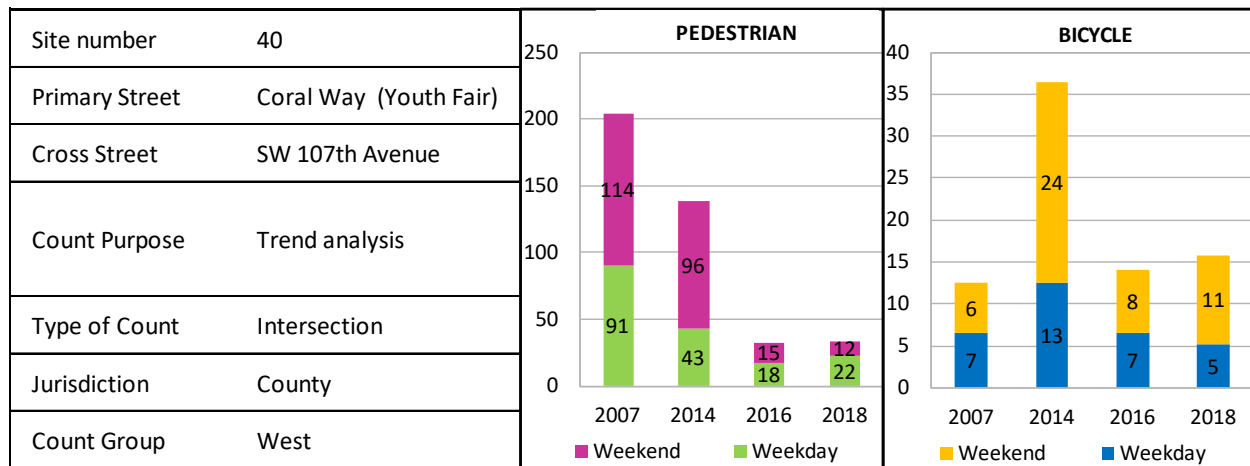| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	186	-	136	162
Midday *(12- 2pm)*	134	181	-	-
PM *(4-6pm)*	128	120	-	-
Evening *(6-8pm)*	-	159	-	-
Bicycle:				
AM *(7-9am)*	459	-	481	197
Midday *(12- 2pm)*	168	318	-	-
PM *(4-6pm)*	246	166	-	-
Evening *(6-8pm)*	-	110	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	south side, EO toll, mile marker 6.9 where medial clearing is for both sides			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	186	181	459	318
2016/17 Average	168	126	293	202
2014 Average	142	91	335	180
2007 Average	87	48	117	80

Comment: This is a very highly utilized recreational trail, owing to its facilities and location on Biscayne Bay. Utilization is in a trend of increase.

TPO
Miami-Dade Transportation
Planning Organization

41st Street at Pinetree Drive

Site number	45
Primary Street	41st Street
Cross Street	Pinetree Drive
Count Purpose	Trend analysis - may have been project for PTD before
Type of Count	Intersection
Jurisdiction	FDOT / County
Count Group	CMB

PEDESTRIAN

Year	Weekend	Weekday
2007	209	144
2014	224	132
2016	658	377
2018	643	328

BICYCLE

Year	Weekend	Weekday
2007	21	10
2014	32	46
2016	29	26
2018	46	43

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks on both sides w pedestrian actuated signal
Bicycle Facilities	sharrow on 41 St
Land Development	commercial / residential

2018 COUNTS

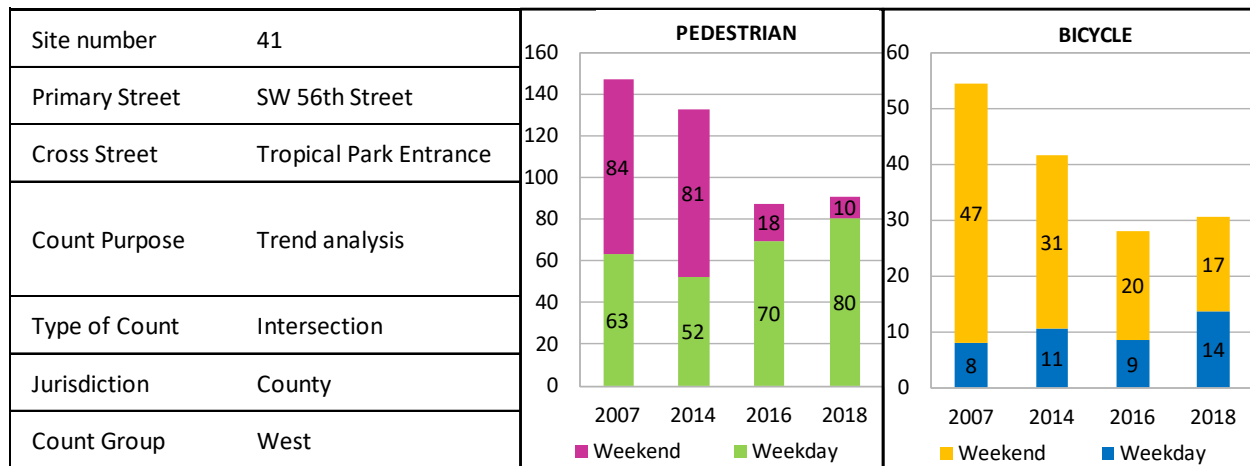| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	328	-	-	-
Midday *(12- 2pm)*	-	643	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	43	-	-	-
Midday *(12- 2pm)*	-	46	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	sign post in Pinetree median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	328	643	43	46
2016/17 Average	377	658	26	29
2014 Average	132	224	46	32
2007 Average	144	209	10	21

Comment: This is a very highly utilized pedestrian area. Pedestrian utilization is mostly local. Bicycle utilization appears to be steadily increasing as well.

TP
Miami-Dade Transportation
Planning Organization

M-Path at Vizcaya MetroRail Station

Site number	46
Primary Street	M-Path
Cross Street	Vizcaya MetroRail Station
Count Purpose	Calibration: new permananet trail counter just NE of pedestrian bridge
Type of Count	Point
Jurisdiction	FDOT
Count Group	Coco

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multi-use trail
Bicycle Facilities	multi-use trail
Land Development	US-1, Metrorail Station, residential / museums

2018 COUNTS

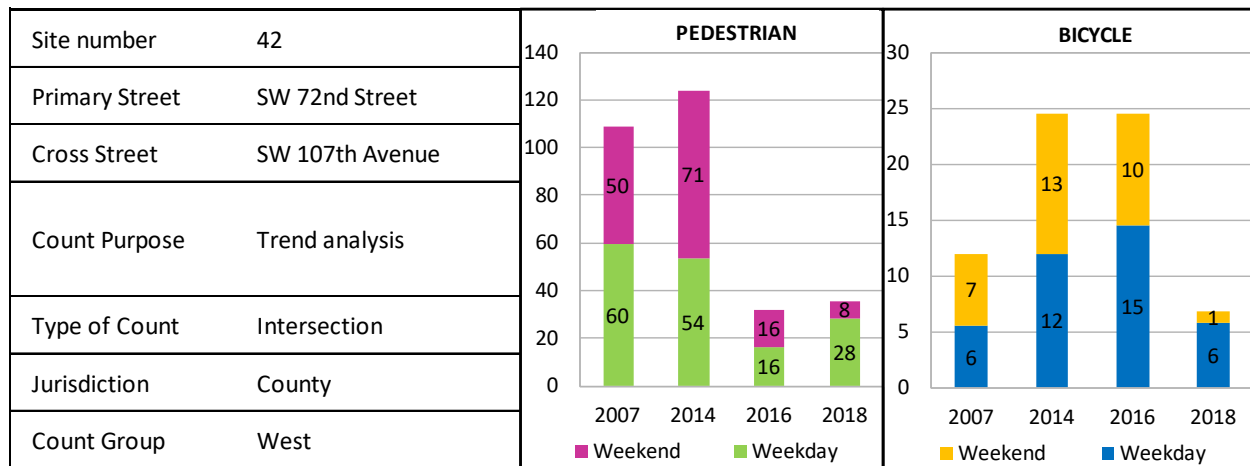| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	71	-	-	-
Midday *(12- 2pm)*	55	85	-	-
PM *(4-6pm)*	114	92	-	-
Evening *(6-8pm)*	-	79	-	-
Bicycle:				
AM *(7-9am)*	26	-	-	-
Midday *(12- 2pm)*	27	59	-	-
PM *(4-6pm)*	66	44	-	-
Evening *(6-8pm)*	-	42	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	sign pole facing trail looking north, just south of ped bridge			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	71	85	26	59
2016/17 Average	60	53	45	62
2014 Average	11	15	20	27
2007 Average	-	-	-	-

Comment: While utilization of the M-Path has declined at Red Road, this location has good volumes. Data may be correlated to the permanent count station that is approximately 100 feet north of this location.

TP
Miami-Dade Transportation
Planning Organization

Atlantic Greenway Trail at 21st Street

Site number	47
Primary Street	Atlantic Greenway Trail
Cross Street	21st Street
Count Purpose	Trend analysis
Type of Count	Point
Jurisdiction	State/City
Count Group	CMB

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multi-use trail
Bicycle Facilities	multi-use trail
Land Development	beachfront trail / hotels and high density residential to west

2018 COUNTS

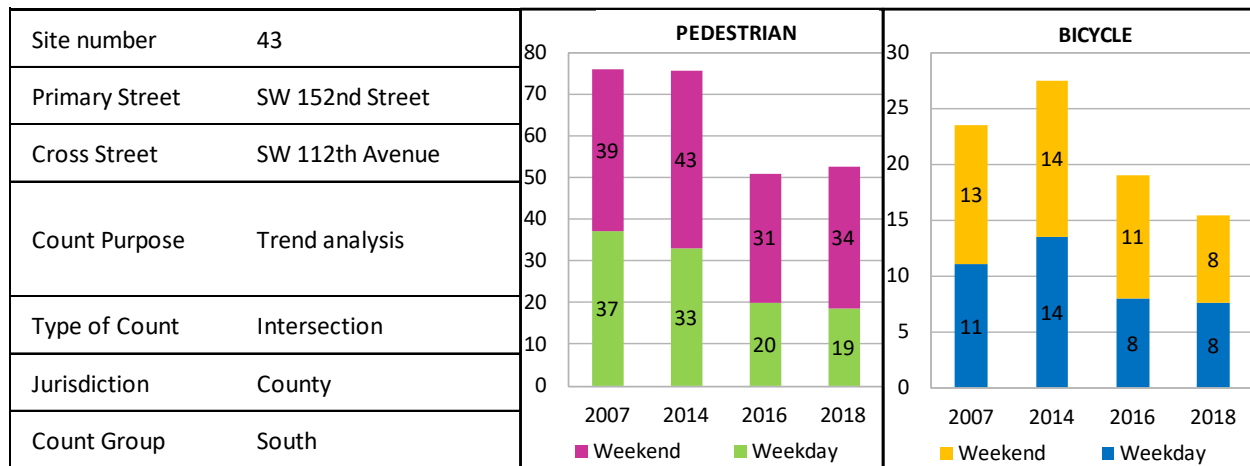| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	523	-	-	-
Midday *(12- 2pm)*	293	757	-	-
PM *(4-6pm)*	383	492	-	-
Evening *(6-8pm)*	-	493	-	-
Bicycle:				
AM *(7-9am)*	106	-	-	-
Midday *(12- 2pm)*	237	307	-	-
PM *(4-6pm)*	249	203	-	-
Evening *(6-8pm)*	-	153	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	north of 17th			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	523	757	106	307
2016/17 Average	749	1,051	114	309
2014 Average	93	153	22	16
2007 Average	-	-	-	-

Comment: This is a high volume recreational location. Pedestrian volumes have declined, while bicycle use is stable. The location's time periods were extended and should continue to be monitored.

TP
Miami-Dade Transportation
Planning Organization

5th Street Bridge at Miami River

Site number	48
Primary Street	5th Street Bridge
Cross Street	Miami River
Count Purpose	trend analysis - choke point for cordon line
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

Weekend: 2014: 78, 2016: 44, 2018: 60
Weekday: 2014: 96, 2016: 83, 2018: 75
2007: 0

BICYCLE

Weekend: 2014: 40, 2016: 26, 2018: 26
Weekday: 2014: 51, 2016: 28, 2018: 42
2007: 0

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	bridge w sidewalk on both sides
Bicycle Facilities	no bike facilities
Land Development	marine industrial / residential

2018 COUNTS

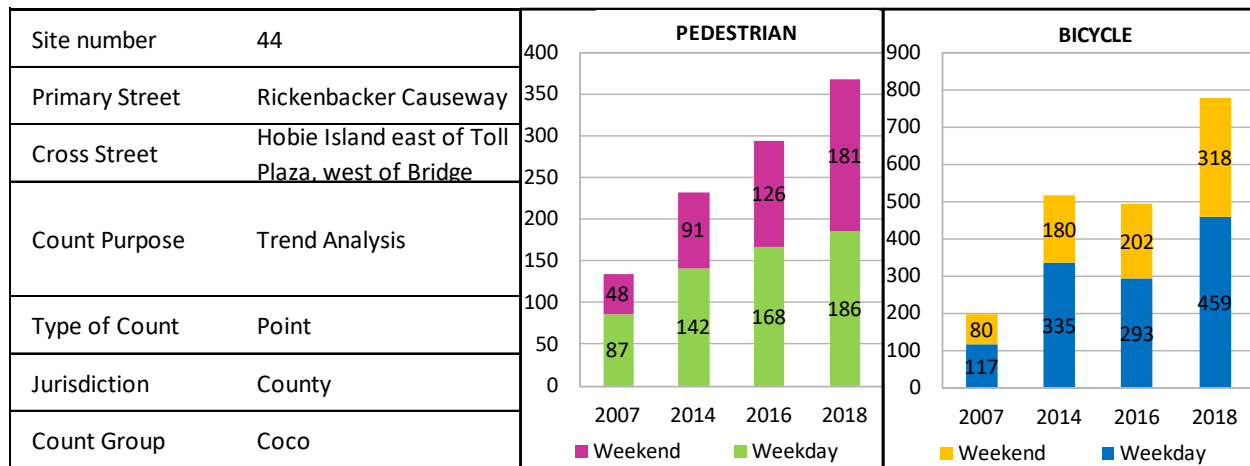| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	75	-	-	-
Midday *(12- 2pm)*	-	60	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	42	-	-	-
Midday *(12- 2pm)*	-	26	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, May 1, 2018	Sunday, May 6, 2018	-	-
Weather	81 / 75 partly cloudy	84/69 partly cloudy	-	-
Location	black lamp post on west side near boatyard			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	75	60	42	26
2016/17 Average	83	44	28	26
2014 Average	96	78	51	40
2007 Average	-	-	-	-

