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Miami-Dade County
Citizens' Independent
Transportation Trust

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

Task 1

Review of Municipal, County, State, and Federal First- and Last-Mile Initiatives

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Comprehensive Report on Existing and Proposed Bicycle and Pedestrian and Micromobility Policies, Services, and Infrastructure in Miami-Dade County.

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FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 1

Introduction

1. Introduction

Miami-Dade County, through the Citizens Independent Transportation Trust (CITT), is exploring ways municipalities can contribute to the development of multimodal transportation systems by connecting trails, greenways, and pathways. These efforts aim to provide safe, sustainable, and accessible mobility options while improving first- and last-mile connections. This initiative supports the broader goals of the People's Transportation Plan (PTP), funded by a voter-approved half-cent sales tax since 2002[1], to enhance transportation infrastructure and services across the county.

This comprehensive report offers an in-depth analysis of both existing and proposed non-motorized transportation networks throughout Miami-Dade County. It examines how these networks link to other transportation modes and key destinations, creating a cohesive system for travelers. By reviewing current and future projects, policies, and infrastructure improvements, the report seeks to illustrate how multimodal networks are being integrated on a county-wide scale, ultimately increasing connectivity, enhancing mobility options, and fostering more inclusive access for all residents.

Ultimately, the findings of this report will help inform strategies to advance Miami-Dade County's multimodal transportation vision, aligning municipal efforts with county-wide objectives for cleaner, safer, and more efficient mobility solutions.

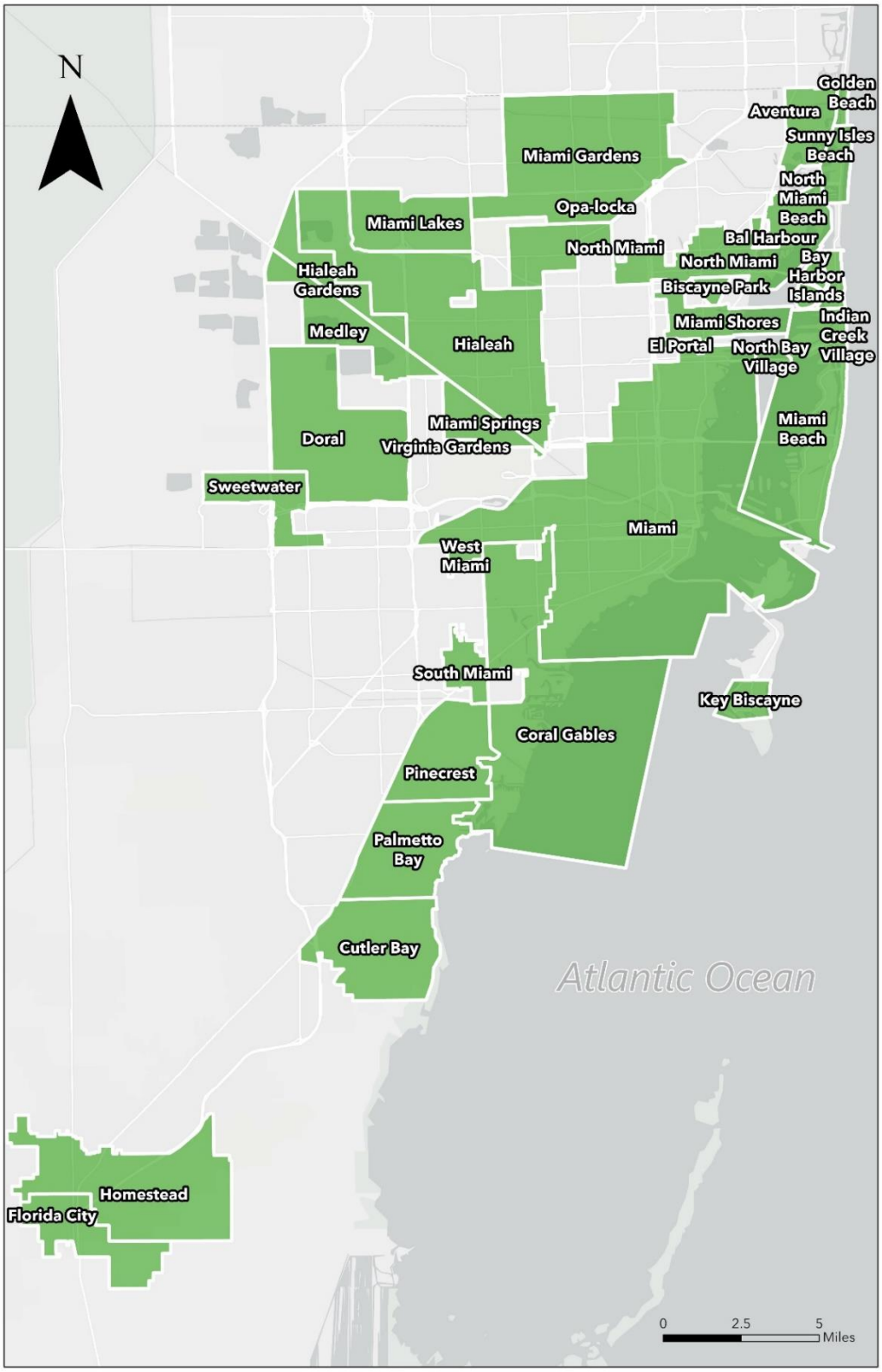
1.1 CITT Context and Planning Area

The Citizens' Independent Transportation Trust (CITT) is a 15-member body established to oversee the People's Transportation Plan, funded by a half-penny sales surtax. The Transportation Trust holds authority over the use and expenditure of surtax proceeds for the Miami-Dade County's transit system and ensures proper governance, including trust membership and compliance with county codes. The Office of the Citizens' Independent Transportation Trust (CITT) supports the Transportation Trust by providing staff assistance and coordinating public outreach to inform the community about improvements funded by the surtax.

While the CITT's planning area encompasses the entire county, including both incorporated and unincorporated regions, this document will focus on the transportation and mobility infrastructure and services within the 34 incorporated municipalities of Miami-Dade. **Map 1-1** highlights this specific planning area.

[1] History of the People's Transportation Plan - Miami-Dade County (miamidade.gov)

Map 1-1: Miami-Dade County Incorporated Municipalities



1.2 First- and Last-Mile Connections at Transit and Mobility Hubs

The traditional definition of a transit hub is a transit stop or station where three or more routes intersect with timed transfers. Similarly, and as defined in the Miami-Dade Transportation Planning Organization's (TPO) Mobility and Hubs and Transit Infrastructure Plan, a mobility hub as "*a focal point in the transportation network that seamlessly integrates different modes of transportation, multimodal supportive infrastructure, and placemaking strategies to create activity centers that maximize first- and last-mile connectivity*."

Miami-Dade Transit (MDT), a division of Miami-Dade County's Department of Transportation and Public Works (DTPW), owns and maintains 8,854 MetroBus stops, 23 MetroRail stations, and 21 MetroMover stations[2]. Within the transit system, the main transit stations are the Government Center in Downtown Miami, and the Miami Intermodal Center in Grapeland Heights, near the Miami International Airport. Additional transit hubs include the 163rd Street Mall, Red Road Transit Hub, Aventura Mall, FIU Biscayne Bay Campus, Miami Dade College North, Omni Terminal, the Dolphin Mall, FIU Main Campus, Miami Dade College Kendall Campus, and the South Dade Government Center, in addition to many stops along the South Dade Corridor[3].

A range of mobility options is available at key transit stations and mobility hubs, offering users multimodal solutions to address their first- and last-mile needs. These options include sidewalks within half a mile of transit stops, stations, and terminals, as well as shared-use paths and bike lanes within three miles of these locations. In many cases, micromobility services like shared bicycles and scooters are accessible at or near transit stops, further bridging mobility gaps. Many municipalities also provide local circulators or feeder trolleys to extend mobility beyond station areas.

Transportation Network Companies (TNCs), such as Uber, Lyft, and Via, offer on-demand services, providing first- and last-mile connections to and from virtually any location in or beyond the county. Additionally, Miami-Dade's implementation of Mobility-as-a-Service (MaaS) integrates various transportation modes into a single platform. An example is MetroConnect, which offers on-demand, subsidized first- and last-mile services within geofenced areas throughout the county, enhancing access to transit stops[4], as further detailed in **Section 3.1**.

1.3 Literature Review

A comprehensive review of existing local, regional, state, and federal policies, plans, studies, initiatives, and programs related to bicycle, and pedestrian infrastructure was conducted to map both the current and proposed non-motorized networks throughout incorporated areas of Miami-Dade County. This review also examined key aspects of first- and last-mile infrastructure connecting to transit hubs, transportation centers, and existing or planned transit routes across various services. Additionally, jurisdictional boundaries, college and university campuses, parks, and public schools were analyzed to capture the complexity and interconnectivity of the county's multimodal transportation systems.

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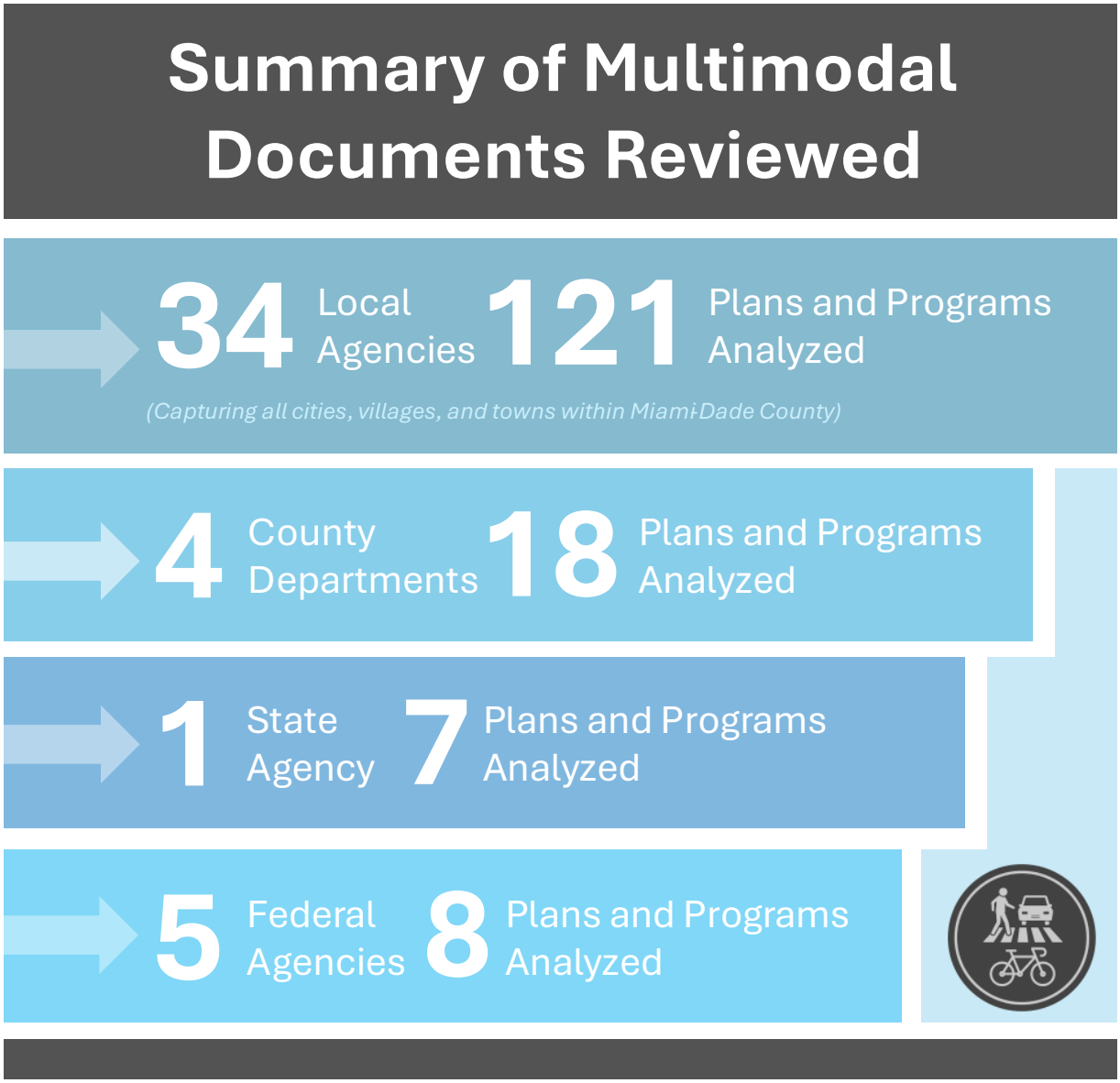
[2] Transportation - Hub Page | Open Data Hub Site
[3] Better Bus Network
[4] First- and last-mile leg connectivity and shared-mobility-services

The findings from this literature review will be digitized and used to support municipal reporting efforts and assist in developing an interactive multimodal infrastructure dashboard. This dashboard will provide a valuable resource for visualizing connections between different transportation modes and identifying gaps within the network. By consolidating data across all levels of government, this review will enhance coordination between municipalities and agencies.

Figure 1-1 summarizes the reviewed literature, organized by the level of government.

Figure 1-1: Literature Review Conducted



FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 2

Review of Municipal First- and Last-mile Initiatives

2. Local Agency

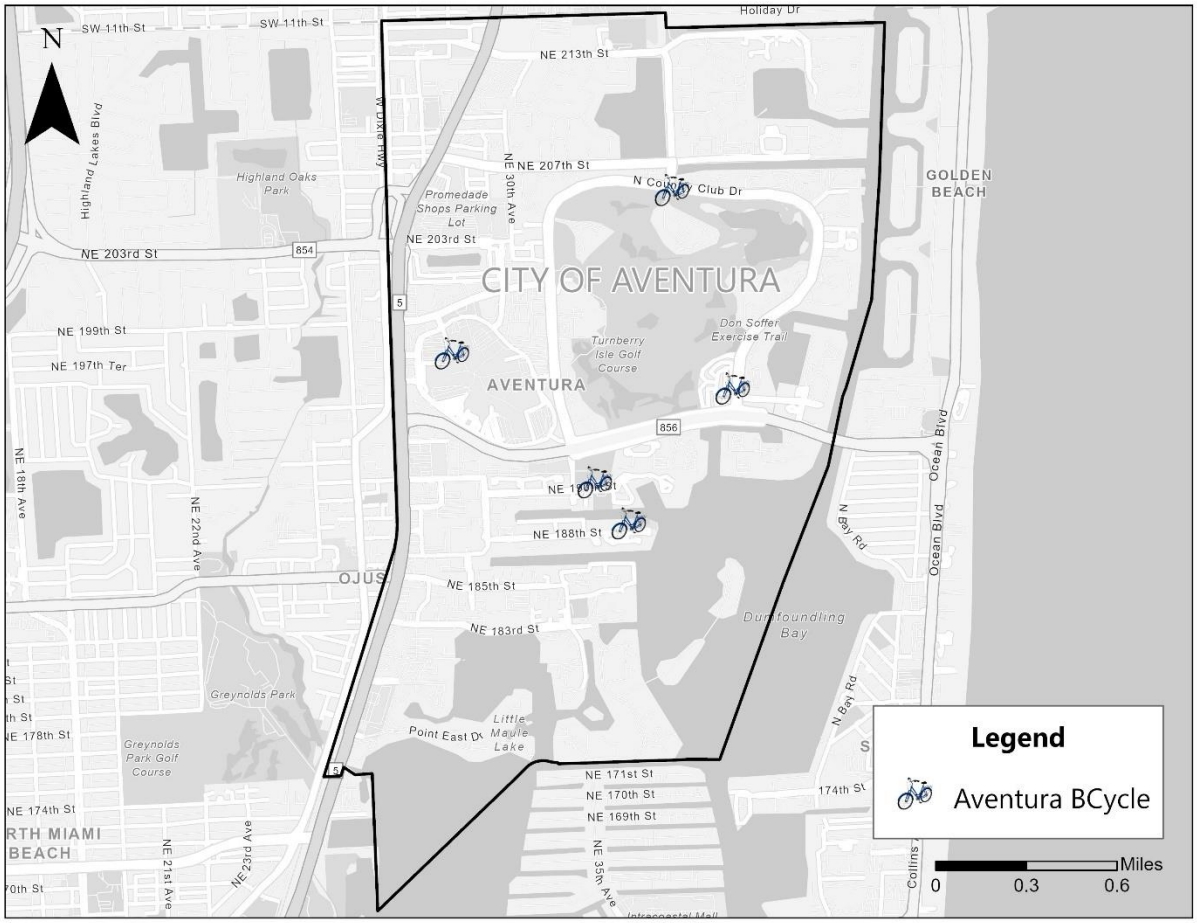
Miami-Dade County encompasses more than 2,000 square miles and is the most populous county within Florida, home to over 2.6 million people (2022). There are 34 incorporated municipalities, towns, and villages, as well as unincorporated communities and neighborhoods. CITT is responsible for overseeing the implementation of People's Transportation Plan funds throughout the county. This section provides an overview of the various mobility programs, policies and initiatives underway throughout the incorporated municipalities within Miami-Dade County to allow CITT to understand the current micromobility and first- and last-mile needs surrounding transit infrastructure.

2.1 City of Aventura

Aventura BCycle: BCycle is a bike-sharing program serving the city of Aventura and several neighboring cities in Broward County to the north. The system operates daily from 5 a.m. to midnight, offering an efficient first- and last-mile connection to various destinations and transit hubs, including the Aventura Brightline Station.

Currently, Aventura BCycle has docking stations strategically located across four key sites as illustrated in **Map 2-1**. These BCycle Stations are at Aventura Mall, the Aventura Arts and Cultural Center, Founders Park, and on North Country Club Drive. This network of docking stations ensures convenient access to bicycles for residents and visitors, enhancing connectivity and supporting seamless travel throughout the region. This service is not supported through surtax funds, and therefore, ridership is not reported to CITT.

Map 2- 1: City of Aventura BCycle Docking Stations



Source: City of Aventura BCycle

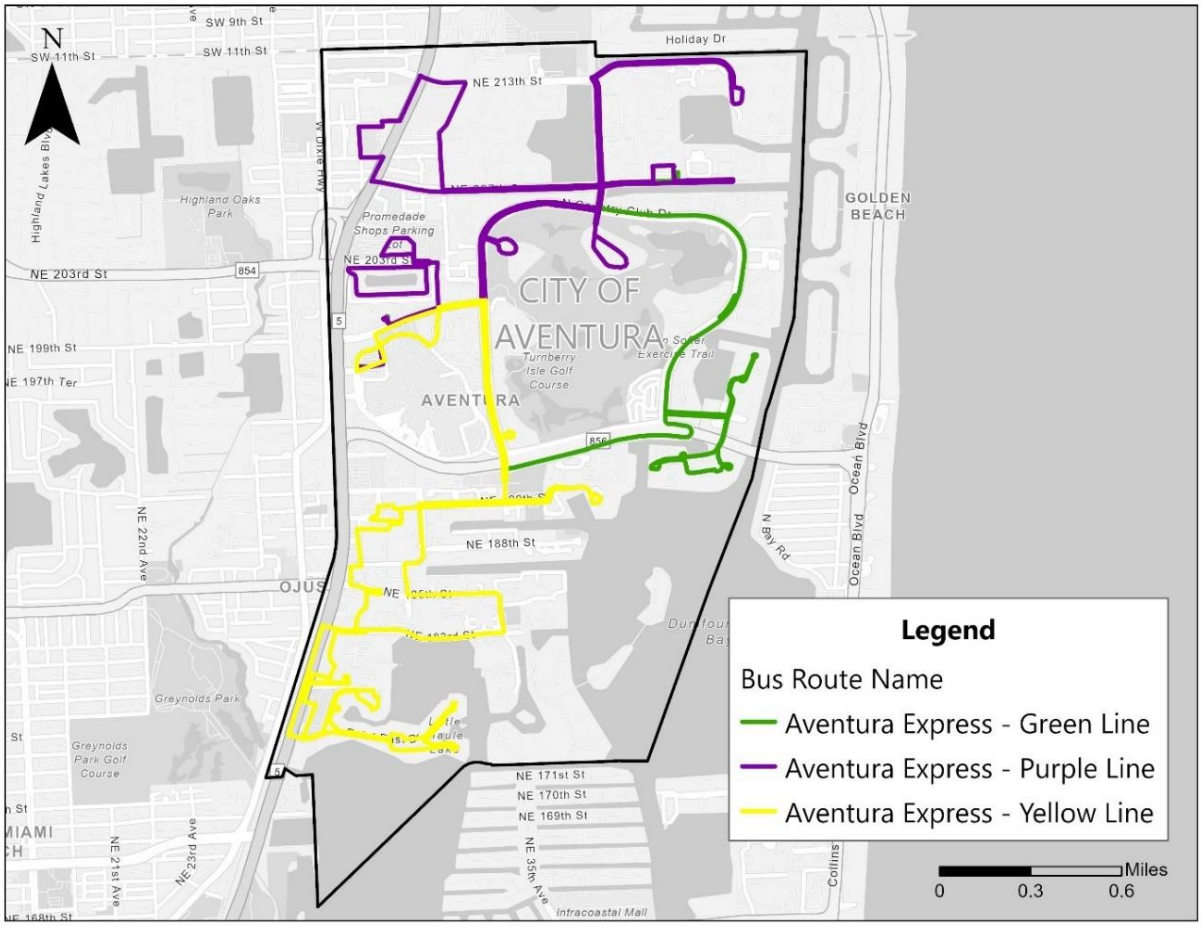
Aventura Express: The Aventura Express is the free local circular shuttle bus the services the Aventura community within its boundaries to major points of interest like the Aventura Mall and the Northeast Branch of Miami-Dade Library as shown in **Map 2-2**. The "Express" serves passengers with three routes with easy transfers to any Miami-Dade transportation or Broward County Transit route with hourly schedules to reduce wait and transfer times in air-conditioned comfort. All buses are ADA accessible and real-time tracking with approximate time of arrival to any stop along a route is available by visiting the website. In 2022, the city operated six routes—red, blue, silver, green, purple, and yellow—serving a total of 115,964 riders. However, the red, blue, and silver routes were discontinued at the end of FY 2022. Consequently, overall ridership decreased to 90,048 rides in 2023, with 115,249 rides registered in 2024. Among the remaining routes, the green line experienced the most growth, increasing from 23,825 rides in 2022 to 42,104 rides in 2024, representing a 76% increase. A summary of ridership is shown in **Table 2-1**.

Table 2-1: Aventura Express Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Blue	2022	7,562	7,380	7,503	3,671	26,116	
Red	2022	5,684	5,872	5,963	2,822	20,341	
Green	2022	5,522	5,839	5,852	6,612	23,825	
	2023	7,273	14,859	4,877	6,858	33,867	▲ 42%
	2024	8,158	9,595	12,428	11,923	42,104	▲ 24%
Silver	2022	5,829	5,904	5,918	2,982	20,633	
Purple	2022	5,785	5,780	6,053	7,113	24,731	
	2023	3.104	8,917	7,848	9,311	26,079	▲ 5%
	2024	10,690	9,859	10,246	10,270	41,065	▲ 57%
Yellow	2022	5,553	5,857	5,898	6,835	24,143	
	2023	7,824	6,221	7,888	8,169	30,102	▲ 25%
	2024	8,117	7,342	9,157	7,464	32,080	▲ 7%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 2: City of Aventura Express Routes



Source: City of Aventura

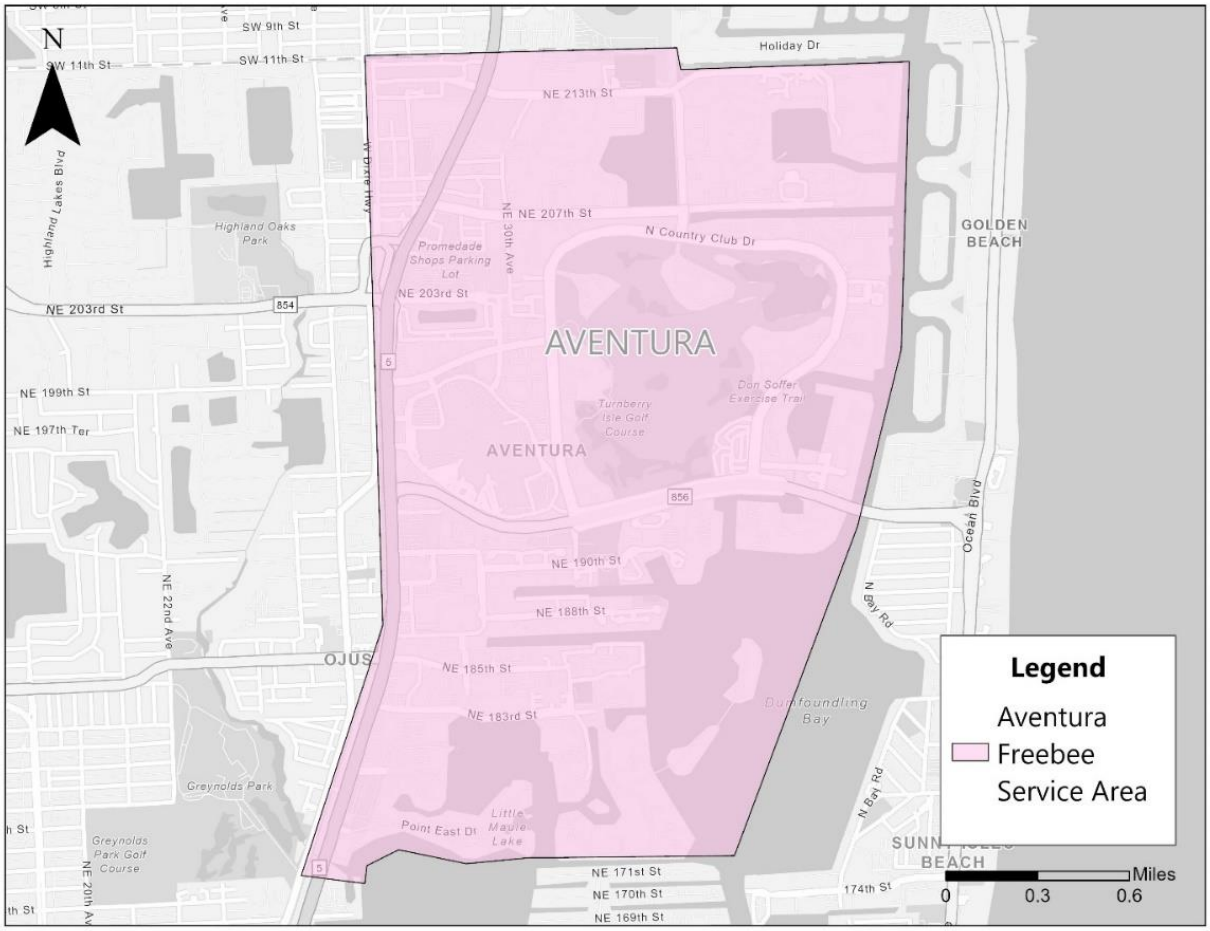
Aventura Freebee: Freebee provides free, door-to-door on-demand transportation within the City of Aventura providing direct access to the Aventura Mall, Publix, Whole Foods, the Aventura Arts and Cultural Center, JW Marriot Miami Turnberry Resort and Spa, among other destinations on the east side of Biscayne Boulevard as shown in **Map 2-3**. This service operates daily, generally from 7 a.m. to 11 p.m., offering convenient and flexible transportation options for residents and visitors alike. By facilitating easy access to local destinations, Freebee enhances mobility and connectivity within the community, ensuring that key locations are readily reachable throughout the day. Between 2022 and 2023, Freebee provided a total of 174,888 rides, with ridership in 2023 seeing a significant increase of approximately 77%. This growth highlights the rising demand for their services and the expanding popularity of Freebee as a transportation option. In 2024, 116,693 rides were registered. The summary of rides is **Table 2-2**.

Table 2-2: Aventura Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	7,028	7,297	21,415	27,184	62,924	
	2023	23,301	26,432	30,280	31,951	111,964	▲ 78%
	2024	25,799	26,623	27,811	36,460	116,693	▲ 4%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 3: City of Aventura Freebee Service Area



Source: Freebee Services, City of Aventura

Transportation Element of the Comprehensive Plan (1998): The Transportation Element of the City's Comprehensive Plan, adopted in 2019, does not specifically outline planned or proposed non-motorized infrastructure. However, it establishes several policies aimed at enhancing first- and last-mile connections to the existing transit network.

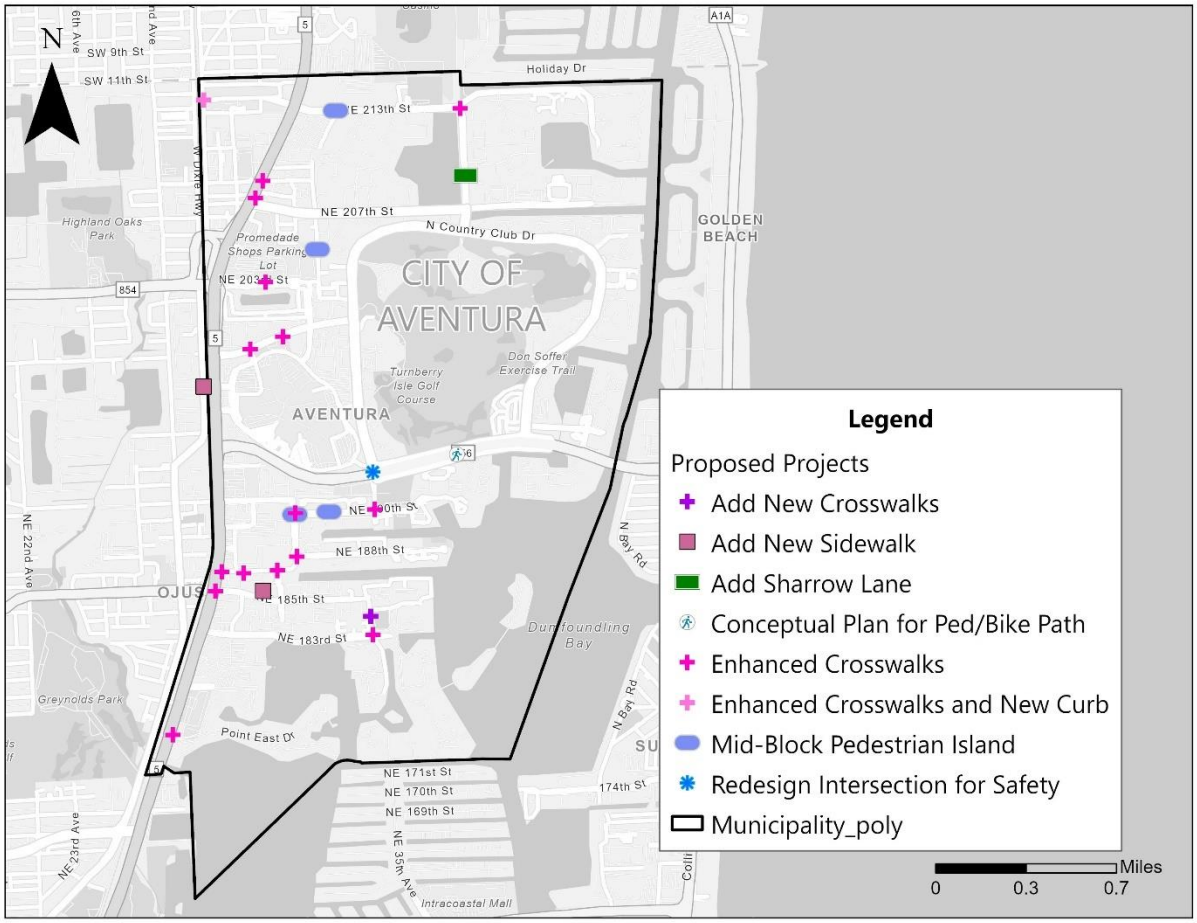
Policy 1.2.8 mandates that new and redeveloped mixed-use projects incorporate bicycle and pedestrian connectivity to nearby multimodal infrastructure. **Policy 1.5.1** commits the city to implementing sidewalk and bicycle improvement programs to ensure safe and accessible mobility for pedestrians and cyclists. **Policy 1.5.2** focuses on maintaining the Greenway Corridor and the shared-use path along the Snake Creek Canal. Meanwhile, **Policy 1.5.3** aims to expand the existing infrastructure to better connect with the broader non-motorized network.

Together, these policies work synergistically to develop an integrated network of bicycle and pedestrian pathways within the City, thereby improving overall access to transit options and supporting a more connected and sustainable transportation system.

Unified Master Plan for Pedestrian and Bicycle Connectivity (2017): The Unified Master Plan aims to assess existing conditions and establish a comprehensive project bank for improving pedestrian and bicycle mobility and connectivity. The plan emphasizes creating links between neighboring municipalities, integrating planned and proposed bicycle and pedestrian infrastructure, and pinpointing locations for enhancements to pedestrian crossings. It also focuses on expanding the non-motorized network within city limits.

The plan includes a project bank of 28 distinct initiatives illustrated in **Map 2-4** and summarized in **Appendix A**, which are prioritized for implementation. While all these projects contribute to enhancing the non-motorized network, several are particularly notable for creating vital first- and last-mile connections to transit hubs and other key destinations. Specific improvements include the addition of a new sidewalk extending from the west entrance of the transit hub to Biscayne Boulevard, upgraded crosswalks on Aventura Boulevard near the Aventura Mall entrance and the north entrance to the library, and a mid-block pedestrian island on NE 30 Avenue at the east entrance of the Aventura Turnberry Jewish Center and Tauber Academy. These enhancements are designed to improve connectivity and ensure safer, more convenient travel options for pedestrians and cyclists.

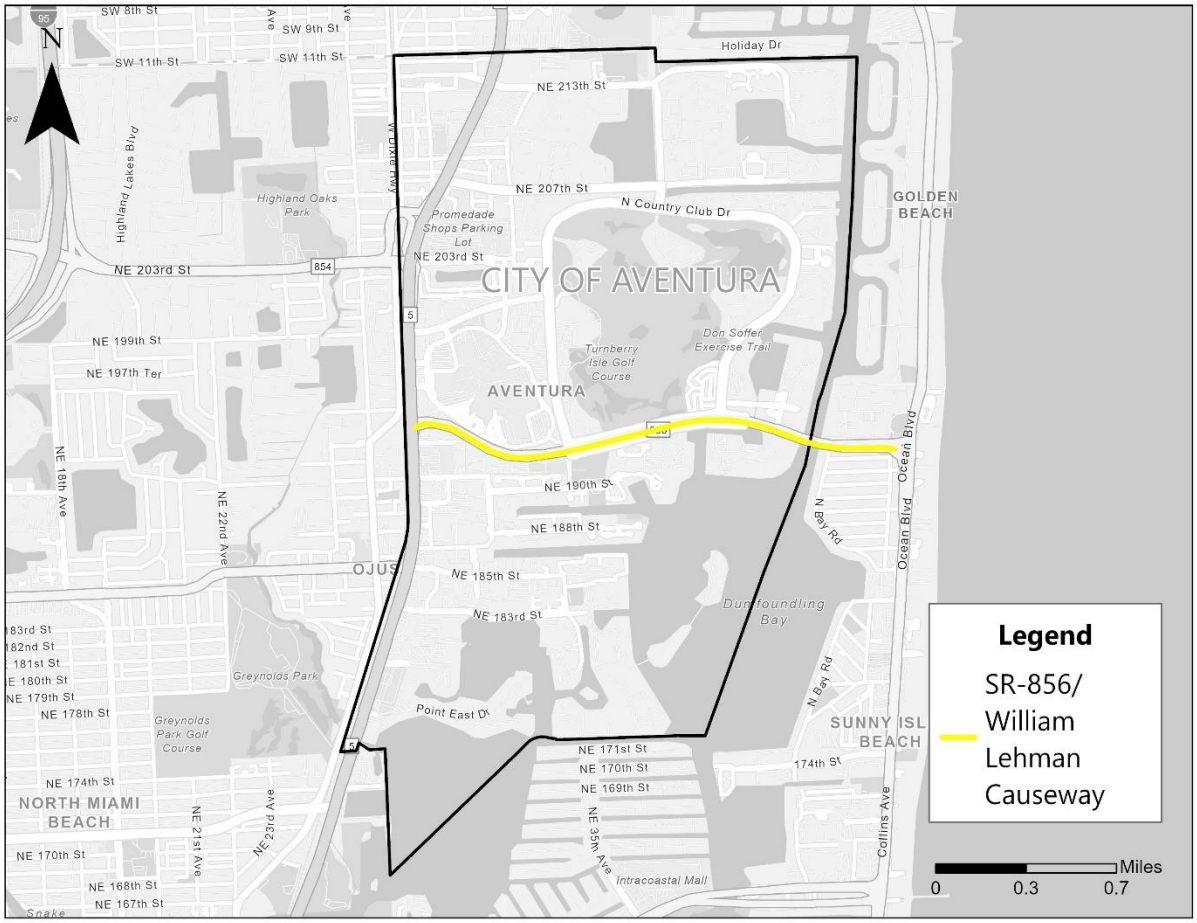
Map 2- 4: City of Aventura Proposed Connectivity Projects



Source: City of Aventura Unified Master Plan for Pedestrian and Bicycle Connectivity

Feasibility Study of Protected Bicycle/Pedestrian Facilities along SR-856/William Lehman Causeway (2021): The Florida Department of Transportation (FDOT) assessed the feasibility of creating physically separated shared-use paths along the Lehman Causeway to enhance non-motorized safety and mobility. This project aimed to connect the communities of Aventura and Sunny Isles Beach, providing a safe route from Biscayne Boulevard to Collins Avenue as illustrated in **Map 2-5**. In December 2021, the final recommendation proposed two physically protected shared-use paths for east- and westbound traffic. In 2025, FDOT will initiate a Project Development and Environment (PD&E) Study to evaluate these recommendations and ensure compliance with the National Environmental Policy Act (NEPA).

Map 2- 5: City of Aventura Lehman Causeway Project Map

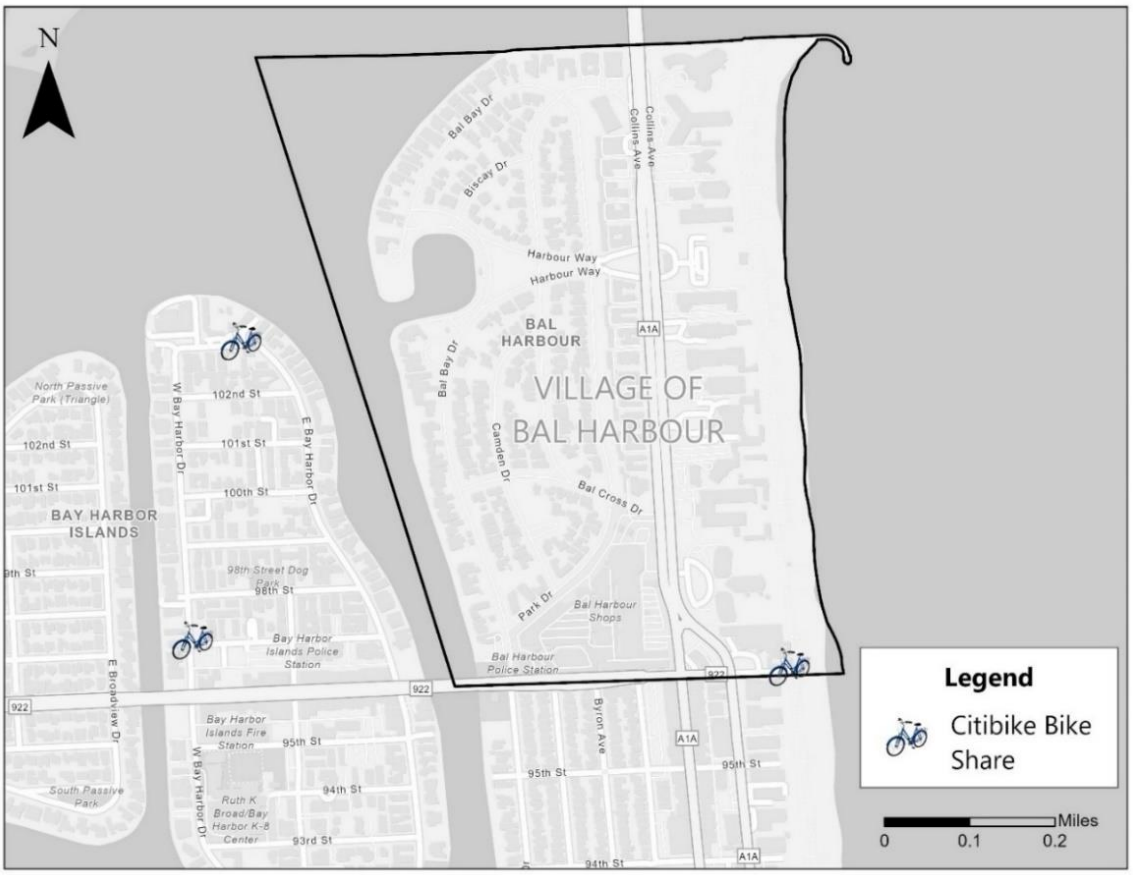


Source: [City of Aventura William Lehman Causeway]

2.2 Village of Bal Harbour

CitiBike Miami Bike Share: CitiBike Miami also offers bike-sharing services in the Village of Bal Harbour. This service caters to both residents and visitors by providing options for hourly rentals as well as monthly membership passes, making docked bicycles available for first- and last-mile travel needs. CitiBike Miami operates a station situated on 96th Street, positioned between Collins Avenue and the Atlantic Way Greenway as illustrated in **Map 2-6**. Additionally, the service extends to neighboring communities, promoting seamless multi-jurisdictional travel and encouraging connectivity across different municipalities. This integration supports a more fluid and accessible transportation network for users throughout the region. This service is not supported through surtax funds, and therefore, ridership is not reported to CITT.

Map 2- 6: Village of Bal Harbour CitiBike Locations



Source: CitiBike Locations, Village of Bal Harbour

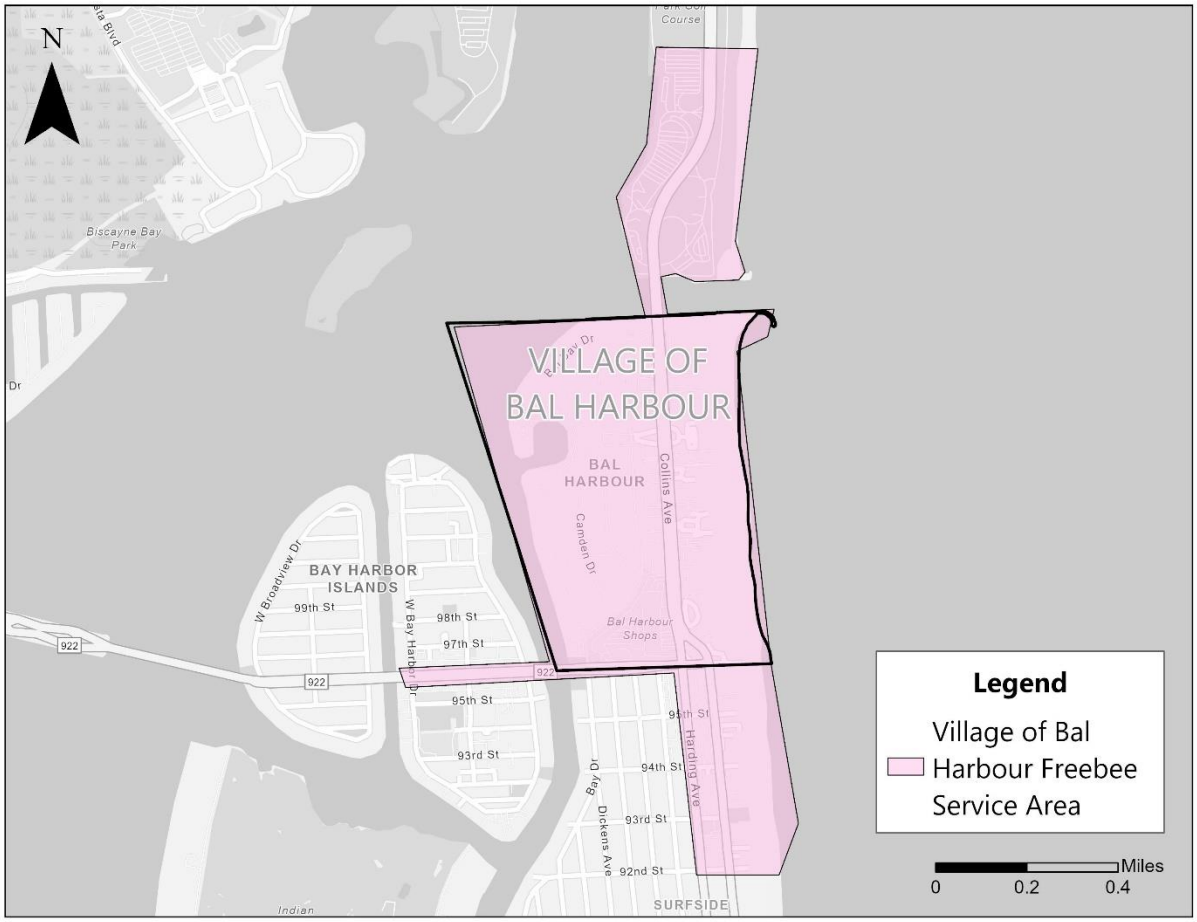
Freebee: Freebee has provided complimentary door-to-door on-demand transportation throughout the Village of Bal Harbour, since early 2023. This service covers key destinations within the area as seen in **Map 2-7**, including prominent spots such as Bill Bird Marina, Haulover Skateboard Park and Picnic Area, The Ritz-Carlton Bal Harbour, Sea View Hotel, the St. Regis Bal Harbour Resort, Bal Harbour Shops, and the Beach Access at 96th Street. The service operates daily, typically from 10 a.m. to 10 p.m., ensuring convenient access to these popular locations for both residents and visitors. By offering flexible and free transportation options, Freebee enhances mobility and connectivity within Bal Harbour, making it easier for users to reach their desired destinations throughout the day. In 2023, this route served 6,458 riders. By 2024, ridership increased significantly to 11,298, marking a 74% growth. A ridership summary by quarter is in **Table 2-3**.

Table 2-3: Bal Harbour Freebee Ridership (FY23-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2023	108	1,691	1,680	2,979	6,458	
	2024	2,348	2,871	2,945	3,134	11,298	▲ 75%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 7: Village of Bal Harbour Freebee Service Area



Source: Freebee Services, Village of Bal Harbour

Village Utility Master Plan (2015): The Utility Master Plan provides a comprehensive overview of the current state of the city's utility infrastructure, covering essential elements such as sidewalks, lighting, sewage systems, and more. While the Plan does not propose specific policies or projects targeting first- and last-mile gaps to transit or key destinations, its primary objective is to maintain the infrastructure in optimal condition.

Among its recommendations, the plan highlights two key sidewalk replacement projects: one along Collins Avenue and another on 96th Street. These improvements are designed to enhance

the overall quality and functionality of the city's infrastructure, ensuring that it remains well-maintained and efficient. Although the plan does not address specific connectivity issues, its focus on infrastructure upkeep is crucial for supporting the city's broader transportation and mobility goals.

2.3 Town of Bay Harbor Islands

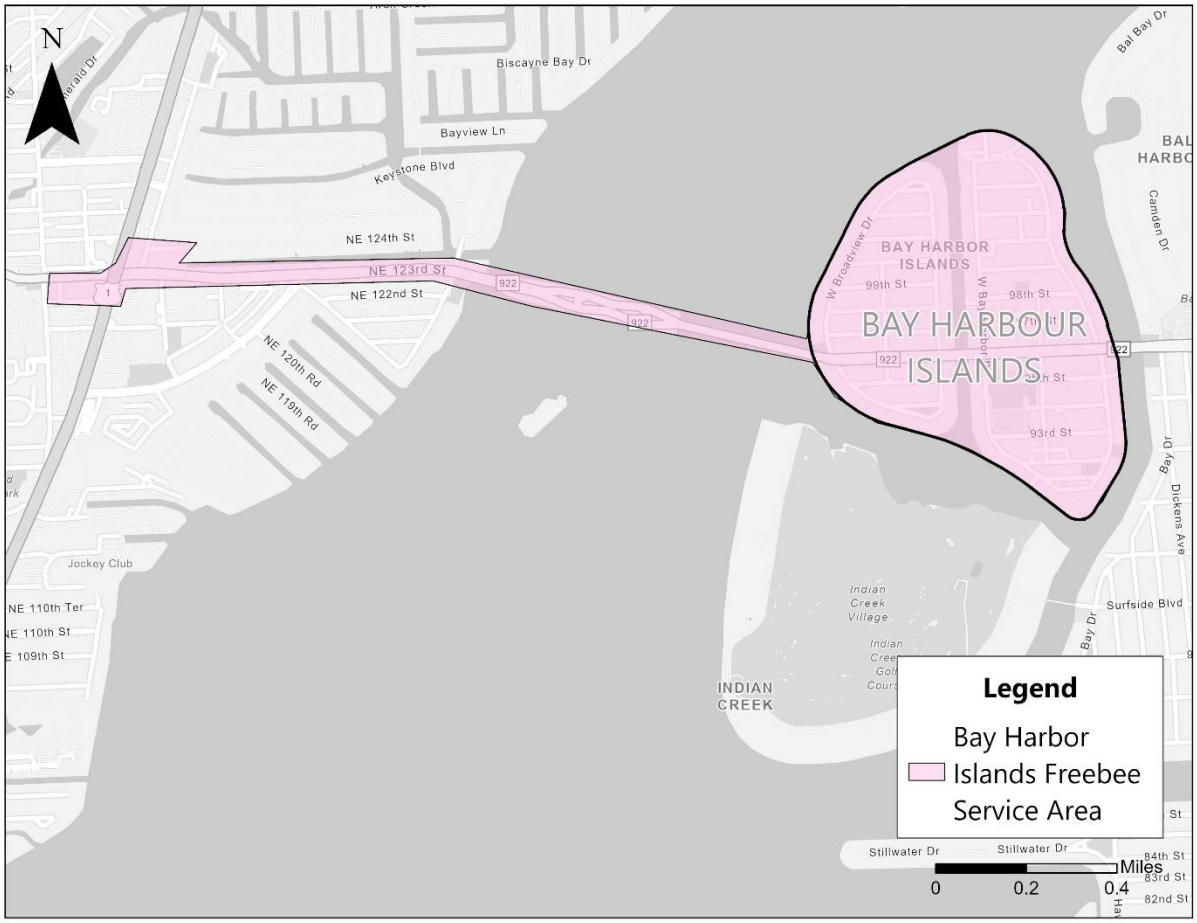
Freebee: Freebee provides free, door-to-door on-demand transportation throughout the Town of Bay Harbor Islands, including a connection to Bal Harbour Shops as seen in **Map 2-8**. This service operates daily, generally from 9 a.m. to 7 p.m., offering convenient and flexible transportation options for residents and visitors alike. By facilitating easy access to local destinations, Freebee enhances mobility and connectivity within the community, ensuring that key locations are readily reachable throughout the day. Between 2022 and 2023, Freebee provided a total of 18,005 rides, with a ridership decrease of approximately 14% in 2023. However, ridership has rebounded in 2024, with 25,715 rides total, increasing more that 200%. A quarterly summary is in **Table 2-4**.

Table 2-4: Bay Harbor Islands Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	2,461	2,253	2,480	2,493	9,687	
	2023	2,029	2,425	1,931	1,933	8,318	▼ 14%
	2024	4,312	4,364	8,268	8,771	25,715	▲ 209%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 8: Town of Bay Harbor Islands Freebee Service Area

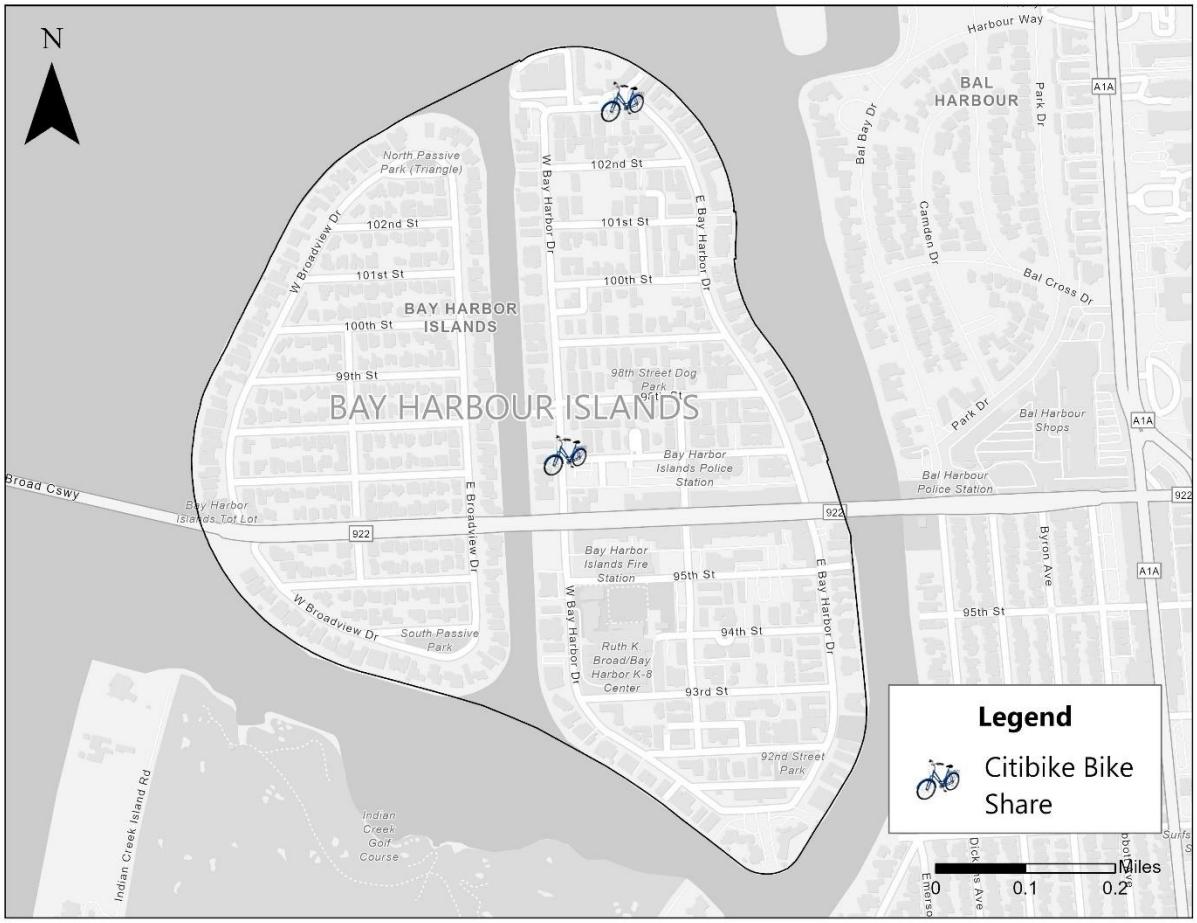


Source: [Freebee Service Area, Town of Bay Harbor Islands]

CitiBike Miami Bike Share: CitiBike Miami also offers bike-sharing services in the Town of Bay Harbor Islands. This service is designed to meet the needs of both residents and visitors by offering options for hourly rentals as well as monthly membership passes, making docked bicycles available for efficient first- and last-mile transportation locally.

Within the Town of Bay Harbor Islands, there are two (2) strategically placed CitiBike stations as showcased on **Map 2-9**. These are located along W Bay Harbor Drive at 97th Street and on East Bay Harbor Drive at 103rd Street. By providing access to these convenient locations, CitiBike Miami facilitates easy and flexible travel throughout the area, enhancing connectivity and mobility for users. This service is not supported through surtax funds, and therefore, ridership is not reported to CITT.

Map 2- 9: Town of Bay Harbor Islands CitiBike Locations



Source: CitiBike Locations, Village of Bal Harbour

Broad Causeway Bridge Replacement Project Development and Environmental (PD&E) Study (2022): Initiated in November 2022 and expected to be completed by September 2024, this study focuses on developing and evaluating designs for the replacement of the Shepard Broad Causeway Bridge, which connects the Town of Bay Harbor Islands with the City of North Miami. The study area extends from Causeway Island to just east of West Broadview Drive and may include dedicated bicycle lanes and sidewalks to enhance multimodal transportation and improve east-west access from the Miami-Dade mainland to the communities of Town of Bay Harbor Islands, Village of Bal Harbour, and the Town of Surfside.

2.4 Village of Biscayne Park

Freebee: Freebee has been providing free, door-to-door on-demand transportation services throughout the Village of Biscayne Park since November 2022. This service covers a range of important locations both within and near Biscayne Park as illustrated in **Map 2-10**, including the Museum of Contemporary Art North Miami, Miami Country Day School, Chen Senior Medical Center, and The Home Depot on Biscayne Boulevard. Operating daily, Freebee offers transportation from as early as 11 a.m. to as late as 9 p.m., ensuring convenient and flexible

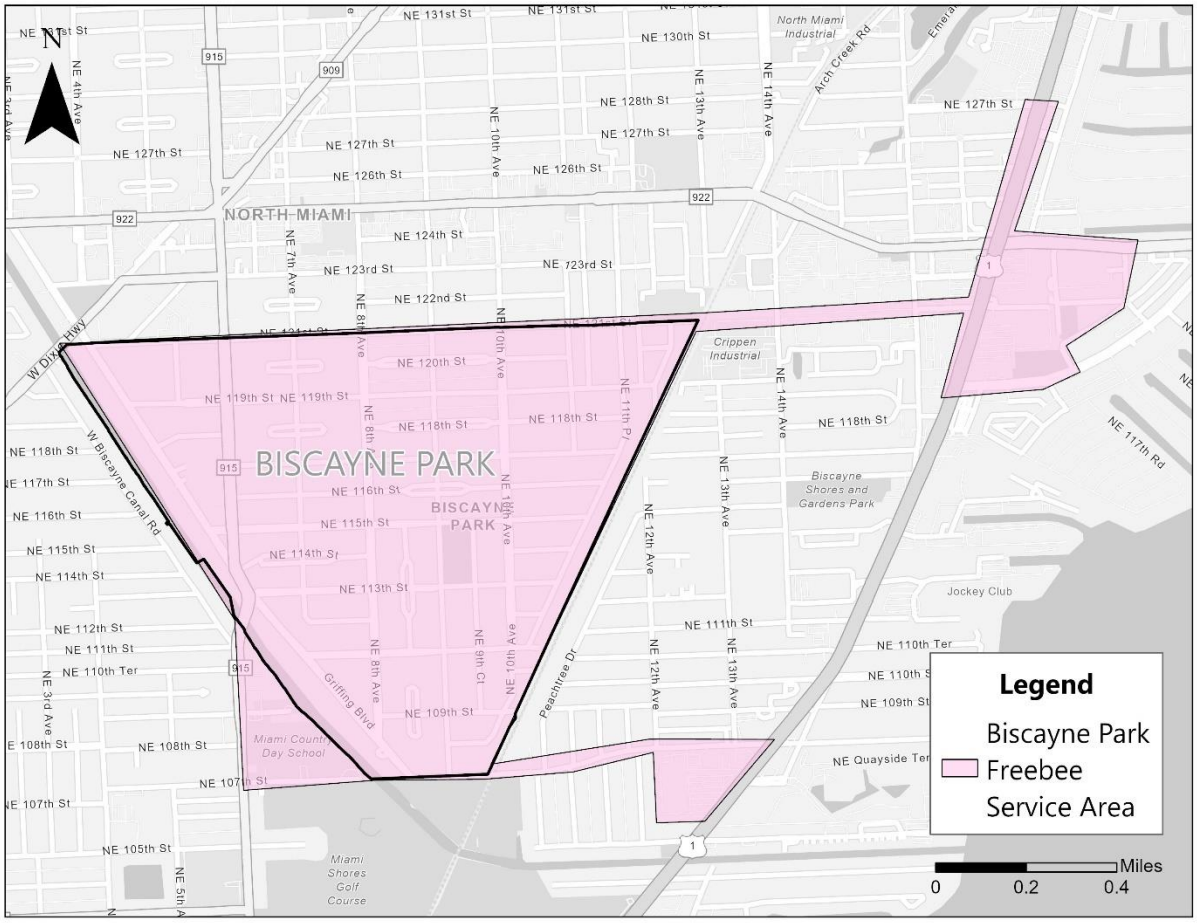
mobility options for residents and visitors alike. By connecting key destinations with this complimentary service, Freebee enhances accessibility and supports seamless travel throughout the area. In 2023, this route served 6,205 riders, but in 2024, ridership declined to 5,907, reflecting a 5% decrease. A ridership summary by quarter is in **Table 2-5**.

Table 2-5: Biscayne Park Freebee Ridership (FY23-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2023	1,203	1,376	1,813	1,813	6,205	
	2024	1,586	1,695	1,288	1,338	5,907	▼ 5%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 10: Village of Biscayne Park Freebee Service Area



Source: Freebee Service Area, Village of Biscayne Park

Transportation Element of the Comprehensive Plan (2010): The Transportation Element of the Comprehensive Plan, last updated in 2010, proposes a network of non-motorized routes within the Village. The plan includes two designated routes: one for bicycles and another for exercise,

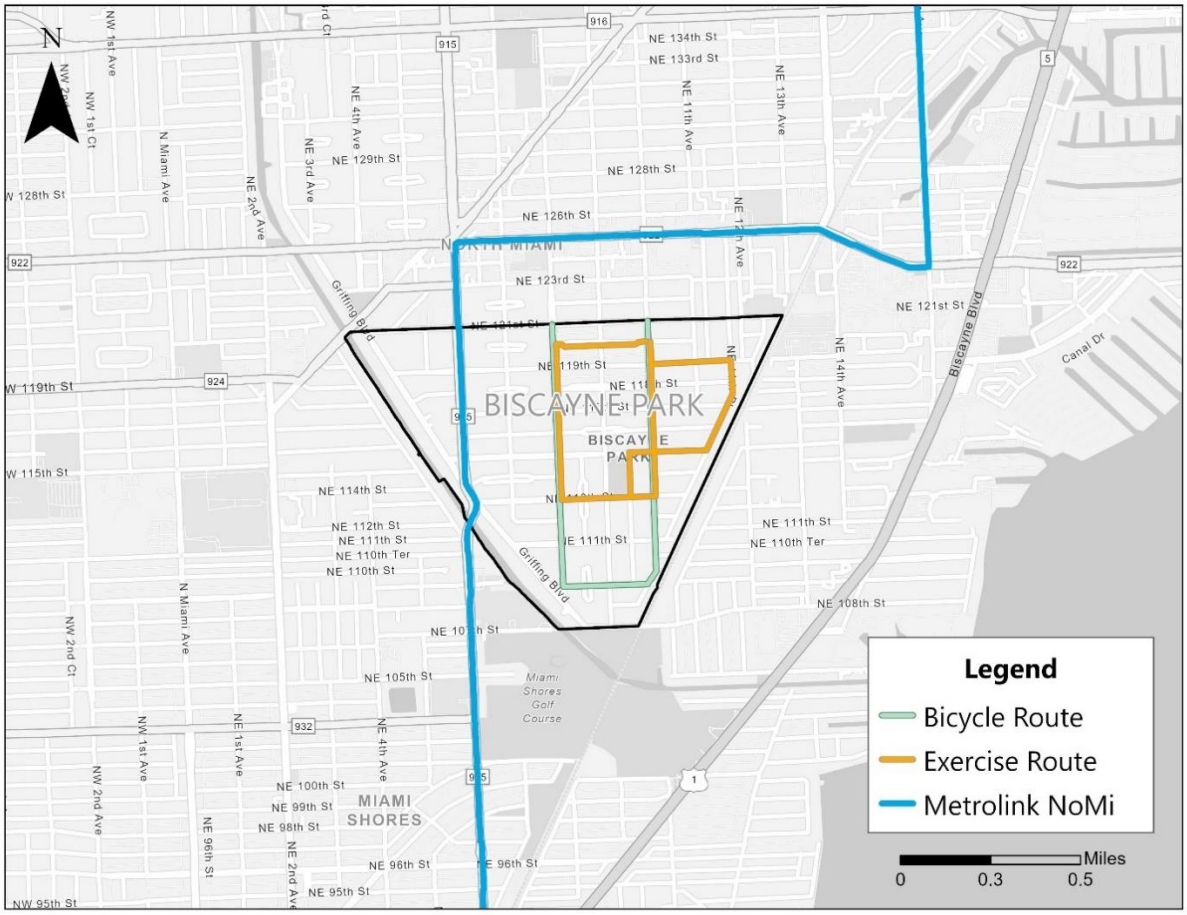
both designed to loop around residential areas. These recreational routes aim to improve local mobility and encourage physical activity. However, they do not intersect with the existing MetroLink North Miami[5] transit route as seen in **Map 2-11**.

MetroLink North Miami is an essential transit service that provides convenient connections to a range of key destinations, including local businesses, residential neighborhoods, and other transit options. It plays a vital role in linking communities in the northern part of the county, ensuring efficient and cohesive travel throughout the region. Despite its significance, the current transit route does not align with the proposed recreational bicycle and exercise routes outlined in the Comprehensive Plan.

Ultimately, integrating the non-motorized routes with this service could greatly enhance overall connectivity. This integration would offer users a more seamless and efficient travel experience, bridging the gap between recreational pathways and essential public transit services.

[5] MetroLink North Miami is a public transportation service that operates within the northern areas of Miami-Dade County, including the Village of North Miami and Biscayne Park. This transit route is part of the broader MetroLink network, which aims to provide efficient and accessible transportation options for residents and visitors.

