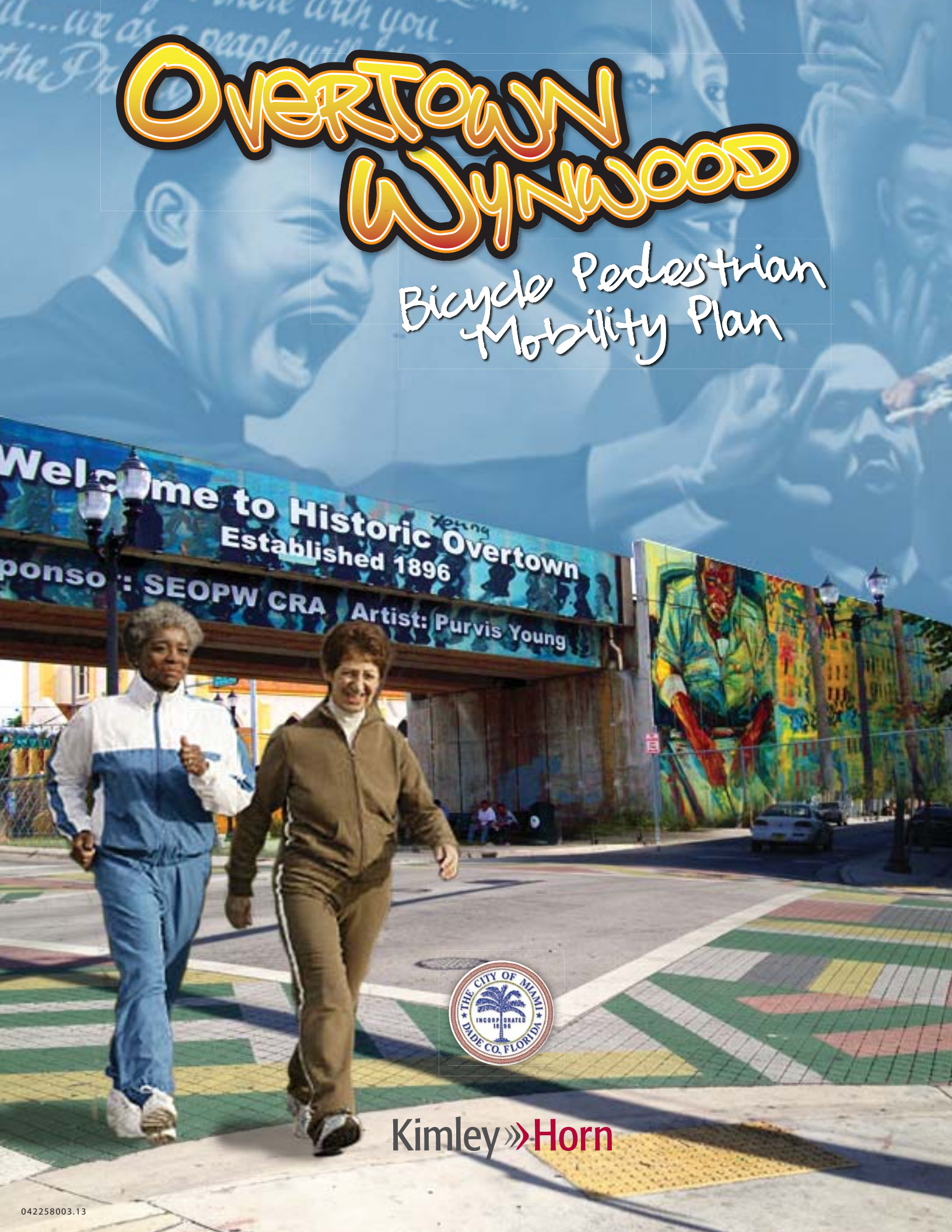
Overtown Wynwood

Bicycle Pedestrian Mobility Plan



THE CITY OF MIAMI
INCORPORATED 1896
DADE CO. FLORIDA

Kimley»Horn

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Overtown/Wynwood
Bicycle Pedestrian Mobility Plan

Prepared for:

City of Miami

Prepared by:
Kimley-Horn and Associates, Inc.

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2014
042258003

The preparation of this report has been financed in part by the U.S. Department of Transportation (USDOT), through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida.

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INTRODUCTION

Located just north of Downtown Miami, the Overtown and Wynwood areas are generally bounded by NW 36th Street to the north, NW 3rd Street to the south, N Miami Avenue and NW 1st Avenue to the east, and NW 7th Avenue and the Miami River to the west. Overtown and Wynwood are composed of several neighborhoods, including Old San Juan, Midtown, Wynwood Industrial District, Rainbow Village, Northeast Overtown, Town Park, Civic Center, Media Art Entertainment, Culmer, Southeast Overtown, Parkwest, and Lummus Park.

These central urban neighborhoods have numerous mobility needs to serve the existing population, which largely relies on transit, walking, and bicycling. In addition, the area is attracting many new residents who want to enjoy an urban lifestyle where walking, bicycling, and convenient access to public transit are the most viable forms of transportation. This project is aimed to identify potential and feasible improvements to enhance mobility and safety for pedestrians and bicyclists.

The Overtown and Wynwood areas are known for their abundance of urban artwork.

PLAN OBJECTIVE

The primary objective of the Overtown/Wynwood Bicycle Pedestrian Mobility Plan is to improve the walkability and bikeability of the Overtown and Wynwood areas. This non-motorized mobility plan will develop and recommend projects to help implement the City of Miami's goals related to bicycle and pedestrian mobility, complete streets, placemaking, and access to public transit by connecting the area's neighborhoods, activity centers, and community facilities. Improving the conditions for bicycling and walking are expected to increase the number of non-motorized trips, improve safety, and help make the Overtown and Wynwood areas a more desirable place to live, work, and visit. The development of this plan will incorporate public input and participation.

Providing connections enhances the bicycle and pedestrian mobility and experience of a neighborhood.

LITERATURE REVIEW

An important element of a successful multimodal mobility plan is to understand prior initiatives that can provide information about the context within which this plan exists and can provide information about projects that can be used as a starting point for enhancing multimodal mobility. Recommendations and projects identified in prior studies that may affect the outcome of this plan have been identified.

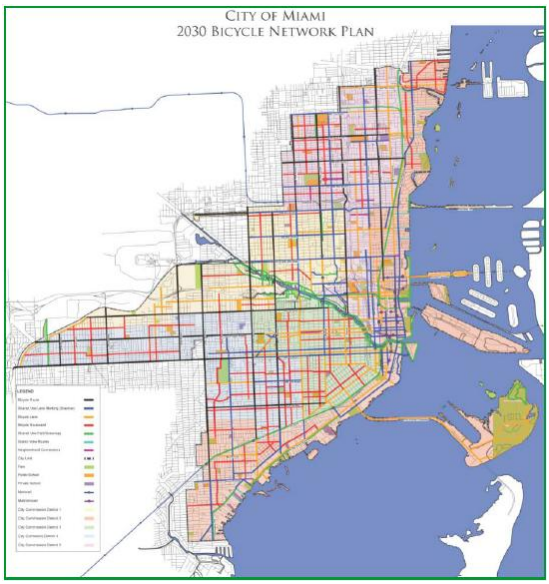
The following data sources, studies, and plans were reviewed as part of this effort. A brief summary of the review of each item is included.

- Miami Bicycle Master Plan
- Miami-Dade MPO Bicycle and Pedestrian Plan Update (2009)
- Southeast Overtown/Park West Community Redevelopment Plan
- ThinkBike Workshop
- City of Miami Capital Plan
- Florida Department of Transportation Work Program
- Miami-Dade MPO Transportation Improvement Program (TIP)
- Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)
- National Household Travel Survey
- U.S. Census Journey-to-Work Data
- USDOT Complete Streets
- Context Sensitive Solutions
- NACTO Urban Bikeway Design Guide
- FHWA's How to Develop a Pedestrian Safety Action Plan

Miami Bicycle Master Plan

In 2010, the City of Miami developed its first Bicycle Master Plan with the goal of transforming Miami into a bicycle friendly city. The Plan's review of existing conditions (in 2010) found that most of the City's existing network was designed primarily for automobile mobility with high-speed, high-volume corridors. Additionally, the review

discovered that there was a general lack of bicycle facilities and parking and that what had been implemented was not geographically balanced throughout the city. With guidance from the field review, previous efforts from national and local bicycle studies, the public's input from Bicycle Summits and survey responses, and recommendations for city staff, the Plan was formed. It consists of a citywide bikeway network plan, bicycle parking plan, safety and awareness plan, and evaluation plan.



The Plan's bikeway network plan covers about a third of the City's street network with more than 280 miles of new or improved bikeways. It addresses the needs of beginner, intermediate, and expert bicyclists by including seven different types of bikeways: Bicycle Routes, Shared Use Lane Markings (Sharrows), Bicycle Lanes, Shared Use Paths/Greenways, Bicycle Boulevards, Neighborhood Connections, and Scenic View Routes. Its recommendations are broken up into four different implementation phases: 2010, 2015, 2020, and 2030.

Miami-Dade MPO Bicycle and Pedestrian Plan Update (2009)

The Bicycle and Pedestrian Plan Update combined and built upon the previous efforts from the Bicycle Facilities Plan and Pedestrian Facilities Plan. It utilized a technical analysis of the County's roadway system and public input (including from the Bicycle and Pedestrian Advisory Committee [BPAC] and a series of advertised public meetings) to define the vision, goals, and objectives for the County's bicycle and pedestrian network. In addition, a Needs Plan was defined as input to the 2035 Long Range Transportation Plan based on a weighted evaluation criteria to determine where the improvements are most needed (Very Low Need through Very High Need, by roadway segment). Prioritization and phasing improvements were to be completed based on the final evaluation. The Plan identified a list of candidate bicycle and pedestrian projects

based upon BPAC's evaluation criteria, public input, and technical data. The identified projects that are within the Overtown/Wynwood study area are included in Table 1.

Table 1: Bicycle and Pedestrian Plan Update
Minimum Revenue Plan Projects

Type	Facility	From	To	Description	Priority
Off-road Bicycle	Overtown Greenway	NW 3rd Ave	NW 7th Ave	Trail Improvements	1 (2010-2015)
Off-road Bicycle	Miami River Greenway	NW 12th Ave	SE 2nd Ave	Trail Improvements	1 (2010-2015)
Off-road Bicycle	Miami River Greenway	NW 5th St Bridge		Trail Improvements	1 (2010-2015)
On-road Bicycle	NW 2nd Ave	NW 20th St	NW 79th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
On-road Bicycle	SW/NW 1st Ave	SW 2nd St	NW 20th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
On-road Bicycle	N Miami Ave	NW 14th St	NW 20th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
On-road Bicycle	N Miami Ave	NW 5th St	NW 14th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
On-road Bicycle	NW 5th Ave	NW 29th St	NW 36th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
On-road Bicycle	NW 5th Ave	NW 4th St	NW 11th St	Bicycle Facility Improvements (Restriping)	2 (2016-2020)
Pedestrian	NW 3rd Ct	I-95 Ex	NW 8th St	Pedestrian Facility Improvements	2 (2016-2020)
Pedestrian	NW 2nd Ave	NW 17th St	NW 20th St	Pedestrian Facility Improvements	2 (2016-2020)
Off-road Bicycle	Overtown Greenway (except NW 3 Ave to NW 7 Ave)	Miami River Greenway	Bicentennial Park	Trail Improvements	3 (2021-2025)

Southeast Overtown/Park West Community Redevelopment Plan

The Redevelopment Plan was originally created in 1982, amended in 2004 to address funding and implementation, and updated in 2009 to reflect the expansions of the Redevelopment Area. The objective of the amended plan is to address ways in which the Community Redevelopment Agency (CRA) can maximize opportunities presented by current initiatives and trends, and transform the area into a thriving mixed-use neighborhood and commercial hub in the heart of Downtown Miami. The plan

SEOPW CRA Boundaries

highlights the history and potential of the area within the CRA boundary and develops goals and guiding principles to reach this potential. It also includes a conceptual plan of land uses and hypothetical build-out plan for all aspects from parks to transportation systems. The plan lists projects and programs to be facilitated by the CRA to begin transforming the area.

ThinkBike Workshop

In May of 2011, experts from the Dutch Bicycling Ambassador Fietsberaad traveled to Miami to impart their knowledge of Dutch cycling philosophy, culture, and infrastructure to local transportation leaders and officials at the two-day "ThinkBike" workshop hosted by the MPO. The opening presentation explained that bicycling is not just a mode of transportation in the Netherlands, it is a way of life. There are more bicycles than people in the Netherlands and the bicycle mode share is 27 percent. By comparison, bicycle mode share in the United States is approximately one percent. Another important lesson from the Fietsberaad experience is that the emotion joy is associated with bicycle transportation more than any other mode. The Dutch consider this as an important principle in bicycle facility design; bicycle facilities are designed to be enjoyed by two riders traveling side-by-side who can converse with each other and enjoy each other's company while traveling.

The workshop included a local study area that was the subject of bicycle field tours. Participants including residents, agency stakeholders, business owners, engineering and planning consultants, and visitors, worked in teams with Dutch experts to identify recommendations to convert streets and corridors within the local study area to bicycle corridors in the spirit of Dutch bicycle transportation. Overtown was chosen as the study area. Corridors studied connect Overtown with Downtown, the Health District, Midtown/Design District, and Miami Beach via the Venetian Causeway. At the closing meeting, the teams presented their Dutch-inspired recommendations for the NW 14th Street/NW 17th Street corridor and the N Miami Avenue/NE 14th Street corridor. The recommendations included buffered bike lanes, reducing the number of motor vehicle travel lanes, bike boxes, roundabouts, sharrows, and wayfinding signage.

City of Miami Capital Plan

The 2012-2013 Capital Improvements Programs and Multi-Year Capital Plan, referred to as the CIP, contains capital projects that are programmed for the current fiscal year and into the next five years. It includes a proposed six-year funding schedule that has been updated annually to add projects, reevaluate priorities, and revise recommendations. The 2012-2013 CIP was reviewed to determine what projects are expected to be completed within the next five years within the Overtown/Wynwood study area. The projects in Table 2 are programmed by the City and are of interest to this Plan.

Table 2: 2012-2013 CIP Projects

Project	Description
Gibson Park New Construction Phase II	Construction of a new 11,880 SF gymnasium building
NW 14th Street Streetscape Project	Roadway reconstruction, new sidewalks, signing and pavement markings
Citywide Bicycle Rack & Signage Program	Installation of bicycle facilities (lane markings, signage, racks) throughout the City
Citywide Sidewalk Repair Project	Sidewalk and curb and gutter replacement citywide
Miami River Greenway 5th Street Bridge Extension	New roadway pavement, curb and gutter, sidewalks, decorative street and pedestrian lighting, benches and trash receptacles, landscaping and tree planting as well as the required directional and informational signage and hardscape
Miami River Greenway from NW 10th Avenue to NW 12th Avenue	New roadway pavement, curb and gutter, sidewalks, decorative street and pedestrian lighting, benches and trash receptacles, landscaping and tree planting as well as the required directional and informational signage and hardscape
Overtown Greenway @ NW 11 Terrace - Partially Funded by CRA	Design and construction of urban pathways, decorative lighting, landscaping and ancillary site improvements to the NW 11th Terrace and former FEC Railway corridor. NW 11th Terrace between NW 2nd Avenue and NW 7th Avenue
City of Miami Trolley Program - Capital Acquisition	Acquisition of rubber-tire circulators/shuttles to operate several routes within the City boundaries to serve its constituents and visitors alike
Trolley Program – Operation and Maintenance	The City of Miami launched its inaugural routes of the Miami Trolley (Health District, Health District/ Stadium, Brickell/Biscayne, Overtown/Health District, Allapattah/Overtown)

Florida Department of Transportation Work Program

The Florida Department of Transportation (FDOT) prepares an annual work program for projects to be completed in the next five years. Miami-Dade County falls within the jurisdiction of FDOT District Six. The FDOT 2013 – 2018 work program was reviewed to determine what projects are expected to be completed within the next five years. According to Florida Statute 335.065, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility. The following projects are programmed by FDOT that are of interest to this Plan.

Table 3: FDOT Work Program
Projects within the Overtown/Wynwood Study Area

FM Number	Location	From	To	Improvement	Year*
431501-1	Safe Routes to School Infrastructure - Frederick Douglas Elementary & Paul Laurence Elementary	-	-	Pedestrian Safety Improvement	2014
428277-1	SR 25/NW 36th Street at SR 7/NW 7th Avenue	-	-	Intersection Improvement	2014
412808-1	SR 7/NW 5th Street Bridge	NW 3rd Street	NW 8th Street	Replace Moveable Span Bridge	2013
425598-1	SR 7/NW 7th Avenue	NW 8th Street	NW 36th Street	Flexible Pavement Reconstruction	2016

* Project completion date

Miami-Dade MPO Transportation Improvement Program (TIP)

The Miami-Dade MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. The TIP in effect at the time of this Plan is the FY 2012/13 to FY 2016/17 TIP approved by the Miami-Dade MPO Governing Board on May 17, 2012. The TIP specifies proposed transportation improvements to be implemented in Miami-Dade County over the next five years. The TIP was reviewed to determine programmed projects within the study area. The only projects within the study area that were found in the TIP were FDOT projects identified in the previous section under FDOT Work Program.

Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade Metropolitan Planning Organization (MPO) updates its LRTP every five years per federal legislation requirements. The LRTP outlines expenditures for surface transportation programs including highways, transit, safety, research and freight. The current LRTP is for long term planning horizon 2035. The 2035 LRTP was adopted by the MPO Governing Board in late 2009. The plan addresses several transportation improvements, including mobility, safety, security, economic vitality, environment, connectivity, and system preservation. The plan identified several projects within the Overtown/Wynwood study area. Table 4 summarizes these projects.

Table 4: Miami-Dade 2035 LRTP Cost Feasible Plan
Non-Motorized Projects

Facility	From	To	Description
Miami River Greenway	NW 12th Avenue	SE 2nd Avenue	Trail Improvements (PE)
Miami River Greenway	5th Street Bridge		Trail Improvements
N 20th Street	Civic Center	Biscayne Boulevard	Pedestrian Facility Improvements
Overtown Greenway	NW 3rd Avenue	NW 7th Avenue	Trail Improvements
North Miami Avenue	NW 14th Street	NW 20th Street	Bicycle Facility Improvements (Restriping)
North Miami Avenue	NW 14th Street	5thNW 5th Street	Bicycle Facility Improvements (Restriping)
NW 2nd Avenue	NW 20th Street	NW 79th Street	Bicycle Facility Improvements (Restriping)
NW 2nd Avenue	NW 17th Street	NW 20th Street	Pedestrian Facility Improvements
NW 3rd Court	I-95	NW 8th Street	Pedestrian Facility Improvements
NW 5th Avenue	NW 29th Street	NW 36th Street	Bicycle Facility Improvements (Restriping)
Overtown Greenway (except portion between NW 3rd and 7th Avenue)	Miami River Greenway	Bicentennial Park	Trail Improvements

National Household Travel Survey

According to the 2009 National Household Travel Survey, nearly one-half of all trips are less than three miles in length. Approximately 28 percent of trips are less than one mile, yet less than one percent of all trips are made by bicycle.

Active transportation, such as bicycling, walking, or accessing public transportation, has the potential to serve a greater market share of trips than it currently does. Facilities such as wide sidewalks, pedestrian crossing features at key intersections, bicycle parking areas, and interconnected bike lanes are important for attracting a greater modal share for alternative travel modes. Focusing planning efforts on alternative transportation modes is vital.

U.S. Census Journey-to-Work Data

The United States Bureau of the Census measures transportation data for work trips only using a sampling of respondents that complete the census long form as part of the annual American Community Survey (ACS). Updated socioeconomic, demographic, and housing information is now available on an annual basis. The 2008-2012 ACS 5-Year Estimates were used for this analysis.

Work trip characteristics in the Overtown/Wynwood area demonstrate that residents are more likely to make work trips on foot or by bicycle than in the City of Miami, County, and State as a whole. "Drove alone" is the dominant journey-to-work mode within the study area; however, the percentage is more than 12 percent less than in the City of Miami, 20 percent less than in the County, and more than 22 percent less compared to the State as a whole.

Table 5: Journey to Work Data

	Overtown/Wynwood Study Area		City of Miami		Miami-Dade County		State of Florida	
Description	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Car, truck, or van	9,187	67.51%	139,599	79.54%	964,180	86.44%	7,256,082	89.50%
Drove alone	7,720	56.73%	121,275	69.10%	857,014	76.83%	6,443,859	79.48%
Carpooled	1,467	10.78%	18,324	10.44%	107,166	9.61%	812,223	10.02%
Public Transportation	2,324	17.08%	19,988	11.39%	60,007	5.38%	164,698	2.03%
Taxicab	34	0.25%	297	0.17%	1,641	0.15%	6,514	0.08%
Motorcycle	51	0.37%	660	0.38%	2,403	0.22%	29,200	0.36%
Bicycle	114	0.84%	1,237	0.70%	5,802	0.52%	51,997	0.64%
Walked	996	7.32%	6,821	3.89%	24,365	2.18%	126,718	1.56%
Other means	379	2.79%	1,063	0.61%	11,627	1.04%	92,845	1.15%
Worked at home	523	3.84%	5,848	3.33%	45,399	4.07%	379,422	4.68%

Complete Streets (USDOT)

In March 2010, the Secretary of the United States Department of Transportation (USDOT) announced the end of favoring motorized transportation at the expense of non-motorized transportation. To accomplish this objective, the USDOT is directing state DOTs, MPOs, and local jurisdictions to:

- Treat walking and bicycling as equals with other transportation modes;
- Go beyond minimum standards within a context sensitive solution;
- Collect data on walking and bicycling trips; and
- Improve non-motorized facilities during maintenance projects.

Complete streets are designed and implemented to enable safe access for all users so that pedestrians, bicyclists, transit passengers, and motorists of all ages and abilities are not discriminated against in the design of the transportation network. Complete streets are defined by the National Complete Streets Coalition (NCSC), a national non-profit partnership, as safe, comfortable and convenient for travel by everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

In 1984, the State of Florida adopted a Statute for Bicycle and Pedestrian Ways (Florida Statute 335.065), which is widely regarded as an early form of the complete streets principle. Over the years this initiative has evolved to its current form where it states that both bicycle and pedestrians shall be given full consideration in the planning and development of transportation facilities, with a special emphasis to projects within one mile of an urban area.

Context Sensitive Solutions

The concept of Context Sensitive Solutions (CSS) has been around since the late 1960's when the National Environmental Policy Act (NEPA) of 1969 required transportation agencies to consider the possible adverse effects of transportation projects on the environment.

In the late 1990's, the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) jointly sponsored the "Thinking Beyond the Pavement" national conference, which generated the definition of context sensitive design (CSD). It was then that CSS really gained significant momentum.

In the fall of 2006 AASHTO's Center for Environmental Excellence and FHWA sponsored a conference, whose results generated the following definition of CSS:

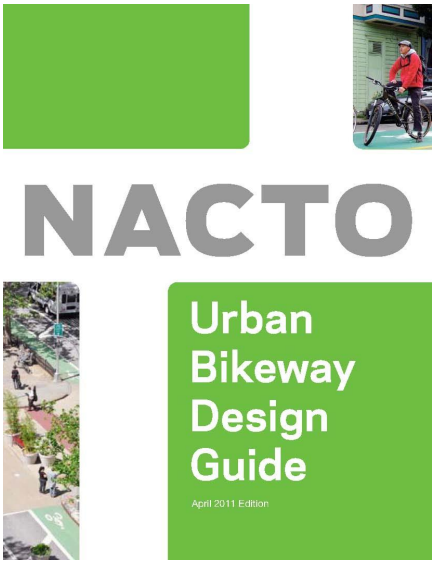
> *"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions".*

The core principles of CSS are applied to transportation planning and design and are especially relevant within the context of the City of Miami. One of them emphasizes exercising flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments. In addition, CSS design underscores that in urban environments pedestrians should not be expected to make inconvenient diversions from their travel paths to cross an intersection or a roadway.

NACTO Urban Bikeway Design Guide

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide was developed as part of the Cities for Cycling initiative and offers guidance to cities seeking to improve bicycle transportation and create safe and enjoyable complete streets.

The Guide details state-of-the-practice design treatments that are used in the world's most bicycle friendly cities including:

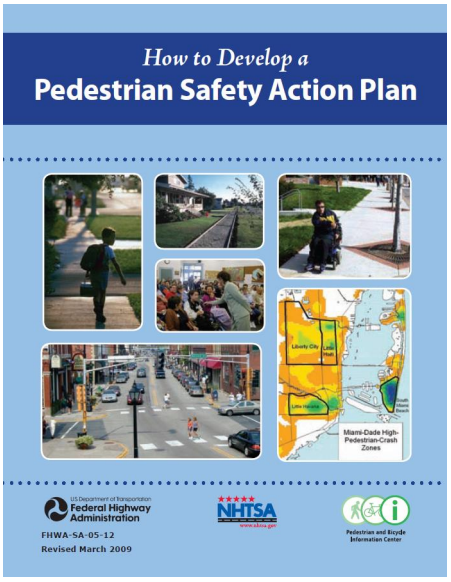


- Bike Lanes
  - Conventional Bike Lanes
  - Buffered Bike Lanes
  - Contra-Flow Bike Lanes
  - Left-Side Bike Lanes
- Cycle Tracks
  - One-Way Protected Cycle Tracks
  - Raised Cycle Tracks
  - Two-Way Cycle Tracks
- Intersections
  - Bike Boxes
  - Intersection Crossing Markings
  - Two-Stage Turn Queue Boxes
  - Median Refuge Island
  - Through Bike Lanes
  - Combined Bike Lane/Turn Lane
  - Cycle Track Intersection Approach
- Bicycle Signals
  - Bicycle Signal Heads
  - Signal Detection and Actuation
  - Active Warning Beacon for Bike Route at Unsignalized Intersection
  - Hybrid Signal for Bike Route Crossing of Major Street
- Bikeway Signing and Marking
  - Bike Route Wayfinding Signage and Markings System
  - Colored Bike Facilities
  - Shared Lane Markings

How to Develop a Pedestrian Safety Action Plan (FHWA)

The Federal Highway Administration's (FHWA) guide on How to Develop a Pedestrian Safety Action Plan was created to assist state and local agencies in forming and implementing their own Pedestrian Safety Action Plans and enhancing their existing pedestrian safety programs and activities. It includes guidance on:

- Involving stakeholders throughout the planning process;
- Collecting data and identifying pedestrian safety problems;
- Prioritizing concerns and pedestrian safety improvements;
- Selecting engineering countermeasures and other safety-related treatments;
- Providing funding; and
- Creating a Pedestrian Safety Action Plan.



Walking is the fundamental mode of human mobility; however, many of our nation's streets and highways were primarily built to facilitate the smooth flow of motor vehicles. Transportation professionals need to focus on the following areas to make streets safer for pedestrians:

- Slowing vehicle speeds;
- Reducing street crossing distances for pedestrians;
- Improving the visibility of pedestrians and motorists;
- Increasing the level of caution taken by pedestrians and motorists; and
- Providing pedestrian facilities (sidewalks, crossing islands, etc.) where the needs and potential crash reductions are the greatest.

TRANSPORTATION MOBILITY ANALYSIS

A general transportation mobility analysis is conducted to identify bicycle and pedestrian mobility issues through data analysis in the Overtown/Wynwood area. The analysis was based on existing conditions, data collected for this Plan, and an online bicycle and pedestrian survey. The purpose of this task is to collect data that will allow the study team to properly assess the existing conditions of alternative travel modes in the study area and to analyze the future bicycle and pedestrian infrastructure needs.

GIS Data Map Series

Using geographic information systems (GIS), a map series was prepared to illustrate existing transportation mobility conditions and community features in Overtown and Wynwood that help form the background conditions for improving the area's bicycle and pedestrian mobility.

Figures 1 through 7 present the GIS Data Map Series.