Comment: None

TP
Miami-Dade Transportation
Planning Organization

Commodore Trail at Main Highway and Commodore Plaza

Site number	49
Primary Street	Commodore Trail
Cross Street	Main Highway and Commodore Plaza
Count Purpose	trends -project: possible before count - DTPW possible eliminate left turn
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	Coco

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with ped actuated ped crossings
Bicycle Facilities	no bike facilities
Land Development	local and tourist destinations

2018 COUNTS

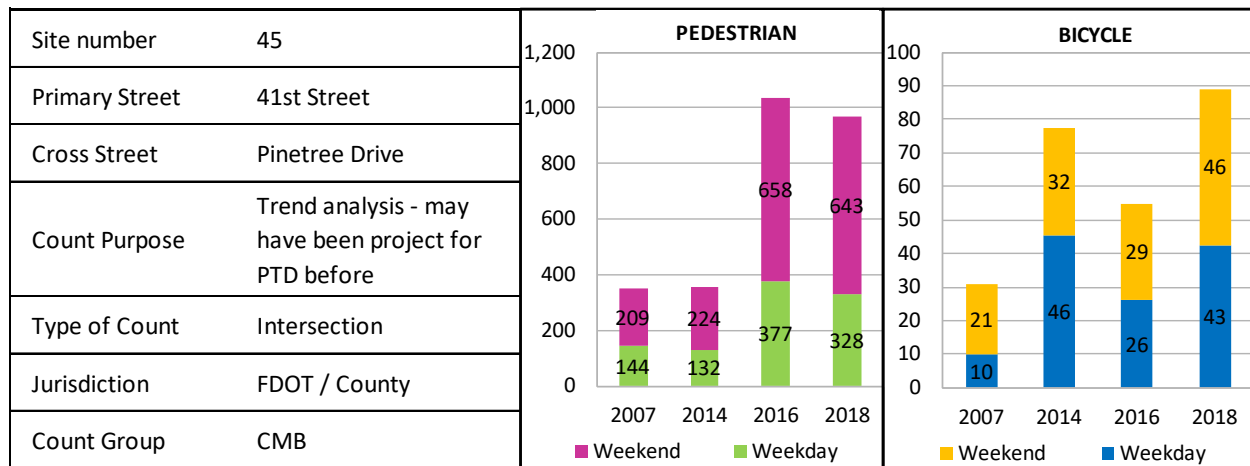| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	368	-	-	-
Midday *(12- 2pm)*	712	1,875	-	-
PM *(4-6pm)*	618	1,101	-	-
Evening *(6-8pm)*	-	1,016	-	-
Bicycle:				
AM *(7-9am)*	154	-	-	-
Midday *(12- 2pm)*	104	232	-	-
PM *(4-6pm)*	122	80	-	-
Evening *(6-8pm)*	-	53	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	on east sidewalk south of Commodore intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	368	1,875	154	232
2016/17 Average	1,727	3,547	242	615
2014 Average	139	304	57	98
2007 Average	-	-	-	-

Comment: This is a very high-volume location and is susceptible to variations based on Coconut Grove events and tourist fluctuations. The location is also potentially skewed by outdoor dining.

TPO
Miami-Dade Transportation Planning Organization

Brickell Avenue at SE 10th Street

Site number	50
Primary Street	Brickell Avenue
Cross Street	SE 10th Street
Count Purpose	trend analysis - CBD - also path from MetroRail
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	CBD

PEDESTRIAN

- 2007: 0
- 2014: 23
- 2016: 577 (Weekday), 540 (Weekend)
- 2018: 1,179 (Weekday), 690 (Weekend)

BICYCLE

- 2007: 0
- 2014: 5
- 2016: 66 (Weekday), 79 (Weekend)
- 2018: 109 (Weekday), 103 (Weekend)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	no bike facilities
Land Development	office and commercial

2018 COUNTS

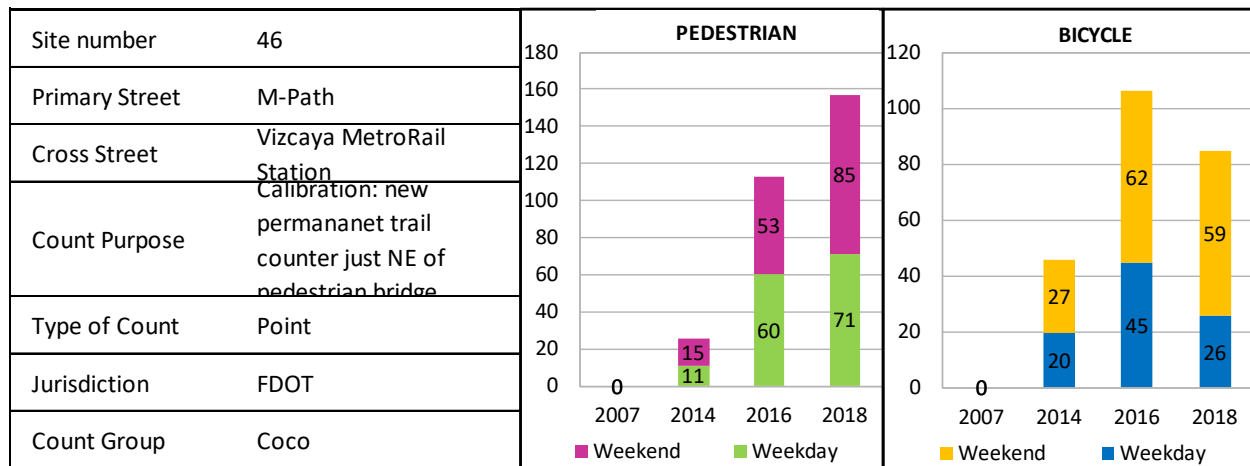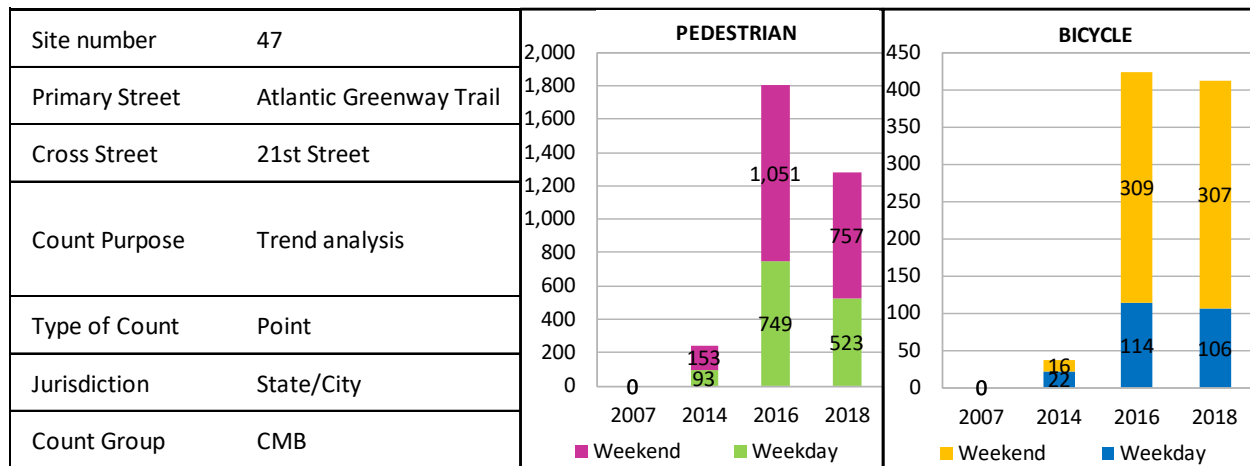| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	1,179	-	-	-
Midday *(12- 2pm)*	1,781	690	-	-
PM *(4-6pm)*	1,341	533	-	-
Evening *(6-8pm)*	-	748	-	-
Bicycle:				
AM *(7-9am)*	109	-	-	-
Midday *(12- 2pm)*	57	103	-	-
PM *(4-6pm)*	81	60	-	-
Evening *(6-8pm)*	-	70	-	-
Date	Tuesday, May 1, 2018	Sunday, May 6, 2018	-	-
Weather	81 / 75 partly cloudy	84/69 partly cloudy	-	-
Location	signal post opposite 10th - this is a 3 way intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	1,179	690	109	103
2016/17 Average	577	540	66	79
2014 Average	23	12	4	5
2007 Average	-	-	-	-

Comment: This is a very high-volume location that appears to be indicative of pedestrian, bicycle and development trends in the Brickell Area of downtown Miami. Pedestrian and bicycle activity are both increasing similarly to other downtown locations.

TPO
Miami-Dade Transportation
Planning Organization

NW 5th Street at NW 1st Avenue

Site number	51
Primary Street	NW 5th Street
Cross Street	NW 1st Avenue
Count Purpose	trend analysis - CBD
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	CBD

PEDESTRIAN

Weekend: 122 (2014), 88 (2016)
Weekday: 123 (2014), 151 (2016)
0 (2007), 0 (2018)

■ Weekend ■ Weekday

BICYCLE

Weekend: 52 (2014), 28 (2016)
Weekday: 14 (2014), 16 (2016)
0 (2007), 0 (2018)

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	no bike facilities
Land Development	future Miami Station, US Courts, commercial

2018 COUNTS

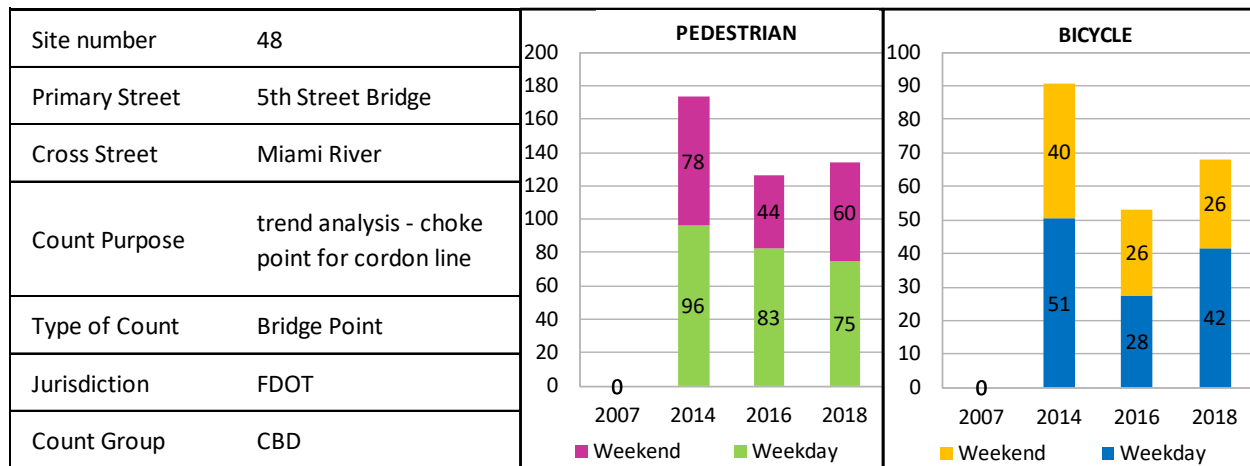| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Saturday, January 0, 1900	Saturday, January 0, 1900	count when road is re-opened	count when road is re-opened
Weather	0	0	-	-
Location	this may be prob because of construction			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	0	0	0	0
2016/17 Average	151	88	16	28
2014 Average	123	122	14	52
2007 Average	-	-	-	-

Comment: This location was deleted from the 2018 data collection cycle due to closings of NW 5th Street and other disturbances to mobility patterns caused by construction of the Miami Central Station over NW 5th Street. The location should be surveyed in the next data collection cycle.

TPO
Miami-Dade Transportation
Planning Organization

NW 27th Avenue at NW 183rd Street

Site number	52
Primary Street	NW 27th Avenue
Cross Street	NW 183rd Street
Count Purpose	Trend Analysis - very suburban - expect low
Type of Count	Intersection
Jurisdiction	City of Miami Gardens
Count Group	Mid

PEDESTRIAN

2007: 0
2014: Weekday 23, Weekend 22
2016: Weekday 51, Weekend 41
2018: Weekday 68, Weekend 19

Weekend / Weekday

BICYCLE

2007: 0
2014: Weekday 10, Weekend 6
2016: Weekday 8, Weekend 10
2018: Weekday 5, Weekend 5

Weekend / Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with ped actuated ped crossings
Bicycle Facilities	no bike facilities
Land Development	corridor commercial

2018 COUNTS

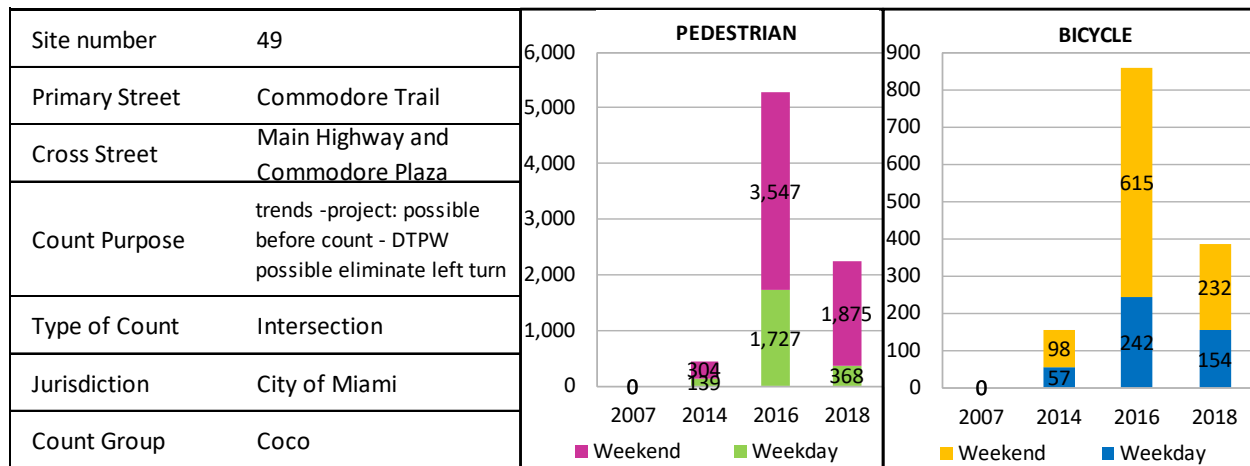| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	68	-	-	-
Midday *(12- 2pm)*	-	19	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	5	-	-	-
Midday *(12- 2pm)*	-	5	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	walk signal on NW corner by gas station			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	68	19	5	5
2016/17 Average	51	41	8	10
2014 Average	23	22	10	6
2007 Average	-	-	-	-