Map 2-11: Village of Biscayne Park Proposed Connectivity Routes



Source: Transportation Element of the Comprehensive Plan

2.5 City of Coral Gables

Freebee: Freebee also offers complimentary, on-demand shuttle service, providing efficient, eco-friendly, and convenient rides to a variety of destinations in Coral Gables, including prominent commercial areas, cultural landmarks, and residential neighborhoods as shown in **Map 2-12**. Notable locations served by Freebee include the Miracle Mile shopping district, the Coral Gables Museum, the University of Miami, and the historic Biltmore Hotel. The service operates daily, with shuttles available from as early as 10 a.m. until as late as 9 p.m., ensuring flexible and accessible transportation for both residents and visitors. Between 2022 and 2023, Freebee served 118,400 riders in Coral Gables, experiencing a ridership increase of approximately 12%, highlighting growing demand for its services. By 2024, ridership continued to rise, reaching 74,712 rides—an additional 20% increase—further reinforcing the upward trend in passenger demand. A summary of ridership by quarter is highlighted in **Table 2-6**.

Table 2-6: Coral Gables Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	14,374	12,875	14,339	14,333	55,921	
	2023	13,087	15,090	17,022	17,280	62,479	▲ 12%
	2024	16,108	17,577	19,480	21,547	74,712	▲ 20%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 12: City of Coral Gables Freebee Service Area[6]

Source: Freebee Service Area, City of Coral Gables

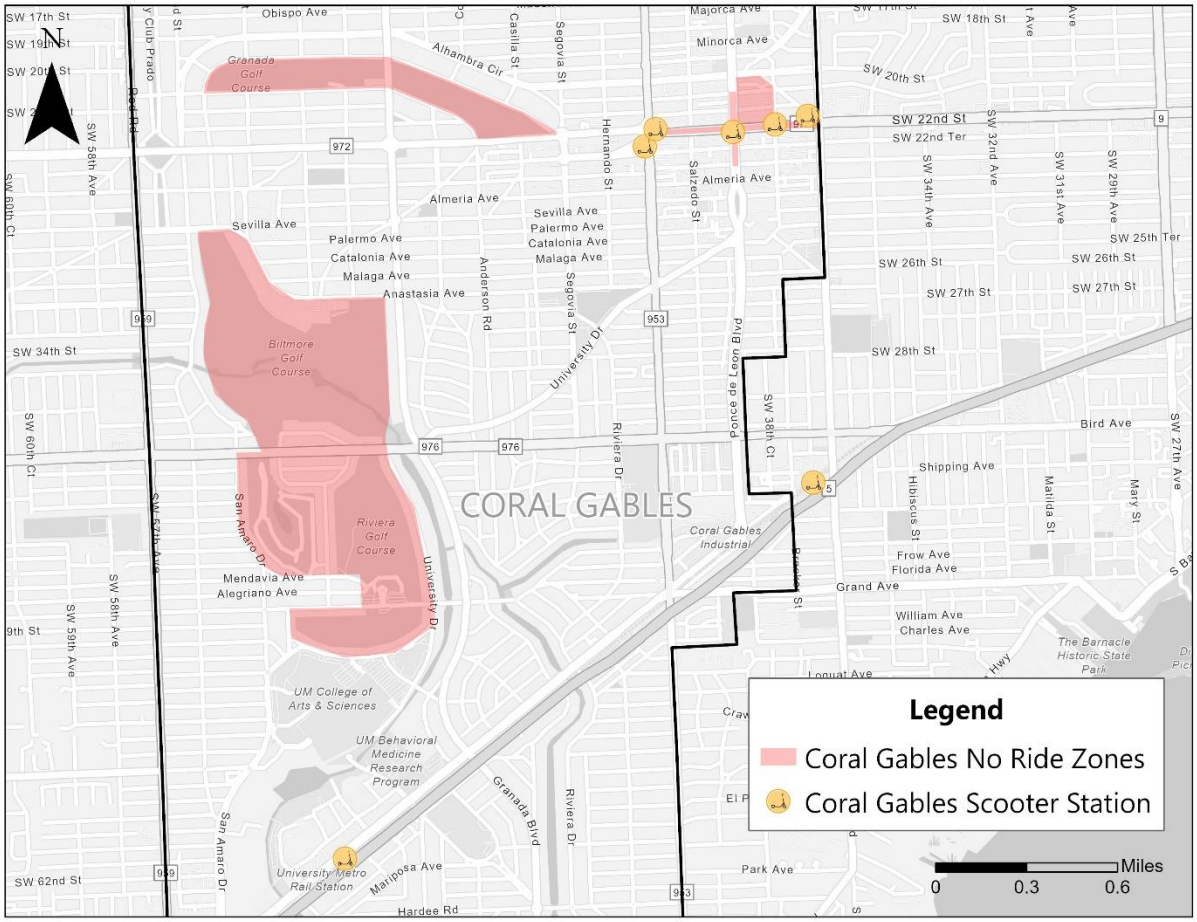
Dockless Mobility: The Dockless Mobility Program introduces a new form of shared transportation, and allows users to unlock, rent, and ride scooters by using a smartphone application. As of 2024, the micro-mobility pilot program aims to make exploring the city more convenient and closer first- and last-mile gaps. The program deploys 125 Bird electric scooters across Miracle mile, Merrick Park, and Downtown Coral Gables, and limits the scooters'

[6] For clarity, only a small portion of the city is displayed to highlight the specific service area.

maximum speed to 15 miles per hour. Currently, devices are staged at intersections along Miracle mile, near Douglas and UM Metro Stations, and other strategic locations throughout the city as illustrated in **Map 2-13**. At this time, Bird is the only company that is authorized to stage micromobility devices in Coral Gables, with monthly ridership numbers displayed in **Figure 2- 1**. Ridership has seen steady growth, with a 12.9% increase from 2022 to 2023, followed by a 29.0% rise from 2023 to 2024, highlighting the growing popularity of these devices.

While scooters are encouraged throughout the city, there are certain areas that are designated as "*no ride zones*" due to high pedestrian activity. These zones include the sidewalks on Miracle Mile, Ponce De León Boulevard (the two blocks north and south of Miracle Mile), the Granada Golf Course, and Giralda Plaza.

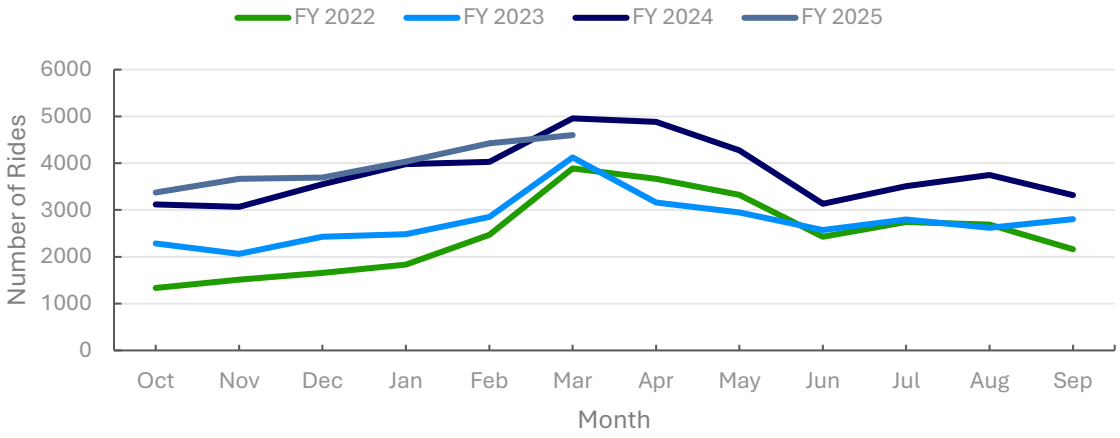
Map 2- 13: City of Coral Gables Dockless Mobility Locations[7]



Source: City of Coral Gables Dockless Mobility

[7] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Figure 2- 1: Coral Gables Dockless Mobility Ridership (FY22-FY25)



Source: Bird/City of Coral Gables

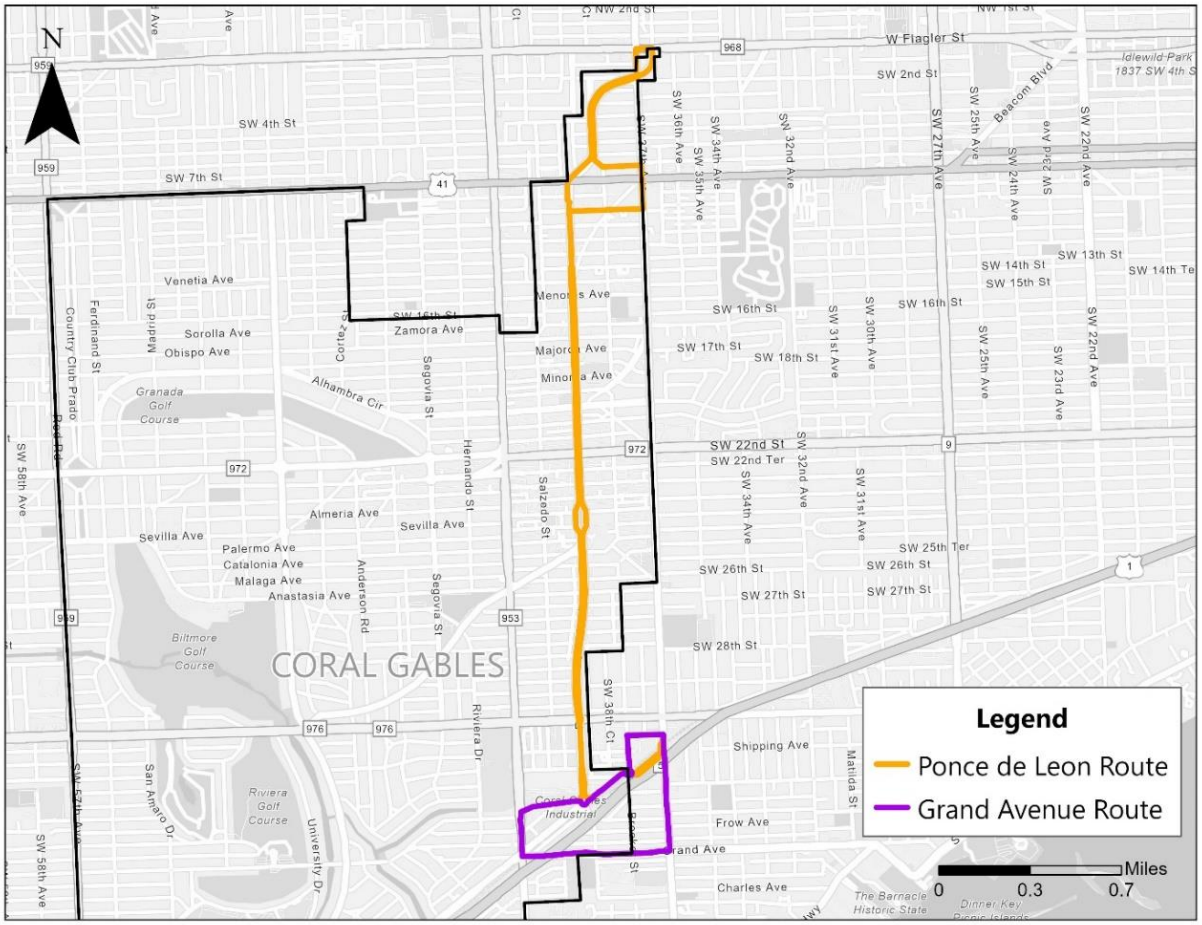
Coral Gables Trolley: Operating since 2003, the Coral Gables Trolley is a free service that operates Mondays through Saturdays, from 6:30 am to 10:30 pm. The service moves approximately 1 million passengers annually along its two routes as seen in **Map 2-14** – Ponce De León and Grand Avenue – and provides direct connections to Miami-Dade Metrorail and Metrobus services, as well as the City of Miami Trolley. The Ponce De Leon route runs north and south along Ponce De Leon Boulevard, from the Douglas Metrorail Station to Flagler Street. The Grand Avenue route runs north and south along Grand Avenue, from Douglas Metrorail Station through the historic McFarlane Homestead District. The trolley service is ADA compliant, offering a boarding ramp and providing bicycle racks at the front of the bus. Between 2022 and 2023, both trolley routes provided a combined total of 1,793,814 rides, reflecting a 7% increase in ridership. In 2024, the Ponce de León route recorded 997,086 rides, while the Grand Avenue route served 36,800 passengers, bringing the total to 1,033,966. This represents a 12% year-over-year increase, demonstrating continued growth in trolley usage. A ridership summary by quarter for both routes is in **Table 2-7**.

Table 2-7: Coral Gables Trolley Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Ponce De León	2022	198,428	192,133	225,195	230,975	846,731	
	2023	237,877	233,998	218,987	210,918	901,780	▲ 7%
	2024	229,965	256,437	265,880	244,804	997,086	▲ 11%
Grand Avenue	2022	4,233	4,166	4,879	6,616	19,894	
	2023	6,784	5,779	5,162	7,684	25,409	▲ 28%
	2024	8,421	9,380	9,817	9,262	36,880	▲ 45%

Source: CITT Quarterly Transit Ridership Reports

Map 2-14: City of Coral Gables Trolley Route[8]

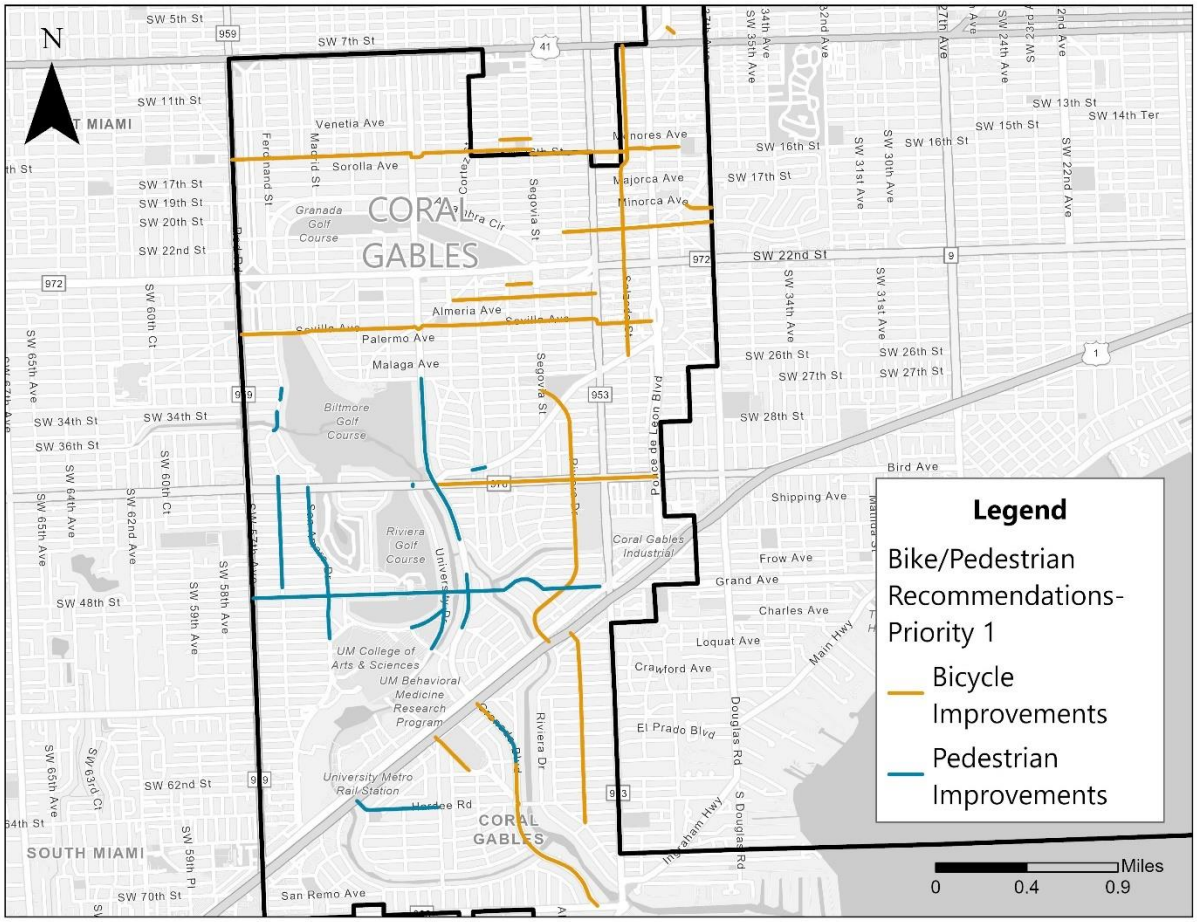


Source: City of Coral Gables Trolley

Bicycle and Pedestrian Stress Assessment Study (2019): The Stress Assessment study evaluated the city's infrastructure to identify areas where cyclists and pedestrians experienced high levels of stress. The study focused on assessing the safety and comfort of existing bike lanes, sidewalks, and crosswalks, highlighting key problem areas where improvements were needed. Employing a stress model, the study analyzed factors such as traffic volume, road design, and connectivity. It provided recommendations, showcased in **Map 2-15**, aimed at enhancing the overall walking and biking experience. The goal was to reduce stress levels and increase safety by addressing deficiencies and proposing enhancements to create a more accommodating and efficient transportation network for non-motorized users. Additionally, the study recommended projects based on a set of criteria established to evaluate bicycle and pedestrian stress. These recommendations, listed in **Appendix A**, were intended to guide infrastructure improvements and contribute to a safer, more user-friendly environment for all.

[8] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 15: Coral Gables Bicycle and Pedestrian Priority One Improvements[9]



Source: Bicycle and Pedestrian Stress Assessment Study

2.6 Town of Cutler Bay

Local Circulator: Cutler Bay's local circulator service (Metrobus Local Route 200) provides free bus service within the Town following the route illustrated in **Map 2-16**. The first trips begin on Old Cutler Road and Franjo Road, leaving every hour until the last trips. Services are provided Monday through Saturday, from 8:40 a.m. to 4:40 p.m., and Sundays from 10:40 a.m. to 3:40 p.m. The Circulator stops at all existing bus stops, benches, and shelters along its route. Between 2022 and 2023, this service provided a total of 71,214 rides within the Town, marking an impressive 134% increase in ridership in 2023. In 2024, ridership reached a record of 81,180 rides, surpassing 2023's numbers by approximately 63%. This growth reflects the service's rising popularity and its growing impact on the community. A summary by quarter is in **Table 2-8**.

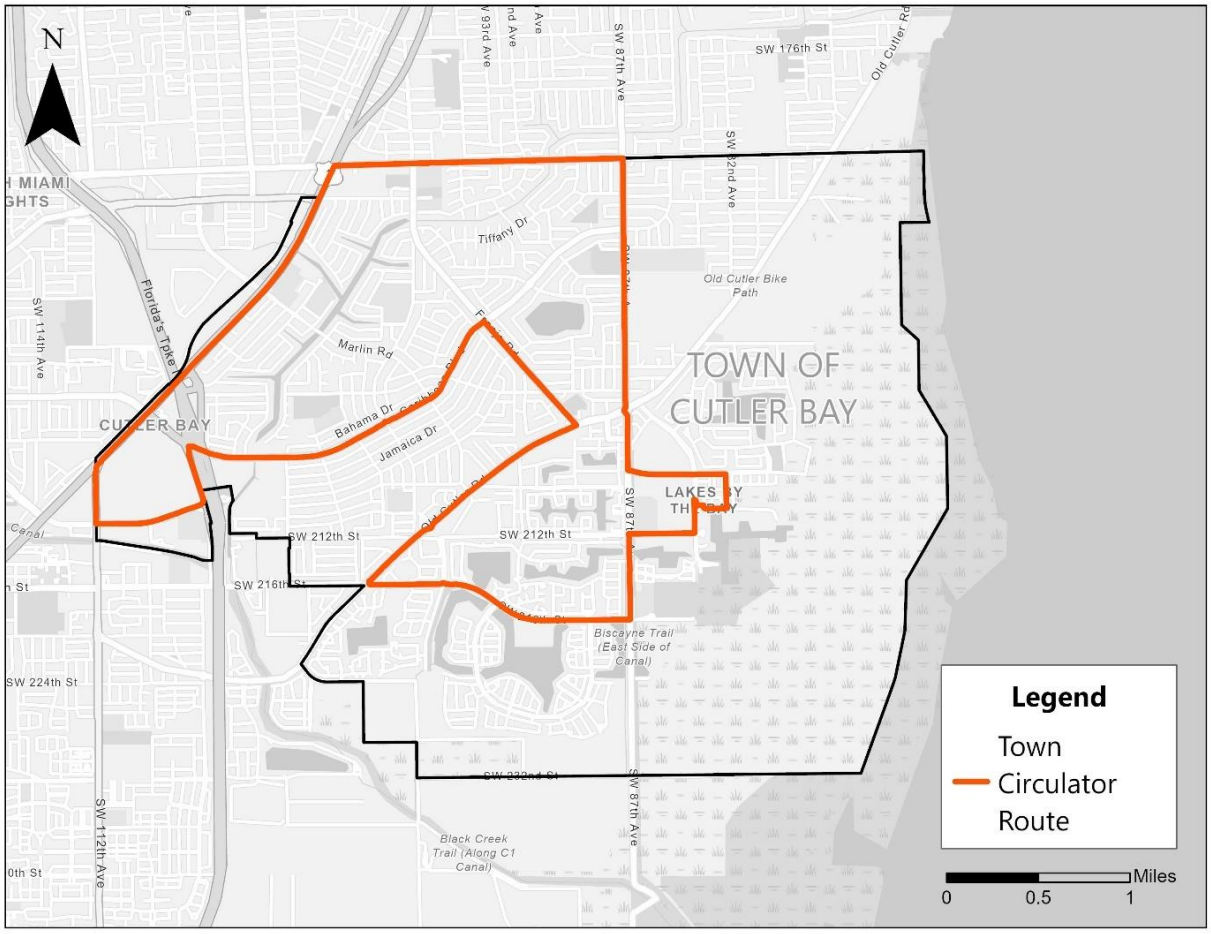
[9] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Table 2-8: Cutler Bay Local Circulator Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Local Circulator	2022	6,753	4,315	2,554	7,675	21,297	
	2023	9,883	11,127	13,762	15,145	49,917	▲ 134%
	2024	18,739	22,094	22,090	18,257	81,180	▲ 63%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 16: Town of Cutler Bay Local Circulator



Source: Town of Cutler Bay Town Circulator

MetroConnect by Via: MetroConnect is an on-demand public transit service that provides residents and visitors with rides to and from the South Dade Transitway, and anywhere within the limits of the Town of Cutler Bay as illustrated in **Map 2-17**. The services are booked through a mobile application at no cost to the riders. Services are provided Monday through Friday, from

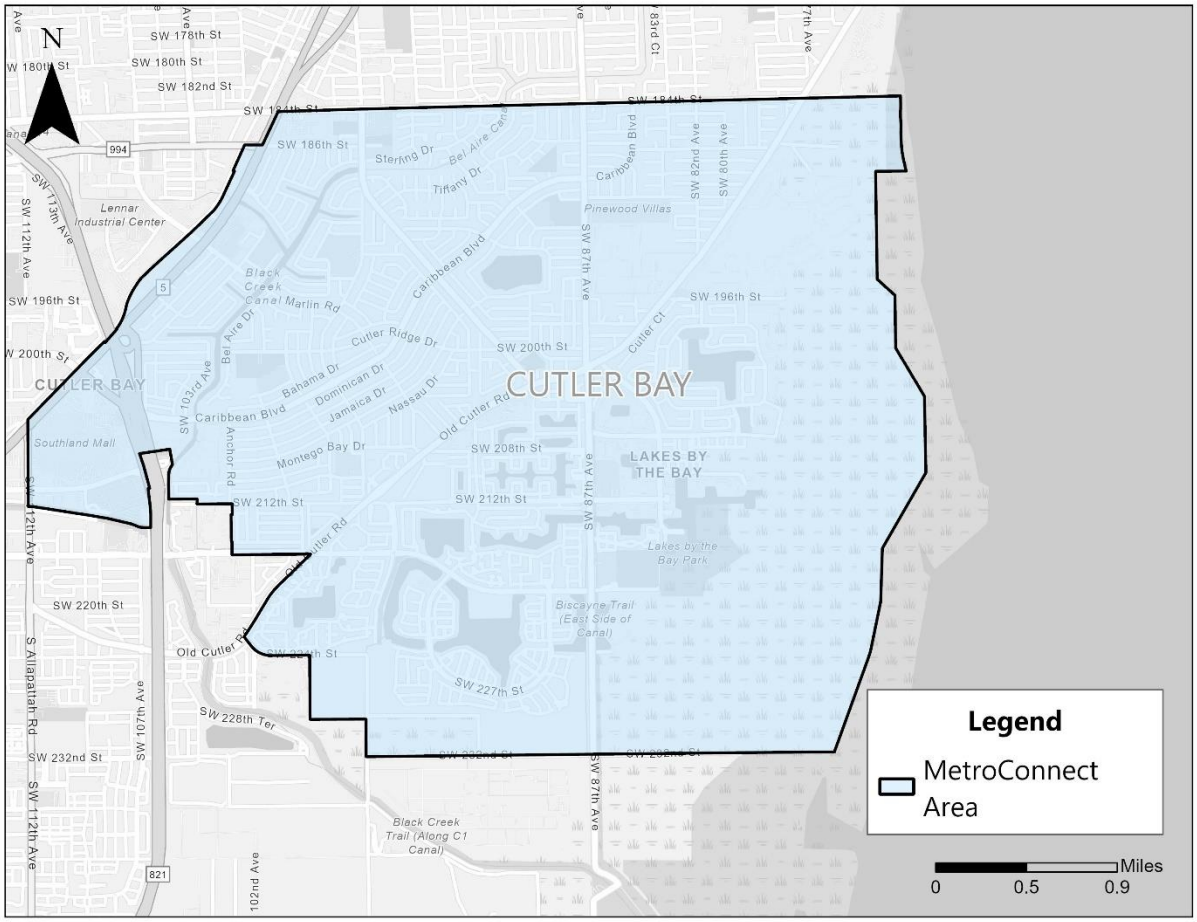
5:30 a.m. to 8:00 p.m. Between 2022 and 2023, MetroConnect provided the Town of Cutler Bay with a total of 102,927 rides, as shown in **Table 2-9**. In 2024, 55,047 rides were registered, showing signs of decreased popularity, particularly during FY2024 Q2 and Q3.

Table 2-9:Cutler Bay MetroConnect Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
MetroConnect	2022	7,059	7,770	12,645	14,135	41,609	
	2023	14,300	16,474	17,558	12,986	61,318	▲ 47%
	2024	17,227	13,249	12,454	12,117	55,047	▼ 10%

Source: CITT Quarterly Transit Ridership Reports

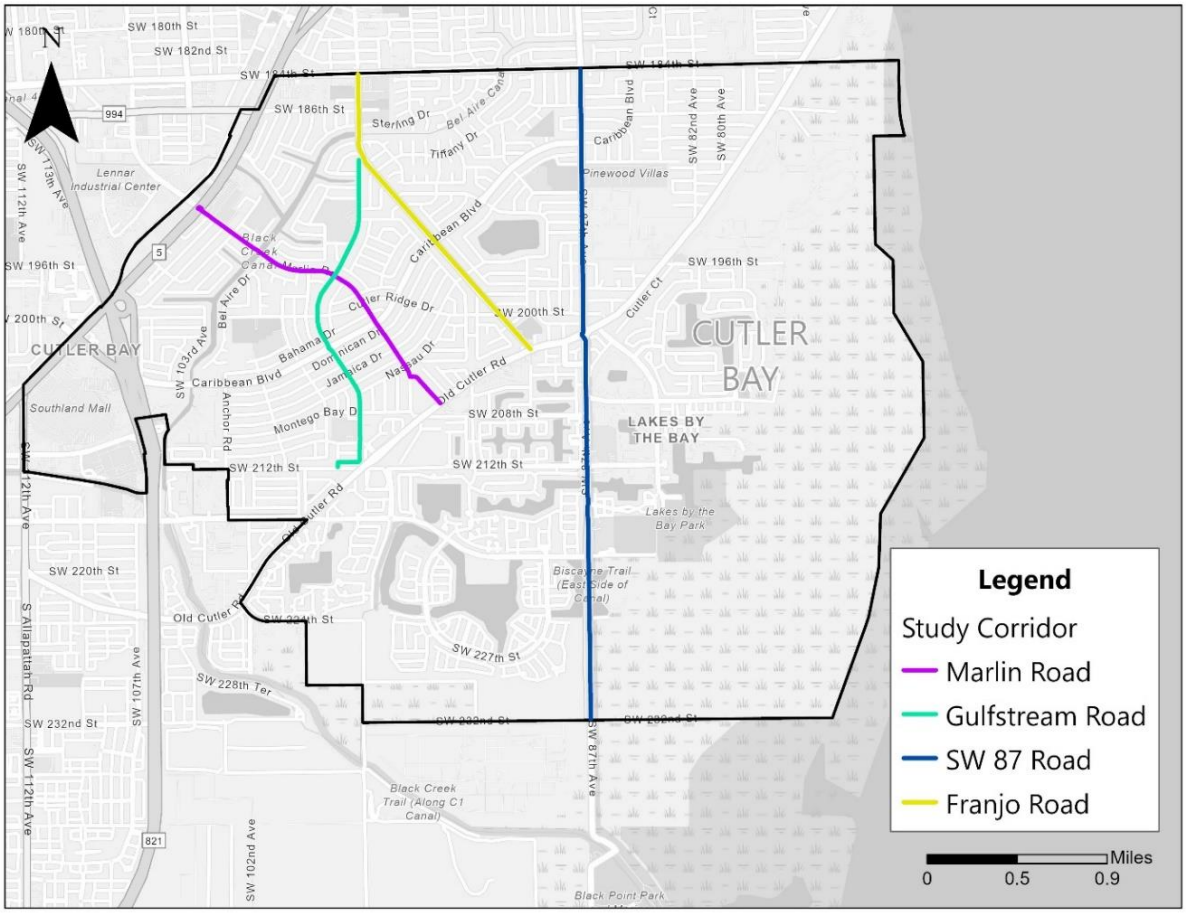
Map 2-17: City of Cutler Bay MetroConnect



Source: [Town of Cutler Bay MetroConnect]

Complete Streets Corridor Analysis (2017): The analysis provided a comprehensive evaluation of existing conditions, examining traffic patterns, pedestrian and bicycle facilities, and public transit access. The study covered key corridors such as SW 87 Avenue, Franjo Road, Marlin Road, and Gulfstream Road as described in **Appendix A** and showcased in **Map 2-18**. The goal was to design streets that accommodated all users by incorporating additional bike lanes, enhancing crosswalks, and improving transit amenities. By addressing these areas, the aim was to create a more inclusive and efficient transportation network that supported safe and convenient travel for pedestrians, cyclists, and public transit riders.

Map 2- 18: Cutler Bay Complete Streets Corridor Analysis



Source: Cutler Bay Complete Streets Corridor Analysis

Complete Streets for Corridors with Bicycle/Pedestrian Gaps (2022): The Miami-Dade Complete Streets Corridors Study was designed to identify and enhance state roads throughout Miami-Dade County by applying Complete Streets principles. The primary focus was on improving non-motorized transportation options and prioritizing pedestrian safety.

The study initially identified forty potential corridors, which were then screened and scored to determine their suitability for improvements. From this evaluation, two (2) corridors were ultimately selected for further development. The study targeted Quail Roost Drive in the Town of

Cutler Bay for enhancements aimed at increasing safety for both pedestrians and cyclists. Proposed improvements included upgrading pedestrian crosswalks, relocating bus stops, and creating pedestrian refuges with raised medians. These measures were intended to make the corridor safer and more accessible, thereby promoting a more pedestrian-friendly and cyclist-friendly environment. More information can be found in **Appendix A**.

Bicycle and Pedestrian Master Plan (2011): The plan focused on enhancing the safety, accessibility, and connectivity of the town's cycling and walking infrastructure. It outlined strategies for expanding and improving bike lanes, pedestrian pathways, and crosswalks to create a more cohesive and user-friendly network.

The plan emphasized the development of dedicated bike routes, improved sidewalk conditions, and safer pedestrian crossings to support both recreational and commuter activities as summarized in **Appendix A**. It was divided into three project classifications:

1. **Basic Pedestrian Network**: This classification addressed the need to fill gaps in the existing infrastructure, ensuring a continuous pedestrian network throughout the town.
2. **Regional Access**: This component aimed to connect the town's existing system of trails and greenways, including efforts such as widening sidewalks or constructing pedestrian bridges to major destinations like the Performing Arts Center.
3. **Policy/Non-Capital Projects**: This category focused on policy initiatives, with the highest priority given to the Safe Routes to School study, which aimed to improve safety and accessibility for school children.

By implementing these strategies, the plan sought to establish a more integrated and efficient transportation network, enhancing both recreational and commuting experiences.

Transportation Master Plan Update (2021): The plan outlined a strategic approach to enhance the town's transportation network by focusing on improvements in safety, efficiency, and connectivity. It included a comprehensive analysis of both current and future conditions, providing targeted solutions to address identified needs. Key aspects of the plan involved developing dedicated bike lanes and pathways to create seamless connections between residential neighborhoods and major destinations, such as transit stations, schools, and commercial centers. In addition to these bike-focused improvements, the plan detailed enhancements to sidewalks, crosswalks, and pedestrian crossings to ensure a safer and more accessible environment for walkers.

The plan also called for upgrades to transit stops, including amenities like shelters and secure bike parking to improve the overall user experience. Furthermore, it explored the introduction of bike-share stations to support a more integrated and convenient transportation network. Through these measures, the plan aimed to create a more connected, efficient, and user-friendly transportation system for the community. More information about the master plan can be found in **Appendix A**.

2.7 City of Doral

Bikeway Network Plan (2015): The plan outlined an evaluation of seven potential trail routes, detailed in **Appendix A**, with distinctions made between off-street and on-street options. It also included recommendations for supportive infrastructure, such as benches, shelters, workplace showers, and bike racks, to enhance user convenience. A key focus of the plan was the critical need to link bike routes with transit services that provide bike-carrying capabilities, emphasizing the role of seamless multi-modal transportation. While the plan recognized the many advantages of an integrated trail system, it also identified several challenges, such as safety concerns, gaps in connectivity between neighborhoods, and inconsistencies in land use and ownership, all of which could hinder the plan's successful implementation.

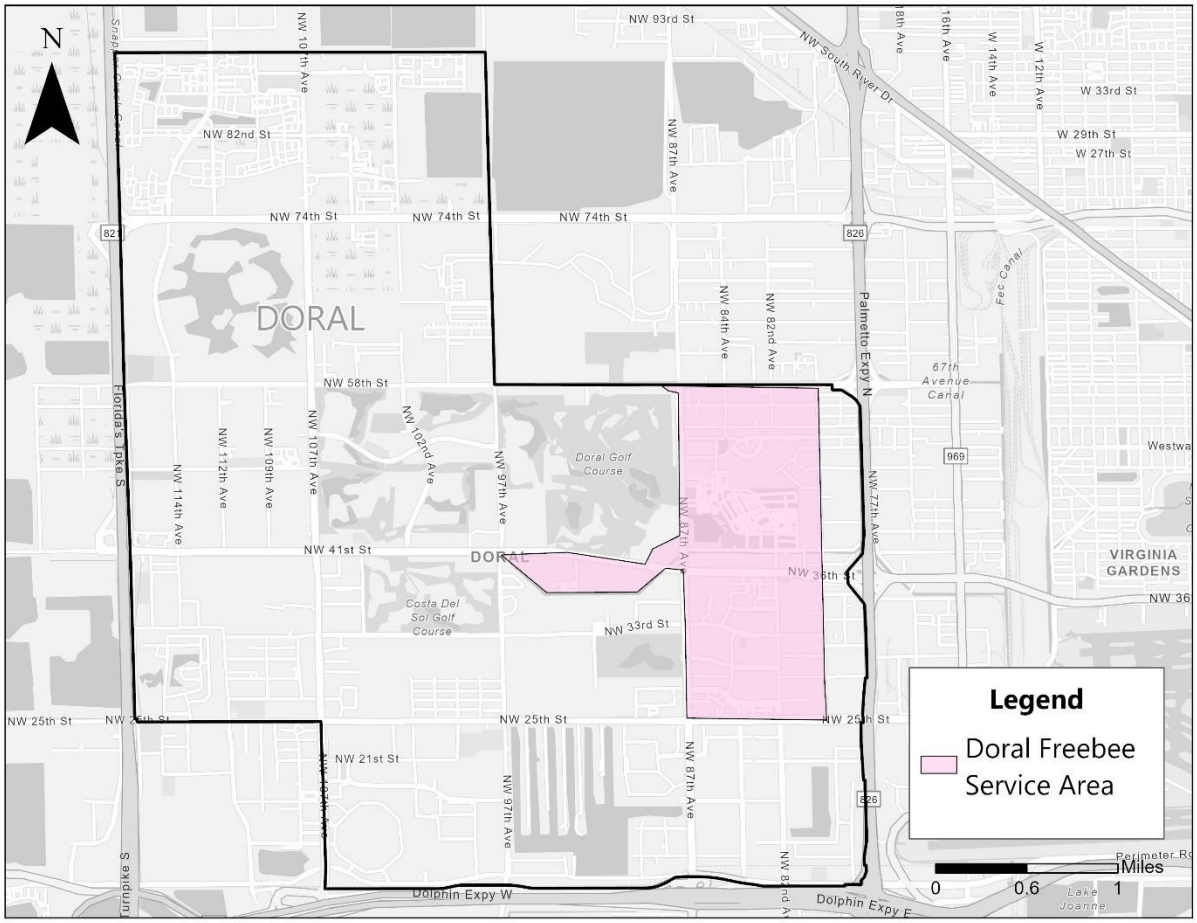
Freebee: This service provides pedestrians with a convenient alternative to driving, enabling them to reach key destinations without relying on a car. It is designed to support both short-distance trips and facilitate connections to other transit systems, enhancing overall mobility. In the City of Doral, the service caters to popular shopping and dining hotspots as illustrated in **Map 2-19**, including CityPlace Doral, Downtown Doral, and Dolphin Mall. In addition to these commercial hubs, it serves important community locations such as the Doral Government Center and local parks, making it a valuable resource for both residents and visitors seeking to navigate the city efficiently. Between 2022 and 2023, Freebee provided a total of 103,988 rides, achieving a modest yet notable 4% increase in passengers in 2023. However, ridership numbers for 2024 show a total of 45,435 rides registered, a 14% decrease from FY2023. A summary of ridership by quarter is in **Table 2-10**.

Table 2-10: Doral Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	13,666	12,569	12,249	12,474	50,958	
	2023	12,057	14,110	13,936	12,927	53,030	▲ 4%
	2024	11,568	10,750	11,708	11,409	45,435	▼ 14%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 19: City of Doral Freebee Service Area



Source: Freebee Service Area, City of Doral

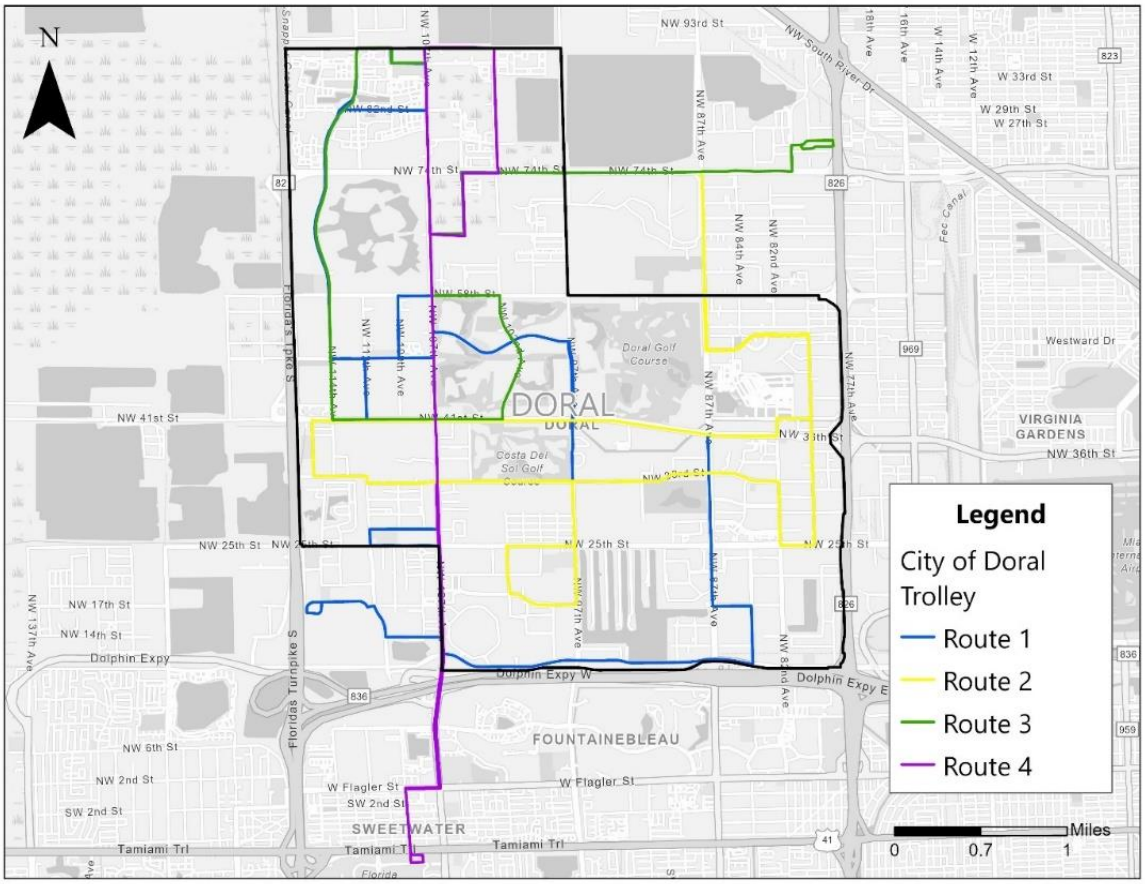
City of Doral Trolley: The City's trolley service offers four routes, servicing common destinations, including the Palmetto Metrorail Station, Doral Government Center, Downtown Doral, Miami Dade College West, City Place, Jackson West Hospital, the Dolphin Mall, Miami Internation Mall, Florida International University (FIU) Engineering Campus, and FIU Modest A. Maidique Campus as seen in **Map 2-20**. The four routes have schedules that vary slightly but generally provide service from 6 or 7 am through 8 or 9 pm. The trolleys have bicycle racks on the front, encouraging multimodal travel between destinations within the city, as well as those accessible via Metrorail and Metrobus transfers. Between 2022 and 2023, the Doral Trolley provided a total of 1,211,517 rides across its four routes, achieving an overall 14% increase in ridership. This growth was largely driven by an impressive 28% increase in passengers on Route 4. However, during the same period, Route 2 experienced a slight decline, losing approximately 1% of its passengers. In 2024, 669,976 rides have been registered surpassing previous year's ridership. A summary of ridership by quarter is provided in **Table 2-11** for each route.

Table 2-11: Doral Trolley Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Route 1	2022	63,610	69,850	73,099	61,186	267,745	
	2023	72,195	77,744	72,180	65,963	288,082	▲ 8%
	2024	72,101	78,560	70,669	63,705	285,035	▼ 1%
Route 2	2022	20,774	20,992	21,384	20,616	83,766	
	2023	19,443	21,944	21,482	19,892	82,761	▼ 1%
	2024	24,638	278,321	26,991	23,932	103,392	▲ 25%
Route 3	2022	23,554	28,402	29,334	32,221	113,511	
	2023	36,996	38,512	34,567	32,691	142,766	▲ 26%
	2024	36,796	36,738	36,738	31,761	142,033	▼ 1%
Route 4	2022	22,134	24,316	27,505	28,221	102,176	
	2023	31,648	35,569	32,563	30,930	130,710	▲ 28%
	2024	33,000	36,106	37,073	33,337	139,516	▲ 7%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 20: City of Doral Trolley Routes



Source: City of Doral Trolley

Transit Mobility Plan (2015): The Transit Mobility Plan presents a comprehensive strategy to enhance public transportation and boost mobility across the city. Central to the plan is the expansion and optimization of transit services, which includes the creation of new routes as well as upgrades to current ones. A primary focus is improving connectivity to major destinations within the city and neighboring communities, aiming to provide more efficient travel options. By reducing traffic congestion and encouraging sustainable modes of transportation, the plan seeks to create a more accessible and environmentally friendly transit network for all residents.

Transportation Master Plan (2017): Key initiatives of the plan focus on upgrading major roads, introducing advanced traffic management systems, and establishing safe, efficient pathways for cyclists and pedestrians. The Master Plan serves as a comprehensive roadmap for the city's future, outlining a prioritized program that includes 22 multimodal, 45 Road, and 13 transit projects as showcased in **Appendix A**. Projects identified were prioritized using seven evaluation factors: 1.) Ease of implementation; 2.) Efficiency; 3.) Effectiveness; 4.) Promotion of safety; 6.) Maintenance/Enhancement of the city's character; and 7.) Reduction of traffic intrusion. The ranking is organized into tiers based on project timelines: Tier 1 projects are scheduled for the short term (3 to 5 years), Tier 2 projects are planned for the medium term (5 to 10 years), Tier 3 projects fall within the mid-term range (10 to 15 years), and Tier 4 projects are designated for the

long term (15 to 20 years). These projects aim to significantly increase local multimodal capacity, ensuring that transportation infrastructure meets the growing needs of the community while promoting a balanced and sustainable approach to mobility.

Design-Build Project for Pedestrian Bridge Over NW 41 Street at HEFT: In 2022, the City of Doral passed Resolution No. 22-32[10], awarding RFP #2021-09 for the Design-Build Construction of a pedestrian bridge across NW 41 Street to Condotte America. The purpose of this project is to bring together the City's principles of "*Live, Learn, Work, and Play*" by connecting residential areas with institutional and metropolitan areas of Doral, and providing safer routes to crossing the City's busiest corridors. The bridge will be branded with the City's message and logo to signify entry into the City of Doral from the Homestead Extension of Florida's Turnpike (HEFT).

2.8 Village of El Portal

Transportation Element of the Comprehensive Plan (2020): The Transportation Element of the Comprehensive Plan, amended in 2021, does not specifically outline planned or proposed non-motorized infrastructure. However, it provides an overview of the existing transportation characteristics, road functional classifications, and traffic lanes. For example, the Transportation Element highlights that about 1.4 miles of the roads within El Portal are county maintained, those being NE 2 Avenue from Little River Canal to NE 90 Street, NW 2 Avenue from NW 87 Street to NW 91 Street, and North Miami Avenue from Little River Canal to NW 91 Street. The plan also states that none of the County's 25 high crash locations are located near or within the Village's limits.

The Transportation Element of the Comprehensive Plan also outlines goals and policies to address El Portal's transportation needs, emphasizing reduced vehicular speeds, improved pedestrian and cyclist safety, and securing a rail stop along the Northeast Corridor. **Goal 1** focuses on creating a safe, efficient transportation system for all users. Key policies include reviewing street designs to support walkability, seeking funding to enhance mobility options, developing a bicycle and pedestrian master plan, and ensuring ADA compliance in pedestrian planning.

Streets Master Design Plan: The Village is currently developing a Streets Master Plan aimed at enhancing mobility, accessibility, safety, and resilience. This comprehensive plan will cover all streets, offering a unified vision for the future of mobility in the area. Its primary goal is to improve safety and resilience across the Village, fostering a cohesive and sustainable environment. Once completed, the plan will include a streets inventory, a concept master plan for the Village's rights of way, existing and proposed street designs, overall design options, mobility strategies, and an action plan for implementation.

2.9 City of Florida City

Freebee: The free on-demand electric shuttle service operates throughout Florida City, providing convenient transportation to major destinations such as the Florida City Outlets, several shopping centers, and City Hall as illustrated in **Map 2-21**. In addition to serving these key locations, the shuttle also links residents to nearby public transit hubs, enhancing connectivity and making it easier for people to travel within the city and beyond. Between 2022 and 2023, Freebee provided

[10] Resolution No. 22-32

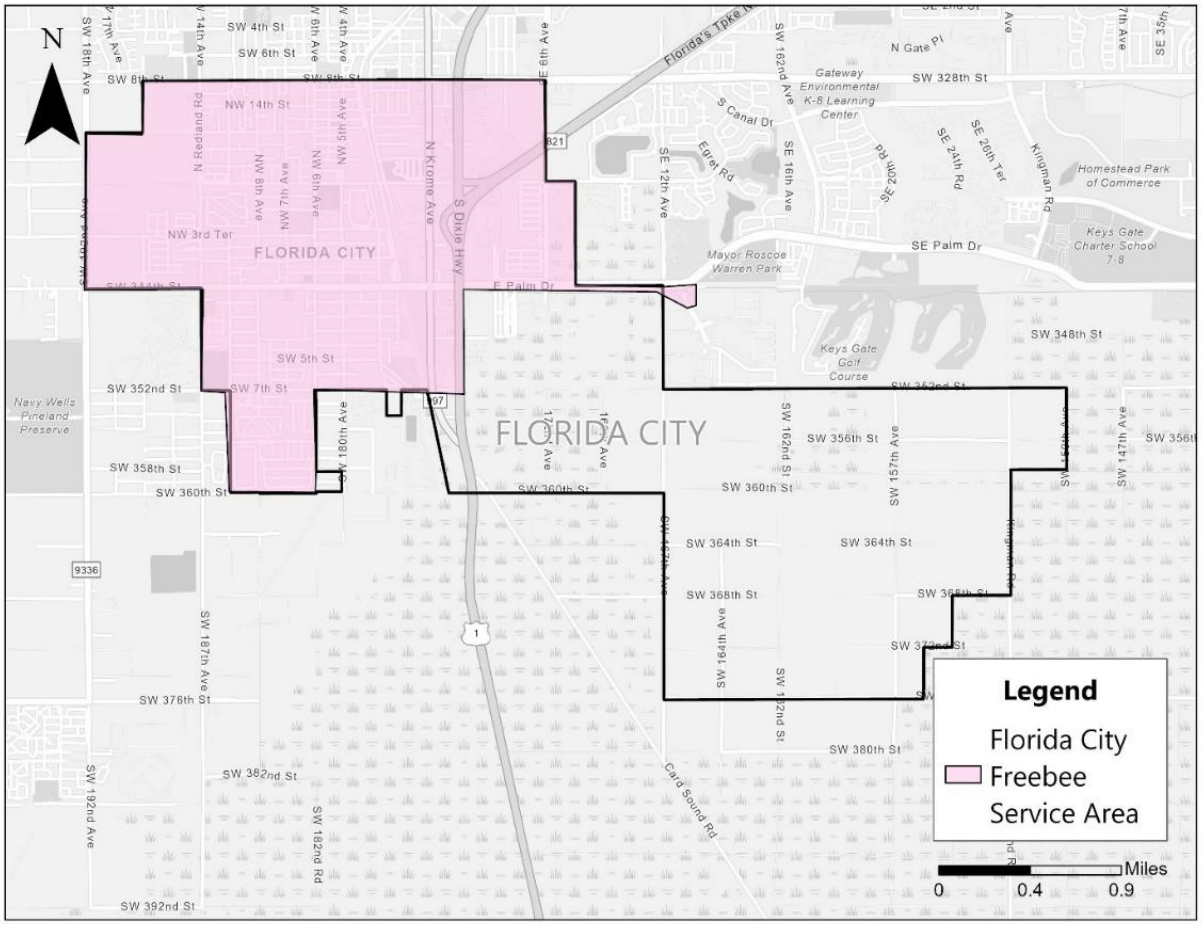
a total of 67,076 rides in the City of Florida City, achieving an impressive 37% increase in ridership within just one year. However, a 3% decrease in ridership has been registered between 2023 and 2024, with only 37,733 rides recorded in FY2024. A summary of ridership by quarter is **Table 2-12**.

Table 2-12: Florida City Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	6,748	6,382	6,732	8,420	28,282	
	2023	8,664	9,329	9,617	11,184	38,794	▲ 37%
	2024	9,205	9,460	9,511	9,557	37,733	▼ 3%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 21: City of Florida City Freebee Service Area



Source: [Freebee Service Area, City of Florida City]

2.10 Town of Golden Beach

2024-2025 Fiscal Budget: The Town's Fiscal Budget for 2024-2025 includes investments on key projects on Golden Beach Drive and Ocean Boulevard to enhance pedestrian and bicyclist safety by addressing lighting and sidewalk conditions and repairing any broken sidewalks that represent trip hazards. Further information can be found in **Appendix A**.

Resolution No. 1955.08: The resolution from the Town of Golden Beach related to the Joint Participation Agreement (JPA) with FDOT focuses on the Ocean Boulevard sidewalk project. It aims to enhance pedestrian infrastructure, specifically by improving sidewalks along Ocean Boulevard to ensure safer and more accessible pathways for pedestrians. The sidewalks enhancements will include Americans with Disabilities Act (ADA) improvements, relocation of light poles, signs, landscape trees, mailboxes and replacement of pedestrian signal assembly on the west side of A1A.

2.11 City of Hialeah

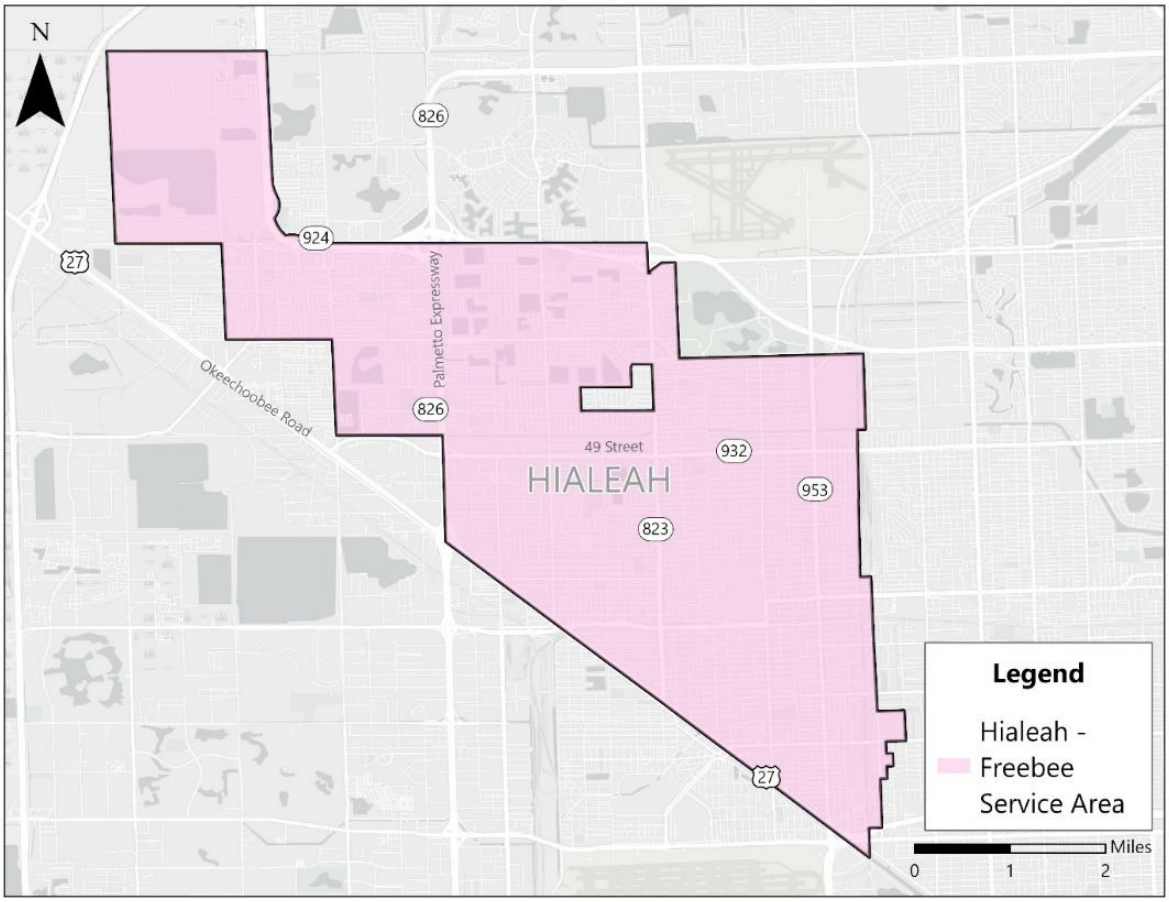
Freebee: The free shuttle service in the City of Hialeah offers residents and visitors a convenient, eco-friendly transportation option. Covering multiple areas across the city as showcased in **Map 2-22**, it provides easy access to popular destinations like Westland Mall and Amelia Earhart Park. Additionally, the service connects passengers to essential transit hubs, including the Tri-Rail/Metrorail transfer station, enhancing overall mobility and making it easier to navigate both within the city and to surrounding areas. Between 2022 and 2023, Freebee served a total of 62,912 riders in the City of Hialeah, marking an impressive 26% increase in just one year. In 2024, ridership continues to grow, with 38,498 rides registered so far, though at a more gradual pace. A summary by quarter is detailed in **Table 2-13**.

Table 2-13: Hialeah Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
FreeBee	2022	6,824	6,481	7,514	6,959	27,778	
	2023	6,003	8,199	9,650	11,282	35,134	▲ 26%
	2024	10,444	9,799	9,319	8,936	38,498	▲ 10%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 22: City of Hialeah Freebee Service Area



Source: Freebee Service Area, City of Hialeah

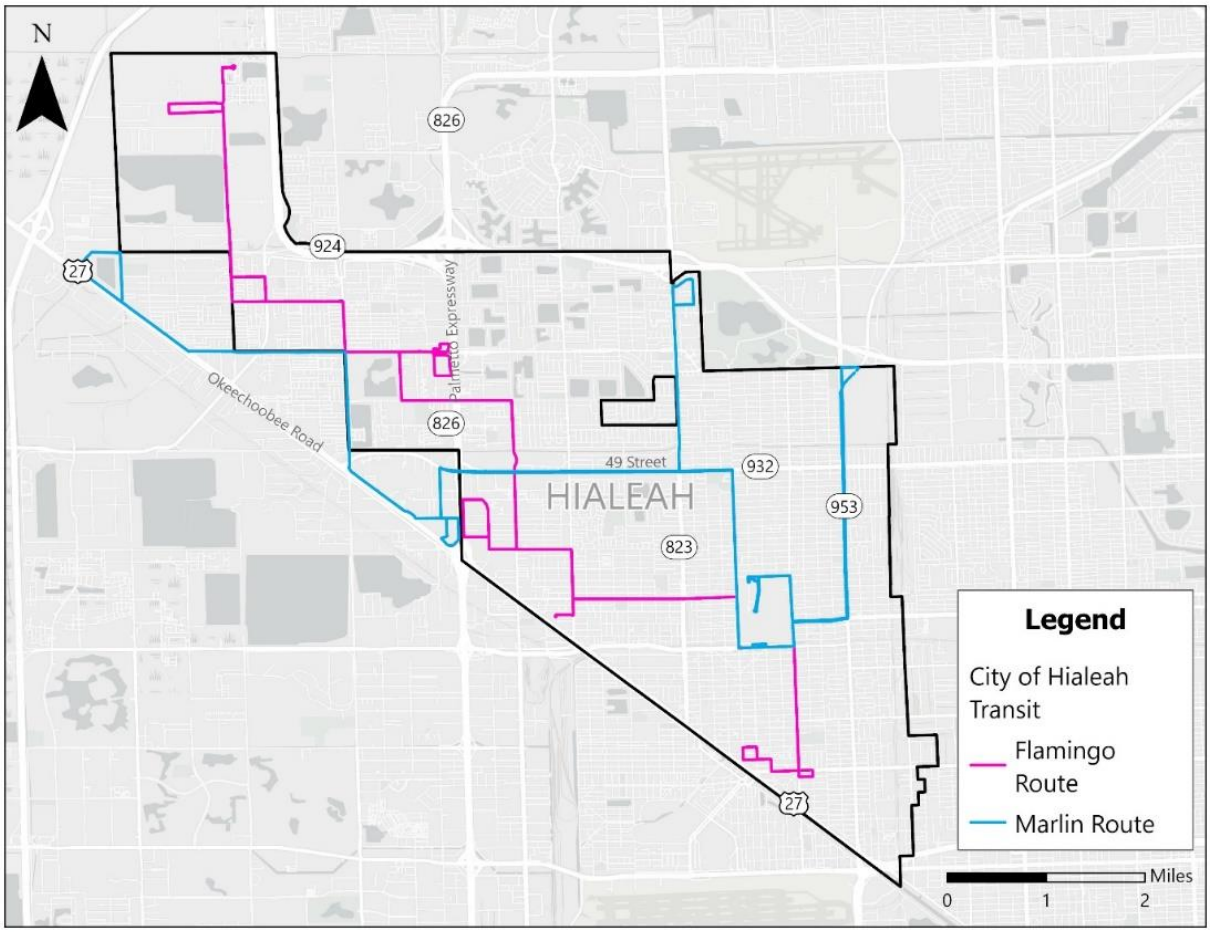
Hialeah Transit System: The transit service offers two routes as seen in **Map 2-23** – the Flamingo Route and the Marlin Route – Monday through Friday from 6 a.m. to 7:30 p.m., and Saturdays from 9 a.m. to 3:30 p.m. The routes provide services to key destinations throughout the city, including hospitals, libraries, some Metrorail stations, City Hall, and parks. However, the service does not currently connect to the Tri-Rail stations and their booming TOD areas within the city, which could be considered for future routes or improvements to the existing alignment. Between 2022 and 2023, the city's transit system provided a total of 656,107 rides across its two routes, reflecting a remarkable 44% increase in ridership. This surge highlights the system's rising popularity and effectiveness. In 2024, ridership continued its upward trend, reaching 460,355 rides—an additional 19% increase—further reinforcing the system's growing demand. A summary of ridership by quarter is in **Table 2-14**.

Table 2-14: Hialeah Transit System Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Flamingo / Marlin Route	2022	56,821	63,264	69,834	79,114	269,033	
	2023	87,795	101,759	103,637	93,883	387,074	▲ 44%
	2024	101,761	111,451	122,840	124,203	460,355	▲ 19%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 23: City of Hialeah Transit Routes



Source: Hialeah Transit System

2050 City of Hialeah Master Plan: In 2023, the City of Hialeah began developing a master plan to enhance residents' quality of life and livability over the next 25 years. The project has progressed through the "*Discovery and Evaluation*" phase, followed by extensive Public Engagement, and is now in the "*Master Plan Development*" stage. This phase focuses on analyzing current conditions, identifying infrastructure and regulatory gaps, and addressing development pressures. The city

aims to finalize this vision in time for its 100th anniversary in 2025, creating a roadmap for a vibrant, sustainable, and well-connected community that aligns with the goals and aspirations of its residents.

Transportation Element of the Comprehensive Plan (2017): The Transportation Element of the Comprehensive Plan does not specifically outline planned or proposed non-motorized infrastructure. However, it establishes several policies aimed at enhancing first- and last-mile connections to the existing transit system. **Policy 1.7.1** advocates for the development of a citywide network of interconnected and continuous pedestrian pathways. Meanwhile, **Policy 1.7.7** ensures that the city reviews all plans and development proposals to promote safe and convenient access for both cyclists and pedestrians. Additionally, **Policy 1.13.4** encourages the creation of pedestrian-friendly streets that connect Metrorail stations with key locations, such as the Miami-Dade District Courthouse, City Hall, and public parks. Together, these policies aim to foster a more walkable and bike-friendly urban environment.

2.12 City of Hialeah Gardens

Transportation Element of the Comprehensive Plan (2007): While there are no specific plans or proposals for new non-motorized infrastructure, the plan outlines several policies aimed at strengthening the non-motorized transit network. For example, **Policy 1.3.4** mandates the inclusion of sidewalks in all new development projects, ensuring safer pedestrian access. Additionally, **Policy 1.3.6** encourages the city to actively pursue opportunities for creating pedestrian and bicycle paths, particularly those that enhance connectivity between park sites. These policies reflect the city's commitment to improving walkability and cycling infrastructure.