- Figure 1. Community Features
- Figure 2. Existing and Planned Facilities
- Figure 3. Metrobus Ridership Range Per Stop
- Figure 4. Number of Travel Lanes
- Figure 5. 2010 Census Population Density
- Figure 6. 2010 Census Automobile Ownership Per Household
- Figure 7. Bicycle and Pedestrian Count Locations

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 1: COMMUNITY FEATURES

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OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 2: EXISTING AND PLANNED FACILITIES

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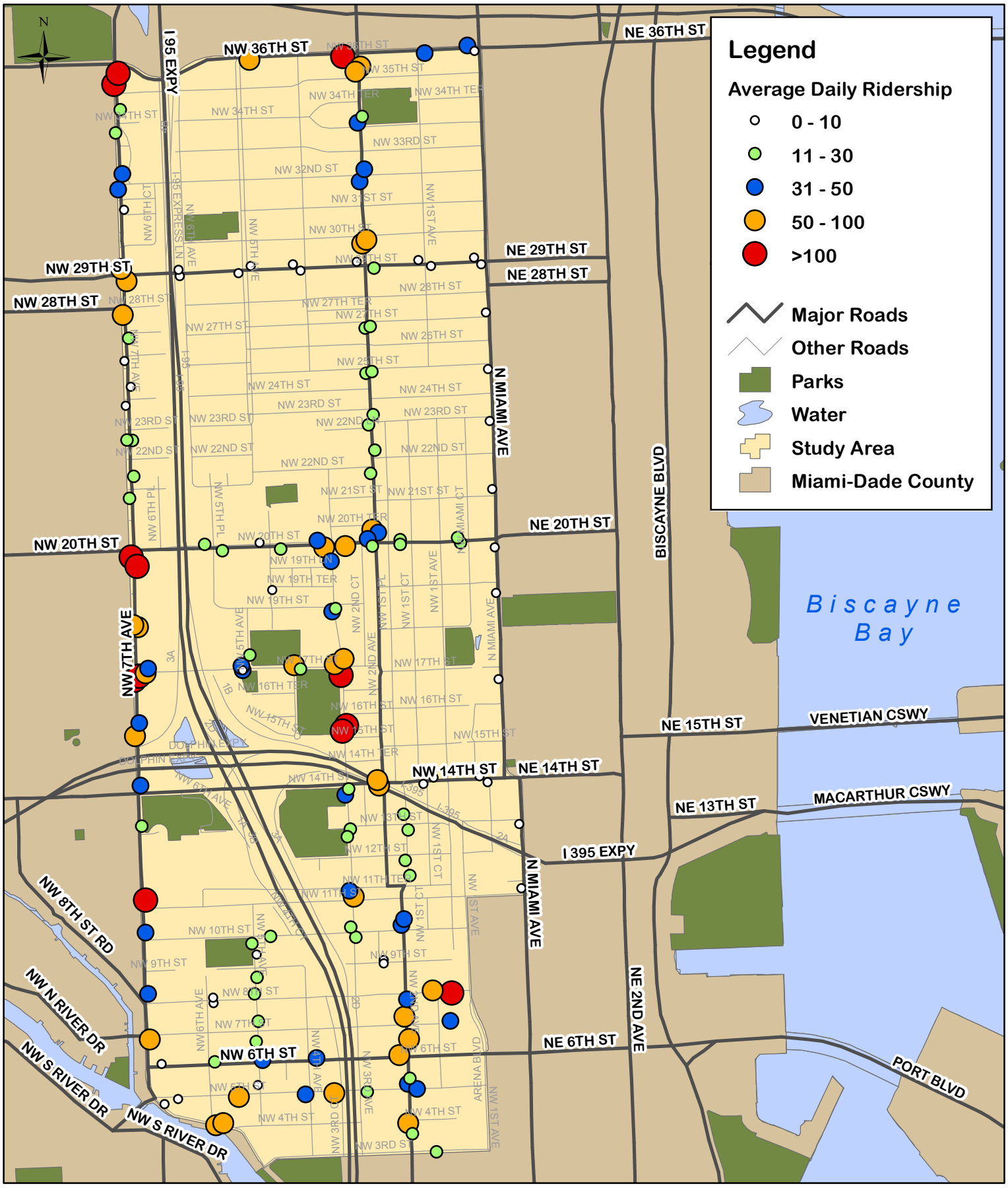
0 0.25 0.5 1 Miles

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 3: METROBUS RIDERSHIP RANGE PER STOP



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OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 4: NUMBER OF TRAVEL LANES

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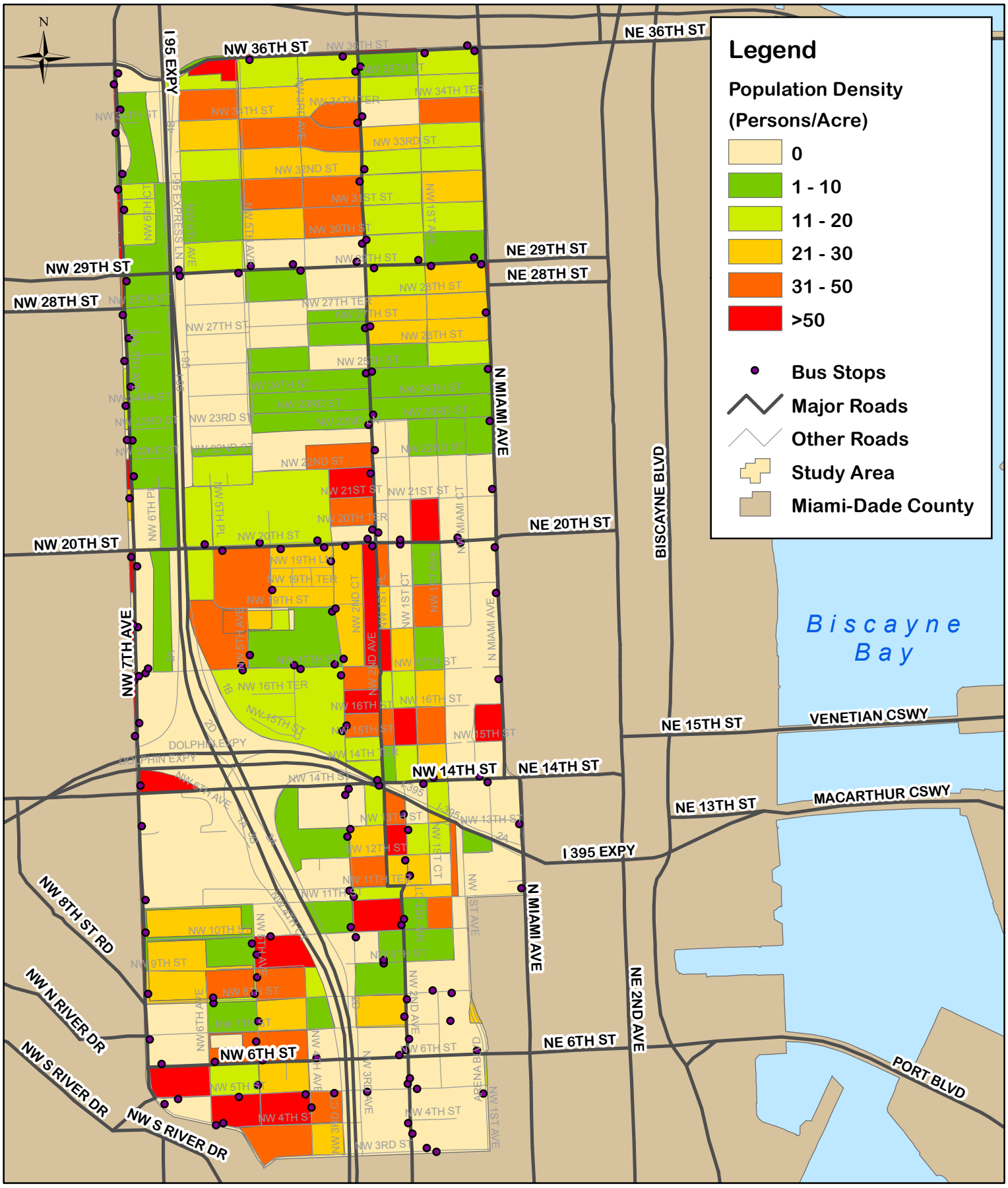
0 0.25 0.5 1 Miles

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 5: 2010 CENSUS POPULATION DENSITY



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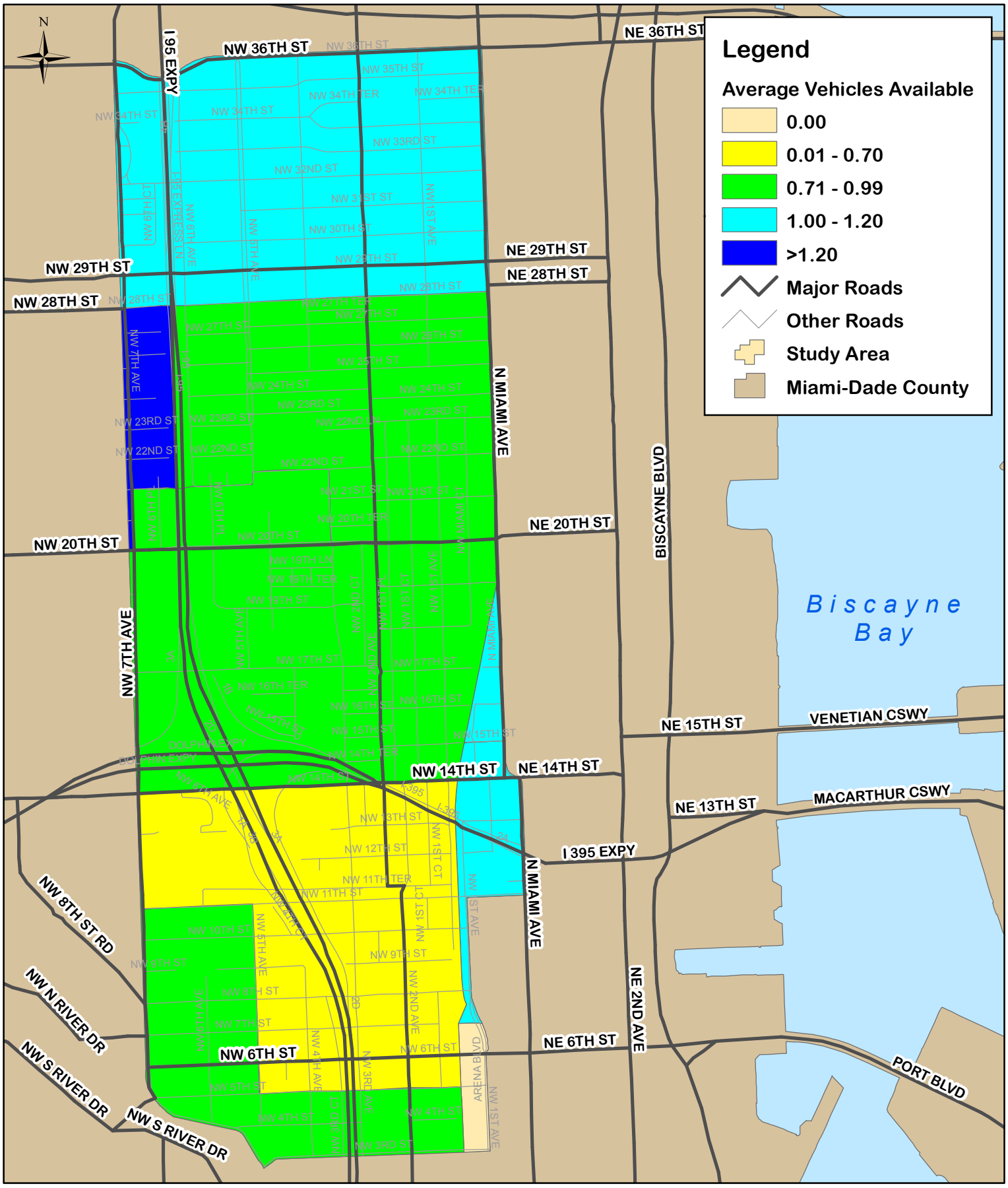
OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 6: 2010 CENSUS AUTOMOBILE OWNERSHIP PER HOUSEHOLD



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OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 7: BICYCLE/PEDESTRIAN COUNT LOCATIONS

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0 0.25 0.5 1 Miles

Field Observations

A field tour of Overtown and Wynwood was conducted on bicycles on Thursday, April 25th, 2013 to assess the existing conditions from the bicyclist and pedestrian points of view. Results of the field observations discovered that within the study area, most of the roadways have sidewalks and there are a few roadways with bicycle facilities, such as bike lanes or shared lane markings (sharrows). Several roadways within the study area appeared to be overbuilt, which encourages high vehicle speeds. These roadways have potential for road diets that could lower vehicle speeds, incorporate new bicycle lanes, and enhance the pedestrian facilities. A road diet is a transportation planning technique which reduces the number of lanes and/or the width of the lanes on a roadway to improve safety or provide space for other modes of transportation such as bike lanes or wider sidewalks. Additional pedestrian/bicycle mobility issues were identified during the field reviews. These issues may be summarized as follows:

- Several sidewalks are deteriorated and in need of repair;
- Several major intersections are in need of curb extensions and other low speed design principles;
- Wayfinding signage is needed for bicycle shortcuts; and
- Several intersections are in need of pedestrian features such as pedestrian signalization, curb ramps, and crosswalks.

Bicycle and Pedestrian Levels of Service

Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) were calculated according to the methodology established in the 2009 FDOT Quality/Level of Service (QLOS) Handbook. The BLOS Model is based on the following facility characteristics:

- Average effective width of the outside thru lane;
- Number of thru lanes;
- Motorized vehicle volumes;
- Motorized speeds;
- Heavy vehicle (truck) volumes; and
- Pavement conditions.

Similar to the required BLOS roadway characteristic criteria, the PLOS Model requires additional variable information to complete its assessment and calculate its LOS. The facility characteristics needed to complete the PLOS calculation are listed below:

- Existence of a sidewalk;
- Lateral separation of pedestrians from motorized vehicles;
- Motorized vehicle volumes; and
- Motorized vehicle speeds.

The PLOS and BLOS of a corridor are determined by using the respective characteristics above in the LOS score equations from the FDOT QLOS handbook, included in Appendix A, and applying the LOS thresholds, shown in Table 6, to the calculated scores.

Table 6: Bicycle and Pedestrian LOS Categories

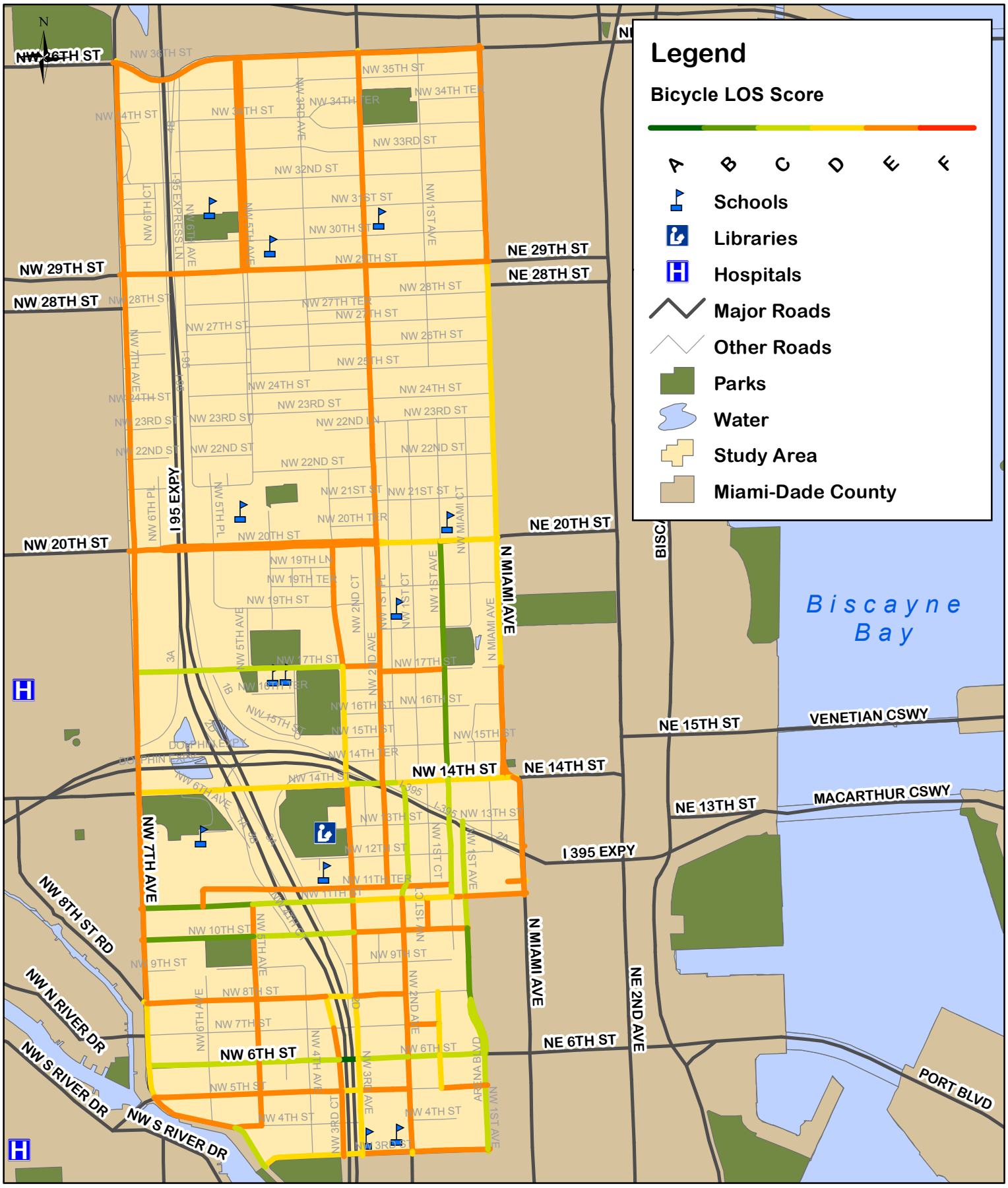
LOS	Score
A	≤1.5
B	>1.5 and ≤2.5
C	>2.5 and ≤3.5
D	>3.5 and ≤4.5
E	>4.5 and ≤5.5
F	>5.5

In order to provide the most accurate analysis of BLOS and PLOS, a spreadsheet consisting of major road segments located in the study area was utilized. These segments were split into directions, therefore giving the possibility to have a unique Pedestrian Level of Service on both sides of each road. As the spreadsheet was originally created in 2002, updates were needed to make the information valid for 2013. The average daily traffic volume (ADT), directional factor (D), and hourly factor (K_d) were updated based on information from the Florida Department of Transportation and the Miami-Dade Public Works and Waste Management Department. Sidewalk data for the PLOS calculations were updated segment by segment, first by verifying the presence of sidewalks, then measuring the sidewalk width, the buffer width, and the tree spacing in the buffer. The spreadsheet was also revised to correct any segments that were either mislabeled or no longer exist.

Each segment in the spreadsheet received a unique number created so that it could interact with the NAVTEQ street database. NAVTEQ is a provider of Geographic Information Systems (GIS) data and a major provider of base electronic navigable maps. The NAVTEQ database is the most comprehensive street database of its kind, and is updated quarterly. Once every segment was given a number, the spreadsheet was joined with the NAVTEQ database to create the maps that provide a visual reference for the levels of service ranging from A to F. Due to varying sidewalk conditions on the different sides of the segments, there are two pedestrian levels of service for each segment showing the PLOS on each side of the segment. Figures 8 and 9 present the BLOS and PLOS ratings calculated for major roadways within the study area. The calculation spreadsheets for BLOS and PLOS are included in Appendix A.

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 8: BICYCLE LEVEL OF SERVICE (BLOS)



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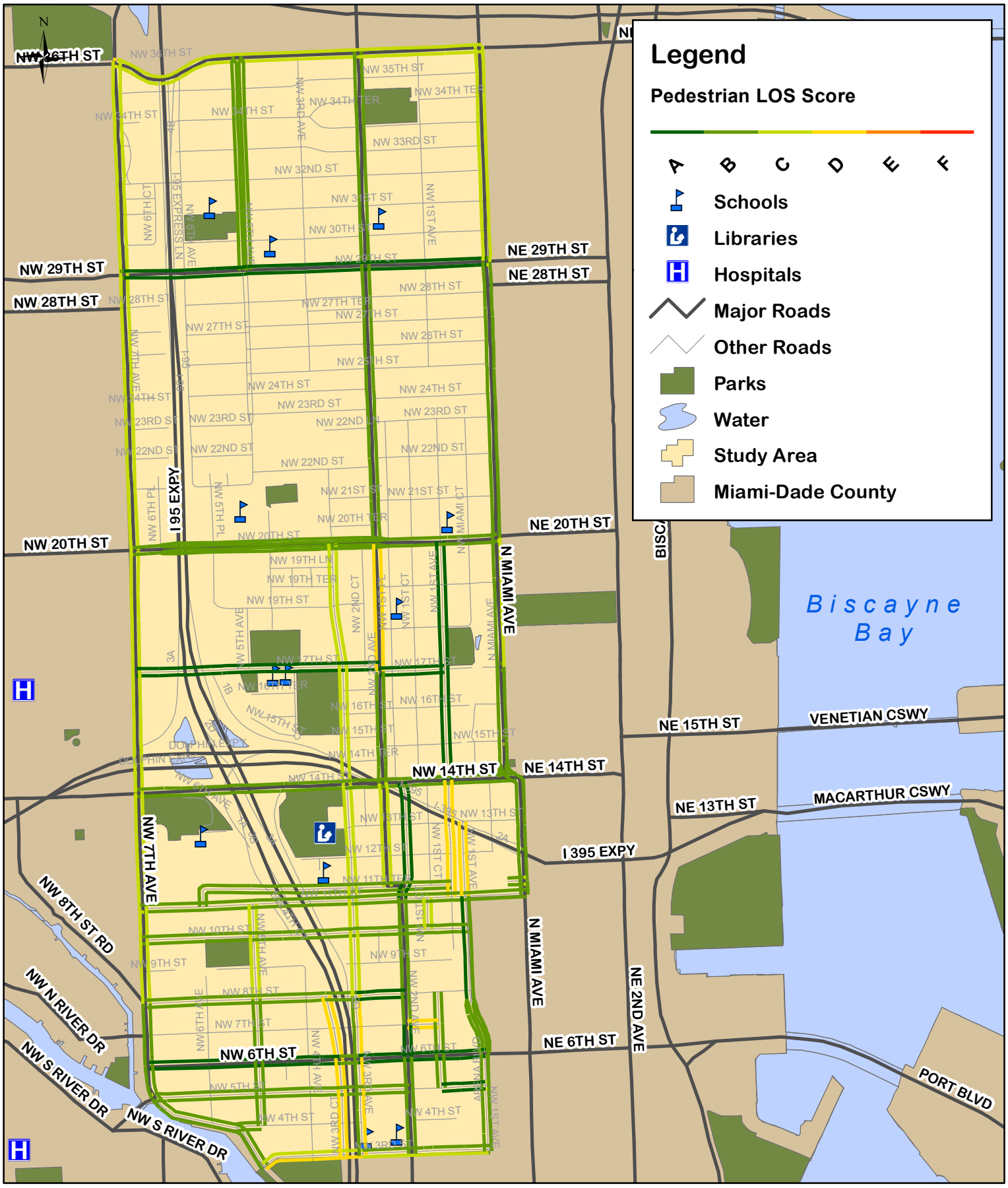
OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 9: PEDESTRIAN LEVEL OF SERVICE (PLOS)



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The results of the BLOS analysis show that over 50 percent of the major roadways within Overtown and Wynwood have a BLOS of E and no major roadway segments within the study area have a BLOS of F. A summary of the BLOS results are presented in Table 7.

Table 7: Overtown/Wynwood Bicycle Level of Service Summary

BLOS Score	Percentage of Major Roads
A	0.7%
B	4.2%
C	14.1%
D	26.1%
E	54.9%
F	0.0%

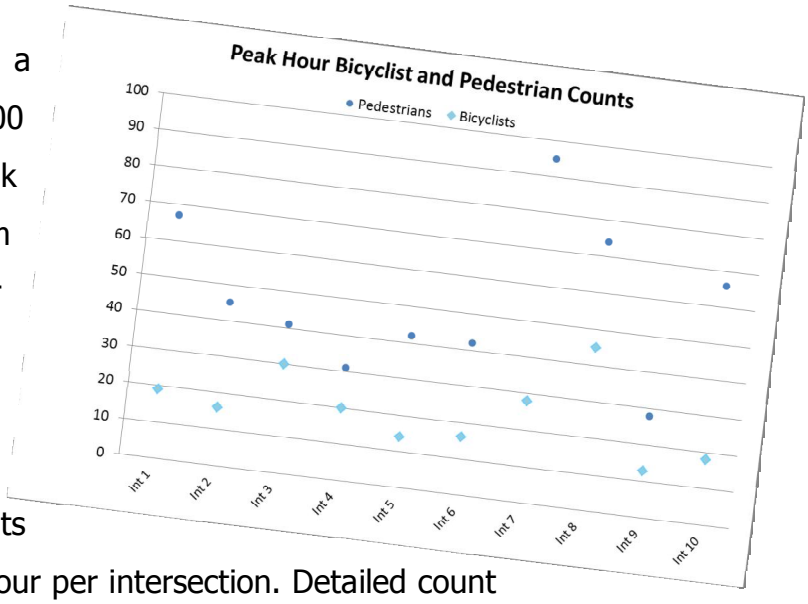
As shown in Table 8, the majority of the main roadways within Overtown and Wynwood have a PLOS of B. There are no major roadway segments within the study area that have a PLOS of E or F.

Table 8: Overtown/Wynwood Pedestrian Level of Service Summary

PLOS Score	Percentage of Major Roads
A	14.1%
B	58.5%
C	20.4%
D	7.0%
E	0.0%
F	0.0%

Bicyclist and Pedestrian Counts

In order to capture the magnitude of pedestrian and bicycles at major intersections within the study area, 2-hour counts were collected at the ten (10) locations in Figure 7. Bicycle and pedestrian counts help to monitor locations, better define safety issues, develop improvements, and prioritize locations for implementation. In addition, bicycle and pedestrian counts could be used to define bicycle safety issues (i.e., crashes) in relation to exposure.



The counts were collected during a typical weekday afternoon from 4:00 P.M. to 6:00 P.M. in May 2013. Peak hour pedestrian counts ranged from 31 to 95 pedestrians per hour between the ten (10) intersections, with an average count of 53 pedestrians per hour per intersection. The bicyclist counts ranged from 13 to 45 bicyclists per hour per intersection. Detailed count data is included in Appendix B.

Traffic Crash Data

High crash clusters, corridors, and intersections were identified based on geographic information systems (GIS) crash data mapping. Figures 10, 11 and 12 depict the bicycle-related and pedestrian-related crashes within the Overtown/Wynwood study area from 2005 to 2011. The Bicycle Crash Density Map shown in Figure 13 depicts the spread of bicycle-related crashes within the study area from 2005 to 2011. The darker clusters on the map show the areas with higher concentrations of bicycle-related crashes. Figure 14, the Pedestrian Crash Density Map, shows a similar pattern for the concentration of pedestrian-related crashes. Figure 15 depicts the density of bicycle and pedestrian crashes combined.

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 10: BICYCLE AND PEDESTRIAN CRASHES 2005-2011

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FIGURE 11: BICYCLE CRASHES 2005-2011

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FIGURE 12: PEDESTRIAN CRASHES 2005-2011

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FIGURE 13: BICYCLE CRASH DENSITY MAP 2005-2011

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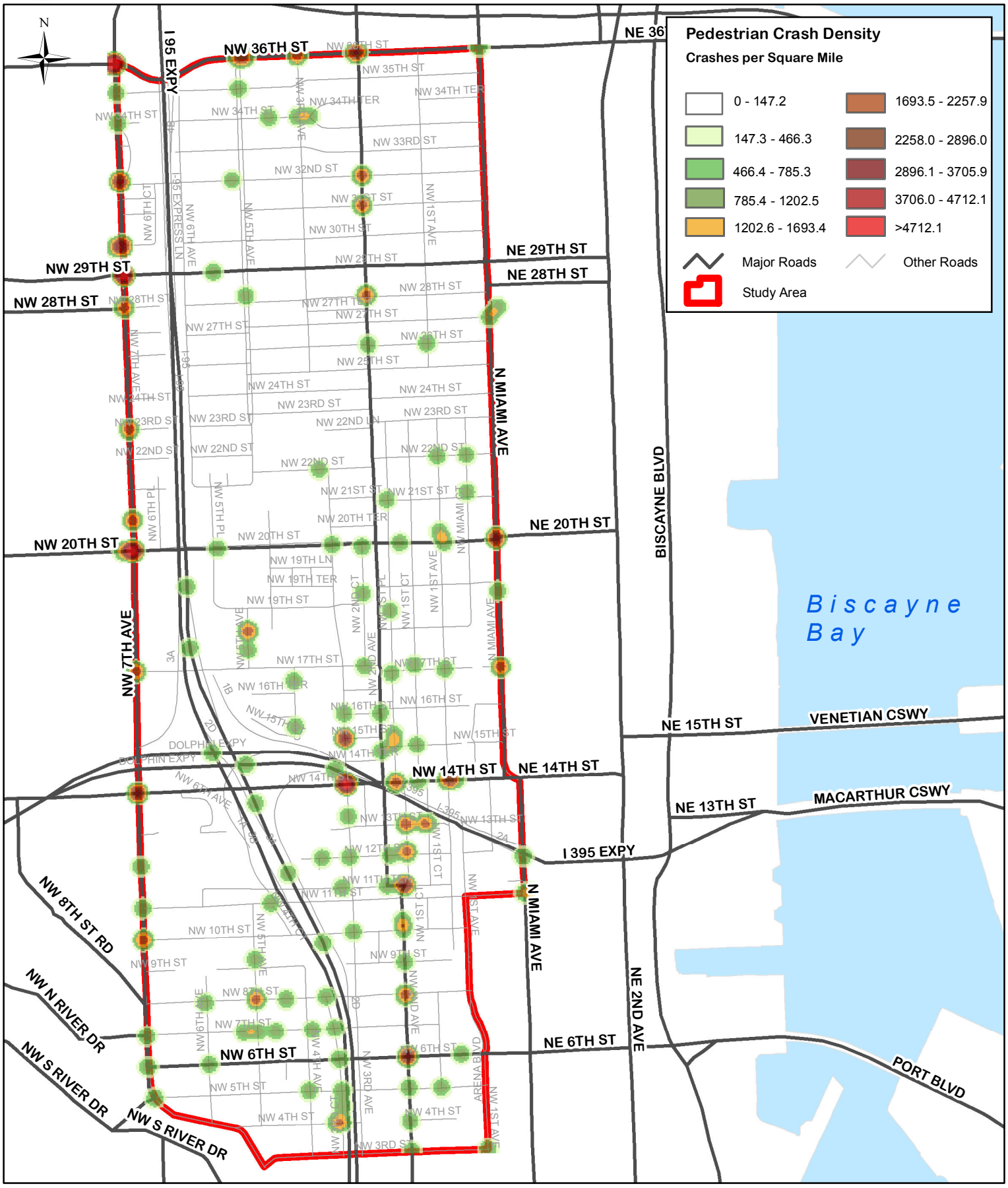
0 0.25 0.5 1 Miles

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 14: PEDESTRIAN CRASH DENSITY MAP 2005-2011



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OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 15: BICYCLE AND PEDESTRIAN CRASH DENSITY MAP 2005-2011

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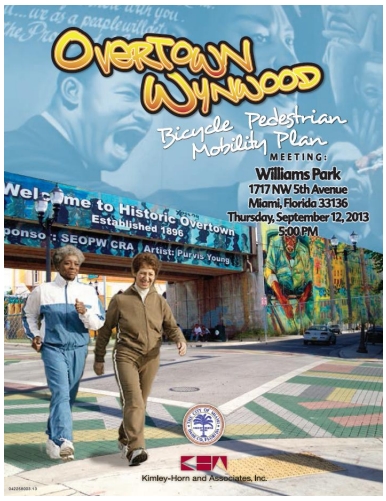
As seen in Figure 13, the bicycle-related crashes are concentrated along the major roadways within the study area. The corridors with the highest occurrences of bicycle-related crashes are NW 7th Avenue and NW 2nd Avenue while the intersections with the highest occurrences of bicycle-related crashes are the intersections of NW 36th Street and NW 7th Avenue; NW 36th Street and NW 2nd Avenue; and NW 14th Street and NW 3rd Avenue.