Comment: None

TP
Miami-Dade Transportation
Planning Organization

NW 12th Avenue at NW 20th Street

Site number	53
Primary Street	NW 12th Avenue
Cross Street	NW 20th Street
Count Purpose	Before-After Project Result: city was to make bike lane on 12th Av. Did not.
Type of Count	Intersection
Jurisdiction	City of Miami
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	no bike facilities
Land Development	UM Jackson south, industrial north, MetroRail over

2018 COUNTS

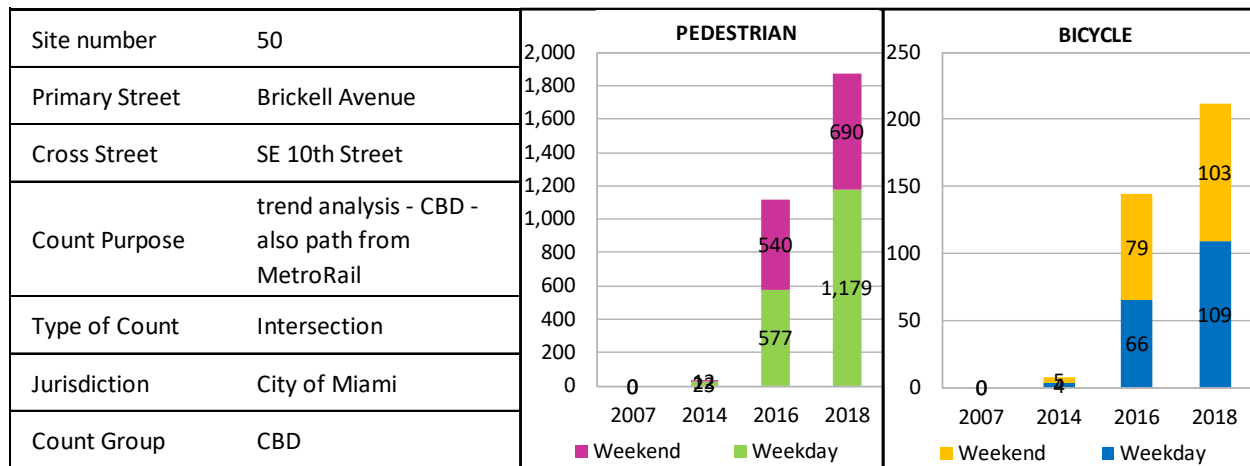| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	55	-	-	-
Midday *(12- 2pm)*	-	37	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	18	-	-	-
Midday *(12- 2pm)*	-	16	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Sunday, April 29, 2018	-	-
Weather	83 / 70 cloudy – rain early afternoon	84/69 partly cloudy	-	-
Location	trees on City Fire Station corner (SW)			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	55	37	18	16
2016/17 Average	115	59	14	16
2014 Average	43	39	15	11
2007 Average	-	-	-	-

Comment: None

NW 17th Avenue at Miami River

Site number	54
Primary Street	NW 17th Avenue
Cross Street	Miami River
Count Purpose	Trend Analysis: network choke point
Type of Count	Bridge Point
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	bridge w sidewalk on both sides
Bicycle Facilities	no bike facilities
Land Development	park, residential, Marlin Stadium, Civic Center

2018 COUNTS

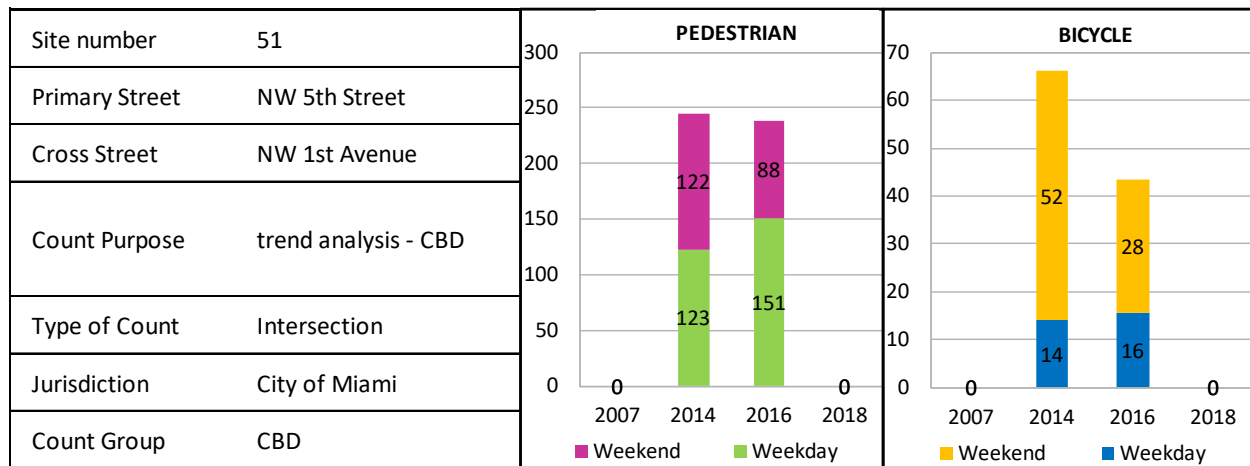| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM (7-9am)	5	-	-	-
Midday (12- 2pm)	-	23	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Bicycle:				
AM (7-9am)	10	-	-	-
Midday (12- 2pm)	-	16	-	-
PM (4-6pm)	-	-	-	-
Evening (6-8pm)	-	-	-	-
Date	Thursday, April 26, 2018	Sunday, April 29, 2018	-	-
Weather	83/66 partly cloudy	84/69 partly cloudy	-	-
Location	signal post on north approach			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	5	23	10	16
2016/17 Average	28	18	7	12
2014 Average	19	11	8	6
2007 Average	-	-	-	-

Comment: None

Biscayne Boulevard (East Side of Mover) at SE 1st Street

Site number	55
Primary Street	Biscayne Boulevard (East Side of Mover)
Cross Street	SE 1st Street
Count Purpose	trend analysis & pedestrian improvement project need?
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

(bar chart: 2007: 0; 2014: Weekday 89, Weekend 135; 2016: Weekday 642, Weekend 1,109; 2018: Weekday 107, Weekend 613)
Legend: ■ Weekend ■ Weekday

BICYCLE

(bar chart: 2007: 0; 2014: Weekday 25, Weekend 13; 2016: Weekday 46, Weekend 64; 2018: Weekday 39, Weekend 40)
Legend: ■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated ped crossings
Bicycle Facilities	no bike facilities
Land Development	Bayfront Park, CBD office, commercial

2018 COUNTS

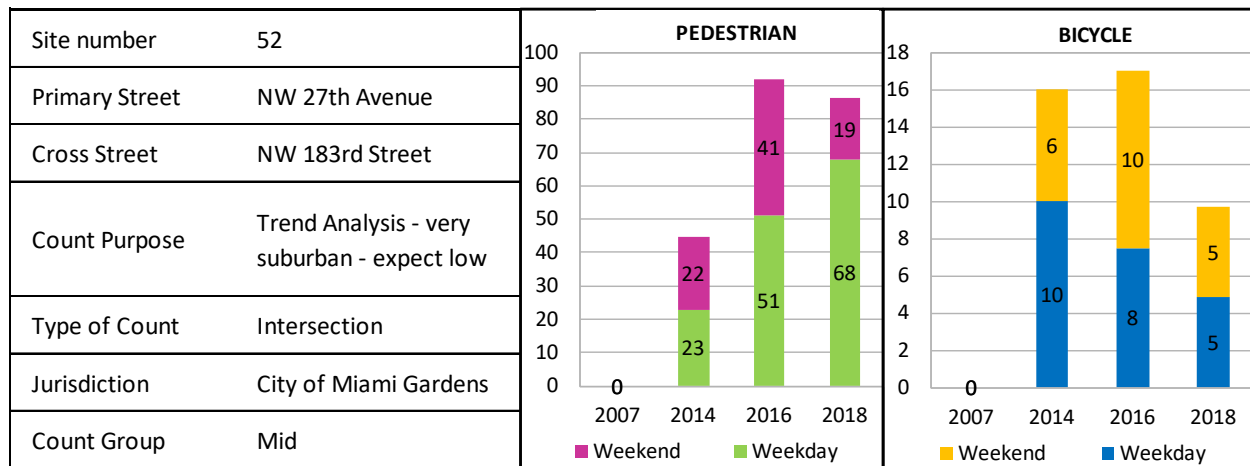| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	107	-	-	-
Midday *(12- 2pm)*	306	613	-	-
PM *(4-6pm)*	330	634	-	-
Evening *(6-8pm)*	-	602	-	-
Bicycle:				
AM *(7-9am)*	39	-	-	-
Midday *(12- 2pm)*	30	40	-	-
PM *(4-6pm)*	36	33	-	-
Evening *(6-8pm)*	-	37	-	-
Date	Thursday, May 3, 2018	Saturday, May 5, 2018	-	-
Weather	84/74 partly cloudy	84/72 partly cloudy	-	-
Location	very difficult location: use 2 cameras on walks signal poles under Mover			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	107	613	39	40
2016/17 Average	642	1,109	46	64
2014 Average	89	135	25	13
2007 Average	-	-	-	-

Comment: This is a very high-volume location. Pedestrian volume appears in decline; however, the location is disturbed by construction. Because MetroMover is a trip generator in the middle of the intersection, data collection was expanded to the intersection's west side (#56) and NE 1st Street (#57).

TPO
Miami-Dade Transportation
Planning Organization

Biscayne Boulevard (West Side of Mover) at SE 1st Street

Site number	56
Primary Street	Biscayne Boulevard (West Side of Mover)
Cross Street	SE 1st Street
Count Purpose	trend analysis & pedestrian improvement project need?
Type of Count	Intersection
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	no bike facilities
Land Development	Bayfront Park, CBD office, commercial

2018 COUNTS

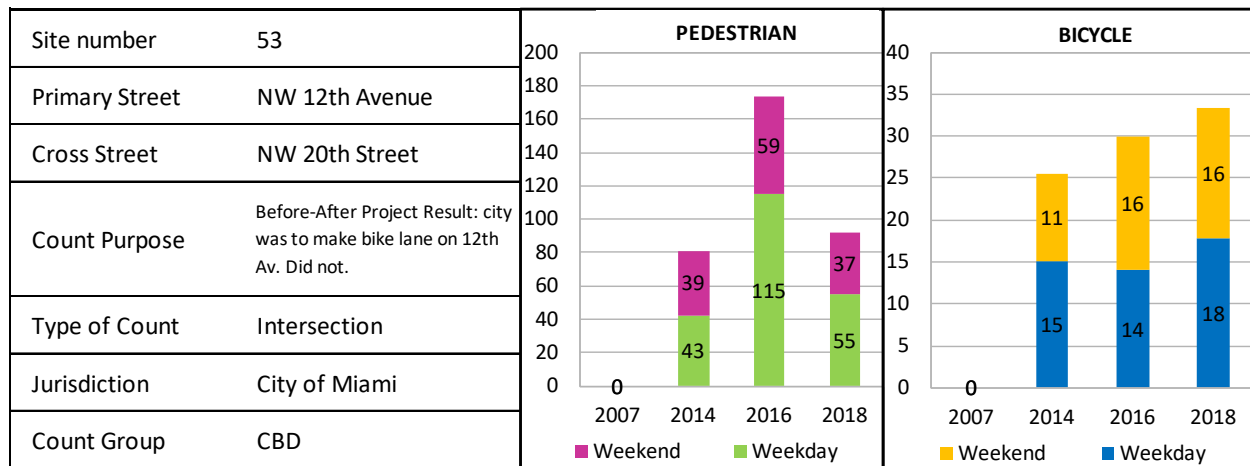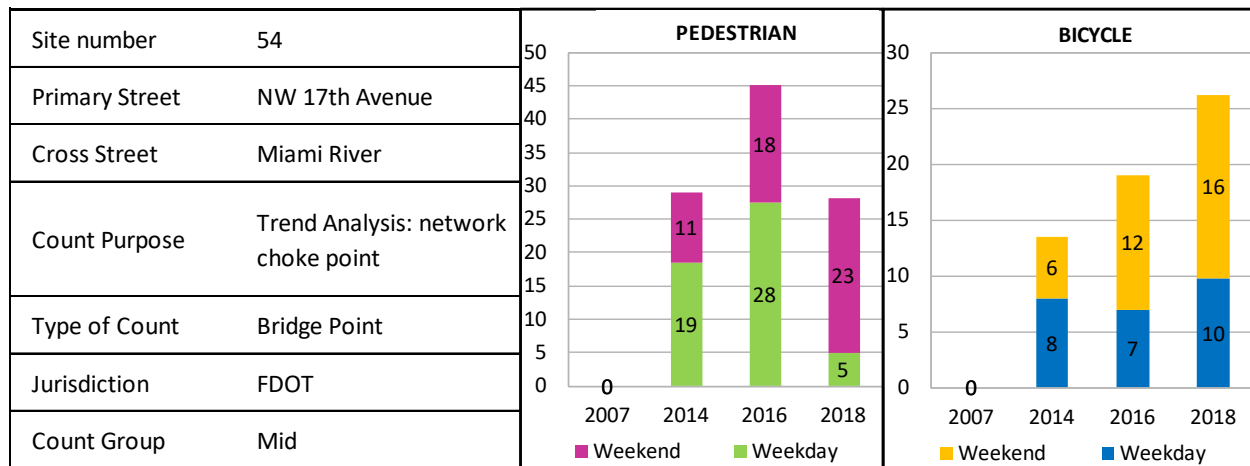| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	332	-	-	-
Midday *(12-2pm)*	670	833	-	-
PM *(4-6pm)*	557	839	-	-
Evening *(6-8pm)*	-	718	-	-
Bicycle:				
AM *(7-9am)*	24	-	-	-
Midday *(12-2pm)*	31	39	-	-
PM *(4-6pm)*	21	23	-	-
Evening *(6-8pm)*	-	28	-	-
Date	Thursday, May 3, 2018	Saturday, May 5, 2018	-	-
Weather	84/74 partly cloudy	84/72 partly cloudy	-	-
Location	very difficult location: use 2 cameras on walks signal poles under Mover			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	332	833	24	39
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: This is a very high-volume location. It is a new data collection location to account for the MetroMover as a trip generator in the middle of the intersection. It is to be considered with the intersection's east side (#55) and NE 1st Street and Biscayne Boulevard (#57).