2.13 City of Homestead

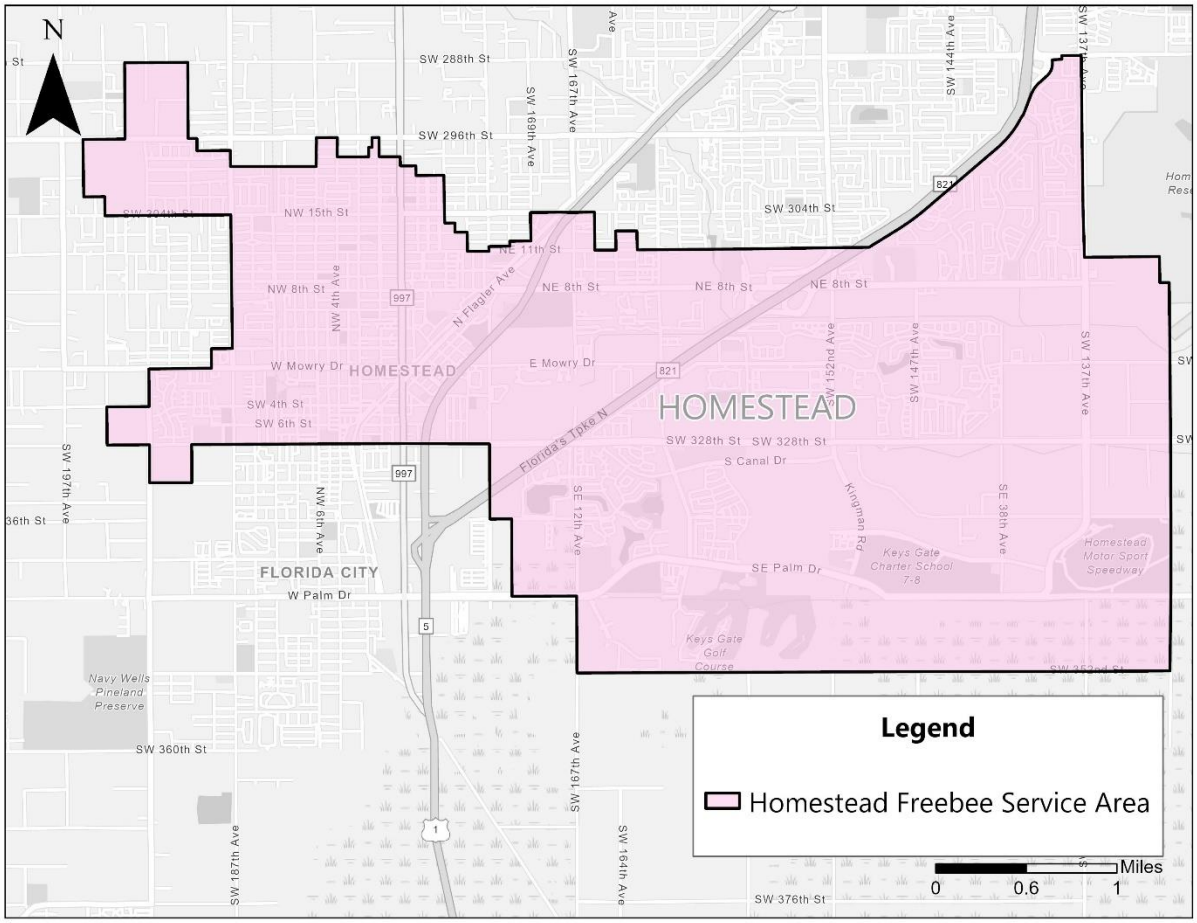
Freebee: The free on-demand electric shuttle service operates throughout the City of Homestead as showcased in **Map 2-24**, providing convenient transportation to key destinations since early 2024. Riders can easily access popular spots such as the Historic Downtown Homestead area, Homestead Hospital, and major shopping centers like Homestead Pavilion. This service enhances mobility while offering an eco-friendly travel option for residents and visitors alike. In 2024, this route serviced 22,854 riders, increasing in ridership each quarter. A ridership summary by quarter is **Table 2-15**.

Table 2-15: Homestead Freebee Ridership (FY24)

Service	Ridership by Quarter (2024)				Total Boardings 2024
	Q1	Q2	Q3	Q4	
Freebee	708	4,682	5,112	6,471	22,854

Source: CITT Quarterly Transit Ridership Reports

Map 2- 24: City of Homestead Freebee Service Area



Source: Freebee Service Area, City of Homestead

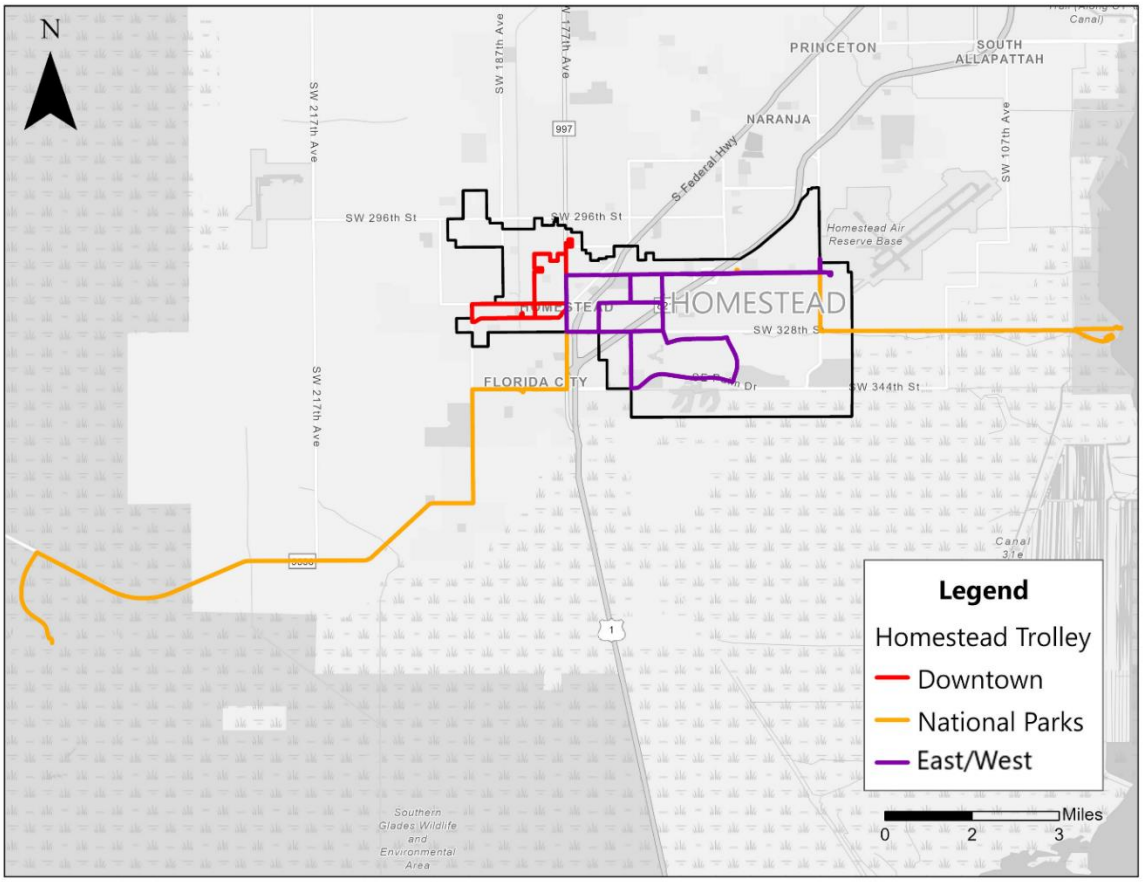
Homestead Trolley: This service provides free mobility within the City of Homestead, following a route that provides access to all major arterials and local destinations as seen on **Map 2-25**. Services operate Monday through Friday, from 6:00 a.m. through 6:00 p.m., and Saturday and Sunday from 10:00 a.m. through 2:00 p.m. In 2022, the trolley operated three routes, providing transportation to 27,042 riders. This number grew significantly in 2023, reaching 39,741 riders—a remarkable 47% increase. The growth was driven by a 46% rise in ridership on the Downtown route and an impressive 80% surge on the seasonal National Park route. In 2024, 45,711 rides were registered, a 15% increase in passengers across the system. A ridership summary by quarter, for each route, is detailed in **Table 2-17**.

Table 2-16: Homestead Trolley Ridership (FY22 – FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Downtown	2022	2,788	2,334	2,349	3,504	10,975	
	2023	4,130	4,354	3,835	3,667	15,986	▲ 46%
	2024	2,743	2,828	2,672	2,378	10,621	▼ 34%
East/West	2022	3,133	3,010	3,304	3,374	13,181	
	2023	4,368	4,548	4,601	5,050	18,567	▲ 41%
	2024	6,586	8,192	9,457	7,105	31,340	▲ 69%
National Park (Seasonal)	2022	479	2,129	278	N/A	2,886	
	2023	840	3,843	505	N/A	5,188	▲ 80%
	2024	589	3,161	N/A	N/A	3,750	▼ 28%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 25: City of Homestead Trolley Route



Source: Homestead Trolley Route, National Parks Route

Transportation Element of the Comprehensive Plan (2011): The transportation element of the comprehensive plan emphasizes and encourages the development of non-motorized infrastructure. Specifically, **Policy 1.1** focuses on enhancing connections for both pedestrians and vehicles between US 1 and the Historic Business District, aiming to create a more integrated and accessible transportation network. Meanwhile, **Policy 4.3** outlines the creation of a comprehensive pedestrian network that links all major destinations within the city, including schools, public institutions, the Downtown District, and other high-traffic areas. Together, these policies are designed to improve overall connectivity and support the growth of a pedestrian-friendly environment throughout the city.

2.14 Indian Creek Village

Roadway Redevelopment Project: Completed in 2021, this project reconstructed 91st Street and Indian Creek Island Road to replace the drainage system, install sewer utility lined, and rebuild the roadway bed with the inclusion of landscaping, a pedestrian trail and street lighting. Spanning the entire roadway network of the Village, the project aimed to improve the quality of life for residents of the island, including access to and from the mainland. The construction was done in 9 phases, with completion 383 days after its start.

Transportation Element of the Comprehensive Plan (2014): The Transportation Element of the Village's Comprehensive Plan includes a goal and objective aiming to ensure the maintenance and improvement of the Indian Creek Bridge. The Bridge is the only access point to the Town of Surfside through 91 Street, is about 60 feet in width, and owned and maintained by the Village. There is no dedicated public right-of-way and does not support multimodal mobility. There are no other goals, objectives, or policies related to multimodal mobility within this plan.

2.15 Village of Key Biscayne

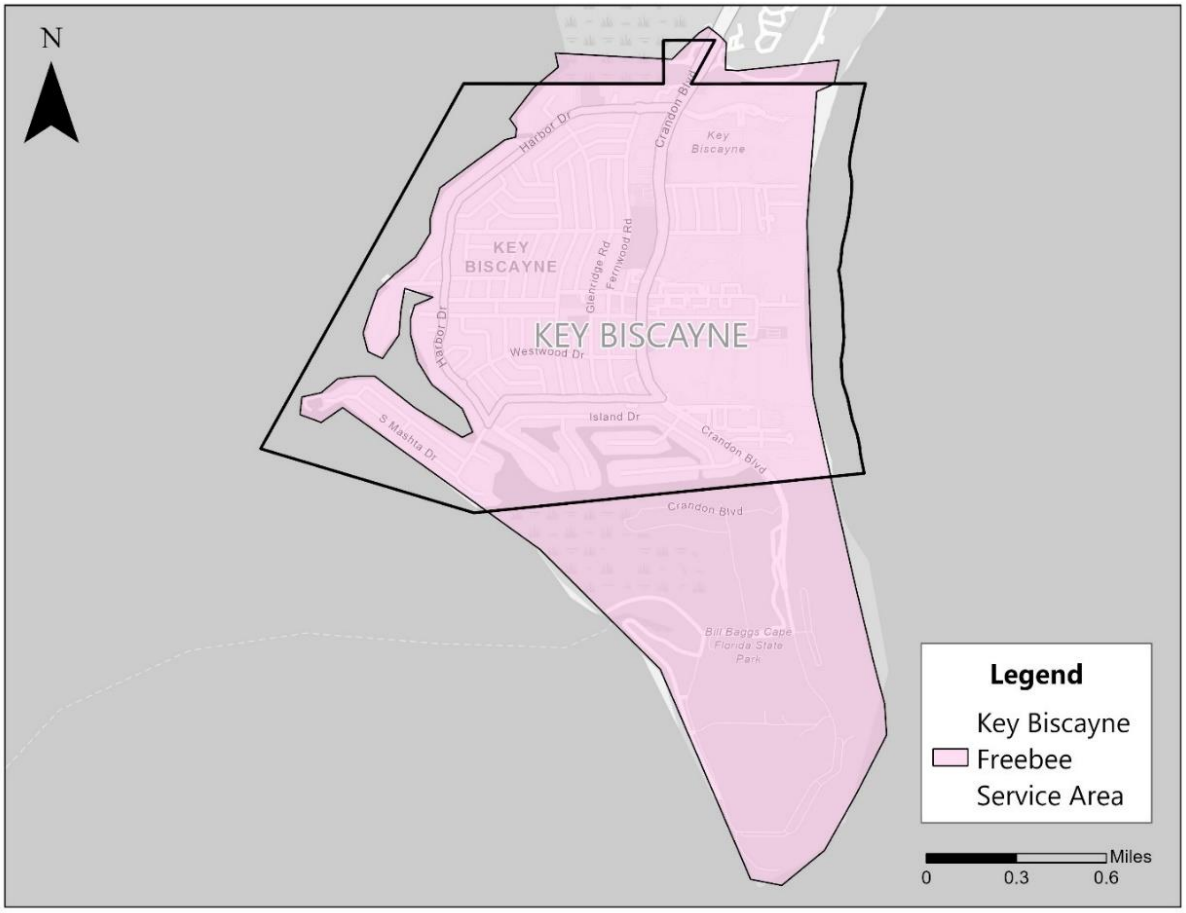
Freebee: Freebee provides on-demand service in the Village of Key Biscayne, having a geofenced covering the island, south of Crandon Park as seen in **Map 2-26**. The service provides mobility services to many destinations on the island, including the Key Biscayne Fire Department, Crandon Park Beach, Bill Braggs Cape Florida State Park, and the Key Biscayne Yacht Club, to name a few. Rides are provided every day of the week, running from 8:00 a.m. through 8:00 p.m. Sunday through Thursday, 8:00 a.m. to 10:00 p.m. on Fridays, and 10:00 a.m. to 10:00 p.m. on Saturdays, acting as a key first- and last-mile connection for those who live, work and play on the island. Between 2022 and 2023, Freebee provided the Village of Key Biscayne with 154,764 rides, marking a 24% increase in ridership. FY2024 data indicates an impressive, estimated growth of 33%, highlighting the service's rising popularity and the increasing appeal of events in the Village. A summary by quarter is in **Table 2-17**.

Table 2-17: Key Biscayne Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	18,104	16,559	15,701	18,688	69,052	
	2023	18,201	22,431	21,958	23,122	85,712	▲ 24%
	2024	25,835	28,296	30,876	28,589	113,596	▲ 33%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 26: Village of Key Biscayne Freebee Service Area

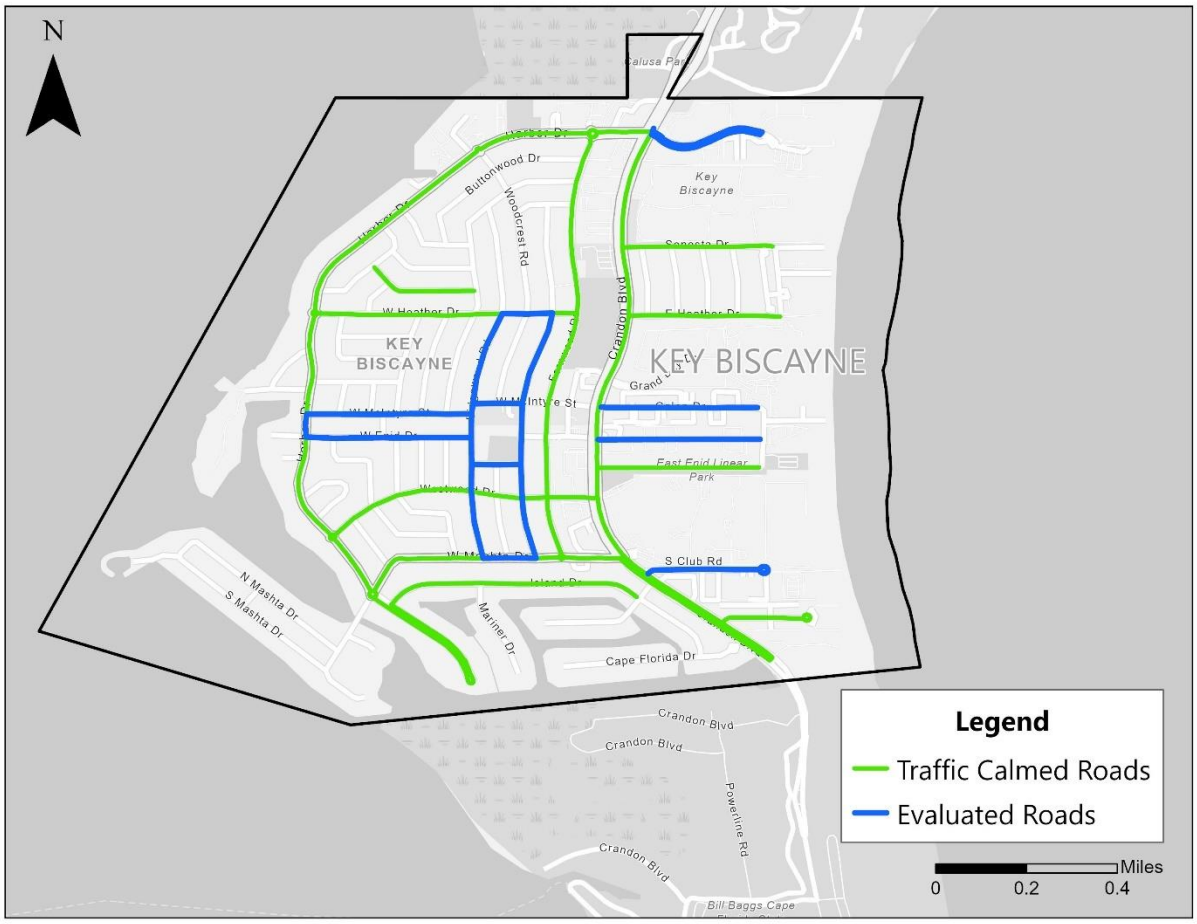


Source: Freebee Service Area, Village of Key Biscayne

Traffic Calming Master Plan and Policy Guidelines (2012): The study aimed to conduct an in-depth analysis of streets within the village that currently lack traffic calming measures as shown in **Map 2-27**. It sought to identify and recommend various safety enhancements and traffic calming improvements that could be implemented without causing significant disruptions to road operations. As part of this analysis, nine residential streets within the village were specifically identified as needing traffic calming solutions. Notably, Glenridge Road and Ridgewood Road

recommendations include the construction of speed tables and intersection bulb-outs to slow down traffic. Additionally, Ocean Lane Drive recommends reducing lane widths and adding parallel parking and landscaping to separate sidewalks from traffic lanes. The recommendations provided in the study focus on addressing safety concerns and improving traffic conditions in these key areas.

Map 2- 27: Traffic Calming in the Village of Key Biscayne



Source: Traffic Calming Master Plan and Policy Guidelines

Master Plan (1995): The Village of Key Biscayne Master Plan outlines a vision for the future development, emphasizing a focus on maintaining its unique character and environmental quality. There are several policies laid on in the master plan that identify pedestrian and bicyclist enhancement. **Policy 1.5.1** seeks to achieve the Harbor Drive pedestrian and bikeway system for Harbor Drive, Fernwood Road, and West Mashta Drive. Furthermore, the Village of Key Biscayne found several roadway segments that have been rendered suitable for pedestrian and bicyclist connectivity: Crandon Boulevard from the north Village limits to Bill Baggs Cape Florida State Park, Harbor Drive from Crandon Boulevard to Mashta Drive, and West Mashta Drive for its entire length.

2.16 Town of Medley

Multimodal Mobility Study (2017): The study aims to address safety concerns, improve connectivity, and promote sustainable transportation by recommending upgrades to existing facilities and identifying areas that need new infrastructure. The NW South River Drive is a key corridor connecting industrial areas with residential neighborhoods with recommendations of adding dedicated bike lanes, improving sidewalks, and installing pedestrian crossings. Two intersections highlighted for improvement are NW 74 Street and NW 72 Avenue, where implementing traffic calming measures, such as crosswalks and signalized pedestrian crossings, can reduce vehicle speeds and provide safer access to transit stops. NW 87 Avenue is identified as a priority for bicycle lane development and improved pedestrian pathways.

ADA Self-Assessment and Transition Plan (2017): The self-assessment plan identifies deficiencies in pedestrian and cyclist accessibility and strives to implement necessary upgrades to comply with ADA standards. NW 79 Avenue and NW 81 Road require curb ramp improvements, new crosswalks, and pedestrian signals. NW South River Driver requires connecting curb ramps, adding detectable warning surfaces, and new crosswalks. The intersections of NW 72 Avenue with NW 77 Terrace and NW 78 Terrace also need detectable warning surface upgrades and repainted crosswalks to improve pedestrian safety.

Medley Shuttle Bus: The Medley Shuttle Bus provides residents with a convenient weekly shopping service, operating every Wednesday to connect them to essential stores in the area. Departing at 9:30 AM from Lakeside Recreation Center, the shuttle takes passengers to designated shopping locations based on a structured monthly schedule. On the first Wednesday of the month, the shuttle travels to Walmart. The second Wednesday brings riders to Sedano's, while the third Wednesday takes them to Aries. On the fourth Wednesday the shuttle goes to Fresco, and when there is a fifth Wednesday in a month, Aldi is included in the schedule. The service has experienced a steady increase in ridership, with a 30% rise from 2022 to 2023, followed by a 13% increase from 2023 to 2024, reflecting its growing role as a valuable community resource. This reliable shuttle helps residents access a variety of grocery stores, making shopping trips more accessible. A summary by quarter is in **Table 2-18**.

Table 2-18: Medley Shuttle Bus Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Medley Shuttle Bus	2022	264	328	376	304	1272	
	2023	376	424	404	452	1656	▲ 30%
	2024	412	524	476	464	1876	▲ 13%

Source: CITT Quarterly Transit Ridership Reports

2.17 City of Miami

City of Miami Trolley: The City Trolley is a free, accessible transit service with several routes, illustrated on **Map 2-28**, connecting key areas such as Brickell, Wynwood, Little Havana, Coconut Grove, and the Design District. It operates during the weekdays from 6:30 a.m. to 11:00 p.m. on all routes except Liberty City, Little Haiti, and Overtown. The service operates Monday through Saturday, with reduced or no service on some routes on Sundays. The trolleys run every 15-30 minutes, providing a convenient mode of transportation for first and last mile connections. In 2022, the trolley system provided 3,810,442 rides across its thirteen routes. Ridership grew by 10% in 2023, reaching 4,187,433 rides, highlighting its increasing role as a reliable transportation option. The Liberty City Route saw the largest surge, with a 32% increase in passengers, while the Little Havana Route, the system's busiest, saw a 6% decline, warranting further analysis. In 2024, ridership rose another 5%, totaling 4,377,511 rides. A summary of ridership by quarter for all routes is **Table 2-19**.

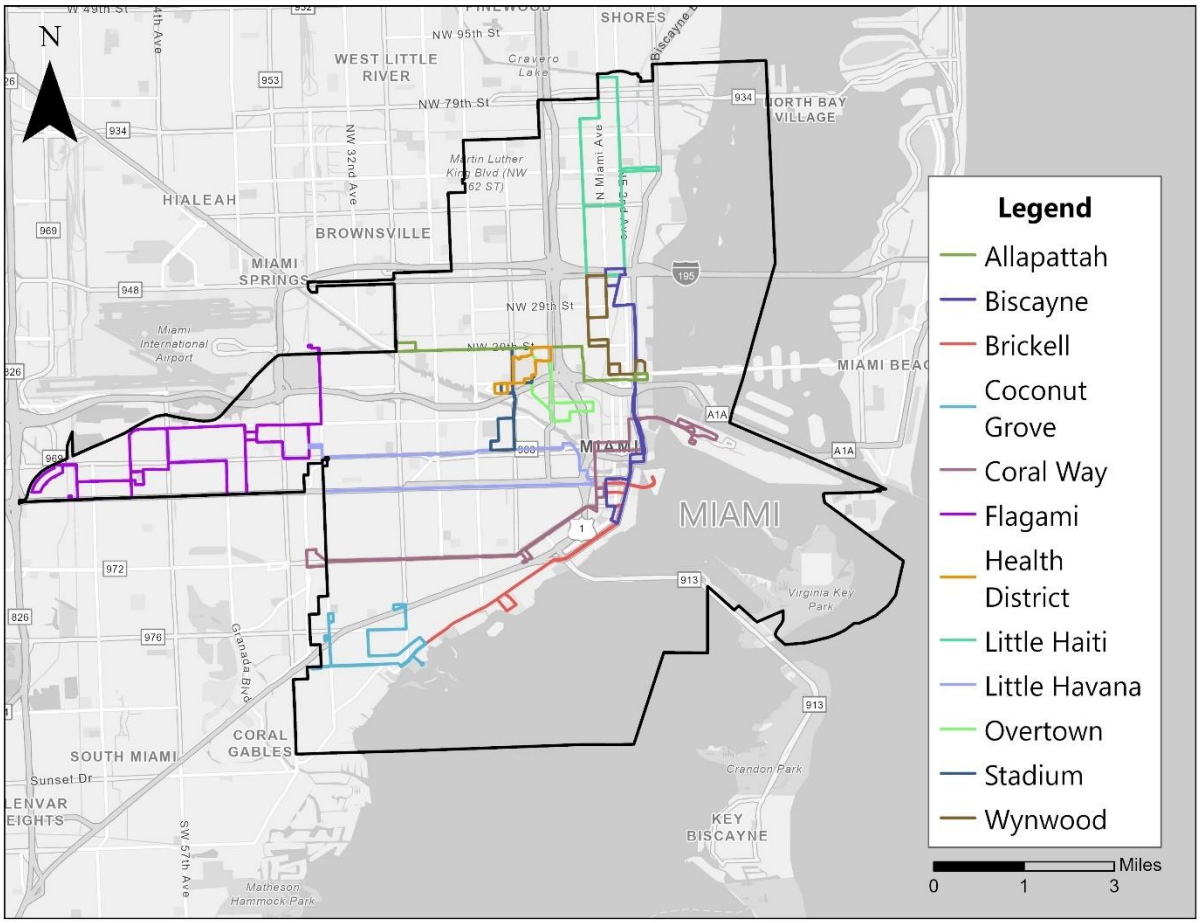
Table 2-19: Miami Trolley Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Allapattah	2022	118,737	130,940	142,190	151,556	543,423	
	2023	149,000	157,686	156,160	158,719	621,565	▲ 14%
	2024	141,445	145,366	153,906	158,932	599,649	▼ 4%
Biscayne	2022	117,083	120,676	129,284	138,196	505,239	
	2023	138,461	147,315	137,497	151,331	574,604	▲ 14%
	2024	148,343	163,217	161,874	177,618	651,052	▲ 13%
Brickell	2022	71,748	73,155	78,968	79,883	303,754	
	2023	78,243	92,782	93,395	91,928	356,348	▲ 17%
	2024	91,362	97,199	102,117	103,148	393,826	▲ 11%
Coconut Grove	2022	20,801	22,434	24,015	21,833	89,083	
	2023	22,211	21,451	20,611	20,160	84,433	▼ 5%
	2024	20,764	20,126	21,215	21,691	83,796	▼ 1%
Coral Way	2022	136,040	155,611	162,529	168,849	623,029	
	2023	177,007	186,039	184,705	178,990	726,741	▲ 17%
	2024	185,135	198,966	197,463	206,014	787,578	▲ 8%
Flagami	2022	36,970	40,246	42,508	43,200	162,924	
	2023	44,375	46,966	57,217	53,278	201,836	▲ 24%
	2024	51,101	54,001	59,355	63,551	228,008	▲ 13%
Health District	2022	7,094	7,403	8,136	8,320	30,953	
	2023	8,792	9,022	8,946	9,740	36,500	▲ 18%
	2024	9,590	9,836	10,566	10,830	40,822	▲ 12%

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Liberty City	2022	15,151	12,223	13,045	14,068	54,487	
	2023	14,758	19,454	22,387	23,431	80,030	▲ 47%
	2024	22,481	22,584	22,230	22,996	90,291	▲ 13%
Little Haiti	2022	55,297	53,891	56,394	60,191	225,773	
	2023	59,707	66,579	66,157	68,015	260,458	▲ 15%
	2024	76,004	72,370	64,089	63,979	276,442	▲ 6%
Little Havana	2022	209,347	261,215	291,507	285,837	1,047,906	
	2023	262,693	256,152	242,211	226,038	987,094	▼ 6%
	2024	202,040	254,461	243,534	252,152	952,187	▼ 4%
Overtown	2022	3,666	3,572	3,814	2,670	13,722	
	2023	2,977	3,819	4,482	4,652	15,930	▲ 16%
	2024	3,482	2,957	5,623	10,923	22,985	▲ 44%
Stadium	2022	31,087	32,056	34,254	36,619	134,016	
	2023	36,152	35,576	35,812	36,800	144,340	▲ 8%
	2024	32,056	28,999	32,192	43,465	136,712	▼ 5%
Wynwood	2022	18,991	18,747	17,985	20,410	76,133	
	2023	23,319	24,097	24,429	25,709	97,554	▲ 28%
	2024	26,762	26,109	29,712	31,580	114,163	▲ 17%

Source: CITT Quarterly Transit Ridership Reports

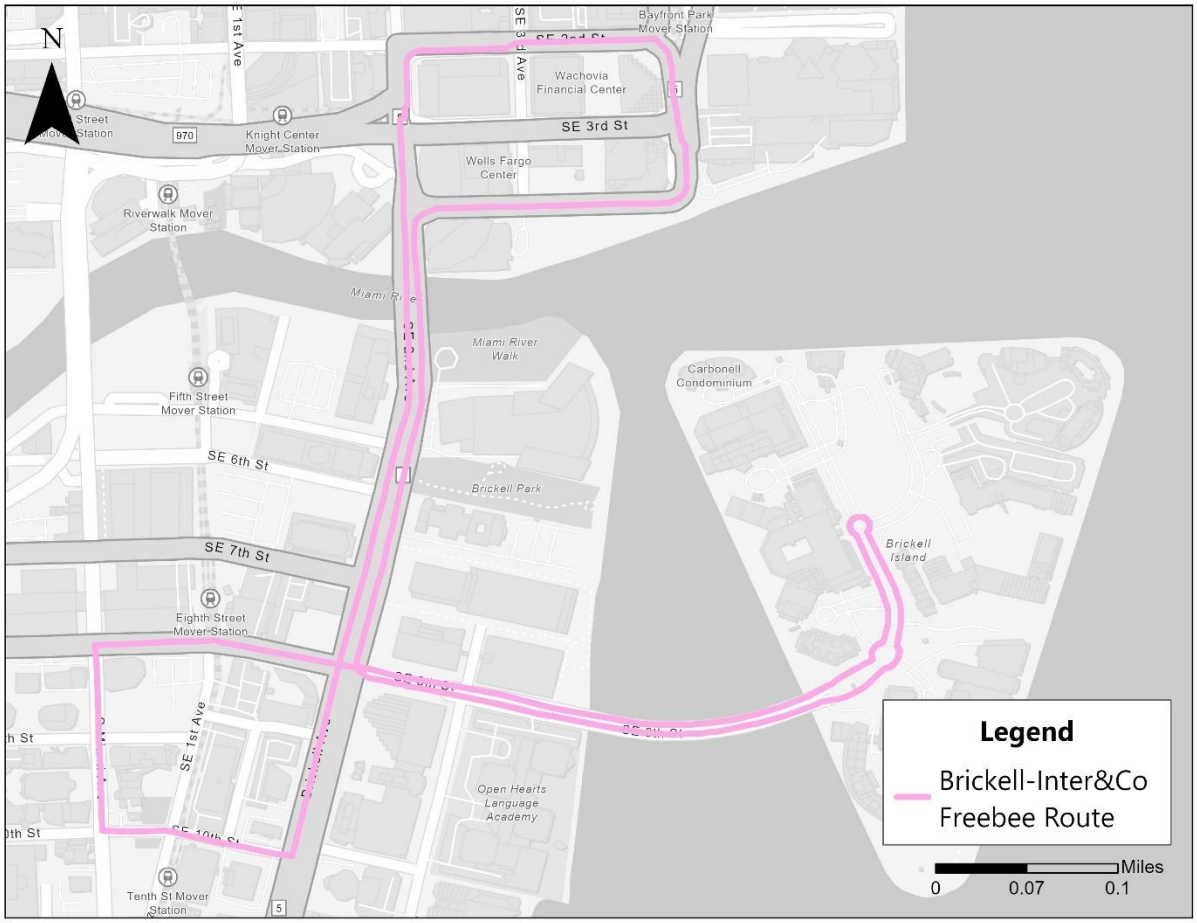
Map 2- 28: City of Miami Trolley Routes



Source: City of Miami Trolley Maps

Brickell-Intercontinental Fixed Freebee Route: Servicing the Brickell and Intercontinental area of Miami, the Brickell-Intercontinental Loop offers electric golfcart services riders along the set route as shown in **Map 2-29**, including stops such as Brickell Key, the Intercontinental Hotel, and Brickell City Center. Service runs Monday through Thursday, from 10:00 a.m. to 3:00 p.m., and Fridays from 12:00 p.m. to 5:00 p.m., with no service on weekends. This service is provided by the Miami Downtown Development Authority (DDA), and does not report ridership to CITT, as the service is not funded through PTP funds.

Map 2- 29: City of Miami Brickell Freebee Route[11]

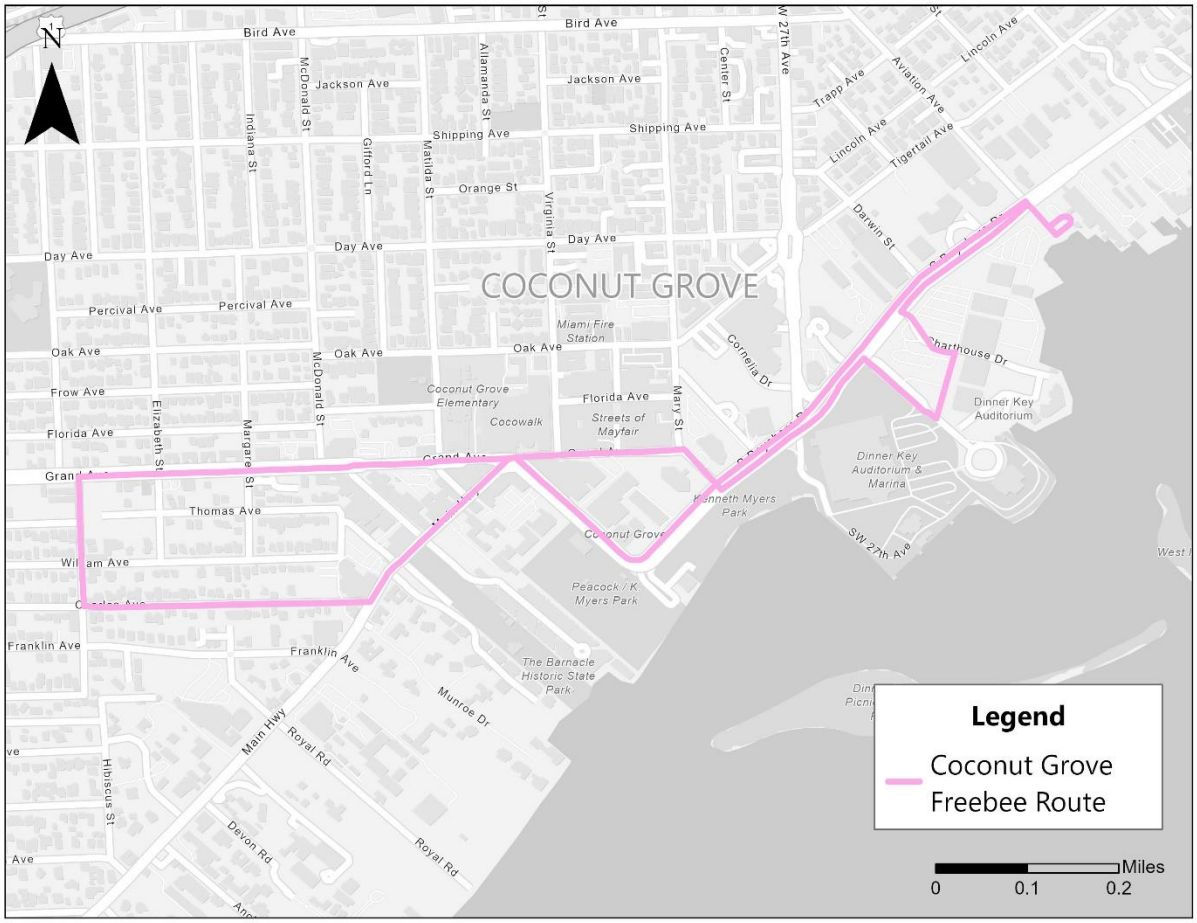


Source: Brickell-Intercontinental Fixed Freebee Route

Coconut Grove Freebee Fixed-Route: Freebee also provides fixed-route shuttle service in the Coconut Grove neighborhood via golfcart, with stops including Grove Harbour Marina and the Fresh Market, Regatta Park, Myres Bayside Park, the restaurants and services along Grand Avenue, and the Coconut Grove Playhouse as illustrated in **Map 2-30**. Service is provided Sunday through Thursday from 10:00 a.m. to 10:00 p.m., and Friday and Saturday from 10:00 a.m. to 12:00 a.m. Services are provided through the Coconut Grove Business Improvement District (BID), and does not report ridership to CITT, as it is not funded with PTP funds.

[11] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 30: City of Miami Coconut Grove Freebee Route[12]

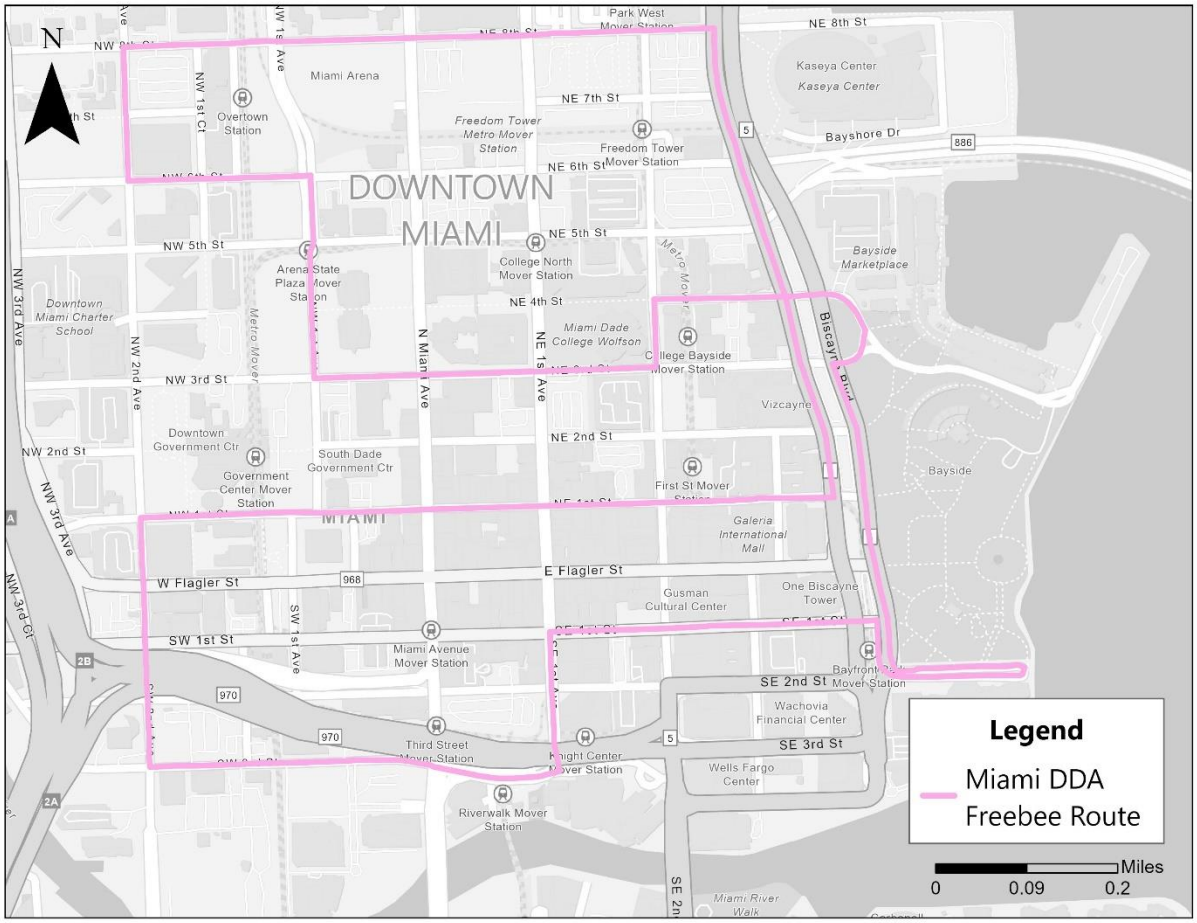


Source: Freebee Service Area, Coconut Grove

Miami DDA Circulator: Through a partnership with the Miami DDA, Freebee provides fixed-route shuttle service in Downtown Miami via golfcart, with stops including College Station, Publix, the Kaseya Center, the Government Center, Riverwalk MetroMover Station, the Intercontinental Hotel, and Bayside Marketplace as illustrated in **Map 2-31**. Service is provided Monday through Thursday from 7:30 a.m. to 7:30 p.m., Fridays from 7:30 a.m. to 11:30 p.m., Saturdays from 10:00 a.m. through 11:30 p.m., and Sundays from 10:00 a.m. to 9:00 p.m. Since this service is provided through the Miami DDA, it is not required to report ridership to CITT, as it is not funded with PTP funds.

[12] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 31: City of Miami Downtown Freebee Route[13]

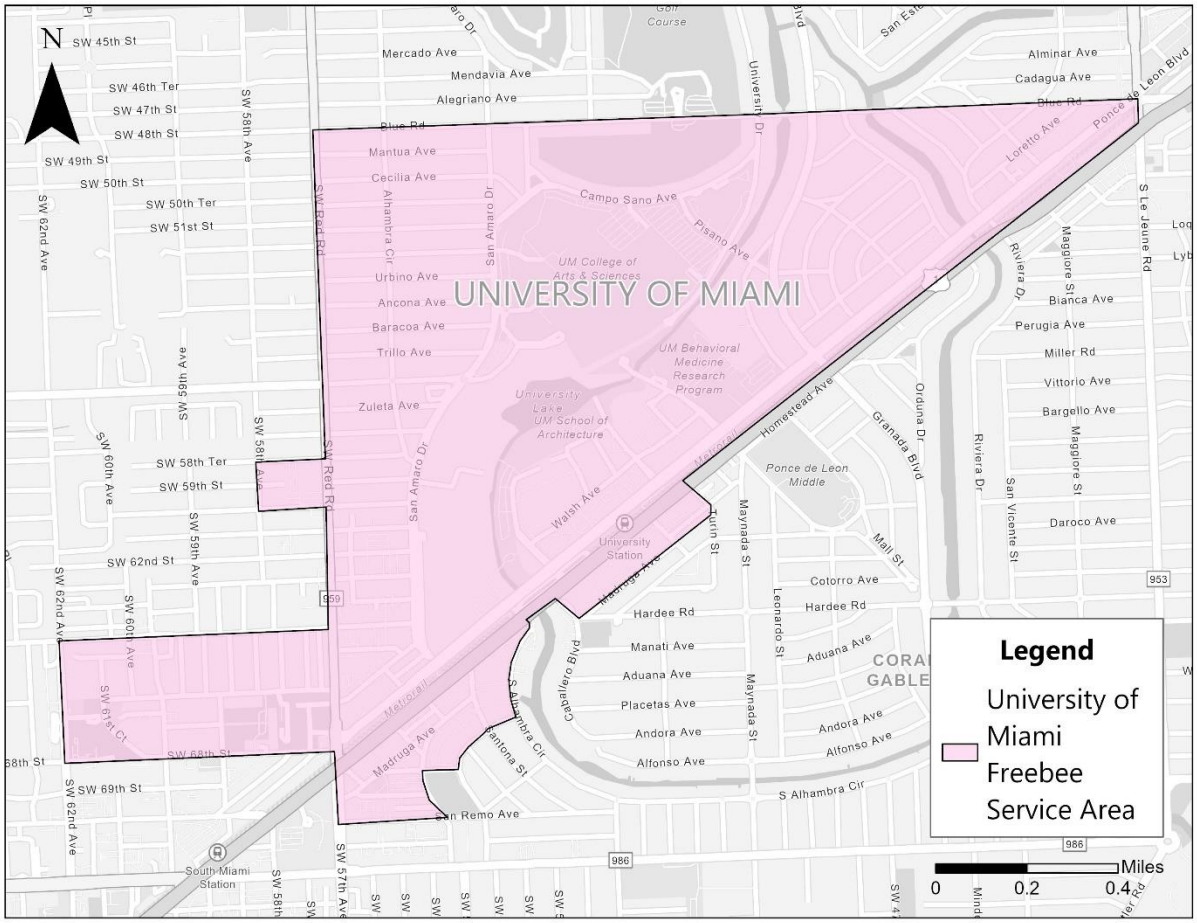


Source: [FreeBee Service Area, Miami DDA Circulator]

University of Miami Freebee: Freebee provides on-demand services throughout University of Miami and the surrounding area. Having a geofenced area as showcased in **Map 2-32**, there are no designated routes or stops, however the service area includes destinations such as the University, UHealth Tower and other Health System facilities, Cobb Stadium, and the University Metrorail Station. Services are provided on weekdays from 7:00 p.m. to 4:00 a.m. This service is provided through the University of Miami, and does not report ridership to CITT, as services are not funded through PTP funds.

[13] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 32: University of Miami Freebee Service Area[14]

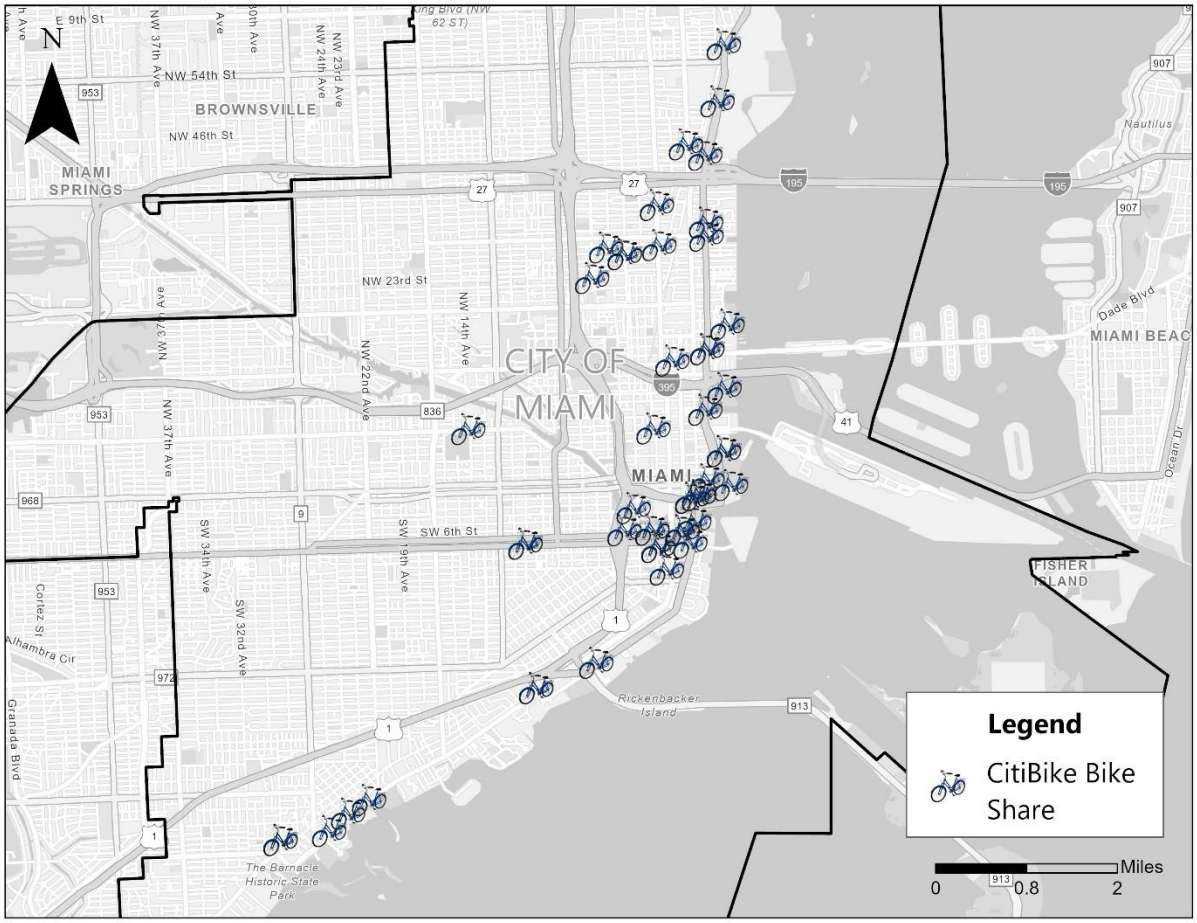


Source: Freebee Service Area, University of Miami

CitiBike Miami Bike Share: CitiBike Miami offers bike-sharing services across several municipalities in the eastern part of Miami-Dade County, including the City of Miami. Docked bicycles are stationed throughout the city, having a total of 55 stations at various locations, including destinations such as the Downtown Whole Foods, Miami Riverside Center, MiamiCentral Brightline Station, Brickell City Center, James L. Knight Center, and Museum Park. A comprehensive list of Miami's CitiBike Stations is included in **Appendix A** and is illustrated in **Map 2-33**. This service caters to both residents and visitors by providing options for hourly rentals as well as monthly membership passes, making docked bicycles available for first- and last-mile travel needs. This service is not supported through surtax funds, and therefore, ridership is not reported to CITT.

[14] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 33: CitiBike in the City of Miami[15]

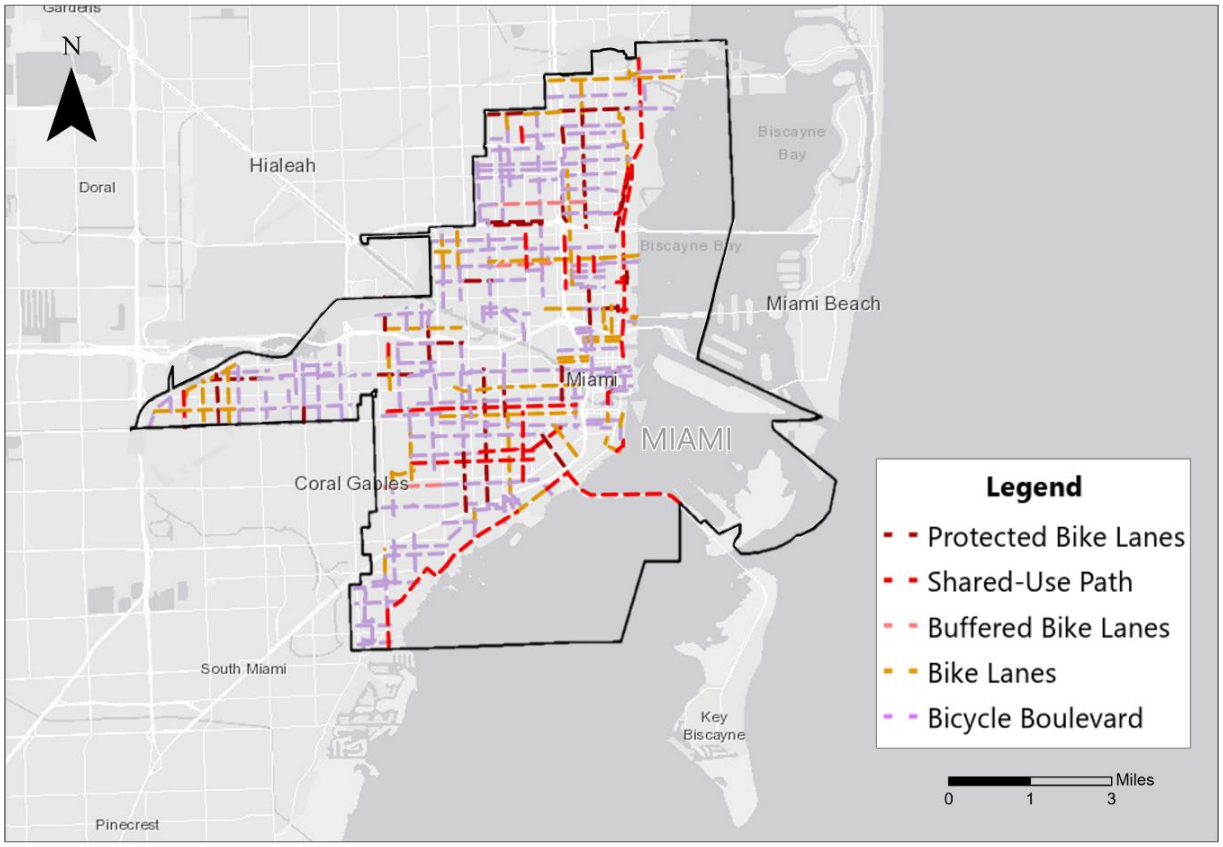


Source: CitiBike Miami Station Map

Bicycle Master Plan (2009): The bicycle plan envisions a comprehensive expansion of biking infrastructure, incorporating new bike lanes, shared-use paths, and greenways designed to connect neighborhoods with essential destinations. The study area was methodically divided into Miami's 13 NET Districts and covers over 280 miles of proposed or enhanced bikeways as seen in **Map 2-34**. This extensive network encompasses seven distinct types of bikeways: bicycle routes, dedicated bicycle lanes, shared-use paths and greenways, bicycle boulevards, neighborhood connectors, and scenic view routes. It also includes shared-use lane markings (sharrows), though these are not considered a formal type of bicycle infrastructure but rather a visual indication to promote shared road use. Each type serves a specific function, collectively aiming to create a cohesive and accessible biking environment throughout the city. An update to this plan is ongoing and has not been adopted yet by the City Commission.

[15] For clarity, only a small portion of the city is displayed to highlight the specific service area.

Map 2- 34: City of Miami Bicycle Master Plan



Source: Bicycle Master Plan

Transportation Element of the Comprehensive Plan (2019): The plan focuses on enhancing the network of bikeways and pedestrian pathways to establish a more connected, safe, and efficient system for non-motorized users. It proposes the development of dedicated bike lanes, bike paths, and greenways designed to connect residential neighborhoods with key destinations such as commercial areas, schools, parks, and transit stations. For pedestrians, the plan emphasizes improvements to sidewalks, crosswalks, and streetscapes to boost safety and accessibility.

To support these enhancements, the plan outlines several specific policies: **Policy TE-3.1.3** advocates for the construction of new bicycle lanes and shared-use paths, while **Policy TE-3.1.6** mandates pedestrian-friendly design features. Additionally, **Policy TE-3.2.2** calls for traffic calming measures to reduce vehicle speeds and improve safety, and **Policy TE-3.2.5** promotes the installation of bike parking facilities and amenities. These policies collectively aim to create a more integrated and user-friendly environment for both cyclists and pedestrians.

Downtown Miami Mobility Master Plan Update (2003): This plan, adopted in October of 2003, outlines several projects designed to enhance pedestrian and bicyclist infrastructure. Proposed upgrades to key corridors like Biscayne Boulevard include wider sidewalks, dedicated bike lanes, and improved crosswalks. Flagler Street is poised to be transformed into a pedestrian-friendly zone with enhanced streetscapes, better lighting, and clear signage, creating a welcoming environment for pedestrians and cyclists. Improvements to SE 1 Avenue include the addition of

protected bike lanes and pedestrian pathways to connect residential and business districts with public transit hubs. As of 2024, the Miami-Dade Transportation Planning Organization (TPO) is updating the Master Plan.

2.18 City of Miami Beach

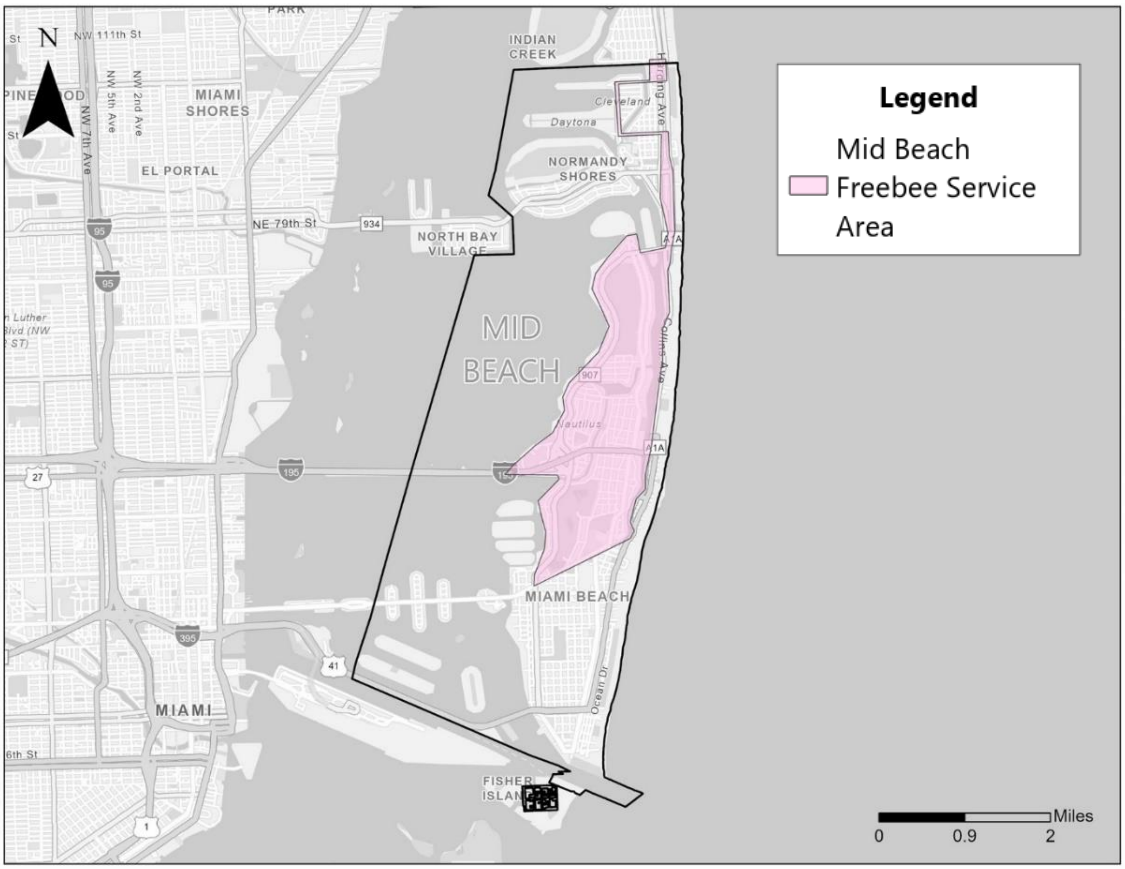
Mid-Beach Freebee: Freebee offers free on-demand services in the Mid-Beach are, bordered by 88th Street to the north, and Dade Boulevard to the south as seen in **Map 2-35**. The service area provides connections to destinations along Collins Avenue, as well as Miami Beach Golf Club, Mount Sinai Medical Center, Bayshore Municipal Golf Course, Miami Beach Senior High School, Sunset Harbour Yacht Club, Nautilus Middle School, North Beach Elementary School, Pine Tree Park and La Gorce Country Club, in addition to many grocery stores and places of worship. Freebee operates every day of the week, providing rides Monday through Friday from 6:30 a.m. to 10:00 p.m., Saturday from 8:00 a.m. to 10:00 p.m., and Sunday from 8:00 a.m. to 8:00 p.m. Between 2022 and 2023, this route served 53,011 riders, reflecting a 5% decrease in ridership. However, FY2024 Q2 through Q4 saw a notable increase, bringing the total ridership for 2024 to 39,233 rides—significantly higher than previous years. This information is summarized by quarters in **Table 2-20**.

Table 2-20: Mid-Beach Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	5,958	6,405	6,405	8,390	27,158	
	2023	7,002	5,460	6,781	6,610	25,853	▼ 5%
	2024	8,132	10,117	10,477	10,507	39,233	▲ 52%

Source: CITT Quarterly Transit Ridership Reports

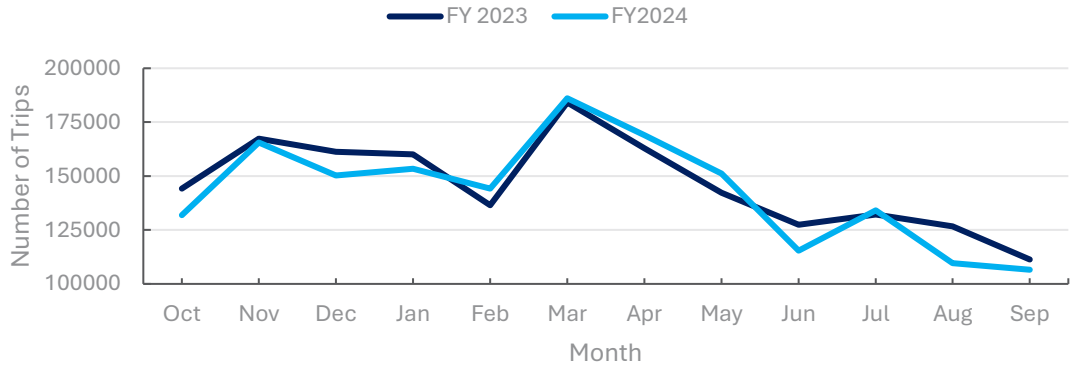
Map 2- 35: City of Miami Beach Mid-Beach Freebee Service Area



Source: Freebee Service Area, City of Miami Beach Mid-Beach

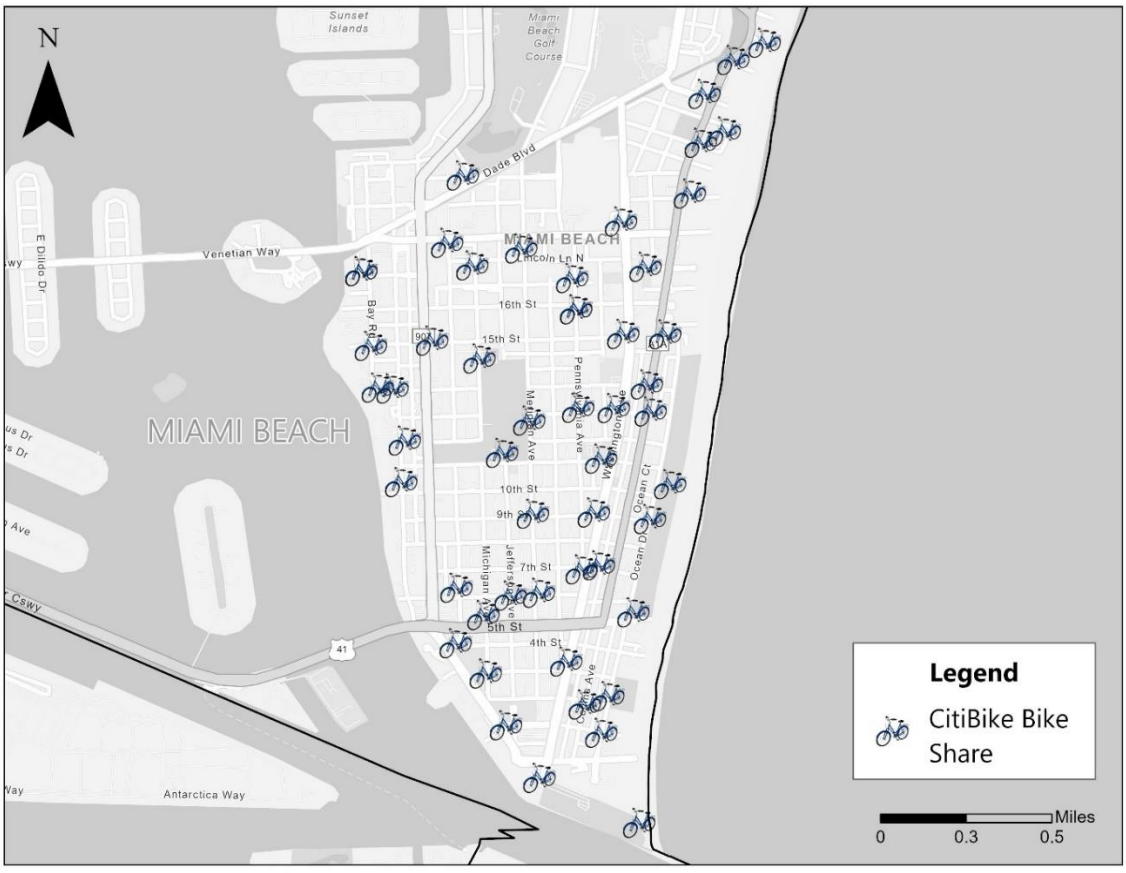
CitiBike Miami Bike Share: CitiBike Miami offers bike-sharing services across several municipalities in the eastern part of Miami-Dade County, including the City of Miami Beach. Docked bicycles are stationed throughout the city, having a total of 98 stations at various locations, including popular destinations like the Normandy Shores Tennis Court, 7 Street Parking Garage, the W Hotel, City Hall, Publix and Walgreens, Macy's, Miami Beach Community Church, the Standard Hotel, the Art Deco Welcome Center, Edition Hotel, the Fillmore, and Flamingo Park. A comprehensive list of Miami Beach's CitiBike Stations is included in **Appendix A,** and they are illustrated in **Map 2-36**. Although not funded by surtax dollars, the bikesharing system serves both residents and visitors with hourly rentals and monthly memberships, offering docked bicycles for first- and last-mile travel. The service recorded 1,756,348 rides in FY2023 and approximately 1,717,364 rides in FY2024, reflecting a 2% year-over-year decrease. As shown in **Figure 2- 2**, March had the highest ridership in both years, with 184,138 riders in FY2023 and 186,086 riders in FY2024, likely driven by Spring Break visitors. Conversely, September saw the lowest ridership, with 111,314 riders in FY2023 and 106,568 riders in FY2024.

Figure 2- 2: City of Miami Beach CitiBike Ridership



Source: City of Miami Beach CitiBike Ridership Reports

Map 2- 36: CitiBike in the City of Miami Beach[16]



Source: [CitiBike Miami Station Map]

[16] For clarity, only a small portion of the city is displayed to highlight the specific service area.