Figure 14 shows similar patterns for the concentration of pedestrian-related crashes. In addition to NW 7th Avenue and NW 2nd Avenue, the corridors of NW 36th Street and NW 14th Street also possess high rates of pedestrian-related crashes. The intersections with the highest concentrations of pedestrian-related crashes are the intersections of NW 36th Street and NW 7th Avenue; NW 29th Street and NW 7th Avenue; NW 20th Street and NW 7th Avenue; and NW 14th Street and NW 3rd Avenue.

Public Meeting Results



Three public meetings were held to inform the citizens of Overtown and Wynwood of the progress of the Bicycle and Pedestrian Mobility Plan and to solicit their input on the plan and its recommendations. The first public meeting was part of the Wynwood Arts District Association (WADA) meeting on August 19, 2013, the second was a stand-alone workshop at Williams Park in Overtown on September 12, 2013, and the last was during the Southeast Overtown/Park West (SEOPW) Community Redevelopment Agency (CRA) on March 31, 2013. Each workshop began with a presentation summarizing the plan's objectives, context for non-motorized transportation within the City, completed study tasks, and descriptions of potential recommended improvements. The attendees were then given the opportunity to describe specific locations or situations that they have encountered that are in need of bicycle and pedestrian-related

improvements and point out specific locations on a map of the area with preliminary needs already highlighted. Some the major concerns noted during these meetings were:

- Dangers associated with crossing streets, especially crossing NW 2nd Avenue at unsignalized intersections;
- The current configuration of the intersection of NW 29th Street and NW 1st Avenue being particularly dangerous for crossing;
- Vehicular speeds on the arterial and collector roadways; and
- Support for the conversion to one-way pairs within the Wynwood area. (One-way pairs are parallel one-way streets in separate rights-of-way that work in conjunction to provide travel in both directions.)

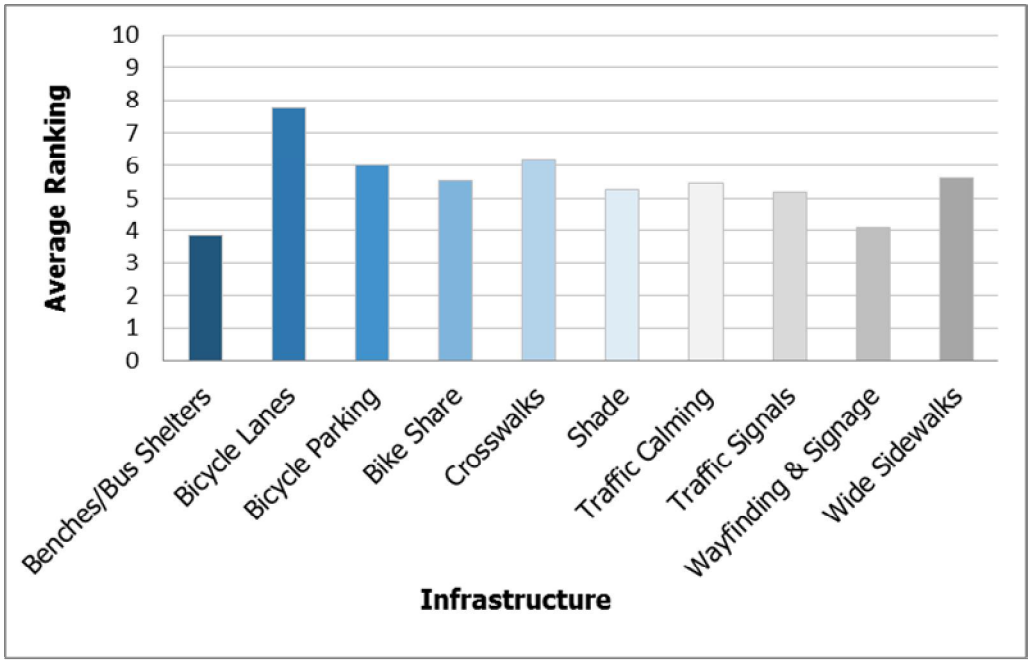
Attendees were also given the opportunity to write down any comments about the plan, areas with specific need, or suggested improvements on a comment sheet. Public meeting materials including the presentations and comment sheets are included in Appendix C.

Survey Results

In addition to quantitative data from the GIS database, pedestrian counts, and traffic crash data, an online survey was created to obtain street users' perspective about the quality of existing bicycle and pedestrian conditions and usage. A total of 136 people responded to the online survey. The survey included qualitative and quantitative questions regarding the use of streets and areas within Overtown and Wynwood for walking and bicycling.

One of the questions was to rank a set of bicycle-pedestrian amenities in order of importance (1 being the least important and 10 being the most important). The results indicate that bicycle lanes, crosswalks, and bicycle parking are the most important elements for a pleasant trip experience. Table 9 shows the results of this survey question. Detailed survey results are included in Appendix D.

Table 9: Bicycle/Pedestrian Infrastructure Ranking



A sampling of quotes that survey respondents provided for open-ended questions can be found below.

"If a bike share program and/or bike lanes were introduced into the neighborhood, I would feel safer and would be more likely to ride a bike."

"This is my favorite area in Miami, the street art is breathtaking. It is my home."

"Please create bike lanes that are MORE than repurposed road shoulders! Separated or protected bike lines create a safe space for ALL cyclists to pedal. Traffic calming/road diet is hugely important to create sensible, safe bike lanes, as well as clearly indicating where cyclists should be at a stop light/sign (clear signage and/or bike box)."

"We need more shade and more crosswalks to cross major roads."

"If I could rate bicycle parking at ten million, I would have."

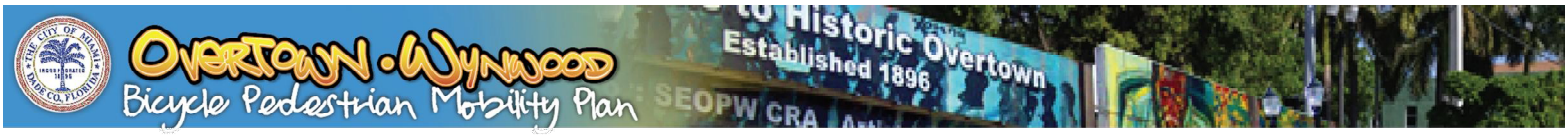
"Separate bike lanes, more crosswalks, more bike parking infrastructure, more shade, better wayfinding & signage solutions, trash cans are imperative."

"Bike security bikes stolen frequently."

"Relatively low motor vehicle volumes means you feel safer bicycling on the roadway. Miami Ave through this area is great!"

"Fixing rail road crossings, creating better neighborhood cut-throughs. Fixing broken sidewalks and missing links. Slowing traffic on the arterials and collectors. More crosswalks. Art Walk should close NW 2nd Ave to make it more pedestrian focused. N. Miami Ave should have bike lanes."

Appendix D includes all of the additional written responses provided in the online survey.



RECOMMENDED IMPROVEMENTS

Bicycle and pedestrian mobility recommendations were developed for Overtown and Wynwood based on the prior work tasks of this Plan, including the literature review, field observations, public meeting responses, survey results, and steering committee input. All improvements have been developed under an overarching principle to support and prioritize pedestrians and bicyclists within the area through use of context sensitive solutions (CSS) and complete streets principles as discussed in the Literature Review component of this report.

Project Listing

This Plan recommends the following improvement projects to promote safe and sustainable pedestrian and bicycle mobility within the Overtown/Wynwood area. Most of the Plan projects are capital improvement projects. Project descriptions, lead agencies, tasks, timeframes, implementation strategies, and generalized implementation cost levels for these projects are included below. Generalized implementation costs are identified by using dollar signs "$" and ranging from lower cost "$" to higher cost "$$$$." Photos, drawings, maps, and tables were developed or obtained from existing sources as necessary to provide further information and definition regarding the projects.

The capital projects represent the Engineering "E" of the League of American Bicyclists' "Five E" multimodal planning process. The remaining four "Es" each have individual recommendations summarized at the end of the Plan – Education, Encouragement, Enforcement, and Evaluation. The projects are organized as shown in Table 10.

Table 10: Recommended Improvements

AREA WIDE IMPROVEMENTS	
1.	Crosswalks
2.	Sidewalks
3.	Traffic Calming
4.	Curb Extensions
5.	Curb Ramps
6.	Pedestrian Signalization
7.	Bicycle Lanes
8.	Contraflow Bike Lanes
9.	Bike Boxes
10.	Shared Lane Markings (Sharrows)
11.	Bicycle Parking
12.	Neighborhood Slow Zone
13.	Resurfacing/Restriping
14.	Bus Stop Improvements
15.	Enhanced Green Space
16.	Bicycle-Friendly Business Districts
17.	Pedestrian Shade Treatments
SITE-SPECIFIC IMPROVEMENTS	
18.	Bicycle-Friendly Railroad Crossing
19.	Dutch Style Tunnel at FEC
20.	NW 5th Avenue Non-Motorized Connection
21.	NW 5th Street Cycle Track
22.	NW 1st Avenue Bicycle Boulevard
23.	NW 5th Place/NW 21st Terrace Bicycle Boulevard
24.	NW 5th Avenue Road Diet with Bike Lanes
25.	NW 29th Street Road Diet with Bike Lanes
26.	N Miami Avenue Road Diet with Bike Lanes
27.	NW 3rd Court/NW 3rd Avenue Road Diet with Bike Lanes
28.	One-Way Pair Pilot Program
NON-ENGINEERING IMPROVEMENTS	
29.	Education Improvements
30.	Encouragement Improvements
31.	Enforcement Improvements
32.	Evaluation and Monitoring

Project 1: Crosswalks	
Project Description	Provide crosswalks and signage at intersections and midblock crossings
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management, and Florida Department of Transportation

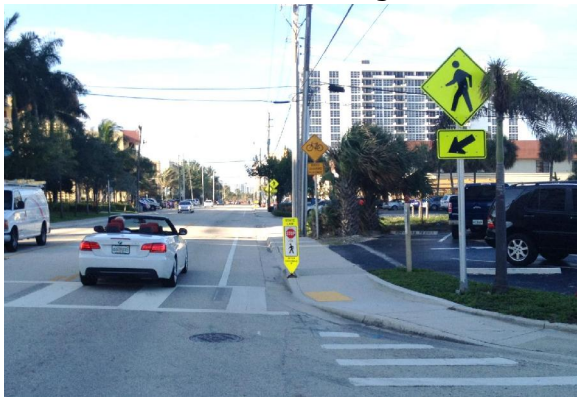
Tasks Involved	• At signalized intersections:
	  ○ Marked crosswalks on all four approaches
	  ○ Turning vehicles stop for pedestrian signage
	• At unsignalized intersections < 12,000 AADT:
	  ○ Marked crosswalks and warning signs
	• At unsignalized intersections > 12,000 AADT:
	  ○ Marked crosswalks and warning signs
	  ○ State law crosswalk signage
	  ○ Rectangular Rapid Flashing Beacons (RRFB)
	  ○ Median refuges where feasible
	• Recommended crosswalk locations listed in Table 11

Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Implement as a component of any roadway improvement projects
Implementation Cost	$

At Signalized Intersections

Project 1: Crosswalks (continued)

At Unsignalized Intersections < 12,000 AADT



At Unsignalized Intersections > 12,000 AADT

R1-6a

Table 11: Recommended Crosswalk Locations		
NW 7th Avenue & NW 32nd Street	NW 5th Avenue & NW 11th Street	NW 2nd Avenue & NW 27th Street
NW 7th Avenue & NW 26th Street	NW 5th Avenue & NW 8th Street	NW 2nd Avenue & NW 26th Street
NW 7th Avenue & NW 24th Street	NW 5th Avenue & NW 5th Street	NW 2nd Avenue & NW 24th Street
NW 7th Avenue & NW 21st Terr	NW 5th Avenue & NW 4th Street	NW 1st Court & NW 10th Street
NW 7th Avenue & NW 15th Street	NW 3rd Avenue & NW 35th Street	NW 1st Avenue & NW 35th Street
NW 7th Avenue & NW 8th Street	NW 3rd Avenue & NW 33rd Street	NW 1st Avenue & NW 33rd Street
NW 5th Place & NW 20th Street	NW 3rd Avenue & NW 8th Street	NW 1st Avenue & NW 29th Street
NW 5th Avenue & NW 35th Street	NW 3rd Avenue & NW 7th Street	N Miami Avenue & N 28th Street
NW 5th Avenue & NW 34th Street	NW 2nd Avenue & NW 35th Street	N Miami Avenue & N 26th Street
NW 5th Avenue & NW 33rd Street	NW 2nd Avenue & NW 34th Street	N Miami Avenue & N 25th Street
NW 5th Avenue & NW 30th Street	NW 2nd Avenue & NW 33rd Street	N Miami Avenue & N 22nd Street

Project 2: Sidewalks	
Project Description	To provide a complete sidewalk network throughout the Overtown/Wynwood area, construct new sidewalks where connections are missing and repair existing deteriorated/cracked sidewalks.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Tasks Involved	See Table 12 for sidewalk construction and repair recommended locations.
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Implement as a component of any roadway improvement projects or standalone repair
Implementation Cost	$

Examples of Sidewalk Deficiencies in Overtown/Wynwood

Deteriorated sidewalk – NW 24th St

Missing sidewalk – NW 24th St

Uprooted sidewalk – NW 5th Ave

Missing sidewalk – NW 23rd St

Project 2: Sidewalks (continued)

Examples of Functional Sidewalk Design

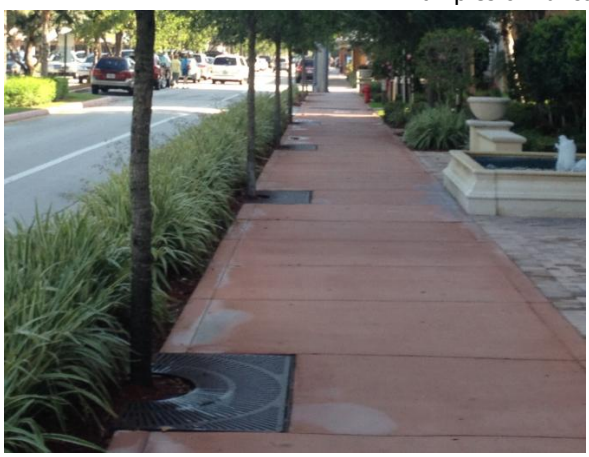
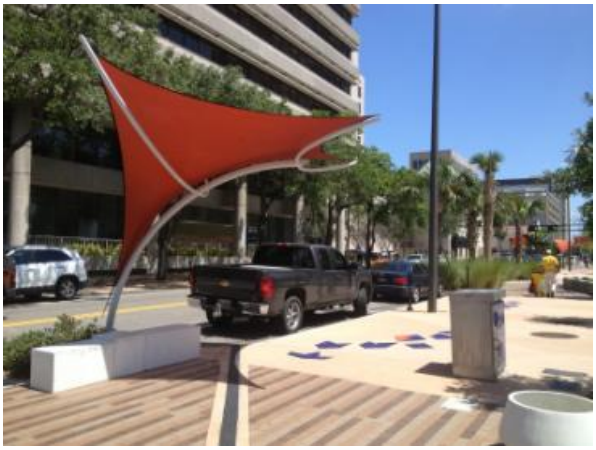



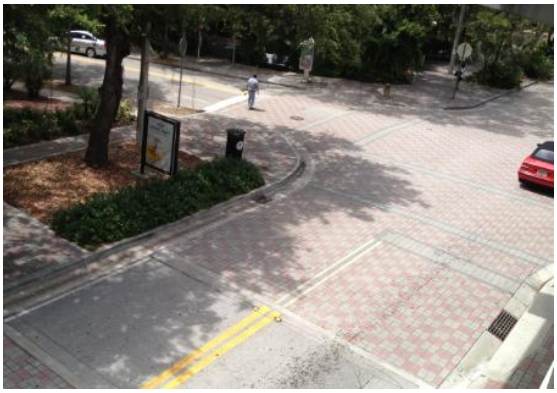
Table 12: Recommended Sidewalk Improvements

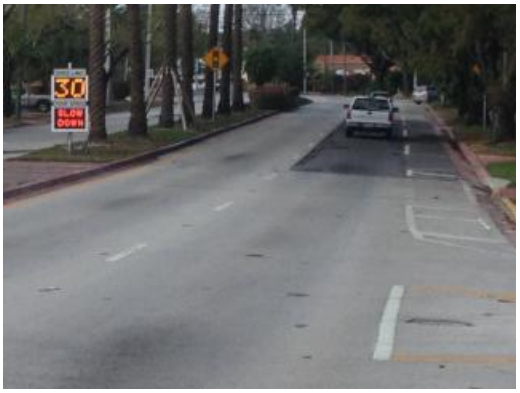
Location	Improvement Type
NW 24th Street – W of N Miami Avenue	Construct sidewalk on south side(1)
NW 14th Street – E of NW 1st Avenue	Construct sidewalk on south side
NW 11th Street between sides of NW 1st Avenue	Construct sidewalk
NW 10th Street between sides of NW 1st Avenue	Construct sidewalk
NW 22nd Street from NW 3rd Avenue to NW 2nd Avenue	Construct sidewalk on north side
NW 23rd Street – W of NW 2nd Avenue	Construct sidewalk on south side
NW 23rd Street – E of NW 5th Avenue	Repair cracked and crumbling sidewalk
NW 5th Avenue from NW 22nd Street to NW 23rd Street	Repair cracked and crumbling sidewalk
NW 24th Street from NW 2nd Avenue to W of N Miami Avenue	Repair cracked and crumbling sidewalk(1)

Notes: (1) Can be included as a component of the proposed one-way westbound conversion of NW 24th Street from Project 26.

Project 3: Traffic Calming	
Project Description	Implement traffic calming techniques, such as speed cushions, raised (tabled) intersections, textured pavement intersections, and speed feedback signs, to reduce motor vehicle speeds throughout the Overtown/Wynwood area.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	Recommended raised intersection traffic calming locations: • NW 2nd Avenue & NW 27th Street • NW 2nd Avenue & NW 25th Street • NW 2nd Avenue & NW 23rd Street • NW 2nd Avenue & NW 3rd Street Other traffic calming techniques can be utilized throughout the area.
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Implement as a component of any roadway improvement projects or as standalone traffic calming projects.
Implementation Cost	$ to $$

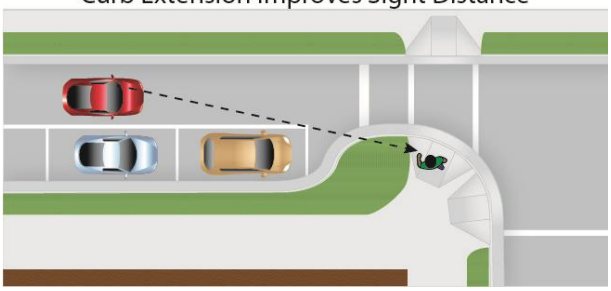
Examples of Traffic Calming Techniques





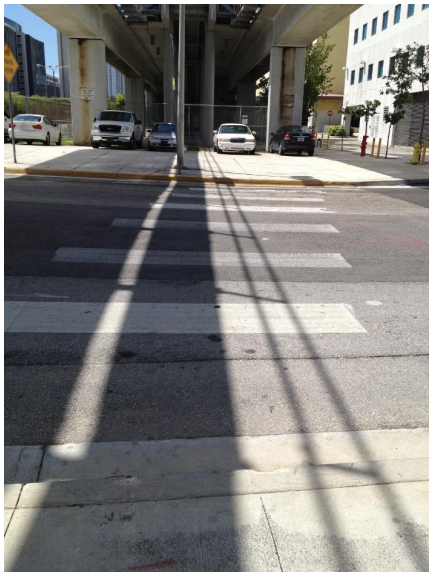
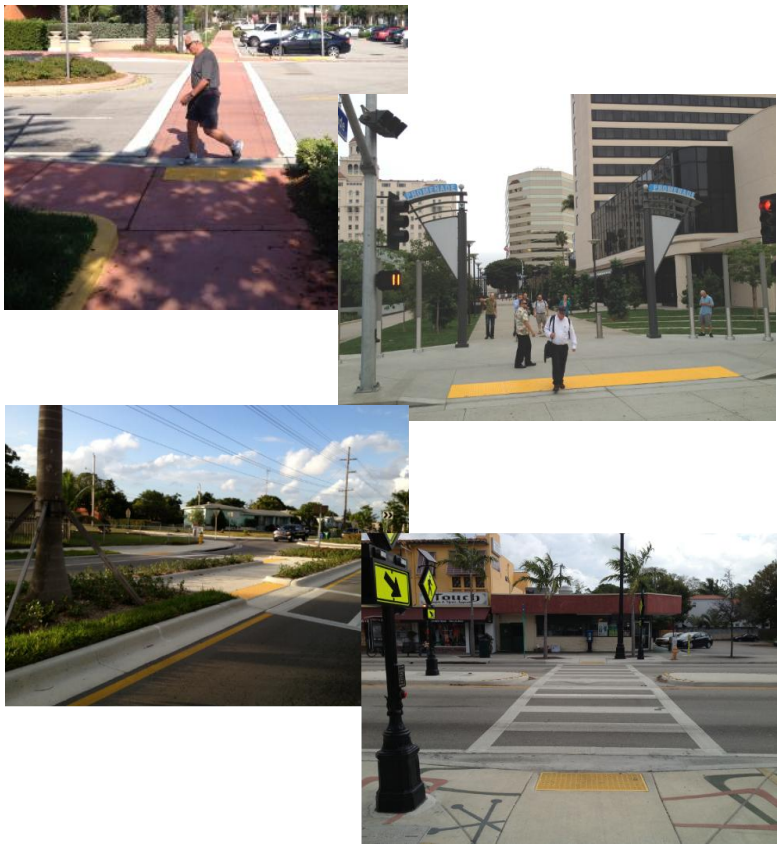
Project 4: Curb Extensions	
Project Description	Construct curb extensions at intersections to reduce the crossing distance for pedestrians and improve sight distance between pedestrians and motorists
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Tasks Involved	See Table 13 for recommended curb extension locations.
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Implement as part of applicable engineering projects
Implementation Cost	$$

Curb Extension Improves Sight Distance



Curb extensions improve sight distance between pedestrians and motorists

Table 13: Recommended Curb Extension Locations	
NW 5th Avenue & NW 10th Street	NW 3rd Avenue & NW 5th Street
NW 5th Avenue & NW 8th Street	NW 3rd Avenue & NW 4th Street
NW 5th Avenue & NW 5th Street	NW 3rd Avenue & NW 3rd Street
NW 3rd Court & NW 5th Street	NW 1st Avenue & NW 29th Street
NW 3rd Court & NW 4th Street	N Miami Avenue & N 29th Street
NW 3rd Court & NW 3rd Street	N Miami Avenue & N 19th Street
NW 3rd Avenue & NW 6th Street	NW 3rd Street & NW North River Drive

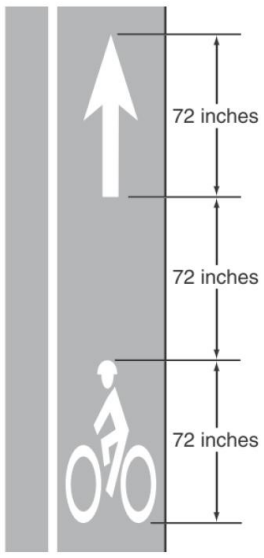
Project 5: Curb Ramps	
Project Description	Install curb ramps and detectable warning surfaces at crossings that are missing these ADA features including: • NW 8th Street under the Metrorail at the end of the existing Greenway
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Implement as part of applicable engineering projects
Implementation Cost	$
 Missing curb ramps at NW 8th Street	Curb Ramp Examples 

Project 6: Pedestrian Signalization	
Project Description	Install pedestrian signalization at signalized intersections needing these features including: • The intersection of N Miami Avenue and N 36th Street • The intersection of NW 2nd Avenue and NW 20th Street
Lead Agencies	Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division and Signals and Signs Division
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Install as part of routine signal re-timing efforts or as part of the Advanced Traffic Management System (ATMS) migration
Implementation Cost	$

Pedestrian Signalization Examples




Project 7: Bicycle Lanes	
Project Description	Install bicycle lane pavement markings and signage along key corridors including: • NW 6th Street from NW 7th Avenue to Arena Boulevard • NW 2nd Avenue from NW 6th Street to NW 8th Street • Additional bicycle lane corridors are recommended in this plan as part of other projects, such as road diets and one-way street conversions.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Bicycle lane pavement markings designate the portion of the roadway for preferential use by bicyclists • Markings inform all users of the restricted nature of the bicycle lane
Implementation Timeframe	Short Term (3-5 years) Long Term (5+ years)
Implementation Strategy	Implement as a component of roadway improvement or reconstruction projects on the indicated corridors
Implementation Cost	$$ to $$$



Bicycle lane markings

R3-17

Project 8: Contraflow Bike Lanes	
Project Description	Install contraflow bicycle lanes to allow bicyclists to travel against the flow of traffic along one-way corridors including: • NW 10th Street between the sides of NW 1st Avenue
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Cyclists can safely and conveniently re-enter the traffic stream at either end of the section • Reduces travel-time for cyclists • Reduces the number of cyclists riding on sidewalks • Contraflow lane will be placed on the motorists' left
Implementation Timeframe	Short Term (3-5 years) Long Term (5+ years)
Implementation Strategy	Implement as a component of roadway improvement or reconstruction projects on the indicated corridors
Implementation Cost	$$ to $$$

Washington, DC

Brookline, MA

Project 9: Bike Boxes	
Project Description	As future bicycle lanes are installed along the corresponding corridors, add bike boxes to the following intersections: • NW 3rd Avenue and NW 17th Street • NW 3rd Avenue and NW 14th Street • NW 1st Place and NW 14th Street • NW 1st Avenue and NW 5th Street
Lead Agencies	City of Miami, Miami-Dade MPO, Miami-Dade County Public Works and Waste Management Department
Notes	• Cyclists pass through an intersecting first during a green signal phase rather than queuing behind motor vehicles • Reduces right-hook incidents • Motorists are alerted by the bike box at the intersection • For use at signalized intersections with high cyclist volumes • Requires FHWA Request to Experiment
Timeframe	Short Term (3-5 years)
Implementation Strategy	• Coordinate with MPO and MDPWWM regarding FHWA Request to Experiment • Future CIP projects and as a component of roadway improvement projects on the indicated corridors as bike lanes are constructed
Implementation Cost	$$

Portland, OR

From NACTO Urban Bikeway Design Guide

Project 10: Shared Lane Markings (Sharrows)	
Project Description	Install Sharrows along key shared lane corridors including: • NW 36th Street from NW 7th Avenue to N Miami Avenue • NW 3rd Avenue from NW 20th Street to NW 17th Street • NW 11th Street from NW 3rd Avenue to NW 1st Avenue • NW 10th Street from NW 3rd Avenue to NW 1st Avenue • NW 2nd Avenue from NW 11th Street to NW 8th Street • NW 2nd Avenue from NW 6th Street to NW 3rd Street
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Used to indicated shared lane environment for bicycles and motor vehicles • Reinforces the legitimacy of on-street bicycle traffic • Alerts motorists to the potential presence of bicycles • Should not be used where there is enough space for a separate bicycle lane
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Future CIP projects and as a component of roadway improvement projects on the indicated corridors
Implementation Cost	$

Sharrow supplemented by "Bikes May Use Full Lane" signage
Miami, FL

Bus stop bench promoting sharrows
North Miami, FL

Project 11: Bicycle Parking	
Project Description	Provide secure bicycle parking at strategic locations including the following corridors: • N Miami Avenue from N 36th Street to N 29th Street • NW 5th Avenue from NW 29th Street to NW 23rd Street • NW 2nd Avenue from NW 29th Street to NW 24th Street • NW 3rd Avenue from NW 17th Street to NW 14th Street • NW 6th Street from NW 7th Avenue to NW 1st Avenue • NW 5th Street from NW 7th Avenue to NW 1st Avenue
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Encourages increased bicycle use • Include bicycle parking signage • Existing bicycle racks are included in some areas, enhance the area with additional racks/corral
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Cost	$

Bike Corral

Novelty Racks

Post-and-Ring

Inverted-U Racks

MUTCD Sign D4-3

Project 12: Neighborhood Slow Zone	
Project Description	Neighborhood Slow Zones, or low speed zones, reduce the speed limit on a corridor or area to decrease the incidence and severity of crashes and reduce cut-through traffic. Additionally, seek pedestrian priority zone status for these neighborhoods.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	Features include: • Reduced speed limits • Gateway signage • Pavement markings • Other traffic calming measures See Table 14 for recommended locations. Traffic studies should be conducted to show the impact of lower speeds on the subject corridors.
Implementation Timeframe	Short Term (3-5 years) Long Term (>5 years)
Implementation Strategy	Implement as a component of roadway improvement projects
Implementation Cost	$$

Table 14: Recommended Neighborhood Slow Zones	
NW 35th Street from NW 6th Avenue to N Miami Avenue	NW 5th Place from NW 20th Street to NW 19th Street
NW 32nd Street from NW 6th Avenue to N Miami Avenue	NW 4th Court from NW 20th Street to NW 19th Street
NW 30th Street from NW 6th Avenue to N Miami Avenue	NW 19th Street from NW 5th Place to NW 3rd Avenue
NW 6th Avenue from NW 35th Street to NW 29th Street	NW 5th Avenue from NW 19th Street to NW 17th Street
NW 3rd Avenue from NW 35th Street to NW 30th Street	NW 5th Avenue from NW 11th Street to NW 4th Street
NW 3rd Avenue from NW 29th Street to NW 25th Street	NW 8th Street from NW 7th Avenue to NW 3rd Court
NW 1st Avenue from NW 35th Street to NW 25th Street	NW 4th Street from NW North River Drive to NW 3rd Court
NW 23rd Street from NW 2nd Avenue to N Miami Avenue	NW 3rd Street from NW North River Drive to NW 3rd Court
NW 1st Court from NW 23rd Street to NW 14th Street	