TPO
Miami-Dade Transportation
Planning Organization

Biscayne Boulevard (West Side of Mover) at SE 2nd Street

Site number	57		
Primary Street	Biscayne Boulevard (West Side of Mover)		
Cross Street	SE 2nd Street		
Count Purpose	trend analysis & pedestrian improvement project need?		
Type of Count	Intersection		
Jurisdiction	FDOT		
Count Group	CBD		

PEDESTRIAN

Year	Value
2007	0
2014	0
2016	0
2018	695 (Weekday), 20 (Weekend)

■ Weekend ■ Weekday

BICYCLE

Year	Value
2007	0
2014	0
2016	0
2018	9 (Weekday), 29 (Weekend)

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	no bike facilities
Land Development	Bayfront Park, CBD office, commercial

2018 COUNTS

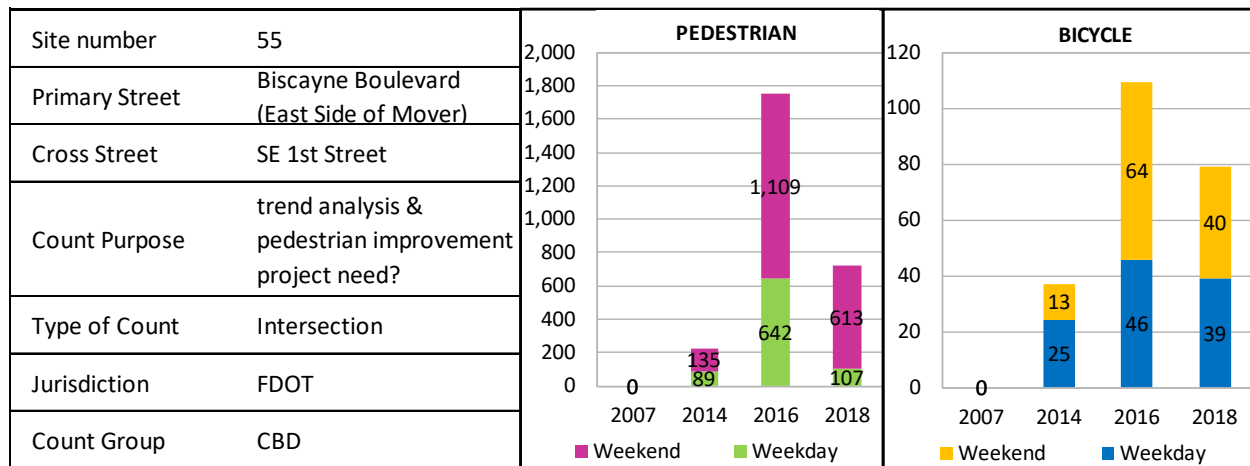| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	695	-	-	-
Midday *(12- 2pm)*	617	20	-	-
PM *(4-6pm)*	696	22	-	-
Evening *(6-8pm)*	-	18	-	-
Bicycle:				
AM *(7-9am)*	9	-	-	-
Midday *(12- 2pm)*	25	29	-	-
PM *(4-6pm)*	10	9	-	-
Evening *(6-8pm)*	-	13	-	-
Date	Thursday, May 3, 2018	Saturday, May 5, 2018	-	-
Weather	84/74 partly cloudy	84/72 partly cloudy	-	-
Location	very difficult location: use 2 cameras on walks signal poles under Mover			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	695	20	9	29
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: This is a very high-volume location. It is a new data collection location to account for the MetroMover as a trip generator in the middle of the intersection. It is to be considered with the Biscayne Boulevard and SE 2nd Street (#55 and #56).

TP
Miami-Dade Transportation Planning Organization

South Bayshore Drive at North of Kennedy Park

Site number	58
Primary Street	South Bayshore Drive
Cross Street	North of Kennedy Park
Count Purpose	Project: possible southbound bike lane - DTPW
Type of Count	Point
Jurisdiction	City of Miami
Count Group	Coco

PEDESTRIAN

14 (Weekend)
55 (Weekday)

2007: 0, 2014: 0, 2016: 0, 2018

■ Weekend ■ Weekday

BICYCLE

41 (Weekend)
121 (Weekday)

2007: 0, 2014: 0, 2016: 0, 2018

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail on east side only
Bicycle Facilities	no bike facilities
Land Development	residential, Kennedy Park, Ransom Middle School

2018 COUNTS

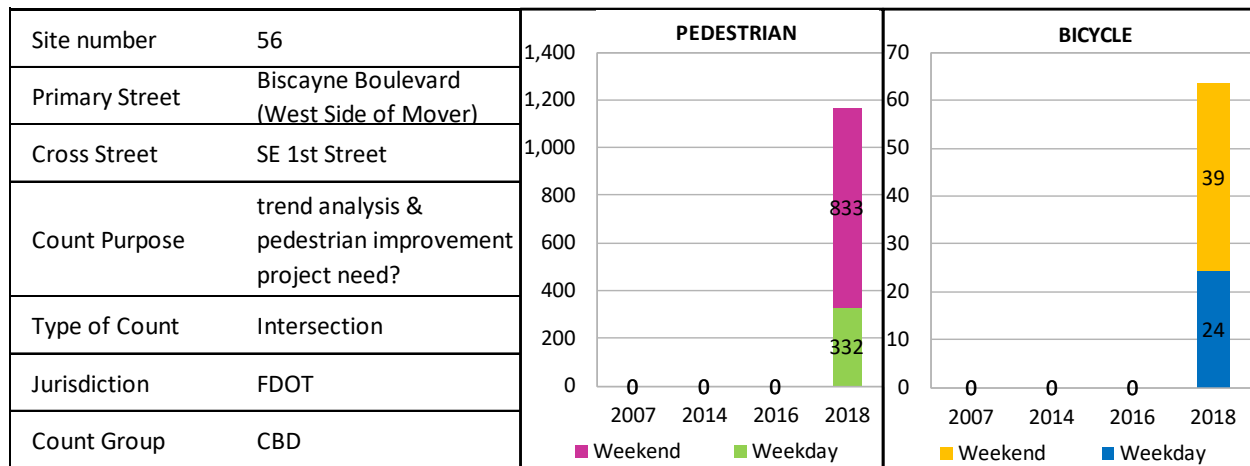| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	55	-	-	-
Midday *(12- 2pm)*	3	14	-	-
PM *(4-6pm)*	19	22	-	-
Evening *(6-8pm)*	-	30	-	-
Bicycle:				
AM *(7-9am)*	121	-	-	-
Midday *(12- 2pm)*	3	41	-	-
PM *(4-6pm)*	26	26	-	-
Evening *(6-8pm)*	-	11	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	on east sidewalk south of Commodore intersection			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	55	14	121	41
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: This is a new data collection location to provide quantitative data to determine is a trail should be planned for this segment of South Bayshore Drive. Volumes are high enough compared to other trails to support a trail project. There are also significant safety issues in the south-bound lane.

TPO
Miami-Dade Transportation
Planning Organization

FEC Rail Road Bridge at Ludlam Road to connect to Okeechobee MetroRail Station

Site number	59
Primary Street	FEC Rail Road Bridge
Cross Street	Ludlam Road to connect to Okeechobee
Count Purpose	Project: determine if there are cut-through paths - desire line evident
Type of Count	Desire Line Point
Jurisdiction	FEC
Count Group	Mid

PEDESTRIAN

Year	Weekend	Weekday
2007	0	
2014	0	
2016	0	
2018		2 (0 total shown)

BICYCLE

Year	Weekend	Weekday
2007	0	
2014	0	
2016	0	
2018	1	0

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	desire line trail
Bicycle Facilities	no bike of pedestrian facility
Land Development	Okeechobee Station to residential in Miami Springs

2018 COUNTS

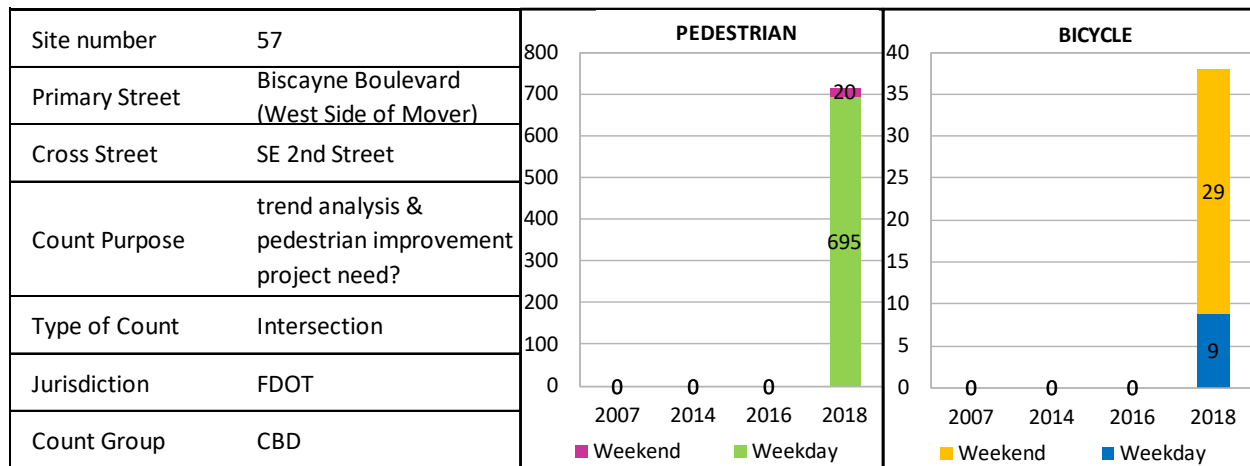| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	2	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	1	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Saturday, April 28, 2018	-	-
Weather	83/66 partly cloudy	86 / 67 partly cloudy	-	-
Location	Thursday on SW gate arm, below gate actuator. Sunday on MetroRail track drain pipe looking NW across bridge			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	2	0	0	1
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to verify a reported desire line. Although volume is low, there is use of the railroad bridge. The location should continue to be monitored.

TPO
Miami-Dade Transportation
Planning Organization

Tri-Rail Road Bridge at North of MIC over Miami River (ID project w double tracking)

Site number	60
Primary Street	Tri-Rail Road Bridge
Cross Street	North of MIC over Miami River (ID project
Count Purpose	Project: determine if there are cut-through paths
Type of Count	Desire Line Point
Jurisdiction	FEC
Count Group	Mid

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	desire line trail
Bicycle Facilities	no bike of pedestrian facility
Land Development	36th Street commercial to South river Drive Commercial

2018 COUNTS

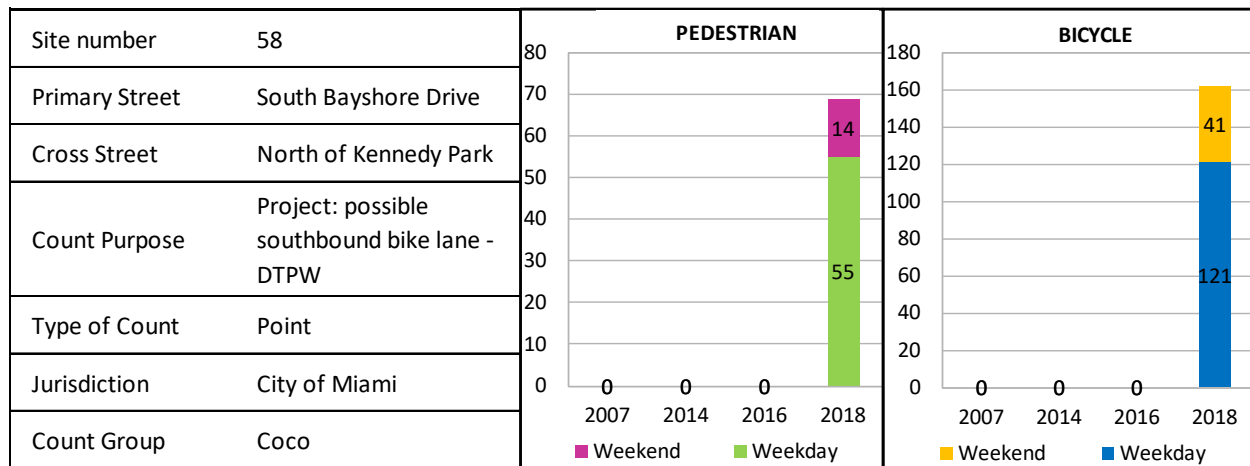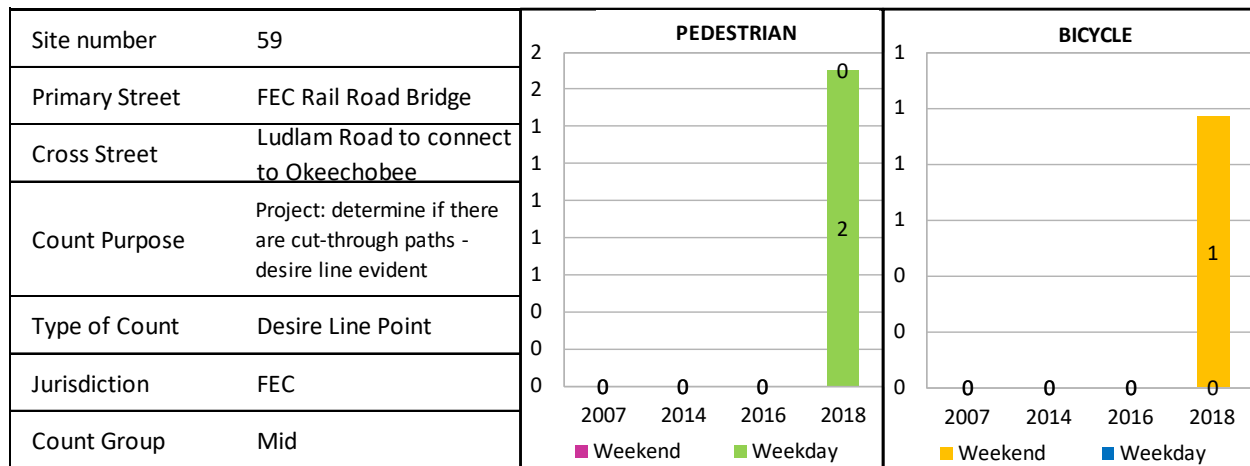| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	9	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	2	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	6	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	1	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Saturday, April 28, 2018	-	-
Weather	83/66 rain	86 / 67 partly cloudy	-	-
Location	on signal equipment post looking south down tracks at bridge from south of NW 36th Street			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	9	0	6	0
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to verify a reported desire line. Although volume is low, there is use of the railroad bridge. The location should continue to be monitored.

