

1st/Last Mile(s) Connectivity & Mobility Program

The traveling distance between the commuter's starting/ending point (home, etc.) and the transit location is commonly referred to as the First/Last Mile, usually requiring the commuter to walk to a considerable distance to utilize transit. A critical, yet often overlooked and under-resourced, component of successful transit systems is the provision of convenient First/Last Mile(s) solutions that work in concert with transit to connect people from their point of origin to their ultimate destination. The CITT desires to promote and fund these critical connectors to our transit system, major employment centers and schools, and urges the County to prioritize these projects in its capital program and budget.

The CITT is prepared to support surtax funding for the following projects and transportation services:

- A. Bicycle and Pedestrian Paths/Trails/Greenways^{1, 2, 3, 4}
 - 1. Atlantic Greenway
 - 2. Brownsville/Model City Bicycle Boulevard Plan
 - 3. Commodore Trail
 - 4. East Coast Greenway
 - 5. Flagler Trail
 - 6. Golden Glades Multimodal Transportation Facility Bicycle/Pedestrian Accessibility Plan
 - 7. Ludlam Trail
 - 8. Miami Baywalk / Biscayne Line
 - 9. Miami Loop
 - 10. Miami River Greenway/Riverwalk/Trail
 - 11. Okeechobee Metrorail Station Bike/Ped Connectivity to Miami Springs/Medley
 - 12. Overtown Greenway
 - 13. Safe Routes to Schools
 - 14. SMART Trails
 - 15. Snake Creek Trail
 - 16. Snapper Creek Trail
 - 17. South Dade Trail
 - 18. Sunset Drive/Road Protected Bicycle Path
 - 19. Underline/M-Path
 - 20. *Critical path/trail/greenway connectors*
 - 21. *Other paths/trails/greenways approved by the CITT and Board of County Commissioners on a case-by-case basis*
- B. Bicycle Facilities & Services^{1, 2, 4}
 - 1. Bike Commuter Stations (secured/covered parking, repair facilities, lockers, showers...)
 - 2. Bike/Scooter-Share programs
 - 3. Protected bicycle parking at transit facilities
- C. On-Demand Service^{1, 2, 4}
 - 1. Ride-sharing service (for at least two passengers)
 - 2. Variable route circulators/trolleys/shuttles (for at least two passengers)

NOTES:

- 1. Projects are listed in alphabetical order, and not in any order of priority or preference.
- 2. Projects/service must primarily serve as a connection to a major transit facility (i.e., Metrorail, Tri-Rail, SMART Plan corridor, park-and-ride, or other premium transit station), or as a direct commuter connection to major employment centers or schools, and shall exclude projects that serve a primarily recreational purpose.
- 3. Bicycle and Pedestrian Paths/Trails/Greenways should be separated and/or otherwise protected from vehicular traffic to the maximum extent possible.

4. Surtax funding may only be utilized for land acquisition and soft/hard costs associated with the construction of the project/service, as well as associated safety and mobility infrastructure elements, such as lighting, signage, striping, intersection improvements, protective barriers, and bike/pedestrian bridges. Surtax proceeds may not be used towards non-essential ancillary enhancements, such as landscaping, aesthetic treatments, street furniture, and recreational equipment, which must be funded through other available sources.

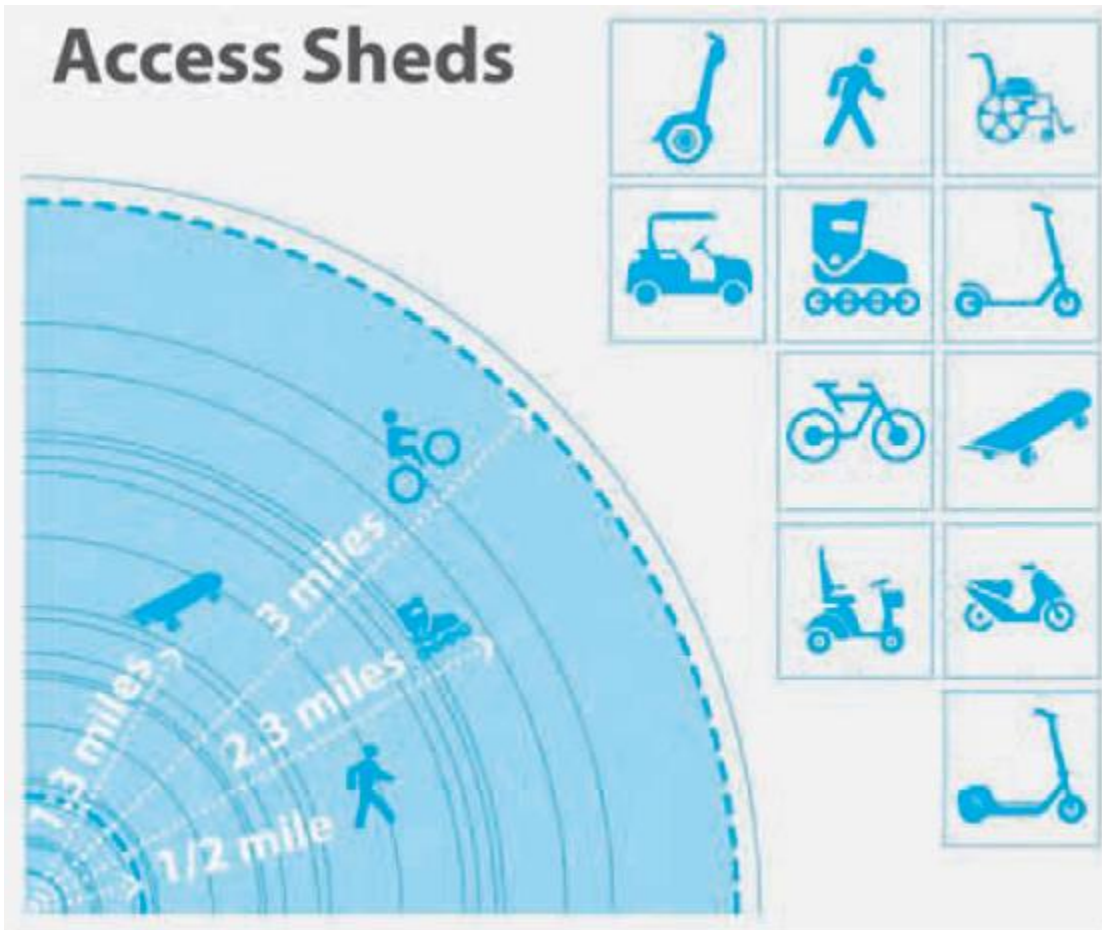


Image courtesy of LA County MTA

Miami-Dade Proposed Bicycle Paths Trails and Greenways (Map as of September 2018)