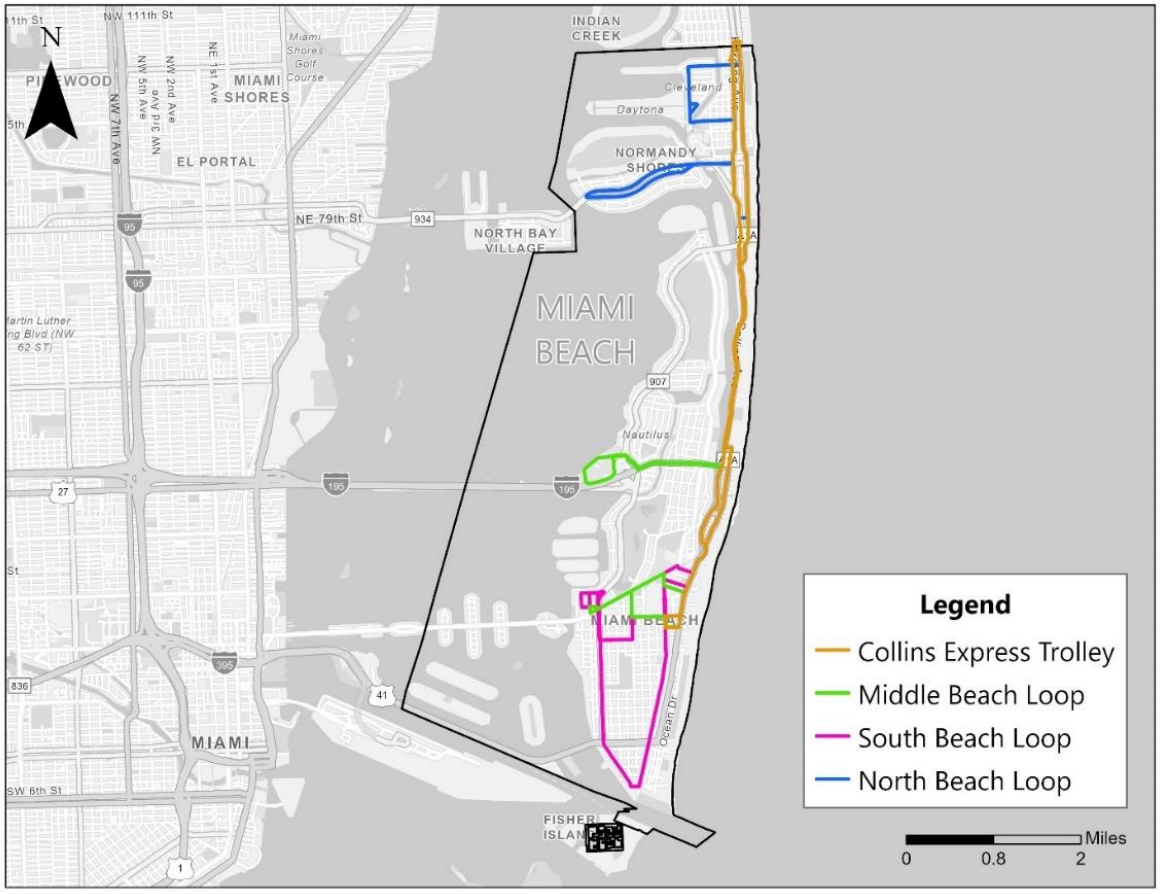
City of Miami Beach Trolley: The City Trolley is a free, reliable transportation alternative that complements the existing transit network, providing connections to regional routes. This serve is aimed at improving mobility and the quality of life for residents and visitors of Miami Beach, and provides four routes, including the South Beach Loop, Middle Beach Loop, North Beach Loop and Collins Express Trolley as seen in **Map 2-37**. It operates from 8:00 am to 11:00 pm every day of the week. The trolleys run every 20 minutes, providing a convenient mode of transportation for first and last mile connections. In 2022, the trolley system provided 2,285,453 rides across its four routes. Ridership surged by 28% in 2023, reaching 3,184,796 rides, driven in part by a 39% increase on the Collins Express Route, reflecting its growing demand. In 2024, ridership rose another 9%, totaling 3,458,799 rides. A summary by quarter, for all four routes, is included in **Table 2-22**.

Table 2-21: Miami Beach Trolley Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
South Beach	2022	204,095	201,346	229,754	253,663	888,858	
	2023	277,271	295,051	288,239	290,526	1,151,087	▲ 30%
	2024	283,668	290,202	321,368	362,358	1,257,596	▲ 9%
Middle Beach	2022	79,497	81,046	90,025	97,467	348,035	
	2023	90,875	105,398	140,594	131,058	467,925	▲ 34%
	2024	119,041	121,463	134,145	157,651	532,300	▲ 14%
North Beach	2022	55,276	64,220	66,967	70,956	257,419	
	2023	81,783	84,026	103,323	110,978	380,110	▲ 48%
	2024	110,682	118,439	127,387	140,287	496,795	▲ 31%
Collins Express	2022	181,183	198,246	198,203	213,509	791,141	
	2023	237,117	304,801	332,428	311,328	1,185,674	▲ 50%
	2024	298,365	274,132	288,718	310,893	1,172,108	▼ 1%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 37: City of Miami Beach Trolley Routes



Source: City of Miami Beach Trolley

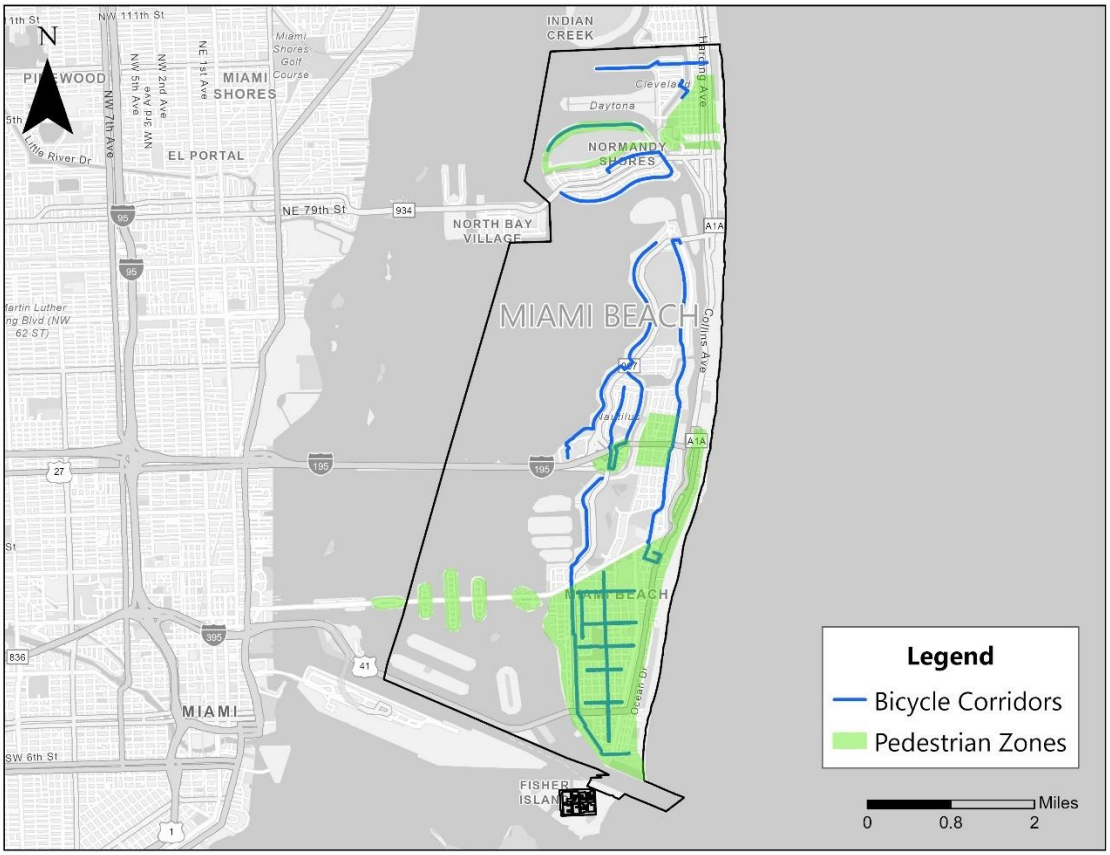
Transportation and Mobility Work Plan (2023): The Work Plan provides an understanding of the role, responsibilities and operations of the City's Transportation and Mobility Department. Outlining the Departments goals and vision, and emphasizing mobility as the main vision area, this Transportation and Mobility Department is tasked with increasing multimodal mobility citywide, as well as regional connectivity while improving transportation equity. Strategic plan action items include completing the Ocean Drive renovation, activation and programming; implementing the Ocean Drive pedestrian Promenade from 13 Street to 14 Place, continuing with the implementation of the Transportation Master Plan; implementing bus rapid transit along the Julia Tuttle Causeway and facilitating the discussion for the MacArthur Causeway; and piloting a subsidized Water Taxi Program. Overall, the future of the city is heavily focused on the incorporation of zero-emissions vehicles for circulator service, as well as complete streets, protected bicycle lanes, shared-use paths, and neighborhood greenways.

Miami Beach Safe Streets for All (SS4A): In 2022, the City of Miami Beach secured a $320,000 grant award through USDOT's Safe Streets and Roads for All (SS4A) grant program for the development of a Vision Zero Implementation Plan. The Plan is currently under development, however, will highlight strategies to reduce traffic fatalities and serious injuries, as well as identify

a High Injury Network and recommend projects to improve safety along the city's transportation network.

Bicycle Pedestrian Master Plan (2017): The Miami Beach Bicycle and Pedestrian Master Plan aimed to create a safer and more connected environment for walking and cycling by expanding bike lanes, pedestrian pathways, and related infrastructure. As seen in **Map 2-38**, key projects included developing protected bike corridors to link residential neighborhoods with transit stations, upgrading sidewalks and pedestrian crossings to enhance access to transit and local amenities, expanding bike-share stations near transit hubs and key destinations, and improving transit stops with secure bike parking. These efforts were designed to close first and last mile gaps, making it easier and more convenient for residents and visitors to utilize sustainable transportation options throughout the city.

Map 2- 38: Miami Beach Bicycle Pedestrian Plan



Source: **Bicycle Pedestrian Master Plan**

Complete Streets for Corridors with Bicycle/Pedestrian Gaps (2022): The Miami-Dade Complete Streets Corridors Study sought to enhance state roads throughout Miami-Dade County by incorporating Complete Streets principles to better support non-motorized transportation and prioritize pedestrian needs. This initiative focused on developing safer and more accessible corridors for both pedestrians and cyclists. Initially, the study identified and evaluated forty

potential corridors, applying a rigorous screening and scoring process to determine their suitability. Ultimately, two corridors were selected for further development.

One of these key corridors, Normandy Drive/71st Street (SR 934) in the City of Miami Beach, is set to undergo significant improvements. The proposed enhancements include the addition of dedicated bike lanes, wider sidewalks, and improved pedestrian crossings. These upgrades are intended to enhance safety for both cyclists and pedestrians, reduce the likelihood of accidents, and improve overall accessibility along this important route.

Transportation Master Plan (2017): This report outlined a detailed strategy for upgrading the city's transportation infrastructure. The main goals were to enhance mobility, alleviate congestion, and increase sustainability through a combination of targeted projects and policy recommendations. A key component of the strategy was the focus on first- and last-mile projects, which were essential for improving connectivity. These initiatives involved enhancing access to transit stations and key destinations by expanding bike-share programs, increasing the availability of electric scooters, and developing dedicated pedestrian pathways. These improvements aimed to facilitate smooth transitions between different modes of transportation, thereby creating a more integrated and user-friendly transportation network. More information regarding recommendations can be found in **Appendix A**.

2.19 City of Miami Gardens

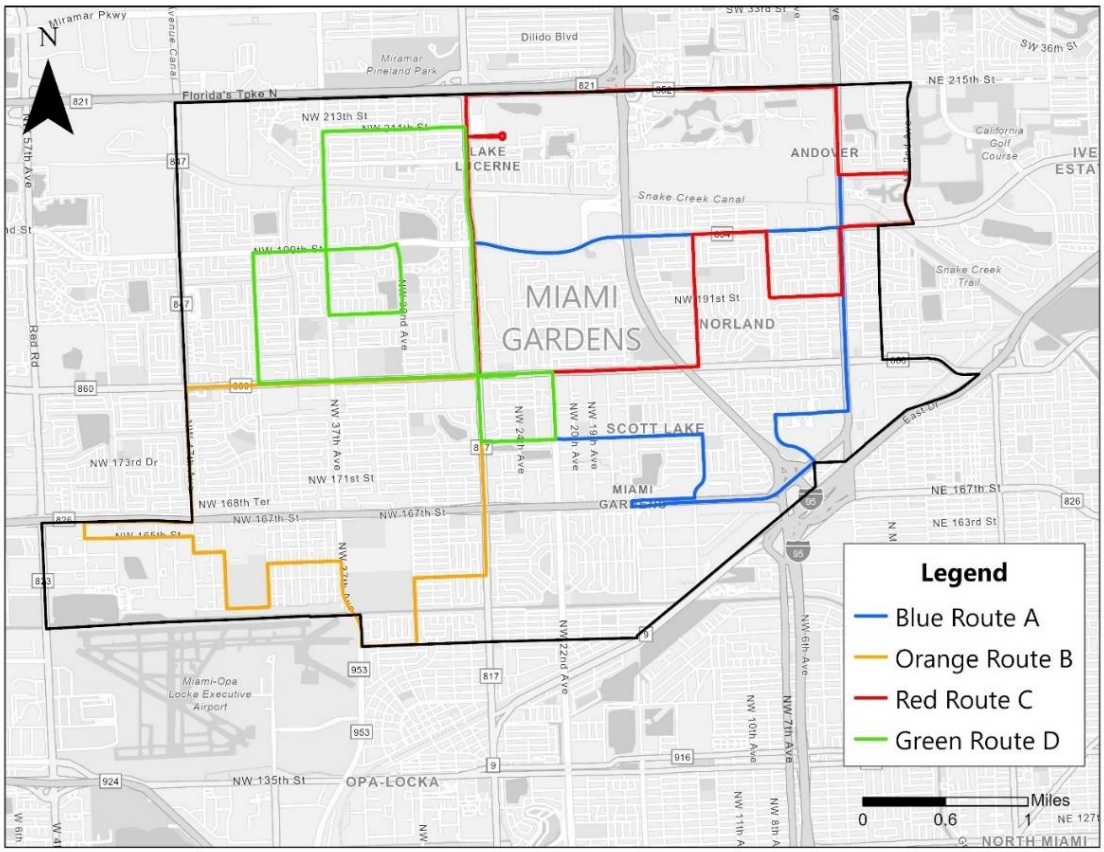
Miami Gardens Express: Miami Gardens Express is the city's free trolley service that was initially launched in 2013 as a Circulator Pilot Program. Today, the service provides four different routes as illustrated in **Map 2-39**, with 7 different transfer points. The services provide direct access to various destinations and amenities within the City's limits, including Miami Gardens City Hall, Bennet Lifter Park, Hamlet at Walden Pond Senior Homes, Walgreens at NW 199 Street and NW 1 Avenue, Norland Senior Center, North Dade Regional Library, Scott Lake Elementary School, Social Security Administration, Hard Rock Stadium, Brentwood Elementary, and several other common destinations and amenities. Services are provided every day of the week from 7:00 am to 7:00 pm, and all vehicles have a front bicycle rack to encourage multimodal mobility. In 2022, the trolley system operated three routes, providing 49,325 rides. Ridership surged by 37% in 2023, reaching 67,373 rides, before declining 4% in 2024 to 64,851 rides on those routes. However, with the addition of Route D in late 2023 (FY2024 Q1), which registered 12,820 rides in FY2024, total ridership for the Miami Gardens Express system rose to 77,671, reflecting an overall 15% increase in passengers. A monthly ridership summary by route is in **Table 2-22**.

Table 2-22: Miami Gardens Express Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Route A	2022	4,551	3,670	3,706	3,975	15,902	
	2023	4,415	4,621	4,401	4,128	17,565	▲ 10%
	2024	4,374	4,106	5,147	5,397	26,304	▲ 50%
Route B	2022	4,339	3,942	3,930	3,405	15,676	
	2023	4,297	6,138	4,642	5,136	20,213	▲ 29%
	2024	3,930	2,759	2,983	3,296	12,968	▼ 36%
Route C	2022	4,304	3,821	3,088	6,543	17,747	
	2023	6,826	6,156	8,196	8,417	29,595	▲ 67%
	2024	6,608	5,902	8,980	8,355	25,579	▼ 14%
Route D	2024	1,858	3,120	3,797	4,576	12,820	

Source: CITT Quarterly Transit Ridership Reports

Map 2-39: City of Miami Gardens Express Route



Source: City of Miami Gardens Express

Bicycle and Pedestrian Mobility Plan (2013): This Plan develops and recommends projects that are aimed at helping connect the City's activity centers, neighborhoods, and community facilities through the incorporation of sidewalks, greenways and blueways. Utilizing urban design concepts, the recommendations enhance the bicycle and pedestrian networks within the city, provide bicycle infrastructure and encourage bicycling as a means of mobility, and improve traffic flow and safety for multimodal users. More information regarding recommendations can be found in **Appendix A**.

2.20 Town of Miami Lakes

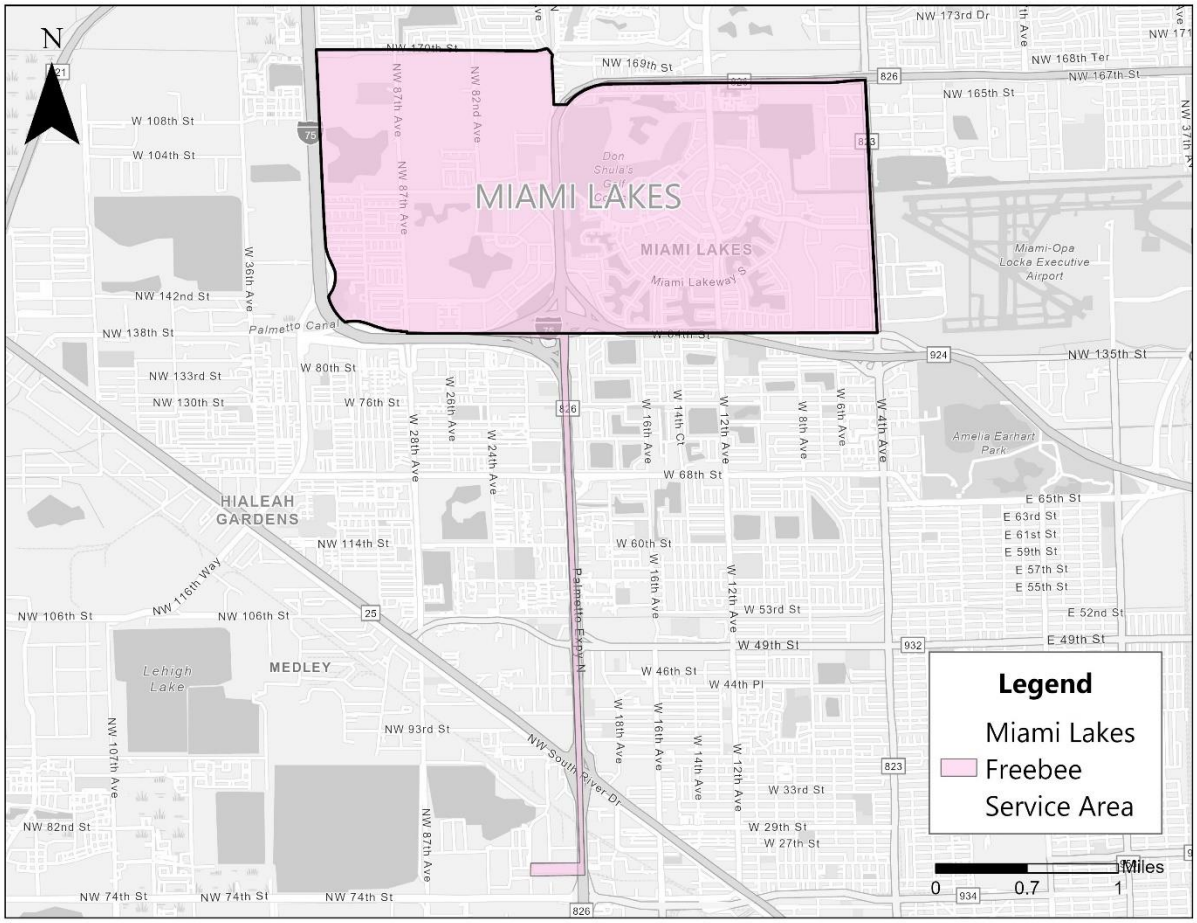
Miami Lakes Freebee: Providing service throughout the entire town, Freebee offers a free, on-demand mobility service reaching popular destinations within its geofenced area illustrated in **Map 2-40**, including the Barn Theater, Miami Lakes Middle School, Shula's Golf Club, Miami Lakes Picnic Park West, Barbara Goleman Senior High School, Royal Oaks Park, Bob Graham Education Center, and Miami Lakes Elementary School, among many grocery stores and places of worship. Services are offered daily, providing rides Monday through Thursday from 6:00 a.m. to 7:00 p.m., Friday from 6:00 a.m. to 10:00 p.m., Saturday from 9:00 a.m. to 9:00 p.m., and Sunday from 10:00 a.m. To 2:00 p.m. Between 2022 and 2023, Freebee provided a total of 64,029 rides within the Town, marking an impressive approximate 12% increase in passengers within a single year. This growth highlights the service's growing popularity and its success in addressing the community's transportation needs. However, in 2024, only 33,299 rides were provided, a 2% decrease from the previous year. A summary of ridership by quarter is in **Table 2-23**.

Table 2-23: Miami Lakes Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	7,028	7,738	7,610	7,593	29,969	
	2023	7,682	8,744	9,153	8,481	34,060	▲ 12%
	2024	8,303	8,354	8,606	8,036	33,299	▼ 2%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 40: Miami Lakes Freebee Service Area



Source: Freebee Service Area, Town of Miami Lakes

Complete Streets Master Plan (2017): The plan aims to create a transportation network that is safe, accessible, and efficient for all users, including pedestrians, cyclists, motorists, and public transit riders. Key elements include improving road design, enhancing pedestrian and bicycle infrastructure, and integrating transit options to reduce reliance on personal vehicles. The plan focuses on enhancing sidewalks, crosswalks, and bike lanes to ensure safe connections between residential and transit stops. Specific strategies include protected bike lanes, improved lighting, and street furniture like benches and shelters to make walking and cycling more comfortable. Additionally, traffic-calming measures like roundabouts and speed humps are incorporated to ensure safer connections between neighborhoods and transit services. Further information regarding potential roadway concepts can be found in **Appendix A**.

Greenways and Trails Master Plan (2014): The plan focuses on creating a connected network of greenways, trails and open spaces to encourage walking, cycling and outdoor recreation. The plan aims to enhance the town's natural environment while providing safe, scenic routes for non-motorized transportation. It also emphasizes linking residential areas, parks, schools, and commercial centers through a cohesive system of trails to improve overall mobility and accessibility. The plan includes the development of multi-use paths and bike lanes that connect

neighborhoods to key transit stops and community destinations. It proposes wayfinding signage, trailheads, and rest areas to improve user experience and ensure easy navigation. The plan also prioritizes bridges and underpasses to safely cross busy Roads, ensuring uninterrupted travel for pedestrians and cyclists.

Transportation Master Plan (2004): The Master Plan outlines a strategic vision to improve mobility and transportation infrastructure in the growing community. Key priorities include enhancing Road networks, improving public transit, and supporting non—motorized transportation to provide a more balanced and sustainable transportation system. In addressing first and last mile connectivity, the plan includes creating more sidewalks, bike lanes, and trails that connect residential areas to public transit stops and commercial hubs. The plan also supports transit-oriented development, with efforts to establish transit stops near key destinations and improve walkability around these areas. More information about this plan can be found in **Appendix A.**

2.21 Village of Miami Shores

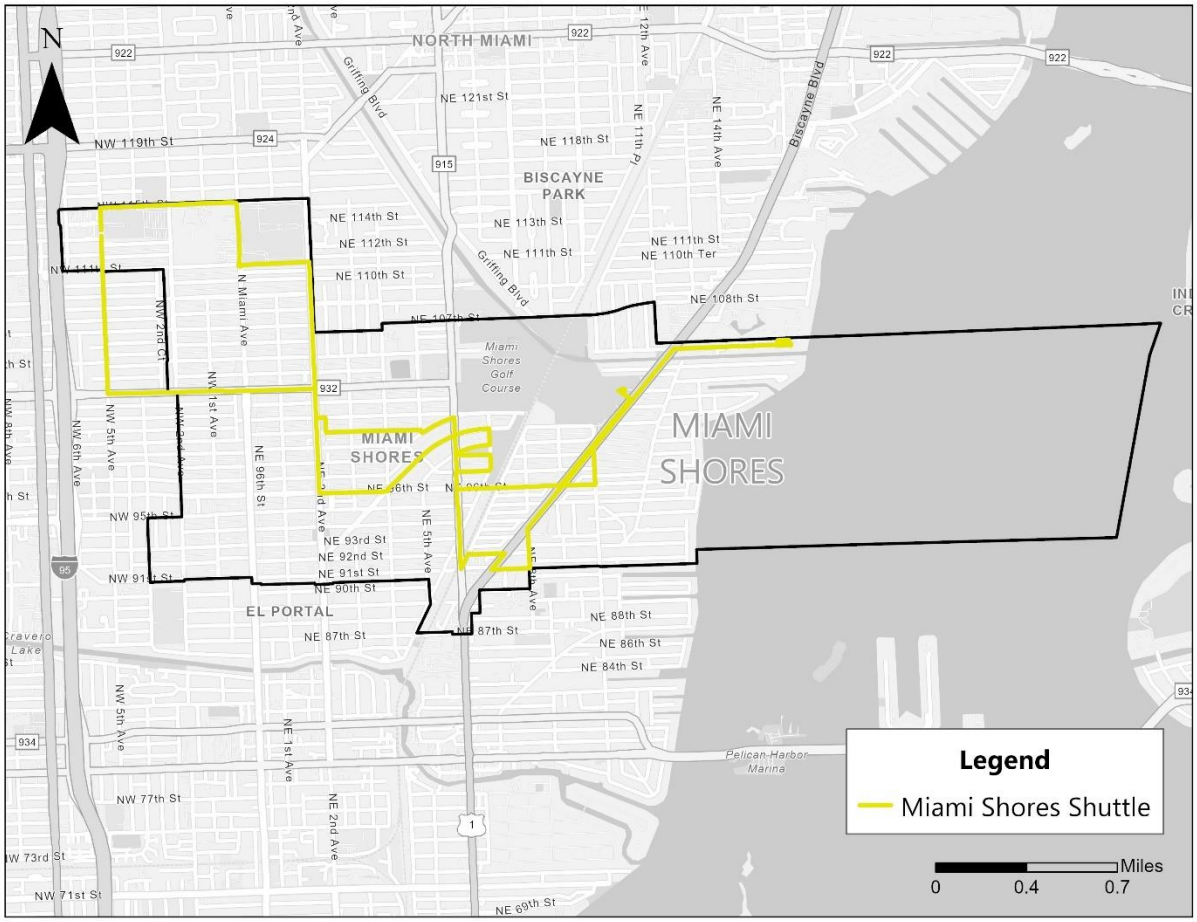
Miami Shores Shuttle: This free village-wide shuttle service provides residents and visitors with another mobility option to access common destinations within the Village. Operating Monday through Friday, the shuttle provides fixed-route services as illustrated in **Map 2-41**, from 2:00 p.m. to 6:00 p.m. with stops including Doctors Charter School, Downtown Miami Shores, Brockway Memorial Library, the Field House, the Community Center, the Aquatic Center, and Publix. In 2022 and 2023, ridership for this service totaled 7,881, representing a significant 60% decrease in passengers, as outlined by quarter in **Table 2-24**. However, FY2024 exceeded the 2023 total, with 3,011 rides recorded, an increase of 35% in ridership, suggesting a possible recovery.

Table 2-24: Miami Shores Shuttle Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Miami Shores Shuttle	2022	1,926	1,900	1,428	392	5,646	
	2023	679	631	587	338	2,235	▼ 60%
	2024	653	672	1,069	617	3,011	▲ 35%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 41: Miami Shores Shuttle Route



Source: Miami Shores Shuttle

Multimodal Mobility Study (2015): Key goals include enhancing road safety, improving public transit accessibility, and encouraging walking and cycling as practical alternatives for short trips. The study emphasizes the development of expanded sidewalks, crosswalks, and dedicated bike lanes to improve connections between residential areas, transit stops, and key destinations like schools and commercial centers. The study also advocates for improved lighting and wayfinding and recommends the installation of bike-sharing stations and transit shelters near major transit hubs.

2.22 City of Miami Springs

Miami Springs / Virginia Gardens Shuttle: The City of Miami Springs provides this free community bus service to increase access to specific destinations within the city, and neighbors like Virginia Gardens and Hialeah. Following a fixed route as seen in **Map 2-42**, the service stops at designated locations but also will stop for hailing passengers along the route. To increase multimodal travel, the vehicles are equipped with bicycle racks, and includes stops like Canal Street, the Community Center, Miami Springs Senior High School, the Senior Center, Virginia Gardens City Hall, Miami Springs Country Club, CVS Pharmacy, and the Hialeah Metrorail Station,

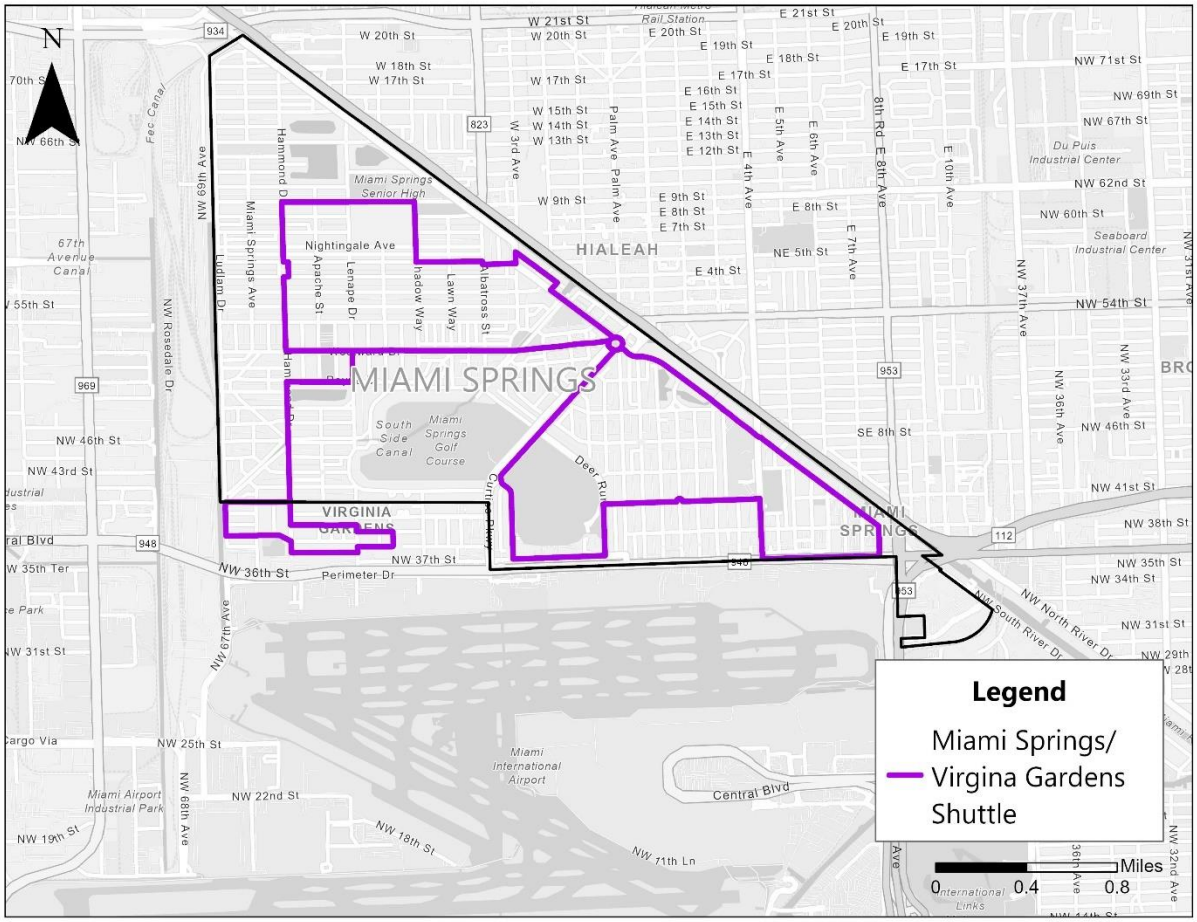
to name a few. In 2022 and 2023, this service recorded 16,884 riders, reflecting an 11% increase in passengers. FY2024 saw a significant rise, with 12,415 riders, marking an approximately 40% increase. The details of this growth are outlined by quarter in **Table 2-25**.

Table 2-25: Miami Springs/Virginia Gardens Shuttle Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
MS/VS Shuttle	2022	1,678	2,556	1,996	1,764	7,994	
	2023	1,613	2,334	2,513	2,430	8,890	▲ 11%
	2024	2,568	2,807	3,378	3,662	12,415	▲ 40%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 42: Miami Springs/Virginia Gardens Shuttle Route



Source: Miami Springs/Virginia Gardens Shuttle Route

Transportation Element of the Comprehensive Plan (2012): The plan focuses on improving sidewalk networks and creating bicycle lanes to better connect residential neighborhoods with

public transit stops and commercial areas. The city also emphasizes the development of pedestrian-friendly streetscapes, with widened sidewalks, better lighting, and enhanced crosswalks to improve safety and accessibility. Traffic-calming measures and wayfinding signage are recommended to create safer, more navigable routes for pedestrians and cyclists.

2.23 City of North Bay Village

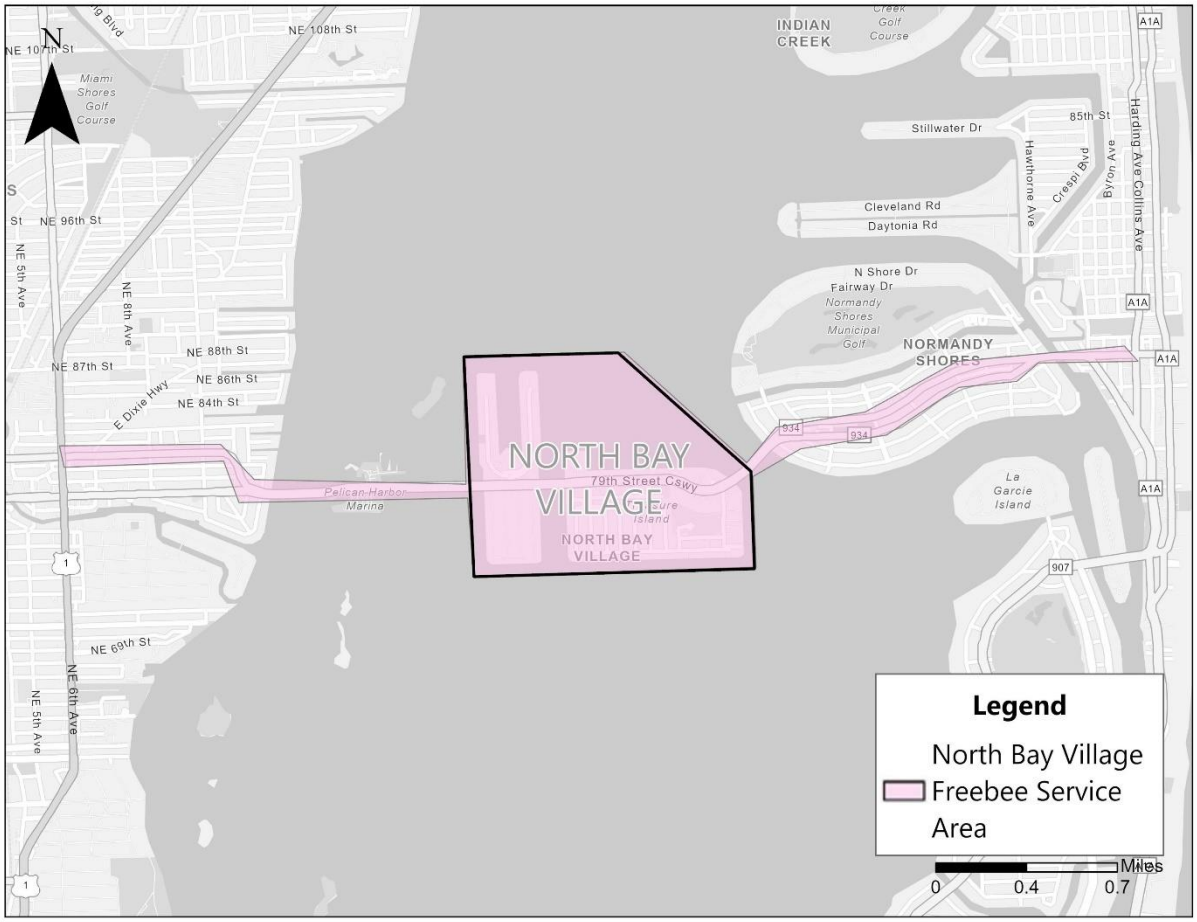
North Bay Village FreeBee: Since the end of 2023, FreeBee has provided on-demand mobility within the City of North Bay Village and extends its geofenced area to capture the entirety of the John F. Kennedy Causeway, as far west as NE 79 Street, from the causeway to Biscayne Boulevard on the mainland, and as far east as Harding Avenue/Abbott Avenue on the barrier island in Surfside as illustrated in **Map 2-43**. This expansive planning area aims to connect the residents of North Bay Village with other modes of transportation and destinations outside of its small island. Destinations captured in the service area include the North Shore Park and Youth Center, the Isle of Normandy, Treasure Island Elementary School, North Bay Village City Hall, Pelican Harbor Marina and Park, and fixed route transit on the mainland, as well as countless restaurants, bars, stores, and services. Rides are offered 6 days a week, providing service Monday through Friday from 6:30 a.m. to 11:00 a.m. and 12:00 p.m. to 4:30 p.m., and Saturdays from 10:00 a.m. to 2:00 p.m., and then from 3:00 p.m. to 8:00 p.m. Introduced at the end of FY2023, this route served 801 riders in its first year. In FY2024, ridership skyrocketed to 13,298 rides, reflecting an impressive 1,560% increase. This growth highlights the route's growing popularity and effectiveness. This growth underscores the route's rising demand and effectiveness. A ridership summary by quarter is in **Table 2-26**.

Table 2-26: North Bay Village Freebee Ridership (FY23-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year
		Q1	Q2	Q3	Q4	
Freebee	2023	N/A	N/A	N/A	801	801
	2024	3,070	3,419	3,599	3,210	13,298

Source: CITT Quarterly Transit Ridership Reports

Map 2- 43: City of North Bay Village Freebee Service Area



Source: Freebee Service Area, City of North Bay Village

Transportation Element of the Comprehensive Plan (2020): The plan emphasizes improving access to transit hubs and ensuring safe, accessible paths for pedestrians and cyclists. It includes provisions for bike lanes and greenways that connect residential areas to key public transit stops, reducing the need for car travel for shorter trips. The addition of shared-use paths and improved pedestrian crossings also serves to make the village more walkable, ensuring that residents can easily access bus stops and other transit options. Enhanced bicycle facilities such as bike racks and lockers are included to support non-motorized transportation.

2.24 City of North Miami

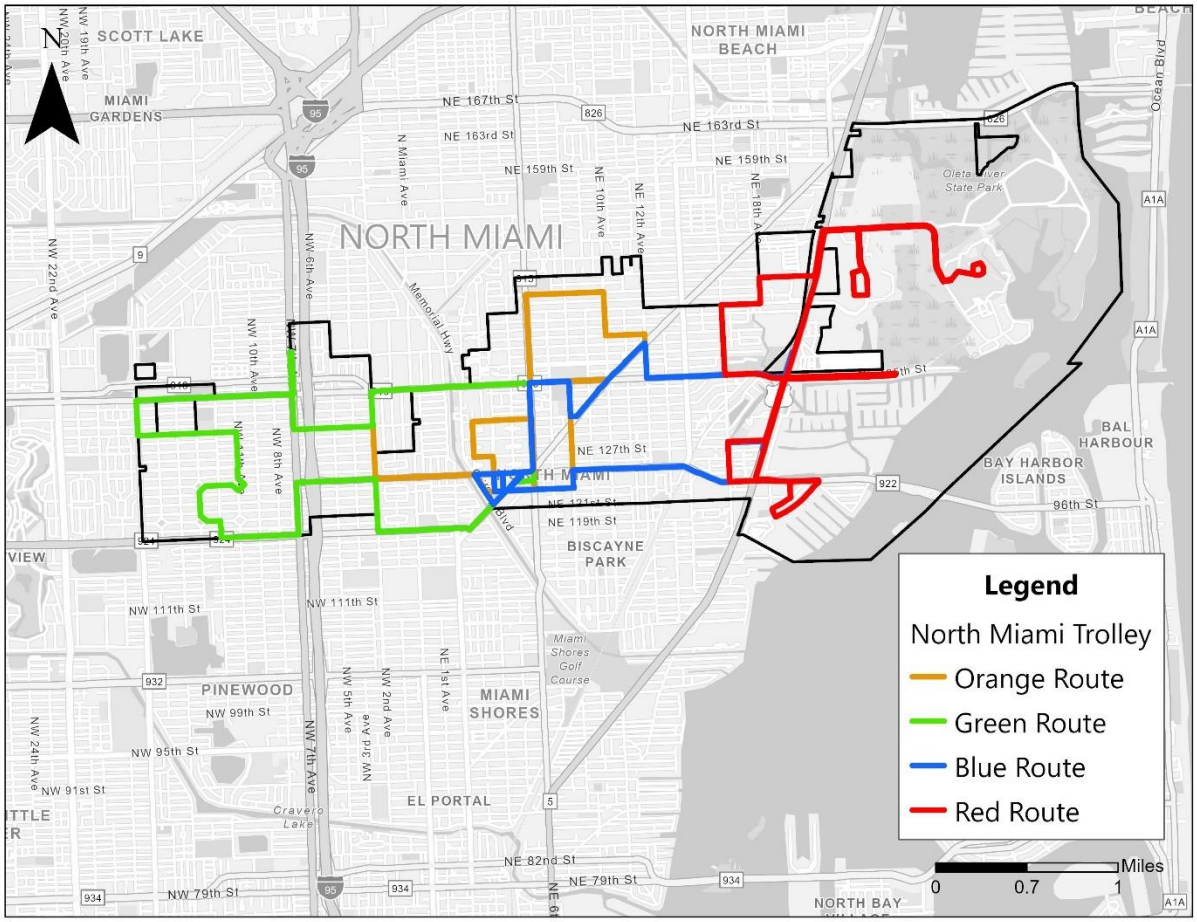
North Miami (NoMi) Express Trolley: The NoMi Express is a free community trolley service provided by the City of North Miami. Operating along four routes as illustrated in **Map 2-44**, the trolley is open to the public. Services are provided Monday through Friday, from 7:00 a.m. to 7:00 p.m. In 2022 and 2023, the trolley system provided 317,308 rides across its four routes, reflecting a slight 2% decrease in ridership, which warrants further evaluation. However, the NoMi Orange Route saw a significant 19% increase in ridership, indicating growth on that route. In 2024, ridership reached 159,452 riders, marking a 2% increase once again. A summary of ridership by quarter, across all four routes, is detailed in **Table 2-27**.

Table 2-27: NoMi Express Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
NoMi Red	2022	9,984	10,372	9,198	8,025	37,579	
	2023	8,839	8,853	8,170	8,427	34,289	▼ 9%
	2024	9,373	8,446	7,556	8,880	34,255	▼ 0.1%
NoMi Blue	2022	10,406	10,204	11,589	13,381	45,580	
	2023	11,989	10,871	9,507	8,052	40,419	▼ 11%
	2024	8,669	10,234	9,896	11,706	40,505	▲ 0.2%
NoMi Orange	2022	6,388	6,680	8,863	9,720	31,651	
	2023	9,281	9,515	9,397	9,352	37,545	▲ 19%
	2024	7,861	9,553	11,113	11,700	40,227	▲ 7%
NoMi Green	2022	10,344	10,755	12,523	11,975	45,597	
	2023	11,890	11,753	10,752	10,253	44,648	▼ 2%
	2024	9,452	11,865	13,122	16,312	50,751	▼ 14%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 44: NoMi Express Routes



Source: North Miami Express Trolley

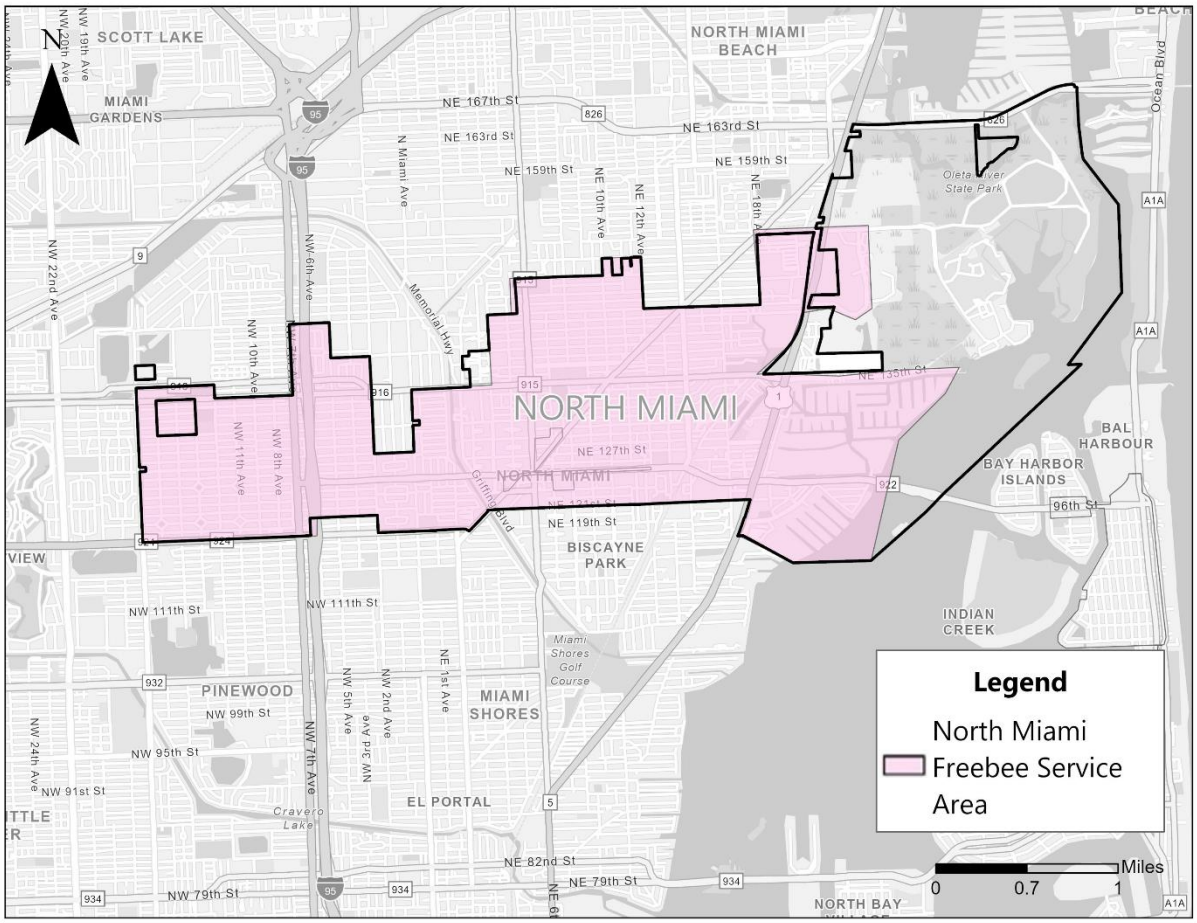
North Miami Freebee: Started in 2023, Freebee offers free, on-demand service throughout the City of North Miami as illustrated in **Map 2-45**, except for the FIU campus. Providing direct access to destinations such as Claude Pepper Park, Ben Franklin Park, Benjamin Franklin K-8 Center, Westside Community Center, Gratigny Elementary School, Shady Oak School, North Miami Middle School, North Miami Senior High School, the North Miami Library, Enchanted Forest Park, the Miami Auto Museum, and Laguna Sole, in addition to many other parks, places of worships, and commercial commodities, Freebee offers alternative mobility options to residents and visitors. Services are provided daily, operating rides Monday through Thursday from 8:00 a.m. to 7:00 p.m., Friday from 8:00 a.m. to 9:00 p.m., Saturday from 10:00 a.m. to 9:00 p.m., and Sunday from 10:00 a.m. to 6:00 p.m. In FY2024, this route registered 33,573 riders. A ridership summary by quarter is in **Table 2-28**.

Table 2-28: North Miami Freebee Ridership (FY24)

Service	Ridership by Quarter (2024)				Total Boardings 2024
	Q1	Q2	Q3	Q4	
Freebee	10,017	8,870	8,396	6,290	33,573

Source: CITT Quarterly Transit Ridership Reports

Map 2- 45: North Miami Freebee Service Area



Source: Freebee Service Area, City of North Miami

Downtown Development and Major Corridor Master Plan (2013): Emphasis on enhancing key corridors like Biscayne Boulevard, NE 6 Avenue, West Dixie Highway, and NW 7 Avenue, the plan lays out a vision to revitalize the city's core areas. Significant redevelopment efforts aim to boost economic activity and improve the quality of life by promoting pedestrian-friendly and bike-friendly environments. First- and last-mile infrastructure is highlighted through the "*Complete Streets*" initiative, for example, the NE 6 Avenue corridor feature plans for shared lanes marked with "*sharrows*" widened sidewalks and raised medians for traffic calming.

Transportation Element of the Comprehensive Plan (2016): The plan emphasizes improving sidewalks, bike lanes, and pedestrian pathways to connect residential areas to public transit

stops and commercial centers. This includes the development of greenways and complete streets that prioritize non-motorized transportation options. The city also plans to expand its network of bike-sharing programs, providing convenient access to bicycles near transit hubs. Additionally, the plan advocates transit-oriented development to ensure that new developments are located near transit services.

The North Miami Mobility Hub and TOD Strategic Plan (2018): The North Miami Mobility Hub and TOD Strategic Plan emphasizes improving first- and last-mile connectivity, focusing on redesigning the NE 125/123 Street pair as a pedestrian-friendly corridor using a complete streets approach. The plan envisions transforming the city's transportation network into a system prioritizing pedestrians, with green streets, shared streets, alleyways, shared bikeways, protected bike lanes, and multi-use trails. This enhanced network will complement existing transit services, offering better connections to both local and regional destinations.

2.25 City of North Miami Beach

NMB Line: The city's trolley, named the NMB Line, offers five routes of free, reliable, and comfortable trolley service throughout the city as shown in **Map 2-46**, hitting many major destinations, such as the Aventura Mall, Golden Glades Interchange, and the Florida International University's (FIU) Biscayne campus. Services are provided six days per week, running from as early as 7:30 am through 7:45 pm. In 2022, the NMB Line provided a total of 129,143 rides across five routes (Routes A through D2). By 2023, ridership increased to 153,585 rides, bolstered by the introduction of a new route, Route E, which accounted for 24,607 rides on its own. Among the original routes, Route D1 experienced a notable 52% increase in ridership, while Route B saw a significant 38% decrease, warranting further investigation as outlined in **Table 2-29**. FY2024 data shows that NMB Line's six routes have recorded 138,786 rides, a 10% decrease in ridership, as documented in the table below.

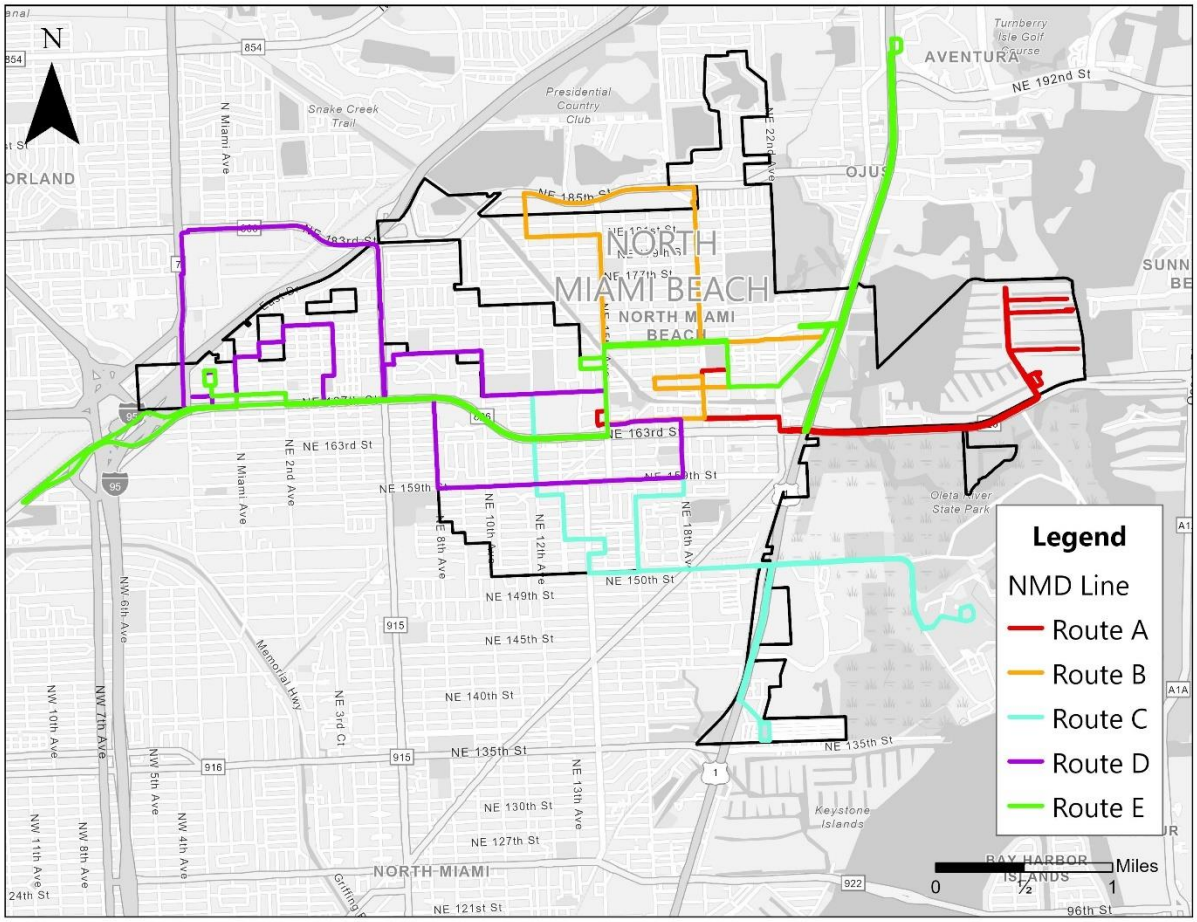
Table 2-29: NMB Line Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Route A	2022	6,300	6,200	6,678	6,940	26,118	
	2023	7,217	6,943	5,848	5,820	25,828	▼ 1%
	2024	5,564	5,874	6,233	6,191	23,862	▼ 8%
Route B	2022	11,289	11,057	13,436	14,970	50,752	
	2023	10,630	7,713	6,693	6,500	31,536	▼ 38%
	2024	6,034	6,371	6,816	6,444	25,665	▼ 19%
Route C	2022	5,759	4,157	3,900	3,933	17,749	
	2023	5,959	6,472	6,146	6,049	24,626	▲ 39%
	2024	5,612	5,833	6,212	6,035	23,692	▼ 4%
Route D1	2022	3,871	4,197	2,932	6,652	17,652	
	2023	7,536	7,193	6,189	5,952	26,870	▲ 52%
	2024	4,235	5,040	4,935	4,965	19,175	▼ 29%

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Route D2	2022	4,463	4,621	5,134	2,654	16,872	
	2023	3,907	4,537	5,843	5,831	20,118	▲ 19%
	2024	4,573	4,716	4,714	4,686	18,689	▼ 7%
Route E	2023	4,111	6,870	6,838	6,788	24,607	
	2024	6,586	6,889	7,259	6,969	27,703	▲ 13%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 46: NMB Line Routes



Source: NMB Line

North Miami Beach Freebee: Freebee provides complimentary door-to-door on-demand transportation throughout the City of North Miami Beach since its service began in 2023. This service covers key destinations within the area as seen in **Map 2-47**, including prominent spots such as Jackson North Medical Center, Southern Memorial Park, Greynolds Golf Course, East Greynolds Park, Oleta River State Park, and Publix on US-1. Services are provided Monday through

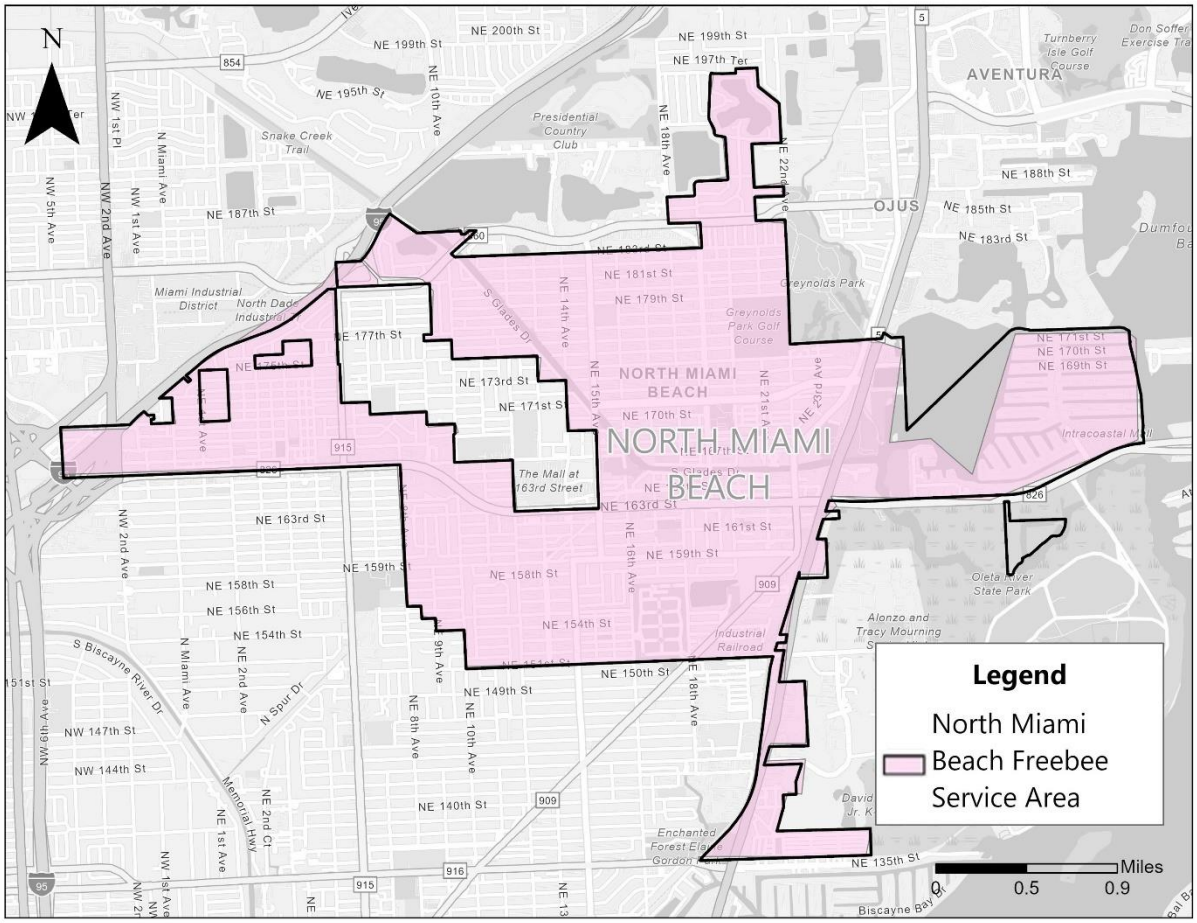
Friday from 8:00 am through 6:00 pm, and Saturdays from 1:00 pm to 7:00 pm. In FY2024, this route serviced 40,485 riders. A ridership summary by quarter is in **Table 2-30**.

Table 2-30: North Miami Beach Freebee Ridership (FY24)

Service	Ridership by Quarter (2024)				Total Boardings 2024
	Q1	Q2	Q3	Q4	
Freebee	9,457	9,796	10,442	11,158	40,485

Source: CITT Quarterly Transit Ridership Reports

Map 2- 47: North Miami Beach Freebee Service Area



Source: Freebee Service Area, City of North Miami Beach

North Miami Beach Safe Streets for All (SS4A): In 2022, the City of North Miami Beach secured a $200,000 grant award through USDOT's SS4A grant program for the development of a Comprehensive Safety Action Plan. The Plan is just under development, however, once completed it will set policies and programs aimed at applying a holistic Safe Systems approach to road safety, as well as identify a High Injury Network and recommend projects to improve safety along the city's mobility network.

Transportation Element of the Comprehensive Plan (2015): The Transportation Element within the City's plan highlights goals, objective and policies regarding transportation within the city's limits. While much of this document is focused on roadway level of service, there are a few goals, objectives and policies related to safe and connected non-motorized travel, as well as first- and last-mile connections. They include the following:

- **Objective 1.2**, which commits the city to coordinate and cooperate with other government agencies to provide a multimodal transportation system that is safe and efficient.
- **Objective 1.4**, which requires the city to coordinate with the County and private transit providers to ensure the availability of adequate service meets the needs of the City's residents. This objective is partnered with **Policy 1.4.6**, which calls for improved connectivity to the Golden Glades intermodal terminal through the provision of alternative mobility modes, inclusive of transit and bicycle infrastructure.
- **Objective 1.5**, which commits the city to continue developing methods to provide a safer and more convenient non-motorized circulation system within the city. This includes **Policy 1.5.1**, which calls for the utilization of the sidewalk and bikeway improvement program to provide safer pedestrian and bicycle infrastructure; and **Policy 1.5.2**, which commits to the maintenance and expansion of the city's Greenway Corridor and the bicycle path along the Snake Creek Trail.

Transit Oriented Development (TOD) Master Plan (2019): Developed in 2016, the Master Plan recommends several key non-motorized improvements aimed at improving connections within transit station catchment areas and implementing Complete Streets infrastructure along key corridors to connect to neighboring municipalities. The recommendations include expanding the bicycle, pedestrian, and trains network, emphasizing delineating the network through proper markings and signage. One of the key recommendations from this plan is to focus on the broad station catchment area from the Snake Creek Canal to NE 151 Street and expanding the Snake Creek Greenway. The recommendations also consider expanding the existing trolley route to service NE 151 Street and the future expansion of SoLe Mia and the FIU North Miami Beach Campus. Finally, the Plan recommends developing complete streets concepts for West Dixie Highway, inclusive of bicycle facilities and other corridor-wide improvements, as well as redesigning the Snake Creek Bridge with expanded multimodal amenities.

2.26 City of Opa-locka

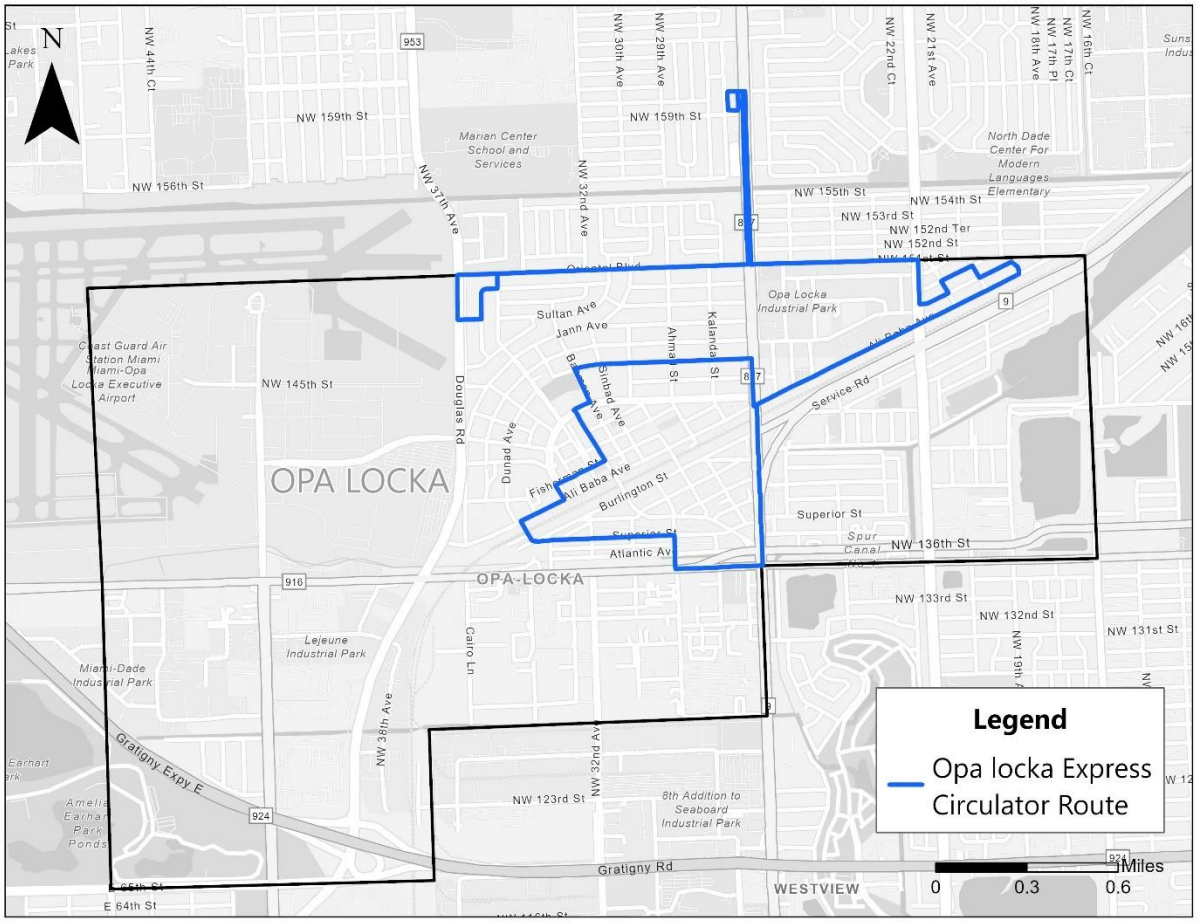
Opa-locka Express Circulator: The Opa-locka Express Circulator is currently operating one route that provides direct access to many destinations within the city as illustrated in **Map 2-48**, including the Opa-locka Tri-Rail Station, City Hall and Sherbondy Park, Jackson Health Services, Walgreens Pharmacy, and two grocery stores. In addition to the time transfer at the Tri-Rail Station, the service has five timed transfer points to access MetroBus local services. Between 2022 and 2023, this service provided 26,662 rides, reflecting an 11% decline in ridership, warranting further evaluation of contributing factors and potential solutions. However, in FY2024, ridership grew to 13,087, a modest 2% increase, suggesting early signs of recovery. A summary by quarter is in **Table 2-31**.