TPO
Miami-Dade Transportation
Planning Organization

Doral Turnpike Trial at NW 50th Street and park

Site number	61
Primary Street	Doral Turnpike Trial
Cross Street	NW 50th Street and park
Count Purpose	Project: after trail
Type of Count	Point
Jurisdiction	City of Doral
Count Group	West

PEDESTRIAN

2007: 0, 2014: 0, 2016: 0, 2018: Weekday 56, Weekend 41
Weekend (pink), Weekday (green)

BICYCLE

2007: 0, 2014: 0, 2016: 0, 2018: Weekday 8, Weekend 2
Weekend (yellow), Weekday (blue)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail
Bicycle Facilities	multipurpose trail
Land Development	Florida's Tpk to west, residenital to east

2018 COUNTS

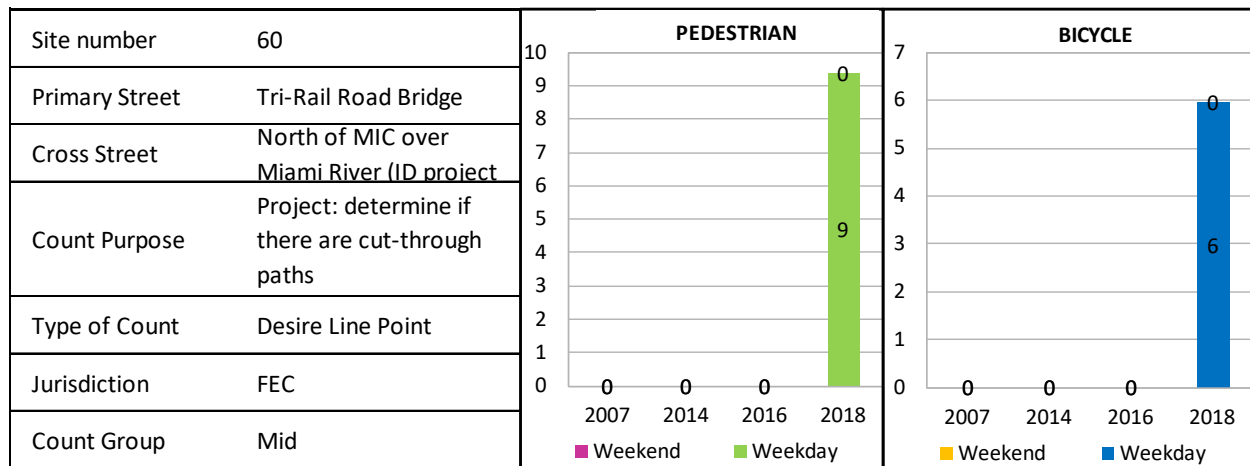| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	56	-	-	-
Midday *(12- 2pm)*	-	41	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	8	-	-	-
Midday *(12- 2pm)*	-	2	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Saturday, April 28, 2018	-	-
Weather	83 / 70 cloudy – rain early afternoon	86 / 67 partly cloudy	-	-
Location	signpost to capture both sides of 50th St.			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	56	41	8	2
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to provide a baseline after count for the new multipurpose trail. There is good utilization. The location should continue to be monitored as a trend line.

TP
Miami-Dade Transportation
Planning Organization

NW 52nd Street at NW 102 Avenue

Site number	62
Primary Street	NW 52nd Street
Cross Street	NW 102 Avenue
Count Purpose	Project: after bike lanes
Type of Count	Intersection
Jurisdiction	City of Doral
Count Group	West

PEDESTRIAN

68
65
0 0 0
2007 2014 2016 2018
■ Weekend ■ Weekday

BICYCLE

31
9
0 0 0
2007 2014 2016 2018
■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides w ped act crosswalk
Bicycle Facilities	green bike lane all 4 approaches
Land Development	medium and low density residential

2018 COUNTS

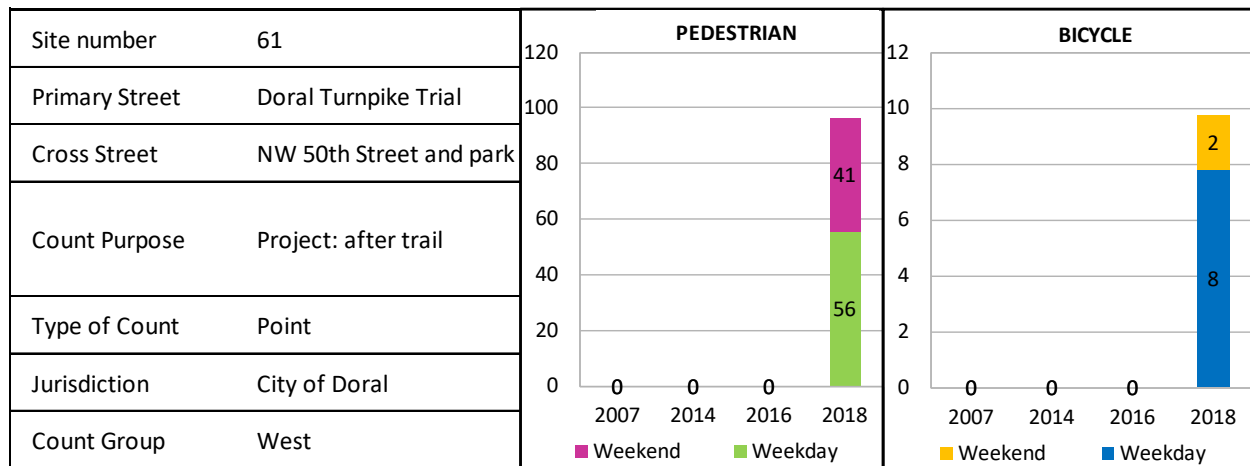| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	65	-	-	-
Midday *(12- 2pm)*	-	68	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	9	-	-	-
Midday *(12- 2pm)*	-	31	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Saturday, April 28, 2018	-	-
Weather	83 / 70 cloudy – rain early afternoon	86 / 67 partly cloudy	-	-
Location	signpost in median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	65	68	9	31
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to provide a baseline after count for the new bike lanes in both directions. There is good utilization even though the lanes facilities are isolated from the rest of the network. The location should continue to be monitored as a trend line, and a baseline for future facility extensions.

TPO
Miami-Dade Transportation
Planning Organization

Snapper Creek at north bank: east of US-1

Site number	63
Primary Street	Snapper Creek
Cross Street	north bank: east of US-1
Count Purpose	Project: before count to determine if need for a trail
Type of Count	Desire Line Point - Planne
Jurisdiction	SFWM
Count Group	South

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	no sidewalk - canal levee
Bicycle Facilities	no bike of pedestrian facility
Land Development	residential to Dadeland North

2018 COUNTS

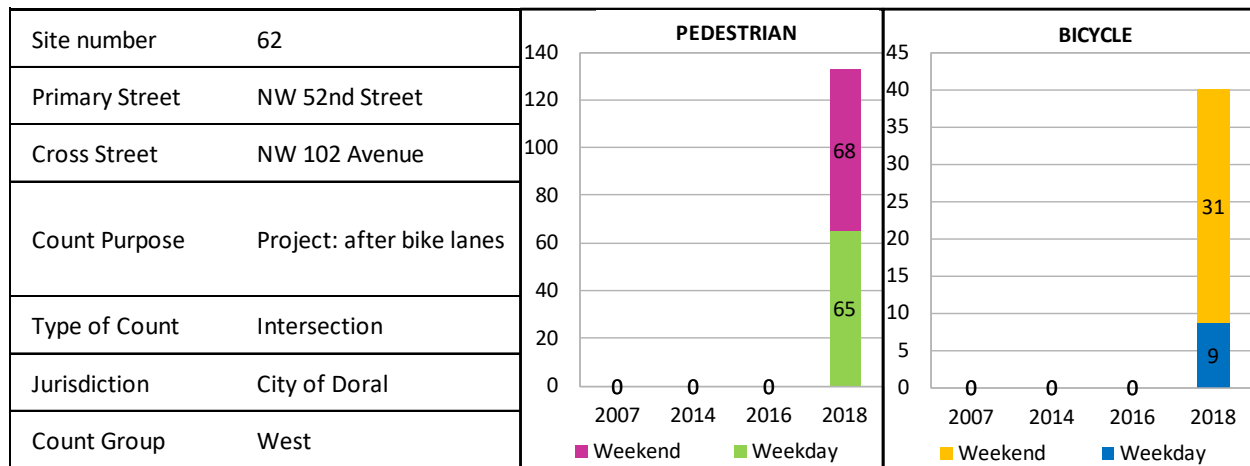| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	1	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	1	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, June 7, 2018	Saturday, June 2, 2018	-	-
Weather	88/77 partly cloudy, no rain	89/74 sunny	-	-
Location	north bank inaccessible by guard rail - will use south bank wit camera on swale pole			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	0	1	0	0
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to verify a reported desire line along the Snapper Creek north side levee. Although no significant use was identified, the location should continue to be monitored.

TP
Miami-Dade Transportation
Planning Organization

State Road 9 at approach to Golden Glades Multimodal Center

Site number	64
Primary Street	State Road 9
Cross Street	approach to Golden Glades Multimodal
Count Purpose	Project: after, new bike lans
Type of Count	Point
Jurisdiction	FDOT
Count Group	Mid

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalk one side
Bicycle Facilities	bike lane
Land Development	Goldent Glades Tri Rail Station and Park-&-Ride

2018 COUNTS

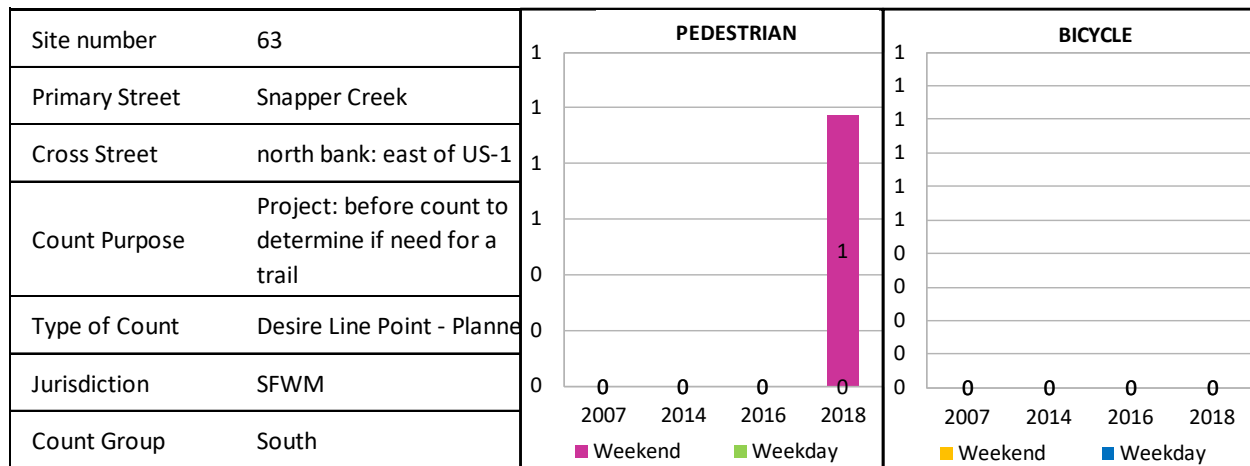| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	12	-	-	-
Midday *(12- 2pm)*	-	9	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	2	-	-	-
Midday *(12- 2pm)*	-	0	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 17, 2018	Saturday, April 14, 2018	-	-
Weather	80/60 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	Bicycle and Pedestrian sign post on NB/EB side of road near entrance to Golden Glades park and ride, looking southwest down road 1249			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	12	9	2	0
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to provide a baseline for the efficacy of the new bike lane and bike facility improvements at the Golden Glades Intermodal Center. Utilization is low. The location should continue to be monitored.

TPO
Miami-Dade Transportation Planning Organization

Federal Highway at 4900 adjacent to Publix

Site number	65		
Primary Street	Federal Highway		
Cross Street	4900 adjacent to Publix		
Count Purpose	Project, after new bike lanes		
Type of Count	Point		
Jurisdiction	County?		
Count Group	NE		

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalk one side
Bicycle Facilities	bike lanes
Land Development	midpoint alternative to Biscayne Boulevard

2018 COUNTS

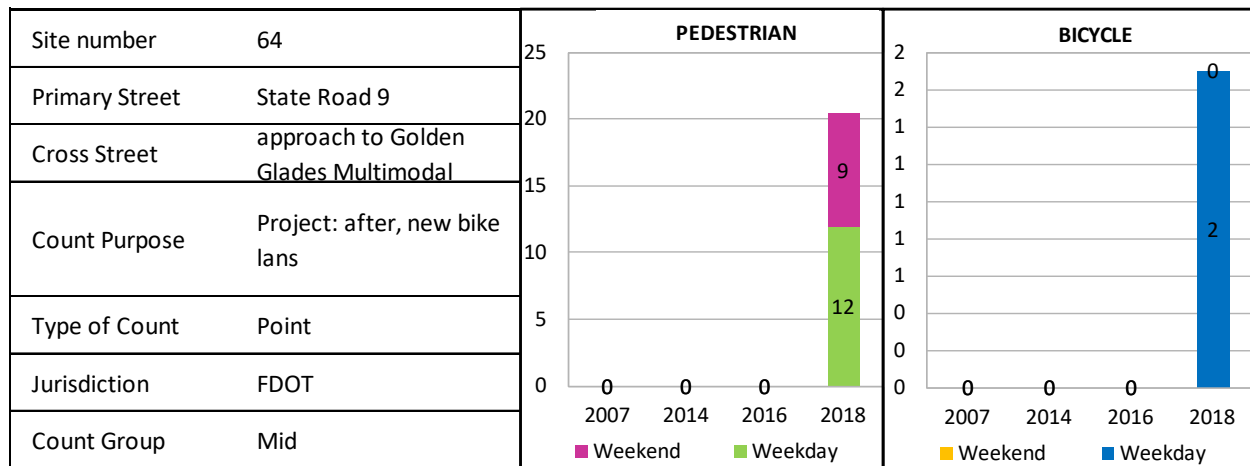| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	20	-	-	-
Midday *(12- 2pm)*	7	0	-	-
PM *(4-6pm)*	20	31	-	-
Evening *(6-8pm)*	-	7	-	-
Bicycle:				
AM *(7-9am)*	8	-	-	-
Midday *(12- 2pm)*	2	7	-	-
PM *(4-6pm)*	9	4	-	-
Evening *(6-8pm)*	-	12	-	-
Date	Thursday, May 3, 2018	Sunday, May 6, 2018	-	-
Weather	84/74 partly cloudy	84/69 partly cloudy	-	-
Location	signpost behind Publix			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	20	0	8	7
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to determine activity levels in the upper east side of Miami which has undergone very high levels of redevelopment, and to provide a baseline for a recently added bike lane along Federal Highway. It is intended to be evaluated along with Location #66 as a parallel pair.