Project 13: Resurfacing/Restriping	
Project Description	Resurface/restripe corridors with deteriorated pavement and faded pavement markings including the following locations: • NW 1st Avenue from NW 23rd Street to NW 14th Street • NW 3rd Street from NW North River Drive to NW 1st Avenue • Intersection of NW 1st Avenue and NW 6th Street
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Implement as a component of roadway improvement or reconstruction projects on the indicated corridors
Implementation Cost	$ to $$$

Pavement markings should be clearly visible

Project 14: Bus Stop Improvements	
Project Description	Provide safety improvements near high-volume bus stops to reduce the frequency and severity of pedestrian and bicycle crashes at and near bus stops
Lead Agencies	City of Miami, Miami-Dade Transit
Notes	Ensure that the stops have adequate: • Sidewalk connectivity • Roadway crossing treatments • Signage
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Cost	$$

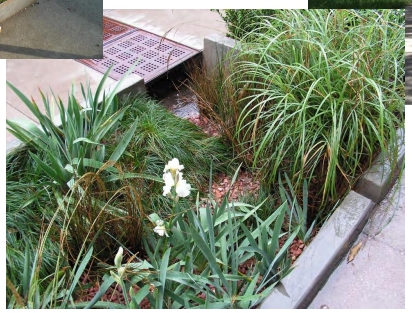
Sidewalk should be provided from edge of travel lane and connect to bus stop/shelter and sidewalk network

Adjacent crosswalk provides safer access to/from the bus stop shelter

Project 15: Enhanced Green Space	
Project Description	Create a more enjoyable and aesthetically pleasing environment for walking and biking within Overtown and Wynwood by enhancing green space. Improvements can include trees, bioswales, rain gardens, landscaped bulb-outs, parklets, and other landscaping. Additionally, enhance the existing Miami River Greenway and enforce parking restrictions along the greenway.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Implementation Timeframe	Now (1-2 years) Short Term (3-5 years)
Implementation Strategy	Include proposed improvements in Capital Improvements Program (CIP) Use of The Tree Trust Green Fund
Implementation Cost	$$

Parklet in San Francisco, CA

Street tree canopy



Rain garden

Parklet in Fort Lauderdale, FL

Planter strip along an urban street

Project 16: Bike Friendly Business Districts	
Project Description	Bike friendly business districts encourage citizens to bike to shops and restaurants through promotion and by providing bicycle amenities such as bike racks, bike lanes, bike valets, and discount programs for bicyclists
Lead Agencies	City of Miami, Wynwood Business Improvement District, Southeast Overtown/Park West CRA
Notes	• Businesses in areas where bike lanes and bike racks have been installed have seen substantial increases in sales after the installations • Increased bicycle use in business districts increases social interaction and public safety • Due to their lower speeds, bicyclists are more likely to notice the businesses they pass • Increased bicycle use reduces the need for additional car parking
Implementation Timeframe	Now (1-2 years)
Implementation Strategy	Coordinate with local businesses, commercial areas, and bicycle advocacy groups to form bike friendly business districts
Implementation Cost	$

Project 17: Pedestrian Shade Treatments	
Project Description	Provide pedestrian shade treatments along heavily-walked thoroughfares
Lead Agencies	City of Miami and Miami-Dade County Public Works and Waste Management Department
Notes	• Urban environments with complete pedestrian corridors that include shade provide continuity and invite pedestrians to walk • The main purpose of having a complete streetscape should be to provide pedestrians with a convenient and pleasant walking experience • The City should invest in shade trees and other forms of shade providing structures as part of a complete package of pedestrian-related improvements
Tasks Involved	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Timeframe	• Now (1-2 years) • Short Term (3-5 years)
Implementation Strategy	• Future CIP projects • Coordinate with MDPWWM and FDOT to include in non-city projects
Implementation Cost	$$

Pedestrian shading can be provided through natural and synthetic techniques

Project 18: Bicycle-Friendly Railroad Crossing	
Project Description	The Florida East Coast (FEC) railroad crosses N Miami Avenue at an acute angle at N 19th Street, which causes the potential for a bicyclist's front wheel to get caught in the tracks. Installing pavement markings, like the "jug handle" shown below, that lead bicyclists to cross the tracks at a safer angle can reduce the risk of losing steering control.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	The additional pavement required to install the "jug handle" pavement markings is available on the west side of the intersection at N 19th Street. Additional pavement may need to be installed on the east side of the intersection.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Implement as part of the proposed road diet along N Miami Avenue, which includes bike lanes
Implementation Cost	$$

Acute angle railroad crossing on N Miami Avenue at N 19th Street

Example of "jug handle" treatment at a railroad crossing. (Note: the color scheme in the U.S. would be white edge line striping with green color bike lanes)

Project 19: Dutch Style Tunnel at FEC	
Project Description	Create a bicycle and pedestrian connection across the Florida East Coast (FEC) rail line by constructing a Dutch style tunnel underpass. Additional grade crossings along the FEC for pedestrians would help reduce illegal crossings over the rail line.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department, FEC
Notes	A potential lower cost alternative is an at-grade crossing; however, it is likely that existing crossings would need to be closed to add an at-grade crossing. • Recommended crossing location at NE 24th Street
Implementation Timeframe	Long Term (5+ years)
Implementation Strategy	Potentially implemented as part of the Coastal Link project
Implementation Cost	$$$$

Project 20: NW 5th Avenue Non-Motorized Connection	
Project Description	Enhance bicycle and pedestrian mobility by providing a non-motorized connection where NW 5th Avenue terminates at NW 22nd Street.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• This project would connect the recommended bike lanes on NW 5th Avenue to the north to the recommended Bicycle Boulevard to the south. • Use bollards to prevent motor vehicles from using the proposed connection.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Implement as part of the recommended Bicycle Boulevard along NW 2st Terrace.
Implementation Cost	$$

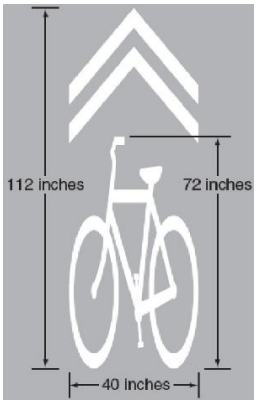
Existing conditions where NW 5th Avenue terminates at NW 22nd Street

Use bollards to prevent motor vehicles from using the connection.

Project 21: NW 5th Street Cycle Track	
Project Description	Install a one-way barriered/buffered cycle track along NW 5th Street between NW 7th Avenue and NW 1st Avenue.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• The existing wide expanse of asphalt along NW 5th Street allows for the potential installation of the cycle track without requiring additional right-of-way • Physically separated from motor vehicle lanes and distinct from the sidewalk • Provides higher level of security than bike lanes • Attractive to a wider spectrum of bicycle comfort levels • May include FHWA approved bicycle signal faces for movements that are not concurrent with conventional traffic signal phases • Increases pedestrian safety by creating further separation from motor vehicle travel lanes and improving site visibility at intersections • It is anticipated that traffic volumes on this corridor east of NW 3rd Avenue will decrease after the opening of the Port Tunnel
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed improvements in Capital Improvements Program (CIP)
Implementation Cost	$$

Existing conditions on NW 5th Street

Project 22: NW 1st Avenue Bicycle Boulevard	
Project Description	Implement bicycle boulevard design features along NW 1st Avenue between NW 10th Street and NW 14th Street. Bicycle Boulevard design features can include pavement markings, traffic calming, motor vehicle diversion, signage, and other methods of improving the safety, comfort and efficiency of bicycling.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Improves bicycle safety, convenience, and connectivity • Calms traffic and helps to remove non-local vehicles from the street • Requires low motor vehicle speeds and volumes • Include signage and pavement markings (examples shown below) • Increases safety for pedestrians through measures such as traffic calming and making motorists more aware of other road users
Timeframe	Short Term (3-5 years)
Implementation Strategy	Future CIP project and as a component of potential roadway improvement projects on the indicated corridor
Implementation Cost	$$



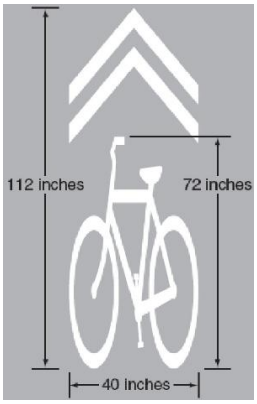
Shared lane marking (Sharrow)

R4-11

D1-2c

Potential design for a supplementary Bicycle Boulevard designation sign

Project 23: NW 5th Place/NW 21st Terrace Bicycle Boulevard	
Project Description	Implement bicycle boulevard design features along NW 5th Place from NW 20th Street to NW 21st Terrace and along NW 21st Terrace from NW 5th Place to NW 5th Avenue. Bicycle Boulevard design features can include pavement markings, traffic calming, motor vehicle diversion, signage, and other methods of improving the safety, comfort and efficiency of bicycling.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• This project would connect to the recommended bike lanes on NW 5th Avenue to the north. • Improves bicycle safety, convenience, and connectivity • Calms traffic and helps to remove non-local vehicles from the street • Requires low motor vehicle speeds and volumes • Include signage and pavement markings (examples shown below) • Increases safety for pedestrians through measures such as traffic calming and making motorists more aware of other road users
Timeframe	Short Term (3-5 years)
	Future CIP project and as a component of potential roadway improvement projects on the indicated corridors
Implementation Cost	$$



Shared lane marking (Sharrow)

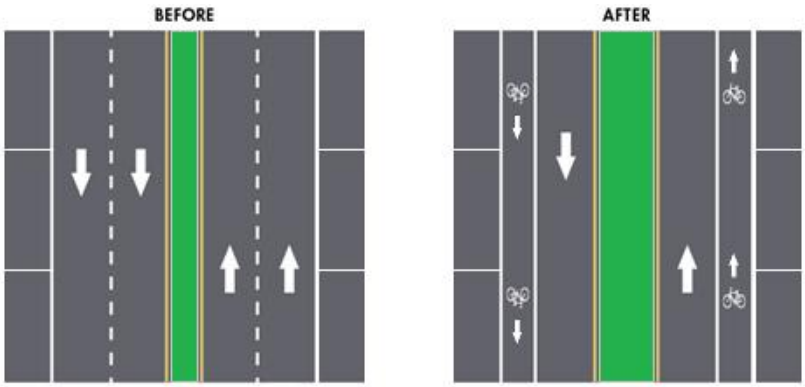
R4-11

D1-2c

Potential design for a supplementary Bicycle Boulevard designation sign

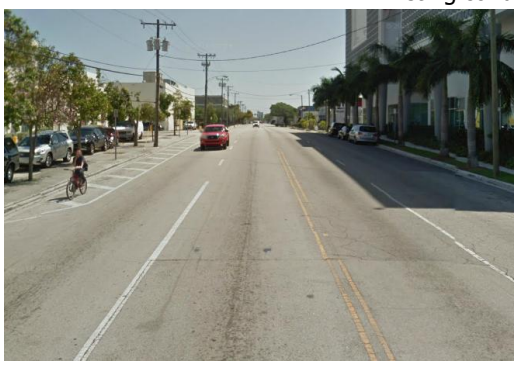
Project 24: NW 5th Avenue Road Diet with Bike Lanes	
Project Description	Reduce the number of travel lanes on NW 5th Avenue from NW 22nd Street to NW 36th Street to enhance safety, encourage appropriate vehicle speed, and provide bicycle lanes in each direction.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Road diets should be strongly considered for four-lane roadways with AADT of 15,000 or less; road diets have also been shown to work on four-lane roadways with AADT of up to 20,000 • FDOT Florida Traffic Information 2012 shows an AADT of 3,200 for NW 5th Avenue south of NW 33rd Street • May require a traffic study to identify the traffic engineering layout at intersections.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed study and improvements in Capital Improvements Program (CIP)
Implementation Cost	$$$

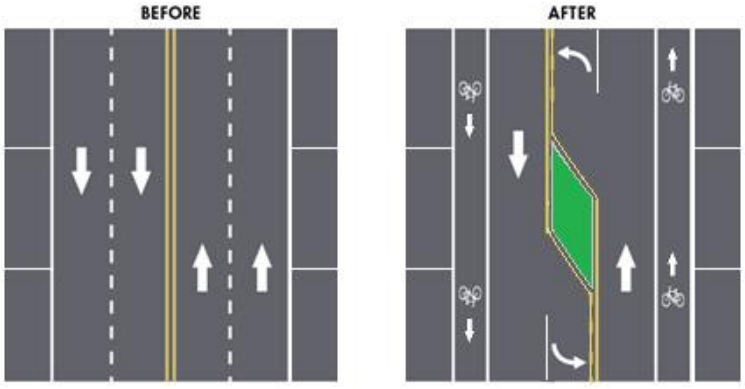
Existing conditions along NW 5th Avenue



Project 25: NW 29th Street Road Diet with Bike Lanes	
Project Description	Reduce the number of travel lanes on NW 29th Street from NW 7th Avenue to N Miami Avenue to enhance safety, encourage appropriate vehicle speed, and provide bicycle lanes in each direction.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Road diets should be strongly considered for four-lane roadways with AADT of 15,000 or less; road diets have also been shown to work on four-lane roadways with AADT of up to 20,000 • FDOT Florida Traffic Information 2012 provides an AADT of 8,700 for NW 29th Street east of NW 7th Avenue • A traffic study was done to identify the traffic engineering layout at intersections.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed study and improvements in Capital Improvements Program (CIP)
Implementation Cost	$$$

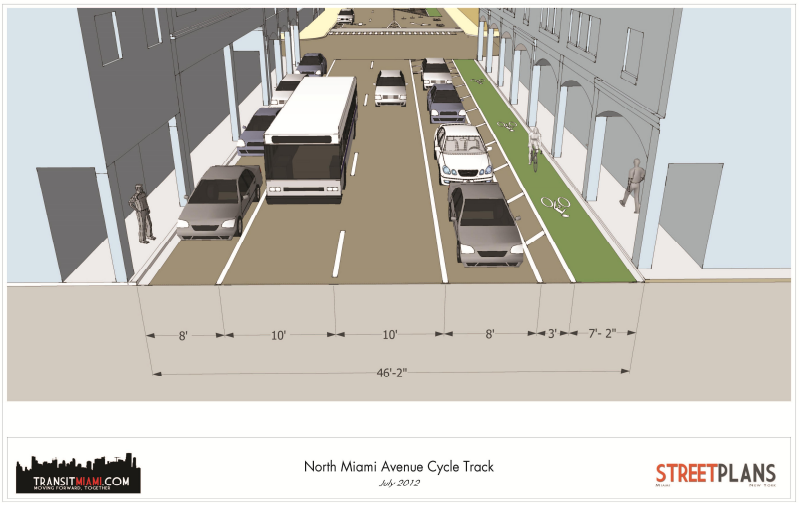
Existing conditions along NW 29th Street





Project 26: N Miami Avenue Road Diet with Bike Lanes	
Project Description	Reduce the number of travel lanes on N Miami Avenue from N 29th Street to N 15th Street to enhance safety, encourage appropriate vehicle speed, and provide bicycle lanes in each direction. Reduce the number of travel lanes on the one-way pairs of N Miami Avenue and NE 1st Avenue from N 15th Street to N 5th Street to provide a cycle track in each direction.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	• Road diets should be strongly considered for four-lane roadways with AADT of 15,000 or less; road diets have also been shown to work on four-lane roadways with AADT of up to 20,000 • 24-hour counts from May 2013 showed an ADT of 7,971 on N Miami Avenue between N 19th Street and N 18th Street • 24-hour counts from June 2013 showed an ADT of 4,747 on N Miami Avenue between N 14th Street and N 13th Street • May require a traffic study to identify the traffic engineering layout at intersections.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed study and improvements in Capital Improvements Program (CIP)
Implementation Cost	$$$

Proposed cross section for two-way Miami Avenue with green bike lanes

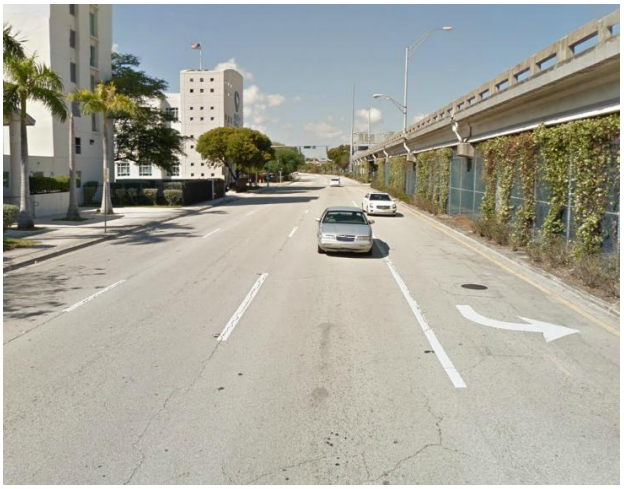


Proposed cross section for one-way southbound Miami Avenue from The Street Plans Collaborative

Project 27: NW 3rd Court/NW 3rd Avenue Road Diet with Bike Lanes	
Project Description	Reduce the number or width of travel lanes on NW 3rd Court and NW 3rd Avenue from NW 8th Street to NW 3rd Street to provide bicycle lanes along the corridors.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department

Notes	• FDOT Florida Traffic Information 2012 provides an AADT of 9,700 for NW 3rd Court south of NW 5th Street
	  ○ 3 through lanes and 1 right-turn lane for this section
	• FDOT Florida Traffic Information 2012 provides an AADT of 9,300 for NW 3rd Avenue south of NW 5th Street
	  ○ 3 lanes for this section
	• Traffic studies would be required to assess the impact of removing a motor vehicle travel lane in the southbound direction for NW 3rd Court and the northbound direction for NW 3rd Avenue.

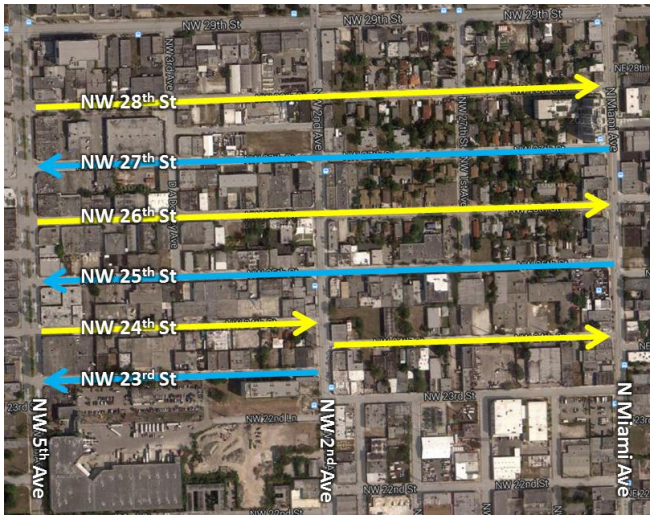
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed study and improvements in Capital Improvements Program (CIP)
Implementation Cost	$$$



Existing conditions on NW 3rd Court south of NW 5th Street

Existing conditions on NW 3rd Avenue south of NW 5th Street

Project 28: One-Way Pair Pilot Program	
Project Description	To improve vehicle, bicycle, and pedestrian traffic flow in the Wynwood area, convert the roadway segments listed below to one-way streets with bike lanes.
Lead Agencies	City of Miami, Miami-Dade County Public Works and Waste Management Department
Notes	Features include: • Creates more space for elements for other road users such as bike lanes and wider sidewalks • Reduces the number of conflict points at intersections See Table 15 for recommended locations. A traffic study would be required to assess the impact of these one-way conversions.
Implementation Timeframe	Short Term (3-5 years)
Implementation Strategy	Include proposed study and improvements in Capital Improvements Program (CIP)
Implementation Cost	$$$



Proposed one-way pair street network

Example of a one-way street with bike lane and on-street parking

Table 15: Recommended One-Way Conversions	
NW 28th Street from NW 5th Avenue to N Miami Avenue - EB	NW 27th Street from NW 5th Avenue to N Miami Avenue - WB
NW 26th Street from NW 5th Avenue to N Miami Avenue - EB	NW 25th Street from NW 5th Avenue to N Miami Avenue – WB(1)
NW 24th Street from NW 5th Avenue to N Miami Avenue – EB(1)	NW 23rd Street from NW 5th Avenue to N Miami Avenue - WB(1)

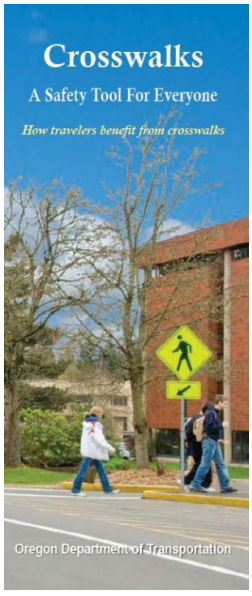
Notes: (1) Included in the Wynwood Industrial District One-Way Street Conversion and Signage Project.

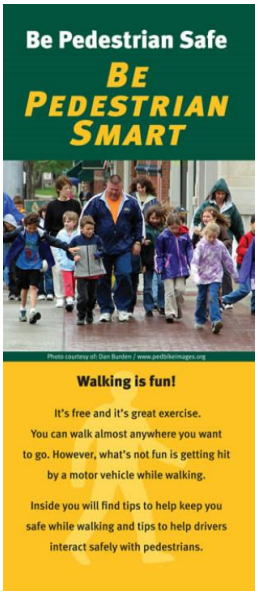
Project 29: Education Improvements	

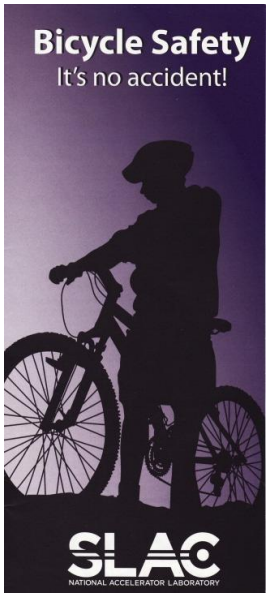
Project Description	• The objective of the education improvements are to promote the concept of mobility within Overtown and Wynwood to the general public in order to get more people walking and biking safely
	• Provide educational pamphlets and workshops about the use of new facilities such as bicycle-activated signals, bicycle lanes, sharrows, crosswalks, and un-signalized mid-block crossings.
	• Work with the Miami-Dade School Board to include safe bicycling and walking classes in Elementary School curricula.
	• Include advertisement opportunities of bus shelter ads and billboard ads that promote bicycle and pedestrian safety.
	• Work with the Florida Bicycle Association to implement education initiatives in Overtown and Wynwood.
	  ○ *Cycling Savvy* includes three 3-hour components to help turn casual bicyclists into more confident riders.
	  ○ *Alternative Transportation Education* (ATE) educates offenders with revoked or suspended driver licenses on bicycling and walking safety, and has shown proven results in increasing safe use of alternative modes

Lead Agencies	City of Miami, Miami-Dade MPO, Miami-Dade County
Implementation Cost	$

Examples of Educational Pamphlets





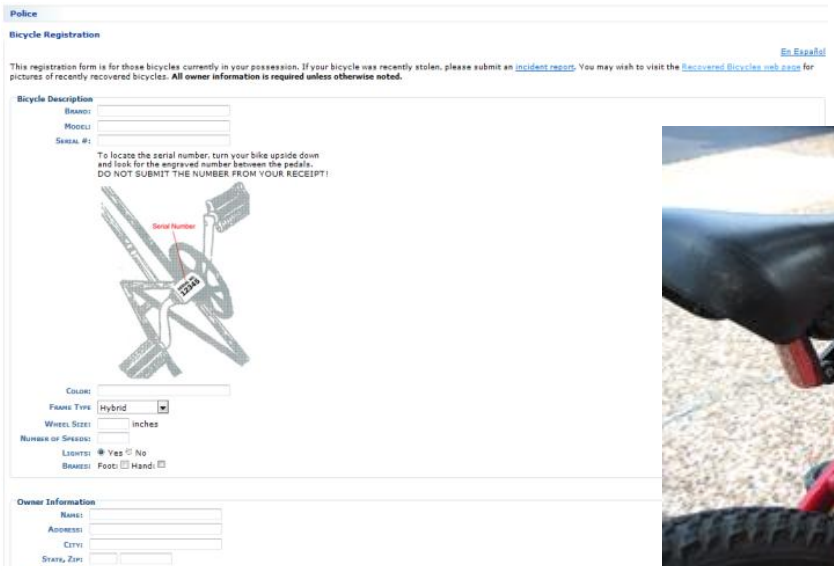


Project 30: Encouragement Improvements	
Project Description	• Work with local non-profit organizations to organize community events that would promote safely walking in Overtown and Wynwood during evening hours. • Work with local bicycle clubs and advocacy groups to support and organize bicycle-related community events in Overtown and Wynwood to act as an information source for bicyclists. • Promote bicycle amenities such as bicycle parking racks, bicycle transport racks, lockers, and showers at workplaces. The availability of workplace amenities encourages bicycle commuting by providing facilities that allow employees to maintain a professional appearance. • Install bike barometers/counters on shared-use paths and trails to raise awareness of cycling and encourage more bicyclists to use the paths
Lead Agencies	City of Miami, Miami-Dade County, Health Advocacy Groups, Non-profits, Bicycle clubs
Implementation Cost	$

Bike pedometer adjacent to cyclist in San Francisco, CA

Open Streets event on State Street in Chicago, IL

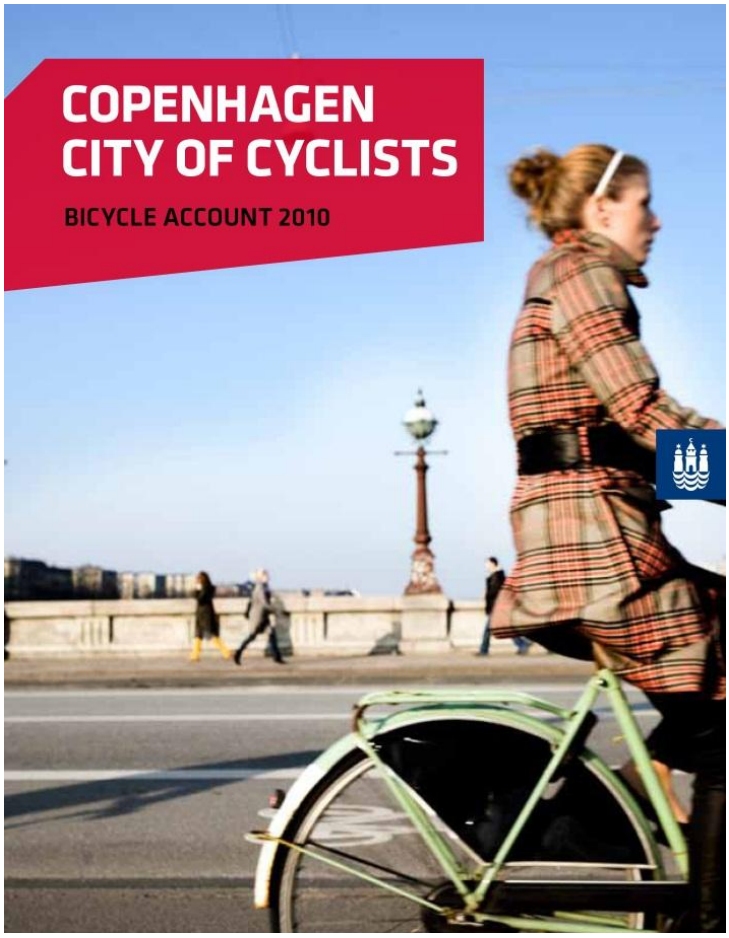
Project 31: Enforcement Improvements	
Project Description	Enforcement improvements provide a better environment for pedestrians and bicyclists in Overtown and Wynwood. • Utilize targeted enforcement for both motorists and non-motorists to ensure that the rights of both groups are respected. • Expand the use of police on bicycles. • Develop a bicycle registration program to reduce theft. • Enforce citizen warnings to pedestrians not following safe walking protocol. • Promote the Ride Right, Drive Right campaign to enforce the 3-feet separation law between motorists and bicyclists. • Install bicycle activated detectors on low volume side street approaches to signalized intersections to reduce occurrences of bicyclists having to violate a red light. Gradually install them along all significant bicycle corridors and crossings. Monitor the installation of bicycle activated detectors to study the effect on bicyclist red-light running. • Develop a mandatory "bicycle traffic school" program for adult cyclists who have violated the vehicle code on their bicycle, with the purpose of teaching safe bicycling practices.
Lead Agencies	City of Miami, Miami-Dade County
Implementation Cost	$



Online bicycle registration form, Arlington, VA

Registration decal, James City County, VA

Project 32: Evaluation and Monitoring	
Project Description	• Conduct a periodic online survey to gauge the quality of the pedestrian experience in Overtown and Wynwood and measure change over time in the perceived safety and pleasantness of the pedestrian environment using the survey included in this project as an established baseline. • Evaluate the change in pedestrian and bicycle volumes annually by continuing the count program in the general vicinity of the counts conducted for this study. Document improvements implemented between counts to assess their impact.
Lead Agencies	City of Miami, Miami-Dade MPO
Implementation Cost	$



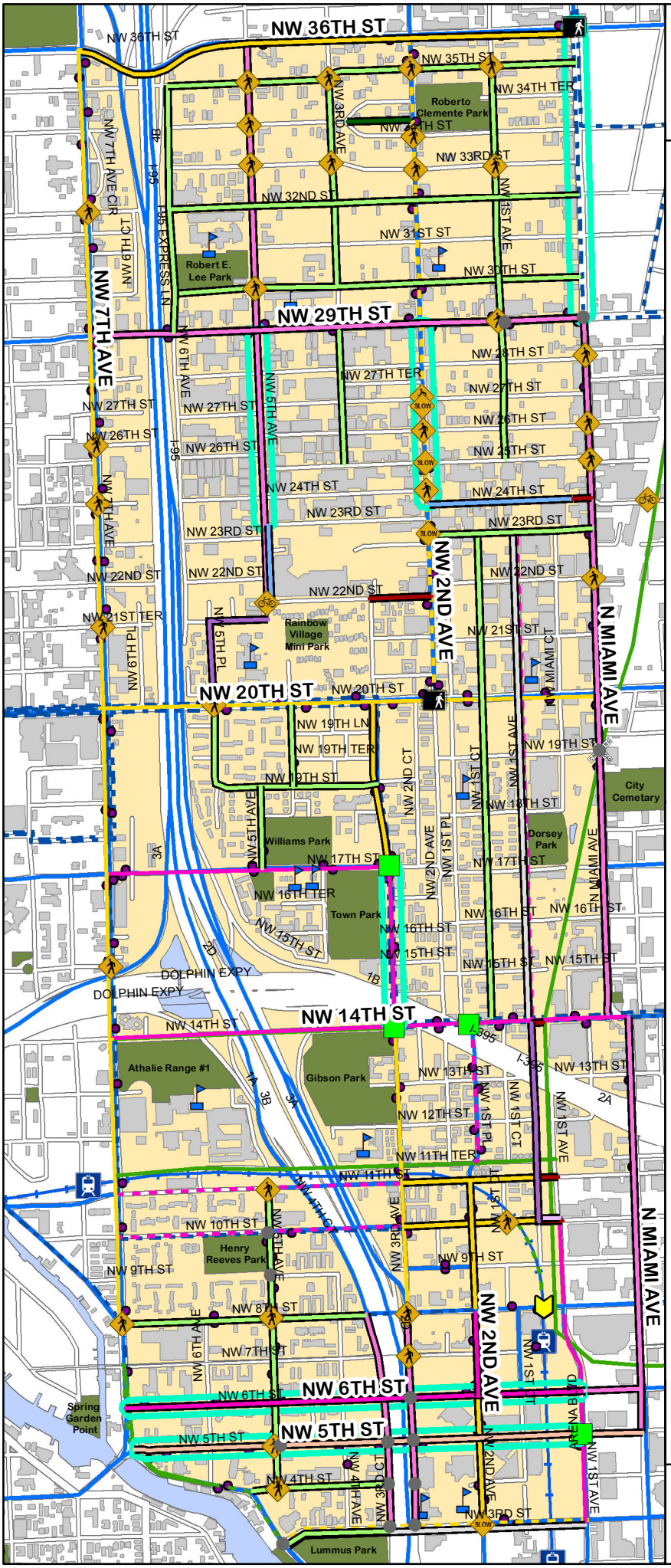
Annual bicycle data collection and monitoring report, Copenhagen

SUMMARY

The Overtown/Wynwood Bicycle Pedestrian Mobility Plan develops and recommends projects to help implement the City of Miami's goals related to bicycle and pedestrian mobility within these neighborhoods. A focus was placed on developing projects that will connect the areas' activity centers, neighborhoods, and community facilities while incorporating existing plans and public input and participation. The Recommended Improvements section of this report groups the bicycling and walking initiatives into 31 Projects that when taken as a comprehensive whole will increase the safety and mobility of the residents and visitors of the Overtown and Wynwood area for years to come. Figure 16 depicts the existing and planned bicycle and pedestrian facilities as well as bicycle and pedestrian-related needs within Overtown and Wynwood.