Table 2-31: Opa-locka Express Circulator Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
North Route	2022	3,607	3,847	3,659	3,018	14,131	
	2023	2,478	3,154	3,018	3,881	12,531	▼ 11%
	2024	3,170	3,342	3,317	3,258	13,087	▲ 4%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 48: Opa-locka Express Circulator Route



Source: City of Opa-locka Express Circulator

Safe Streets and Routes for All (SS4A) Comprehensive Safety Action Plan: The City of Opa-locka developed and adopted a Comprehensive Safety Action Plan (CSAP) in April 2025, funded by an SS4A Grant. Rooted in Vision Zero, the plan aimed to eliminate all road deaths and serious injuries by 2030. Upon completion, the CSAP identified a High Injury Network (HIN) of corridors based on existing conditions and crash history and outlined policy and project-based actions

designed to enhance safety across the city's roadways. By adopting a safe systems approach, the plan contributed to reducing traffic-related deaths and severe injuries throughout Opa-locka.

City of Opa-locka Sustainable Opa-locka 20/30 Comprehensive Plan (2015): The transportation element focuses on improving first and last-mile infrastructure, particularly targeting pedestrian and cyclist safety. Several policies address these concerns, including the adoption of Bicycle and Pedestrian Level of Service (LOS) standards. Specifically, **Policy T-1.2** establishes a Bicycle LOS standard of B or better on Roads with designated bike lanes. **Policy T-1.3** sets a Pedestrian LOS standard of B or better, aiming to create safe and attractive pedestrian environments. **Policy T-4.2** emphasizes securing funds for bicycle and pedestrian infrastructure improvements, aiming to connect residential areas with recreational spaces and major activity centers.

City of Opa-locka 2021 Downtown Master Plan (2021): The Opa-locka Community Redevelopment Agency (OCRA) has been actively improving the city's infrastructure, particularly in the areas of pedestrian and cyclist safety. They have funded projects to construct or repair sidewalks, install bike lanes, and upgrade bus stops. To enhance safety, they have implemented traffic calming measures, improved intersections, and conducted public education campaigns. While specific examples are difficult to find without further research, it is likely that the OCRA has funded sidewalk construction, bike lane installations, intersection improvements, and traffic calming measures in recent years.

2.27 Village of Palmetto Bay

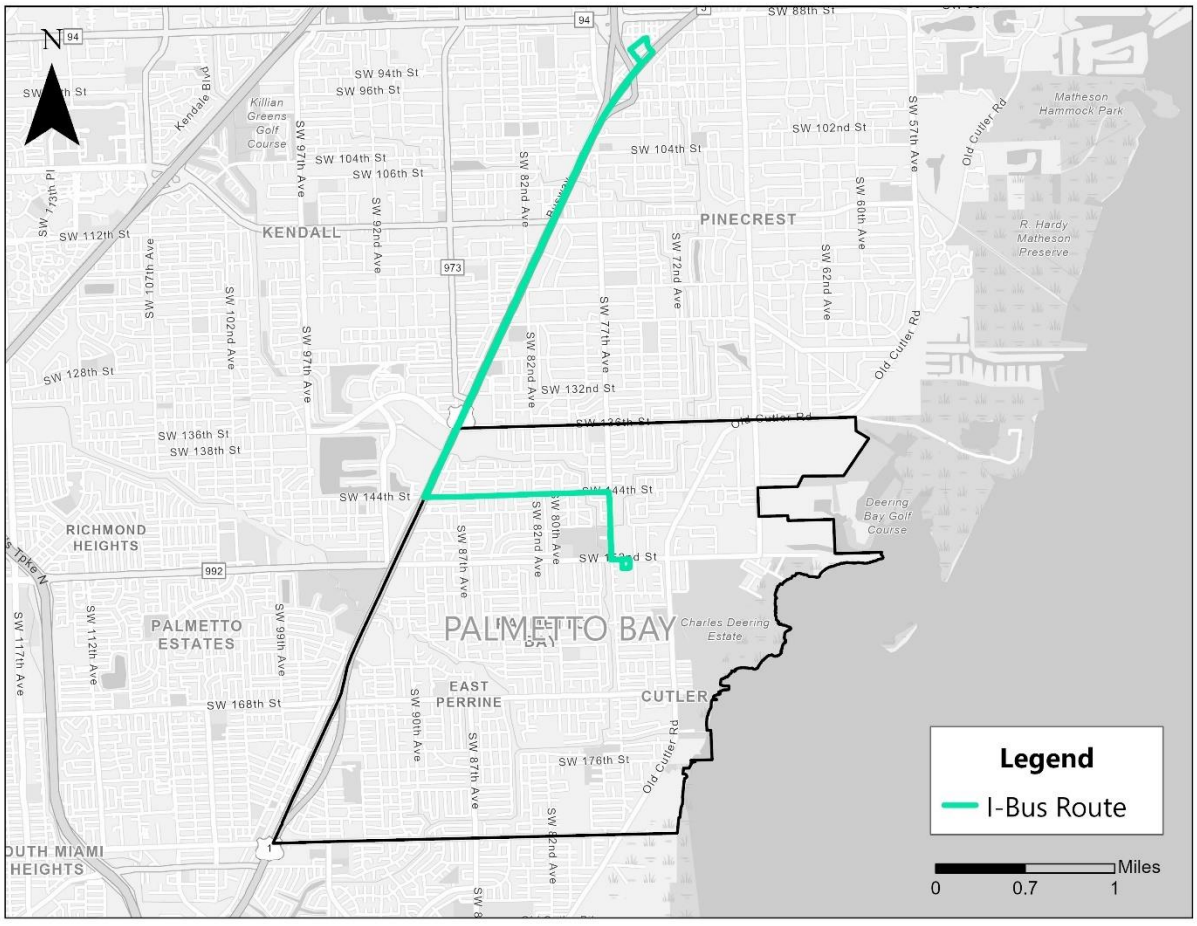
I-Bus (Local Bus Service): Launched in 2006, this free service provides first- and last-mile mobility to residents traveling to or from the Dadeland South Metrorail Station. The service runs from the St. Richards-Holy Rosary Catholic Church park-and-ride area to the Metrorail Station on the Miami-Dade County Transitway as illustrated in **Map 2-49**. Shuttles are equipped with bicycle racks to encourage multimodal travel and run during peak commute times. In the mornings, the service departs from the park-and-ride location every 20-30 minutes, from 6:00 a.m. to 9:00 a.m. In the afternoons, the service departs from the Metrorail station every 20-30 minutes, from 4:00 p.m. to 7:00 p.m. In 2022, the I-Bus provided 11,371 rides for the Village, increasing to 13,108 passengers in 2023, a 15% rise that underscores the service's growing popularity and effectiveness in meeting community transportation needs. In 2024, ridership reached 17,134, with both morning and afternoon services surpassing 2023 levels by 31%, indicating a steady increase in demand over the years. A detailed quarterly summary is available in **Table 2-33**.

Table 2-32: I-Bus Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Morning	2022	1,498	1,610	1,686	1,443	6,237	
	2023	1,468	1,916	1,838	1,819	7,041	▲ 13%
	2024	1,979	2,529	2,251	2,134	8,893	▲ 26%
Afternoon	2022	1,649	1,204	1,016	1,265	5,134	
	2023	1,276	1,492	1,534	1,765	6,067	▲ 18%
	2024	1,706	2,242	2,243	2,050	8,241	▲ 36%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 49: I-Bus Route



Source: Palmetto Bay I-Bus

Palmetto Bay Freebee: Palmetto Bay's Freebee service offers a free, on-demand mobility service within the Village's limits. The western extent of the service area, shown in **Map 2-50**, is S Dixie

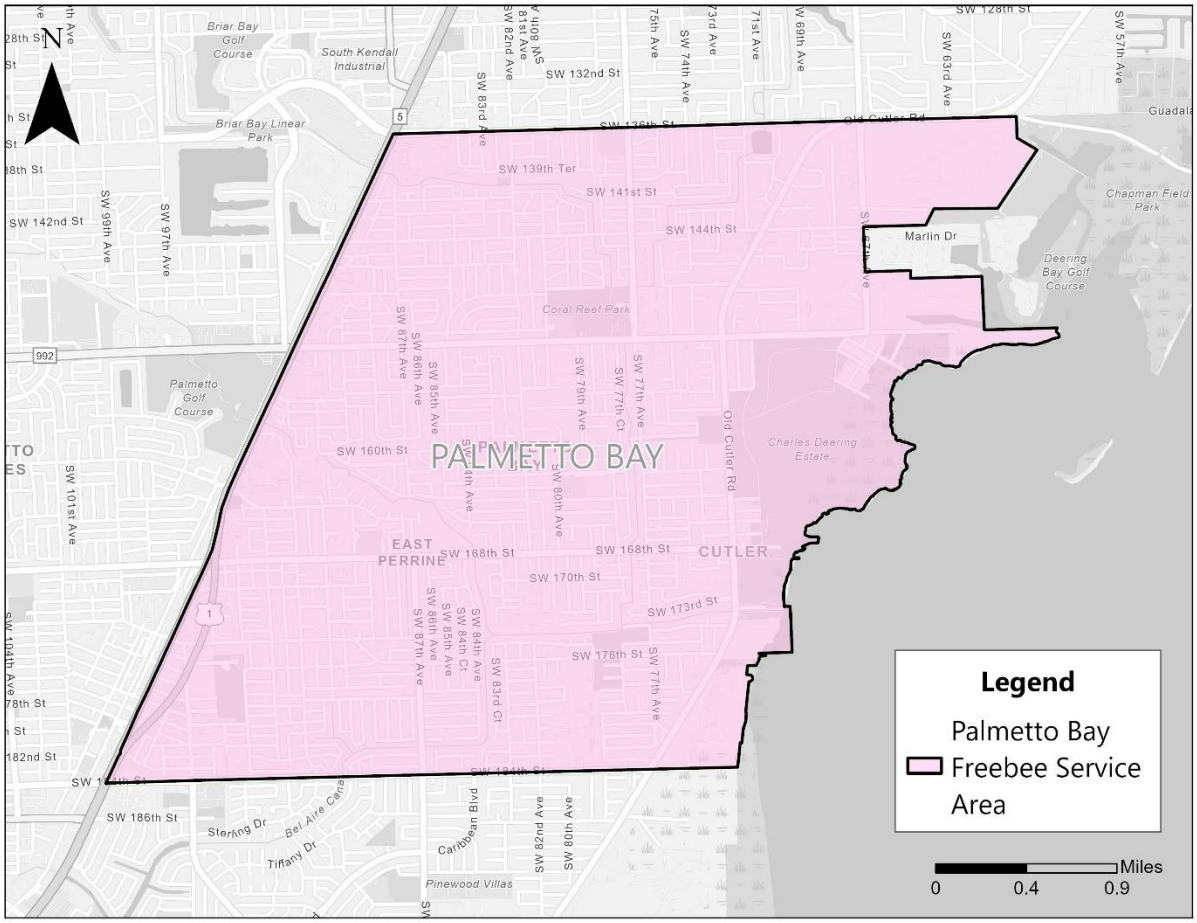
Highway and the South Dade Corridor, providing direct intermodal access to the South Corridor and the adjacent South Dade Trail. The service provides direct access to many destinations, including the Deering Estate, Palmetto Bay Park, Howard Drive Elementary School, Southwood Middle School, and Coral Reef Park, in addition to other parks, places of worship and commercial centers within the Village. Rides are provided six days a week, operating Monday through Saturday from 7:00 a.m. to 7:00 p.m. In 2022, Freebee provided 22,416 rides in Palmetto Bay, but ridership declined by 17% in 2023, totaling 18,577 passengers. However, in FY2024, ridership saw a slight 0.4% increase to 18,645 rides, indicating signs of ridership stagnation. These metrics warrant further evaluation to identify underlying causes and potential solutions. The ridership is detailed by quarter in **Table 2-33**.

Table 2-33: Palmetto Bay Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	4,067	5,963	6,158	6,228	22,416	
	2023	5,410	4,261	4,333	4,373	18,577	▼ 17%
	2024	4,136	4,265	4,484	5,760	18,645	▲ 0.4%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 50: Palmetto Bay Freebee Service Area



Source: Freebee Service Area, Village of Palmetto Bay

Palmetto Bay Safe Streets for All (SS4A): In 2023, the Village of Palmetto Bay secured a $375,000 grant award through USDOT's SS4A grant program for the development of a Street Safety Action Plan. The Plan is currently under development, however, once completed it will set policies and programs aimed at eliminating traffic fatalities and serious injuries, as well as identify a High Injury Network and recommend projects to improve safety along the village's mobility network.

Bicycle and Pedestrian Master Plan (2011): The plan emphasizes several key initiatives such as traffic calming projects and installation of bike lanes along critical corridors such as SW 87 Avenue and SW 82 Avenue to increase cyclist safety while calming vehicle speeds. **Policy 2A.5.2** targets pedestrian improvements for intersections along US-1 including painted crosswalks, better lighting, improved pedestrian signals, and safe pedestrian refuge. Another initiative is the Old Cutler Road Enhancement which includes traffic circles and intersection improvements like SW 67 Avenue to provide safer crossings. Additionally, the Sidewalk and Greenway Connection projects like SW 146 Street and Old Cutler Road focus on extending sidewalks and greenways, which enhance walkability and biking in the community.

Transportation Master Plan (2014): Key recommendations within the Master Plan include policies on installing 4-foot bike lanes along Old Culter Road, creating a safer route for cyclists while improving connectivity at intersections like SW 82 Avenue and SW 87 Avenue. Similarly, policies leading for upgrades to SW 168 Street include new sidewalks and bike lanes on both sides. In addition, traffic calming measures such as roundabouts at major intersections like SW 67 Avenue and SW 184 Street aim to slow vehicle speeds and make crossings safer for pedestrians and cyclists

Transportation Element of the Comprehensive Plan (2010): **Policy 2A.5.1** highlights the need to address gaps in the sidewalk network to ensure continuous connectivity for pedestrians, including constructing sidewalks in front of vacant lots during future development. **Policy 2A.5.2** focuses on improving pedestrian infrastructure along major corridors such as US 1, targeting crosswalks, lighting, pedestrian signals, and refuge areas for increased safety. **Policy 2A.5.6** seeks to implement on-street bicycle lanes. The integration of bicycle facilities into public transit is further encouraged through collaboration with Miami-Dade Transit's "*Bike and Ride*" program, discussed in **Policy 2A.5.7**. This plan is currently being updated.

2.28 Village of Pinecrest

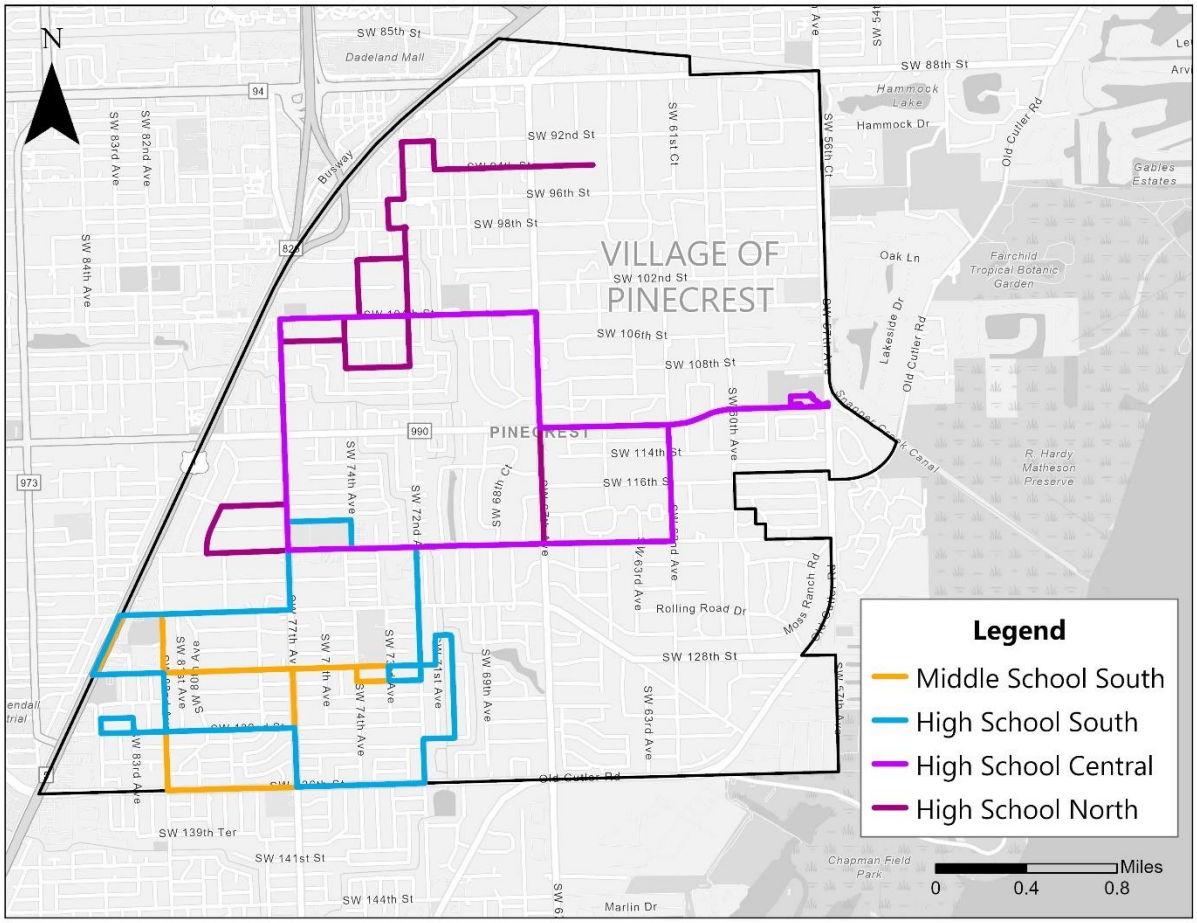
People Mover: Pinecrest's People Mover is a free transit bus service connecting neighborhoods within the village with schools as illustrated in **Map 2-51**. It is mainly utilized by students who do not qualify for bus service to middle and high school, as well as anyone trying to access services and destinations within the village. Services are provided Monday through Friday, from 8:00 a.m. to 4:30 p.m. This service stands out due to its route structure, which is determined by the students who sign up. As a result, ridership data is only available at the system level rather than by individual routes. A quarterly ridership summary in **Table 2-34** shows a 24% decline, from 18,172 passengers in 2022 to 13,870 in 2023, warranting further analysis to determine its causes and identify improvement strategies. However, FY2024 data indicates a recovery, with 17,340 rides recorded, a 25% increase from the previous year. This upward trend suggests progress and highlights the need for continued monitoring to evaluate if ridership fluctuation continues in the future.

Table 2-34: People Mover Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
People Mover	2022	5,665	5,559	4,458	2,490	18,172	
	2023	4,201	3,972	2,942	2,755	13,870	▼ 24%
	2024	4,655	4,462	4,115	4,108	17,340	▲ 25%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 51: People Mover Route



Source: Pinecrest People Mover

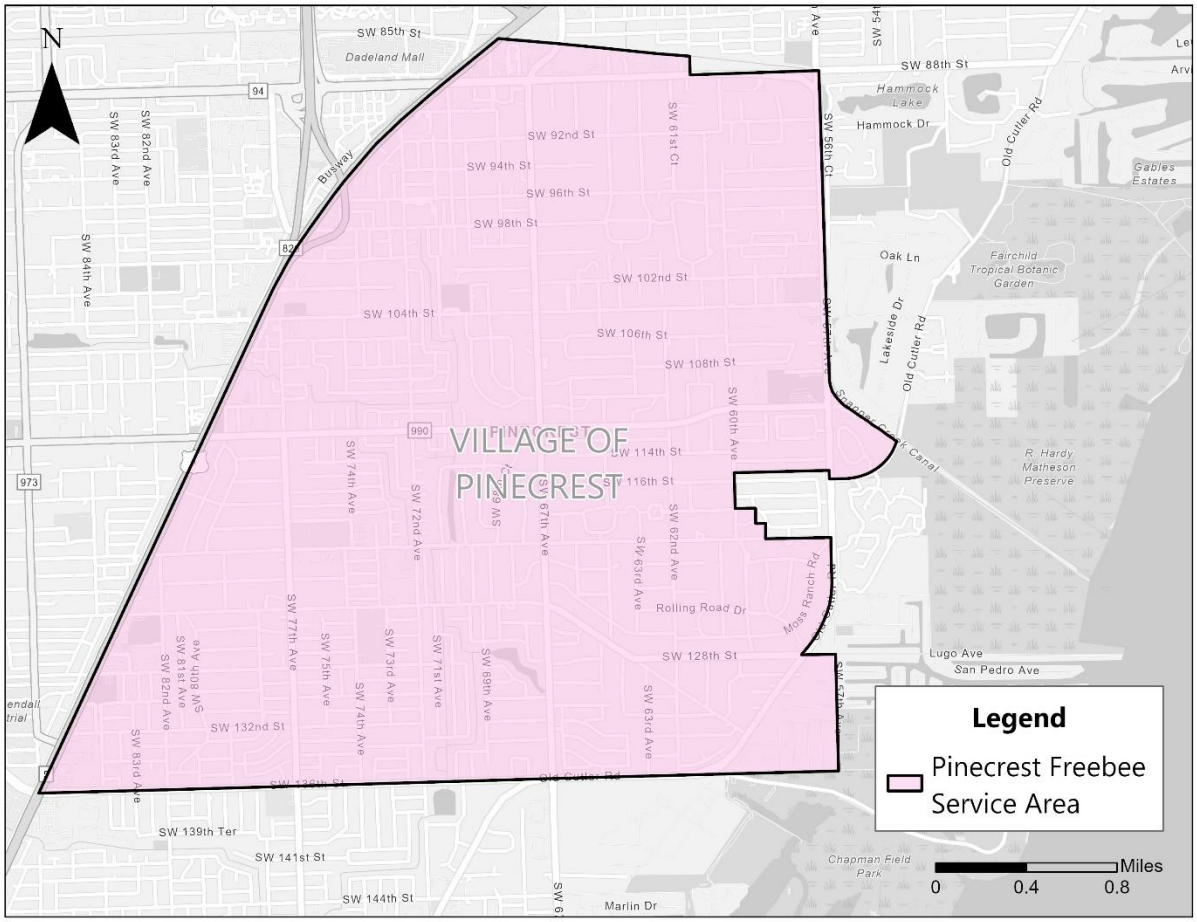
Pinecrest Freebee: Beginning operations in 2019, Freebee operates free, on-demand service throughout the Village of Pinecrest in the area showcased in **Map 2-52**, offering accessible mobility to destinations, including Pinecrest Gardens, Suniland Park, Evelyn Greer Park, Palmetto Elementary School, Palmetto Middle School, Miami Palmetto Senior High School, as well as other parks, preparatory and private schools, and commercial centers. Additionally, the service extends along S Dixie Highway, improving access to the South Corridor Bus Rapid Transit and adjacent South Dade Trail. Riders are offered six days a week, operating Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturdays from 10:00 a.m. To 10:00 p.m. In 2022, Pinecrest's Freebee service provided 30,106 rides, increasing by 18% in 2023 to 35,489 rides. This growth continued in 2024, with an 11% increase bringing total ridership to 39,413. The steady rise underscores the growing demand for the service and its effectiveness in meeting the community's transportation needs. A summary by quarter is detailed in **Table 2-35**.

Table 2-35: Pinecrest Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	3,048	8,200	9,227	9,631	30,106	
	2023	8,598	8,635	8,801	9,455	35,489	▲ 18%
	2024	9,564	10,029	9,881	9,939	39,413	▲ 11%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 52: Pinecrest Freebee Service Area



Source: Freebee Service Area, Village of Pinecrest

Pinecrest Safe Streets for All (SS4A): In 2024, the Village of Pinecrest secured a $280,000 grant award through USDOT's SS4A grant program for the development of a Comprehensive Safety Action Plan. The Plan is not yet under development, however, once completed it will set policies and programs aimed at applying a holistic Safe Systems approach to road safety, as well as identify a High Injury Network and recommend projects to improve safety along the village's mobility network.

Transportation Master Plan (2018): A key project is the development of over 11 miles of shared use paths, with a notable example being the 10-foot-wide path along Kendall Drive. This path is designed to enhance connectivity and safety for both cyclists and pedestrians. Additionally, the US-1 Corridor Mobility Plan targets improved pedestrian and bicycle infrastructure along the heavily trafficked US-1 corridor. The plan includes design standards for new facilities, safety upgrades, and enhanced connections between residential areas and commercial hubs. More information regarding this plan is available in **Appendix A**.

2.29 City of South Miami

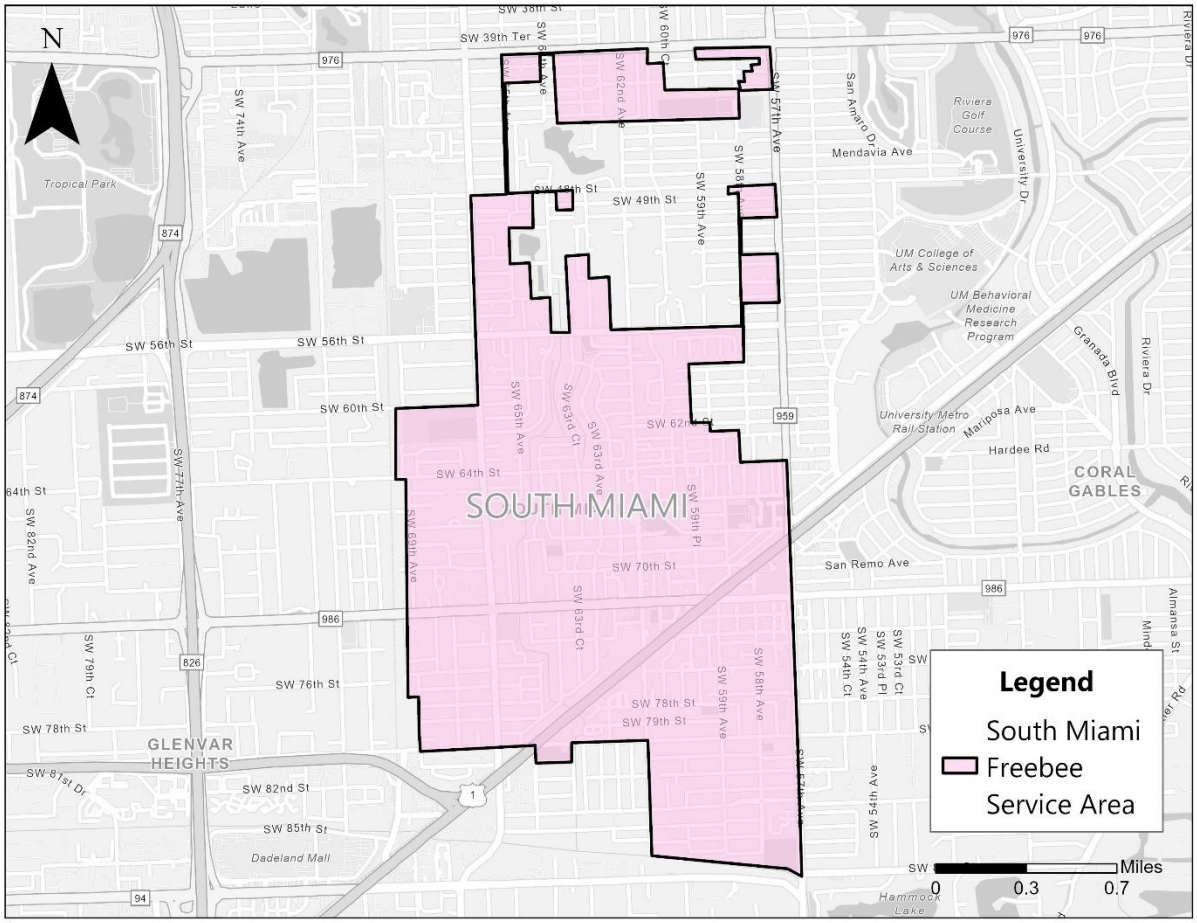
South Miami Freebee: Freebee operates throughout the city's limits as illustrated in **Map 2-53**, providing improved access to destinations, such as South Miami Hospital, South Miami Park, Murray Park and Aquatic Center, Dante B. Fassell Park, Larkin Community Hospital, Ludlam Elementary School, South Miami Middle School, South Miami K-8 Center, in addition to other preparatory and private schools and parks. The city covers an area on both sides of S Dixie Highway, enhancing mobility to the South Dade Corridor, South Dade Trail, and the commercial services along the corridor. Services operate six days a week, running Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturday from 11:00 a.m. to 11:00 p.m. In 2022, South Miami's Freebee service provided 23,557 rides, increasing by 12% in 2023 to 26,297 passengers. This growth reflects the service's rising popularity and its role in meeting community transportation needs. FY2024 data shows 33,265 rides, a 26% increase from the previous year, further highlighting its expanding demand. A summary by quarter is **Table 2-37**.

Table 2-36: South Miami Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	5,619	5,180	5,652	7,106	23,557	
	2023	6,764	7,366	5,652	6,515	26,297	▲ 12%
	2024	8,784	9,108	8,299	7,074	33,265	▲ 26%

Source: CITT Quarterly Transit Ridership Reports

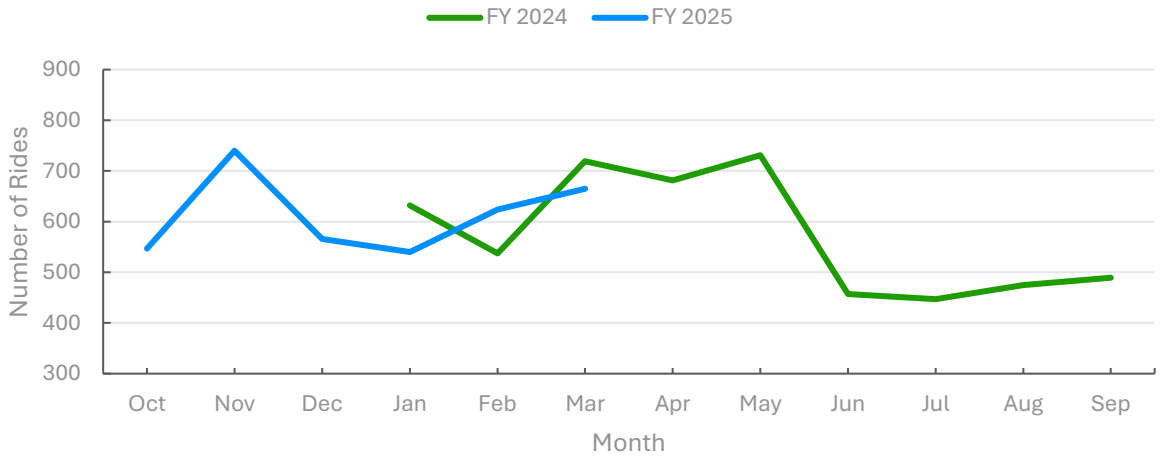
Map 2- 53: South Miami Freebee Service Area



South: [Freebee Service Area, City of South Miami]

South Miami Bird: Bird's micromobility service was officially authorized by the City of South Miami, enabling first- and last-mile connectivity across the municipality. Established in Q2 of FY 2024, the service has already demonstrated a ridership peak during Q3, based on currently available data. However, a comprehensive annual ridership analysis will require more time and additional data points to fully assess trends and user adoption. provides a monthly breakdown of ridership throughout the fiscal year, reflecting patterns within the available dataset.

Figure 2- 3: South Miami Bird Ridership (FY24-FY25)



Source: Bird/City of South Miami

Transportation Element of the Comprehensive Plan (2018): The Transportation Element highlights goals, objectives and policies related to transportation infrastructure within the City of South Miami. In terms of multimodal mobility, **Goal 2** aims to foster a transportation system network that supports all modes of transportation including vehicles, pedestrian, bicycle and transit. The following Objectives and Policies enhance the active-transportation network and improve first- and last-mile connections:

- **Objective 2.1** commits the city will continue to refine and develop detailed plans for new sidewalks and additional bikeways as part of the South Miami Intermodal Transportation Plan. **Policy 2.1.1** outlines the refinement and updates to the detailed bikeway plan, which includes access to the MetroRail Station; **Policy 2.1.2** calls for the city to seek federal, state, and local funding to implement the recommendations of the South Miami Intermodal Transportation Plan. **Policy 2.1.3** highlights the city's commitment to develop the "Pedestrian and Bicycle Network Study".
- **Objective 2.2** aims to increase community resiliency through transportation and transportation infrastructure decisions that increase sustainability, including the provision of new bicycle and pedestrian connections, as outlined in **Policy 2.2.2**, and bicycle racks and storage facilities per **Policy 2.2.4**.

South Miami Intermodal Transportation Plan (2015): The South Miami Intermodal Transportation Plan aims to provide residents with sustainable, safe, and efficient alternatives to personal vehicles, while increasing transit ridership. Key strategies include prioritizing pedestrian and bicycle projects, particularly those that connect to public transportation, and addressing infrastructure gaps to improve multimodal connectivity within the community and region. Enhancing pedestrian and bicycle infrastructure is central to improving safety and residents' quality of life. The plan builds on the existing network, focusing on regional connections through greenways like the Snapper Creek Trail, M-Path/The Underline, Red Road Linear Park, Old Cutler Trail Bike Path, and the FEC Ludlam Corridor as seen in **Map 2-54**. It also recommends identifying safe pedestrian crossing points along US-1/South Dixie Highway near transit stops to reduce

jaywalking. While the plan includes policy recommendations, it highlights specific areas for improvement, as detailed below and in **Appendix A**:

Map 2- 54: South Miami Intermodal Transportation Plan

Source: South Miami Intermodal Transportation Plan

South Miami Complete Streets Policies and Design Manual (2016): This Plan sets a baseline for existing roadway conditions and sets forth policies and design guidelines for how roads should be designed based on context and land use. First classifying the city's roadways by type, and then recommending improvements based on typology, the guidelines aim to better integrate transportation and land use, to improve the safety and connectivity within the city and enhance the quality of life. Pedestrian and bicycle infrastructure improvements are prescribed below.

City of South Miami Parks and Recreation Master Plan (2017): This Master Plan lights the city's existing and proposed park infrastructure but includes a section highlighting the visioned pedestrian and bicycle enhancements to connect the existing and proposed parks and trails. The plan's desired network connects the existing Underline section to the planned Snapper Creek Trail and Ludlam Trail, as well as expanding the Underline in both directions, expanding past city limits. Additionally, the plan proposes a grid network of pedestrian and bicycle infrastructure (type of

improvements have not yet been determined). Further information regarding this plan can be found in **Appendix A**.

2.30 City of Sunny Isles Beach

Sunny Isles Beach Shuttle (SIBShuttle): This free shuttle service, as depicted in **Map 2-55**, provides easy access to common destinations, such as the Aventura Mall, Publix, Pelican Community Park, Sunny Isles Beach Government Center, the Intracoastal Mall, Arlen House, the Intracoastal yacht Club, Milam's and Plaza of the Americas, to name a few. The service is open to both residents and visitors, offering three routes daily with schedules that vary. Orange Line #1 runs Monday through Sunday from 8:00 a.m. to 7:35 p.m. Orange Line #2 runs Monday through Saturday, from 8:00 a.m. to 7:50 p.m. Finally, the Blue Line runs Monday through Friday, from 7:45 a.m. to 3:50 p.m.

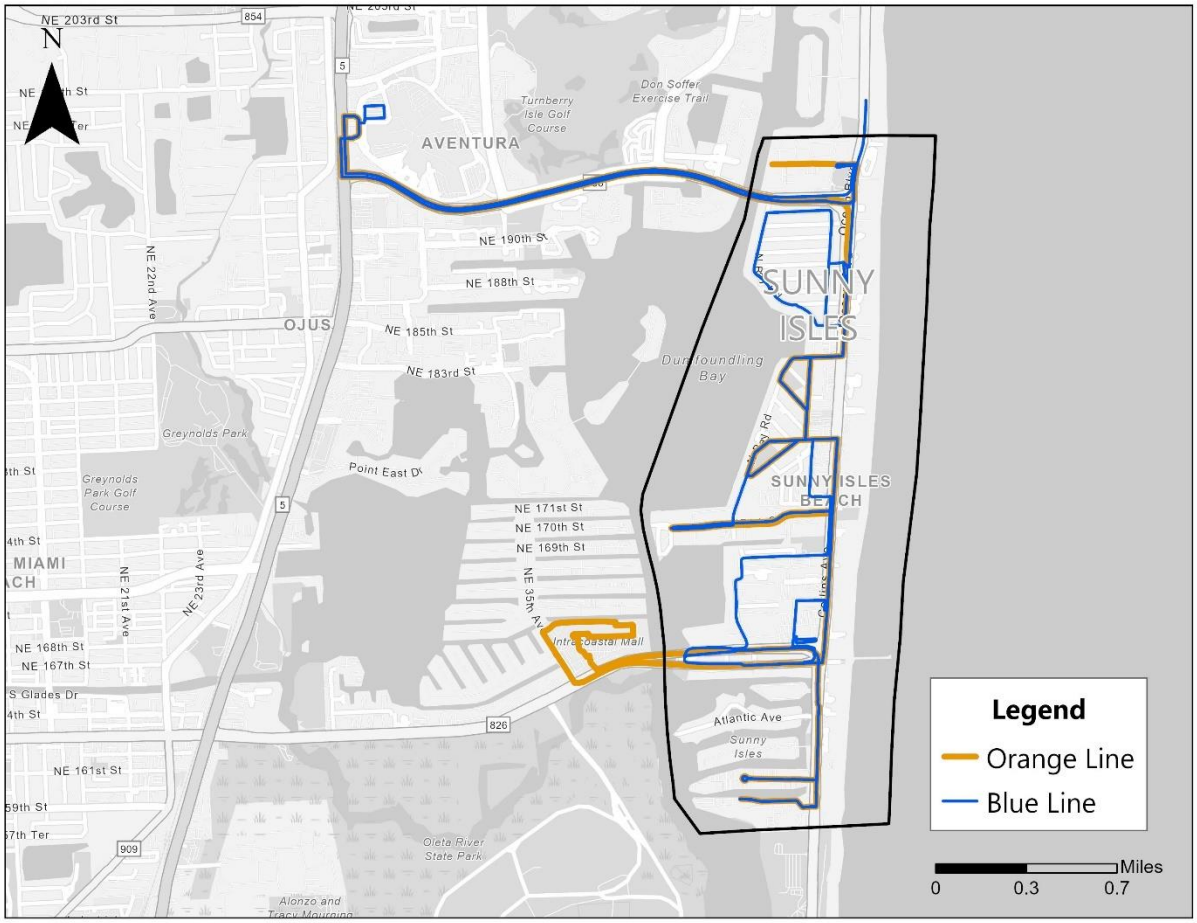
In 2022, the SIBShuttle recorded 82,561 rides, increasing by 18% in 2023 to 97,670 rides. While all three routes saw growth, the Blue Line drove much of the increase with a 76% surge in passengers, while the other two lines experienced more moderate but still significant gains. FY2024 data shows ridership rising 31% to 127,911 rides, surpassing the previous year's total and highlighting the system's growing demand. A quarterly ridership summary for all three routes between 2022 and 2024 is presented in **Table 2-37**.

Table 2-37: SIBShuttle Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Orange Line 1	2022	9,350	10,114	10,610	10,508	40,582	
	2023	12,651	11,966	8,960	10,768	44,345	▲ 9%
	2024	12,493	16,820	15,456	14,265	59,034	▲ 33%
Orange Line 2	2022	8,171	8,489	8,711	8,600	33,971	
	2023	9,696	10,438	9,211	9,897	39,242	▲ 16%
	2024	11,686	14,399	12,933	11,617	50,635	▲ 29%
Blue Line	2022	165	3,513	3,239	1,091	8,008	
	2023	107	2,883	7,417	3,676	14,083	▲ 76%
	2024	4,460	5,019	5,045	3,718	18,242	▲ 30%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 55: SIBShuttle Routes



Source: Sunny Isles SIB Shuttle

Transportation Master Plan (2016): The Plan lists several initiatives to improve pedestrian and bicyclist safety, one major project is the installation of "*No Turn on Red*" and "*Yield to Pedestrians*" signs at key intersections, such as Collins Avenue at 172nd Street, 174th Street, and 183rd Street. Additionally, flashing lights and radar speed signs have been placed along Sunny Isles Boulevard, particularly on westbound lanes, to control vehicle speeds and improve safety. More information regarding this plan can be found in **Appendix A**.

2.31 Town of Surfside

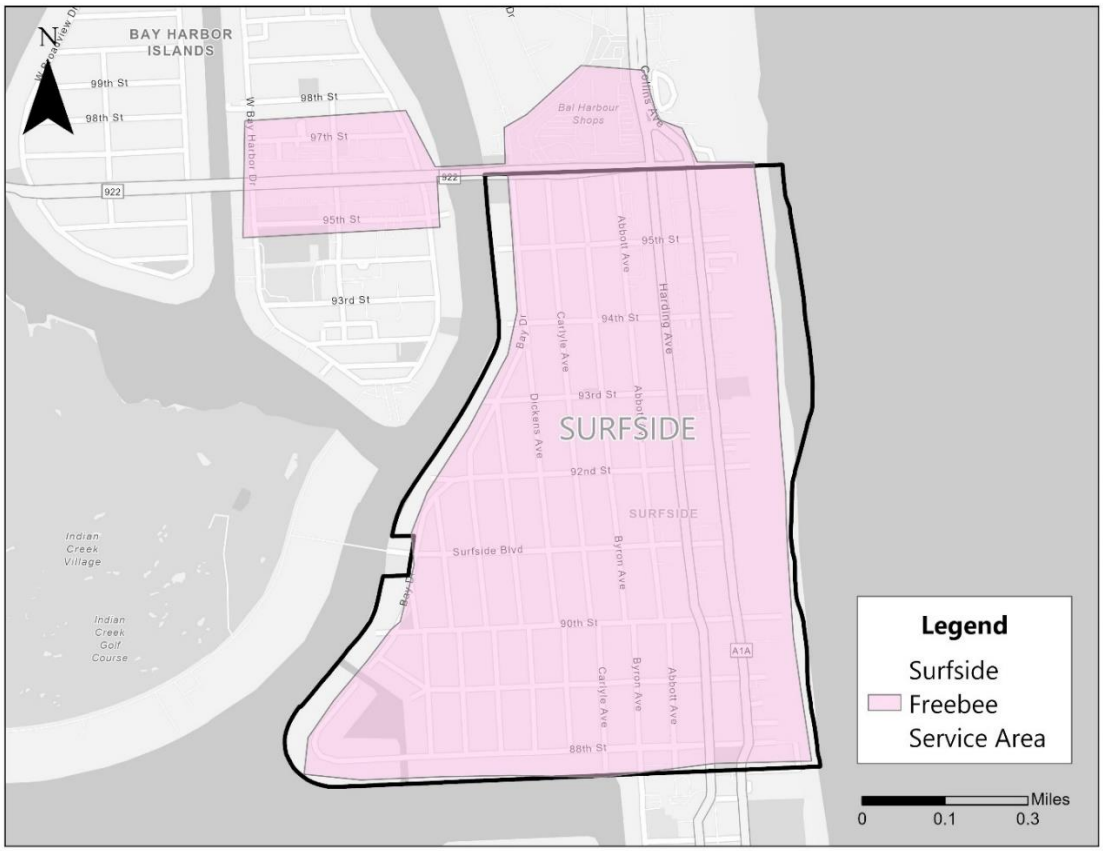
Surfside Freebee: Surfside's Freebee service started in Spring 2024 and covers the town of limits, as well as a small section of Bay Harbor Islands and Bal Harbour as depicted in **Map 2-56**, improving connectivity along 96th Street/Broad Causeway. The geofenced area captures many popular destinations, including the Bal Harbour Shops and St. Regis Bal Harbour Resort, Grand Beach Hotel, Town's Community Center, Town of Bay Harbor Islands Town Hall, Surfside Park, and Veterans Park, in addition to many places of worship, other hotels, and commercial centers. Services operate every day, running Monday through Thursday from 9:00 a.m. to 3:00 p.m. and 4:00 p.m. to 7:00 p.m., Friday and Saturday from 10:00 a.m. to 3:00 p.m. and 4:00 p.m. to 10:00 p.m., and Sunday from 10:00 a.m. to 4:00 p.m. Since FY2024 Q3, this route serviced 4,355 passengers. A ridership summary by quarter is in **Table 2-38**.

Table 2-38: Surfside Freebee Ridership (FY24)

Service	Ridership by Quarter (2024)				Total Boardings 2024
	Q1	Q2	Q3	Q4	
Freebee	N/A	N/A	1,837	2,518	4,355

Source: CITT Quarterly Transit Ridership Reports

Map 2- 56: Town of Surfside Freebee Service Area



Source: Freebee Service Area, Town of Surfside

Transportation Element of the Comprehensive Plan: The plan emphasizes maintaining and enhancing sidewalks on major streets like Collins Avenue and Harding Drive to ensure safe and accessible pedestrian routes, particularly for those with disabilities. The town has implemented traffic calming measures and evaluated mid-block crossings to improve pedestrian safety. These efforts include trimming roadside shrubbery that obstruct visibility and maintaining accessible walkways.

2.32 City of Sweetwater

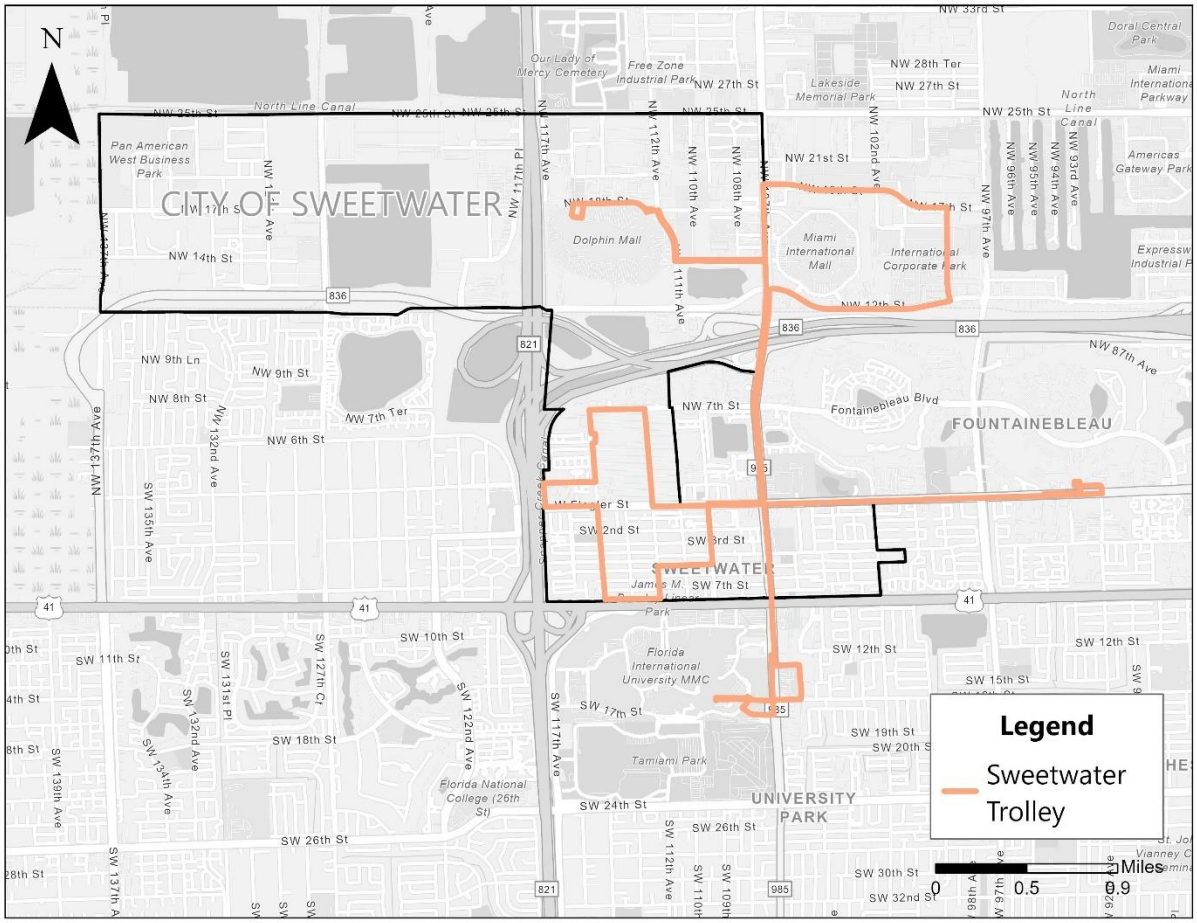
Sweetwater Trolley: Sweetwater's trolley services are free and open to the public, running every hour and a half and servicing destinations like the Dolphin Mall, Florida International University, International Mall, and the Sweetwater Municipal Complex along the route depicted in **Map 2-57**. Services are provided daily, with trolleys running from 8:00 a.m. to 7:00 p.m. Monday through Friday, and 8:30 a.m. to 5:00 p.m. Saturday and Sunday. In 2022 and 2023, the trolley provided a total of 68,550 rides, as summarized by quarter in **Table 2-39**. This reflects a significant increase in ridership of about 31%, highlighting the growing demand for the service. Ridership in 2024 surpassed the previous year, with a total of 54,225 registered rides, representing a 39% increase in passengers.

Table 2-39: Sweetwater Trolley Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Trolley	2022	6,708	5,870	7,578	9,497	29,653	
	2023	10,332	10,522	9,316	8,727	38,897	▲ 31%
	2024	10,869	13,841	15,294	14,221	54,225	▲ 39%

Source: CITT Quarterly Transit Ridership Reports

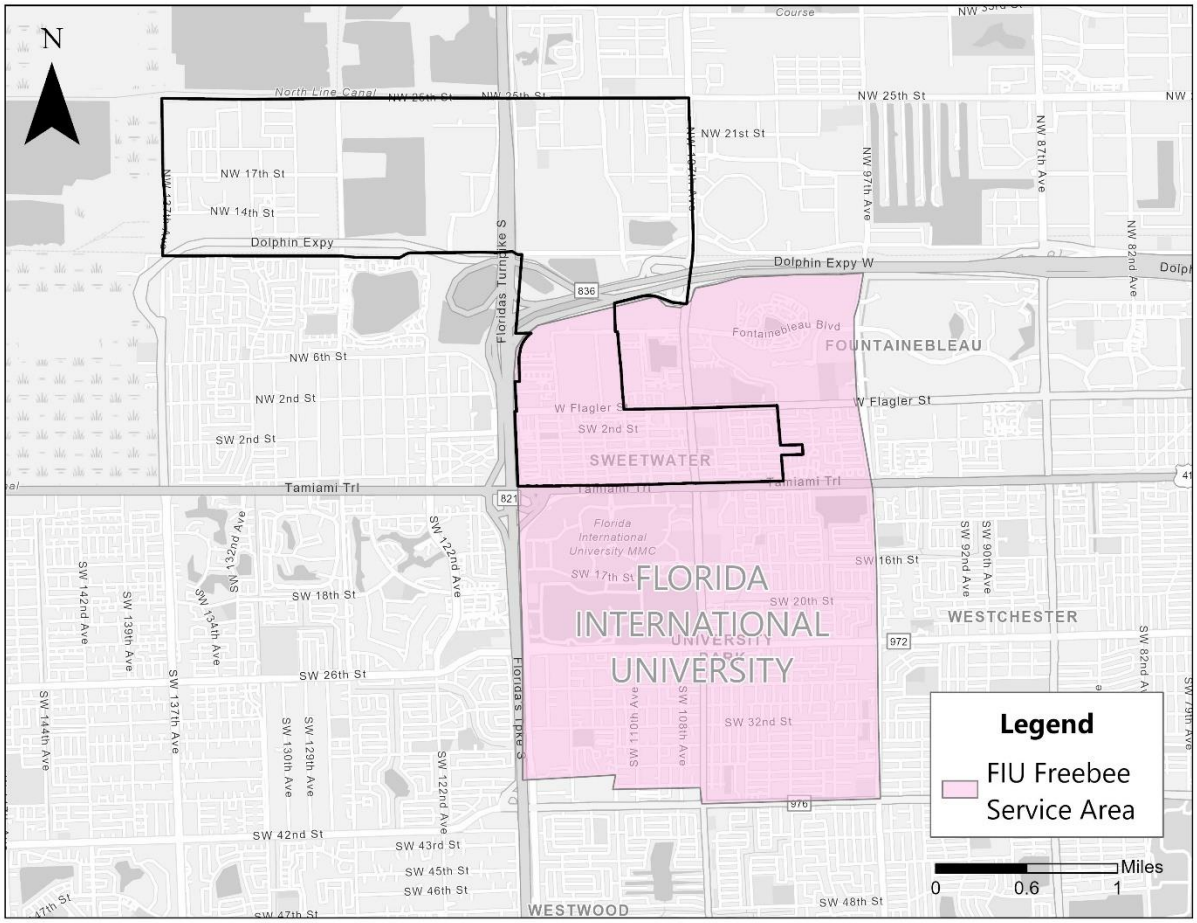
Map 2- 57: Sweetwater Trolley Route



Source: Sweetwater Trolley

Florida International University (FIU) Freebee: The FIU Freebee service offers free, on-demand mobility and covers the campus limits as shown in **Map 2-58**, as well as extends into the surround area of Sweetwater, increasing access in the commercial and employment opportunities surrounding the university. Besides the FIU campus, other destinations within the geofenced service area include Tamiami Regional Park, Universal Career School, Sweetwater Elementary School, Ruben Dario Middle School, EWF Stirrup Senior Elementary School, Glades Road Park, and the Women's Park, as well as many commercial centers within the service area. Freebee operates weekdays only, running from 7:00 a.m. to 10:00 p.m. The service is provided by FIU and is not required to report its ridership to CITT, as it is not funded with PTP funds.

Map 2- 58: Sweetwater Freebee Service Area



Source: Freebee Service Area, City of Sweetwater - FIU

Transportation Element of the Comprehensive Plan (2019): The city's transportation element focuses on a safe, convenient and efficient motorized and non-motorized transportation system, that reduces greenhouse gas emissions and is accessible to all residents and visitors. Within this goal, the plan identifies objectives and policies, including:

- **Objective 3** commits the city to maintaining motorized and non-motorized vehicle parking and bicycle and pedestrian infrastructure. This is backed by **Policy 3.2**, requiring bicycle and pedestrian ways for connecting residential areas to recreational areas, schools, and shopping areas within neighborhoods, and pedestrian ways for access to mass transit terminals.

2.33 Village of Virginia Gardens

ADA Self-Assessment and Transition Plan Update (2020): The Village's ADA Self-Assessment, updated in 2020, allowed for the review and evaluation of existing conditions and policies related to pedestrian facilities like sidewalks and crosswalks. The focus of this initiative is to increase the ADA compliance and mobility within the Village. As of May 2020, 46 of the 51 intersections, about

90%, are ADA compliant with accessible ramps and other improvements, like detectable warnings and audio signal countdowns. The Plan identified five intersections needing additional ADA improvements, highlighting the intersections of NW 67 Avenue with NW 41 Street, NW 40 Street, NW 39 Street, and NW 38 Terrace, as well as the intersection of NW 37 Street and NW 58 Avenue. This plan emphasizes the village's commitment to clear, accessible and safe pedestrian mobility.

2.34 City of West Miami

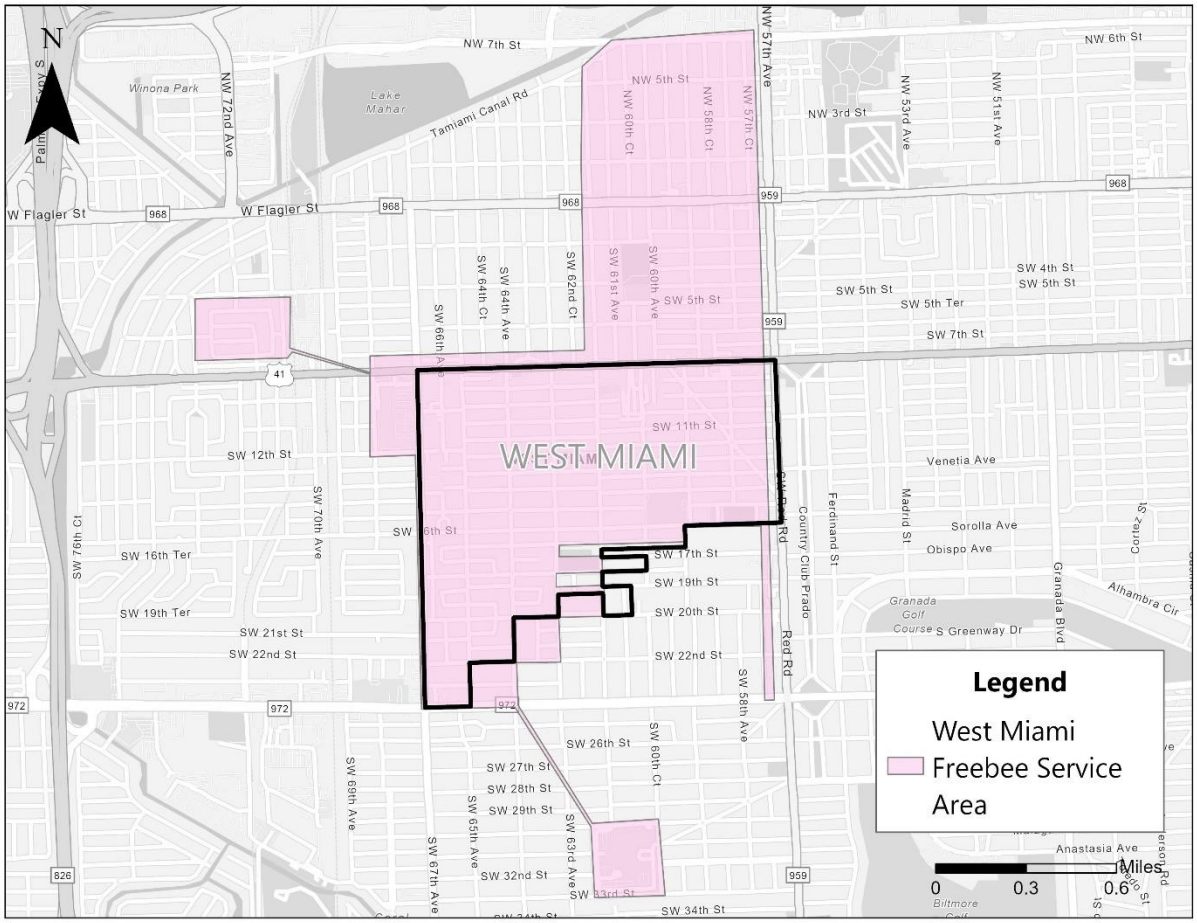
West Miami Freebee: West Miami's Freebee service offers a free, on-demand mobility option through the city's limits and beyond, extending on the northern side to NW 7 Street and the Miami Medical Center, to the Neighborhood Walmart on the western side, and to Nicklaus Children's Hospital on the southern side as illustrated in **Map 2-59**. Other destinations within the service area include the West Miami Recreation Center, Sylvania Heights Elementary School, Cooper Park, the Playhouse and Biltmore School, West End Park, and Fairlawn Elementary School, as well as other parks, schools and the commercial center along SW 8 Street. Rides are operated daily, running from 8:00 a.m. to 1:30 p.m. and 2:30 p.m. to 8:00 p.m. In 2022, the Freebee service recorded 4,865 rides, nearly doubling to 9,087 rides in 2023, an 87% increase reflecting strong demand as shown in **Table 2-40**. This growth continued in FY2024, with 16,452 rides, an additional 81% increase in passengers. These figures underscore the service's rising popularity and effectiveness in meeting community transportation needs.

Table 2-40: West Miami Freebee Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change
		Q1	Q2	Q3	Q4		
Freebee	2022	1,037	773	1,313	1,742	4,865	
	2023	1,735	2,065	2,895	2,387	9,087	▲ 87%
	2024	3,266	3,982	4,284	4,920	16,452	▲ 81%

Source: CITT Quarterly Transit Ridership Reports

Map 2- 59: West Miami Freebee Service Area



Source: Freebee Service Area, City of West Miami

Transportation Element of the Comprehensive Plan (2000): Key aspects of this plan is to include the improvement of sidewalks and development of policies that encourage pedestrian and bicycle-friendly environments. Notably, the city emphasizes the maintenance and enhancement of sidewalks to provide safe access for pedestrians. Policies include improving walkways around key areas like schools, parks, and public facilities to enhance safety and connectivity. Additionally, the city supports policies developing bike routes and minimizing vehicle access points to reduce conflicts with cycles and pedestrians.

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 3

Review of Miami-Dade County First- and Last-mile Initiatives

3 Miami-Dade County

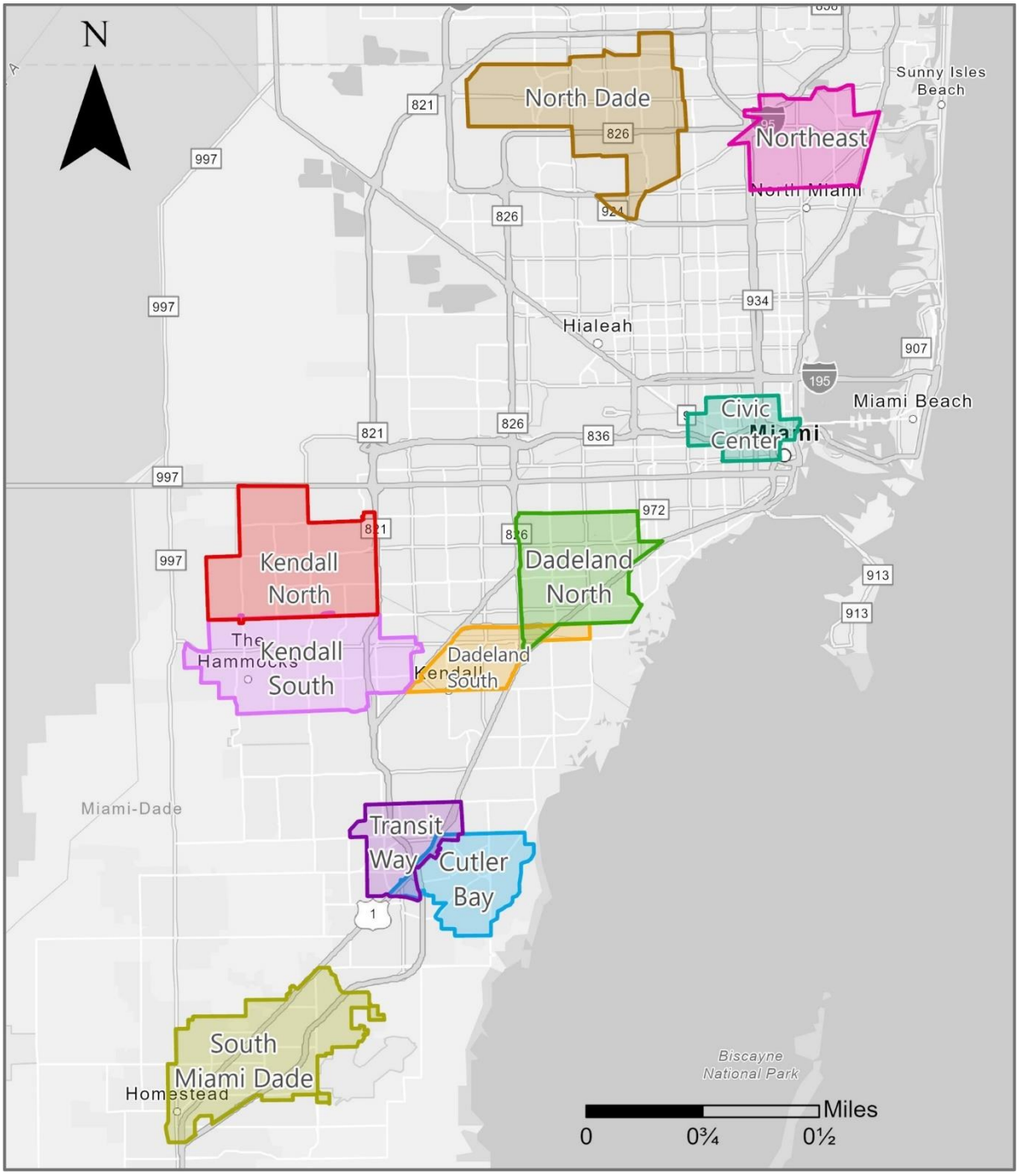
This section provides an overview of Miami-Dade County's various mobility programs, policies and initiatives that are currently underway, allowing CITT to understand the current micromobility and first-/and last-mile needs surrounding transit infrastructure. Before diving into the plans, programs, policies, and projects overseen by the county's relevant departments, it is important to understand the county's basic policies, as documented in the Code of Ordinances, referenced below.