TP
Miami-Dade Transportation
Planning Organization

Biscayne Boulevard Upper East Side at 4900 adjacent to Publix

Site number	66
Primary Street	Biscayne Boulevard Upper East Side
Cross Street	4900 adjacent to Publix
Count Purpose	Parallel connector for Federal Hwy: FH has bike facilities, BB has ped facilities
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

Weekend: 18, Weekday: 31 (2018)

BICYCLE

Weekend: 25, Weekday: 14 (2018)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	Sidewalk both sides with actuated crosswalks
Bicycle Facilities	no bike facilities
Land Development	midpoint alternative to Biscayne Boulevard

2018 COUNTS

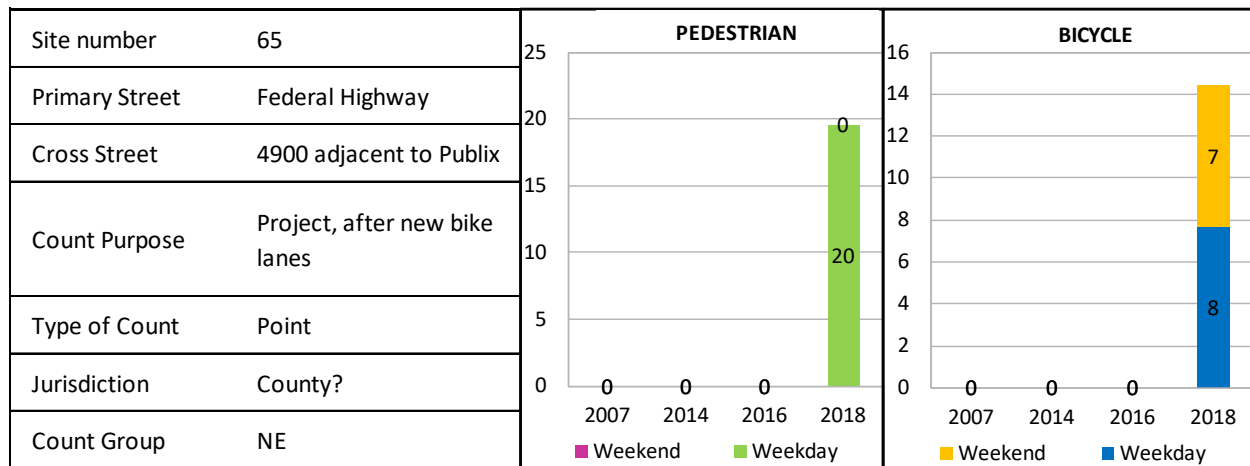| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	31	-	-	-
Midday *(12- 2pm)*	10	18	-	-
PM *(4-6pm)*	49	25	-	-
Evening *(6-8pm)*	-	19	-	-
Bicycle:				
AM *(7-9am)*	14	-	-	-
Midday *(12- 2pm)*	3	25	-	-
PM *(4-6pm)*	26	11	-	-
Evening *(6-8pm)*	-	13	-	-
Date	Thursday, May 3, 2018	Sunday, May 6, 2018	-	-
Weather	84/74 partly cloudy	84/69 partly cloudy	-	-
Location	signpost behind Publix			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	31	18	14	25
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to determine activity levels in the upper east side of Miami. It is intended to be evaluated along with Location #66 as a parallel pair. It is notable that there is greater bicycle utilization at this location without a bike lane, but greater continuity of destinations.

TPO
Miami-Dade Transportation
Planning Organization

Atlantic Greenway Trail – North Beach at west of beach dunes at approximately 71st Street

Site number	67
Primary Street	Atlantic Greenway Trail – North Beach
Cross Street	west of beach dunes at approximately 71st
Count Purpose	Trend analysis: recreational trail
Type of Count	Point
Jurisdiction	State/City
Count Group	NE

PEDESTRIAN

	2007	2014	2016	2018
	0	0	0	401 (Weekend) / 319 (Weekday)

BICYCLE

	2007	2014	2016	2018
	0	0	0	143 (Weekend) / 61 (Weekday)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multi-use trail
Bicycle Facilities	multi-use trail
Land Development	beachfront trail / hotels and high density residential to west

2018 COUNTS

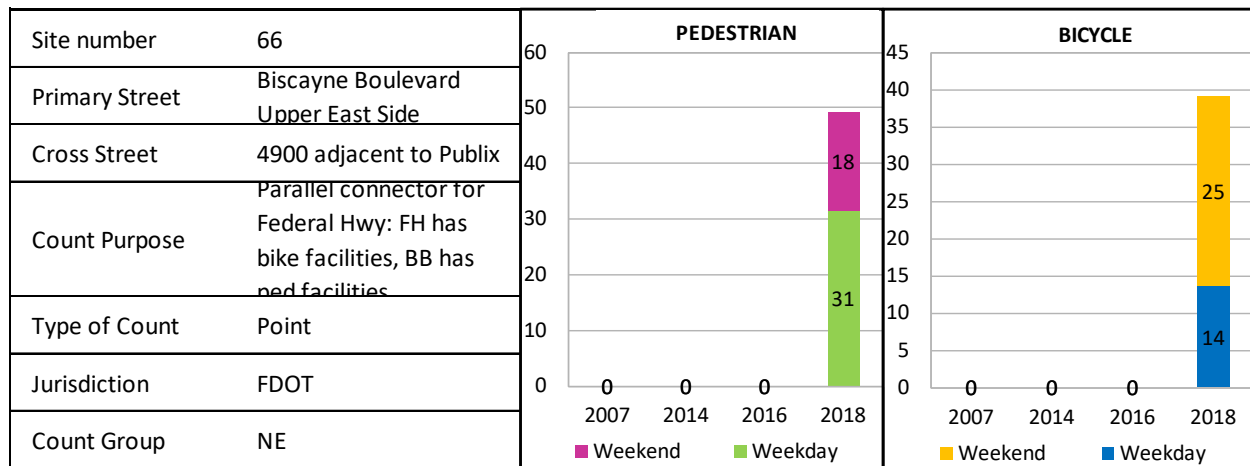| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	319	-	-	-
Midday *(12- 2pm)*	153	401	-	-
PM *(4-6pm)*	304	333	-	-
Evening *(6-8pm)*	-	351	-	-
Bicycle:				
AM *(7-9am)*	61	-	-	-
Midday *(12- 2pm)*	91	143	-	-
PM *(4-6pm)*	144	124	-	-
Evening *(6-8pm)*	-	95	-	-
Date	Thursday, May 3, 2018	Saturday, April 14, 2018	-	-
Weather	84/74 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	north of 71st Street			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	319	401	61	143
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to complement Location #47, the Atlantic Greenway Trail at 21st Street. The North Beach Atlantic Greenway Trail has high usage but is at about 60% of the level of the 21st Street Trail for pedestrians and about 50% to 60% for bicycles. Continued monitoring will be useful to identify further trends and correlations to development intensity.

TPO
Miami-Dade Transportation
Planning Organization

NE 135th Street at Arch Creek East Trail Entrance

Site number	68
Primary Street	NE 135th Street
Cross Street	Arch Creek East Trail Entrance
Count Purpose	cc=onnection between Biscayne Boulevard and trail to FIU Biscayne Bay Campus
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

(Bar chart: 2007=0, 2014=0, 2016=0, 2018: Weekday 57, Weekend 66)

Legend: ■ Weekend ■ Weekday

BICYCLE

(Bar chart: 2007=0, 2014=0, 2016=0, 2018: Weekday 29, Weekend 21)

Legend: ■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with median
Bicycle Facilities	Sharrows / bike lane / multipurpose trail
Land Development	medium to high density residential

2018 COUNTS

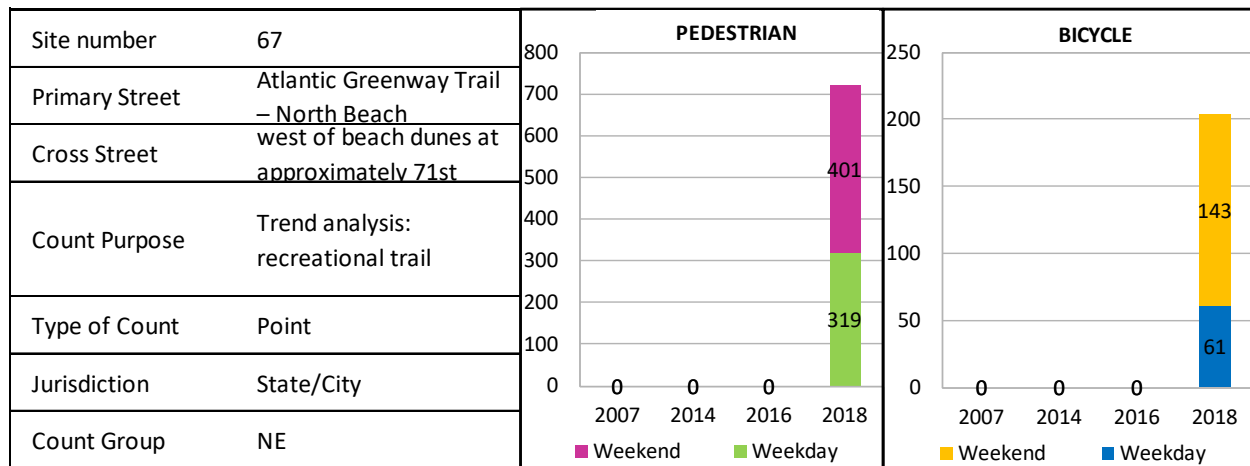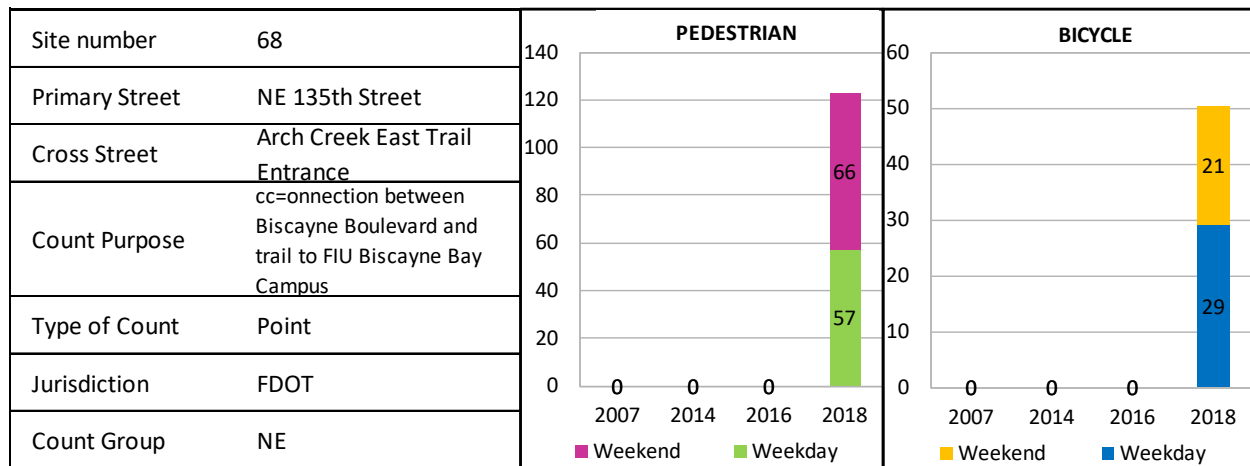| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	57	-	-	-
Midday *(12- 2pm)*	-	66	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	29	-	-	-
Midday *(12- 2pm)*	-	21	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, May 3, 2018	Saturday, April 14, 2018	-	-
Weather	84/74 partly cloudy	86/71 cloudy overcast, no rain	-	-
Location	2 walk signal posts diagonally opposite			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	57	66	29	21
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to determine activity levels in the upper east side of Miami. It is intended to be evaluated along with complement Location #13, Biscayne Boulevard and NE 135th Street. After data collection, the location should be considered independently as a trailhead to the recreational Arch Creek East Trail.

TP☉
Miami-Dade Transportation
Planning Organization

Brickell Avenue at SE 15th Road

Site number	69
Primary Street	Brickell Avenue
Cross Street	SE 15th Road
Count Purpose	trend analysis - CBD
Type of Count	Intersection N-S
Jurisdiction	City of Miami
Count Group	CBD

PEDESTRIAN

BICYCLE

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	bike lane south of circle on S. Miami
Land Development	high density residential, office, commercial, park

2018 COUNTS

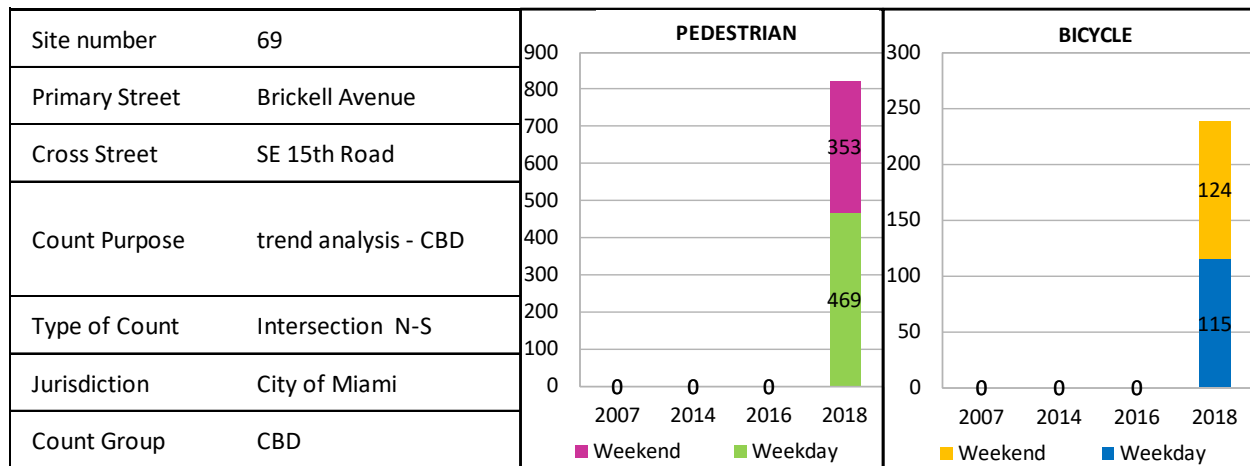| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	469	-	-	-
Midday *(12- 2pm)*	-	353	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	115	-	-	-
Midday *(12- 2pm)*	-	124	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, May 1, 2018	Sunday, May 6, 2018	-	-
Weather	81 / 75 partly cloudy	84/72 partly cloudy	-	-
Location	green street light across S Miami Ave			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	469	353	115	124
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to complement Location #30, South Miami Avenue south of SE 15th Road as a parallel pair, and to complement Location #50, Brickell Avenue at SE 10th Street as a downstream location and a midpoint between this location and recreational use at the Rickenbacker Causeway. Additional monitoring is recommended to develop these correlations.