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 16: BICYCLE AND PEDESTRIAN FACILITIES NEEDS MAP



Legend

Needs

- Bike Box
- Crosswalks
- Curb Extensions
- Curb Ramps
- Non-Motorized Connection
- Pedestrian Signalization
- Railroad Crossing Treatment
- Traffic Calming
- Bicycle Boulevard
- Bike Lanes
- Contraflow Bike Lane
- Cycle Track
- Neighborhood Slow Zone
- Sharrows
- Sidewalk Construction
- Sidewalk Repair
- Resurface/Restripe
- Road Diet with Bike Lanes
- Shared Space
- Bicycle Parking Focus Area

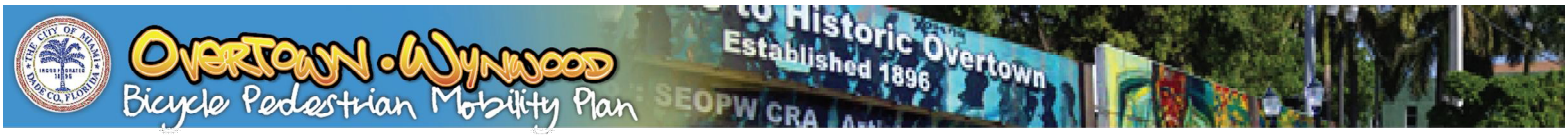
Existing and Planned

- Existing Bike Lanes
- Existing Greenways
- Existing Sharrows
- Future Bike Lanes
- Future Greenways
- Future Sharrows
- Bus Stops
- Metrorail Stations
- MetroRail
- Trolley Routes
- Bus Routes
- Schools
- Large Buildings
- Parks
- Water
- Study Area

N

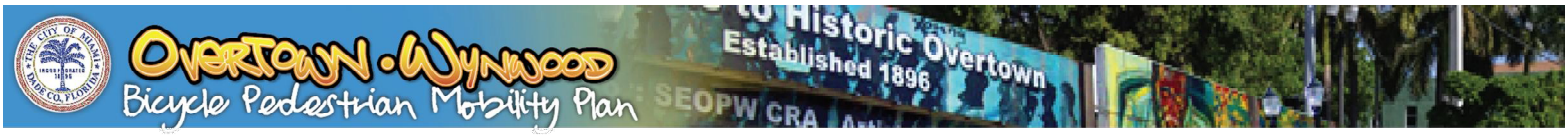
0 0.125 0.25 0.5 Miles

Kimley»Horn



APPENDIX A

BICYCLE AND PEDESTRIAN LOS CALCULATION SPREADSHEETS



BICYCLE LOS CALCULATION SPREADSHEET

As defined in the 2009 FDOT Quality/Level of Service Handbook, the Bicycle LOS Model is based on the following equation:

$$BLOS = 0.507 ln(Vol_{15}/L) + 0.199SP_t(1 + 10.38HV)^2 + 7.066(1/PR_5)^2 - 0.005(W_e)^2 + 0.760$$

Where:

- BLOS = Bicycle level of service score
- *ln* = Natural log
- Vol_{15} = Volume of directional motorized vehicles in the peak 15 minute time period
- L = Total number of directional thru lanes
- SP_t = Effective speed factor = 1.1199 In(SPp - 20) + 0.8103
- SP_p = Posted speed limit (a surrogate for average running speed)
- HV = percentage of heavy vehicles
- PR_5 = FHWA's five point pavement surface condition rating
- W_e = Average effective width of outside thru lane (which incorporates the existence of a paved shoulder or bicycle lane if present)

Where:

- $W_e = W_v$ - (10ft x %OSP) Where $W_l = 0$
- $W_e = W_v + W_l$ (1 - 2x %OSP) Where $W_l > 0$ & $W_{ps} = 0$
- $W_e = W_v + W_l$ - 2 (10 x %OSP) Where $W_l > 0$ & $W_{ps} > 0$ and a bicycle lane exists

Where:

- W_t = total width of outside lane (and shoulder) pavement
- %OSP = percentage of segment with occupied on-street parking
- W_l = width of paving between the outside lane stripe and the edge of pavement
- W_{ps} = width of pavement striped for on-street parking
- W_v = Effective width as a function of traffic volume

Where:

- $W_v = W_t$ if AADT > 4,000 veh/day
- $W_v = W_t(2-(0.00025 \times AADT))$ if AADT < 4,000 veh/day, and if the street/road is undivided and unstriped

Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade
Existing Conditions															
N MIAMI AV	NE 36TH ST	NE 46TH ST	0.5059	4	S	20,605	4.97	40	12	0	0	0	4	5.08	E
N MIAMI AV	NE 36TH ST	NE 46TH ST	0.5059	4	S	20,650	4.97	40	12	0	0	0	4	5.08	E
N MIAMI AV	NE 29TH ST	NE 36TH ST	0.4397	4	U	20,605	4.97	30	12	0	0	0	4	4.72	E
N MIAMI AV	NE 29TH ST	NE 36TH ST	0.4397	4	U	20,650	4.97	30	12	0	0	0	4	4.72	E
N MIAMI AV	NE 20TH ST	NE 29TH ST	0.5791	4	U	7,875	4.97	30	12	0	0	0	3	4.38	D
N MIAMI AV	NE 20TH ST	NE 29TH ST	0.5791	4	U	7,875	4.97	30	12	0	0	0	3	4.38	D
N MIAMI AV	NE 17TH TE	NE 20TH ST	0.2130	4	U	7,875	4.97	30	12	0	0	0	4	4.21	D
N MIAMI AV	NE 17TH TE	NE 20TH ST	0.2130	4	U	7,875	4.97	30	12	0	0	0	4	4.21	D
N MIAMI AV	NE 15TH ST	NE 17TH ST	0.1537	2	O	7,875	4.97	30	18	0	0	100	4	5.31	E
N MIAMI AV	NE 15TH ST	NE 17TH ST	0.1537	2	O	7,875	4.97	30	18	0	0	100	4	5.31	E
N MIAMI AV	NE 11TH ST	NE 14TH ST	0.2432	3	O	7,875	4.97	30	16	0	0	75	4	4.92	E
N MIAMI AV	NE 11TH ST	NE 14TH ST	0.2432	3	O	7,875	4.97	30	16	0	0	75	4	4.92	E
N MIAMI AV	NE 10TH ST	NE 11TH ST	0.0664	3	O	7,875	4.97	30	16	0	0	100	4	5.10	E
N MIAMI AV	NE 10TH ST	NE 11TH ST	0.0664	3	O	7,875	4.97	30	16	0	0	100	4	5.10	E
NE 11TH ST	N MIAMI AV	NE 1ST AV	0.1025	2	O	5,712	4.97	30	16	0	0	100	4	5.14	E
NE 11TH ST	N MIAMI AV	NE 1ST AV	0.1025	2	O	5,712	4.97	30	10	0	0	0	4	4.82	E
NE 14TH ST	N MIAMI AV	NE 1ST AV	0.1080	2	S	5,712	4.97	30	12	0	0	0	4	4.42	D
NE 14TH ST	N MIAMI AV	NE 1ST AV	0.1080	2	S	5,712	4.97	30	12	0	0	0	4	4.42	D
NE 15TH ST	N MIAMI AV	NE 1ST AV	0.1463	2	S	5,712	4.97	30	10	0	0	0	4	4.64	E
NE 15TH ST	N MIAMI AV	NE 1ST AV	0.1463	2	S	5,712	4.97	30	10	0	0	0	4	4.64	E
NE 17TH ST	N MIAMI AV	NE 1ST AV	0.1463	2	O	5,712	4.97	30	20	0	0	100	3	5.15	E
NE 17TH ST	N MIAMI AV	NE 1ST AV	0.1463	2	O	5,712	4.97	30	20	0	0	100	3	5.15	E
NE 20TH ST	N MIAMI AV	NE 2ND AV	0.2492	2	U	5,712	4.97	30	20	0	0	75	4	4.21	D
NE 20TH ST	N MIAMI AV	NE 2ND AV	0.2492	2	U	5,712	4.97	30	20	0	0	75	4	4.21	D
NE 29TH ST	N MIAMI AV	NE 2ND AV	0.2564	4	U	14,464	4.97	35	20	0	0	100	4	4.96	E
NE 29TH ST	N MIAMI AV	NE 2ND AV	0.2564	4	U	14,464	4.97	35	20	0	0	100	4	4.96	E
NE 2ND AV	NE 11TH ST	MAC ARTHUR CY	0.0517	3	O	15,000	4.97	30	12	0	0	0	4	4.73	E
NE 2ND AV	NE 11TH ST	MAC ARTHUR CY	0.0517	3	O	15,000	4.97	30	12	0	0	0	4	4.73	E
NE 36TH ST	N MIAMI AV	NE 2ND AV	0.2477	4	S	12,656	4.97	35	12	0	0	0	4	4.52	E
NE 36TH ST	N MIAMI AV	NE 2ND AV	0.2477	4	S	12,656	4.97	35	12	0	0	0	4	4.52	E
NORTH RIVER D	NW 5TH ST	NW 4TH ST	0.2139	2	U	5,712	4.97	30	18	0	0	100	4	4.67	E
NORTH RIVER D	NW 5TH ST	NW 4TH ST	0.2139	2	U	5,712	4.97	30	18	0	0	100	4	4.67	E
NORTH RIVER D	NW 3RD ST	NW 4TH ST	0.0855	2	U	5,712	4.97	30	18	0	0	0	4	3.37	C
NORTH RIVER D	NW 3RD ST	NW 4TH ST	0.0855	2	U	5,712	4.97	30	18	0	0	0	4	3.37	C
NORTH RIVER D	NW 2ND ST	NW 3RD ST	0.0955	2	U	5,712	4.97	30	18	0	0	0	4	3.37	C
NORTH RIVER D	NW 2ND ST	NW 3RD ST	0.0955	2	U	5,712	4.97	30	18	0	0	0	4	3.37	C
NW 10TH ST	NW 1ST AV	N MIAMI AV	0.1263	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 1ST AV	N MIAMI AV	0.1263	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 1ST CT	NW 1ST AV	0.0260	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 1ST CT	NW 1ST AV	0.0260	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 2ND AV	NW 1ST CT	0.1021	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 2ND AV	NW 1ST CT	0.1021	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 3RD AV	NW 2ND AV	0.1086	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 3RD AV	NW 2ND AV	0.1086	2	O	5,000	4.97	30	16	0	0	100	4	5.22	E
NW 10TH ST	NW 5TH AV	NW 3RD AV	0.2068	2	O	5,000	7.44	30	22	12	7	50	4	3.09	C
NW 10TH ST	NW 5TH AV	NW 3RD AV	0.2068	2	O	5,000	7.44	30	22	12	7	50	4	3.09	C
NW 10TH ST	NW 7TH AV	NW 5TH AV	0.2310	2	U	5,000	4.97	30	22	12	7	50	4	2.04	B
NW 10TH ST	NW 7TH AV	NW 5TH AV	0.2310	2	U	5,000	4.97	30	22	12	7	50	4	2.04	B
NW 10TH ST	NW 8TH STRD	NW 7TH AV	0.1305	2	O	5,000	4.97	30	16	0	0	100	4	5.07	E
NW 10TH ST	NW 8TH STRD	NW 7TH AV	0.1305	2	O	5,000	4.97	30	16	0	0	100	4	5.07	E

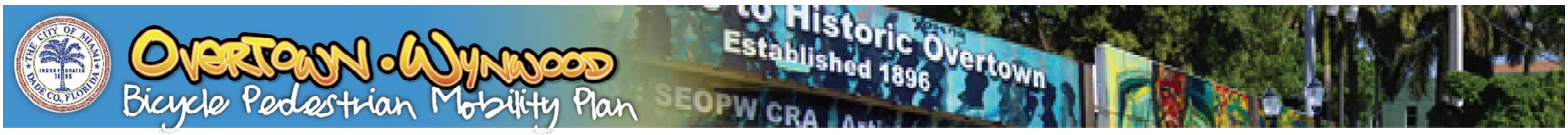
Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade
Existing Conditions															
NW 11TH ST	NW 1ST AV	N MIAMI AV	0.1251	2	O	5,712	4.97	30	16	0	0	100	4	5.14	E
NW 11TH ST	NW 1ST AV	N MIAMI AV	0.1251	2	O	5,712	4.97	30	16	0	0	100	4	5.14	E
NW 11TH ST	NW 1ST AV	NW 1ST AV	0.0273	2	O	5,712	4.97	30	16	0	0	100	4	5.14	E
NW 11TH ST	NW 1ST AV	NW 1ST AV	0.0273	2	O	5,712	4.97	30	16	0	0	100	4	5.14	E
NW 11TH ST	NW 2ND AV	NW 1ST AV	0.1031	2	O	5,712	4.97	30	16	0	0	0	4	4.19	D
NW 11TH ST	NW 2ND AV	NW 1ST AV	0.1031	2	O	5,712	4.97	30	16	0	0	0	4	4.19	D
NW 11TH ST	NW 3RD AV	NW 2ND AV	0.1079	2	O	5,712	4.97	30	16	0	0	0	4	4.19	D
NW 11TH ST	NW 3RD AV	NW 2ND AV	0.1079	2	O	5,712	4.97	30	16	0	0	0	4	4.19	D
NW 11TH ST	NW 5TH AV	NW 3RD AV	0.2064	2	O	5,712	4.97	30	22	12	7	50	4	2.59	C
NW 11TH ST	NW 5TH AV	NW 3RD AV	0.2064	2	O	5,712	4.97	30	22	12	7	50	4	2.59	C
NW 11TH ST	NW 7TH AV	NW 5TH AV	0.2313	2	O	792	4.97	30	22	12	7	50	4	1.59	B
NW 11TH ST	NW 7TH AV	NW 5TH AV	0.2313	2	O	792	4.97	30	22	12	7	50	4	1.59	B
NW 11TH ST	NW 10TH AV	NW 7TH AV	0.1857	2	O	5,712	4.97	30	10	0	0	0	4	4.82	E
NW 11TH ST	NW 10TH AV	NW 7TH AV	0.1857	2	O	5,712	4.97	30	10	0	0	0	4	4.82	E
NW 11TH TE	NW 11TH ST	N MIAMI AV	0.0226	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 11TH TE	NW 11TH ST	N MIAMI AV	0.0226	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 14TH ST	N MIAMI AV	N MIAMI AV	0.0328	2	U	5,761	4.97	30	17	1	0	1	4	3.72	D
NW 14TH ST	N MIAMI AV	N MIAMI AV	0.0328	2	U	5,761	4.97	30	17	1	0	1	4	3.72	D
NW 14TH ST	NW 1ST AV	N MIAMI AV	0.1221	2	U	5,761	4.97	30	16	0	0	0	4	3.87	D
NW 14TH ST	NW 1ST AV	N MIAMI AV	0.1221	2	U	5,761	4.97	30	16	0	0	0	4	3.87	D
NW 14TH ST	NW 1ST PL	NW 1ST AV	0.0851	2	U	5,761	4.97	30	16	0	0	0	4	3.87	D
NW 14TH ST	NW 1ST PL	NW 1ST AV	0.0851	2	U	5,761	4.97	30	16	0	0	0	4	3.87	D
NW 14TH ST	NW 2ND AV	NW 1ST PL	0.0449	2	U	5,761	4.97	30	18	0	0	0	4	3.37	C
NW 14TH ST	NW 2ND AV	NW 1ST PL	0.0449	2	U	5,761	4.97	30	18	0	0	0	4	3.37	C
NW 14TH ST	NW 3RD AV	NW 2ND AV	0.0790	2	U	5,761	4.97	30	19	1	0	1	4	3.21	C
NW 14TH ST	NW 3RD AV	NW 2ND AV	0.0790	2	U	5,761	4.97	30	19	1	0	1	4	3.21	C
NW 14TH ST	NW 7TH AV	NW 3RD AV	0.4411	4	U	5,761	4.97	35	12	0	0	0	4	3.67	D
NW 14TH ST	NW 7TH AV	NW 3RD AV	0.4411	4	U	5,761	4.97	35	12	0	0	0	4	3.67	D
NW 14TH ST	NW 9TH AV	NW 7TH AV	0.2443	2	U	5,761	4.97	30	12	0	0	0	4	4.27	D
NW 14TH ST	NW 9TH AV	NW 7TH AV	0.2443	2	U	5,761	4.97	30	12	0	0	0	4	4.27	D
NW 17TH ST	NW 3RD AV	NW 2ND AV	0.0720	2	O	3,705	4.97	30	16	0	0	100	4	5.07	E
NW 17TH ST	NW 3RD AV	NW 2ND AV	0.0720	2	O	3,705	4.97	30	16	0	0	100	4	5.07	E
NW 17TH ST	NW 2ND AV	NW 1ST AV	0.1343	2	U	3,705	4.97	30	16	0	0	100	4	4.66	E
NW 17TH ST	NW 2ND AV	NW 1ST AV	0.1343	2	U	3,705	4.97	30	16	0	0	100	4	4.66	E
NW 17TH ST	NW 7TH AV	NW 3RD AV	0.4391	2	U	3,705	4.97	30	18	0	0	0	4	2.90	C
NW 17TH ST	NW 7TH AV	NW 3RD AV	0.4391	2	U	3,705	4.97	30	18	0	0	0	4	2.90	C
NW 1ST CT	NW 10TH ST	NW 11TH ST	0.0633	2	U	5,712	4.97	30	10	0	0	0	4	4.64	E
NW 1ST CT	NW 10TH ST	NW 11TH ST	0.0633	2	U	5,712	4.97	30	10	0	0	0	4	4.64	E
NW 1ST CT	NW 7TH ST	NW 8TH ST	0.0675	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST CT	NW 7TH ST	NW 8TH ST	0.0675	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST CT	NW 6TH ST	NW 7TH ST	0.0618	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST CT	NW 6TH ST	NW 7TH ST	0.0618	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST CT	NW 5TH ST	NW 6TH ST	0.0673	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST CT	NW 5TH ST	NW 6TH ST	0.0673	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 1ST PL	NW 11TH ST	NW 14TH ST	0.2173	2	U	1,260	4.97	30	16	0	0	100	4	2.77	C
NW 1ST PL	NW 11TH ST	NW 14TH ST	0.2173	2	U	1,260	4.97	30	16	0	0	100	4	2.77	C
NW 20TH ST	NW 1ST AV	N MIAMI AV	0.1212	4	U	16,200	4.97	30	12	0	0	0	4	4.45	D
NW 20TH ST	NW 1ST AV	N MIAMI AV	0.1212	4	U	16,200	4.97	30	12	0	0	0	4	4.45	D
NW 20TH ST	NW 2ND AV	NW 1ST AV	0.1338	4	U	16,200	4.97	30	12	0	0	0	4	4.45	D
NW 20TH ST	NW 2ND AV	NW 1ST AV	0.1338	4	U	16,200	4.97	30	12	0	0	0	4	4.45	D

Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Con.	Traffic Data Vol. (ADT) (vpd)	Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	(Wl) (ft)	(Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	Grade
Existing Conditions															
NW 20TH ST	NW 3RD AV	NW 2ND AV	0.1017	4	D	16,200	4.97	30	12	0	0	0	4	4.60	E
NW 20TH ST	NW 3RD AV	NW 2ND AV	0.1017	4	D	16,200	4.97	30	12	0	0	0	4	4.60	E
NW 20TH ST	NW 7TH AV	NW 3RD AV	0.4111	4	D	16,200	4.97	30	12	0	0	0	4	4.60	E
NW 20TH ST	NW 7TH AV	NW 3RD AV	0.4111	4	D	16,200	4.97	30	12	0	0	0	4	4.60	E
NW 20TH ST	NW 9TH AV	NW 7TH AV	0.2493	4	S	16,200	4.97	35	12	0	0	0	4	4.80	E
NW 20TH ST	NW 9TH AV	NW 7TH AV	0.2493	4	S	16,200	4.97	35	12	0	0	0	4	4.80	E
NW 29TH ST	NW 2ND AV	N MIAMI AV	0.2590	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 2ND AV	N MIAMI AV	0.2590	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 5TH AV	NW 2ND AV	0.2485	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 5TH AV	NW 2ND AV	0.2485	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 7TH AV	NW 5TH AV	0.2533	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 7TH AV	NW 5TH AV	0.2533	4	U	9,538	4.97	35	20	0	0	100	4	4.75	E
NW 29TH ST	NW 10TH AV	NW 7TH AV	0.2557	4	U	9,538	4.97	35	12	0	0	0	4	4.53	E
NW 29TH ST	NW 10TH AV	NW 7TH AV	0.2557	4	U	9,538	4.97	35	12	0	0	0	4	4.53	E
NW 2ND AV	NW 36TH ST	NW 46TH ST	0.5128	2	U	5,264	4.97	30	20	0	0	50	4	3.97	D
NW 2ND AV	NW 36TH ST	NW 46TH ST	0.5128	2	U	5,264	4.97	30	20	0	0	50	4	3.97	D
NW 2ND AV	NW 29TH ST	NW 36TH ST	0.4439	2	U	5,264	4.97	30	18	0	0	100	4	4.63	E
NW 2ND AV	NW 29TH ST	NW 36TH ST	0.4439	2	U	5,264	4.97	30	18	0	0	100	4	4.63	E
NW 2ND AV	NW 20TH ST	NW 29TH ST	0.5771	2	U	7,200	4.97	30	20	0	0	100	4	4.60	E
NW 2ND AV	NW 20TH ST	NW 29TH ST	0.5771	2	U	7,200	4.97	30	20	0	0	100	4	4.60	E
NW 2ND AV	NW 17TH ST	NW 20TH ST	0.2606	2	U	7,200	4.97	30	10	0	0	0	4	4.75	E
NW 2ND AV	NW 17TH ST	NW 20TH ST	0.2606	2	U	7,200	4.97	30	10	0	0	0	4	4.75	E
NW 2ND AV	NW 14TH ST	NW 17TH ST	0.2437	2	U	7,200	4.97	30	16	0	0	100	4	5.07	E
NW 2ND AV	NW 14TH ST	NW 17TH ST	0.2437	2	U	7,200	4.97	30	16	0	0	100	4	5.07	E
NW 2ND AV	NW 11TH ST	NW 14TH ST	0.2194	2	U	7,200	4.97	30	10	0	0	0	4	4.75	E
NW 2ND AV	NW 11TH ST	NW 14TH ST	0.2194	2	U	7,200	4.97	30	10	0	0	0	4	4.75	E
NW 2ND AV	NW 10TH ST	NW 11TH ST	0.0686	2	U	7,200	4.97	30	10	0	0	0	4	4.60	E
NW 2ND AV	NW 10TH ST	NW 11TH ST	0.0686	2	U	7,200	4.97	30	16	0	0	100	4	4.92	E
NW 2ND AV	NW 8TH ST	NW 10TH ST	0.1333	2	U	7,200	4.97	30	10	0	0	0	4	4.60	E
NW 2ND AV	NW 8TH ST	NW 10TH ST	0.1333	2	U	7,200	4.97	30	16	0	0	100	4	4.92	E
NW 2ND AV	NW 7TH ST	NW 8TH ST	0.0686	2	U	7,200	4.97	30	10	0	0	0	4	4.60	E
NW 2ND AV	NW 7TH ST	NW 8TH ST	0.0686	2	U	7,200	4.97	30	16	0	0	100	4	4.92	E
NW 2ND AV	NW 6TH ST	NW 7TH ST	0.0621	2	U	7,200	4.97	30	20	0	0	100	4	4.60	E
NW 2ND AV	NW 6TH ST	NW 7TH ST	0.0621	2	U	7,200	4.97	30	20	0	0	100	4	4.60	E
NW 2ND AV	NW 5TH ST	NW 6TH ST	0.0645	2	U	7,200	4.97	30	12	0	0	0	4	4.38	D
NW 2ND AV	NW 5TH ST	NW 6TH ST	0.0645	2	U	7,200	4.97	30	18	0	0	100	4	4.78	E
NW 2ND AV	NW 3RD ST	NW 5TH ST	0.1338	2	S	7,200	4.97	30	16	0	0	100	4	4.92	E
NW 2ND AV	NW 3RD ST	NW 5TH ST	0.1338	2	S	7,200	4.97	30	16	0	0	100	4	4.92	E
NW 2ND AV	NW 2ND ST	NW 3RD ST	0.0691	2	S	7,200	4.97	30	12	0	0	0	4	4.38	D
NW 2ND AV	NW 2ND ST	NW 3RD ST	0.0691	2	S	7,200	4.97	30	12	0	0	0	4	4.38	D
NW 36TH ST	NW 2ND AV	N MIAMI AV	0.2596	2	S	23,500	4.97	30	20	0	0	100	4	5.36	E
NW 36TH ST	NW 2ND AV	N MIAMI AV	0.2596	2	S	23,500	4.97	30	20	0	0	100	4	5.36	E
NW 36TH ST	NW 5TH AV	NW 2ND AV	0.2568	2	S	23,500	4.97	30	20	0	0	100	4	5.20	E
NW 36TH ST	NW 5TH AV	NW 2ND AV	0.2568	2	S	23,500	4.97	30	20	0	0	100	4	5.20	E
NW 36TH ST	NW 7TH AV	NW 5TH AV	0.2568	4	U	23,500	4.97	35	12	0	0	0	4	4.84	E
NW 36TH ST	NW 7TH AV	NW 5TH AV	0.2568	4	U	23,500	4.97	35	12	0	0	0	4	4.84	E
NW 36TH ST	NW 10TH AV	NW 7TH AV	0.2469	2	S	23,500	4.97	35	20	0	0	100	4	5.41	E
NW 36TH ST	NW 10TH AV	NW 7TH AV	0.2469	2	S	23,500	4.97	35	20	0	0	100	4	5.41	E
NW 3RD AV	NW 17TH ST	NW 20TH ST	0.2615	2	U	9,200	4.97	30	12	0	0	0	4	4.66	E
NW 3RD AV	NW 17TH ST	NW 20TH ST	0.2615	2	U	9,200	4.97	30	12	0	0	0	4	4.66	E

Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Con.	Traffic Data Vol. (ADT) (vpd)	Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	(Wl) (ft)	(Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	Grade
Existing Conditions															
NW 3RD AV	NW 14TH ST	NW 17TH ST	0.2451	2	U	9,200	4.97	30	16	0	0	0	4	3.95	D
NW 3RD AV	NW 14TH ST	NW 17TH ST	0.2451	2	U	9,200	4.97	30	16	0	0	0	4	3.95	D
NW 3RD AV	NW 11TH ST	NW 14TH ST	0.2418	2	U	9,200	4.97	30	18	0	0	100	4	5.06	E
NW 3RD AV	NW 11TH ST	NW 14TH ST	0.2418	2	U	9,200	4.97	30	18	0	0	100	4	5.06	E
NW 3RD AV	NW 10TH ST	NW 11TH ST	0.0677	2	U	9,200	4.97	30	18	0	0	100	4	4.91	E
NW 3RD AV	NW 10TH ST	NW 11TH ST	0.0677	2	U	9,200	4.97	30	18	0	0	100	4	4.91	E
NW 3RD AV	NW 8TH ST	NW 10TH ST	0.1352	2	U	9,200	4.97	30	18	0	0	100	4	4.91	E
NW 3RD AV	NW 8TH ST	NW 10TH ST	0.1352	2	U	9,200	4.97	30	18	0	0	100	4	4.91	E
NW 3RD AV	NW 5TH ST	NW 6TH ST	0.0668	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	NW 5TH ST	NW 6TH ST	0.0668	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	NW 3RD ST	NW 5TH ST	0.1330	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	NW 3RD ST	NW 5TH ST	0.1330	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	W FLAGLER ST	NW 3RD ST	0.0678	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	W FLAGLER ST	NW 3RD ST	0.0678	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD CT	NW 5TH ST	NW 6TH ST	0.0653	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 5TH ST	NW 6TH ST	0.0653	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 3RD ST	NW 5TH ST	0.1367	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 3RD ST	NW 5TH ST	0.1367	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 2ND ST	NW 3RD ST	0.0679	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 2ND ST	NW 3RD ST	0.0679	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD ST	NW 1ST AV	N MIAMI AV	0.0951	2	O	9,600	4.97	30	20	0	0	100	4	5.08	E
NW 3RD ST	NW 1ST AV	N MIAMI AV	0.0951	2	O	9,600	4.97	30	20	0	0	0	4	3.58	D
NW 3RD ST	NW 2ND AV	NW 1ST AV	0.1604	3	S	9,600	4.97	30	12	0	0	100	4	4.88	E
NW 3RD ST	NW 2ND AV	NW 1ST AV	0.1604	3	S	9,600	4.97	30	12	0	0	0	4	4.18	D
NW 3RD ST	NW 3RD AV	NW 2ND AV	0.1049	3	S	9,600	4.97	30	12	0	0	100	4	4.88	E
NW 3RD ST	NW 3RD AV	NW 2ND AV	0.1049	3	S	9,600	4.97	30	12	0	0	0	4	4.18	D
NW 3RD ST	NW 3RD CT	NW 3RD AV	0.0416	1	O	9,600	4.97	30	18	0	0	0	4	3.96	D
NW 3RD ST	NW 3RD CT	NW 3RD AV	0.0416	1	O	9,600	4.97	30	18	0	0	0	4	3.96	D
NW 3RD ST	NORTH RIVER DR	NW 3RD CT	0.1701	1	O	7,000	4.97	30	18	0	0	0	4	3.80	D
NW 3RD ST	NORTH RIVER DR	NW 3RD CT	0.1701	1	O	7,000	4.97	30	18	0	0	0	4	3.80	D
NW 4TH ST	NORTH RIVER DR	NW 5TH AV	0.0376	2	D	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 4TH ST	NORTH RIVER DR	NW 5TH AV	0.0376	2	D	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 29TH ST	NW 36TH ST	0.4449	4	D	12,656	4.97	30	18	0	0	100	4	4.87	E
NW 5TH AV	NW 29TH ST	NW 36TH ST	0.4449	4	D	12,656	4.97	30	18	0	0	100	4	4.87	E
NW 5TH AV	NW 10TH ST	NW 11TH ST	0.0681	4	U	12,656	4.97	35	10	0	0	0	4	4.90	E
NW 5TH AV	NW 10TH ST	NW 11TH ST	0.0681	4	U	12,656	4.97	35	10	0	0	0	4	4.90	E
NW 5TH AV	NW 8TH ST	NW 10TH ST	0.1377	4	U	12,656	4.97	35	10	0	0	0	4	4.90	E
NW 5TH AV	NW 8TH ST	NW 10TH ST	0.1377	4	U	12,656	4.97	35	10	0	0	0	4	4.90	E
NW 5TH AV	NW 6TH ST	NW 8TH ST	0.1264	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 6TH ST	NW 8TH ST	0.1264	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 5TH ST	NW 6TH ST	0.0661	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 5TH ST	NW 6TH ST	0.0661	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 4TH ST	NW 5TH ST	0.0664	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH AV	NW 4TH ST	NW 5TH ST	0.0664	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 5TH ST	NW 1ST AV	N MIAMI AV	0.0961	3	O	9,184	4.97	30	10	0	0	0	4	4.86	E
NW 5TH ST	NW 1ST AV	N MIAMI AV	0.0961	3	O	9,184	4.97	30	10	0	0	0	4	4.86	E
NW 5TH ST	NW 1ST CT	NW 1ST AV	0.0906	3	O	3,511	4.97	30	16	0	0	100	4	4.70	E
NW 5TH ST	NW 1ST CT	NW 1ST AV	0.0906	3	O	3,511	4.97	30	16	0	0	100	4	4.70	E
NW 5TH ST	NW 3RD AV	NW 2ND AV	0.1003	3	O	9,184	4.97	30	16	0	0	100	4	5.18	E
NW 5TH ST	NW 3RD AV	NW 2ND AV	0.1003	3	O	9,184	4.97	30	16	0	0	100	4	5.18	E

Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade
Existing Conditions															
NW 5TH ST	NW 3RD CT	NW 3RD AV	0.0470	3	O	9,184	4.97	30	16	0	0	0	4	3.93	D
NW 5TH ST	NW 3RD CT	NW 3RD AV	0.0470	3	O	9,184	4.97	30	16	0	0	0	4	3.93	D
NW 5TH ST	NW 5TH AV	NW 3RD CT	0.1715	3	O	9,184	4.97	30	16	0	0	100	4	5.03	E
NW 5TH ST	NW 5TH AV	NW 3RD CT	0.1715	3	O	9,184	4.97	30	16	0	0	100	4	5.03	E
NW 5TH ST	NW 7TH AV	NW 5TH AV	0.2294	3	O	9,184	4.97	30	16	0	0	100	4	5.03	E
NW 5TH ST	NW 7TH AV	NW 5TH AV	0.2294	3	O	9,184	4.97	30	16	0	0	100	4	5.03	E
NW 5TH ST	NW SOUTH RIVER DR	NORTH RIVER DR	0.1040	6	U	26,600	4.97	40	12	0	0	0	4	4.99	E
NW 5TH ST	NW SOUTH RIVER DR	NORTH RIVER DR	0.1040	6	U	26,600	4.97	40	12	0	0	0	4	4.99	E
NW 6TH ST	NW 1ST AV	N MIAMI AV	0.0985	3	O	56	4.97	30	10	0	0	0	4	2.25	B
NW 6TH ST	NW 1ST AV	N MIAMI AV	0.0985	3	O	56	4.97	30	10	0	0	0	4	2.25	B
NW 6TH ST	NW 1ST CT	NW 1ST AV	0.0908	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 1ST CT	NW 1ST AV	0.0908	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 2ND AV	NW 1ST CT	0.0684	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 2ND AV	NW 1ST CT	0.0684	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 3RD AV	NW 2ND AV	0.1009	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 3RD AV	NW 2ND AV	0.1009	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 3RD CT	NW 3RD AV	0.0434	3	O	56	4.97	30	16	0	0	0	4	1.47	A
NW 6TH ST	NW 3RD CT	NW 3RD AV	0.0434	3	O	56	4.97	30	16	0	0	0	4	1.47	A
NW 6TH ST	NW 5TH AV	NW 3RD CT	0.1711	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 5TH AV	NW 3RD CT	0.1711	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 7TH AV	NW 5TH AV	0.2263	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 6TH ST	NW 7TH AV	NW 5TH AV	0.2263	2	O	56	4.97	30	18	0	0	100	4	2.78	C
NW 7TH AV	NW 36TH ST	NW 46TH ST	0.5333	4	S	21,100	3.59	30	13	1	0	0	4	4.17	D
NW 7TH AV	NW 36TH ST	NW 46TH ST	0.5333	4	S	21,100	3.59	30	13	1	0	0	4	4.17	D
NW 7TH AV	NW 29TH ST	NW 36TH ST	0.4418	4	S	28,452	4.21	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 29TH ST	NW 36TH ST	0.4418	4	S	28,452	4.21	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 20TH ST	NW 29TH ST	0.5779	4	S	23,000	4.21	30	12	0	0	0	3	4.84	E
NW 7TH AV	NW 20TH ST	NW 29TH ST	0.5779	4	S	23,000	4.21	30	12	0	0	0	3	4.84	E
NW 7TH AV	NW 17TH ST	NW 20TH ST	0.2511	4	S	23,000	4.97	30	12	0	0	0	3	4.95	E
NW 7TH AV	NW 17TH ST	NW 20TH ST	0.2511	4	S	23,000	4.97	30	12	0	0	0	3	4.95	E
NW 7TH AV	NW 14TH ST	NW 17TH ST	0.2557	4	S	23,000	4.97	30	12	0	0	0	4	4.62	E
NW 7TH AV	NW 14TH ST	NW 17TH ST	0.2557	4	S	23,000	4.97	30	12	0	0	0	4	4.62	E
NW 7TH AV	NW 11TH ST	NW 14TH ST	0.2429	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 11TH ST	NW 14TH ST	0.2429	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 10TH ST	NW 11TH ST	0.0645	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 10TH ST	NW 11TH ST	0.0645	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 8TH ST	NW 10TH ST	0.1402	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 8TH ST	NW 10TH ST	0.1402	4	S	23,000	4.97	30	12	0	0	0	4	4.78	E
NW 7TH AV	NW 6TH ST	NW 8TH ST	0.1290	4	S	12,900	4.97	30	12	0	0	0	4	4.48	D
NW 7TH AV	NW 6TH ST	NW 8TH ST	0.1290	4	S	12,900	4.97	30	12	0	0	0	4	4.48	D
NW 7TH AV	NORTH RIVER DR	NW 6TH ST	0.0594	4	S	12,900	4.97	30	12	0	0	0	4	4.48	D
NW 7TH AV	NORTH RIVER DR	NW 6TH ST	0.0594	4	S	12,900	4.97	30	12	0	0	0	4	4.48	D
NW 7TH ST	NW 2ND AV	NW 1ST CT	0.0675	1	O	22,139	4.97	30	19	7	0	100	4	5.29	E
NW 7TH ST	NW 2ND AV	NW 1ST CT	0.0675	1	O	22,139	4.97	30	19	7	0	100	4	5.29	E
NW 8TH ST	NW 3RD AV	NW 2ND AV	0.1042	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 8TH ST	NW 3RD AV	NW 2ND AV	0.1042	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 8TH ST	NW 3RD CT	NW 3RD AV	0.0589	2	U	5,712	4.97	30	14	0	0	0	4	4.01	D
NW 8TH ST	NW 3RD CT	NW 3RD AV	0.0589	2	U	5,712	4.97	30	14	0	0	0	4	4.01	D
NW 8TH ST	NW 5TH AV	NW 3RD CT	0.1510	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E
NW 8TH ST	NW 5TH AV	NW 3RD CT	0.1510	2	U	5,712	4.97	30	16	0	0	100	4	4.96	E

Route Name	From	To	Len. (Ls) (Mi)	Lanes (L) Th #	Con.	Traffic Data Vol. (ADT) (vpd)	Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	(Wl) (ft)	(Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	Grade
Existing Conditions															
NW 8TH ST	NW 7TH AV	NW 5TH AV	0.2296	2	U	5,712	4.97	30	18	0	0	100	4	4.82	E
NW 8TH ST	NW 7TH AV	NW 5TH AV	0.2296	2	U	5,712	4.97	30	18	0	0	100	4	4.82	E
NW 8TH STRD	NW 8TH ST	NW 10TH ST	0.1996	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 8TH STRD	NW 8TH ST	NW 10TH ST	0.1996	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
I 395 EX	NE 1ST AV	NE 2ND AV	0.1039	3	O	11,500	4.97	30	12	0	0	0	4	4.60	E
I 395 EX	NE 1ST AV	NE 2ND AV	0.1039	3	O	11,500	4.97	30	12	0	0	0	4	4.60	E
N MIAMI AV	NE 17TH ST	NE 17TH TE	0.0587	4	U	7,875	4.97	30	12	0	0	0	4	4.21	D
N MIAMI AV	NE 17TH ST	NE 17TH TE	0.0587	4	U	7,875	4.97	30	12	0	0	0	4	4.21	D
NW 1ST AV	NW 2ND ST	NW 3RD ST	0.0692	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 2ND ST	NW 3RD ST	0.0692	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 3RD ST	NW 4TH ST	0.0653	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 3RD ST	NW 4TH ST	0.0653	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 4TH ST	NW 5TH ST	0.0652	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 4TH ST	NW 5TH ST	0.0652	4	S	1,260	4.97	35	12	0	0	0	4	3.35	C
NW 1ST AV	NW 5TH ST	NW 6TH ST	0.0678	4	D	1,260	4.97	35	10	0	0	0	4	2.53	C
NW 1ST AV	NW 5TH ST	NW 6TH ST	0.0678	4	D	1,260	4.97	35	10	0	0	0	4	2.53	C
NW 1ST AV	NW 6TH ST	NW 7TH ST	0.0682	4	D	1,260	4.97	35	10	0	0	0	4	2.53	C
NW 1ST AV	NW 6TH ST	NW 7TH ST	0.0682	4	D	1,260	4.97	35	10	0	0	0	4	2.53	C
NW 1ST AV	NW 7TH ST	NW 10TH ST	0.2003	4	D	1,260	4.97	35	16	0	0	100	4	2.17	B
NW 1ST AV	NW 7TH ST	NW 10TH ST	0.2003	4	D	1,260	4.97	35	12	0	0	0	4	1.63	B
NW 1ST AV	NW 10TH ST	NW 11TH ST	0.0669	2	U	1,260	4.97	30	16	0	0	100	4	2.92	C
NW 1ST AV	NW 10TH ST	NW 11TH ST	0.0669	2	U	1,260	4.97	30	16	0	0	100	4	2.92	C
NW 1ST AV	NW 11TH ST	NW 14TH ST	0.2451	2	U	1,260	4.97	30	10	0	0	0	4	2.94	C
NW 1ST AV	NW 11TH ST	NW 14TH ST	0.2451	2	U	1,260	4.97	30	10	0	0	0	4	2.94	C
NW 1ST AV	NW 14TH ST	NW 17TH ST	0.2320	2	U	1,260	4.97	30	20	0	0	100	3	1.74	B
NW 1ST AV	NW 14TH ST	NW 17TH ST	0.2320	2	U	1,260	4.97	30	20	0	0	100	3	1.74	B
NW 1ST AV	NW 17TH ST	NW 20TH ST	0.2687	2	U	1,260	4.97	30	20	0	0	100	3	1.74	B
NW 1ST AV	NW 17TH ST	NW 20TH ST	0.2687	2	U	1,260	4.97	30	20	0	0	100	3	1.74	B
NW 11TH ST	NW 2ND AV	NW 11TH TE	0.0307	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 11TH ST	NW 2ND AV	NW 11TH TE	0.0307	2	U	5,712	4.97	30	10	0	0	0	4	4.49	D
NW 3RD AV	NW 6TH ST	I 95 EX	0.0621	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	NW 6TH ST	I 95 EX	0.0621	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	I 95 EX	NW 8TH ST	0.0667	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD AV	I 95 EX	NW 8TH ST	0.0667	3	O	9,200	4.97	30	12	0	0	0	4	4.49	D
NW 3RD CT	NW 6TH ST	I 95 EX	0.0641	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	NW 6TH ST	I 95 EX	0.0641	4	O	9,600	4.97	30	12	0	0	0	4	4.51	E
NW 3RD CT	I 95 EX	NW 8TH ST	0.0661	4	O	9,600	2.95	30	12	0	0	0	4	4.11	D
NW 3RD CT	I 95 EX	NW 8TH ST	0.0661	4	O	9,600	2.95	30	12	0	0	0	4	4.11	D



PEDESTRIAN LOS CALCULATION SPREADSHEET

As defined in the 2009 FDOT Quality/Level of Service Handbook, the Pedestrian LOS Model is based on the following equation:

$$PLOS = -1.2276 ln(W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091(Vol_{15}/L) + 0.0004SPD^2 + 6.0468$$

Where:

- PLOS = Pedestrian level of service score
- *ln* = Natural log
- W_{ol} = Width of outside lane
- W_l = Width of shoulder or bicycle lane
- f_p = On-street parking effect coefficient (=0.20)
- %OSP = Percent of segment with occupied on-street parking
- f_b = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)
- W_b = Buffer width (distance between edge of pavement and sidewalk, feet)
- f_{sw} = Sidewalk presence coefficient (= $6 - 0.3W_s$)
- W_s = Width of sidewalk
- Vol_{15} = Volume of motorized vehicles in the peak 15 minute period
- L = Total number of directional thru lanes
- SPD = Average running speed of motorized vehicles traffic (mi/hr)

Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
N MIAMI AV	NE 36TH ST	NE 46TH ST	E	20,605	0.76	0.10	4	S	40	12	0	0	0	2	0	5	100	3.49	C
N MIAMI AV	NE 36TH ST	NE 46TH ST	W	20,650	0.76	0.10	4	S	40	12	0	0	0	2	0	5	100	3.49	C
N MIAMI AV	NE 29TH ST	NE 36TH ST	E	20,605	0.76	0.10	4	U	30	12	0	0	0	7	0	4	100	3.38	C
N MIAMI AV	NE 29TH ST	NE 36TH ST	W	20,650	0.76	0.10	4	U	30	12	0	0	0	8	0	4	100	3.34	C
N MIAMI AV	NE 20TH ST	NE 29TH ST	E	7,875	0.92	0.11	4	U	30	12	0	0	0	7	0	5	100	2.41	B
N MIAMI AV	NE 20TH ST	NE 29TH ST	W	7,875	0.92	0.11	4	U	30	12	0	0	0	7	0	5	100	2.41	B
N MIAMI AV	NE 17TH TE	NE 20TH ST	E	7,875	0.92	0.11	4	U	30	12	0	0	0	8	0	5	100	2.37	B
N MIAMI AV	NE 17TH TE	NE 20TH ST	W	7,875	0.92	0.11	4	U	30	12	0	0	0	8	0	5	90	2.53	C
N MIAMI AV	NE 15TH ST	NE 17TH ST	E	7,875	0.92	0.11	2	O	30	18	0	0	100	5	0	5	100	1.91	B
N MIAMI AV	NE 15TH ST	NE 17TH ST	W	7,875	0.92	0.11	2	O	30	18	0	0	100	5	0	5	100	1.91	B
N MIAMI AV	NE 11TH ST	NE 14TH ST	E	7,875	0.92	0.11	3	O	30	16	0	0	75	0	0	5	100	1.83	B
N MIAMI AV	NE 11TH ST	NE 14TH ST	W	7,875	0.92	0.11	3	O	30	16	0	0	75	0	0	5	100	1.83	B
N MIAMI AV	NE 10TH ST	NE 11TH ST	E	7,875	0.92	0.11	3	O	30	16	0	0	100	0	0	10	100	1.57	B
N MIAMI AV	NE 10TH ST	NE 11TH ST	W	7,875	0.92	0.11	3	O	30	16	0	0	100	0	0	10	100	1.57	B
NE 11TH ST	N MIAMI AV	NE 1ST AV	N	5,712	0.52	0.11	2	O	30	16	0	0	100	0	0	7	100	1.67	B
NE 11TH ST	N MIAMI AV	NE 1ST AV	S	5,712	0.52	0.11	2	O	30	10	0	0	0	0	0	7	100	2.32	B
NE 14TH ST	N MIAMI AV	NE 1ST AV	N	5,712	0.52	0.11	2	S	30	12	0	0	0	2	0	5	100	2.40	B
NE 14TH ST	N MIAMI AV	NE 1ST AV	S	5,712	0.52	0.11	2	S	30	12	0	0	0	2	0	5	100	2.40	B
NE 15TH ST	N MIAMI AV	NE 1ST AV	N	5,712	0.52	0.11	2	S	30	10	0	0	0	2	0	5	100	2.46	B
NE 15TH ST	N MIAMI AV	NE 1ST AV	S	5,712	0.52	0.11	2	S	30	10	0	0	0	2	0	12	100	2.92	C
NE 17TH ST	N MIAMI AV	NE 1ST AV	N	5,712	0.52	0.11	2	O	30	20	0	0	100	0	0	5	100	1.69	B
NE 17TH ST	N MIAMI AV	NE 1ST AV	S	5,712	0.52	0.11	2	O	30	20	0	0	100	0	0	5	100	1.69	B
NE 20TH ST	N MIAMI AV	NE 2ND AV	N	5,712	0.52	0.11	2	U	30	20	0	0	75	0	0	5	100	1.82	B
NE 20TH ST	N MIAMI AV	NE 2ND AV	S	5,712	0.52	0.11	2	U	30	20	0	0	75	0	0	4	25	2.81	C
NE 29TH ST	N MIAMI AV	NE 2ND AV	N	14,464	0.52	0.11	4	U	35	20	0	0	100	5	0	5	100	1.83	B
NE 29TH ST	N MIAMI AV	NE 2ND AV	S	14,464	0.52	0.11	4	U	35	20	0	0	100	5	0	5	90	1.98	B
NE 36TH ST	N MIAMI AV	NE 2ND AV	N	12,656	0.52	0.11	4	S	35	12	0	0	0	0	0	5	100	2.54	C
NE 36TH ST	N MIAMI AV	NE 2ND AV	S	12,656	0.52	0.11	4	S	35	12	0	0	0	0	0	5	100	2.54	C
NORTH RIVER DR	NW 5TH ST	NW 4TH ST	E	5,712	0.52	0.11	2	U	30	18	0	0	100	0	0	5	100	1.76	B
NORTH RIVER DR	NW 5TH ST	NW 4TH ST	W	5,712	0.52	0.11	2	U	30	18	0	0	100	0	0	5	100	1.76	B
NORTH RIVER DR	NW 3RD ST	NW 4TH ST	E	5,712	0.52	0.11	2	U	30	18	0	0	0	0	0	10	100	2.04	B
NORTH RIVER DR	NW 3RD ST	NW 4TH ST	W	5,712	0.52	0.11	2	U	30	18	0	0	0	0	0	10	100	2.04	B
NORTH RIVER DR	NW 2ND ST	NW 3RD ST	E	5,712	0.52	0.11	2	U	30	18	0	0	0	0	0	10	100	2.04	B
NORTH RIVER DR	NW 2ND ST	NW 3RD ST	W	5,712	0.52	0.11	2	U	30	18	0	0	0	0	0	10	100	2.04	B
NW 10TH ST	NW 1ST AV	N MIAMI AV	N	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	6	100	1.51	B
NW 10TH ST	NW 1ST AV	N MIAMI AV	S	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	10	100	1.41	A
NW 10TH ST	NW 1ST CT	NW 1ST AV	N	5,000	1.00	0.09	2	O	30	16	0	0	100	2	60	4	100	1.53	B
NW 10TH ST	NW 1ST CT	NW 1ST AV	S	5,000	1.00	0.09	2	O	30	16	0	0	100	2	30	4	100	1.46	A
NW 10TH ST	NW 2ND AV	NW 1ST CT	N	5,000	1.00	0.09	2	O	30	16	0	0	100	2	60	4	100	1.53	B
NW 10TH ST	NW 2ND AV	NW 1ST CT	S	5,000	1.00	0.09	2	O	30	16	0	0	100	2	30	4	100	1.46	A
NW 10TH ST	NW 3RD AV	NW 2ND AV	N	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	5	100	1.56	B
NW 10TH ST	NW 3RD AV	NW 2ND AV	S	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	5	100	1.56	B
NW 10TH ST	NW 5TH AV	NW 3RD AV	N	5,000	1.00	0.09	2	O	30	18	0	0	100	0	0	5	100	1.53	B
NW 10TH ST	NW 5TH AV	NW 3RD AV	S	5,000	1.00	0.09	2	O	30	18	0	0	100	0	0	5	100	1.53	B
NW 10TH ST	NW 7TH AV	NW 5TH AV	N	5,000	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.04	B
NW 10TH ST	NW 7TH AV	NW 5TH AV	S	5,000	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.04	B

Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 10TH ST	NW 8TH STRD	NW 7TH AV	N	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	4	100	1.64	B
NW 10TH ST	NW 8TH STRD	NW 7TH AV	S	5,000	1.00	0.09	2	O	30	16	0	0	100	0	0	4	100	1.64	B
NW 11TH ST	NW 1ST AV	N MIAMI AV	N	5,712	0.52	0.11	2	O	30	16	0	0	100	0	0	7	100	1.67	B
NW 11TH ST	NW 1ST AV	N MIAMI AV	S	5,712	0.52	0.11	2	O	30	16	0	0	100	0	0	7	100	1.67	B
NW 11TH ST	NW 1ST AV	NW 1ST AV	N	5,712	0.52	0.11	2	O	30	16	0	0	100	0	0	7	100	1.67	B
NW 11TH ST	NW 1ST AV	NW 1ST AV	S	5,712	0.52	0.11	2	O	30	16	0	0	100	0	0	7	100	1.67	B
NW 11TH ST	NW 2ND AV	NW 1ST AV	N	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 2ND AV	NW 1ST AV	S	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 3RD AV	NW 2ND AV	N	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 3RD AV	NW 2ND AV	S	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 5TH AV	NW 3RD AV	N	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 5TH AV	NW 3RD AV	S	5,712	0.52	0.11	2	O	30	16	0	0	0	0	0	5	100	2.29	B
NW 11TH ST	NW 7TH AV	NW 5TH AV	N	792	0.52	0.11	2	O	30	12	0	0	0	2	0	5	100	1.75	B
NW 11TH ST	NW 7TH AV	NW 5TH AV	S	792	0.52	0.11	2	O	30	12	0	0	0	2	0	5	100	1.75	B
NW 11TH ST	NW 10TH AV	NW 7TH AV	N	5,712	0.52	0.11	2	O	30	10	0	0	0	0	0	7	100	2.32	B
NW 11TH ST	NW 10TH AV	NW 7TH AV	S	5,712	0.52	0.11	2	O	30	10	0	0	0	0	0	4	100	2.63	C
NW 11TH TE	NW 11TH ST	N MIAMI AV	E	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	5	100	1.80	B
NW 11TH TE	NW 11TH ST	N MIAMI AV	W	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	5	100	1.80	B
NW 14TH ST	N MIAMI AV	N MIAMI AV	N	5,761	0.59	0.09	2	U	30	17	1	0	1	0	0	5	101	2.21	B
NW 14TH ST	N MIAMI AV	N MIAMI AV	S	5,761	0.59	0.09	2	U	30	17	1	0	1	0	0	5	101	2.21	B
NW 14TH ST	NW 1ST AV	N MIAMI AV	N	5,761	0.59	0.09	2	U	30	16	0	0	0	0	0	5	100	2.26	B
NW 14TH ST	NW 1ST AV	N MIAMI AV	S	5,761	0.59	0.09	2	U	30	16	0	0	0	0	0	5	100	2.26	B
NW 14TH ST	NW 1ST PL	NW 1ST AV	N	5,761	0.59	0.09	2	U	30	16	0	0	0	0	0	5	100	2.26	B
NW 14TH ST	NW 1ST PL	NW 1ST AV	S	5,761	0.59	0.09	2	U	30	16	0	0	0	0	0	5	100	2.26	B
NW 14TH ST	NW 2ND AV	NW 1ST PL	N	5,761	0.59	0.09	2	U	30	18	0	0	0	0	0	5	100	2.20	B
NW 14TH ST	NW 2ND AV	NW 1ST PL	S	5,761	0.59	0.09	2	U	30	18	0	0	0	0	0	5	100	2.20	B
NW 14TH ST	NW 3RD AV	NW 2ND AV	N	5,761	0.59	0.09	2	U	30	19	1	0	1	0	0	5	101	2.15	B
NW 14TH ST	NW 3RD AV	NW 2ND AV	S	5,761	0.59	0.09	2	U	30	19	1	0	1	0	0	5	101	2.15	B
NW 14TH ST	NW 7TH AV	NW 3RD AV	N	5,761	0.59	0.09	4	U	35	12	0	0	0	0	0	5	100	2.05	B
NW 14TH ST	NW 7TH AV	NW 3RD AV	S	5,761	0.59	0.09	4	U	35	12	0	0	0	0	0	5	100	2.05	B
NW 14TH ST	NW 9TH AV	NW 7TH AV	N	5,761	0.59	0.09	2	U	30	12	0	0	0	2	0	5	100	2.35	B
NW 14TH ST	NW 9TH AV	NW 7TH AV	S	5,761	0.59	0.09	2	U	30	12	0	0	0	2	0	5	100	2.35	B
NW 17TH ST	NW 3RD AV	NW 2ND AV	N	3,705	0.51	0.08	2	O	30	16	0	0	100	0	0	5	100	1.39	A
NW 17TH ST	NW 3RD AV	NW 2ND AV	S	3,705	0.51	0.08	2	O	30	16	0	0	100	0	0	5	100	1.39	A
NW 17TH ST	NW 2ND AV	NW 1ST AV	N	3,705	0.51	0.08	2	U	30	16	0	0	100	0	0	5	100	1.40	A
NW 17TH ST	NW 2ND AV	NW 1ST AV	S	3,705	0.51	0.08	2	U	30	16	0	0	100	0	0	5	100	1.40	A
NW 17TH ST	NW 7TH AV	NW 3RD AV	N	3,705	0.51	0.08	2	U	30	18	0	0	0	5	20	5	100	1.23	A
NW 17TH ST	NW 7TH AV	NW 3RD AV	S	3,705	0.51	0.08	2	U	30	18	0	0	0	5	25	5	90	1.45	A
NW 1ST CT	NW 10TH ST	NW 11TH ST	E	5,712	0.52	0.11	2	U	30	10	0	0	0	2	0	4	100	2.57	C
NW 1ST CT	NW 10TH ST	NW 11TH ST	W	5,712	0.52	0.11	2	U	30	10	0	0	0	2	0	5	100	2.45	B
NW 1ST CT	NW 7TH ST	NW 8TH ST	E	5,712	0.52	0.11	2	U	30	10	0	0	0	0	0	6	100	2.42	B
NW 1ST CT	NW 7TH ST	NW 8TH ST	W	5,712	0.52	0.11	2	U	30	10	0	0	0	8	120	5	100	2.12	B
NW 1ST CT	NW 6TH ST	NW 7TH ST	E	5,712	0.52	0.11	2	U	30	10	0	0	0	0	0	6	100	2.42	B
NW 1ST CT	NW 6TH ST	NW 7TH ST	W	5,712	0.52	0.11	2	U	30	10	0	0	0	8	120	5	100	2.12	B
NW 1ST CT	NW 5TH ST	NW 6TH ST	E	5,712	0.52	0.11	2	U	30	10	0	0	0	8	0	6	100	2.17	B
NW 1ST CT	NW 5TH ST	NW 6TH ST	W	5,712	0.52	0.11	2	U	30	10	0	0	0	8	0	5	100	2.25	B