Miami-Dade County Code of Ordinances: The code of ordinances is a collection of local laws, regulations, and policies governing various aspects of life within the county. **Chapter 33** provides a great deal of polices that directly address pedestrian and bicyclist safety and infrastructure. **Section 33-105** deals with the requirements for pedestrian walkways and bike paths in certain development projects, ensuring that new developments are designed with pedestrian and cyclists in mind. **Section 33-106** outlines regulations for the development of bicycle facilities, including bike paths, lanes, and parking areas. **Section 33C-11** establishes guidelines for the development of "*Rapid Transit Corridor Bicycle and Pedestrian Areas*," which are areas designed to provide safe and accessible pedestrian and bicycle facilities near rapid transit stations. Furthermore, **Section 33E-4**, **Section 33F-11**, **Section 33G-1**, and **Section 33H-1** continue to provide ordinances that positively impact pedestrian and bicyclist alike.

3.1 Miami-Dade County Department of Transportation and Public Works (DTPW)

MetroConnect: MetroConnect is a free, on-demand shared ride service that offers convenient and flexible transportation options as an alternative to traditional public transit. The service operates within 11 distinct zones across the County, as shown in **Map 3-1**, with varying service hours depending on the specific zone. Users can easily request rides through the MetroConnect app by entering their pickup location and destination. This service aims to enhance mobility and provide a more accessible transit solution for residents and visitors alike.

Map 3- 1: MetroConnect Service Areas

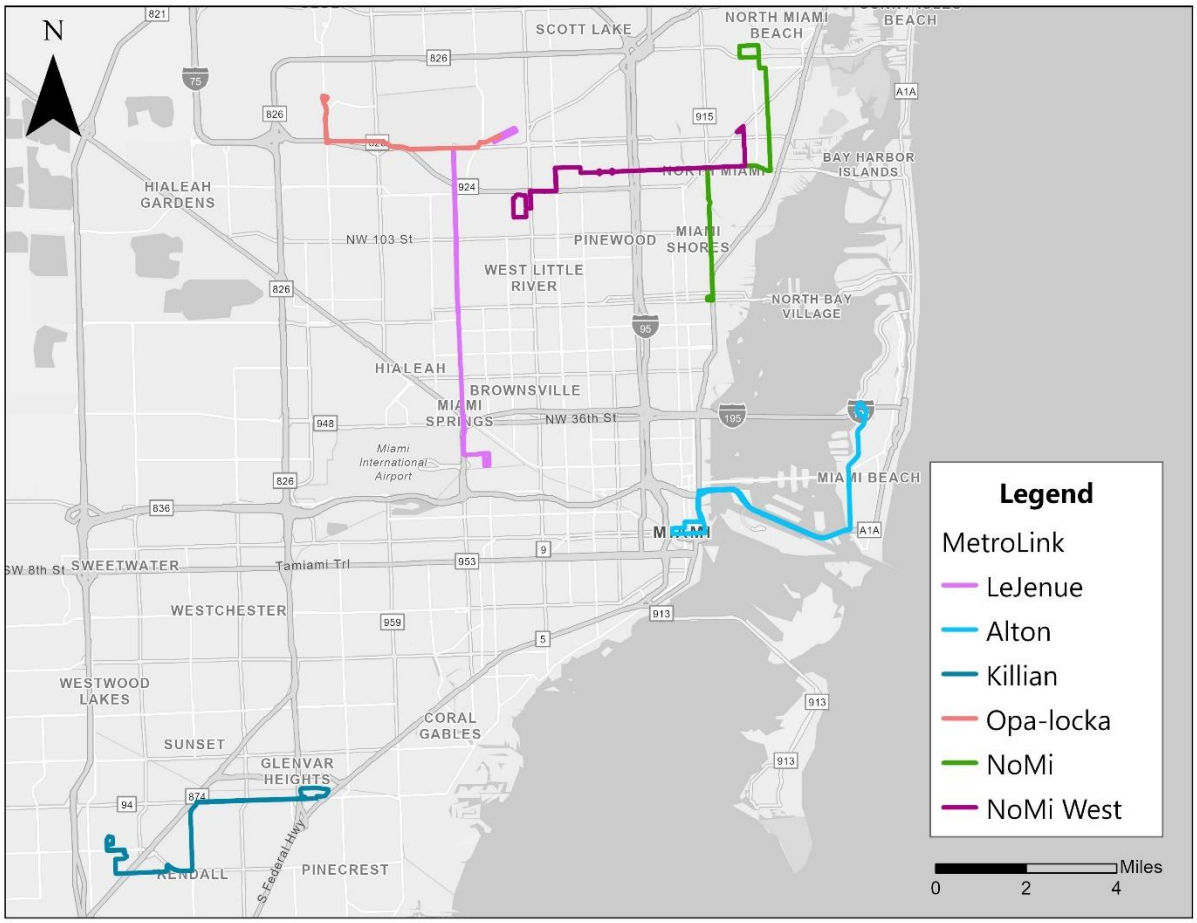


Source: Miami Dade County MetroConnect

MetroLink: MetroLink provides a new transportation option for residents in areas with limited transit services as depicted in **Table 3-1**. Using smaller vehicles, MetroLink connects residents to other modes of transit and key destinations, including the Airport, Tri-Rail, Miami Beach, Alton

Road, and high-frequency transit routes. This free service operates on weekdays from 6 a.m. to 8 p.m., with stops conveniently located at existing MetroBus stops along its routes. Currently, there are six service areas, each offering rides every 45 minutes, ensuring reliable and regular access to essential destinations.

Map 3- 2: MetroLink Service Areas



Source: Miami-Dade County MetroLink

Table 3-1: MetroLink Service Areas in Miami-Dade County

Service Area	Service Description
Metrolink LeJeune	This route operates between the Opa-locka Tri-Rail Station and the Airport Station via LeJeune Road.
MetroLink NoMi West	This route operates between Miami-Dade College North Campus and NE 139 Street via NW/NE 125 Street.
MetroLink Opa-locka	This route operates between the Opa-Locka Tri-Rail Station and Miami Lakes via NW 135 Street.
MetroLink NoMi	This route operates between 163rd Street Mall, NE 79 Street, and Biscayne Boulevard via NE 16 Avenue, NE 125 Street, and NE 6 Avenue.

Service Area	Service Description
MetroLink Alton	This route operates between Mount Sinai Hospital and the Government Center in Downtown Miami via Alton Road and the MacArthur Causeway.
MetroLink Killian	This route operates between Miami-Dade College Kendall Campus and Dadeland North Metrorail Station.

Source: Miami-Dade County MetroLink

Miami-Dade County Complete Streets Guideline (2017): The guideline provides a comprehensive framework for creating streets that are safe, accessible, and welcoming to all users, including pedestrians and bicyclists. Several design elements outlined in the guideline are safe crossings, protected bike lanes, and low-stress streets. Infrastructure improvements include sidewalk connectivity, bicycle parking, and street lighting. The guideline advocates for safety measures like speed management, pedestrian-activated signals, and clear signage and markings. Several municipalities in Miami-Dade County are actively pursuing Complete Streets initiatives to enhance safety, accessibility, and multimodal transportation. The City of Miami, Coral Gables, and Miami Beach have implemented high-profile projects, such as streetscape improvements, shared streets, and waterfront connectivity. Suburban areas like Doral, North Miami and Pinecrest are focusing on multimodal corridors, greenways, and traffic-calming measures to connect neighborhoods and parks. Meanwhile, Homestead and South Miami emphasize downtown revitalization and safer routes to school.

Miami-Dade 2024 Vision Zero Action Plan (2024): The Vision Zero Action Plan is committed to eliminating traffic fatalities and serious injuries on Miami-Dade County roads, with a strong focus on ensuring safety for all road users. Several initiatives support pedestrian and bicyclist safety, such as the Safe Streets and Routes for All Plan, which emphasizes the implementation of protected bike lanes, wider sidewalks, enhanced pedestrian crossings, and traffic-calming measures. On high-injury corridors, recommendations include lowering speed limits, installing pedestrian crossings, and incorporating traffic-calming elements to reduce risks. Safety education and outreach are also key components, aimed at raising public awareness about pedestrian safety and promoting compliance through effective enforcement. Additionally, Miami-Dade DTPW plans to continually monitor the effectiveness of these safety measures and use crash data to make informed, data-driven decisions.

Miami-Dade 2021 Vision Zero Framework Plan (2021): Aligned with the Vision Zero Action Plan, the Framework Plan offers a high-level overview of the Vision Zero approach and outlines the key strategies to be implemented. It acts as a foundational guide for the creation of the detailed action plan, while also providing policy recommendations to support Vision Zero's successful implementation. This Framework ensures that all future actions are rooted in a cohesive strategy aimed at enhancing road safety and reducing traffic-related fatalities and injuries.

Miami-Dade Countywide Transportation Master Plan: The Countywide Transportation Master Plan (CTMP) is nearing completion, with adoption expected in Fall 2024. This plan will outline capital investment projects and improvement initiatives for transit, pedestrian, bicycle, roadway, and freight systems over the next 20 years. Upon adoption, the CTMP will provide a prioritized list of projects for each mode of transportation, along with proposed funding sources and timelines. The plan aims to develop an integrated multimodal capital and transit service investment strategy

that promotes infrastructure improvements to create a more efficient, connected, safe, and environmentally friendly transportation system. It also seeks to enhance coordination and collaboration among local partners and stakeholder agencies. The CTMP is built around key focus areas, including mobility, accessibility, connectivity, reliability, sustainability, equity, resiliency, safety, and economic growth, and it adopts the following goals:

- Identify multimodal investments for the next 20 years.
- Harmonize DTPW multimodal project investments with future municipal transportation and transit initiatives.
- Engage stakeholders to develop scenarios that outline transportation choices and future needs.
- Establish processes to prioritize investments across different modes of transportation.
- Inform the public about planned transportation infrastructure improvements.
- Achieve Miami-Dade County's infrastructure improvement goals.
- Prioritize public needs based on input gathered throughout the planning process.

3.2 Miami-Dade Transportation Planning Organization (TPO)

2050 SMART M.A.P. Long-Range Transportation Plan (LRTP) (2024): The SMART M.A.P. 2050 LRTP outlines a vision for transportation in the county with a strong focus on three principles: Mobility, Accessibility, and Prosperity. The Plan emphasizes several key initiatives, including Safe Streets for All, First and Last Mile Connectivity which promotes transit-oriented development and creating safe routes to transit, infrastructure improvements such as expanding the bicycle network or widening sidewalks, and funding and implementation strategies. In addition to the initiatives and projects identified within the LRTP, the Plan sets forth strategic goals relevant to furthering non-motorized mobility and first- and last-mile connections, highlighting:

Table 3-2: 2050 LRTP Strategic Goals

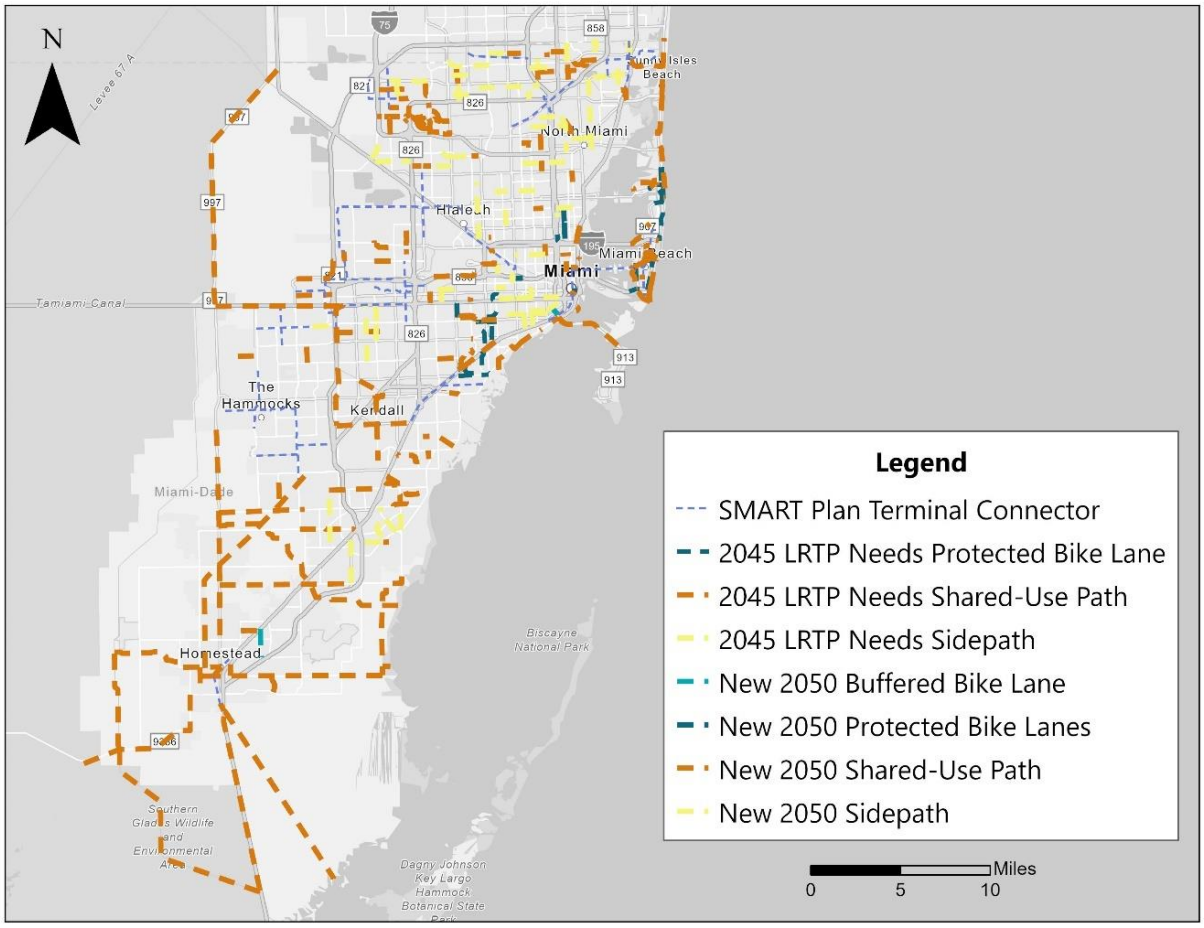
<table>
<tr><th></th><th>E-Mass SMART Transit</th><th>Bicycle/Pedestrian /Micromobility</th><th>Highway/Roadway /Freight</th></tr>
<tr><td colspan="4">Mobility: The potential and ability to meet daily needs using one or more modes of transportation</td></tr>
<tr><td rowspan="2">Safe, Secure & Reliable
All modes and technologies are maintained for safe and reliable operations.</td><td>Increase year over year on-time performance</td><td>Provide protected, safe first/last mile facilities</td><td>Maintain safe railways, ports, highways, bridges and roads</td></tr>
<tr><td>Safe transit facilities</td><td>Advance Vision Zero</td><td>Reduce system-wide delay and enhance safety and security</td></tr>
<tr><td rowspan="2">Connected
All modes and technologies create an interconnected network</td><td>Increase miles of fixed guideway</td><td rowspan="2">Increase the miles and variety of first/last mile connections</td><td>Anticipate future trends</td></tr>
<tr><td>Increase direct connections to destinations</td><td>Expedite freight throughput</td></tr>
<tr><td colspan="4">Accessibility: The ease of reaching and interacting with destinations or activities within a community</td></tr>
</table>

<table>
<tr><th></th><th>E-Mass SMART Transit</th><th>Bicycle/Pedestrian /Micromobility</th><th>Highway/Roadway /Freight</th></tr>
<tr><td>Innovative
Leverage technology to enhance all modes</td><td>Prepare for and adopt advanced and intelligent technologies</td><td>Create a network of connected bicycle/pedestrian facilities</td><td>Prepare for and integrate modes into the existing network</td></tr>
<tr><td rowspan="2">Climate Resilient
All modes and technologies are built to accommodate climate events</td><td>Complete transition to a clean fleet</td><td rowspan="2">Increase miles of climate adaptive infrastructure</td><td rowspan="2">Improve air quality and reduce greenhouse gas/carbon emissions</td></tr>
<tr><td>Increase use of renewable resources</td></tr>
<tr><td colspan="4">Prosperity: The ability of a transportation system to support economic growth, social equity, and environmental sustainability</td></tr>
<tr><td rowspan="2">Equitable
Restore community connectivity with integrated livable communities design into all major transportation projects</td><td>Increase accessibility and mobility options for historically disadvantaged populations and communities</td><td>Prioritize connectivity and safety of first/last mile network</td><td>Prioritize travel times reduction</td></tr>
<tr><td>Equitable distribute funding and projects</td><td>Equitably distribute funding and projects</td><td>Restore community livability and connectivity</td></tr>
<tr><td rowspan="2">Economically Competitive
Encourage land use supportive of all modes, technologies and telecommuting infrastructure</td><td>Connect regionally</td><td rowspan="2">Connect seamlessly to jobs at major economic hubs</td><td>Increase innovation and automation for freight</td></tr>
<tr><td>Improve housing and employment linkages</td><td>Increase people/goods throughput</td></tr>
</table>

Source: 2050 LRTP

2050 Bicycle/Pedestrian Master Plan (2024): Adopted in September 2024, the Bicycle Pedestrian Master Plan is a secondary plan within the 2050 Long Range Transportation Plan (LRTP), which encompassed a total of 322 projects, or 543.3 project miles, in the needs assessment. Spread throughout the incorporated areas of the County, 80% of the plan's recommended projects are off-road, protected facilities. Aimed at better serving the County's sustainable future by providing more mobility options to access key destinations, within 500 feet of projects the plan highlights 105 parks, 81 high ridership (>250 riders per day) bus stops, 80 schools, and 21 transit (Metrorail, Metromover, Tri-Rail, and Brightline) stations. A list of projects is summarized in **Appendix A** and is illustrated in **Map 3-3**.

Map 3- 3: 2050 Bicycle/Pedestrian Master Plan



Source: 2050 Bicycle/Pedestrian Master Plan

2025-2029 Transportation Improvement Program (TIP) (2024): The Non-Motorized Component of the TIP aims to develop a network of safe facilities for people to walk or bicycle, as guided by the Comprehensive Development Master Plan (CDMP). Aligned with CDMP Objective TE-2, and LRTP Goals 1, to maximize mobility choices systemwide; and 2, to increase the safety of the transportation system for all users; the TIP has programmed pedestrian and bicycle mobility projects to further pedestrianism and other non-motorized modes of transportation within the planned urban area. The TIP includes 44 pedestrian and bicycle projects, breaking them down by subcategories below.

- Bikepath/Bike Lane/Sidewalk/Shared Use Path: 12
- ADA Improvements: 1
- Pedestrian/Bicycle Improvements: 2
- Pedestrian Bridge: 1
- Resurfacing: 4
- Roadway/Traffic Improvements: 13
- Bridges: 5

- Safety Improvements: 6

Miami-Dade TPO Bicycle Pedestrian Program: The TPO's Bicycle and Pedestrian Program is dedicated to developing safe and accessible spaces for walking and cycling throughout the County. It encompasses several sub-initiatives aimed at expanding active transportation infrastructure and fostering greater collaboration in the planning and execution of these projects. The program also offers guidance on useful resources, including adopted policies and system maps like the SMART Trails Map, FDOT Bike Network Plan, and South Dade Greenway Networks. Below is an overview of the key sub-initiatives under this program:

- **Bicycle Pedestrian Advisory Committee (BPAC)** advises the TPO Governing Board on bicycle and pedestrian issues, assists TPO staff in developing the Bicycle and Pedestrian Master Plan as part of the LRTP process, and reviews plans and projects related to bicycle and pedestrian mobility within the TIP.
- **Bicycle Friendly Miami-Dade** initiative recognizes communities, businesses, and universities that actively promote cycling and work to eliminate barriers to its broader adoption by awarding "Bicycle Friendly" designations. This program is established and overseen by the League of American Bicyclists.
- **Safe Routes to School (SRTS)** program focuses on enhancing transportation safety for students and encouraging them to walk or bike to school. Each year, the TPO partners with Miami-Dade County DTPW, and other agencies to submit funding applications to FDOT, ensuring the availability of SRTS funding for upcoming projects.

North-South Transportation Needs for the Coastal Communities Feasibility Study (2020): Developed in 2020 by the Miami-Dade Transportation Planning Organization (TPO), this feasibility study offers valuable context and guidance for building a multimodal transportation network within Miami-Dade's coastal communities, including the City of Aventura, Village of Bal Harbour, Town of Bay Harbor Islands, Town of Golden Beach, City of Miami Beach, City of North Bay Village, and City of Sunny Isles Beach. The study aims to evaluate the feasibility of implementing transit and non-motorized first- and last-mile connections to enhance mobility along the SR A1A corridor and improve links to the mainland. It also establishes a strategic framework for advancing multimodal mobility in the county's coastal areas. Below is an overview of the projects and priorities for each municipality, with a more comprehensive list available in **Appendix A**.

- **City of Aventura:** The plan highlights the Lehan Causeway Shared-Use Pathway, which will provide a safe space for pedestrians and cyclists, improving non-motorized access to beach communities.
- **Village of Bal Harbour:** No specific projects are identified in this municipality.
- **Town of Bay Harbor Islands:** No specific projects are identified.
- **Town of Golden Beach:** No specific projects are identified.
- **City of Miami Beach:** Several projects are outlined, including Complete Streets along 41st Street, exclusive curb transit lanes, and enhanced sidewalks along SR A1A. The plan also calls for a shared-use pathway on Dade Boulevard, new bicycle lanes and greenways citywide, and waterborne transit service at Maurice Gibb Memorial Park. New transit hubs are proposed at the Miami Beach Convention Center and between 72nd Street and 73rd Street. Protected bicycle lanes are also planned along Washington Avenue, Collins Avenue, I-195/Julia Tuttle Causeway, and I-395/McArthur Causeway.
- **City of North Bay Village:** No specific projects are identified.

- **City of Sunny Isles Beach:** The plan includes enhanced sidewalks and crosswalks along SR A1A, a waterborne transit stops at Bella Vista Park, a transit hub on NE 163 Street, and new pedestrian bridges at key locations along Collins Avenue, including Heritage Park.

3.3 Miami-Dade County Parks, Recreation and Open Spaces (PROS)

Complete Streets Guidelines (2016): The purpose of this document is to provide policy and design guidance for street projects within Miami-Dade County and its municipalities, focusing on creating a transportation network that embraces Complete Streets concepts and enables safe access for all roadway users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The guidelines outline desired roadway design characteristics, such as different types of curb radii, bicycle lanes, pathways, etc., highlighting the many benefits of Complete Streets. The document works to integrate transportation and land use, taking a context-sensitive approach in its prescription for corridor layout. While the guidelines did not call out specific projects, the document did highlight policies for adoption by Miami-Dade County DTPW, including:

- Adjust sidewalk widths according to street typology and surrounding land use context.
- Include furnishing and frontage zone widths in sidewalk designs.
- Incorporate bicycle facilities into standard road designs for collector and arterial streets, with a buffer if space allows.
- Reduce lane widths from 12-14 feet to 10-11 feet, if needed, to allocate more space for the pedestrian realm or bicycle facilities.
- Add sidewalks to the design standards for industrial streets.
- Consider expanding the standard right-of-way for 6-lane divided roadways to accommodate Complete Streets features.
- Reduce the minimum curb radius for residential streets from 25 feet to 15 feet.
- Specify that 4-foot curb ramps are a minimum requirement, not the standard, and should be adapted based on the context.

PROS Parks Master Plan (2007): The Parks Master Plan focuses on expanding the county's park network while emphasizing multimodal connectivity between these spaces. It envisions a network of greenways, linear parks, and boulevards to enhance access and mobility. The Plan designates key corridors like S Dixie Highway, Biscayne Boulevard, Krome Avenue, Collins Avenue, Okeechobee Road, Tamiami Trail, and NW 27 Avenue, as well as the Rickenbacker Causeway, I-395/MacArthur Causeway, I-195/Julia Tuttle Causeway, Broad Causeway, and the Venetian Causeway as desired boulevards. Additionally, it classifies the remaining arterial corridors as parkways, recommending the integration of shade trees, bicycle lanes, and wider sidewalks to improve connectivity across the county. In addition to outlining the desired non-motorized network, the document sets forth several key goals to move Miami-Dade County toward a more accessible, multimodal future:

- Ensure that every resident can walk within 5 minutes to a neighborhood park or civic space for picnics, special events, informal play, and social interaction.
- Enable every resident to safely and comfortably walk, bike, or take transit to community parks, recreation centers, and specialized sports or recreational facilities.

- Create an interconnected network of shaded and safe bikeways and trails that link parks, neighborhoods, schools, employment centers, civic buildings, and other community destinations.
- Transform existing streets into tree-lined boulevards and parkways that help shape the county's urban form.
- Ensure transit service is available to parks and civic spaces.

Urban Tree Canopy Assessment (2021): While this Assessment does not specifically address policies or projects related to non-motorized infrastructure, it does inventory the urban tree canopy (UTC) across the county. Tree shading can significantly influence people's mode or route choice for walking or cycling. The assessment highlights municipalities with both the highest and lowest percentages of UTC, noting the following:

Municipalities with the largest % of UTC

- Coral Gables (44.1%)
- Pinecrest (40.1%)
- Cutler Bay (36.5%)

Municipalities with the smallest % of UTC

- Medley (4.6%)
- Hialeah (7.4%)
- Opa-locka (8.0%)

3.4 Miami-Dade County Office of Regulatory and Economic Resources (RER)

Extreme Heat Action Plan and Toolkit (2019): The Toolkit serves as a crucial resource to help communities adapt to and mitigate the effects of extreme heat. Key recommendations focus on Urban Green Spaces, emphasizing the expansion of parks and tree-lined streets to provide shade and cooling. It also advocates for designing buildings and transit systems to minimize heat exposure by incorporating features such as shading, ventilation, and cooling systems in public spaces and transportation infrastructure. Additionally, the Toolkit underscores the importance of clear and effective communication about heat risks and safety measures, providing guidance on heat-related illnesses, emergency response plans, and safe outdoor activities.

RER Heat Related Illness Hospitalization GIS Map (2022): Urban development in Miami-Dade County significantly increases local temperatures, contributing to Urban Heat Islands (UHI). This is caused by materials that limit evaporation and heat waste from sources like air conditioning and vehicles. The Heat-Related Illness Hospitalization GIS Map and the County's Heat Exposure Analysis show that neighborhoods with fewer trees and more heat-retaining surfaces—often overlapping with historically redlined areas—experience higher temperatures. These areas, including Homestead, Florida City, Opa-locka, Hialeah, Miami, and Miami Gardens, are most affected by heat-related illnesses. Addressing these disparities calls for immediate actions, such as piloting innovative materials, providing shaded bus stops, implementing cooling strategies, enhancing pedestrian and bicycling environments, improving public transportation, and expanding shade tree programs.

Transportation Element of the Comprehensive Development Master Plan (CDMP): The CDMP's Transportation Element sets a goal to plan for an integrated multimodal transportation system providing for the circulation of motorized and non-motorized traffic, for all ages and abilities, throughout Miami-Dade County. The Plan provides a comprehensive approach to the

transportation system by addressing all modes of transportation, including pedestrian, bicycle and transit, through objectives and policies, that are rooted in the goal, as outlined below:

- **Objective TE-1** states that the county will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the CDMP and its transportation plans and programs. **Policy TE-1A** supports this objective by committing the County to promote mass transit alternatives to personal vehicles, such as rapid transit, local bus routes, and paratransit services.
- **Objective TE-2** aims to further pedestrianism and other non-motorized modes within the planned urban area, enhancing the transportation plans, programs, and development regulations to better accommodate and support the safe and convenient movement of pedestrians, bicyclists, and other roadway users. **Policy TE-2A** supports this objective by continuing to promote and assist in the implementation of an interconnected network of designated bicycle ways. **Policy TE-2B** continues the development of a countywide greenways network providing corridors for non-motorized users to operate safely. **Policy TE-2C** requires roadway designs to incorporate spaces for pedestrians and bicyclists to comfortable and safely operate where feasible, tying transportation to land use. **Priority TE-2D** prioritizes the construction of new sidewalks in areas touched by the SRTS Program. **Policy TE-2E** requires the accommodation of non-motorized facilities in plans for future arterial and collector road construction, widening, or reconstruction projects, especially where and when designated in existing plans. Finally, **Policy TE-2F** allows the County to consider easements for the development of greenways and off-road pathways to provide safer routes for non-motorized users.
- **Objective TE-4** requires the development of a countywide "*Complete Streets*" Program, which is supported by **Policy TE-4A**, administering the development of a plan, which has since been completed and implemented.

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 4

Review of the State of Florida First- and Last-mile Initiatives

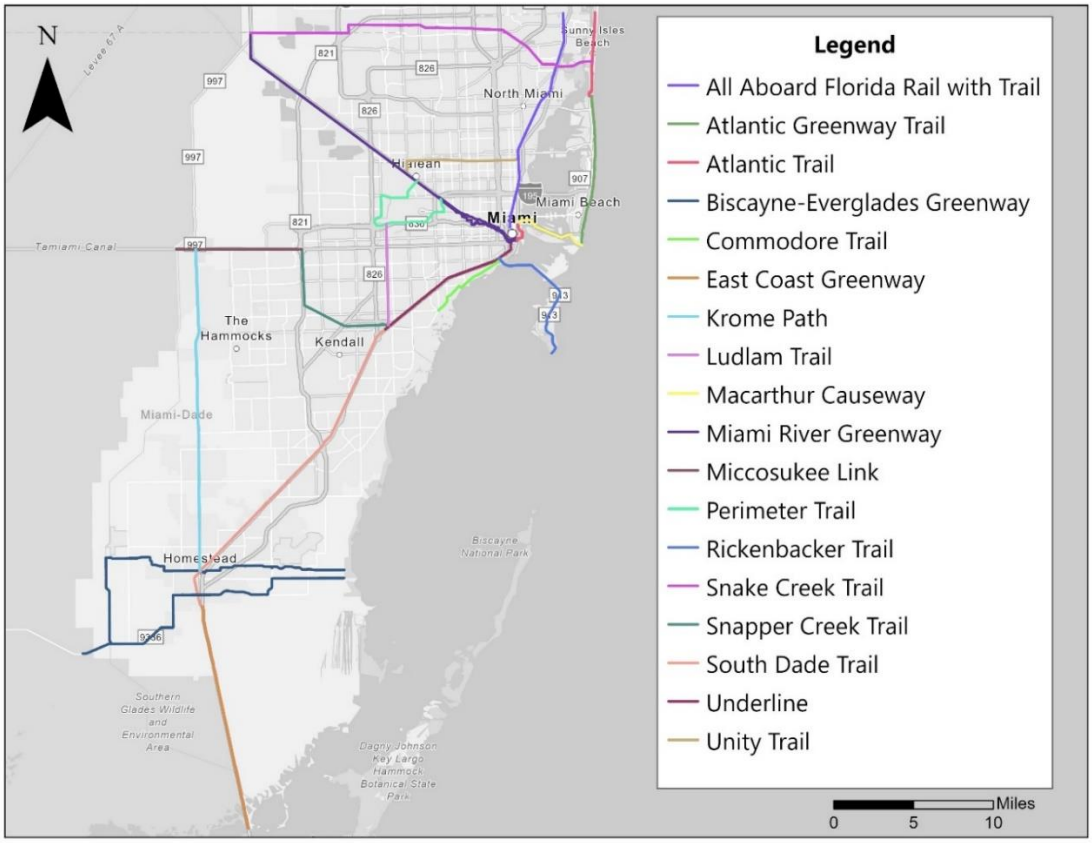
4 State of Florida

This section outlines the State of Florida's key mobility programs, policies, and initiatives currently in progress. It provides a comprehensive view of the state's efforts to address micromobility and first-/last-mile transportation needs, helping stakeholders better understand the challenges and opportunities surrounding transit infrastructure.

4.1 Florida Department of Transportation (FDOT)

Shared-Use Non-Motorized (SUN) Trail Program: Established in 2015, the SUN Trail Program funds the construction of shared-use paths along a pre-planned network of trails. Once completed, this network will create a statewide system of paved, high-priority, non-motorized trails, or two-way shared-use paths, fully separated from vehicular traffic for pedestrians and cyclists. As of 2024, the SUN Trail Network includes both existing and planned trails as seen in **Map 4-1**, with three key segments in Miami-Dade County: Homestead's Biscayne Everglades Greenway, The Underline—featuring the recently inaugurated Hammock Trail segment—in Miami, and the Atlantic Greenway Trail in Miami Beach. Both the Atlantic Greenway and The Underline, including the Hammock Trail, are also part of the Miami-Dade section of the East Coast Greenway, a 3,000-mile trail connecting 15 states and 450 cities along the eastern seaboard from Florida to Maine.

Map 4- 1: SUN Trail Network in Miami-Dade County



Source: Shared-Use Non-Motorized (SUN) Trail Mapping

2025 – 2029 Work Program: The 2025-2029 Work Program outlines a range of transportation projects designed to enhance mobility, safety, and accessibility statewide. In Miami-Dade County, several key initiatives focus on improving pedestrian and bicyclist infrastructure. These include pedestrian safety enhancements, the development or enhancement of bike paths, trails, bike lanes, and sidewalks, as well as pedestrian overpasses and general sidewalk improvements. The program identifies a total of 73 projects in Miami-Dade County, with a combined budget of $231,497,308 over the five-year period.

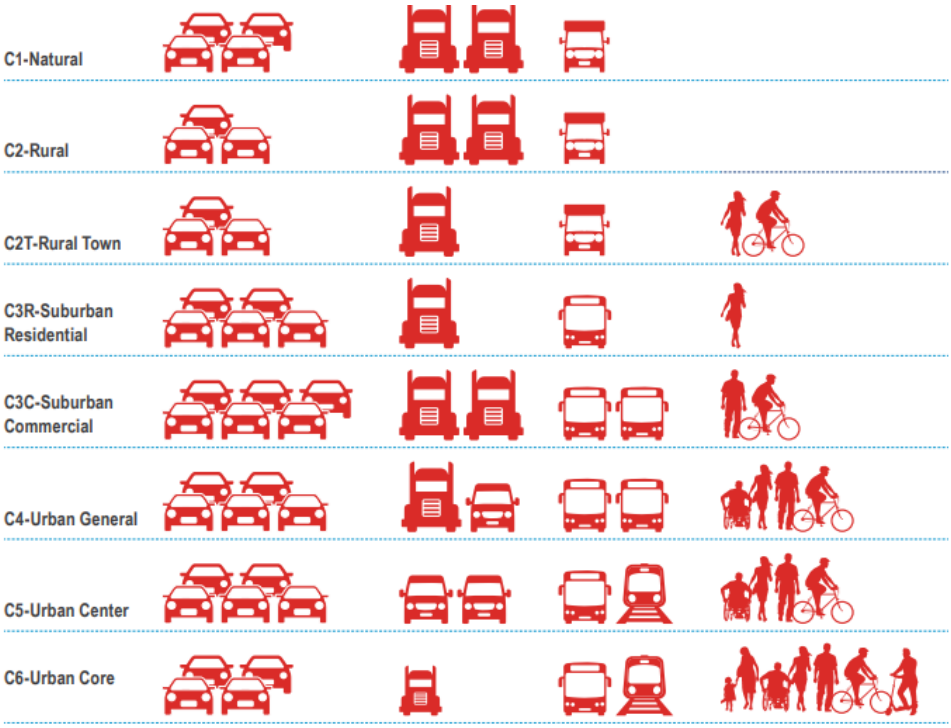
2024 Florida Design Manual: Per Sections 20.23(3)(a) and 334.048(3) of the Florida Statutes, the Florida Design Manual (FDM) establishes geometric and design criteria, as well as procedures, for all new construction, reconstruction, and resurfacing projects on the State Highway System and the National Highway System. While FDM does not prescribe specific improvements for individual corridors, it provides detailed guidelines for required roadway elements on FDOT-owned and maintained corridors. The 2024 update to the FDM includes several key enhancements regarding pedestrian and bicycle infrastructure, such as:

- **Section 102.2** added a definition for "micromobility device", defining it as "*a range of small, lightweight vehicles operated by users personally at speeds between 15 mph and 28 mph. Micromobility devices include, but are not limited to, electric scooters, electric skateboards, and electric pedal assisted bicycles*".
- **Section 202.3.1** was revised to reflect allowable speeds for use of Rapid Rectangular Flashing Beacons (RRFBs) and corrected speeds associated with some techniques.
- **Section 202.3.8** clarified criteria for raised crosswalks and added information about raised intersections.
- **Section 222.2.1** modifies the sidewalk requirements based on research showing heightened pedestrian safety concerns in the Suburban Commercial (C3C) context classification.
- **Section 222.2.3.2** added a reference to FDM Section 230 (Signing and Pavement Marking) to assist in finding midblock crossing marking criteria.
- **Section 223.1** added a reference to additional sources for bicycle facility criteria.
- **Section 223.2** added bicycle ramps as a bicycle facility.
- **Section 223.2.1** provided clarification on when to mark paved shoulders as bicycle lanes and when other facilities should be considered in lieu of bicycle lanes.
- **Section 223.2.1.1** clarified the width needed to accommodate a bicyclist next to a 10-foot-wide travel lane.
- **Section 2.1.3** clarified that keyhole lanes are not required if the bicycle lane is separated prior to the right turn lane, bus bay, merge lane, or parking lane.
- **Section 223.2.4** provided a better understanding of how to use separated bicycle lanes when approaching interchanges and referenced criteria for transitioning between elevations.
- **Section 223.2.4.1** added the appropriate curb types to use for separated bicycle lanes.
- **Section 223.2.4.2** introduces new criteria for optional sidewalk level separated bicycle lanes.
- **Section 223.2.4.4** updates the minimum separated bicycle lane widths based on research and new guidance.

- **Section 223.2.5** moved the bicycle ramp criteria from Section 213.8.2 to the Bicycle Facilities Chapter and introduced new criteria for curb types to be used with separated bicycle lanes.
- **Section 223.5** added criteria for optional bicycle and micromobility device parking.
- **Section 224.4.1** provided guidance on shared-use pathway widths on vehicular bridges.
- **Section 224.7** clarified that horizontal clearance includes required clear widths of shared-use paths on vehicular bridges as well as on pedestrian/bicycle bridges.

2020 Context Classification Guide: FDOT employs a context-based approach to planning, designing, and operating the State's transportation network. The agency has adopted a roadway classification system with eight context classifications for all non-limited access state roadways. To understand the users, regional and local travel demands, and the challenges and opportunities of each roadway, the context classification, transportation characteristics, and built form must be considered. These factors determine key design criteria for all non-limited access state roadways. For example, the C6-Urban Core Context Classification is expected to have more pedestrians, bicyclists, and transit users compared to the C2-Rural Context Classification. Therefore, design elements such as lower speed limits, signal spacing, crossing distances, lane widths, bicycle facilities, on-street parking, and wide sidewalks should be provided to enhance the safety and comfort of these users. While this document does not prescribe specific roadway elements, it identifies whether certain types of corridors should include specific infrastructure for certain user types, as shown in **Figure 4-1** below.

Figure 4- 1 Expected User Types in Different Context Classifications



Source: FDOT Context Classification Guide, page 20

District Six Bicycle Pedestrian Mobility Improvement Program: The Florida Department of Transportation District Six is committed to the goals of Target Zero, a statewide initiative aiming to eliminate transportation-related serious injuries and deaths in Florida. To achieve this critical objective, the following goals are integrated into every planning initiative: improving safety, enhancing mobility, and inspiring innovation. The program includes various initiatives such as the Miami-Dade Bicycle Connectivity Assessment, the SUN Trail Program, and the ConnectPed Program, all detailed below. Additionally, the Bicycle Pedestrian Mobility Improvement Program focuses on enhancing bicycle and pedestrian conditions throughout the district, highlighting projects that improve non-motorized transportation. More information about each initiative is below:

Miami Dade County Bicycle Connectivity Assessment (2022): Completed in 2022, FDOT's Miami-Dade Connectivity Assessment aims to work with county and municipal partners to create a safe, connected, and accessible countywide bicycle network. This assessment establishes a clear vision of the future system and provides guidance for prioritization to achieve full implementation. The assessment features an interactive mapping tool that shows existing and proposed bicycle and pedestrian infrastructure, while identifying where key destinations, such as downtowns, transit hubs, transit stations, universities and colleges, public schools, stadiums and medical centers are. The dashboard also helps visualize how the routes will connect to each other and improve access to key points of interest throughout the county. This initiative includes individual municipal packets highlighting the existing and proposed infrastructure within each jurisdiction, as included as both tables and maps in **Appendix B**, focusing on:

- Utilizing the county's greenways and trails as bicycle expressways.
- Filling the gaps within the existing bicycle network.
- The implementation of dedicated facilities.
- Understanding the infrastructural needs of the "*interested but concerned*" group.
- Providing direct connections to destinations for bicyclists.
- Examining road diets and repurposing opportunities for implementation.

ConnectPed Program: ConnectPed is an interactive mapping tool, aimed at displaying pedestrian and bicycle related data geographically. The tool includes many different data layers, varying from non-motorized crash locations to pedestrian signal locations, schools to transit stops, and roundabouts to trails. It also includes other qualitative and quantitative data, such as demographics, context classification, speed limits, traffic counts, and work program projects. This tool provides a thorough understanding of the existing conditions of state-owned roadways and allows the viewers to understand where improvements are needed.

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 5

Review of Federal First- and Last-mile Initiatives

5 Federal Initiatives

This section highlights key federal mobility programs, policies, and initiatives currently underway. It offers an overview of nationwide efforts to address micromobility and first-/last-mile transportation needs, providing stakeholders with valuable insights into the challenges and opportunities related to transit infrastructure on a national level. These initiatives can also serve as important guidelines for local planners and officials as they develop and implement strategies to improve transportation systems in their own communities.

5.1 Federal Highway Administration (FHWA)

Improving Safety for Pedestrian Bicyclists Accessing Transit (2022): Transit systems provide mobility options for people of all ages and abilities, reduce harmful emissions, and support equitable economic development. Ensuring the physical safety of transit passengers is crucial for the success of any transit system. Every transit passenger travels some distance by foot or a mobility device, whether driving to a park-and-ride lot and then walking or rolling to the transit station, or walking, rolling, or bicycling directly to the stop. To ensure safety, roadways used to access transit facilities should be designed as Complete Streets, which are safe and feel safe for all users of all ages and abilities. This involves planning, implementing, and evaluating equitable streets and networks that prioritize safety, comfort, and connectivity.

The FHWA's "*Improving Safety for Pedestrian Bicyclists Accessing Transit*" provides comprehensive insights into pedestrian and bicyclist safety considerations for accessing and using transit. While this plan does not identify specific projects or programs within Miami-Dade County, is intended for transit agencies, state and local roadway owners, and regional organizations involved in planning and designing transit stops and the associated facilities to be used as guidance. Key areas covered include transit stop placement and design, transit stop amenities, mobility hubs, micromobility, and techniques to overcome barriers to safe and accessible transit, emphasizing the need for more first- and last-mile connections around transit stops and stations.

Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (2016): The technical report provides comprehensive guidance on designing transportation networks that safely and effectively accommodate all users, including pedestrians, cyclists, and motorists. It emphasizes the importance of flexibility in street design to create connected, accessible networks that reduce conflicts between modes of transportation. The document highlights strategies like narrowing vehicle lanes, adding pedestrian and bicycle crossings, and incorporating green infrastructure to enhance user safety and comfort.

The guide emphasizes the need for well-connected sidewalks, safe crossings, and clear wayfinding to facilitate first- and last-mile connections. These elements ensure that pedestrians can conveniently and safely access transit stops and stations. Key recommendations include providing continuous and wide sidewalks to enhance accessibility, installing marked crosswalks and pedestrian signals at key intersections near transit facilities, and integrating pedestrian-friendly amenities, such as benches and shade structure, to improve comfort. These strategies aim to bridge gaps in the transportation network, ensuring pedestrians can seamlessly travel between their starting points, transit hubs, and final destinations. The document also advocates

for context-sensitive solutions tailored to urban, suburban, and rural environments to address diverse user needs.

Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts Part 2: Reducing Conflicts (2017): The guide advocates for design flexibility to accommodate local needs and priorities while ensuring federal guidelines are met. It promotes integrating active transportation with other modes, ensuring a seamless experience for users traveling between origins, transit hubs, and destinations. The section highlights strategies to improve connectivity, including the design of direct and continuous paths for pedestrians and cyclists, safe crossings at intersections, and context-sensitive designs tailored to urban, suburban and rural environments. Key principles include improving accessibility through ADA-compliant features, enhancing safety with traffic-calming measures, and fostering multimodal integration. These measures aim to create networks that encourage active transportation and improve the overall quality of life in communities.

Separated Bike Lane Planning and Design Guide (2015): The FHWA's Separated Bike Lane Planning and Design Guide outlines best practices for planning, designing, and implementing separated bike lanes to enhance cyclist safety and comfort. These lanes are physically separated from motor traffic using barriers like curbs, planters, or flexible posts. The guide provides detailed design considerations, including lane width, signage, intersection treatments, and ongoing maintenance, emphasizing their role in creating cohesive and accessible multimodal transportation networks. By reducing conflicts between transportation modes, separated bike lanes help ensure safer, more efficient travel for cyclists and pedestrians alike.

The guide recognizes the importance of pedestrian infrastructure in supporting first- and last-mile connectivity. Key strategies include ensuring that sidewalks adjacent to separated bike lanes remain wide, continuous, and accessible for all users. At intersections, crosswalk improvements such as enhanced markings and pedestrian signals are emphasized to facilitate safe crossings. For transit stops near bike lanes, the guide recommends integrating sidewalks and bike paths with clear, safe pathways to provide seamless access for pedestrians traveling to and from transit facilities. These measures aim to bridge the gaps between transit hubs, neighborhoods, and key destinations, supporting a more accessible and user-friendly transportation network.

Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges (2022): The report outlines the agency's progress and initiatives to implement Complete Streets policies across the United States. These policies aim to create transportation networks that prioritize safety, accessibility, and equity for all users, including pedestrians, cyclists, and transit riders. The report highlights the adoption of the FHWA Complete Streets initiative, which incorporates safety and multimodal considerations into planning and design practices at state, regional, and local levels.

Key elements of the report include promoting policy alignment to support Complete Streets principles, advancing design flexibility to accommodate diverse transportation needs, and improving data collection and performance metrics to evaluate outcomes. The report emphasizes collaboration among federal, state, and local agencies to enhance safety and accessibility, particularly in underserved communities. These efforts aim to reduce traffic fatalities, encourage active transportation, and foster more connected and equitable communities.

The Elements of a Complete Streets Policy (2018): The policy document by Smart Growth America, emphasizes equity, safety, and multimodal accessibility in street design and policy making. The document outlines essential elements of Complete Streets policies, including setting clear goals, addressing multimodal considerations, fostering interagency coordination, and ensuring accountability through performance metrics. The document highlights strategies to improve first- and last-mile connectivity, ensuring safe and accessible pathways for pedestrians and bicyclists alike traveling to and from transit hubs. Such strategies include policies recommending developing continuous and accessible sidewalks, crosswalks with refuge islands, and pedestrian-scale lighting to ensure safe and seamless connectivity between residential areas and transit hubs. Further policies call for protected bike lanes, bike parking at transit stops, and clear wayfinding signage are encouraged to make cycling a viable option for short trips and transit access. Lastly, Complete Streets policies stress integrating transit facilities with pedestrian and bike networks, ensuring safe transitions between modes of travel.

Screening Tool for Equity Analysis of Projects (STEAP): The FHWA's STEAP Tool is a web application designed to assist in evaluating potential project locations for environmental justice and socioeconomic impacts. This versatile tool supports a wide range of multimodal projects, including those related to pedestrian and bicycle infrastructure, transit systems, railways, air and seaports, highways, electric and autonomous vehicles (EV/AV), intelligent transportation and data systems (ITS), and micromobility. The tool estimates the socioeconomic characteristics of the population residing near the project location. Its user-friendly interface allows users to specify the project location by selecting existing roadway segments or drawing lines of proposed roadways. Once a location is selected, the tool performs a buffer analysis around it, calculating socioeconomic variables for the surrounding areas within a specific distance. This data is then used to generate a comprehensive report detailing the demographics and socioeconomic impacts on residents. Since this tool works on a project-by-project basis, it does not provide any specific outputs in terms of the infrastructure within Incorporated Miami-Dade County, however, this tool is useful in terms of screening and reviewing proposed projects for impacts.

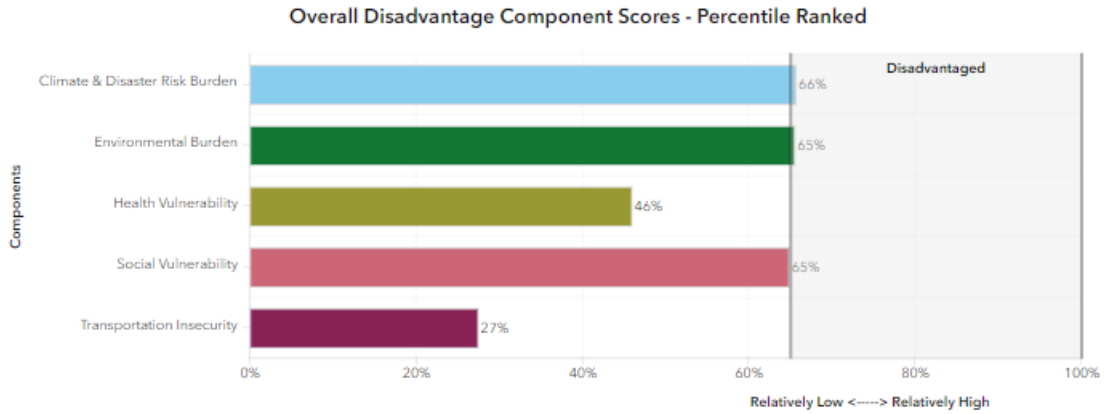
5.2 U.S. Department of Transportation (USDOT)

Equitable Transportation Community (ETC) Explorer: The USDOT's ETC Explorer is an interactive web application that leverages 2020 census tracts and data to examine the cumulative burdens communities face due to underinvestment in transportation. These burdens are categorized into five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Burden, and Social Vulnerability. This tool is designed to complement the Council on Environmental Quality's (CEQ) Climate and Economic Justice Screening Tool (CEJST), as summarized in Section 5.5 of this document. It provides users with deeper insights into the Transportation Disadvantaged component of the CEJST and the ETX Explorer's Transportation Insecurity component, ensuring that the benefits of DOT's investments address transportation-related causes of disadvantage.

The tool enables users to review data at various levels, including state, county, community, and MPO planning areas. It provides insights into which census tracts are considered disadvantaged and identifies the attributes contributing to this status. As an example, the tool highlights Miami-Dade County as having 42% of its census tracts designated as disadvantaged, based on the cumulative burden score as illustrated in **Map 5-1**. Furthermore, it identifies that 1.2 million of the

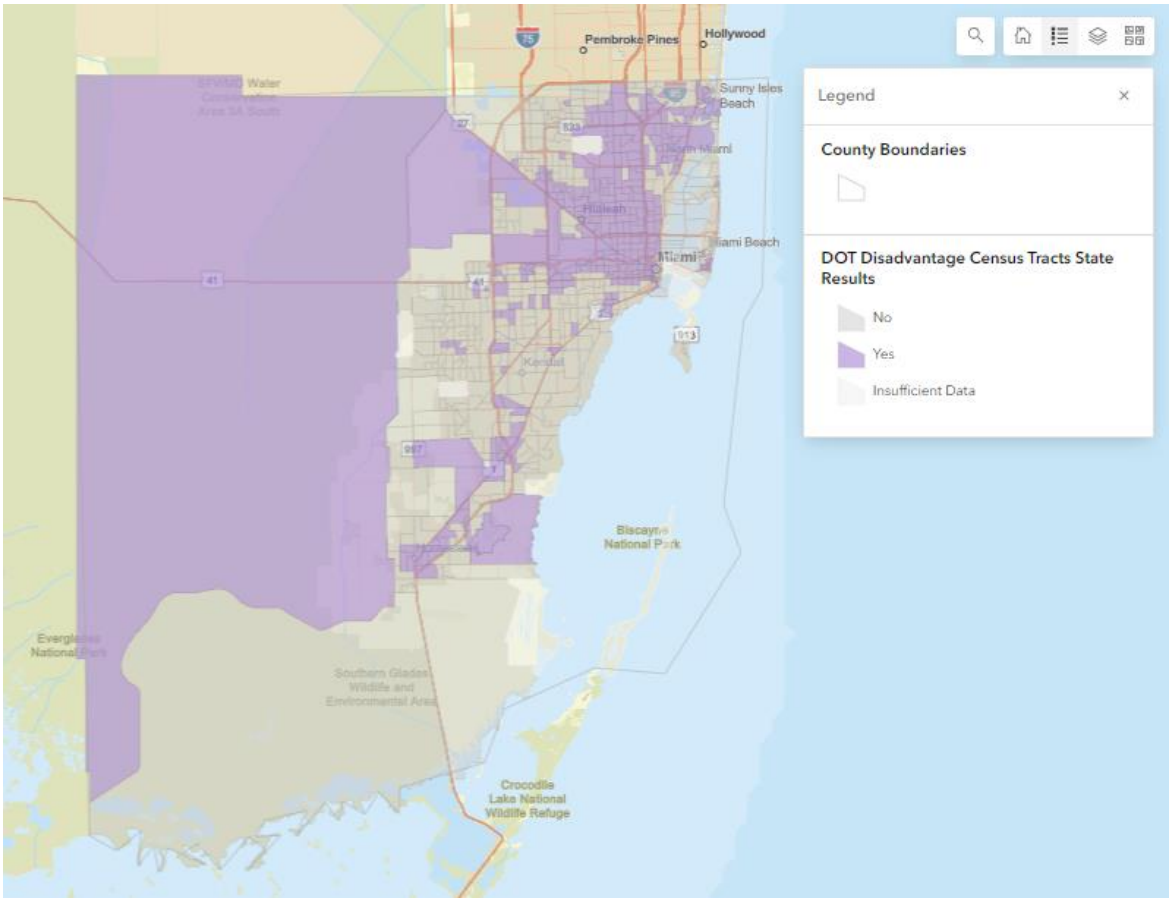
county's 2.7 million residents live within disadvantaged census tracts. The county's cumulative burden risks are close to the disadvantaged percentiles (where anything over 65% is considered disadvantaged) for Climate and Disaster Risk Burden (66%), Environmental Burden (65%), and Social Vulnerability (65%) as seen in **Figure 5-1**. However, Health Vulnerability (46%) and Transportation Insecurity (27%) remain low. These figures vary significantly when examining each individual census tract, emphasizing that the needs and challenges throughout the county vary by area and often correlate to the region's history. For instance, the marginalized communities that were impacted by redlining in the late 1960's by the construction of I-95, like Liberty City in Miami Gardens, have a much higher Overall Disadvantaged Component Score than other areas that have traditionally maintained higher incomes, like Coral Gables.

Figure 5- 1: Miami-Dade County Cumulative Burden Risks



Source: USDOT ETC Explorer

Map 5- 1: Census Tracts in Miami-Dade County considered to be in disadvantage



Source: USDOT ETC Explorer

National Road Safety Strategy: This document summarizes USDOT's strategy to make streets safer and decrease the rate in which people are being severely injured or killed in crashes annually, and across the nation. In 2022, 42,795 died on America's roads[17], averaging over 117 people a day, which is unacceptable. To combat the rise in roadway fatalities, USDOT employed various strategies to advance roadway safety in 2023, including the following:

- Published the National Complete Streets State Assessment, which is an at-a-glance report that documents high-level findings and establishes a national baseline related to Complete Streets and active transportation. FHWA conducted the 2023 National Complete Streets Assessment with support from all fifty State DOTs, as well as Washington, D.C. and Puerto Rico.
- Deployed several safety discretionary grant programs managed by USDOT, focusing on equity as a key consideration, to ensure equitable investment in historically disadvantaged and underserved communities.

[17] Crash HSIPStats: Early Estimate of Motor Vehicle Traffic Fatalities in 2022

- Issued a final rule to implement State Highway Safety Grants that provide more than $750 million in behavioral safety funds to help States target the root cause of traffic fatalities and crashes.
- Finalized a data-driven safety assessment with all State DOTs regarding vulnerable road users, including identifying a program of projects and strategies to improve the safety of those walking, bicycling, and rolling.
- Urged State transportation agencies to take immediate action to accelerate the implementation of Proven Safety Countermeasures. These measures aim to reduce pedestrian fatalities and serious injuries, address bicyclist roadway departure issues, and mitigate crashes related to intersections and speeding.

5.3 Environmental Protection Agency (EPA)

Environmental Justice Screening and Mapping Tool (EJScreen): The EJScreen Tool is an interactive mapping and screening application developed by the EPA. It offers a nationally consistent dataset and methodology for integrating environmental and socioeconomic indicators. With its user-friendly interface, the tool allows users to navigate maps to specific geographic areas and toggle various environmental, social, and demographic layers. This functionality enables a detailed analysis of how different projects might impact nearby populations. Additionally, the tool is designed to facilitate comparisons of findings across different states and the nation as a whole. The viewable data in the tool is outlined **Table 5-1**.

Table 5- 1: Viewable Data showcased in the EJScreen Tool

Data Set	Data Points	
Environmental Justice and Environmental Burden Indicators; Supplemental Indexes	Particulate Matter 2.5	Superfund Proximity
	Ozone	RMP Facility Proximity
	Nitrogen Dioxide (NO2)	Hazardous Waste Proximity
	Diesel Particulate Matter	Underground Storage Tanks
	Toxic Releases to Air	Wastewater Discharge
	Traffic Proximity	Drinking Water Non-Compliance
	Lead Paint	
Socioeconomic Indicators	Demographic Index	Limited English Speaking
	Supplemental Demographic Index	Less Than High School Education
	People of Color	Under the Age of 5
	Low Income	Over the Age of 64
	Unemployment Rate	
Climate Change	Flood Risk	Sea Level Rise
	Wildfire Risk	Extreme Heat
	100 Year Floodplain	
Health Disparities	Low Life Expectancy	Cancer
	Heart Disease	Persons with Disabilities
	Asthma	

Data Set	Data Points	
Critical Service Gaps	Broadband Gaps	Transportation Access Burden
	Lack of Health Insurance	Food Dessert
	Housing Burden	

Source: EJScreen Tool

5.4 Center for Disease Control and Prevention

Population Level Analysis and Community Estimates (PLACES): The PLACES Tool by the CDC provides comprehensive health data for all U.S. counties, cities, census tracts, and ZIP Code Tabulation Areas with 50 or more adult residents. It covers 49 chronic diseases and health measures, including health outcomes, prevention practices, risk behaviors, disabilities, health statuses, and non-medical factors like social isolation and food insecurity. This data aids health officials and policymakers in identifying local health problems, prioritizing investments, and addressing health disparities, making it a useful tool for screening potential project locations and ultimately enhances community health across the United States. The viewable data in the tool is outlined in **Table 5-2**.

Table 5- 2: Viewable Data showcased in the PLACES Tool

Data Set	Data Points	
Health Outcomes	Arthritis	Heart Disease
	Asthma	Diabetes
	High Blood Pressure	Depression
	Cancer	Obesity
	High Cholesterol	Stroke
	COPD	All Teeth Lost
Prevention	Health Insurance	Cholesterol Screening
	Annual Checkup	Mammography
	Dental Visit	Colorectal Cancer Screening
	Blood Pressure Medication	
Health Risk Behaviors	Binge Drinking	Physical Inactivity
	Current Smoking	Short Sleep Duration
Disability	Any Disability	Cognitive Disability
	Hearing Disability	Self-care Disability
	Vision Disability	Independent Living Disability

Data Set	Data Points	
Health Status	Geneal Health	Frequent Physical Distress
	Frequent Mental Distress	
Health-Related Needs	Social Isolation	Utility Services Threat
	Food Stamps	Transportation Barriers
	Food Insecurity	Social and Emotional Empowerment
	Housing Insecurity	
SDOH	Aged 65 Years or Older	Poverty
	No Broadband	Racial or Ethnic Minority Status
	Crowding	Single-parent Households
	Housing Cost Burden	Unemployment
	No High School Diploma	

Source: PLACES Tool

5.5 The White House

Climate and Economic Justice Screening Tool (CEJST): The CEJST was developed by the White House's Council on Environmental Control (CEQ), per Executive Order 14008, which was issued in January of 2021. The tool is a web-based interactive map that leverages various datasets to identify communities facing burdens across 8 categories. These communities are considered disadvantaged due to being overburdened and underserved. Federal agencies use this tool to pinpoint disadvantaged communities that will benefit from programs under the Justice40 Initiative. The Justice40 Initiative seeks to deliver 40% of the overall benefits of investments in climate, clean energy, and related areas to disadvantaged communities. Having a user-friendly interface, the tool allows the user to navigate the map to the desired geography, and then select a specific Census tract. From there, you can view the various burden criteria, as highlighted on the right side of the screen. The burden criteria are detailed in **Table 5-3**.

Table 5- 3: Burden Criteria showcased in the CEJST Tool

Indicators of Burden	Data Set	
Climate Change	Expected Agriculture Loss Rate	Projected Flood Risk
	Expected Building Loss Rate	Projected Wildfire Risk
	Expected Population Loss Rate	Low-Income
Energy	Energy Cost	Low-Income
	PM 2.5 in the Air	
Health	Asthma	Low Life Expectancy
	Diabetes	Low-Income
	Heart Disease	

Indicators of Burden	Data Set	
Housing	Historic Underinvestment	Lack of Indoor Plumbing
	Housing Cost	Lead Paint
	Lack of Green Space	Low-Income
Legacy Pollution	Abandoned Mine Land	Proximity to Risk Management Plan Facilities
	Formerly Used Defense Sites	Proximity to Superfund Sites
	Proximity to Hazardous Waste Facilities	Low-Income
Transportation	Diesel Particulate Matter Exposure	Traffic Proximity and Volume
	Transportation Barriers	Low-Income
Water and Wastewater	Underground Storage Tanks and Releases	Low-Income
	Wastewater Discharge	
Workforce Development	Linguistic Isolation	Unemployment
	Low Median Income	High School Education
	Poverty	

Source: CEJST Tool

National Climate Resilience Framework: The National Climate Resilience Framework identifies six key areas to help communities prepare for more frequent and severe climate-related events. These include integrating resilience into planning and management, strengthening the resilience of infrastructure, mobilizing capital and innovation to scale climate resilience, providing communities with vital information and resources, sustainably managing lands and waters, and fostering safer, healthier, more equitable, and economically stronger communities. While the framework's overarching goal is to build national resilience, its mobility-focused objectives emphasize sustainable and resilient transportation solutions.

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

SECTION 6

Summary and Next Steps

6 Summary and Next Steps

This document provides a detailed overview of the mobility programs, policies, and initiatives implemented across the 34 incorporated municipalities, towns, and villages within Miami-Dade County. Its purpose is to assist CITT in gaining a comprehensive understanding of the micromobility and first- and last-mile connectivity needs associated with transit infrastructure. As the entity responsible for overseeing the implementation of People's Transportation Plan funds, CITT relies on this insight to shape recommendations aimed at enhancing connectivity and improving mobility countywide.

The document further enriches this overview with an evaluation of Miami-Dade County's ongoing mobility initiatives and programs. This evaluation highlights current efforts to address micromobility and first- and last-mile challenges while incorporating an analysis of relevant State and Federal policies and guidelines. By aligning with these broader frameworks, the document sets a coordinated direction to ensure that mobility improvements in Miami-Dade County are in line with government objectives at all levels. This serves as a foundation for developing actionable strategies in a forthcoming **Recommendations Report**.

In the short term, this effort will now focus on evaluating educational institutions and transit hubs across Miami-Dade County to identify key origins and destinations within its municipalities, towns, and villages. These evaluations, to be detailed in a forthcoming **Existing Transit Hubs and Higher Educational Institutions Report**, aim to identify areas where mobility improvements are most needed. The goal is to enhance connectivity and improve the reliability of transit services funded by the surtax allocated for transportation initiatives. By addressing these priorities, this effort will lay the groundwork for creating a more integrated and efficient mobility network throughout the county.

FIRST- AND LAST-MILE BICYCLE-PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE

APPENDIX A

1. City of Aventura

Unified Master Plan for Pedestrian and Bicycle Connectivity: The plan includes a project bank of 28 distinct initiatives, as outlined in **Table 1-1**, prioritized for implementation. While each project plays a role in improving the non-motorized network, several stand out for their importance in establishing critical first- and last-mile connections to transit hubs and other key destinations.