TPO
Miami-Dade Transportation
Planning Organization

Biscayne Boulevard (Edgewater) at NE 29th Street

Site number	70
Primary Street	Biscayne Boulevard (Edgewater)
Cross Street	NE 29th Street
Count Purpose	Parallel connector for Federal Hwy: FH has bike facilities, BB has ped facilities
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

2007	2014	2016	2018
0	0	0	208 / 151

■ Weekend ■ Weekday

BICYCLE

2007	2014	2016	2018
0	0	0	76 / 45

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	Sidewalk both sides with actuated crosswalks
Bicycle Facilities	no bike facilities
Land Development	midpoint alternative to Biscayne Boulevard

2018 COUNTS

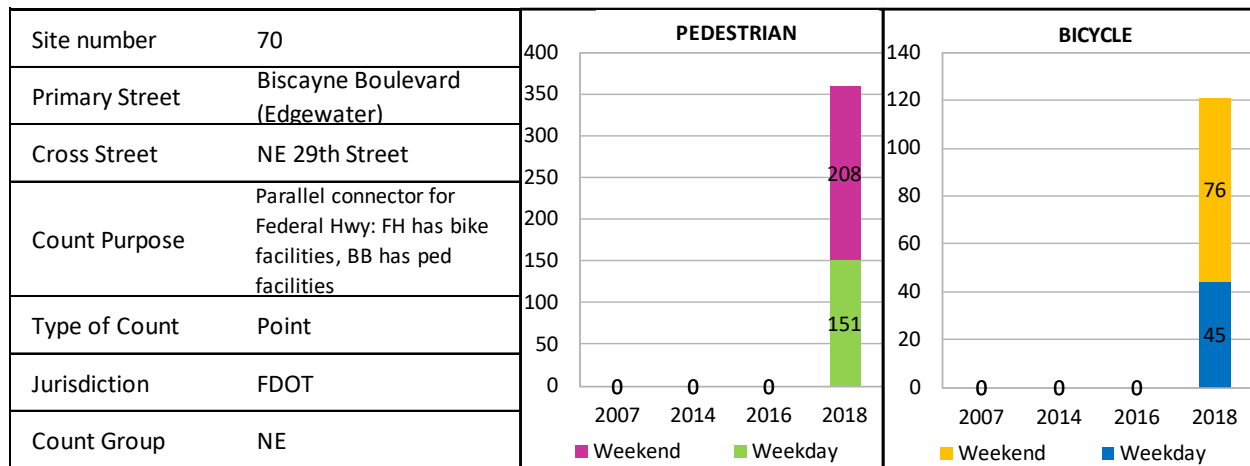| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	151	-	-	-
Midday *(12- 2pm)*	-	208	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	45	-	-	-
Midday *(12- 2pm)*	-	76	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, May 3, 2018	Sunday, May 6, 2018	-	-
Weather	84/74 partly cloudy	84/69 partly cloudy	-	-
Location	0			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	151	208	45	76
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to determine activity in the upper east side of Miami and Midtown which have undergone high level of redevelopment. The location is to be evaluated with Location #71 as a parallel pair and provide insight as to the importance traffic conditions or adjacent development. For this survey, Biscayne Blvd has higher volumes. Subsequent data collection can verify correlations.

TPO
Miami-Dade Transportation
Planning Organization

Federal Highway (Midtown) at NE 29th Street

Site number	71
Primary Street	Federal Highway (Midtown)
Cross Street	NE 29th Street
Count Purpose	Parallel connector for Federal Hwy: FH has bike facilities, BB has ped facilities
Type of Count	Point
Jurisdiction	FDOT
Count Group	NE

PEDESTRIAN

(chart: 2007: 0, 2014: 0, 2016: 0, 2018: Weekday 77 / Weekend 63)

BICYCLE

(chart: 2007: 0, 2014: 0, 2016: 0, 2018: Weekday 18 / Weekend 34)

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	Sidewalk both sides with actuated crosswalks
Bicycle Facilities	no bike facilities
Land Development	midpoint alternative to Biscayne Boulevard

2018 COUNTS

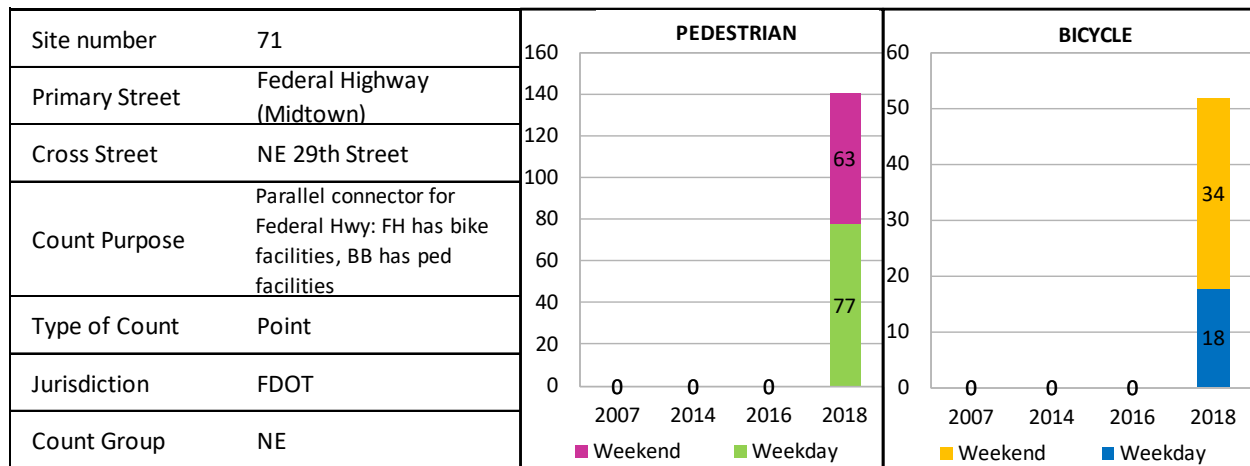| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	77	-	-	-
Midday *(12- 2pm)*	-	63	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	18	-	-	-
Midday *(12- 2pm)*	-	34	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, May 3, 2018	Sunday, May 6, 2018	-	-
Weather	84/74 partly cloudy	84/69 partly cloudy	-	-
Location	0			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	77	63	18	34
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to determine activity in the upper east side of Miami and Midtown. The location is to be evaluated with Location #70 as a parallel pair and provide insight as to the importance traffic conditions or adjacent development. For this survey, Biscayne Blvd has higher volumes. Subsequent data collection can verify correlations.

TPO
Miami-Dade Transportation
Planning Organization

41st Street at Prairie Avenue

Site number	72
Primary Street	41st Street
Cross Street	Prairie Avenue
Count Purpose	Before-After Project Result: green bike lane but no before
Type of Count	Intersection
Jurisdiction	FDOT / County
Count Group	CMB

PEDESTRIAN

Year	Weekend	Weekday
2007	0	
2014	0	
2016	0	
2018	359	311

BICYCLE

Year	Weekend	Weekday
2007	0	
2014	0	
2016	0	
2018	21	18

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks on both sides w pedestrian actuated signal
Bicycle Facilities	green bike lane on Prairie south of 41st Street but not north
Land Development	commercial / residential

2018 COUNTS

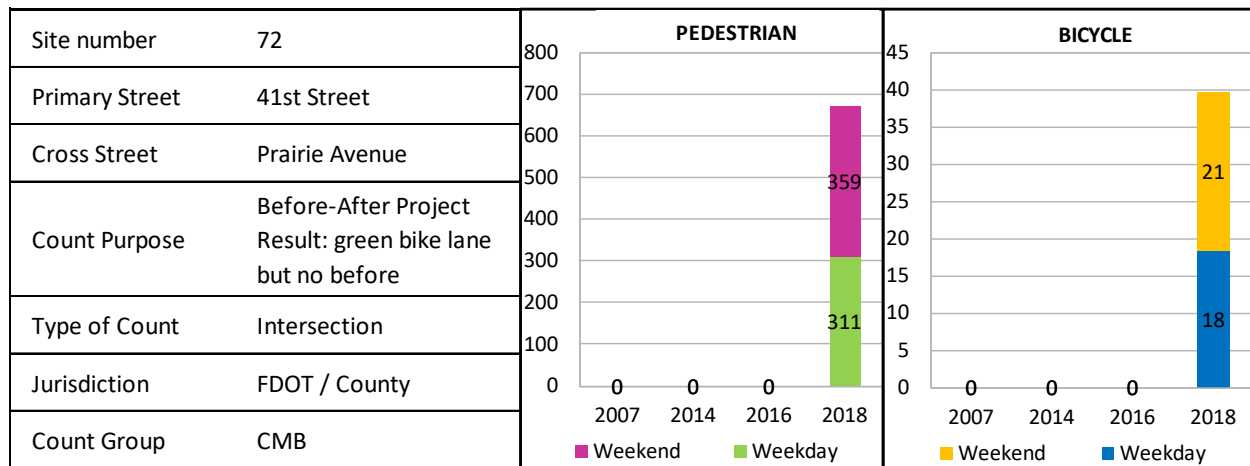| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	311	-	-	-
Midday *(12- 2pm)*	-	359	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	18	-	-	-
Midday *(12- 2pm)*	-	21	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Wednesday, May 9, 2018	Saturday, May 12, 2018	-	-
Weather	83 / 73 partly cloudy	80/75 cloudy to overcast	-	-
Location	sign post in Pinetree median			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	311	359	18	21
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to provide a baseline for monitoring the utilization of a recently added bicycle lane along Prairie Avenue, as well as to provide an additional data location along the high pedestrian activity 41st Street. Weekend pedestrian traffic is about half of the Pinetree location while weekdays are similar. Bicycle activity is about half of that at Pinetree Drive.

TPO
Miami-Dade Transportation
Planning Organization

Virginia Key: Marina Mile Marker 3.5 at south of Bridge, north of Marina Entrance

Site number	73
Primary Street	Virginia Key: Marina Mile Marker 3.5
Cross Street	south of Bridge, north of Marina Entrance
Count Purpose	Trend Analysis
Type of Count	Point
Jurisdiction	County
Count Group	Coco

PEDESTRIAN

Weekend: 2007: 0, 2014: 0, 2016: 0, 2018: 307
Weekday: 2018: 1

BICYCLE

Weekend: 2018: 57
Weekday: 2007: 0, 2014: 0, 2016: 0, 2018: 700

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides
Bicycle Facilities	Green enhanced bike lanes both sides
Land Development	where green bike lane begins and pedestrian path is still separate

2018 COUNTS

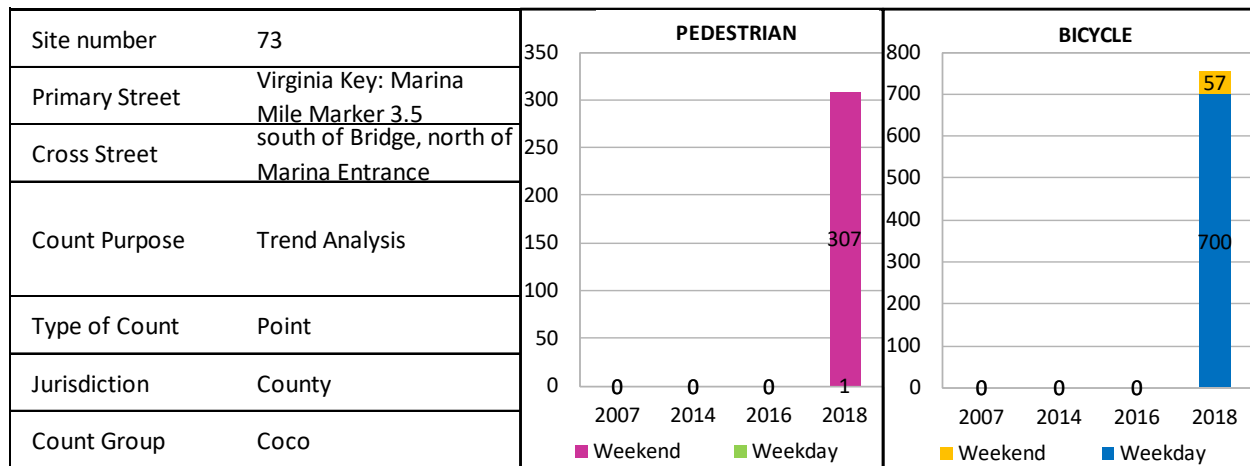| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	1	-	-	-
Midday *(12- 2pm)*	-	307	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	700	-	-	-
Midday *(12- 2pm)*	-	57	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 19, 2018	Saturday, April 21, 2018	-	-
Weather	84/68 partly cloudy	84/72 partly cloudy	-	-
Location	lamp post to south of pedestrian pathway and bicycle lane			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	1	307	700	57
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added to provide a baseline for monitoring the utilization of a recently improved bicycle lane along Crandon Drive that includes a green-painted bike lane and lighted demarcation in the pavement. The trail at this point is recreational, but also captures utilization that is longer distance and/or destined from or to the Village of Key Biscayne. The location provides a strong indication that recreational use for pedestrians on the Rickenbacker Causeway is short distance with a turnaround before leaving Virginia Key.

TPO
Miami-Dade Transportation
Planning Organization

Okeechobee Trail in Miami Springs at Pedestrian Bridge

Site number	74
Primary Street	Okeechobee Trail in Miami Springs
Cross Street	Pedestrian Bridge
Count Purpose	Trend Analysis – new location – possible FLM
Type of Count	Point
Jurisdiction	Miami Springs
Count Group	Mid

PEDESTRIAN

18
3
2007 2014 2016 2018
■ Weekend ■ Weekday

BICYCLE

26
3
2007 2014 2016 2018
■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	multipurpose trail
Bicycle Facilities	pedestrian facility
Land Development	Residential, school, park, Okeechobee Canal

2018 COUNTS

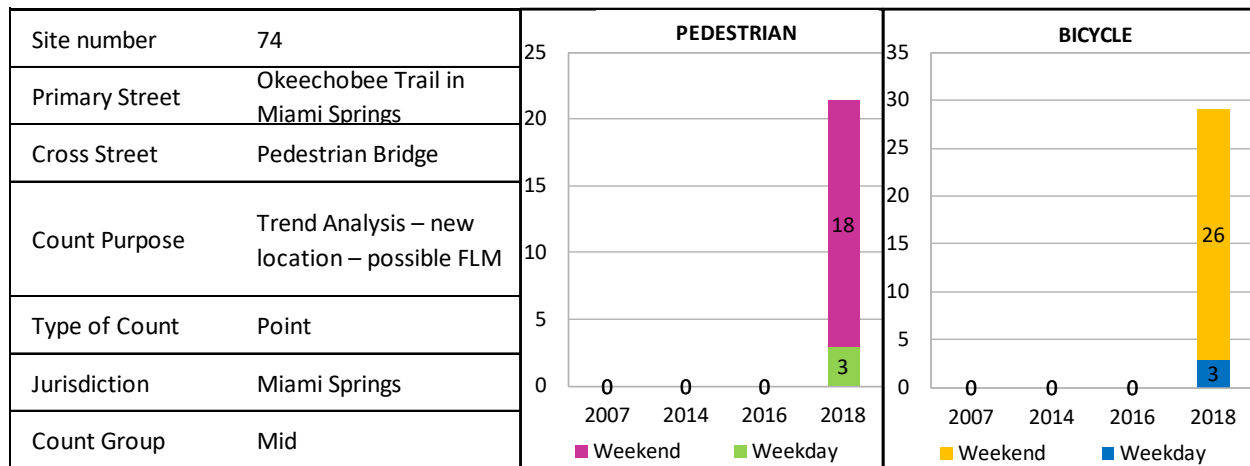| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	3	-	-	-
Midday *(12- 2pm)*	-	18	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	3	-	-	-
Midday *(12- 2pm)*	-	26	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Tuesday, April 24, 2018	Sunday, April 29, 2018	-	-
Weather	91 /73 partly cloudy	84/69 partly cloudy	-	-
Location	sign post on trail view across trail (if 1132 then Sat28 cam 5)			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	3	18	3	26
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to provide a baseline for identifying utilization of the multipurpose trail in Miami Springs along the Okeechobee Canal. Weekday volumes are low, but weekend volumes justify further monitoring.