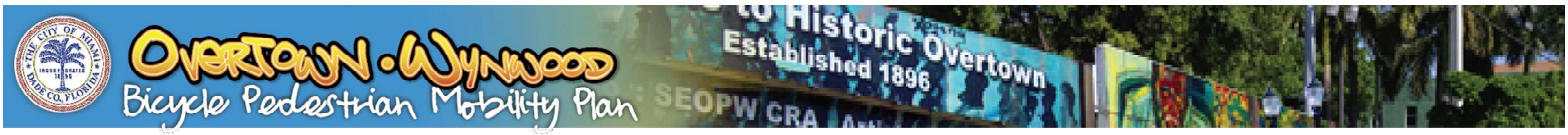
Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 1ST PL	NW 11TH ST	NW 14TH ST	E	1,260	1.00	0.12	2	U	30	16	0	0	100	0	0	4	100	1.47	A
NW 1ST PL	NW 11TH ST	NW 14TH ST	W	1,260	1.00	0.12	2	U	30	16	0	0	100	0	0	4	100	1.47	A
NW 20TH ST	NW 1ST AV	N MIAMI AV	N	16,200	0.56	0.07	4	U	30	12	0	0	0	0	0	5	100	2.43	B
NW 20TH ST	NW 1ST AV	N MIAMI AV	S	16,200	0.56	0.07	4	U	30	12	0	0	0	0	0	5	100	2.43	B
NW 20TH ST	NW 2ND AV	NW 1ST AV	N	16,200	0.56	0.07	4	U	30	12	0	0	0	0	0	5	100	2.43	B
NW 20TH ST	NW 2ND AV	NW 1ST AV	S	16,200	0.56	0.07	4	U	30	12	0	0	0	0	0	5	100	2.43	B
NW 20TH ST	NW 3RD AV	NW 2ND AV	N	16,200	0.56	0.07	4	D	30	12	0	0	0	7	0	5	100	2.22	B
NW 20TH ST	NW 3RD AV	NW 2ND AV	S	16,200	0.56	0.07	4	D	30	12	0	0	0	7	30	5	100	1.73	B
NW 20TH ST	NW 7TH AV	NW 3RD AV	N	16,200	0.56	0.07	4	D	30	12	0	0	0	7	0	5	100	2.22	B
NW 20TH ST	NW 7TH AV	NW 3RD AV	S	16,200	0.56	0.07	4	D	30	12	0	0	0	7	30	5	100	1.73	B
NW 20TH ST	NW 9TH AV	NW 7TH AV	N	16,200	0.56	0.07	4	S	35	12	0	0	0	2	0	6	100	2.28	B
NW 20TH ST	NW 9TH AV	NW 7TH AV	S	16,200	0.56	0.07	4	S	35	12	0	0	0	2	0	7	100	2.22	B
NW 29TH ST	NW 2ND AV	N MIAMI AV	N	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.42	A
NW 29TH ST	NW 2ND AV	N MIAMI AV	S	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.42	A
NW 29TH ST	NW 5TH AV	NW 2ND AV	N	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.42	A
NW 29TH ST	NW 5TH AV	NW 2ND AV	S	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.42	A
NW 29TH ST	NW 7TH AV	NW 5TH AV	N	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.45	A
NW 29TH ST	NW 7TH AV	NW 5TH AV	S	9,538	0.62	0.08	4	U	35	20	0	0	100	5	0	5	100	1.45	A
NW 29TH ST	NW 10TH AV	NW 7TH AV	N	9,538	0.62	0.08	4	U	35	12	0	0	0	8	0	6	100	1.91	B
NW 29TH ST	NW 10TH AV	NW 7TH AV	S	9,538	0.62	0.08	4	U	35	12	0	0	0	8	0	7	100	1.85	B
NW 2ND AV	NW 36TH ST	NW 46TH ST	E	5,264	0.79	0.09	2	U	30	20	0	0	50	0	0	5	100	2.04	B
NW 2ND AV	NW 36TH ST	NW 46TH ST	W	5,264	0.79	0.09	2	U	30	20	0	0	50	0	0	5	100	2.04	B
NW 2ND AV	NW 29TH ST	NW 36TH ST	E	5,264	0.79	0.09	2	U	30	18	0	0	100	0	0	5	100	1.87	B
NW 2ND AV	NW 29TH ST	NW 36TH ST	W	5,264	0.79	0.09	2	U	30	18	0	0	100	0	0	5	100	1.87	B
NW 2ND AV	NW 20TH ST	NW 29TH ST	E	7,200	0.54	0.09	2	U	30	20	0	0	100	0	0	10	100	1.62	B
NW 2ND AV	NW 20TH ST	NW 29TH ST	W	7,200	0.54	0.09	2	U	30	20	0	0	100	0	0	10	100	1.62	B
NW 2ND AV	NW 17TH ST	NW 20TH ST	E	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	0	100	4.02	D
NW 2ND AV	NW 17TH ST	NW 20TH ST	W	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	5	25	3.65	D
NW 2ND AV	NW 14TH ST	NW 17TH ST	E	7,200	0.54	0.09	2	U	30	16	0	0	100	0	0	5	100	1.84	B
NW 2ND AV	NW 14TH ST	NW 17TH ST	W	7,200	0.54	0.09	2	U	30	16	0	0	100	0	0	5	100	1.84	B
NW 2ND AV	NW 11TH ST	NW 14TH ST	E	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	5	100	2.57	C
NW 2ND AV	NW 11TH ST	NW 14TH ST	W	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	5	100	2.57	C
NW 2ND AV	NW 10TH ST	NW 11TH ST	E	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	6	100	2.47	B
NW 2ND AV	NW 10TH ST	NW 11TH ST	W	7,200	0.54	0.09	2	U	30	16	0	0	100	0	0	6	100	1.80	B
NW 2ND AV	NW 8TH ST	NW 10TH ST	E	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	6	100	2.47	B
NW 2ND AV	NW 8TH ST	NW 10TH ST	W	7,200	0.54	0.09	2	U	30	16	0	0	100	0	0	6	100	1.80	B
NW 2ND AV	NW 7TH ST	NW 8TH ST	E	7,200	0.54	0.09	2	U	30	10	0	0	0	0	0	6	101	2.45	B
NW 2ND AV	NW 7TH ST	NW 8TH ST	W	7,200	0.54	0.09	2	U	30	16	0	0	100	0	0	6	101	1.78	B
NW 2ND AV	NW 6TH ST	NW 7TH ST	E	7,200	0.54	0.09	2	U	30	20	0	0	100	5	40	10	100	1.35	A
NW 2ND AV	NW 6TH ST	NW 7TH ST	W	7,200	0.54	0.09	2	U	30	20	0	0	100	5	30	10	100	1.30	A
NW 2ND AV	NW 5TH ST	NW 6TH ST	E	7,200	0.54	0.09	2	U	30	12	0	0	0	0	0	7	100	2.34	B
NW 2ND AV	NW 5TH ST	NW 6TH ST	W	7,200	0.54	0.09	2	U	30	18	0	0	100	0	0	7	100	1.71	B
NW 2ND AV	NW 3RD ST	NW 5TH ST	E	7,200	0.54	0.09	2	S	30	16	0	0	100	0	0	6	100	1.80	B
NW 2ND AV	NW 3RD ST	NW 5TH ST	W	7,200	0.54	0.09	2	S	30	16	0	0	100	0	0	7	100	1.75	B
NW 2ND AV	NW 2ND ST	NW 3RD ST	E	7,200	0.54	0.09	2	S	30	12	0	0	0	5	15	10	100	1.55	B
NW 2ND AV	NW 2ND ST	NW 3RD ST	W	7,200	0.54	0.09	2	S	30	12	0	0	0	5	20	10	100	1.65	B

Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 36TH ST	NW 2ND AV	N MIAMI AV	N	23,500	0.54	0.09	2	S	30	20	0	0	100	4	0	6	100	3.45	C
NW 36TH ST	NW 2ND AV	N MIAMI AV	S	23,500	0.54	0.09	2	S	30	20	0	0	100	4	0	6	100	3.45	C
NW 36TH ST	NW 5TH AV	NW 2ND AV	N	23,500	0.54	0.09	2	S	30	20	0	0	100	5	0	5	100	3.48	C
NW 36TH ST	NW 5TH AV	NW 2ND AV	S	23,500	0.54	0.09	2	S	30	20	0	0	100	5	0	5	100	3.48	C
NW 36TH ST	NW 7TH AV	NW 5TH AV	N	23,500	0.54	0.09	4	U	35	12	0	0	0	5	0	5	100	2.84	C
NW 36TH ST	NW 7TH AV	NW 5TH AV	S	23,500	0.54	0.09	4	U	35	12	0	0	0	5	0	5	100	2.84	C
NW 36TH ST	NW 10TH AV	NW 7TH AV	N	23,500	0.54	0.09	2	S	35	20	0	0	100	0	0	5	100	3.57	D
NW 36TH ST	NW 10TH AV	NW 7TH AV	S	23,500	0.54	0.09	2	S	35	20	0	0	100	0	0	5	100	3.57	D
NW 3RD AV	NW 17TH ST	NW 20TH ST	E	9,200	1.00	0.09	2	U	30	12	0	0	0	5	35	5	100	3.06	C
NW 3RD AV	NW 17TH ST	NW 20TH ST	W	9,200	1.00	0.09	2	U	30	12	0	0	0	5	45	5	100	3.13	C
NW 3RD AV	NW 14TH ST	NW 17TH ST	E	9,200	1.00	0.09	2	U	30	16	0	0	0	0	0	10	100	3.23	C
NW 3RD AV	NW 14TH ST	NW 17TH ST	W	9,200	1.00	0.09	2	U	30	16	0	0	0	0	0	10	100	3.23	C
NW 3RD AV	NW 11TH ST	NW 14TH ST	E	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 11TH ST	NW 14TH ST	W	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 10TH ST	NW 11TH ST	E	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 10TH ST	NW 11TH ST	W	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 8TH ST	NW 10TH ST	E	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 8TH ST	NW 10TH ST	W	9,200	1.00	0.09	2	U	30	18	0	0	100	0	0	5	100	2.90	C
NW 3RD AV	NW 5TH ST	NW 6TH ST	E	9,200	1.00	0.09	3	O	30	12	0	0	0	2	0	5	100	2.28	B
NW 3RD AV	NW 5TH ST	NW 6TH ST	W	9,200	1.00	0.09	3	O	30	12	0	0	0	0	0	0	100	3.63	D
NW 3RD AV	NW 3RD ST	NW 5TH ST	E	9,200	1.00	0.09	3	O	30	12	0	0	0	2	0	5	100	2.28	B
NW 3RD AV	NW 3RD ST	NW 5TH ST	W	9,200	1.00	0.09	3	O	30	12	0	0	0	0	0	0	100	3.63	D
NW 3RD AV	W FLAGLER ST	NW 3RD ST	E	9,200	1.00	0.09	3	O	30	12	0	0	0	2	0	5	100	2.28	B
NW 3RD AV	W FLAGLER ST	NW 3RD ST	W	9,200	1.00	0.09	3	O	30	12	0	0	0	0	0	0	100	3.63	D
NW 3RD CT	NW 5TH ST	NW 6TH ST	E	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	0	0	3.50	D
NW 3RD CT	NW 5TH ST	NW 6TH ST	W	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	5	100	2.20	B
NW 3RD CT	NW 3RD ST	NW 5TH ST	E	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	0	0	3.50	D
NW 3RD CT	NW 3RD ST	NW 5TH ST	W	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	5	100	2.20	B
NW 3RD CT	NW 2ND ST	NW 3RD ST	E	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	0	0	3.50	D
NW 3RD CT	NW 2ND ST	NW 3RD ST	W	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	5	100	2.20	B
NW 3RD ST	NW 1ST AV	N MIAMI AV	N	9,600	1.00	0.09	2	O	30	20	0	0	100	0	0	7	100	1.86	B
NW 3RD ST	NW 1ST AV	N MIAMI AV	S	9,600	1.00	0.09	2	O	30	20	0	0	0	0	0	7	100	2.29	B
NW 3RD ST	NW 2ND AV	NW 1ST AV	N	9,600	1.00	0.09	3	S	30	12	0	0	100	2	0	5	100	2.41	B
NW 3RD ST	NW 2ND AV	NW 1ST AV	S	9,600	1.00	0.09	3	S	30	12	0	0	0	2	0	7	100	2.81	C
NW 3RD ST	NW 3RD AV	NW 2ND AV	N	9,600	1.00	0.09	3	S	30	12	0	0	100	2	0	6	100	2.36	B
NW 3RD ST	NW 3RD AV	NW 2ND AV	S	9,600	1.00	0.09	3	S	30	12	0	0	0	2	0	6	100	2.87	C
NW 3RD ST	NW 3RD CT	NW 3RD AV	N	9,600	1.00	0.09	1	O	30	18	0	0	0	0	0	8	100	3.29	C
NW 3RD ST	NW 3RD CT	NW 3RD AV	S	9,600	1.00	0.09	1	O	30	18	0	0	0	0	0	0	100	4.47	D
NW 3RD ST	NORTH RIVER DR	NW 3RD CT	N	7,000	0.58	0.09	1	O	30	18	0	0	0	0	0	8	100	2.76	C
NW 3RD ST	NORTH RIVER DR	NW 3RD CT	S	7,000	0.58	0.09	1	O	30	18	0	0	0	0	0	0	100	3.94	D
NW 4TH ST	NORTH RIVER DR	NW 5TH AV	E	5,712	0.52	0.11	2	D	30	16	0	0	100	0	0	5	100	1.80	B
NW 4TH ST	NORTH RIVER DR	NW 5TH AV	W	5,712	0.52	0.11	2	D	30	16	0	0	100	0	0	5	100	1.80	B
NW 5TH AV	NW 29TH ST	NW 36TH ST	E	12,656	0.52	0.11	4	D	30	18	0	0	100	5	0	5	100	1.75	B
NW 5TH AV	NW 29TH ST	NW 36TH ST	W	12,656	0.52	0.11	4	D	30	18	0	0	100	5	0	5	100	1.75	B
NW 5TH AV	NW 10TH ST	NW 11TH ST	E	12,656	0.52	0.11	4	U	35	10	0	0	0	0	0	5	100	2.61	C
NW 5TH AV	NW 10TH ST	NW 11TH ST	W	12,656	0.52	0.11	4	U	35	10	0	0	0	0	0	5	100	2.61	C

Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 5TH AV	NW 8TH ST	NW 10TH ST	E	12,656	0.52	0.11	4	U	35	10	0	0	0	0	0	5	100	2.61	C
NW 5TH AV	NW 8TH ST	NW 10TH ST	W	12,656	0.52	0.11	4	U	35	10	0	0	0	0	0	5	100	2.61	C
NW 5TH AV	NW 6TH ST	NW 8TH ST	E	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH AV	NW 6TH ST	NW 8TH ST	W	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH AV	NW 5TH ST	NW 6TH ST	E	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH AV	NW 5TH ST	NW 6TH ST	W	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH AV	NW 4TH ST	NW 5TH ST	E	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH AV	NW 4TH ST	NW 5TH ST	W	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	6	100	1.75	B
NW 5TH ST	NW 1ST AV	N MIAMI AV	N	9,184	0.52	0.11	3	O	30	10	0	0	0	2	0	20	100	2.59	C
NW 5TH ST	NW 1ST AV	N MIAMI AV	S	9,184	0.52	0.11	3	O	30	10	0	0	0	2	0	20	100	2.59	C
NW 5TH ST	NW 1ST CT	NW 1ST AV	N	3,511	0.52	0.11	3	O	30	16	0	0	100	0	0	8	100	1.22	A
NW 5TH ST	NW 1ST CT	NW 1ST AV	S	3,511	0.52	0.11	3	O	30	16	0	0	100	0	0	8	100	1.22	A
NW 5TH ST	NW 3RD AV	NW 2ND AV	N	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	8	100	1.71	B
NW 5TH ST	NW 3RD AV	NW 2ND AV	S	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	8	100	1.71	B
NW 5TH ST	NW 3RD CT	NW 3RD AV	N	9,184	0.52	0.11	3	O	30	16	0	0	0	0	0	5	100	2.34	B
NW 5TH ST	NW 3RD CT	NW 3RD AV	S	9,184	0.52	0.11	3	O	30	16	0	0	0	0	0	5	100	2.34	B
NW 5TH ST	NW 5TH AV	NW 3RD CT	N	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	5	100	1.83	B
NW 5TH ST	NW 5TH AV	NW 3RD CT	S	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	5	100	1.83	B
NW 5TH ST	NW 7TH AV	NW 5TH AV	N	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	5	100	1.83	B
NW 5TH ST	NW 7TH AV	NW 5TH AV	S	9,184	0.52	0.11	3	O	30	16	0	0	100	0	0	5	100	1.83	B
NW 5TH ST	NW SOUTH RIVER DR	NORTH RIVER DR	E	26,600	0.52	0.11	6	U	40	12	0	0	0	2	0	5	100	2.82	C
NW 5TH ST	NW SOUTH RIVER DR	NORTH RIVER DR	W	26,600	0.52	0.11	6	U	40	12	0	0	0	2	0	5	100	2.82	C
NW 6TH ST	NW 1ST AV	N MIAMI AV	N	56	1.00	0.02	3	O	30	10	0	0	0	14	35	7	100	0.56	A
NW 6TH ST	NW 1ST AV	N MIAMI AV	S	56	1.00	0.02	3	O	30	10	0	0	0	2	35	5	100	1.58	B
NW 6TH ST	NW 1ST CT	NW 1ST AV	N	56	1.00	0.02	2	O	30	18	0	0	100	3	35	7	100	0.72	A
NW 6TH ST	NW 1ST CT	NW 1ST AV	S	56	1.00	0.02	2	O	30	18	0	0	100	3	0	7	100	0.87	A
NW 6TH ST	NW 2ND AV	NW 1ST CT	N	56	1.00	0.02	2	O	30	18	0	0	100	3	60	7	100	0.78	A
NW 6TH ST	NW 2ND AV	NW 1ST CT	S	56	1.00	0.02	2	O	30	18	0	0	100	3	0	5	100	0.95	A
NW 6TH ST	NW 3RD AV	NW 2ND AV	N	56	1.00	0.02	2	O	30	18	0	0	100	5	0	10	100	0.78	A
NW 6TH ST	NW 3RD AV	NW 2ND AV	S	56	1.00	0.02	2	O	30	18	0	0	100	5	0	5	100	0.92	A
NW 6TH ST	NW 3RD CT	NW 3RD AV	N	56	1.00	0.02	3	O	30	16	0	0	0	0	0	5	100	1.57	B
NW 6TH ST	NW 3RD CT	NW 3RD AV	S	56	1.00	0.02	3	O	30	16	0	0	0	0	0	5	100	1.57	B
NW 6TH ST	NW 5TH AV	NW 3RD CT	N	56	1.00	0.02	2	O	30	18	0	0	100	0	0	5	100	1.02	A
NW 6TH ST	NW 5TH AV	NW 3RD CT	S	56	1.00	0.02	2	O	30	18	0	0	100	0	0	5	100	1.02	A
NW 6TH ST	NW 7TH AV	NW 5TH AV	N	56	1.00	0.02	2	O	30	18	0	0	100	0	0	5	100	1.02	A
NW 6TH ST	NW 7TH AV	NW 5TH AV	S	56	1.00	0.02	2	O	30	18	0	0	100	0	0	5	100	1.02	A
NW 7TH AV	NW 36TH ST	NW 46TH ST	E	21,100	0.54	0.09	4	S	30	13	1	0	0	0	0	4	100	2.96	C
NW 7TH AV	NW 36TH ST	NW 46TH ST	W	21,100	0.54	0.09	4	S	30	13	1	0	0	0	0	4	100	2.96	C
NW 7TH AV	NW 29TH ST	NW 36TH ST	E	28,452	0.75	0.08	4	S	30	12	0	0	0	2	0	6	100	3.50	C
NW 7TH AV	NW 29TH ST	NW 36TH ST	W	28,452	0.75	0.08	4	S	30	12	0	0	0	2	0	6	100	3.50	C
NW 7TH AV	NW 20TH ST	NW 29TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 20TH ST	NW 29TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 17TH ST	NW 20TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 17TH ST	NW 20TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 14TH ST	NW 17TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 14TH ST	NW 17TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C

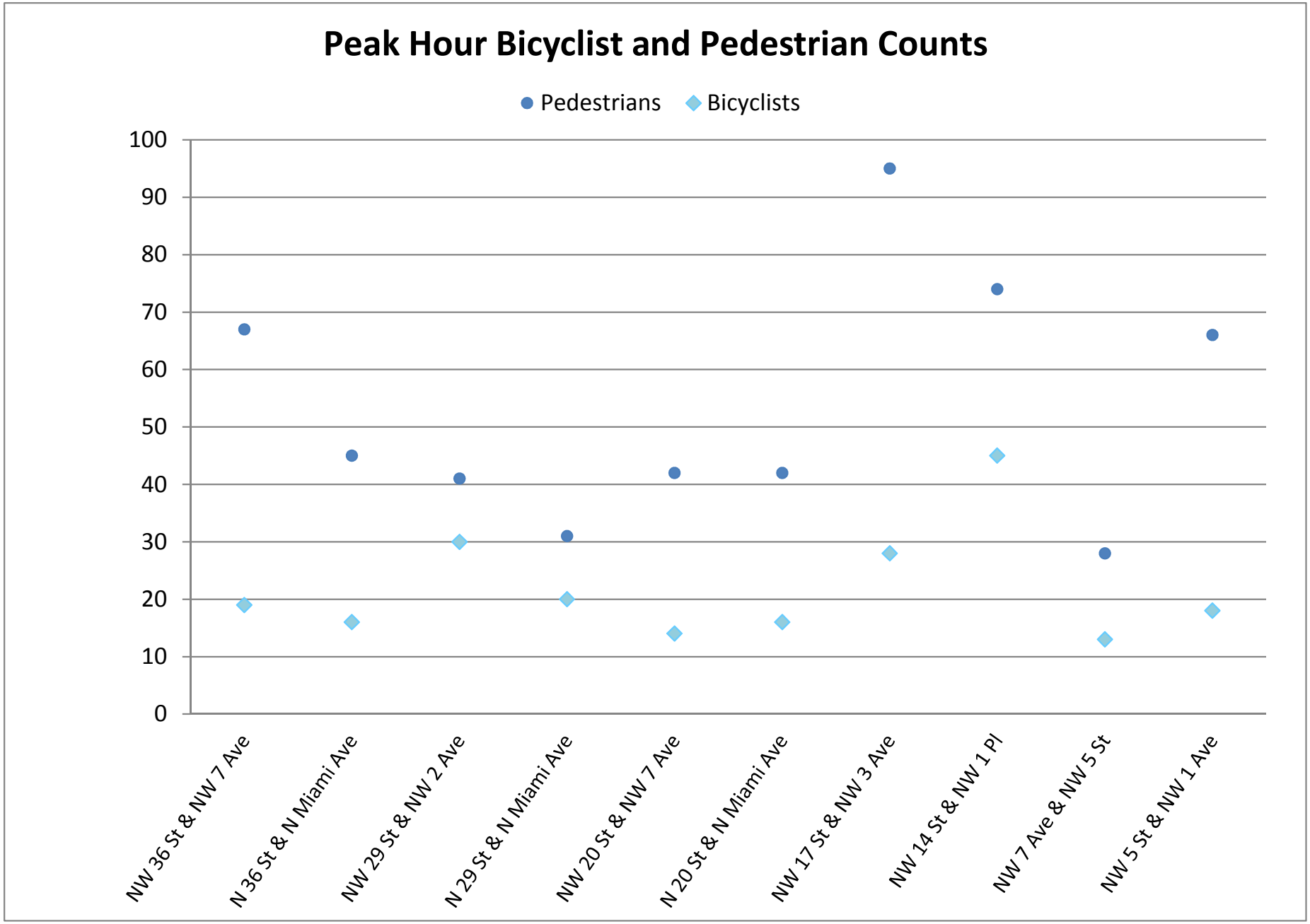
Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 7TH AV	NW 11TH ST	NW 14TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 11TH ST	NW 14TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	2	0	6	100	2.83	C
NW 7TH AV	NW 10TH ST	NW 11TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	6	0	5	100	2.80	C
NW 7TH AV	NW 10TH ST	NW 11TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	6	0	5	100	2.80	C
NW 7TH AV	NW 8TH ST	NW 10TH ST	E	23,000	0.54	0.09	4	S	30	12	0	0	0	5	0	5	100	2.83	C
NW 7TH AV	NW 8TH ST	NW 10TH ST	W	23,000	0.54	0.09	4	S	30	12	0	0	0	5	0	5	100	2.83	C
NW 7TH AV	NW 6TH ST	NW 8TH ST	E	12,900	0.58	0.08	4	S	30	12	0	0	0	2	0	6	100	2.24	B
NW 7TH AV	NW 6TH ST	NW 8TH ST	W	12,900	0.58	0.08	4	S	30	12	0	0	0	2	0	6	100	2.24	B
NW 7TH AV	NORTH RIVER DR	NW 6TH ST	E	12,900	0.58	0.08	4	S	30	12	0	0	0	2	0	5	100	2.34	B
NW 7TH AV	NORTH RIVER DR	NW 6TH ST	W	12,900	0.58	0.08	4	S	30	12	0	0	0	2	0	5	100	2.34	B
NW 7TH ST	NW 2ND AV	NW 1ST CT	N	22,139	0.68	0.07	1	O	30	12	0	0	100	2	20	8	100	4.33	D
NW 7TH ST	NW 2ND AV	NW 1ST CT	S	22,139	0.68	0.07	1	O	30	12	0	0	100	2	20	8	100	4.33	D
NW 8TH ST	NW 3RD AV	NW 2ND AV	N	5,712	0.52	0.11	2	U	30	16	0	0	100	10	30	6	100	1.11	A
NW 8TH ST	NW 3RD AV	NW 2ND AV	S	5,712	0.52	0.11	2	U	30	16	0	0	100	10	25	15	100	1.18	A
NW 8TH ST	NW 3RD CT	NW 3RD AV	N	5,712	0.52	0.11	2	U	30	14	0	0	0	0	0	6	100	2.29	B
NW 8TH ST	NW 3RD CT	NW 3RD AV	S	5,712	0.52	0.11	2	U	30	14	0	0	0	0	0	6	100	2.29	B
NW 8TH ST	NW 5TH AV	NW 3RD CT	N	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	5	100	1.80	B
NW 8TH ST	NW 5TH AV	NW 3RD CT	S	5,712	0.52	0.11	2	U	30	16	0	0	100	0	0	5	100	1.80	B
NW 8TH ST	NW 7TH AV	NW 5TH AV	N	5,712	0.52	0.11	2	U	30	18	0	0	100	0	0	5	100	1.76	B
NW 8TH ST	NW 7TH AV	NW 5TH AV	S	5,712	0.52	0.11	2	U	30	18	0	0	100	0	0	5	100	1.76	B
NW 8TH STRD	NW 8TH ST	NW 10TH ST	E	5,712	0.52	0.11	2	U	30	10	0	0	0	2	20	5	100	2.25	B
NW 8TH STRD	NW 8TH ST	NW 10TH ST	W	5,712	0.52	0.11	2	U	30	10	0	0	0	8	20	5	100	1.53	B
I 395 EX EB RAMP	NE 1ST AV	NE 2ND AV	N	11,500	1.00	0.09	3	O	30	12	0	0	0	2	0	5	100	2.44	B
I 395 EX EB RAMP	NE 1ST AV	NE 2ND AV	S	11,500	1.00	0.09	3	O	30	12	0	0	0	2	0	5	100	2.44	B
N MIAMI AV	NE 17TH ST	NE 17TH TE	E	7,875	0.92	0.11	4	U	30	12	0	0	0	8	0	5	100	2.37	B
N MIAMI AV	NE 17TH ST	NE 17TH TE	W	7,875	0.92	0.11	4	U	30	12	0	0	0	8	0	5	90	2.53	C
NW 1ST AV	NW 2ND ST	NW 3RD ST	E	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 2ND ST	NW 3RD ST	W	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 3RD ST	NW 4TH ST	E	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 3RD ST	NW 4TH ST	W	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 4TH ST	NW 5TH ST	E	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 4TH ST	NW 5TH ST	W	1,260	1.00	0.12	4	S	35	12	0	0	0	0	0	6	100	1.78	B
NW 1ST AV	NW 5TH ST	NW 6TH ST	E	1,260	1.00	0.12	4	D	35	10	0	0	0	0	0	20	100	2.05	B
NW 1ST AV	NW 5TH ST	NW 6TH ST	W	1,260	1.00	0.12	4	D	35	10	0	0	0	0	0	10	100	1.70	B
NW 1ST AV	NW 6TH ST	NW 7TH ST	E	1,260	1.00	0.12	4	D	35	10	0	0	0	0	0	20	100	2.05	B
NW 1ST AV	NW 6TH ST	NW 7TH ST	W	1,260	1.00	0.12	4	D	35	10	0	0	0	0	0	10	100	1.70	B
NW 1ST AV	NW 7TH ST	NW 10TH ST	E	1,260	1.00	0.12	4	D	35	16	0	0	100	0	0	20	100	1.28	A
NW 1ST AV	NW 7TH ST	NW 10TH ST	W	1,260	1.00	0.12	4	D	35	12	0	0	0	0	0	10	100	1.64	B
NW 1ST AV	NW 10TH ST	NW 11TH ST	E	1,260	1.00	0.12	2	U	30	16	0	0	100	0	0	5	100	1.41	A
NW 1ST AV	NW 10TH ST	NW 11TH ST	W	1,260	1.00	0.12	2	U	30	16	0	0	100	0	0	0	100	2.01	B
NW 1ST AV	NW 11TH ST	NW 14TH ST	E	1,260	1.00	0.12	2	U	30	10	0	0	0	0	0	0	0	3.58	D
NW 1ST AV	NW 11TH ST	NW 14TH ST	W	1,260	1.00	0.12	2	U	30	10	0	0	0	0	0	0	0	3.57	D
NW 1ST AV	NW 14TH ST	NW 17TH ST	E	1,260	1.00	0.12	2	U	30	20	0	0	100	0	0	5	100	1.31	A
NW 1ST AV	NW 14TH ST	NW 17TH ST	W	1,260	1.00	0.12	2	U	30	20	0	0	100	0	0	5	100	1.32	A
NW 1ST AV	NW 17TH ST	NW 20TH ST	E	1,260	1.00	0.12	2	U	30	20	0	0	100	0	0	6	100	1.26	A
NW 1ST AV	NW 17TH ST	NW 20TH ST	W	1,260	1.00	0.12	2	U	30	20	0	0	100	0	0	6	100	1.27	A