Table 1- 1: List of Proposed Projects as part of the Unified Master Plan

Location	Limits	Project Scope
NE 213 Street	At NE 34 Avenue	Enhanced Crosswalks
NE 213 Street	At Target North Entrance	Mid-Block Pedestrian Island
NE 203 Street	At Promenade Shops South Entrance	Enhanced Crosswalks
NE 30 Avenue	At Aventura Turnberry Jewish Center and Tauber Academy East Entrance	Mid-Block Pedestrian Island
Aventura Boulevard	At Aventura Mall's North Entrance	Enhanced Crosswalks
Aventura Boulevard	At Library North Entrance	Enhanced Crosswalks
Biscayne Boulevard	North of NE 187 Street on the West Side	Install Sidewalk at Bus Stop
NE 187 Street	At NE 28 Court	Enhanced Crosswalks
NE 188 Street	At NE 29 Avenue	Enhanced Crosswalks
NE 31 Avenue	At Veterans Park's Entrance	Add New Crosswalks
NE 183 Street	At NE 31 Street	Enhanced Crosswalks
NE 186 Street	At Biscayne Boulevard	Enhanced Crosswalks
NE 187 Street	At Biscayne Boulevard	Enhanced Crosswalks
Biscayne Boulevard	At Point East Drive	Enhanced Crosswalks
Vacant Lot	From NE 185 Street to NE 187 Street	Add New Sidewalk
NE 187 Street	From Vacant Lot to Town Center's South Entrance	Enhanced Crosswalks
NE 191 Street	At Residential Entrance	Mid-Block Pedestrian Island
NE 209 Street	To Biscayne Boulevard	Enhanced Crosswalks
Biscayne Boulevard	From NE 207 Street to NE 208 Terrace	Enhanced Crosswalks
East Dixie Highway	NE 214 Street	Enhanced Crosswalks and New Curb
NE 34 Avenue	From North Country Club Drive to NE 213 Street	Add Sharrow Lane
NE 190 Street	At West Country Club Drive	Enhanced Crosswalks
NE 190 Street	At NE 29 Avenue	Enhanced Crosswalks
NE 190 Street	Mid-way Between West Country Club Drive and NE 29 Avenue	Mid-Block Pedestrian Island
Lehman Causeway	From Biscayne Boulevard to Sunny Isles	Conceptual Plan for Ped/Bike Path
W Country Club Drive	At Eastbound Ramp of Lehman Causeway	Redesign Intersection for Safety
At Brightline Transit Hub	From West Entrance of Transit Hub to Biscayne Boulevard	Add New Sidewalk
Various Locations	3-5 Kiosks (Locations to Be Determined)	Expand the Bike Share Facilities

Source: City of Aventura Unified Master Plan for Pedestrian and Bicycle Connectivity

2. City of Coral Gables

Bicycle and Pedestrian Stress Assessment Study: The study evaluated the safety and comfort of current bike lanes, sidewalks, and crosswalks, identifying critical problem areas in need of improvement. Recommended projects were developed using specific criteria designed to assess bicycle and pedestrian stress, as outlined in **Table 2-1**. These criteria aim to guide infrastructure enhancements and create a safer, more user-friendly environment for everyone.

Table 2- 1: Recommended Projects resulting from the City of Coral Gables Bicycle and Pedestrian Stress Assessment Study

Location	Limits	Project Scope
Alhambra Circle	From Alhambra Court to Alegriano Avenue	New Sidewalk on Both Sides
Alhambra Circle	From South of Salvatierra Drive to North of Taragona Drive	New Sidewalk on Both Sides
Alhambra Circle	From San Rafael Avenue to South of Trevino Avenue	New Sidewalk on Both Sides
Blue Road	From Red Road to Ponce De Leon Boulevard	New Sidewalk on Both Sides
Caballero Boulevard	From Dixie Highway to Hardee Road	New Sidewalk on Both Sides
Campo Sano Avenue	From University Avenue to Pisano Avenue	New Sidewalk on Both Sides
Granada Boulevard	From Viera Avenue to Marmore Avenue	New Sidewalk on Both Sides
Granada Boulevard	From Orduna Drive to South of Donatello Street	New Sidewalk on Both Sides
Granada Boulevard	From South of Algaringo Avenue to Jeronimo Drive	New Sidewalk on Both Sides
Granada Boulevard	From Anastasia Avenue to Algaringo Avenue	New Sidewalk on Both Sides
Hardee Road	From Caballero Boulevard to Maynada Street	New Sidewalk on Both Sides
San Amaro Drive	From Bird Road to North of Certose Avenue	New Sidewalk on Both Sides
University Drive	From North of Blue Road to Pisano Avenue	New Sidewalk on Both Sides
University Drive	From Bird Road to South of Bird Road	New Sidewalk on Both Sides
University Drive	From Toledo Street to West of Anderson Road	New Sidewalk on Both Sides
Alhambra Circle	From Alegriano Avenue to North of Blue Road	New Sidewalk on One Side
Alhambra Circle	From South of Catalonia Avenue to San Rafael Avenue	New Sidewalk on One Side
Alhambra Circle	From South of Trevino Avenue to South of Salvatierra Drive	New Sidewalk on One Side
Alhambra Circle	From North of Taragona Drive to South of Taragona Drive	New Sidewalk on One Side
Bird Road	From Red Road to Riviera Drive	New Sidewalk on One Side
Campo Sano Avenue	From Campo Sano Court to Pisano Avenue	New Sidewalk on One Side
Granada Boulevard	From Maramore Avenue to Hardee Road	New Sidewalk on One Side
Granada Boulevard	From South of Donatella Street to Pisano Avenue	New Sidewalk on One Side
Granada Boulevard	From Jerónimo Drive to Orduna Drive	New Sidewalk on One Side
Granada Boulevard	From Palermo Avenue to Anastasia Avenue	New Sidewalk on One Side
Granada Boulevard	From Alfonso Avenue to North of S Alhambra Circle	New Sidewalk on One Side
San Amaro Drive	From South of Certosa Avenue to Ancona Avenue	New Sidewalk on One Side
University Drive	From South of Bird Road to Noth of Blue Road	New Sidewalk on One Side

Location	Limits	Project Scope
University Drive	From Birid Road to West of Toledo Street	New Sidewalk on One Side
University Drive	From West of Anderson Road to Anderson Road	New Sidewalk on One Side
University Drive	From Camilo Avenue to Sarto Avenue	New Sidewalk on One Side
University Drive	From Salzedo Street to Ponce De León Boulevard	New Sidewalk on One Side
Alhambra Circle	From North of Majorca Avenue to Douglas Road	New Sidewalk on Both Sides
Amirnar Avenue	From Vilabella Avenue to LeJeune Road	New Sidewalk on Both Sides
Altara Avenue	From LeJeune Road to Laguna Road	New Sidewalk on One Side
Anastasia Avenue	From San Domingo Street to Granada Boulevard	New Sidewalk on One Side
Bahía Vista Terrace	From Isla Dorada Boulevard to end of the Road	New Sidewalk on Both Sides
Cadagua Avenue	From Suárez Street to LeJeune Road	New Sidewalk on Both Sides
Campana Avenue	From Old Cutler Road to Tanya Street	New Sidewalk on Both Sides
Campo Sano Avenue	From Campo Sano Court to Campo Sano Avenue (East)	New Sidewalk on Both Sides
Campo Sano Court	From Campo Sano Avenue (North) to Campo Sano Avenue (South)	New Sidewalk on Both Sides
Caoba Court	From Paloma Drive to the end of the road	New Sidewalk on Both Sides
Carillo Street	From Granda Boulevard to Pisano Avenue	New Sidewalk on Both Sides
Cocoplum Road	From Vera Court to Isla Dorada Boulevard	New Sidewalk on Both Sides
Conde Avenue	From Old Cutler Road to the end of the road	New Sidewalk on Both Sides
Coral Way	From South Greenway Drive to Segovia Street	New Sidewalk on One Side
Cordova Street	From Almeria Avenue to Sevilla Avenue	New Sidewalk on One Side
Cordova Street	From Asturia Avenue to Coral Way	New Sidewalk on One Side
Costa Brava Court	From Costanera Road to end of the road	New Sidewalk on Both Sides
Costanera Road	From the end of the road (North) to the end of the road (South)	New Sidewalk on Both Sides
De Soto Boulevard	From Catalonia Avenue to Cordova Street	New Sidewalk on One Side
De Soto Boulevard	From East of Granada Boulevard to South of Almeria Avenue	New Sidewalk on One Side
Destacada Avenue	From Old Cutler Road to end of the road	New Sidewalk on Both Sides
Destacada Circle	From Destacada Avenue to the end of the road	New Sidewalk on Both Sides
Dolias Court	From Isla Dorada Boulevard to end of the road	New Sidewalk on Both Sides
East Lago Drive	From West Lago Drive to end of the road	New Sidewalk on Both Sides
Florida Avenue	From Dixie Highway to Brooker Street	New Sidewalk on Both Sides
Frow Avenue	From Dixie Highway to Brooker Street	New Sidewalk on Both Sides
Gavilán Avenue	From Paloma Drive to end of the road	New Sidewalk on Both Sides
Girasol Avenue	From Old Cutler Road to end of the road	New Sidewalk on Both Sides
Granada Boulevard	From North of Algaringo Avenue to South of Algaringo Avenue	New Sidewalk on One Side
Grant Drive	From LeJeune Road to Lincoln Drive	New Sidewalk on Both Sides
Guadalajara Street	From Old Cutler Road to Chapman Trail Parking	New Sidewalk on One Side
Guadalajara Street	From Chapman Trail Parking to end of the road	New Sidewalk on Both Sides
Hammock Drive	From Banyan Drive to School House Road	New Sidewalk on Both Sides
Hammock Lakes Court	From Hammock Lakes Drive to Lake Lane	New Sidewalk on Both Sides
Hammock Lakes Drive	From School House Road to end of the road	New Sidewalk on Both Sides
Hammock Park Drive	From School House Road to end of the road	New Sidewalk on Both Sides

Location	Limits	Project Scope
Isla Dorada Boulevard	From Cocoplum Road to Tahiti Beach Island Drive	New Sidewalk on Both Sides
Isla Dorada Boulevard	From Sinsonte Avenue to Costanera Road (South)	New Sidewalk on Both Sides
Jefferson Drive	From Washington Drive to Lincoln Drive	New Sidewalk on Both Sides
Jefferson Street	From Grand Avenue to Dixie Highway	New Sidewalk on Both Sides
Jerónimo Drive	From Granada Boulevard to Riviera Drive	New Sidewalk on Both Sides
Kerwood Court	From Kerwood Oaks Drive to end of the road	New Sidewalk on Both Sides
Kerwood Oaks Drive	From SW 55 Court to Kerwood Court	New Sidewalk on Both Sides
Lake Lane	From Hammock Lakes Court to end of the road	New Sidewalk on Both Sides
Madison Lane	From Washington Drive to end of the road	New Sidewalk on One Side
Madruga Avenue	From East of Turin Street to Maynada Street	New Sidewalk on Both Sides
Madruga Avenue	From Mariposa Court to East of Turin Street	New Sidewalk on Both Sides
Malvas Court	From Orquídea Avenue to end of the road	New Sidewalk on Both Sides
Marín Street	From Campana Avenue to end of the road	New Sidewalk on Both Sides
Mariposa Avenue	From Turin Street to Maynada Street	New Sidewalk on Both Sides
Matheson Park	From Old Cutler Road to Matheson Park Path	New Sidewalk on Both Sides
Matheson Park Path	From Matheson Park to Fairchild Tropical Botanical Gardens	New Sidewalk on Both Sides
Maynada Street	From Augusto Street to Hardee Road	New Sidewalk on Both Sides
Miami Homestead Avenue	From Maynada Street to Granada Boulevard	New Sidewalk on One Side
Miller Road	From University Concourse to Sardinia Street	New Sidewalk on One Side
Miller Road	From Sardinia Street to Orduna Drive	New Sidewalk on Both Sides
Mira Flores Avenue	From Lago Drive to end of the road	New Sidewalk on Both Sides
Monfero Street	From Campana Avenue to Neda Avenue	New Sidewalk on Both Sides
North Greenway Drive	From South Greenway Drive to Segovia Street	New Sidewalk on One Side
Neda Avenue	From Monfero Street to Paradela Street	New Sidewalk on Both Sides
Nogales Street	From north end of road to south end of road	New Sidewalk on Both Sides
Nogales Street	From north end of road to south end of road	New Sidewalk on Both Sides
Old Cutler Road	From Snapper Creek Road (North) to South of Snapper Creek Road (South)	New Sidewalk on Both Sides
Orduna Drive	From Miller Road (North) To Miller Road (South)	New Sidewalk on Both Sides
Orquídea Avenue	From Isla Dorada Boulevard to Malvas Court	New Sidewalk on Both Sides
Paloma Drive	From Caoba Court to end of the road	New Sidewalk on Both Sides
Paradela Street	From Neda Avenue to end of the road	New Sidewalk on Both Sides
Paradiso Avenue	From Orduna Drive to Paradiso Avenue Cutoff	New Sidewalk on One Side
Pisano Avenue	From East of University Drive to Granada Boulevard	New Sidewalk on One Side
Riviera Court	From Riviera Drive (North) to Riviera Drive (South)	New Sidewalk on Both Sides
Riviera Drive	From Castania Avenue to Hardee Road	New Sidewalk on One Side
Riviera Drive	From Bird Road to San Lorenzo Avenue	New Sidewalk on One Side
Riviera Drive	From Ponce De León Boulevard to San Lorenzo Avenue	New Sidewalk on Both Sides
Rosales Court	From end of the road (North) To end of the road (South)	New Sidewalk on Both Sides

Location	Limits	Project Scope
Rovino Avenue	From Monfero Street to end of the road	New Sidewalk on Both Sides
South Greenway Drive	From North Greenway Drive to Coral Way	New Sidewalk on One Side
San Amaro Court	From San Amaro Drive to Campo Sano Avenue	New Sidewalk on Both Sides
San Estaban Avenue	From Monserrate Street to Palmarito Street	New Sidewalk on One Side
San Estabana Avenue	From Anderson Road to Monserrate Street	New Sidewalk on Both Sides
San Remo Avenue	From Nervia Street to Santona Street	New Sidewalk on One Side
School House Road	From SW 88 Street to Hammock Park Drive	New Sidewalk on Both Sides
Sevilla Avenue	From Country Club Prado (West) to Country Club Prado (East)	New Sidewalk on One Side
Sevilla Avenue	From Alhambra Circle to San Domingo Street	New Sidewalk on One Side
Sierra Circle	From Old Cutler Road to Nogales Street	New Sidewalk on Both Sides
Sinsote Avenue	From Isla Dorada Boulevard to Paloma Drive	New Sidewalk on Both Sides
Snapper Creek Road	From Lakeside Drive (South) to East of Lakeside Drive	New Sidewalk on Both Sides
Snapper Creek Road	From Lakeside Drive (North) to Old Cutler Road	New Sidewalk on Both Sides
Suarez Street	From Blue Road to Riviera Drive	New Sidewalk on One Side
SW 55 Court	From Kerwood Oaks Drive to end of the road	New Sidewalk on Both Sides
SW 95 Street	From Banyan Drive to SW 55 Court	New Sidewalk on Both Sides
Tahiti Beach Island Drive	From Isla Dorada Boulevard to end of the road	New Sidewalk on Both Sides
Tanya Street	From Campana Avenue to Marin Street	New Sidewalk on Both Sides
Tulipán Court	From Mira Flores Avenue to end of the road	New Sidewalk on Both Sides
Turin Street	From Madruga Avenue to Marisposa Avenue	New Sidewalk on Both Sides
University Concourse	From Granada Boulevard to Miller Road (West)	New Sidewalk on One Side
Vera Court	From Cocoplum Road to end of the road	New Sidewalk on Both Sides
Vilabella Avenue	From Ronda Street to Riviera Drive	New Sidewalk on Both Sides
West Lago Drive	From East Lago Drive to end of the road	New Sidewalk on Both Sides
Washington Drive	From Grant Drive to Lincoln Drive	New Sidewalk on Both Sides
Ponce De León Boulevard	At Madeira Avenue	Add Crosswalk
Ponce De León Boulevard	At Romano Avenue	Add Crosswalk
Cardena Street	At Coral Way	Add Crosswalk
Granada Boulevard	At North Greenway Drive	Construct Roundabout
Granada Boulevard	At South Greenway Drive	Construct Roundabout
Douglas Road	At Merrick Way	Pedestrian Signals and Crosswalks
Hernando Street	At Coral Way	Rapid Flashing Beacon
Salzedo Street	Between Catalonia Avenue and Sevilla Avenue	Pedestrian Signals and Crosswalks
LeJeune Road	At Valencia Avenue	Median Refuge Island
Douglas Road	At Almeria Avenue	Median Refuge Island

Location	Limits	Project Scope
Anderson Road	At Coral Way	Pedestrian Signal and Crosswalks
Anderson Road	At Biltmore Way	Roadway Narrowing
LeJeune Road	At Catalonia Crossing	Add Crosswalk
LeJeune Road	At Aragón Avenue	Pedestrian Signals and Crosswalks
Granada Boulevard	At Alhambra Circle	Add Crosswalk
Alhambra Circle	At Bird Road	Add Crosswalk
Anderson Road	At Sevilla Avenue	Add Crosswalk
Anderson Road	At University Drive	Add Crosswalk
Madrid Street	At Coral Way	Add Crosswalk
Anderson Road	At Escobar Avenue	Add Crosswalk
Ponce De León Boulevard	At Campina Court	HAWK Signal
Ponce De León Boulevard	At Boabadilla Street	Add Crosswalk
Ponce De León Boulevard	At Oviedo Avenue	Add Crosswalk
Granada Boulevard	At Venetia Terrace	Add Crosswalk
Columbus Boulevard	At Coral Way	Pedestrian Signal and Crosswalks
Granada Boulevard	At Coral Way	Pedestrian Signal and Crosswalks
Ponce De León Boulevard	At Phoenetia Avenue	HAWK Signal
Bird Road	At University Drive	Pedestrian Signal and Crosswalks
Blue Road	At University Drive	Construct Roundabout
Blue Road	At Granada Boulevard	Construct Roundabout
University Drive	At Durango Street	Add Crosswalk
SW 57 Avenue	At Corniche Avenue	Add Crosswalk
Granada Boulevard	At Bird Road	Add Crosswalk
Anderson Road	At Jerónimo Drive	Construct Roundabout
Alhambra Circle	At Coral Way	Pedestrian Signals and Crosswalks
Anderson Road	At Bird Road	HAWK Signal
Pinta Court	At Bird Road	HAWK Signal
Palmarito Street	At Bird Road	HAWK Signal
Tiziano Park	N/A	Add Crosswalk
Andalusia Avenue	At Cordovia Street	Add Crosswalk
Andalusia Avenue	At Columbus Boulevard	Add Crosswalk
Pierce Park	N/A	Add Crosswalk
Rotary Centennial Park	N/A	Add Crosswalk
Venetian Pool/Almeria Avenue	At Toledo Street	Add Crosswalk

Location	Limits	Project Scope
Ponce De León Park	N/A	Add Crosswalk
William A. Cooper Park	N/A	Add Crosswalk
Young Park	N/A	Add Crosswalk
Country Club Prado (North)	N/A	Add Crosswalk
Country Club Prado (South)	N/A	Add Crosswalk
Granada Golf Course	N/A	Add Crosswalk
Cerepo Memorial Park	N/A	Add Crosswalk
Betsy Adams Park	N/A	Add Crosswalk
Nellie B. Moore Park	N/A	Add Crosswalk
Jaycee Park	N/A	Add Crosswalk
Orduna Drive	At Miller Road Triangle	Add Crosswalk
Blue Road Open Space	N/A	Add Crosswalk
Alcázar Plaza	N/A	Add Crosswalk
Coral Bay Park	N/A	Add Crosswalk
Loretta Sheehy Park	N/A	Add Crosswalk
Alhambra Water Tower Park	N/A	Add Crosswalk
Fairchild Tropical Botanical Gardens	N/A	Add Crosswalk
Dixie Highway	At Marius Street	Pedestrian Signals and Crosswalks
SW 72 Street	At Nervia Street	Add Crosswalk
Augusto Street	From Miami-Homestead to US-1	Add Bicycle Boulevard
Caballero Boulevard	From Madruga Avenue to US-1	Add Bicycle Boulevard
Galiano Street	From Coconut Grove Drive to Alhambra Circle	Add Bicycle Boulevard
Granada Boulevard	From Sunset Drive to US-1	Add Bicycle Boulevard
Hardee Road	From Caballero Boulevard to Mariposa Court	Add Bicycle Boulevard
Mendoza Avenue	From Segovia Street to Galiano Street	Add Bicycle Boulevard
Milan Avenue	From S Red Road to Segovia Street	Add Bicycle Boulevard
Maggiore Street	From San Vincente to US-1	Add Bicycle Boulevard
Riviera Drive	From University Drive to Segovia Street	Add Bicycle Boulevard
Salzedo Street	From Miracle Mile to Minorca Avenue	Add Bicycle Boulevard
SW 15 Terrace	From Casilla Street to Segovia Street	Add Bicycle Boulevard
SW 16 Street	From Segovia Street to Salzedo Street	Add Bicycle Boulevard
Valencia Avenue	From De Soto Boulevard to South LeJeune Road	Add Bicycle Boulevard
Palermo Avenue	From South LeJeune Road to Ponce De León Boulevard	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway

Location	Limits	Project Scope
Riviera Drive	From US-1 to University Drive	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Sevilla Avenue	From South Red Road to Ponce De León Boulevard	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
South Alhambra Circle	From Hernando Street to South Douglas Road	Add Buffered or Separated Bicycle Lane, or Shared-Use Pathway
University Drive	From Granada Boulevard to Ponce De León Boulevard	Add Buffered or Separated Bicycle Lane, or Shared-Use Pathway
Biltmore Way	From Cardena Street to Coral Way	Add Separated Bicycle Lanes
Oviedo Avenue	From Galiano Street to Ponce De León Boulevard	Add Separated Bicycle Lanes
Salzedo Street	From University Drive to Miracle Mile	Add Separated Bicycle Lanes
Salzedo Street	From Minorca Avenue to Tamiami Trail/US-41	Add Separated Bicycle Lanes
Valencia Avenue	From South LeJeune Road to South Douglas Road	Add Separated Bicycle Lanes
M-PATH	From South Red Road to Ponce De León Boulevard	Add Shared-Use Pathway
Bird Avenue	From University Drive to Granada Boulevard	Add Shared-Use Pathway
Columbus Boulevard	From N Greenway Drive to Tamiami Trail/US-41	Add Bicycle Boulevard
De Soto Boulevard	From Anastasia Avenue to Granada Boulevard	Add Bicycle Boulevard
Maderia Avenue	From Cortéz Street to Douglas Road	Add Bicycle Boulevard
Obispo Avenue	From South Red Road to Cortéz Street	Add Bicycle Boulevard
Venetia Terrace	From Columbus Boulevard to Columbus Boulevard	Add Bicycle Boulevard
Alhambra Circle	From Bird Road to Coral Way	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Country Club Prada	From Sevilla Avenue to Tamiami Trail / US-41	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
De Soto Boulevard	From Granada Boulevard to Andalusia Avenue	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Granada Boulevard	From Pisano Avenue to Bird Road	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
University Drive	From Pisano Avenue to Bird Avenue	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Alhambra Circle	From San Amaro Drive to Bird Road	Add Buffered Bicycle Lane
Campo Sano Avenue	From San Amaro Drive to University Drive	Add Shared-Use Pathway
De Soto Boulevard	From Andalusia Avenue to Anderson Road	Add Shared-Use Pathway
Granada Boulevard	From US-1 to Pisano Avenue	Add Shared-Use Pathway
Pisano Avenue	From University Drive to Granada Boulevard	Add Shared-Use Pathway

Location	Limits	Project Scope
San Amaro Drive	From Ponce De León Boulevard to Campo Sano Avenue	Add Shared-Use Pathway
South Biltmore Drive	From Riviera Drive to Blue Road	Bicycle Boulevard
Madruga Avenue	From South Red Road to Madruga Avenue	Bicycle Boulevard
Mariposa Avenue	From Hardee Road to Maynada Street	Bicycle Boulevard
Mariposa Court	From Mariposa Avenue to US-1	Bicycle Boulevard
Zamora Avenue	From Salzedo Street to Douglas Road	Bicycle Boulevard
SW 22 Avenue	From SW 16 Street to SW 15 Terrace	Bicycle Boulevard
Cádiz Avenue	From South Red Road to Alhambra Circle	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Santona Street	From Madruga Avenue to US-1	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Segovia Street	From Andalusia Avenue to Alhambra Circle	Add Standard, Buffered, or Separated Bicycle Lane, or Shared-Use Pathway
Blue Road	From South Red Road to US-1	Add Buffered or Separated Bicycle Lane, or Shared-Use Pathway
Sunset Drive	From US-1 to Maynada Street	Add Buffered or Separated Bicycle Lane, or Shared-Use Pathway
Granada Boulevard	From Bird Road to Sevilla Avenue	Add Buffered or Separated Bicycle Lane, or Shared-Use Pathway
Andalusia Avenue	From South LeJeune Road to Douglas Road	Add Separated Bicycle Lanes
Coral Way	From South Greenway Drive to S Douglas Road	Add Separated Bicycle Lanes
Milan Street	From Milan Avenue to Milan Avenue	Add Separated Bicycle Lanes
Sunset Drive	From Maynada Street to Old Cutler Road	Add Separated Bicycle Lanes
Anderson Road	From De Soto Boulevard to Coral Way	Add Shared-Use Pathway
Brescia Avenue	From South Red Road to San Amaro Drive	Add Shared-Use Pathway
Levanta Avenue	From South Red Road to San Amaro Drive	Add Shared-Use Pathway
Miller Road	From South Red Road to San Amaro Drive	Add Shared-Use Pathway
Miracle Mile	From South LeJeune Road to S Douglas Road	Add Shared-Use Pathway
North Greenway Drive	From South Greenway Drive to Coral Way	Add Shared-Use Pathway
South Greenway Drive	From North Greenway Drive to Coral Way	Add Shared-Use Pathway
Old Cutler Road	From Matheson Park to Fairchild Tropical Botanical Gardens Entrance	Add Shared-Use Pathway
Old Cutler Road	From Snapper Creek Road to Red Road	Add Shared-Use Pathway

Source: City of Coral Gables Bicycle and Pedestrian Stress Assessment Study

3. Town of Cutler Bay

Complete Streets Corridor Analysis: The analysis offered a thorough assessment of current conditions, examining traffic patterns, pedestrian and bicycle infrastructure, and public transit accessibility along the identified corridors listed in **Table 3-1**.

Table 3- 1: Corridors evaluated as part of the Complete Streets Corridor Analysis

Project Prioritization	Limits	Description
SW 87 Avenue	Old Cutler Road to SW 184 Street	SW 8 Avenue is the primary transit corridor with an improved bike lane on the roadway.
Marlin Road	US-1 to Sterling Drive	Because there are no buses on this roadway, more space is allocated to green areas and shade trees. The sidewalks and bike lanes are generously shaded by trees, offering both comfort and protection from the weather. Additionally, both are quite spacious. A broad stretch of pavement is broken up by a six-foot-wide landscaped median.
Marlin Road	Sterling Drive to Old Cutler Road	Marlin Road narrows to a width of 60 to 70 feet, transitioning into a two-lane roadway.
Franjo Road	Old Cutler Road to SW 184 Street	Franjo Road is a secondary transit corridor with bike lanes on each side of the roadway
Gulfstream Road	Franjo Road to North of Old Cutler Road	Between Franjo Road and SW 210 Street, Gulfstream Road becomes a two-lane boulevard featuring both bike paths and walking paths. The enhanced sidewalk is lined with shade trees, making Gulfstream the preferred route for pedestrians. The walking path is equipped with benches, streetlamps, and bike racks, all situated along a landscaped planting strip.

Source: Town of Cutler Bay Complete Streets Corridor Analysis

Complete Streets for Corridors with Bicycle/Pedestrian Gaps: The proposed improvements for Quail Roost Drive in the Town of Cutler Bay include upgrading pedestrian crosswalks, relocating bus stops, and creating pedestrian refuges with raised medians. Some of these enhancements are detailed in **Table 3-2**.

Table 3- 2: Proposed improvement for Quail Roost Drive in the Town of Cutler Bay

Project Prioritization	Limits	Description
Quail Roost Drive Segment A	West of the Florida's Turnpike from SW 117 Avenue to SW 113 Avenue	Replaces a double center turn lane with a raised median and a 4.5-foot raised separated bike lane.
Quail Roost Drive Segment B	East of the Florida's Turnpike to the South Dade Busway	Replaces the double center turn lane with a raised median.
Quail Roost Drive	At SW 117 Avenue	Extends the crossing pavement on the SW corner and provides a more direct pedestrian pathway on the west crossing and wider crosswalk to increase visibility and the safety of trail users coming from Roberta Hunter Park.

Project Prioritization	Limits	Description
Quail Roost Drive	At SW 114 Avenue	Adds a raised median, hardening curb radii, including installing a Rectangular Rapid Flashing Beacon (RRFB) for a midblock crossing, and relocating the bus stop for better accessibility and safety.

Source: Town of Cutler Bay Complete Streets for Corridors with Bicycle/Pedestrian Gaps

Bicycle and Pedestrian Master Plan: The plan prioritizes enhancing the safety, accessibility, and connectivity of the town's cycling and walking infrastructure. It outlines strategies for expanding and upgrading bike lanes, pedestrian pathways, and crosswalks, aiming to create a more cohesive and user-friendly network. Specific improvements are detailed in **Table 3-3** through **Table 3-5**.

Table 3- 3: Proposed Improvements for the Basic Pedestrian Network

Location	Limits	Recommended Improvements
SW 216 Street	Midblock Crosswalk	Pedestrian count down signal
	SW 99 Court	Install 10-foot wide high visibility crosswalk
	Old Cutler Road	Install 10-foot wide high visibility crosswalk
	SW 97 Avenue	Install 10-foot wide high visibility crosswalk
	SW 103 Avenue	Install 10-foot wide high visibility crosswalk
	92 Avenue	Install 10-foot wide high visibility crosswalk
Marlin Road	US-1	Install 10-foot wide high visibility crosswalk
	US-1	Pedestrian refuge in median
SW 186 Street	US-1	Install 10-foot wide high visibility crosswalk
		Pedestrian refuge in median
SW 184 Street	SW 97 Avenue to SW 94 Court	Install 5-foot wide sidewalk (south side)
	SW 87 Avenue	Install 10-foot wide high visibility crosswalk
	SW 86 Court	Install 10-foot wide high visibility crosswalk
	SW 86 Court	Install sidewalk ramps
	SW 85 Court	Install 10-foot wide low visibility crosswalk
	SW 85 Court	Install sidewalk ramps
	SW 85 Cout to SW 78 Place	Install 5-foot wide sidewalk (both sides)
SW 97 Avenue	SW 184 Street to Sterling Road	Install 5-foot wide sidewalk (east side)
	Franjo/Gulfstream Road	Install crosswalk
	Gulfstream Road	Install 10-foot wide low visibility crosswalk
		Install sidewalk ramps
Franjo Road	Flag Drive/SW 193 Drive	Install crosswalk
		Install 10-foot wide low visibility crosswalk
		Install sidewalk ramps
	Caribbean Boulevard	Install 10-foot wide high visibility crosswalk
	Caribbean Boulevard	Pedestrian count down signal
	Cutler Ridge Drive	Install crosswalk
		Install 10-foot wide low visibility crosswalk
		Install sidewalk ramps
	Old Cutler Road	Delineate road edge
Old Cutler Road	SW 216 Street to SW 184 Street	Install 5-foot wide sidewalk (north side)

Location	Limits	Recommended Improvements
	SW 88 Court to SW 92 Avenue	Delineate road edge
	SW 88 Court to SW 92 Avenue	Smooth and grass swale
	SW 212 Street	Pedestrian count down signal
	SW 87 Avenue to East Leg	Install 10-foot wide high visibility crosswalk
Broad Channel Drive	US-1 to SW 100 Street	Install 5-foot wide sidewalk (north side)
Caribbean Blvd	Florida's Turnpike to SW 103 Avenue	Install 5-foot wide sidewalk (south side)
	Bluewater Road	Install 10-foot wide low visibility crosswalk
	Coral Sea Road	Install 10-foot wide high visibility crosswalk
		Pedestrian count down signal
	Gulfstream Road	Install 10-foot wide high visibility crosswalk
		Pedestrian count down signal
	Cutler Ridge Drive	Install 10-foot wide high visibility crosswalk
		Pedestrian count down signal
	SW 192 Drive	Install 10-foot wide high visibility crosswalk
		Pedestrian count down signal
	SW 89 Road to SW 184 Street	Install 5-foot wide sidewalk (north side)
ADA	Townwide	Install ADA compliant sidewalk connectors at various locations around the town
Crosswalks	Townwide	Install crosswalks at critical intersections
Cutler Ridge Senior High School	Around school	Install 5-foot wide sidewalk around school premises

Source: Town of Cutler Bay Bicycle and Pedestrian Master Plan

Table 3- 4: Proposed Improvements for Regional Access

Location	Limits	Recommended Improvements
SW 87 Avenue	Entire corridor	Install bike lanes
Caribbean Blvd	Entire corridor	Install bike lanes
	At US-1	Pedestrian bridge
South Dade Government Center	Florida's Turnpike Access Road to Government Center Parking Lot	5-foot sidewalk
SW 112 Avenue	Bridge to SW 211 Street	Widen SW to 8 feet
SW 216 Street	Entire corridor	Install bike lanes
Old Cutler Road	Entire corridor	Install bike lanes
SW 97 Ave/Franjo Road	Entire corridor	Install bike lanes
Dennis C. Moss Cultural Arts Center	Dennis C. Moss Cultural Arts Center to Black Creek Trail	Connect greenway from Dennis C. Moss Cultural Arts Center to Black Creek Trail

Source: Town of Cutler Bay Bicycle and Pedestrian Master Plan

Table 3- 5: Proposed Policy/Non-Capital Projects

Location	Limits	Recommended Improvements
Study	Townwide	Safe Routes to School (SRTS) Program
Utilities	Townwide	Work with utilities to remove obstructions from sidewalks

Location	Limits	Recommended Improvements
Partnership	Townwide	Work with non-profits to develop educational material
Education	Townwide	Public education campaign
Ordinance	Townwide	Ordinance to require property owners to trim vegetation on pathways
Ordinance	Townwide	Amend code to permit golf carts in certain areas
Study	Linear Parks	Conduct a study to possibility of using canal right-of-way (ROW)
Education	Townwide	Get the Bicycle and Pedestrian Plan circulated at places like schools, Publix, transit stops, and mall kiosks
Signage	Townwide	Signage for pathways, trails, bike lanes, and shared lanes
Administration	Townwide	Establish a Bicycle/Pedestrian Committee
Equipment	Townwide	Install more bicycle lockers/racks

Source: Town of Cutler Bay Bicycle and Pedestrian Master Plan

Transportation Master Plan: The plan's key focus was on creating dedicated bike lanes and pathways to ensure smooth connections between residential areas and important destinations like transit stations, schools, and commercial centers. A list of recommendations can be found in **Table 3-6**.

Table 3- 6: List of Recommendations as part of the Transportation Master Plan

Project	Purpose	
Pedestrian Promenade US-1	Create a pedestrian promenade along the east side of US-1/South Dixie Highway	
Educational Promotional Bike and Pedestrian Safety	Encouraging parents to allow their children to walk or bike to school and/or recreation areas	
Bike Lanes	Facilities are planned along several key roads, including SW 87 Avenue, SW 184 Street, Franjo Road, Marlin Road, Gulfstream Road, and SW 216 Street. Additionally, these facilities will extend along SW 97 Avenue between SW 216 Street and SW 212 Street, as well as from the Performing Arts Center to the Black Creek Trail.	
Sidewalk infill/removal of obstructions townwide	Sidewalk obstruction removal townwide.	
Sidewalk Infill	Explore feasibility of extending sidewalk connectivity on the west side of Old Cutler Road between SW 184 Street and SW 87 Avenue.	
Bike Share/E-Scooter	Explore implementation of Bikeshare/E-scooter Program.	
Sidewalk Improvements	Connect sidewalk on SW 199 Street from SW 87 Avenue to Old Cutler Road.	
Sidewalk Improvements	Connect sidewalk along Caribbean Boulevard from SW 87 Avenue to SW 184 Street	
ADA Crosswalk	Tiffany Drive and SW 90 Court	SW 190 Street and SW 93 Court
	SW 87 Avenue and SW 184 Terrace	SW 93 Avenue and SW 190 Street

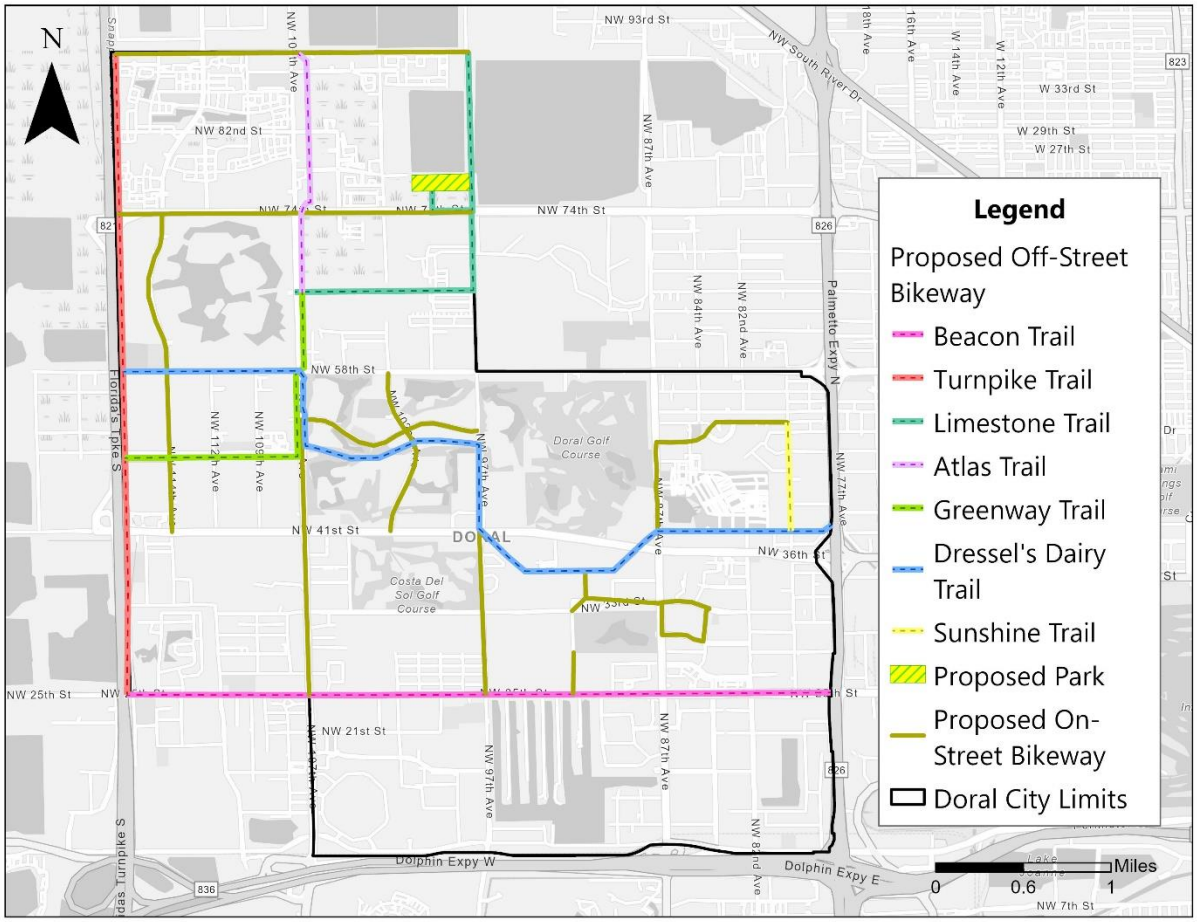
Project	Purpose	
	SW 192 Drive and SW 93 Avenue	SW 190 Street and SW 94 Avenue
	SW 192 Drive and SW 93 Road	SW 190 Street and SW 95 Avenue
	SW 192 Drive and SW 92 Road	SW 189 Terrace and SW 95 Avenue
Safe Routes to School (SRTS) Whispering Pines Elementary – Intersection improvements at:	Tiffany Drive and SW 90 Court	Ridgeland Drive and SW 192 Drive
	SW 190 Street/SW 89 Road and SW 89 Avenue	SW 89 Road and SW 187 Terrace
	SW 89 Road and SW 89 Court	SW 89 Court and SW 187 Street
	Ridgeland Drive and SW 89 Road	
Midblock crossings and pedestrian refuges/medians on SW 87 Avenue between or at:	SW 196 Street and SW 198 Street	SW 189 Street
	SW 194 Terrace and SW 196 Street	SW 184 Terrace
	SW 192 Street	
Lighting townwide	Conduct a townwide lighting study	
Update Bicycle Pedestrian Master Plan	Conduct a townwide master plan	
Intersection improvements	Install pedestrian signals where necessary townwide	
Golf Cart Safety Program	Implement a Golf Cart Safety Program	
In-road warning lights (IRWL)/Pedestrian hybrid beacons (PHB)	Explore feasibility of installation of IRWL/PHB at midblock crossings	
Install guardrails where drainage inlets are near sidewalks where maximum drop-off height is exceeded	Drainage inlets next to sidewalks are a safety hazard, especially combined with low lighting and where disabled and elderly pedestrians regularly walk	
Increase visibility of curbs, lanes and crosswalks near Assisted Living Facilities (ALFs)	Road markings should be made brighter and retroreflective, including edge markings and other pavement markings, to improve visibility. This will help drivers see curbs, lanes, intersections, and crosswalks more easily, especially in low-light conditions.	
Enhance Stop Signs	The minimum size of stop signs near ALFs should be 30 inches to deal with reduced visual acuity in the older population. Private stop signs inside ALF communities should be enhanced.	

Source: Town of Cutler Bay Transportation Master Plan

4. City of Doral

Bikeway Network Plan: The seven potential trail routes, with distinctions made between off-street and on-street options, are illustrated in **Map 4-1**.

Map 4- 1: Doral Bikeway Network Plan



Source: City of Doral Bikeway Network Plan

Transportation Master Plan: The master plan provides a comprehensive roadmap for the city's future, presenting a prioritized program that includes 22 multimodal projects, 45 road projects, and 13 transit initiatives, as outlined in **Table 4-1** through **Table 4-4**.

Table 4- 1: Tier I Projects proposed as part of the Transportation Master Plan

Location	Limits	Project Description
Various	Various	Repair sidewalks
N/A	N/A	One-stop, personal mobility information center
Various	Various	Infill sidewalks
N/A	N/A	Complete streets design guidelines
Various	Various	Multiple intersection safety studies

Doral Boulevard	NW 97 Avenue to NW 87 Avenue	Doral Boulevard Corridor Safety Study
Various	Various	Multiple intersection safety studies
Various	Various	Complete bicycling network
N/A	N/A	Update City of Doral Bicycle Master Plan
N/A	N/A	Transit Development Plan
Various	Various	Pedestrian safety improvements at various intersections
NW 41 Street	NW 117 Avenue	Pedestrian bridge at NW 41 Street
N/A	N/A	Bicycling safety and education program
NW 74 Street	NW 97 Avenue to NW 107 Avenue	Implement NW 74 Street bike lanes conversion
Doral Boulevard	NW 97 Avenue to NW 98 Avenue	Doral Boulevard Safety Study
Various	Various	Bus stop amenities improvements
Various	Various	Pedestrian islands
Palmetto Station	N/A	Support Miami-Dade County Department of Transportation and Public Works (DTPW)'s Palmetto Metrorail Station redevelopment/development of future Palmetto Intermodal Center
Dolphin Mall	N/A	Support Miami-Dade DTPW's development of Dolphin Mall Station Park and Ride/Transit Hub

Source: City of Doral Transportation Master Plan

Table 4- 2: Tier II Projects proposed as part of the Transportation Master Plan

Location	Limits	Project Description
Various	Various	Bicycle connections to Miami-Dade County's System
Various	Various	Pedestrian mid-block crossings
N/A	N/A	Miami-Dade County DTPW's Transit Operational Analysis
Various	Various	Streetscape improvements
Various	Various	Bicycle signalization program
N/A	N/A	Extend Metrorail services to/from the Palmetto Metrorail Station
N/A	N/A	Trolley "Lunch Route" pilot program
N/A	N/A	Trolley route extension to FIU

Source: City of Doral Transportation Master Plan

Table 4- 3: Tier III Projects proposed as part of the Transportation Master Plan

Location	Limits	Project Description
Various	Various	Bicycle Rental Program
N/A	N/A	Doral Trolley Sunday Service
N/A	N/A	Express route to Miami International Airport/Miami Intermodal Center
TBD	TBD	Support City-Edge Park-and-Ride Facilities

Location	Limits	Project Description
NW 19 Street	NW 102 Avenue	Eastern connection to Miami International Mall
Various	Various	Install bicycle racks and lockers

Source: City of Doral Transportation Master Plan

Table 4- 4: Tier IV Projects proposed as part of the Transportation Master Plan

Location	Limits	Project Description
Various	Various	Signal priority for buses/trolleys
Various	Various	Off-road bicycle path maintenance and rest area development
N/A	N/A	Doral Trolley Passport Program

Source: City of Doral Transportation Master Plan

5. Town of Golden Beach

2024-2025 Fiscal Budget: The following initiatives were developed for Fiscal Year 2024/2025 and are relevant to the office's objectives and goals, as outlined in **Table 5-1.**

Table 5-1: Goals for FY 2024-2025

Project Description
Installation of proximity detectors and cameras on the Intercoastal and Ocean Boulevard
Finalize new town-wide security enhancements, including the replacement of all out-of-date security cameras
Submissions to FDEP office of resiliency for additional funding for town infrastructure projects and planning
Repairs to Loggia Beach Park including replacement of furnishings
Complete review of all seawall conditions throughout town
Resiliency planning to increase the crown of the road on Golden Beach Drive
Implementation of the right-of-way Landscape Hazard Mediation Program
Development ordinances that will assist in combating sea level rise and tidal flooding
Exploring new ways to enhance and beautify the towns' fountains and feature walls
Pressure clean sidewalks and gutters on both Golden Beach Drive and A1A
Maintain all street signs
Monitor townwide landscaping
Perform on-going daily townwide maintenance, as needed
Development of construction documents for the Wellness Center Project
Renovation of the Auxiliary Building
Construction of restrooms at North and South Parks
Creation of the Golden Beach Guidebook relating to emergency protocols when responding to infrastructure incidences and repairs

6. City of Miami

CitiBike Miami Bike Share: Docked bicycles are available across the city, with a total of 55 stations strategically placed at various locations, as outlined in **Table 6-1**.

Table 6- 1: CitiBike Station Locations in the City of Miami

CitiBike Station Locations in the City of Miami				
Biscayne Boulevard at NW 72 Street	Biscayne Boulevard at NE 15 Terrace	Brickell Avenue at SE 18th Road	NW 1 Street at NW 1 Avenue	S Miami Avenue at SE/SW 12 Street
SW 13 Street at SW 2 Avenue	Biscayne Boulevard at NE 19 Street	Herald Plaza at NE 15 Street	NW 2 Avenue at NW 24 Street	SE 1 Street at SE 1 Avenue
148 NE 28 Street	Biscayne Boulevard at NE 25 Street	Museum Park	NW 2 Avenue at NW 26 Street	SE 2 Street at SE 1 Avenue
299 SE 3 Avenue (Downtown Whole Foods)	Biscayne Boulevard at NE 3 Street	North Bayshore Drive between NE 17 Street and NE 18 Street	NW 3 Avenue at NW 27 Street	SE 9 Street at SE 1 Avenue
SE 4 Street at SE 2 Avenue (James L. Knight Center)	Biscayne Boulevard at NE 30 Street	N Miami Avenue at NW/NE 13 Street	NW 5 Avenue at NW 22 Lane	Brickell Avenue at SE 14 Street
444 SW 2 Avenue (Miami Riverside Center)	Biscayne Boulevard at NE 39 Street	N Miami Avenue at NE/NW 33 Street	S Bayshore Drive at Aviation Avenue	Brickell Avenue at SE 25th Road
600 N 1 Avenue (Brightline Station)	Biscayne Boulevard at NE 48 Street	N Miami Avenue at NE/NW 27 Street	S Bayshore Drive at Charthouse Drive	SE3 Avenue, north of SE 1 Street
7 Street at SW 3 Avenue	Biscayne Boulevard at NE 55 Terrace	NE 2 Avenue at NE 59 Street	S Bayshore Drive between Treasure Trove and Kirk Street	SW 7 Street at SW 1 Court
8 Street MetroMover Stop (Brickell City Center)	Biscayne Boulevard at NE 8 Street	NE 3 Avenue at NE 2 Street	S Miami Avenue at SE/SW 13 Street	SW 8 Street at SW 10 Avenue
Biscayne Boulevard at 65 Street	Biscayne Boulevard at SE 8 Street	NE Miami Place at NE 14 Street	S Miami Avenue at SW/SE 14 Street	Virginia Street at Florida Avenue
Biscayne Boulevard at Chopin Plaza	Biscayne Boulevard between NW 5 Street and NE 6 Street	NE2 Avenue at NE 42 Street	S Miami Avenue at SE/SW 32nd Road	

Source: CitiBike

7. City of Miami Beach

Transportation Master Plan: The primary objectives of this plan were to improve mobility, reduce traffic congestion, and promote sustainability by implementing a combination of strategic projects and policy recommendations. A detailed summary of the proposed projects is available in **Table 7-1** through **Table 7-3**.

Table 7- 1: Priority I Projects

Project Name	Limits	Project Description
SR A1A/ MacArthur Causeway Complete Streets Feasibility Study	Downtown Miami to Collins Avenue	Review of design alternatives for exclusive transit lanes and bicycle lanes long the MacArthur Causeway (Phase I)
Miami Beach Light Rail/Modern Streetcar	South Pointe Drive and SR A1A/5th Street to Washington Avenue and Dade Boulevard	Exclusive transit and protected/buffered bicycle lanes through lane repurposing and/or roadway widening
West Avenue Protected Bicycle Lanes	6 Street to 20 Street	Protected/buffered bicycle lanes through lane repurposing, including enhanced crosswalks
73 Street One Way Protected Bicycle Lanes	Dickens Avenue to Atlantic Trail	Protected/buffered bicycle lanes through lane repurposing, including enhanced crosswalks
72 Street One Way Protected Bicycle Lanes	Dickens Avenue to Collins Avenue	Protected/buffered bicycle lanes through lane repurposing, including enhanced crosswalks
Byron Avenue Protected Bicycle Lanes/Neighborhood Greenway	73 Street to Hawthorne Avenue	Protected/buffered bicycle lanes (Lane repurposing) from 73 Street to 75 Street. Neighborhood Greenway from 75th Street to Hawthorne Avenue. Enhanced crosswalks.
North Bay Road Neighborhood Greenway	Dade Boulevard to La Gorce Drive	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
SR 907 / Alton Road and 17th Street Intersection Improvements	N/A	Review Geometry of the intersection for the addition of an additional left turn lane.
51 Street Green Bicycle Lanes	Alton Road to Pine Tree Drive	Enhanced (green) Bicycle Lanes.
63 Street: Feasibility Study for Bicycle Alternatives	Alton Road to Indian Creek Drive	Multimodal Feasibility Analysis for bicycle and transit alternatives consistent with the Bicycle Pedestrian Master Plan
SR 907 Bicycle Alternatives Analysis and Implementation	Michigan Avenue to Chase Avenue	Analysis and implementation of Separated or Protected Bicycle Facilities adjacent to the golf course
Dade Boulevard Shared Use Path + Road Diet	17 Street to Pine Tree Drive	Feasibility Study and Implementation of Shared Use Path Adjacent to Collins Canal with potential road diet on the eastbound approach between SR 907/Alton Road and Michigan Avenue

Project Name	Limits	Project Description
Euclid Avenue Protected Bicycle Lanes	2 Avenue to 16 Street	Protected Bicycle Lanes from 5 Street to 16 Street. Neighborhood Greenway from 3 Street to 5 Street.
Meridian Avenue Bicycle Facilities	16 Street to Dade Boulevard	Phase I of the Project includes a geometric feasibility analysis for protected bicycle lanes. The analysis also includes a capacity analysis of the Meridian Avenue and 17 Street Intersection (Priority 1A). Phase II of the project includes implementation based on the results of Phase I.
Meridian Avenue and 28 Street Shared Use Path	Dade Boulevard to Pine Tree Drive	Shared Uses Path (Lane repurposing) Enhanced crosswalks
La Gorce Drive / Pine Tree Drive Protected/buffered bicycle lanes	51 Street to La Gorce Circle	Protected/buffered bicycle lanes (Lane repurposing) BPMP Page 158
6 Street and Michigan Avenue Bicycle Facilities Analysis	West Avenue to SR A1A/2 Street	Phase I of the project includes a geometric analysis of the proposed section of the corridor determining what bicycle facilities are appropriate for the corridor. Phase II of the project includes implementation based on the results of Phase I.
SR A1A / 5 Street and SR 907 / Alton Road Intersection Improvements	N/A	Provide Enhanced Crosswalks and improved sidewalk crossings.
23 Street's Complete Streets Feasibility Study	Dade Boulevard to SR A1A/Collins Avenue	Feasibility Study of Complete Streets Design
SR A1A / Indian Creek Drive Bicycle/Pedestrian Safety Improvements	26 Street to SR 112/41 Street	Safety Improvements
SR 934 / 71 Street / Normandy Drive Safety Improvements	N Shore Drive to SR A1A/Collins Avenue	Safety Improvements
SR 112 / Julia Tuttle Causeway s Feasibility Study	US-1/Biscayne Blvd to SR 907/Alton Road	Feasibility study for Shared Path, Protected Bike lanes, and Exclusive Bus lanes
85 Street Neighborhood Greenway	Stillwater Drive to Atlantic Trail	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
SR 907 / Alton Road SR 112 / 41 Street SR A1A / Indian Creek Drive / Collins	Sullivan Drive (Mt. Sinai Medical Center Entrance) SR 907 / Alton Road SR 112 / 41 Street SR A1A / Indian Creek Drive to SR 112 /	Trolley Route from Mt. Sinai Medical Center servicing Mid and South Beach

Project Name	Limits	Project Description
Avenue Dade Boulevard Proposed Middle Beach Trolly Route	41st Street SR A1A / Indian Creek Drive / Alton Road Dade Boulevard 17th Street	
Middle Beach Intermodal Station	N/A	Develop an Intermodal Station to provide multi-modal transfers
10 Street/11 Street Neighborhood Greenway	West Avenue to SR A1A/Collins Avenue	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
SR 907 / Alton Road and Michigan Avenue's Intersection Improvements	N/A	Provide Enhanced Crosswalks. FDOT Project
Middle Beach Recreational Corridor	SR A1A / Collins Avenue BLK 4700 to SR A1A / Collins Avenue BLK 5400	Connect the North and South existing Beachwalk segments
SR A1A / Collins Avenue / Indian Creek Drive and SR 112 / 41 Street's Intersection Safety Study and Improvements	N/A	Intersection Safety Study and Improvements
81 Street Neighborhood Greenway	Crespi Boulevard to Atlantic Trail	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
77 Street Neighborhood Greenway	Dickens Avenue to Collins Avenue	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
Tatum Waterway Drive Neighborhood Greenway	77 Street to 81 Street	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
Chase Avenue Shared-Use Path Feasibility Study	Alton Road to 34 Street	Phase I of this project includes a feasibility analysis for a shared-use path adjacent to the golf course. Various constructability concerns were found during the master planning exercise, thus the need for a feasibility analysis. This analysis will also include the intersection Alton Road and Chase Avenue. Phase II of the project will consist of the implementation phase.
Alton Road and North Bay Road Intersection Bicycle Improvements	Intersection	Intersection Safety Improvements
16 Street Bicycle Facilities Improvements	Bay Road to Collins Avenue	Phase I of the project proposes the improvement of the existing Bicycle Lanes by painting them green. Phase II of the

Project Name	Limits	Project Description
		project includes the implementation of Protected Bicycle Lanes along the corridor.
47 Street Enhanced Bicycle Lane	North Bay Road to Pine Tree Drive	Enhanced (Green) Bike Lane for the corridor, including the portion between Alton Road and North Bay Road.
42 Street Enhance Bicycle Lanes	Prairie Avenue to Pine Tree Drive	Enhanced (Green) Bike Lane for the corridor.
Bay Drive Neighborhood Greenway	West 71 Street East 71 Street	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
Royal Palm Avenue Neighborhood Greenway	28th Street to 41st Street	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
Baywalk	5 Street 15 Street	Feasibility Study and Implementation of Shared Use Path
South Beach Pedestrian Priority Zones	N/A	Designation and formalization of Pedestrian Priority Zones (PPZ)

Source: Transportation Master Plan

Table 7- 2: Priority II Projects

Project Name	Limits	Project Description
17 Street Exclusive transit and protected/buffer ed bicycle lanes	Washington Avenue to Collins Avenue	Evaluation of Exclusive transit and/or protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)
SR A1A / Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffer ed bicycle lanes	17 Street to 44 Street	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
Meridian Avenue Protected/buffered bicycle lanes	16 Street to 28 Street	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
69 Street Buffered Bicycle Lanes	Indian Creek Drive to Collins Avenue	Buffered Bicycle Lane
21 Street and 22 Street/Park Avenue Protected Bicycle Lanes Feasibility Study	Washington Avenue and 23 Street to Beachwalk	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
63 Street Protected/buffer ed bicycle lanes	North Bay Road to SR A1A / Indian Creek Drive	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)
SR 934 / 71Street / Normandy Drive Exclusive Transit	Bay Drive to SR A1A / Collins Avenue	Exclusive Transit Lanes Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks

Project Name	Limits	Project Description
Lanes/ Protected/buffer ed bicycle lanes		
SR 907 / Alton Road AND SR 112 / 41 Street's Safety Feasibility Study	SR 907 / Alton Road to SR 112 / 41 Street	Safety Feasibility Study
SR 112 / 41 Street and Pine Tree Drive Safety Feasibility Study	SR 112 / 41 Street to Pine Tree Drive	Safety Feasibility Study
44 Street AND SR A1A / Collins Avenue Safety Feasibility Study	44 Street to SR A1A / Collins Avenue	Safety Feasibility Study
Meridian Avenue Bicycle Greenway Analysis	1 Street to 16 Street	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks
Lincoln Road Shared Space	Washington Avenue to Collins Avenue	Shared Space including changes to pavement and various multi-modal accommodations.
Lincoln Lane North Bicycle Connection/ Neighborhood Greenway	Alton Road to Washington road	Exploring the various typical sections of the alleyway to create an exclusive bicycle lane or Neighborhood Greenways.
Fairway Drive Shared-Use Path	Biarritz Drive to Bay Drive	Shared-Use Path adjacent to the golf course.

Source: Transportation Master Plan

Table 7- 3: Priority III Projects

Project Name	Limits	Project Description
SR A1A / Collins Avenue Protected/buffered bicycle lanes	South Pointe Drive to 17 Street	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
Prairie Avenue Neighborhood Greenway	44 Street to 47 Street	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
SR A1A Collins Avenue Exclusive transit lanes	44 Street to SR A1A / Collins Avenue / Indian Creek Drive Split	Exclusive transit lanes (Lane repurposing)
SR A1A Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	SR A1A Collins Avenue / Indian Creek Drive Split to SR 934 / 71 Street	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)

Project Name	Limits	Project Description
SR 934 / 79 Street Causeway Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes	US 1 / Biscayne Boulevard to Bay Drive	Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)
Abbott Avenue Protected/buffered bicycle lanes	Indian Creek Drive to SR 934 / 71 Street	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
77 Street Shared Path	Normandy Avenue to Dickens Avenue	Shared Uses Path (Lane repurposing and/or roadway widening) Enhanced crosswalks
77 Street Neighborhood Greenway	Dickens Avenue to Atlantic Way	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
81 Street Neighborhood Greenway	Tantum Waterway Drive to SR A1A / Collins Avenue	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
South Pointe Drive Protected/buffered bicycle lane	Alton Road to Beachwalk	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
Alton Road Exclusive transit and protected/buffered bicycle lanes	South Pointe Drive to SR A1A / 5 Street	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
Washington Avenue Exclusive transit and protected/buffered bicycle lanes	South Pointe Drive to SR A1A / 5th Street	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
Venetian Causeway Conventional Bike Lanes	US 1 / Biscayne Boulevard to West Avenue	Conventional Bike Lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
SR 907 / Alton Road Exclusive transit lanes	Dade Boulevard to SR 112 / 41 Street	Exclusive transit lanes (Lane repurposing)
24 Street / Liberty Avenue Protected/buffered bicycle lanes	Pine Tree Drive to 23 Street / SR A1A Collins Avenue	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
Flamingo Drive Protected/buffered bicycle lanes	Pine Tree Drive to SR A1A / Indian Creek Drive	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
Biarritz Drive Protected/buffered bicycle lanes	Shore Lane to SR 934 / 71 Street	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
Bay Drive Neighborhood Greenway	Fairway Drive SR 934 / 71 Street	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
Wayne Avenue Shared Path	Raymond Street to 73 Street	Shared Uses Path (Lane repurposing and/or roadway widening) Enhanced crosswalks

Project Name	Limits	Project Description
Wayne Avenue Shared Path	Michael Street 75 Street	Shared Path (Lane repurposing and/or roadway widening) Enhanced crosswalks
SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue Exclusive transit lanes and Protected Bicycle Lanes	SR A1A Collins Avenue / Indian Creek Drive Split to 88 Street	Exclusive transit lanes (Lane repurposing) and protected Bicycle Lanes along Harding Avenue
Hawthorne Avenue Neighborhood Greenway	77 Street to 85 Street	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
85 Street Neighborhood Greenway	Hawthorne Avenue to SR A1A / Collins Avenue	Neighborhood Greenway (Sharrow Markers) Enhanced crosswalks
Pine Tree Drive Protected Bicycle Lanes	23 Street to 51 Street	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks
SR A1A / MacArthur Causeway Light Rail Connection/ Shared-Use Path	US 1 / Biscayne Boulevard to SR 907 / Alton Road	Light Rail Connection across the Bay/ Protected Bicycle Lanes (Lane repurposing and/or roadway widening), Enhanced crosswalks
SR 112 / 41st Street Exclusive transit lanes and protected/buffered bicycle lanes	SR 907 / Alton Road to Beachwalk	Exclusive transit lanes and protected/buffered bicycle lanes (Lane repurposing) Enhanced crosswalks
SR 112 / Julia Tuttle Causeway Exclusive Transit Lane/Shared-Use Path	US-1 / Biscayne Blvd to SR 907 / Alton Road	Exclusive Transit Lane and Shared-Use Path. This project required extensive bridge work.
SR A1A/ Indian Creek Drive Protected Bicycle Lanes	Abbott Avenue to Dickens Avenue	Protected Bicycle Lanes (Lane repurposing and/or roadway widening)
15 Street Neighborhood Greenway	Washington Avenue to West Avenue	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks
20 Street Neighborhood Greenway	Purdy Avenue to Sunset Drive	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks
Ocean Drive Shared Space	5 Street to 15 Street	Ocean Drive requires an improvement towards local nonmotorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multiuser citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Name	Limits	Project Description
Crespi Avenue Neighborhood Greenway	Hawthrone Avenue to 85 Street	Crespi Boulevard requires an improvement towards local nonmotorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multiuser citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
Purdy Avenue Neighborhood Greenway	Dade Boulevard to 20 Street	Purdy Avenue requires an improvement towards local nonmotorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multiuser citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
Drexel Avenue Neighborhood Greenway	Espanola Way to 17 Street	Drexel Avenue requires an improvement towards local nonmotorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multiuser citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Source: Transportation Master Plan

8. City of Miami Gardens

Bicycle and Pedestrian Mobility Plan: This Plan proposes and prioritizes projects designed to enhance connectivity between the City's activity centers, neighborhoods, and community facilities by integrating sidewalks, greenways, and blueways into the transportation network. These projects are listed in **Table 8-1**.