TPO
Miami-Dade Transportation
Planning Organization

Flagler Street at East of E. 1st Avenue

Site number	75
Primary Street	Flagler Street
Cross Street	East of E. 1st Avenue
Count Purpose	corridor analysis, parallel pairs analysis, bike counter verification
Type of Count	Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

(bar chart: values 0 for 2007, 2014, 2016; 2018 shows 345 Weekday and 756 Weekend)

■ Weekend ■ Weekday

BICYCLE

(bar chart: values 0 for 2007, 2014, 2016; 2018 shows 14 Weekday and 18 Weekend)

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	None
Land Development	Downtown Office and Retail

2018 COUNTS

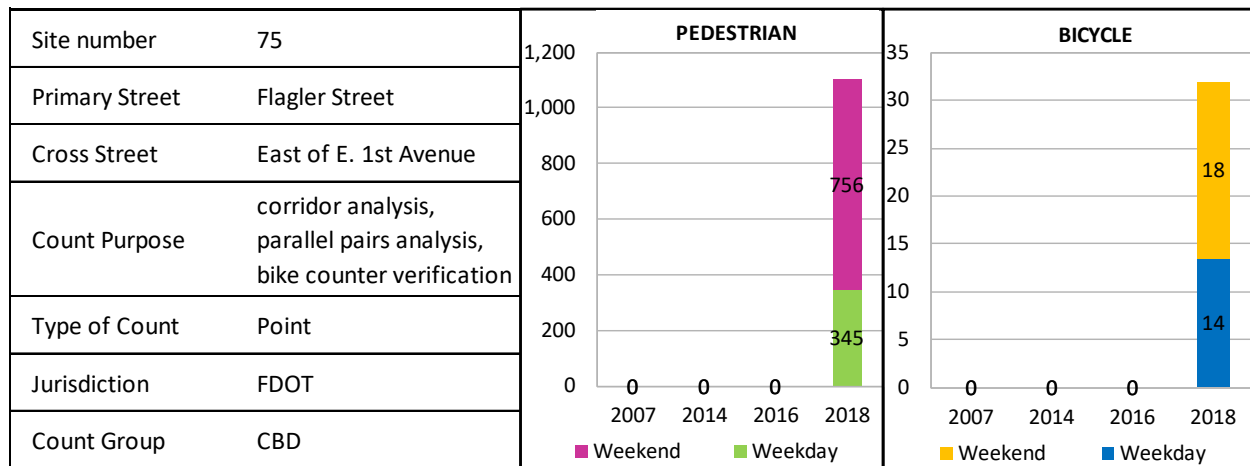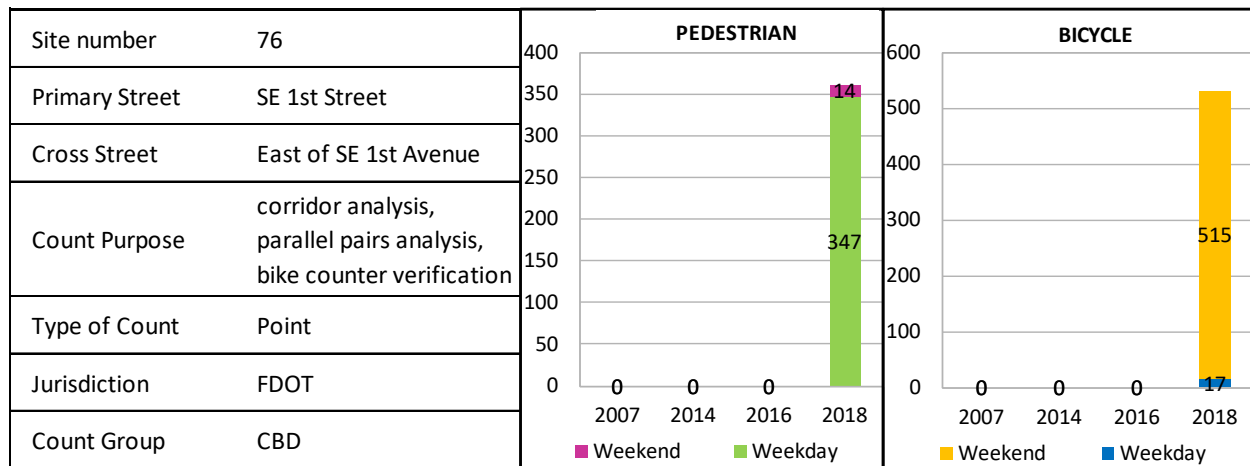| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	345	-	-	-
Midday *(12- 2pm)*	-	756	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	14	-	-	-
Midday *(12- 2pm)*	-	18	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, May 3, 2018	Saturday, May 5, 2018	-	-
Weather	84/74 partly cloudy	84/72 partly cloudy	-	-
Location	sign post on edge of curb, looking down street to west			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	345	756	14	18
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added as a complementary location as a parallel pair to Location #76, SE 1st Street east of SE 1st Avenue. It is also complementary to Location #20, the Flagler Street Bridge at the Miami River, as an upstream location. The pattern is more typical of downtown locations and very different from the paired SE 1st Street at the same cordon line. As expected, bicycle volumes are much higher on SE 1st where the protected lane is located.

TPO
Miami-Dade Transportation
Planning Organization

SE 1st Street at East of SE 1st Avenue

Site number	76
Primary Street	SE 1st Street
Cross Street	East of SE 1st Avenue
Count Purpose	corridor analysis, parallel pairs analysis, bike counter verification
Type of Count	Point
Jurisdiction	FDOT
Count Group	CBD

PEDESTRIAN

14 (Weekend)
347 (Weekday)
2007: 0 | 2014: 0 | 2016: 0 | 2018

■ Weekend ■ Weekday

BICYCLE

515 (Weekend)
17 (Weekday)
2007: 0 | 2014: 0 | 2016: 0 | 2018

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides with pedestrian actuated crossings
Bicycle Facilities	Green protected bike lane
Land Development	Downtown Office and Retail

2018 COUNTS

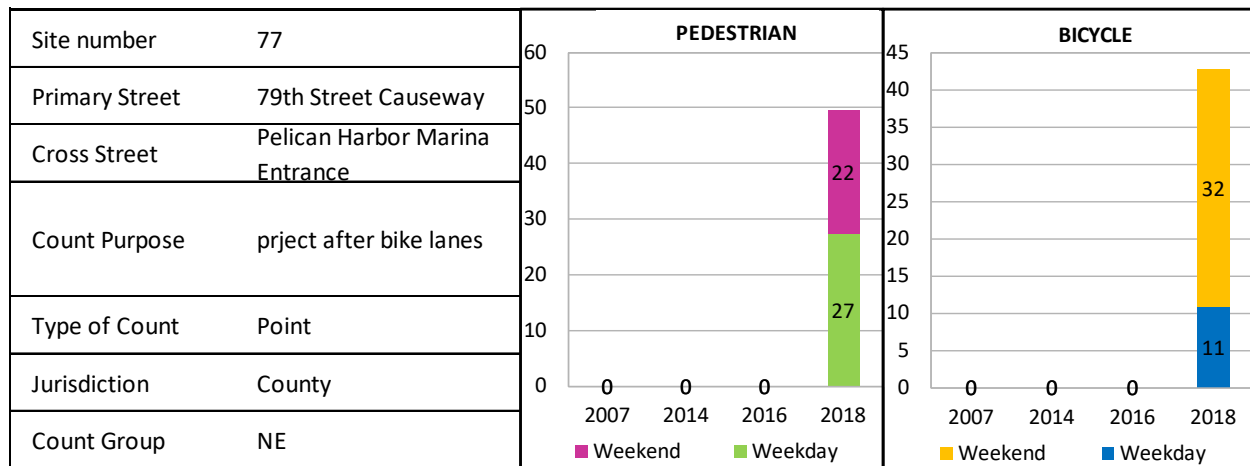| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	347	-	-	-
Midday *(12- 2pm)*	-	14	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	17	-	-	-
Midday *(12- 2pm)*	-	515	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, May 3, 2018	Saturday, May 5, 2018	-	-
Weather	84/74 partly cloudy	84/72 partly cloudy	-	-
Location	sign post on edge of curb, looking down street to west			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	347	14	17	515
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added as a baseline for the recently installed protected bicycle lane along SE 1st Street; as verification for the permanent count station at SE 1st Street, west of SE 2nd Avenue; and as a complementary location to a parallel pair with Location #75, Flagler Street east of SE 1st Avenue. It is also complementary to Location #21, the SW 1st Street Bridge at the Miami River as a downstream location. Weekday pedestrian volumes and weekend bicycle volumes are predominant.

TPO
Miami-Dade Transportation
Planning Organization

79th Street Causeway at Pelican Harbor Marina Entrance

Site number	77
Primary Street	79th Street Causeway
Cross Street	Pelican Harbor Marina Entrance
Count Purpose	prject after bike lanes
Type of Count	Point
Jurisdiction	County
Count Group	NE

PEDESTRIAN

Weekend	Weekday

BICYCLE

Weekend	Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides w ped act crosswalk
Bicycle Facilities	bike lanes
Land Development	park and marina

2018 COUNTS

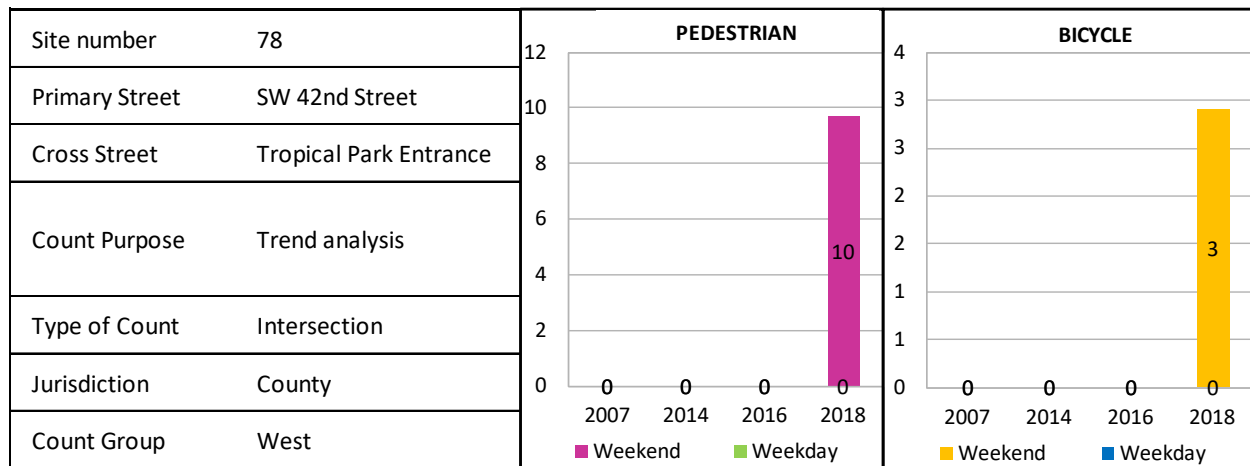| 2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	27	-	-	-
Midday *(12- 2pm)*	-	22	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Bicycle:				
AM *(7-9am)*	11	-	-	-
Midday *(12- 2pm)*	-	32	-	-
PM *(4-6pm)*	-	-	-	-
Evening *(6-8pm)*	-	-	-	-
Date	Thursday, April 26, 2018	Saturday, April 28, 2018	-	-
Weather	83 / 70 cloudy – rain early afternoon	86 / 67 partly cloudy	-	-
Location	signpost on south side			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	27	22	11	32
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location is to provide a baseline for identifying utilization of the Kennedy Causeway (79th Street) which is was identified as a gap among cross-bay locations. Weekday volumes are sufficient to justify further monitoring for future facility improvements.

TPO
Miami-Dade Transportation
Planning Organization

SW 42nd Street at Tropical Park Entrance

Site number	78
Primary Street	SW 42nd Street
Cross Street	Tropical Park Entrance
Count Purpose	Trend analysis
Type of Count	Intersection
Jurisdiction	County
Count Group	West

PEDESTRIAN

2007	2014	2016	2018
0	0	0	0 / 10

■ Weekend ■ Weekday

BICYCLE

2007	2014	2016	2018
0	0	0	0 / 3

■ Weekend ■ Weekday

EXISTING FACILITIES & ENVIRONMENT

Pedestrian Facilities	sidewalks both sides, with ped actuated signal
Bicycle Facilities	no bike facilities
Land Development	residential and park

2018 COUNTS

2018 COUNT RESULTS	April / May Weekday Counts	April / May Weekend Counts	February Weekday Counts	February Weekend Counts
Pedestrian:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	10	-	-
PM *(4-6pm)*	-	10	-	-
Evening *(6-8pm)*	-	10	-	-
Bicycle:				
AM *(7-9am)*	0	-	-	-
Midday *(12- 2pm)*	-	3	-	-
PM *(4-6pm)*	-	3	-	-
Evening *(6-8pm)*	-	3	-	-
Date	Tuesday, June 5, 2018	Sunday, June 3, 2018	-	-
Weather	93/79 partly cloudy	92/77 partly cloudy, no rain	-	-
Location	sign pole on SW corner			

HISTORIC TREND ANALYSIS: WEEKDAY AM PERIOD (7-9am) & WEEKEND MIDDAY PERIOD (12-2pm)

Year	Pedestrian Weekday	Pedestrian Weekend	Bicycle Weekday	Bicycle Weekend
2018 Average	0	10	0	3
2016/17 Average	-	-	-	-
2014 Average	-	-	-	-
2007 Average	-	-	-	-

Comment: The location was added as a complementary location to Location #41, the Tropical Park entrance at Miller Road (SW 56th Street). There is only weekend data for this location. Volumes are much lower at this entrance than at Miller Road.

TP
Miami-Dade Transportation
Planning Organization

End of Report

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