Table 8- 1: Bicycle and Pedestrian Mobility Projects

Location	Limits	Project Description
Citywide	N/A	Create a pedestrian pathway network
Citywide	N/A	Provide pedestrian shade corridors along heavily walked thoroughfares
Citywide	N/A	Provide enhanced pedestrian lighting at key areas (i.e. bus stops, areas of concern, high pedestrian visibility areas, etc.)
Citywide	N/A	Modify signal timing to include Leading Pedestrian Intervals (LPIs)
NW 42 Avenue	NW 156 Street to NW 199 Street	Install automated pedestrian detection systems at intersections
NW 37 Avenue	NW 183 Street to NW 215 Street	Install automated pedestrian detection systems at intersections
NW 32 Avenue	NW 151 Street to NW 203 Street	Install automated pedestrian detection systems at intersections
NW 12 Avenue/NW 13 Avenue	NW 155 Terrace to NW 175 Street	Install automated pedestrian detection systems at intersections
NW 175 Street	NW 47 Avenue to NW 12 Avenue	Install automated pedestrian detection systems at intersections
NW 191 Street	NW 47 Avenue to NW 27 Avenue	Implement bicycle boulevard design features along corridors
NW 191 Street	NW 19 Avenue to NW 17 Avenue	Implement bicycle boulevard design features along corridors
NW 22 Avenue	NW 183 Street to NW 195 Street	Implement bicycle boulevard design features along corridors
NW 19 Avenue	NW 191 Street to NW 195 Street	Implement bicycle boulevard design features along corridors
NW 17 Avenue	NW 175 Street to NW 191 Street	Implement bicycle boulevard design features along corridors
NW 14 Avenue	NW 175 Street to NW 183 Street	Implement bicycle boulevard design features along corridors
NW 7 Avenue	NW 175 Street to NW 183 Street	Implement bicycle boulevard design features along corridors
NW 175 Street	NW 42 Avenue	Implement bicycle boxes at intersections
NW 175 Street	NW 32 Avenue	Implement bicycle boxes at intersections
NW 175 Street	NW 22 Avenue	Implement bicycle boxes at intersections
NW 175 Street	NW 12 Avenue	Implement bicycle boxes at intersections

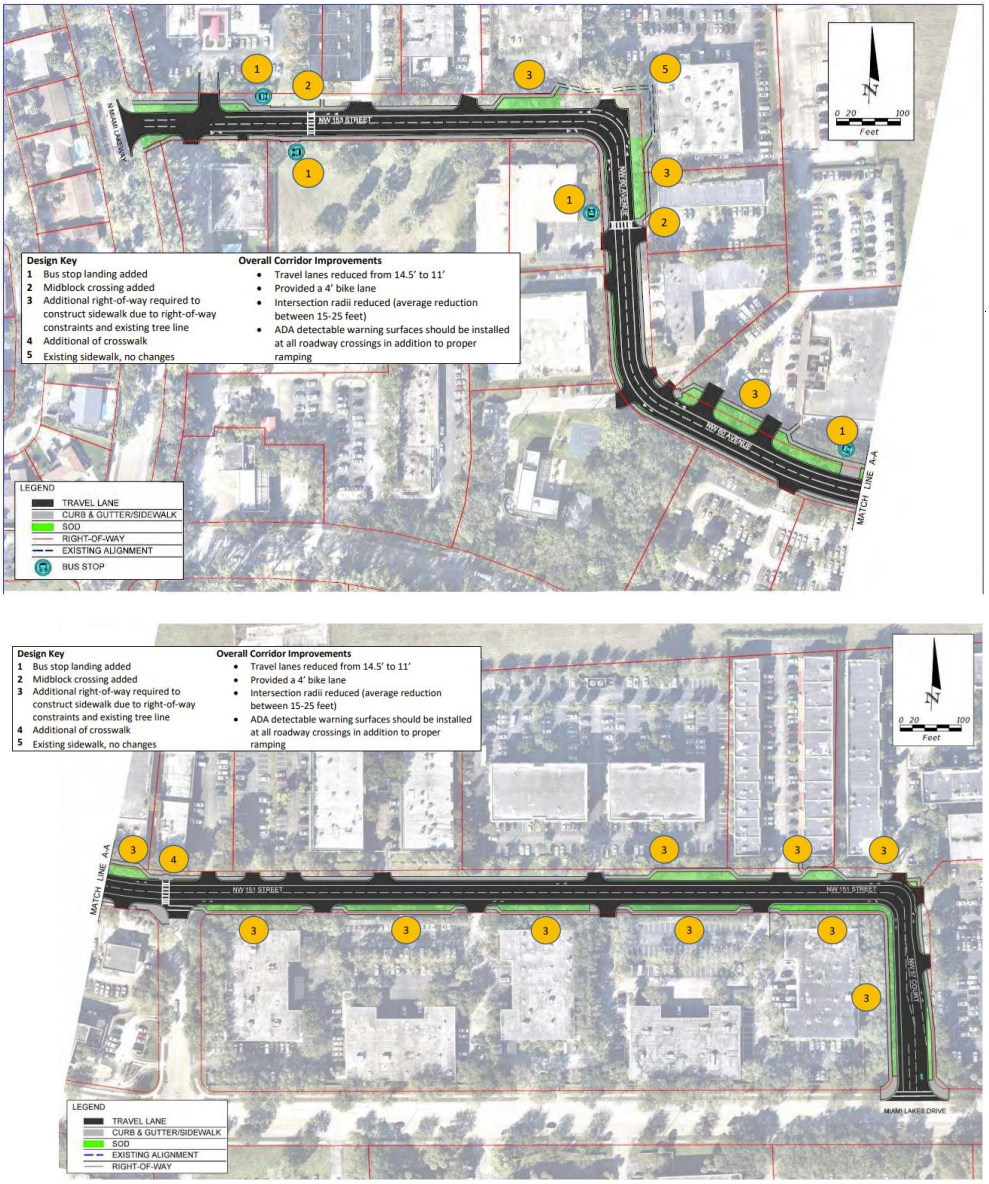
Location	Limits	Project Description
New City Hall	N/A	Install high-density bicycle parking
North Dade Regional Library	N/A	Install high-density bicycle parking
Betty T. Ferguson Community Center	N/A	Install high-density bicycle parking
Snake Creek Canal Greenway Corridor	N/A	Implementation of trails/greenways
West Side Blueway Trail	N/A	Implementation of trails/greenways
Mid-Town Blueway Trail	N/A	Implementation of trails/greenways
Dolphin Center Park Walking Trail	N/A	Implementation of trails/greenways
Biscayne Blueway Trail	N/A	Implementation of trails/greenways
Rolling Oaks Nature Trail	N/A	Implementation of trails/greenways
NW 27 Avenue	NW 207 Street	Install bus shelter
NW 183 Street	NW 27 Avenue	Install bus shelter
NW 183 Street	NW 7 Avenue	Install bus shelter
NW 183 Street	NW 2 Avenue	Install bus shelter
City Hall	Dolphin Linear Park	Add non-motorized connection
Snake Creek Trail	Hard Rock Stadium	Add non-motorized connection
City of Miami Gardens	Golden Glade Tri-Rail Station	Add non-motorized connection

Source: Bicycle and Pedestrian Mobility Plan:

9. Town of Miami Lakes

Complete Streets Master Plan: The plan seeks to establish a transportation network that prioritizes safety, accessibility, and efficiency for all users, including pedestrians, cyclists, motorists, and public transit riders. Its key focus areas include redesigning roadways for safer travel, expanding and enhancing pedestrian and bicycle infrastructure, and integrating diverse transit options to promote sustainable mobility and reduce dependence on personal vehicles. Some of the concepts are showcased in **Figure 9-1** through **Figure 9-3**.

Figure 9- 1: Civic Street – NW 151/NW 153 Street Proposed Concept



Source: Complete Streets Master Plan

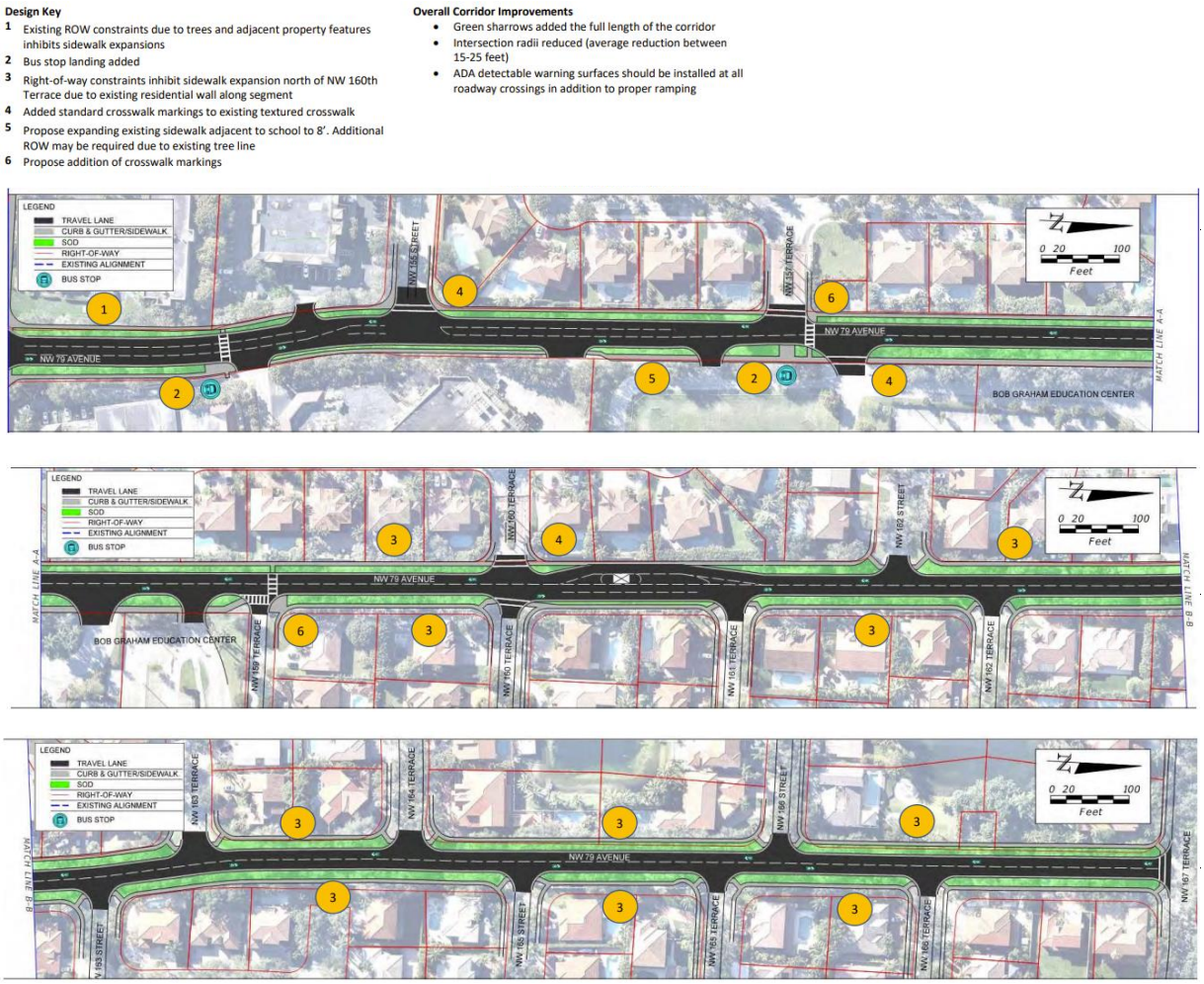
Figure 9- 2: NW 60 Avenue Proposed Concept

Design Key
1 Bus stop landing added
2 Additional right-of-way required to construct sidewalk due to right-of-way constraints and existing tree line
3 Midblock crossing added

Overall Corridor Improvements
- Travel lanes reduced from 14.5' to 11'
- Intersection radii reduced (average reduction between 15-25 feet)
- ADA detectable warning surfaces should be installed at all roadway crossings in addition to proper ramping

Source: Complete Streets Master Plan

Figure 9- 3: NW 79 Avenue Proposed Concept



Source: Complete Streets Master Plan

Transportation Master Plan: The Master Plan presents a strategic vision to enhance mobility and transportation infrastructure in the evolving community. Its key priorities, outlined in **Table 8-1**, focus on improving road networks, advancing public transit systems, and promoting non-motorized transportation options. These efforts aim to create a more balanced, connected, and sustainable transportation system that meets the needs of all users.

Table 9- 1: Transportation Master Plan Priorities

Priority Level	Project Description
1	Implement recommendations from the NW 82 Avenue Corridor Study
1	Implement FDOT improvements along NW 154 Street in the vicinity of SR 826 / Palmetto Expressway, including changes to lane configuration, sidewalks, bicycle lanes, pedestrian signal heads, and crosswalks

Priority Level	Project Description
1	Construct missing sidewalk section along Miami Lakes Drive between northbound SR 826 / Palmetto Expressway's exit ramp and NW 77 Avenue
1	Develop external site access and internal circulation plans for the schools within the Town
1	Establish Miami Lakes Transit Circulator Service - East Route
1	Establish Miami Lakes Transit Circulator Service - West Route
1	Implement TDM Strategies including alternative work schedules and preferential parking treatment through coordination with SFCS
1	Modify the Hialeah Gardens Connection Route to Serve the Miami Lakes Business Park West
2	Construct sidewalks along local streets in the Miami Lakes Business Park East
2	Construct sidewalks along local streets in the Miami Lakes Business Park West
2	Optimize traffic signals along Ludlam Road and Red Road in the vicinity of SR 826 / Palmetto Expressway
2	Construct bus shelters with benches at ten priority locations
3	Construct sidewalks along local streets in the Miami Lakes Technical Education Center
3	Construct bicycle lanes along Miami Lakes Drive
3	Construct bicycle lanes along NW 154 Street west of FDOT Project
3	Construct bicycle lanes along NW 87 Avenue
3	Create a network of shared use paths in the eastern portion of the Town
3	Implement a Speed Management Plan along the Residential Sections of Miami Lakeway North and Miami Lakeway South. Possible enhancements include traffic circles and textured crosswalks at intersections.

Source: Transportation Master Plan

10. Village of Pinecrest

Transportation Master Plan: The plan incorporates design standards for new transportation facilities, emphasizing safety upgrades and improved connections between residential neighborhoods and commercial hubs. These measures, outlined in **Table 10-1**, aim to ensure a cohesive, secure, and accessible transportation network that supports community growth and activity

Table 10- 1: Transportation Master Plan Measures

Location	Recommendations
SW 84 Avenue from SW 132 Street to SW 136 Street	Proposed sidewalk along both sides of SW 84 Avenue in Network Plan.
SW 57 Avenue between SW 96 Street and SW 88 Street / Kendall Drive	Proposed RRFB crossing at SW 96 Street
SW 57 Avenue between SW 96 Street and SW 100 Street	Missing sidewalk added in Network Plan
SW 88 Street / Kendall Drive near the Gulliver Prep | Marian C. Krutulis PK-8 Campus	Two (2) proposed RRFB crossings
SW 112 Street / Killian Drive at US 1 / Pinecrest Parkway	Crosswalk not recommended
SW 68 Court at US 1 / Pinecrest Parkway	Sidewalk improvements proposed along SW 68 Court
SW 111 Street / Killian Drive near Pinecrest Branch Library	Proposed RRFB crossing

Source: Transportation Master Plan

11. City of South Miami

South Miami Intermodal Transportation Plan: Key strategies of this plan focus on prioritizing pedestrian and bicycle projects, especially those that enhance connections to public transportation, while addressing infrastructure gaps to boost multimodal connectivity both within the community and the broader region. These efforts place a strong emphasis on enhancing pedestrian and bicycle infrastructure as seen in **Table 11-1**, aiming to improve safety and elevate residents' quality of life.

Table 11- 1: List of Recommendations Citywide

Location	Limits	Project Description
SW 56 Street / Miller Drive	SW 65 Avenue to SW 58 Avenue	New sidewalks (north side)
SW 80 Street / Davis Road	US-1 to SW 63 Place	New sidewalks (south side)
SW 80 Street / Davis Road	SW 63 Court to SW 57 Avenue	New sidewalks (south side)
SW 80 Street / Davis Road	US-1 to SW 57 Avenue	New sidewalks (north side)
SW 56 Street / Miller Drive	SW 67 Avenue to SW 57 Avenue	Shared use pathway (south side)
Snapper Creek Trail	SW 62 Avenue to SW 57 Avenue	Shared use pathway (north side)
SW 58 Avenue (unbuilt street)	Snapper Creek Canal to SW 87 Street	Shared use pathway (both sides)
SW 64 Avenue (unbuilt street)	SW 85 Street to SW 84 Street	Shared use pathway (both sides)
Ludlam Trail	N/A	Shared use pathway
SW 67 Avenue	Snapper Creek Drive to SW 40 Street	Bicycle lanes
SW 62 Avenue	SW 64 Street to SW 40 Street	Bicycle lanes
SW 57 Avenue	SW 88 Street to Sunset Drive	Bicycle lanes
SW 80 Street	SW 69 Avenue to SW 57 Avenue	Bicycle lanes
SW 72 Street / Sunset Drive	SW 69 Avenue to SW 64 Court	Bicycle lanes
SW 64 Street	SW 69 Avenue to SW 57 Avenue	Bicycle lanes
SW 56 Street	SW 67 Avenue to SW 57 Avenue	Bicycle lanes
SW 48 Street	SW 67 Avenue to SW 57 Avenue	Bicycle lanes
SW 40 Street	SW 67 Avenue to SW 57 Avenue	Bicycle lanes
SW 57 Avenue / Red Road	SW 74 Terrace to Sunset Drive	Buffered bicycle lanes
SW 64 Street	SW 59 Place to SW 57 Avenue	Buffered bicycle lanes
Sunset Drive	SW 64 Court to SW 57 Avenue	Shared lane markings
SW 62 Avenue	SW 76 Street to SW 70 Street	Shared lane markings
SW 57 Avenue	Sunset Drive to SW 64 Street	Shared lane markings

Location	Limits	Project Description
Manor Lane / SW 63 Avenue	SW 80 Street to SW 74 Street	Neighborhood greenways
SW 64 Court / SW 64 Avenue / SW 63 Court	Manor Lane to SW 44 Street	Neighborhood greenways
SW 59 Place	Sunset Drive to SW 64 Street	Neighborhood greenways
SW 59 Avenue	SW 87 Street to Sunset Drive	Neighborhood greenways
SW 58 Avenue / SW 70 Street / Commerce Lane / SW 58 Court / SW 58 Avenue	SW 87 Street to Sunset Drive	Neighborhood greenways
SW 58 Avenue / SW 70 Street / Commerce Lane / SW 58 Court / SW 58 Avenue	SW 87 Street to SW 40 Street	Neighborhood greenways
SW 78 Street / SW 77 Terrace	US-1 to SW 57 Avenue	Neighborhood greenways
SW 68 Street	SW 64 Avenue to SW 57 Avenue	Neighborhood greenways
SW 50 Street	SW 64 Avenue to SE 57 Avenue	Neighborhood greenways

Source: South Miami Intermodal Transportation Plan

City of South Miami Parks and Recreation Master Plan: This effort highlights the city's existing and proposed park infrastructure while incorporating a dedicated section that envisions pedestrian and bicycle enhancements. These improvements, outlined in **Table 10-2**, aim to create seamless connections between current and planned parks and trails, fostering accessibility and promoting active transportation.

Table 11- 2: List of Proposed Enhancements

Proposed Pedestrian/Bicycle Enhancements		
SW 40 Street / Bird Road	SW 64 Street / Hardee Drive	SW 67 Avenue / Ludlam Road
SW 48 Street	SW 72 Street / Sunset Drive	SW 62 Avenue
SW 56 Street / Miller Road	SW 80 Street	SW 57 Avenue / Red Road

Source: City of South Miami Parks and Recreation Master Plan

12. City of Sunny Isles Beach

Transportation Master Plan: The plan outlines several initiatives to enhance pedestrian and bicyclist safety, with one major project being the installation of "No Turn on Red" and "Yield to Pedestrians" signs at critical intersections. These improvements, detailed in **Table 12-1**, aim to reduce conflicts between motorists and non-motorized users, promoting a safer and more accessible transportation environment.

Table 12- 1: List of Recommendation Citywide

Location	Project Description
Corridor wide	Infill sidewalk network
Collins Avenue and 174th Street	Pedestrian Park bridge
Collins Avenue and Heritage Park	Pedestrian bridge
Collins Avenue and 186th Street	Pedestrian improvements
Colins Avenue	Pedestrian safety islands
NB Collins Avenue at 189th Terrace	Mid-block crosswalk
191st Terrace	Parking lot crosswalks
Golden Shores Community Park and Heritage Park	Pathway
Corridor wide	ADA improvements
Corridor wide	Sidewalk repair
Corridor wide	Streetscape improvements
Corridor wide	Town Center Alleyway and Pedestrian Path Program
Poinciana Island Drive and Collins Avenue	Crosswalk improvements
163rd Street and Collins Avenue	Pedestrian bridges
Beach	Bike/pedestrian pathway
180th Street and Atlantic Boulevard	Pedestrian bridge
181st Drive and Atlantic Boulevard	Crosswalk
Corridor wide	Pedestrian and bicyclist data collection location
North Bay Road north of 170th Street at Bellagio Curve	Signalization/pedestrian crossing
Corridor wide	Shared use path
Corridor wide	Bicycling Safety and Education Program
Corridor wide	Bicycle racks installation
Corridor wide	Bicycle Rental Program

Location	Project Description
Oleta River State Park Feasibility Study	Bike/pedestrian pathway
183 Street and 185 Street	Pathway
Corridor wide	Bicycle route signalization
Corridor wide	Bus stop amenities improvements
Corridor wide	Sunny Isles Beach Shuttle Comprehensive Operations Analysis
Corridor wide	Priority signalization for emergency vehicles and transit
Corridor wide	Transit Ridership Incentive Program
Corridor wide	Water Taxi Stop and Service Feasibility Study
Corridor wide	Transit Trip Planning App Pilot Program
Corridor wide	Bus tracking app
Corridor wide	Bus pullout (school)
Policy	Adopt Pedestrian/Bicycling Level of Service Standards
Policy	Complete Street Policy and Guidelines/Design Manual
Policy	Mobility Fee Feasibility Study
Policy	Incentive Programs for Transit, Carpooling
Policy	Parks and Green Corridors (Connect the Parks)-Recreational Walking Programming Policies

Source: Transportation Master Plan

13. City of Miami Beach

CitiBike Miami Beach Station Locations: Docked bicycles are available across the city, with a network of 98 stations strategically located to enhance accessibility and connectivity. These stations, detailed in **Table 13-1**, serve key areas such as transit hubs, commercial centers, and residential neighborhoods, supporting a convenient and sustainable mode of transportation.

Table 13- 1: CitiBike Locations in Miami Beach

CitiBike Station Locations in the City of Miami Beach				
1102 Biarritz Drive (Normandy Shores Tennis Court)	Collins Avenue at 2 Street	Convention Center Drive at 17 Street (City Hall)	Meridian Avenue at Lincoln Lane (Macy's)	Royal Palm Avenue between 41 Street and 42 Street
1666 West Avenue	Collins Avenue at 21 Street	Dade Boulevard at 19 Street (Publix)	Michigan Avenue at 14 Street	Rue Notre Dame at 71 Street
7 Street Parking Garage	Collins Avenue at 22 Street (W Hotel)	Dade Boulevard at Washington Avenue	Michigan Avenue at 3 Street	Sunset Drive at 20 Street
Alton Road at 1 Street	Collins Avenue at 23 Street (Walgreens)	Dickens Avenue at 73 Street	Michigan Avenue at 5 Street	Trousville Esplande at Normandy Drive
Alton Road at 11 Street (Flamingo Park)	Collins Avenue at 24 Street	Drexel Avenue at Lincoln Road (MB Community Church)	Michigan Avenue at Lincoln Road (The Gap)	Venetian Causeway at Island Avenue (The Standard Hotel)
Alton Road at 14 Street	Collins Avenue at 25 Street	Entrance to South Pointe Park	Ocean Drive at 1 Street	Washington Avenue at 11 Street
Alton Road at 15 Street	Collins Avenue at 26 Street	Euclid Avenue at 15 Street	Ocean Drive at 10 Street (Art Deco Welcome Center)	Washington Avenue at 13 Street
Alton Road at 39 Street	Collins Avenue at 29 Street (Edition Hotel)	Euclid Avenue at Lincoln Lane (Oribe Salon)	Ocean Drive at 12 Street	Washington Avenue at 15 Street
Alton Road at 4 Street	Collins Avenue at 31 Street	Inside South Pointe Park	Ocean Drive at 14 Place	Washington Avenue at 17 Street (The Fillmore)
Bay Road at 14 Street	Collins Avenue at 35 Street	James Avenue at Lincoln Road (CVS Pharmacy)	Ocean Drive at 14 Street	Washington Avenue at 22 Street
Bay Road at 15 Street	Collins Avenue at 40 Street	Jefferson Avenue at 11 Street (Flamingo Park)	Ocean Drive at 2 Street	Washington Avenue at 3 Street

CitiBike Station Locations in the City of Miami Beach				
Bay Road at 16 Street	Collins Avenue at 44 Street (Fountainbleau Hotel)	Jefferson Avenue at 6 Street	Ocean Drive at 5 Street	Washington Avenue at 7 Street
Bay Road at Lincoln Road	Collins Avenue at 46 Street (Parking Lot)	Jefferson Avenue at 8 Street	Ocean Drive at 7 Street	Washington Avenue at 9 Street
Byron Avenue at 71 Street	Collins Avenue at 5300 Block	Jefferson Avenue at Lincoln Road (DogBar)	Ocean Drive at 9 Street	West Avenue and Lincoln Road
Chase Avenue between 40 Street and 41 Street	Collins Avenue at 64 Street (Parking Lot)	Lenox Avenue at 17 Street	Pennsylvania Avenue at 13 Street	West Avenue at 10 Street (Whole Foods)
Collins Avenue at 13 Street	Collins Avenue at 67 Street	Lenox Avenue at 6 Street	Pennsylvania Avenue at 16 Street	West Avenue at 12 Street
Collins Avenue at 14 Street	Collins Avenue at 69 Street (Publix)	Lenox Avenue at 9 Street	Pennsylvania Avenue at Lincoln Road (H&M)	West Avenue at 14 Street
Collins Avenue at 15 Street	Collins Avenue at 73 Street	Meridian Avenue at 13 Street (Flamingo Park)	Pine Tree Drive at 26 Street	West Avenue at 20 Street (Publix on the Bay)
Collins Avenue at 17 Street	Collins Avenue at 76 Street	Meridian Avenue at 6 Street	Prairie between Chase Avenue and 44 Terrace	
Collins Avenue at 18 Street	Collins Avenue at 79 Street	Meridian Avenue at 9 Street	Purdy Avenue at 18 Street (Marina)	

Source: CitiBike

14. Miami-Dade Transportation Planning Organization (TPO)

2050 Bicycle Pedestrian Master Plan: Adopted in September 2024, the Bicycle and Pedestrian Master Plan is an integral component of the 2050 Long Range Transportation Plan (LRTP). This comprehensive plan identifies a total of 322 projects, covering 543.3 miles, as outlined in **Table 14-1**. Focused on enhancing connectivity and safety across the County's incorporated areas, the plan prioritizes off-road and protected facilities, which constitute 80% of the recommended projects. This emphasis underscores a commitment to creating a robust, user-friendly network for non-motorized transportation.

Table 14- 1: 2050 Needs Plan Projects

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Miami Shores Village – Multimodal Mobility Improvements	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Districtwide Community Safety	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Districtwide Traffic Operations – Safety Studies	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.02
Safety Street Light Retrofits	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.01
Town of Cutler Bay Caribbean Boulevard Complete Streets	Area-wide Improvements	Area-wide Improvements	Area	FY 2024 TIP	0.01
South Bayshore Drive	Darwin Street	Mercy Way	Bicycle Facility Improvements	FY 2024 TIP	1.43
SW 157 Avenue	SW 42 Street	SW 8th Street	Bicycle Facility Improvements	West	2.27
SW 157 Avenue	NE 8 Street / SW 312 Street	US 1 / S. Dixie Highway	Buffered Bicycle Lane	East	1.76
SW 25th Road	SW 1 Avenue	SW 9 Avenue	Buffered Bicycle Lane	Lanes on both sides of road	0.69
GGI Bicycle/Pedestrian Bridge Sunshine Industrial Park	GGMTF	Sunshine State Industrial Park	Pedestrian Bridge/Overpass	FY 2024 TIP	0.15
Snake Creek Trail Underpass PE Study	West Side of Florida Turnpike	East Side of Florida Turnpike	Pedestrian Bridge/Overpass	FY 2024 TIP	0.21

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NW 11 Street	NW 27 Avenue	NW 23 Avenue	Protected Bicycle Lane	Lanes on both sides of road	0.41
NW 2 Avenue	NW 58 Street	NW 71 Street	Protected Bicycle Lane	West	0.85
NW 2 Avenue	NW 38 Street	NW 57 Street	Protected Bicycle Lane	East	1.23
NW 6 Avenue	NW 40 Street	NW 47 Street	Protected Bicycle Lane	West	0.42
SE 1 Avenue	SE 1 Street	NE 1 Street	Protected Bicycle Lane	East	0.26
16th Street	SR 907 / Alton Road	Bay Road	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.15
21st Street	Beachwalk	Washington Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.35
5th Street	Beachwalk	SR A1A / Collins Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.14
71st Street	71st Street Terminus	Abbott Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.17
72nd Street	SR A1A / Collins Avenue	Dickens Avenue	Protected Bicycle Lane	LRTP Cost Feasible	0.29
73rd Street	Ocean Terrace	Dickens Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.35
Alhambra Circle	Madeira Avenue	SW 42 Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.63
Andalusia Avenue	SW 37 Avenue	De Soto Boulevard	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.06
Country Club Prado (East)	San Marco Avenue	SR 972 / SW 24 Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.01
Country Club Prado (West)	San Marco Avenue	Sevilla Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.29
Liguria Avenue	San Amaro Drive	SR 959 / SW 57 Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.16

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Ponce De León Boulevard	US 1/S. Dixie Highway	University Drive	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.05
Ponce De León Boulevard	US 41 / SW 8 Street	SR 968 / W. Flagler Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.58
Riviera Drive	S. Dixie Highway	Segovia Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.34
Riviera Drive	SW 42 Avenue	S. Dixie Highway	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.33
S. Alhambra Circle	Granada Boulevard	S. Dixie Highway	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.19
S. Pointe Drive	Beachwalk	Ocean Drive	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.11
SR 907 / Alton Road	Sullivan Drive	N. Bay Road	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.05
SR 934 / Normandy Drive	Rue Versailles	Rue Notre Dame	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.20
SR 986 / SW 72 Street	SR 959 / SW 57 Avenue	SR 953 / SW 42 Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.51
SR A1A / 5th Street	Lenox Avenue	SR 907 / Alton Road	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.08
SR A1A / Collins Avenue	73rd Street	87th Terrace	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.98
SR A1A / Collins Avenue	W. 63rd Street	73rd Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.96
SR A1A / Collins Avenue	W. 41st Street	69th Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	2.89
SR A1A / Collins Avenue	S. Pointe Drive	26th Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	2.41

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
SR A1A / Harding Avenue	75th Street	87th Terrace	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.82
SR A1A / MacArthur Causeway	Terminal Island	Biscayne Bay Path	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.40
Valencia Avenue	SW 37 Avenue	SR 953 / SW 42 Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.51
W. 63 Street	Alton Road	SR A1A / Collins Avenue	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.44
Washington Avenue	S. Pointe Drive	Dade Boulevard	Protected Bicycle Lane	LRTP Cost Feasible	2.07
West Avenue	Dade Boulevard	20th Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	0.20
West Avenue	SR A1A / 5th Street	17th Street	Protected Bicycle Lane	LRTP Unfunded Needs Plan	1.22
19th Street / Dade Boulevard	Meridian Avenue	23rd Street	Shared Use Pathway	LRTP Cost Feasible	0.69
73rd Street	Dickens Avenue	Wayne Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.05
Allison Park	Beachwalk	SR A1A / Collins Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.07
Atlantic Trail	South Pointe Park/South Pointe Drive	5th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.44
Atlantic Trail	North Shore Park	Haulover Park	Shared Use Pathway	LRTP Unfunded Needs Plan	5.32
Atlantic Trail	Haulover Park	Broward County Line	Shared Use Pathway	LRTP Unfunded Needs Plan	3.18
Beachwalk	3rd Street	5th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.17
Beachwalk	South Pointe Park	3rd Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.55

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Beachwalk	6th Street	18th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	1.59
Beachwalk Greenway/5th Street	Ocean Drive	Atlantic Trail/Beachwalk	Shared Use Pathway	LRTP Unfunded Needs Plan	0.13
Biscayne Bay Path	Lincoln Road	South Pointe Park	Shared Use Pathway	LRTP Unfunded Needs Plan	2.20
Biscayne Elementary Park	75th Street	77th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.37
Biscayne Everglades Trail (Segment 1)	SR 9336 / SW 392 Street	SW 308 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	5.46
Biscayne Everglades Trail (Segment 2)	Old Ingraham Highway	SW 344 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	7.91
Biscayne Everglades Trail (Segment 3)	SW 344 Street	SW 328 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.94
Biscayne Everglades Trail (Segment 4)	South Dade Transitway	Biscayne National Park	Shared Use Pathway	LRTP Unfunded Needs Plan	8.47
Biscayne Everglades Trail (Segment 5)	SW 320 Street	SW 328 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.50
Biscayne Everglades Trail (Segment 6)	SR 997 / Krome Avenue	Biscayne National Park	Shared Use Pathway	LRTP Cost Feasible	8.56
Biscayne Everglades Trail (Segment 7)	SW 328 Street	E. Mowry Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.58
Biscayne Everglades Trail (Segment 8)	C-111 Canal	N. Flagler Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	6.10
Biscayne Trail "C"	Biscayne National Park	Black Point Park	Shared Use Pathway	LRTP Unfunded Needs Plan	6.40
Biscayne Trail "D"	US 1 / S. Dixie Highway	Biscayne National Park	Shared Use Pathway	LRTP Unfunded Needs Plan	4.54
Biscayne Trail Segment "D"	SW 137 Street	Homestead Bayfront Park	Shared Use Pathway	FY 2024 TIP	8.96

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Biscayne Trail Segment "D" Phase II	SE 117 Street	Homestead Bayfront Park	Shared Use Pathway	FY 2024 TIP	2.05
Black Creek Trail Segment "B" Phase I	Larry and Penny Thompson Park	Krome Trail	Shared Use Pathway	FY 2024 TIP	7.54
Black Creek Trail Segment "B" Phase II	Krome Path	SW 160 Street	Shared Use Pathway	FY 2024 TIP	0.12
Brickell Bay Drive	SE 15th Road	SE 14 Street	Shared Use Pathway	East	0.35
C-111 Canal	US 1 / S. Dixie Highway	SE 9336 / Ingraham Highway	Shared Use Pathway	LRTP Unfunded Needs Plan	12.24
Canal	SW 57 Avenue	SW 62 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.51
Canal	SW 62 Avenue	SW 69 Avenue	Shared Use Pathway	LRTP Cost Feasible	0.73
Chase Avenue	SR 907 / Alton Road	W 34 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.35
Commodore Trail / SW 37 Avenue / Main Highway / S. Bayshore Drive	Cocoplum Road	Rickenbacker Causeway	Shared Use Pathway	Field review recommended to determine path alignment	4.37
CSX Rail Corridor	NW 7 Street	Perimeter Greenway	Shared Use Pathway	LRTP Cost Feasible	0.83
CSX Trail	SW 328 Street	Gold Coast Railroad Museum Park	Shared Use Pathway	LRTP Unfunded Needs Plan	12.98
Cutler Drain Canal	US 1 / S. Dixie Highway	SW 77 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	2.31
Cutler Drain Canal	SW 184 Street	SW 174 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	1.24
Cutler Drain Canal (C-100c)	US 1 / S. Dixie Highway	SW 148 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	1.55
Dade Boulevard Bicycle Path	Meridian Avenue	Atlantic Trail/Beachwalk	Shared Use Pathway	LRTP Unfunded Needs Plan	0.77

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Dade Boulevard	Bay Road	Meridian Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.51
Dade Boulevard	Convention Center Drive	Meridian Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.12
Dade Boulevard/Pine Tree Drive	Convention Center Drive	Beachwalk	Shared Use Pathway	LRTP Unfunded Needs Plan	0.78
Dade Pine Avenue	Miami Lakeway S.	Queen Palm Terrace	Shared Use Pathway	LRTP Unfunded Needs Plan	0.37
De Soto Boulevard	Andalusia Avenue	Coral Way	Shared Use Pathway	LRTP Unfunded Needs Plan	0.09
Dickens Avenue	73rd Street	75th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.16
E 65 Street	E 4 Avenue	E 7 Avenue	Shared Use Pathway	South	0.39
Fairway Drive	Miami Lakeway N.	Miami Lakes Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.45
Fairway Drive	N. Shore Drive	Biarritz Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	1.59
Flamino Park	11th Street	14th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.26
Flamingo Park	Meridian Avenue	Michigan Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.14
FPL Easement	SW 107 Avenue	South Dade Transitway	Shared Use Pathway	LRTP Cost Feasible	2.13
Hi-Tide Road	W 24 Terrace	W 28 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.18
Lake Patricia Drive	Lake Candlewood Court	NW 67 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.46
Ludlam Trail	Dadeland North	NW 7 Street	Shared Use Pathway	FY 2024 TIP	5.94

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Maurice Gibbs Memorial Park	Venetian Causeway	18th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.14
Memorial Highway	NW 135 Street	NW 154 Street	Shared Use Pathway	West	1.49
Meridian Highway	Dade Boulevard	Pine Tree Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.97
Miami Lakes Drive/NW 154th Street	SR 823 / NW 57 Avenue	NW 87 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	3.28
Miami Lakeway N.	Big Cypress Drive	Miami Lakes Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	3.03
Miami River Greenway – Curtis Park East	NW 20 Street	NW North River Drive	Shared Use Pathway	FY 2024 TIP	0.28
Miami River Greenway (Complete Missing Segments)	NW 36 Street	NW 12 Avenue	Shared Use Pathway	LRTP Cost Feasible	3.36
Miccosukee Link	SR 977 / Krome Avenue	Florida International University	Shared Use Pathway	LRTP Unfunded Needs Plan	6.25
Mount Sinai Path	I-195 / Julia Tuttle Causeway	N. Bay Road	Shared Use Pathway	LRTP Unfunded Needs Plan	0.69
M-Path Greenlink	SW 67 Avenue	Miami River Greenway	Shared Use Pathway	LRTP Cost Feasible	0.39
N. Federal Highway	NE 36 Street	NE 54 Street	Shared Use Pathway	West	1.15
N. Greenway Drive	SR 972 / SW 24 Street	S. Greenway Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	1.19
N. Greenway Drive	SR 972 / Coral Way	S. Greenway Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	1.16
N. Michigan Avenue	Dade Boulevard	SR 907 / Alton Road	Shared Use Pathway	LRTP Unfunded Needs Plan	0.13
NE 172 Street	NE 22 Avenue	East Greynolds Park	Shared Use Pathway	LRTP Unfunded Needs Plan	0.97

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NE 17 Street	N. Miami Avenue	NE 2 Avenue	Shared Use Pathway	North	0.28
NE 17 Street	NE 2 Avenue	Biscayne Boulevard	Shared Use Pathway	Median	0.12
NE 191 Street	NW 12 Avenue	Snake Creek Trail	Shared Use Pathway	North	2.15
NE 195 Street	Ives Dairy Road	NE 199 Street	Shared Use Pathway	North	1.13
NE 199 Street	Ives Dairy Road	NE 14 Avenue	Shared Use Pathway	South	1.05
NE 23 Street	Biscayne Boulevard	NE 4 Avenue	Shared Use Pathway	North	0.06
NE 2 Avenue	NE Miami Gardens Drive	Snake Creek Trail	Shared Use Pathway	East	0.95
NE 2 Avenue	NE 17 Street	NE 17 Street	Shared Use Pathway	East	0.03
NE 2 Avenue	NW 93 Street	SR 932 / NE 103 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.64
NE 4 Avenue	NE 42 Street	NE 50 Street	Shared Use Pathway	East	0.67
NE 4 Avenue	NE 22 Street	NE 24 Street	Shared Use Pathway	West	0.15
NE 4 Avenue	NE 50 Street	NE 54 Street	Shared Use Pathway	West	0.24
NW 112 Avenue	NW 25 Street	NW 33 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.54
NW 127 Street	NW 19 Avenue	NW 17 Avenue	Shared Use Pathway	North	0.26
NW 12 Avenue	NW 184 Drive	NW 195 Street	Shared Use Pathway	West	0.75
NW 12 Avenue	NW 103 Street	Opa-locka Boulevard	Shared Use Pathway	West	2.34
NW 12 Avenue	NW 14 Street	NW 37 Street	Shared Use Pathway	Underneath MetroRail	0.74
NW 12 Street	NW 136 Avenue	Telemundo Way	Shared Use Pathway	LRTP Unfunded Needs Plan	1.72
NW 149 Street	Oak Lane	NW 77 Court	Shared Use Pathway	LRTP Unfunded Needs Plan	0.20

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NW 154 Street	NW 87 Avenue	NW 89 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.23
NW 154 Street / Miami Lakes Drive	W 33 Avenue	NW 89 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.25
NW 159 Terrace	SR 826 / Palmetto Expressway	NW 77 Place	Shared Use Pathway	LRTP Unfunded Needs Plan	0.06
NW 162 Street	NW 82 Avenue	NW 87 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.50
NW 170 Street	NW 78 Avenue	NW 82 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.49
NW 178 Street	NW 91 Court	NW 87 Avenue	Shared Use Pathway	South	0.52
NW 178 Street	NW 87 Avenue	NW 78 Avenue	Shared Use Pathway	North	1.03
NW 1 Avenue	NW 25 Street	NW 29 Street	Shared Use Pathway	West	0.24
NW 1 Avenue	NW 14 Street	NW 21 Street	Shared Use Pathway	East	0.66
NW 207 Street	NW 7 Avenue	NW 2 Avenue	Shared Use Pathway	North	1.11
NW 207 Street	NW 27 Avenue	NW 19 Avenue	Shared Use Pathway	South	0.78
NW 25 Street	NW 87 Avenue	NW 87 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	1.00
NW 25 Street – Route B	NW 37 Avenue	NW South River Drive	Shared Use Pathway	LRTP Cost Feasible	0.36
NW 28 Street/NW South River Drive – Route A	NW 37 Avenue	NW North River Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.34
NW 2 Street	NW 136 Place	NW 118 Avenue	Shared Use Pathway	North	2.01
NW 33 Street	NW 79 Avenue	NW 82 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.25
NW 35 Lane	NW 89 Court	NW 91 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.18

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NW 3 Avenue	NW 25 Street	NW 29 Avenue	Shared Use Pathway	West	0.24
NW 41 Street	NW 79 Avenue	NW 82 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.25
NW 52 Avenue	NW 183 Street	NW 199 Street	Shared Use Pathway	West	1.09
NW 57 Court	NW 142 Street	NW 60 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.57
NW 67 Avenue	SR 924 / Gratigny Parkway	SR 826 / Palmetto Expressway	Shared Use Pathway	LRTP Unfunded Needs Plan	1.79
NW 68 Avenue	NW 186 Street	NW 67 Avenue	Shared Use Pathway	West	1.05
NW 71 Street	NW 17 Avenue	NW 12 Avenue	Shared Use Pathway	North	0.56
NW 77 Court	NW 154 Street	NW 76 Place	Shared Use Pathway	LRTP Unfunded Needs Plan	0.71
NW 79 Place	NW 41 Street	NW 53 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.69
NW 7 Avenue	NW 203 Street	NW 207 Street	Shared Use Pathway	West	0.30
NW 87 Avenue	SR 924 / I-75 Expressway	NW 154 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.98
NW 85 Avenue	NW 35 Lane	NW 41 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.71
NW 97 Avenue	NW 41 Street	NW 43 Terrace	Shared Use Pathway	LRTP Unfunded Needs Plan	0.14
NW/NE 131 Street	NW 22 Avenue	NE 16 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.43
Perimeter Trail	CSX Rail / NW 12 Street Intersection	Miami River	Shared Use Pathway	LRTP Unfunded Needs Plan	4.26
Pine Tree Drive	24th Terrace	W 26th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.15

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Pisano Avenue	Granada Boulevard	Campo Sano Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.24
Rickenbacker Trail	The Underline	Village of Key Biscayne	Shared Use Pathway	Rickenbacker Causeway Master Plan	6.00
Ponce De León Boulevard	Brooker Street	San Amaro Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	2.28
Princeton Trail	SR 997/Krome Avenue	Moody Road Eastern Terminus	Shared Use Pathway	LRTP Unfunded Needs Plan	12.17
Richmond Drive/SW 168th Street	SW 122 Avenue	S. Dixie Highway	Shared Use Pathway	North/South	2.96
Roberta Hunter Park – South Dade Trail Connection	SW 208 Street	South Dade Transitway	Shared Use Pathway	FY 2024 TIP	0.25
San Amaro Drive	SW 57 Avenue	University Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	1.65
SE 1 Avenue	SE 6 Street	SE 3 Street	Shared Use Pathway	East	0.32
SE 32 Road/Brickell Avenue – Route A	The Underline	SR 913 / Rickenbacker Causeway	Shared Use Pathway	LRTP Cost Feasible	0.91
SE 6 Avenue	SE 8 Street	US 1 / S. Dixie Highway	Shared Use Pathway	West	0.73
SE 8 Street	SE 9 Terrace	SE 10 Court	Shared Use Pathway	South	0.14
SE/SW 26th Road – Route B	SR 913 / Rickenbacker Causeway	The Underline	Shared Use Pathway	LRTP Cost Feasible	0.41
Snake Creek Trail	West of US 441/ NW 2 Avenue	East of US 411 / NW 2 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.02
Snake Creek Trail Extension to Greynolds Park	C-9 Snake Creek Canal	Greynolds Park	Shared Use Pathway	FY 2024 TIP	0.87
Snapper Creek Trail "A"	K-Land Park/SW 88 Street	SW 72 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	2.08

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
Snapper Creek Trail "A"	SW 72 Street	SW 8 Street / Florida International University	Shared Use Pathway	LRTP Unfunded Needs Plan	2.30
Snapper Creek Trail "B" – Phase I	SR 874 / Don Shula Expressway	SW 56 Avenue	Shared Use Pathway	FY 2024 TIP	4.04
Snapper Creek Trail Segment "A" SW 107th Avenue Gap	Westwood Lakes Canal (K)	East side of SR 985 / SW 107 Avenue	Shared Use Pathway	FY 2024 TIP	0.22
SR 856/William Lehman Causeway	US-1 / Biscayne Boulevard	SR A1A / Collins Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	1.82
SR 905A/Card Sound Road	Card Sound Toll Plaza	SR 997 / S. Krome Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	10.86
SR 907 / Alton Road	W 48th Street	W 51st Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.24
SR 907 / Alton Road	Chase Avenue / N Bay Road	W 34th Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.06
SR 913 / Rickenbacker Causeway	S Miami Avenue	Crandon Boulevard	Shared Use Pathway	LRTP Unfunded Needs Plan	3.96
SR 94 / SW 88 Street	SR 997 / Krome Avenue	SW 162 Avenue	Shared Use Pathway	LRTP Cost Feasible	1.42
SR 972 / SW 22 Street / Coral Way	N Greenway Drive	SW 37 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	0.77
SR 976 / SW 40 Street / Bird Road	Granada Boulevard	University Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.10
SR 997 / Krome Avenue Trail	US 41 / SW 8 Street	US 27 / Okeechobee Road	Shared Use Pathway	LRTP Unfunded Needs Plan	14.28
SR 997 / Krome Avenue	SW 177 Court	US 1 / S. Dixie Highway	Shared Use Pathway	LRTP Unfunded Needs Plan	0.45
SR A1A / 5th Street	Biscayne Bay Path	SR 907 / Alton Road	Shared Use Pathway	LRTP Unfunded Needs Plan	0.08

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
SW 112 Street	SW 117 Avenue	US 1 / S. Dixie Highway	Shared Use Pathway	South	4.12
SW 117 Avenue	SW 112 Street	Snapper Creek Trail	Shared Use Pathway	East	3.63
SW 124 Street	SW 74 Avenue	Old Cutler Road	Shared Use Pathway	South	1.91
SW 132 Avenue	SW 56 Street	SW 42 Street	Shared Use Pathway	West	1.13
SW 147 Avenue	SW 184 Street	SW 160 Street	Shared Use Pathway	East	1.71
SW 164 Street / SW 89 Avenue	SW 168 Street	US 1 / S. Dixie Highway	Shared Use Pathway	LRTP Unfunded Needs Plan	0.74
SW 184 Street	SW 177 Avenue	SW 134 Avenue	Shared Use Pathway	North/South	4.79
SW 187 Avenue	SW 344 Street	W Mowry Drive / SW 320 Street	Shared Use Pathway	West	1.68
SW 200 Street	Quail Roost Drive	South Dade Transitway	Shared Use Pathway	South	1.70
SW 200 Street	SW 137 Avenue	Quail Roost Drive	Shared Use Pathway	North/South	1.40
SW 212 Street	SW 87 Avenue	SW 92 Place	Shared Use Pathway	North	0.32
SW 248 Street	SW 177 Avenue	SW 112 Avenue	Shared Use Pathway	South	7.32
SW 288 Street	SW 167 Avenue	South Dade Transitway	Shared Use Pathway	South	0.93
SW 328 Street	SW 18 Avenue	South Dade Transitway	Shared Use Pathway	North	1.34
SW 32 Street	SW 117 Avenue	SW 90 Avenue	Shared Use Pathway	North	2.89
SW 47 Street	SW 167 Avenue	W Meadow Lake Drive	Shared Use Pathway	South	1.28
SW 49 Avenue	SW 8 Street	SW 4 Street	Shared Use Pathway	East	0.28
SW 56 Street	SW 57 Avenue	SW 67 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	1.02
SW 58 Avenue	Snapper Creek Canal	SW 87 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.04
SW 64 Avenue	SW 85 Street	SW 84 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.05

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
SW 72 Avenue	SW 144 Street	SW 136 Street	Shared Use Pathway	LRTP Unfunded Needs Plan	0.50
SW 87 Avenue	SW 184 Street	SW 174 Street	Shared Use Pathway	West	0.74
SW 97 Avenue	SW 144 Street	SW 88 Street	Shared Use Pathway	West	3.97
SW side of SW 117 Avenue	Roberta Hunter Park	South Dade Trail & Black Creek Trail Junction	Shared Use Pathway	LRTP Cost Feasible	0.27
Telemundo Way/NW 25 Street – Route A	Dolphin Park-and-Ride	NW 112 Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	1.45
The Underline	Dadeland South	Miami River	Shared Use Pathway	FY 2024 TIP	9.61
Town of Miami Lakes – G.R.E.E.N.	NW 89 Avenue	NW 87 Avenue	Shared Use Pathway	FY 2024 TIP	0.25
US 1/S. Dixie Highway	C-111 Canal	SR 997 / S. Krome Avenue	Shared Use Pathway	LRTP Unfunded Needs Plan	10.15
W 56th Street	W 15th Court	W 12th Avenue	Shared Use Pathway	North	0.46
W 56th Street	W 20th Avenue	W 16th Avenue	Shared Use Pathway	North	0.51
W 41st Street	SR A1A / Indian Creek Drive	Pine Tree Drive	Shared Use Pathway	LRTP Unfunded Needs Plan	0.16
E 6 Avenue	E Okeechobee Road	E 42 Street	Sidepath	West	3.58
Franjo Road	Gulfstream Road	Old Cutler Road	Sidepath	LRTP Unfunded Needs Plan	1.22
Marlin Road	Belview Drive	Old Cutler Road	Sidepath	LRTP Cost Feasible	1.64
N Miami Avenue/S Biscayne River Drive	NW 119 Street	NW 151 Street	Sidepath	East	2.31
NE 10 Avenue	NE 135 Street	NE Miami Gardens Drive	Sidepath	East	3.36
NE 10 Avenue	NE 113 Street	NE 135 Street	Sidepath	East	1.56
NE 131 Street	Memorial Highway	NE 14 Avenue	Sidepath	North	1.61

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NE 13 Court / NE 208 Terrace	Ives Dairy Road	NE 14 Avenue	Sidepath	East/South	0.29
NE 14 Avenue	NE 208 Terrace	NE 12 Avenue	Sidepath	East/South	0.72
NE 20 Avenue / NE 22 Avenue	NE 171 Street	NE 191 Street	Sidepath	East/South	1.67
NE 2 Avenue	NE 199 Street	NE 215 Street	Sidepath	East	1.18
Miami Gardens Drive / NE 185 Street	NE 12 Avenue	NE 18 Avenue	Sidepath	North	0.84
Miami Gardens Drive / NE 185 Street	NE 19 Avenue	NE 24 Place	Sidepath	North	0.83
NW 110 Street	NW 10 Avenue	NW 4 Avenue	Sidepath	North	0.85
NW 111 Street	NW 22 Avenue	NW 2 Avenue	Sidepath	North	2.76
NW 114 Street / W 60 Street	W Okeechobee Road	W 20 Avenue	Sidepath	North	1.98
NW 12 Avenue	NW 195 Street	Snake Creek Trail	Sidepath	West	0.54
NW 143 Street	NW 17 Avenue	N Miami Avenue	Sidepath	South	1.94
NW 151 Street	S River Drive	S Biscayne River Drive	Sidepath	South	1.19
NW 173 Drive	NW 57 Avenue	NW 47 Avenue	Sidepath	North	1.13
NW 179 Street	NW 42 Avenue	NW Sunshine State Parkway W	Sidepath	North	3.39
NW 17 Avenue	NW 167 Street	NW 175 Street	Sidepath	East	0.54
NW 186 Street	NW 87 Avenue	Bobolink Drive	Sidepath	South	2.24
NW 191 Street	NW 57 Avenue	NW 47 Avenue	Sidepath	North	1.12
NW 194 Terrace	NW 8 Court	NW 7 Avenue	Sidepath	South	0.15
NW 195 Street	NW Sunshine State Parkway E	NW 8 Court	Sidepath	South	0.82
NW 199 Street	NW 57 Avenue	NW 33 Avenue	Sidepath	South	2.67
NW 207 Street	NW 37 Avenue	NW 28 Avenue	Sidepath	South	0.95
NW 28 Street	NW 27 Avenue	NW 12 Avenue	Sidepath	North	1.68
NW 29 Avenue	NW 7 Street	NW 15 Street	Sidepath	West	0.66
NW 31 Avenue	NW 46 Street	NW 71 Street	Sidepath	West	1.69
NW 36 Avenue	NW 14 Street	NW 20 Street	Sidepath	West	0.57
NW 3 Street	Tamiami Canal Road	NW 57 Avenue	Sidepath	Lanes on both sides of road	0.96
NW 3 Street	NW 37 Avenue	NW 32 Avenue	Sidepath	North	0.57
NW 52 Avenue	NW 167 Street	NW 183 Street	Sidepath	West	1.08

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NW 5 Court	NW 62 Street	NW 67 Street	Sidepath	East	0.28
NW 71 Street	I-95	NE 4 Avenue	Sidepath	South	1.23
NW 82 Avenue	NW 170 Street	NW 186 Street	Sidepath	West	1.13
NEW 87 Street	NW 36 Avenue	NW 15 Avenue	Sidepath	South	2.26
NW 92 Avenue	W Okeechobee Road	W 80 Street	Sidepath	East	1.29
SW 102 Avenue	SW 56 Street	SW 8 Street	Sidepath	West	3.48
SW 112 Avenue	SW 248 Street	US 1 / S. Dixie Highway	Sidepath	East	2.93
SW 122 Avenue	Black Creek Trail	Richmond Drive	Sidepath	West	3.22
SW 17 Street	SW 21 Avenue	SW 12 Avenue	Sidepath	South	1.03
SW 19 Street	SW 32 Avenue	SW 12 Avenue	Sidepath	South	2.25
SW 212 Street	SW 103 Place	Old Cutler Road	Sidepath	North	0.89
SW 23 Avenue	SW 27 Street	SW 16 Street	Sidepath	West	1.20
SW 26 Street	SW 129 Avenue	SW 25 Terrace	Sidepath	North	1.02
SW 63 Court	SW 8 Street	Tamiami canal Road	Sidepath	East	0.90
SW 6 Street	SW 35 Avenue	SW 27 Avenue	Sidepath	South	0.99
SW 6 Street	SW 27 Avenue	SW 5 Avenue	Sidepath	South	2.52
SW 7 Avenue	SW 12 Avenue	SW 11 Street	Sidepath	South	0.74
SW 87 Avenue	SW 184 Street	Old Cutler Road	Sidepath	LRTP Unfunded Needs Plan	1.31
SW 97 Avenue / Gulfstream Road	SW 184 Street	Montego Bay Drive	Sidepath	LRTP Unfunded Needs Plan	1.76
SW 97 Avenue	SW 24 Street	SW 8 Street	Sidepath	East	1.08
SW 97 Avenue	SW 40 Street	SW 24 Street	Sidepath	West	1.09
SW/NW 19 Avenue	US 1	NW 3 Street	Sidepath	East/West	2.45
W 65 Street	W 68 Street	W 4 Avenue	Sidepath	South	0.61
W 65 Street	W 4 Avenue	E 2 Avenue	Sidepath	South	0.84
W Dixie Highway	NE 203 Street	NW 215 Street	Sidepath	West	0.82
Convention Center Drive / Hi-Tide Drive / Prairie Drive	17th Street	W 47th Street	Terminal Corridor	LRTP Unfunded Needs Plan	2.31
Fontainebleau Boulevard / Park Boulevard	NW 97 Avenue	NW 79 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	2.09
Meridian Avenue / 1st Street	Miami Beach Beachwalk	17th Street	Terminal Corridor	LRTP Unfunded Needs Plan	1.81

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
NE 18 Avenue and NE 199 Street	SR 860 / Miami Gardens Drive	W Dixie Highway	Terminal Corridor	LRTP Unfunded Needs Plan	2.24
NE 199 Street and Country Club Drive	US 1 / Biscayne Boulevard	NE 192 Street	Terminal Corridor	LRTP Unfunded Needs Plan	2.32
NW 112 Avenue and NW 114 Avenue	NW 12 Street	SR 934 / NW 74 Street	Terminal Corridor	LRTP Unfunded Needs Plan	4.26
NW 122 Avenue and SW 14 Street	SW 117 Avenue	NW 12 Street	Terminal Corridor	LRTP Unfunded Needs Plan	2.34
NW 12 Street	NW 123 Avenue	NW 87 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	3.39
NW 167 Street and NW 9 Avenue	SR 9 / NW 7 Avenue	NW 170 Terrace	Terminal Corridor	LRTP Unfunded Needs Plan	0.58
NW 170 Street	NW 97 Avenue	NW 78 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	3.11
NW 6 Street	NW 137 Avenue	NW 122 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	1.49
NW 7 Street	NW 82 Avenue	NW 72 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	0.99
NW 87 Avenue	NW 154 Street	NW 197 Terrace	Terminal Corridor	LRTP Unfunded Needs Plan	2.72
NW South River Drive and Delaware Parkway	NW 27 Avenue	Hook Square/SE 1 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	3.88
Snake Creek Canal	NW 47 Avenue	NW 2 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	4.53
South Dade Transitway	SR 997 / S. Krome Avenue	SW 312 Street	Terminal Corridor	LRTP Unfunded Needs Plan	2.85
SR 825 / SW 137 Avenue	SW 160 Street	SW 96 Street	Terminal Corridor	LRTP Unfunded Needs Plan	4.08

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
SR 9 Extension Frontage Road	NW 27 Avenue	SR 860 / Miami Gardens Drive	Terminal Corridor	LRTP Unfunded Needs Plan	4.00
SR 934 / NW 74 Street	NW 114 Avenue	Palm Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	6.36
SR 969 / NW 72 Avenue / W 16 Avenue	NW 47 Street	NW 53 Terrace	Terminal Corridor	LRTP Unfunded Needs Plan	3.82
SW 128 Street	SR 825 / SW 137 Avenue	SW 122 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	1.54
SW 136 Street	SW 157 Avenue	SW 137 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	2.30
SW 144 Avenue	SW 42 Street	US 41 / SW 8 Street	Terminal Corridor	LRTP Unfunded Needs Plan	2.49
SW 157 Avenue	Black Creek Canal No. C-1W	SW 61 Street	Terminal Corridor	LRTP Unfunded Needs Plan	3.30
SW 26 Street	SW 157 Avenue	SW 129^{t} Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	2.71
SW 80 Street	Old Cutler Road	US 1 / S. Dixie Highway	Terminal Corridor	LRTP Unfunded Needs Plan	2.11
SW 82 Avenue	SW 24 Street	NW 25 Street	Terminal Corridor	LRTP Unfunded Needs Plan	3.40
SW 96 Street and SW 96 Street	SW 172 Avenue	SR 825 / SW 137 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	3.76
The Underline / M-Path, SW 12 Street, and Miami Avenue	SE 32nd Road	NE 17 Street	Terminal Corridor	LRTP Unfunded Needs Plan	3.39
The Underline / M-Path / South Dade Transitway	SW 110 Street	S Alhambra Circle	Terminal Corridor	LRTP Unfunded Needs Plan	4.04
US 41 / SW 8 Street and SW 117 Avenue	SR 976 / SW 40 Street / Bird Road	SW 82 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	5.35

Needs Plan Projects					
Facility	**From**	**To**	**Facility Type**	**Proposed Facility Type Alignment or Project Source**	**Length (miles)**
US 441/NW 7 Avenue	NW 156 Street	NW 7 Avenue	Terminal Corridor	LRTP Unfunded Needs Plan	0.46
Venetian Causeway and 17th Street	N Miami Avenue	Convention Center Drive	Terminal Corridor	LRTP Unfunded Needs Plan	3.74
W Dixie Highway	SR 826 / NE 153 Street	NE 214 Terrace	Terminal Corridor	LRTP Unfunded Needs Plan	2.66

Source: 2050 Bicycle Pedestrian Master Plan

North-South Transportation Needs for the Coastal Communities Feasibility Study: Developed in 2020 by the Miami-Dade TPO, this feasibility study provides critical insights and recommendations, outlined in **Table 13-2** through **Table 13-5**, for establishing a robust multimodal transportation network across Miami-Dade's coastal communities. These include the City of Aventura, Village of Bal Harbour, Town of Bay Harbor Islands, Town of Golden Beach, City of Miami Beach, City of North Bay Village, and City of Sunny Isles Beach. The study focuses on evaluating the feasibility of implementing transit and non-motorized first- and last-mile connections to enhance mobility along the SR A1A corridor. Additionally, it emphasizes strengthening connections to the mainland, offering a comprehensive approach to improving regional accessibility and fostering sustainable transportation solutions.

Table 14- 2: List of Upcoming Developments and Projects along the SR A1A Corridor

Upcoming Developments and Projects					
Mode	**Roadway**	**To**	**From**	**Project Description**	**Plan Name (Reference)**
Roadway	Collins Avenue / Harding-Abbot Avenue	63rd Street	87th Street	Convert to 2-way	Plan NoBe
	41st Street	SR A1A	Alton Road	Complete Streets concept	City of Miami Beach plans
Transit	Collins Avenue	63rd Street	87th Street	Exclusive bus lane	Plan NoBe
	Harding-Abbott Avenue	Indian Creek Drive	87th Street	Exclusive bus lane	Plan NoBe
	SR A1A	Citywide		Exclusive curb transit lane	Miami Beach Transportation Master Plan
	71st Street / Normandy Drive	SR A1A	Miami Beach City Limits	Exclusive transit lanes	Plan NoBe

Upcoming Developments and Projects					
Mode	**Roadway**	**To**	**From**	**Project Description**	**Plan Name (Reference)**
Bicycle and Pedestrian	SR A1A	Throughout Corridor		Enhanced sidewalks and crossings	City of Miami Beach and City of Sunny Isles Beach Plans
	Harding-Abbot Avenue	Indian Creek Drive	87th Street	Protected bicycle lanes	Plan NoBe
	71st Street/Normandy Drive	SR A1A	Miami Beach City Limits	Protected bicycle lanes	Plan NoBe
	I-195	Mainland	Alton Road	Shared use pathway	I-195 Master Plan
	Dade Boulevard	Venetian Causeway	23rd Street	Shared use pathway	City of Miami Beach
	71st Street / Normandy Drive	SR A1A	Miami Beach City Limits	Protected bicycle lanes	Plan NoBe
	Miami Beach Citywide	Citywide		Install bicycle lanes and designate greenways	Miami Beach Bicycle Pedestrian Master Plan and Street Design Guide

Source: North-South Transportation Needs for the Coastal Communities Feasibility Study

Table 14- 3: Proposed Transit Hubs along the SR A1A Corridor

Proposed Transit Hubs	
Location	**Municipality**
Convention Center	Miami Beach
Between 72nd Street and 73rd Street	Miami Beach
Haulover Park	Miami-Dade County
NE 163 Street near Bella Vista Park	Sunny Isles Beach
Aventura Mall Bus Terminal (Expansion to Connect to Brightline)	Aventura

Source: North-South Transportation Needs for the Coastal Communities Feasibility Study

Table 14- 4: Recommended Mobility Hubs along the SR A1A Corridor

Recommended Mobility Projects				
Roadway	**To**	**From**	**Project Description**	**Municipality**
SR 856 / Lehman Causeway	Biscayne Boulevard / US 1	SR A1A	Shared use pathway	Aventura and Sunny Isles Beach

Recommended Mobility Projects				
Roadway	**To**	**From**	**Project Description**	**Municipality**
SR A1A	Lehman Causeway	17th Street	Shared bike-bus lanes	Sunny Isles Beach, Miami-Dade County, Bal Harbour, Bay Harbor Islands, Surfside, and Miami Beach
NE 79 Street	1-mile stretch within North Bay Village		Complete Streets	North Bay Village

Source: North-South Transportation Needs for the Coastal Communities Feasibility Study

Table 14- 5: Other Pedestrian, Bicycle, and Transit Improvements along the SR A1A Corridor

Other Pedestrian, Bicycle and Transit Improvements				
Roadway	**To**	**From**	**Project Description**	**Municipality**
Collins Avenue	163rd Street	N/A	Pedestrian bridge	Sunny Isles Beach
Collins Avenue	174th Street	N/A	Pedestrian bridge	Sunny Isles Beach
Collins Avenue	180th Street	N/A	Pedestrian bridge	Sunny Isles Beach
Collins Avenue	Heritage Park	N/A	Pedestrian bridge	Sunny Isles Beach
Collins Avenue	36th Street	N/A	Signalized crosswalk / flashing beacon	Miami Beach
Collins Avenue	43rd Street	44th Street	Signalized crosswalk / flashing beacon	Miami Beach
Collins Avenue	79th Street	N/A	Signalized crosswalk / new traffic signal	Miami Beach
Collins Avenue	83rd Street	N/A	Signalized crosswalk / flashing beacon	Miami Beach
Collins Avenue	87th Street	N/A	Signalized crosswalk / flashing beacon	Miami Beach
SR A1A and SR 934	Citywide/Villagewide		Leading pedestrian intervals (LPI)	Miami Beach and North Bay Village
Washington Avenue	South Pointe Drive	Dade Boulevard	Protected bicycle lanes	Miami Beach
SR A1A / Collins Avenue	South Pointe Drive	63rd Street	Protected bicycle lanes (two-way cycle track)	Miami Beach
SR A1A One-Way Pairs	63rd Street	87th Street	Protected bicycle lanes	Miami Beach
I-195 / Julia Tuttle Causeway	N/A	N/A	Protected bicycle lanes	Miami Beach
I-395 / MacArthur Causeway	N/A	N/A	Protected bicycle lanes	Miami Beach

Source: North-South Transportation Needs for the Coastal Communities Feasibility Study