Road Name	From	To	Side	Traffic Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)	Lanes (L) Th #	Lanes (L) Con	SPD (mph)	Width of Pavement W_t (ft)	Width of Pavement W_l (ft)	Width of Pavement W_{ps} (ft)	% OSP	Buffer Width in feet (Wb)	Tree Spacing in Buffer (ft on ctr)	Swalk Width in feet (Ws)	% Sidewalk Coverage	Pedestrian LOS Value	Pedestrian LOS Grade
Existing Conditions																			
NW 11TH TE	NW 2ND AV	NW 11TH ST	N	5,712	0.52	0.11	2	U	30	10	0	0	0	0	0	5	100	2.52	C
NW 11TH TE	NW 2ND AV	NW 11TH ST	S	5,712	0.52	0.11	2	U	30	10	0	0	0	0	0	5	100	2.52	C
NW 3RD AV	NW 6TH ST	I 95 EX	E	9,200	1.00	0.09	3	O	30	12	0	0	0	7	25	15	100	1.72	B
NW 3RD AV	NW 6TH ST	I 95 EX	W	9,200	1.00	0.09	3	O	30	12	0	0	0	0	0	0	100	3.63	D
NW 3RD AV	I 95 EX	NW 8TH ST	E	9,200	1.00	0.09	3	O	30	12	0	0	0	7	25	15	100	1.72	B
NW 3RD AV	I 95 EX	NW 8TH ST	W	9,200	1.00	0.09	3	O	30	12	0	0	0	0	0	0	100	3.63	D
NW 3RD CT	NW 6TH ST	I 95 EX	E	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	0	0	3.50	D
NW 3RD CT	NW 6TH ST	I 95 EX	W	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	5	100	2.20	B
NW 3RD CT	I 95 EX	NW 8TH ST	E	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	0	0	3.50	D
NW 3RD CT	I 95 EX	NW 8TH ST	W	9,600	1.00	0.09	4	O	30	12	0	0	0	0	0	5	100	2.20	B



APPENDIX B

BICYCLE AND PEDESTRIAN COUNT DATA


Peak Hour Bicyclist and Pedestrian Counts
Pedestrians
Bicyclists
100
90
80
70
60
50
40
30
20
10
0
NW 36 St & NW 7 Ave
N 36 St & N Miami Ave
NW 29 St & NW 2 Ave
N 29 St & N Miami Ave
NW 20 St & NW 7 Ave
N 20 St & N Miami Ave
NW 17 St & NW 3 Ave
NW 14 St & NW 1 Pl
NW 7 Ave & NW 5 St
NW 5 St & NW 1 Ave

NW 36th Street & NW 7th Avenue

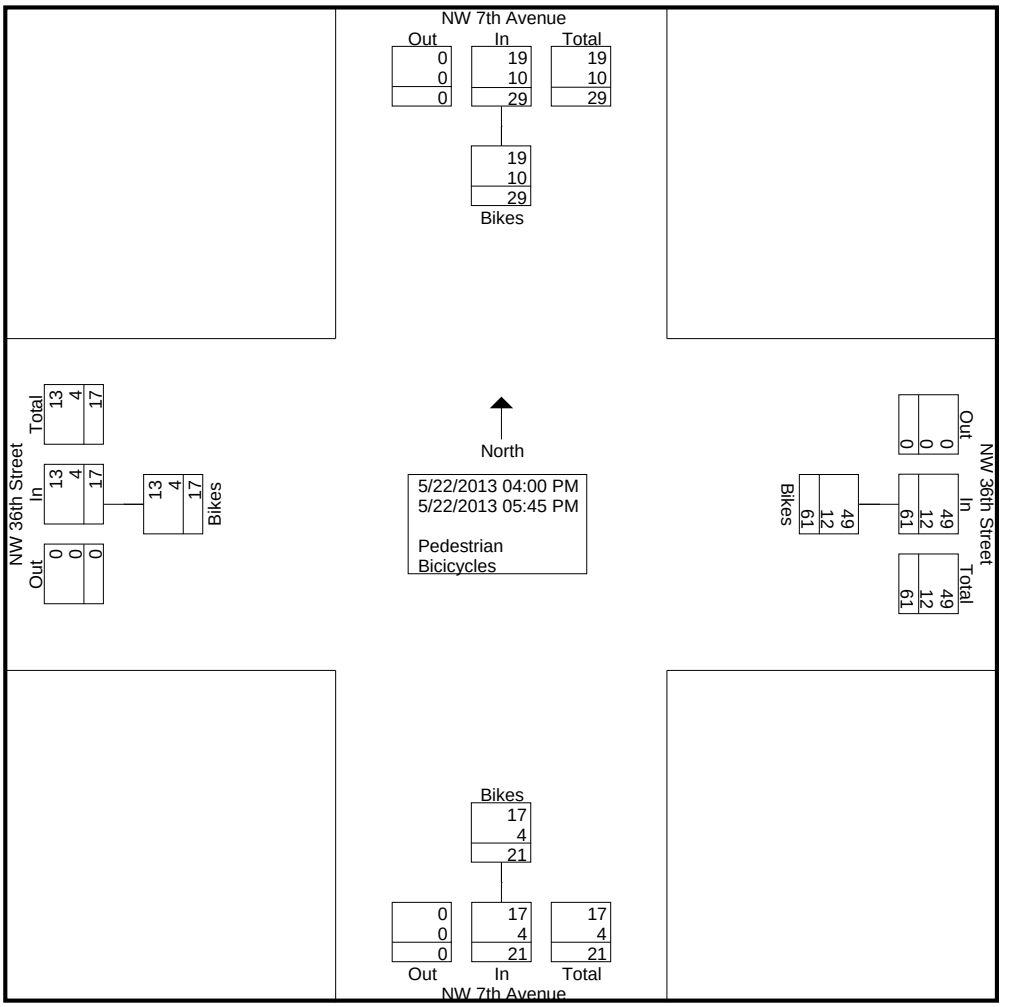
File Name : TMC-1 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrian - Bicicycles

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 36th Street Westbound			NW 36th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	4	1	5	0	1	1	0	0	0	2	0	2	8
04:15 PM	3	2	5	0	1	1	4	0	4	3	0	3	13
04:30 PM	6	0	6	4	0	4	4	2	6	3	1	4	20
04:45 PM	2	0	2	6	0	6	12	2	14	3	1	4	26
Total	15	3	18	10	2	12	20	4	24	11	2	13	67
05:00 PM	1	0	1	2	0	2	13	4	17	1	1	2	22
05:15 PM	0	4	4	1	0	1	6	2	8	0	0	0	13
05:30 PM	2	1	3	3	1	4	6	2	8	0	1	1	16
05:45 PM	1	2	3	1	1	2	4	0	4	1	0	1	10
Total	4	7	11	7	2	9	29	8	37	2	2	4	61
Grand Total	19	10	29	17	4	21	49	12	61	13	4	17	128
Apprch %	65.5	34.5		81	19		80.3	19.7		76.5	23.5		
Total %	14.8	7.8	22.7	13.3	3.1	16.4	38.3	9.4	47.7	10.2	3.1	13.3	
Pedestrian	19	0	19	17	0	17	49	0	49	13	0	13	98
% Pedestrian	100	0	65.5	100	0	81	100	0	80.3	100	0	76.5	76.6
Bicicycles	0	10	10	0	4	4	0	12	12	0	4	4	30
% Bicicycles	0	100	34.5	0	100	19	0	100	19.7	0	100	23.5	23.4

NW 36th Street & NW 7th Avenue

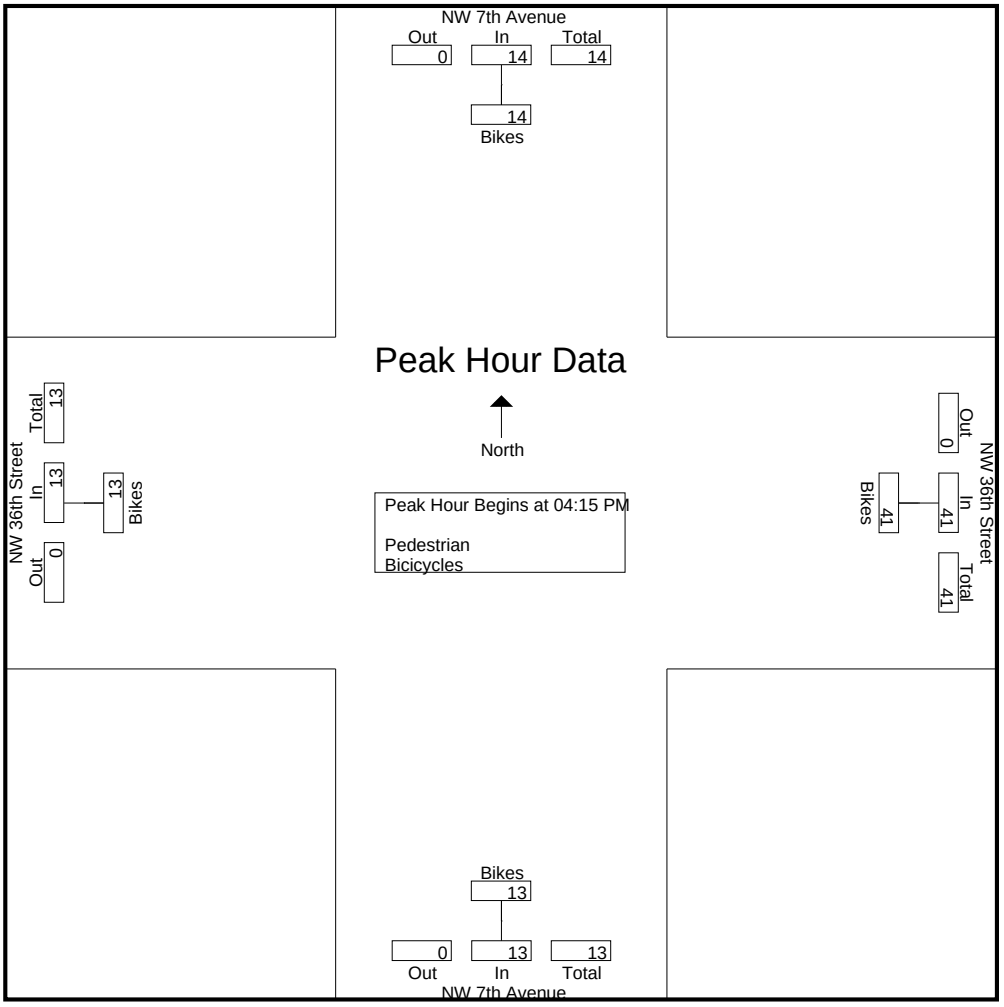
File Name : TMC-1 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 2



NW 36th Street & NW 7th Avenue

File Name : TMC-1 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 36th Street Westbound			NW 36th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	3	2	5	0	1	1	4	0	4	3	0	3	13
04:30 PM	6	0	6	4	0	4	4	2	6	3	1	4	20
04:45 PM	2	0	2	6	0	6	12	2	14	3	1	4	26
05:00 PM	1	0	1	2	0	2	13	4	17	1	1	2	22
Total Volume	12	2	14	12	1	13	33	8	41	10	3	13	81
% App. Total	85.7	14.3		92.3	7.7		80.5	19.5		76.9	23.1		
PHF	.500	.250	.583	.500	.250	.542	.635	.500	.603	.833	.750	.813	.779



N 36th Street & N Miami Avenue

File Name : TMC-2 P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 36th Street Westbound			N 36th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	0	0	0	1	1	2	2	1	3	2	2	4	9
04:15 PM	2	1	3	4	1	5	2	1	3	2	0	2	13
04:30 PM	2	1	3	4	0	4	5	2	7	9	1	10	24
04:45 PM	1	0	1	3	0	3	0	4	4	0	1	1	9
Total	5	2	7	12	2	14	9	8	17	13	4	17	55
05:00 PM	0	0	0	6	3	9	5	0	5	0	0	0	14
05:15 PM	0	0	0	0	3	3	2	1	3	2	0	2	8
05:30 PM	1	1	2	1	0	1	4	0	4	4	1	5	12
05:45 PM	0	1	1	3	0	3	2	0	2	3	0	3	9
Total	1	2	3	10	6	16	13	1	14	9	1	10	43
Grand Total	6	4	10	22	8	30	22	9	31	22	5	27	98
Apprch %	60	40		73.3	26.7		71	29		81.5	18.5		
Total %	6.1	4.1	10.2	22.4	8.2	30.6	22.4	9.2	31.6	22.4	5.1	27.6	
Pedestrians	6	0	6	22	0	22	22	0	22	22	0	22	72
% Pedestrians	100	0	60	100	0	73.3	100	0	71	100	0	81.5	73.5
Bicycles	0	4	4	0	8	8	0	9	9	0	5	5	26
% Bicycles	0	100	40	0	100	26.7	0	100	29	0	100	18.5	26.5

N 36th Street & N Miami Avenue

File Name : TMC-2 P&B)
Site Code : 00000000
Start Date : 5/22/2013
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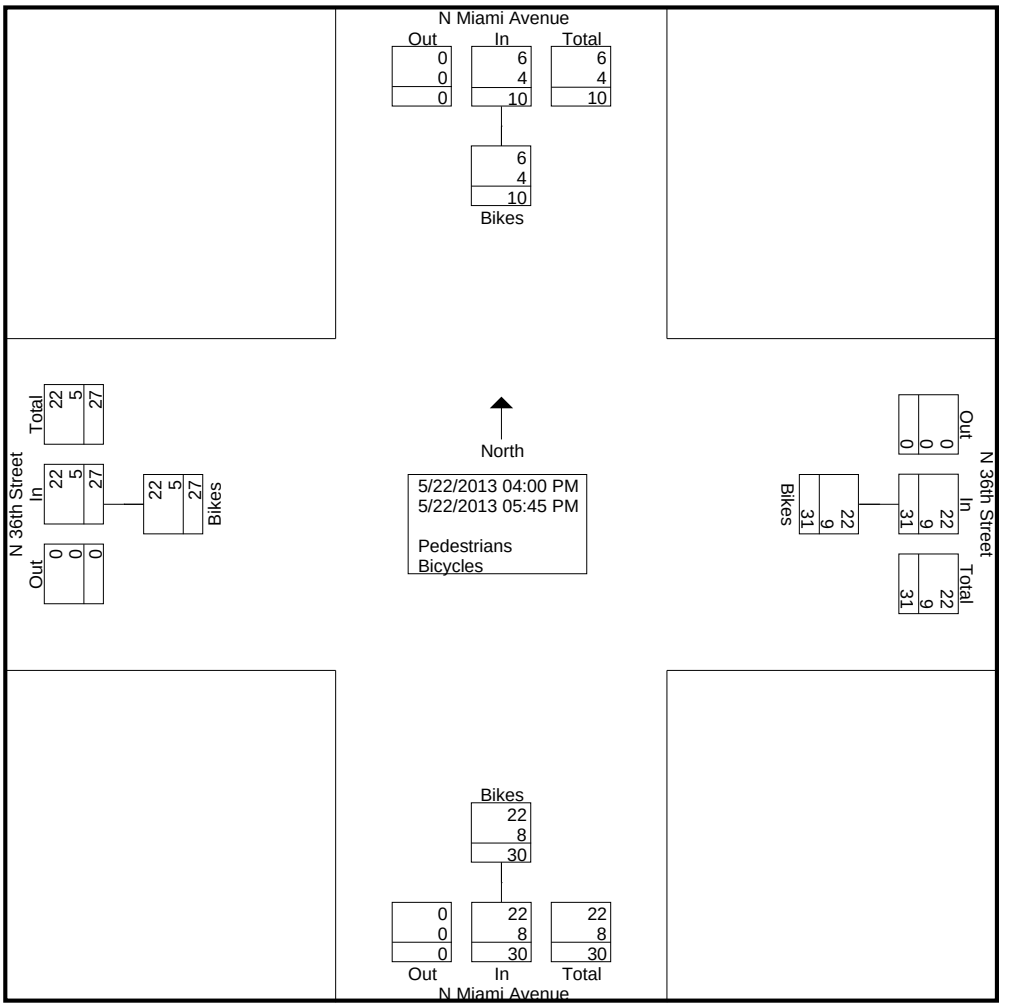
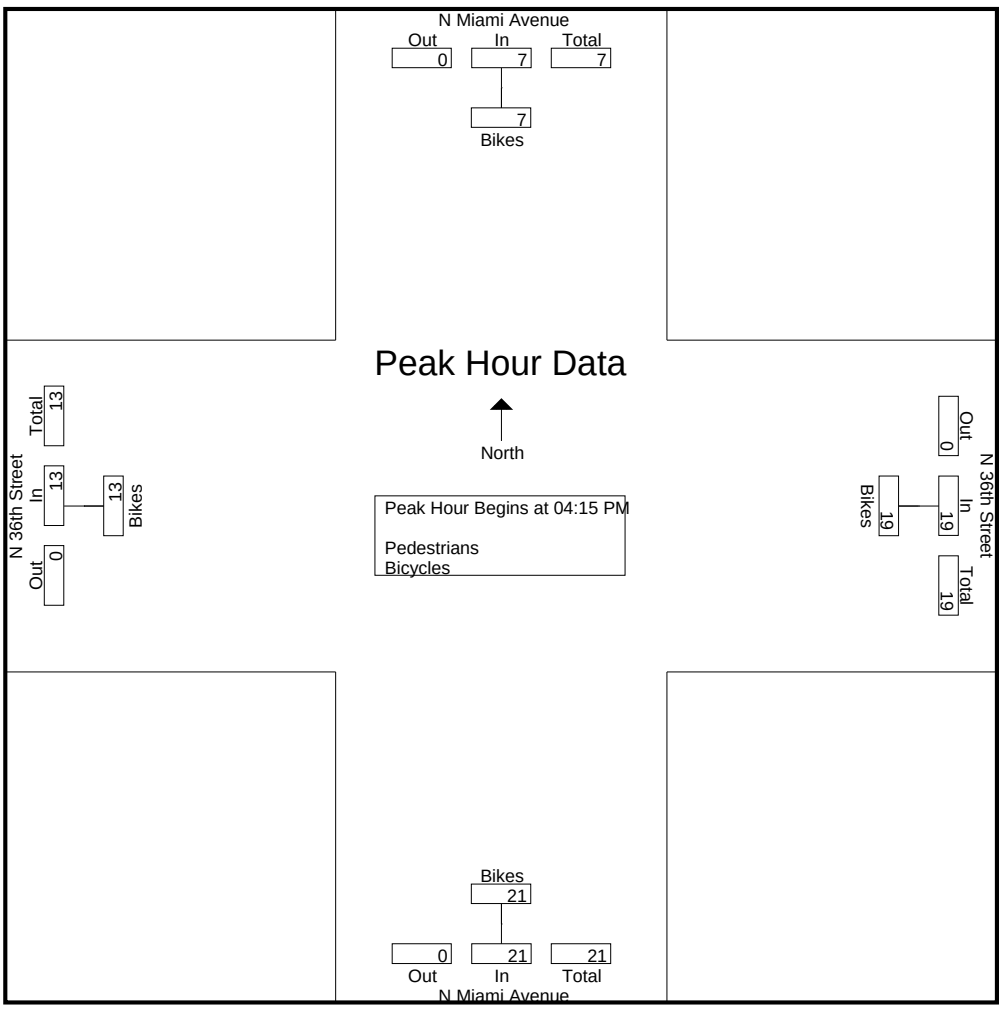


N 36th Street & N Miami Avenue

File Name : TMC-2 P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 36th Street Westbound			N 36th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	2	1	3	4	1	5	2	1	3	2	0	2	13
04:30 PM	2	1	3	4	0	4	5	2	7	9	1	10	24
04:45 PM	1	0	1	3	0	3	0	4	4	0	1	1	9
05:00 PM	0	0	0	6	3	9	5	0	5	0	0	0	14
Total Volume	5	2	7	17	4	21	12	7	19	11	2	13	60
% App. Total	71.4	28.6		81	19		63.2	36.8		84.6	15.4		
PHF	.625	.500	.583	.708	.333	.583	.600	.438	.679	.306	.500	.325	.625



NW 29th Street & NW 2nd Avenue

File Name : TMC-3 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	NW 2nd Avenue Southbound			NW 2nd Avenue Northbound			NW 29th Street Westbound			NW 29th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	6	4	10	4	2	6	3	2	5	0	1	1	22
04:15 PM	2	3	5	0	0	0	0	4	4	0	0	0	9
04:30 PM	4	3	7	0	4	4	2	2	4	2	0	2	17
04:45 PM	2	2	4	3	2	5	2	1	3	1	0	1	13
Total	14	12	26	7	8	15	7	9	16	3	1	4	61
05:00 PM	3	2	5	0	1	1	0	0	0	2	3	5	11
05:15 PM	2	2	4	1	1	2	1	4	5	7	1	8	19
05:30 PM	6	1	7	5	1	6	0	1	1	3	2	5	19
05:45 PM	4	3	7	0	3	3	3	1	4	4	1	5	19
Total	15	8	23	6	6	12	4	6	10	16	7	23	68
Grand Total	29	20	49	13	14	27	11	15	26	19	8	27	129
Apprch %	59.2	40.8		48.1	51.9		42.3	57.7		70.4	29.6		
Total %	22.5	15.5	38	10.1	10.9	20.9	8.5	11.6	20.2	14.7	6.2	20.9	
Pedestrians	29	0	29	13	0	13	11	0	11	19	0	19	72
% Pedestrians	100	0	59.2	100	0	48.1	100	0	42.3	100	0	70.4	55.8
Bicycles	0	20	20	0	14	14	0	15	15	0	8	8	57
% Bicycles	0	100	40.8	0	100	51.9	0	100	57.7	0	100	29.6	44.2

NW 29th Street & NW 2nd Avenue

File Name : TMC-3 (P&B)
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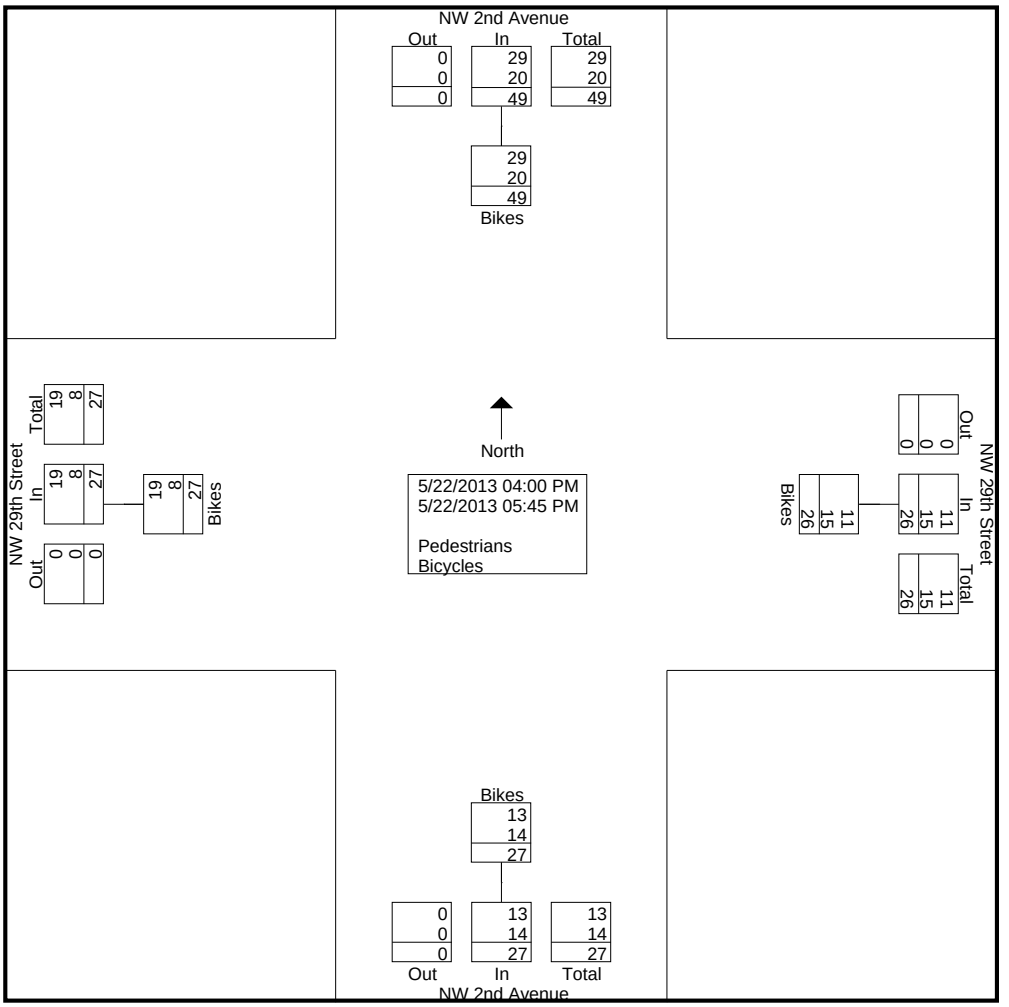
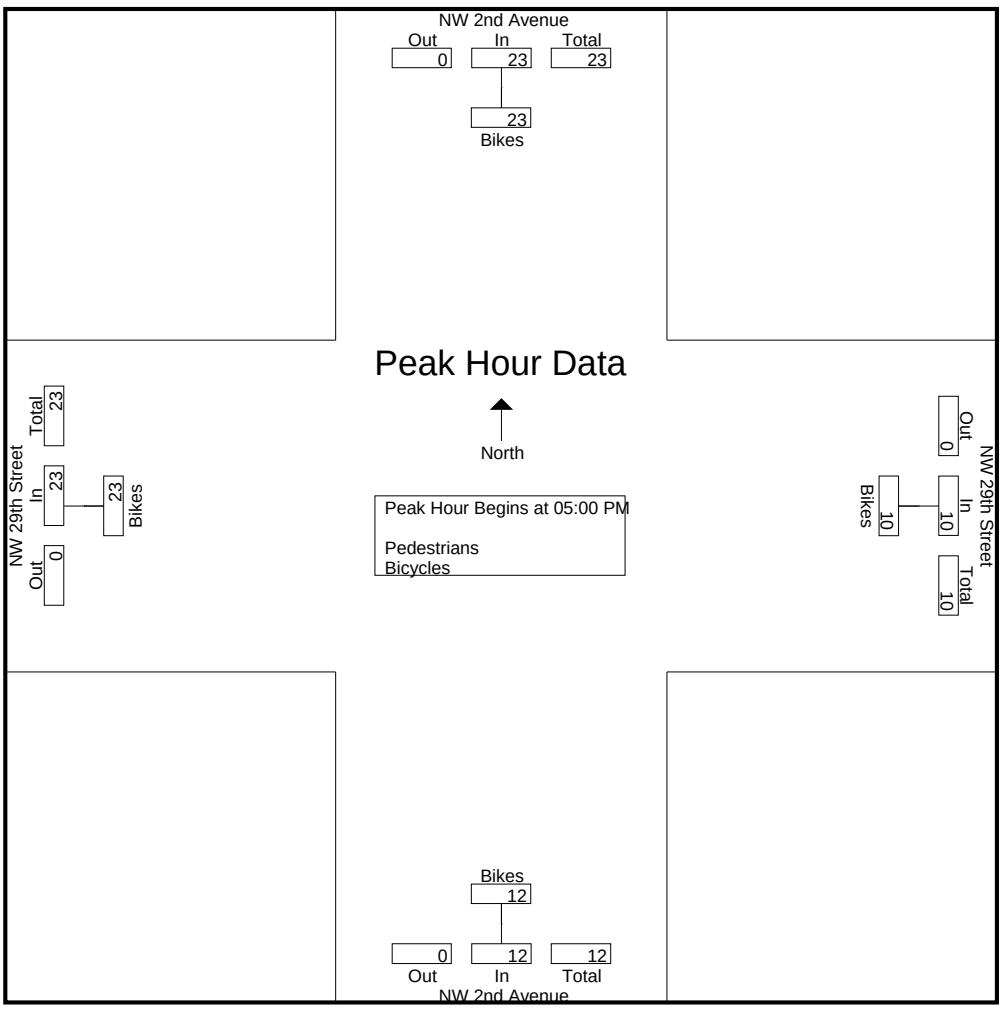
Page No : 2



NW 29th Street & NW 2nd Avenue

File Name : TMC-3 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	NW 2nd Avenue Southbound			NW 2nd Avenue Northbound			NW 29th Street Westbound			NW 29th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	3	2	5	0	1	1	0	0	0	2	3	5	11
05:15 PM	2	2	4	1	1	2	1	4	5	7	1	8	19
05:30 PM	6	1	7	5	1	6	0	1	1	3	2	5	19
05:45 PM	4	3	7	0	3	3	3	1	4	4	1	5	19
Total Volume	15	8	23	6	6	12	4	6	10	16	7	23	68
% App. Total	65.2	34.8		50	50		40	60		69.6	30.4		
PHF	.625	.667	.821	.300	.500	.500	.333	.375	.500	.571	.583	.719	.895



N 29th Street & N Miami Avenue

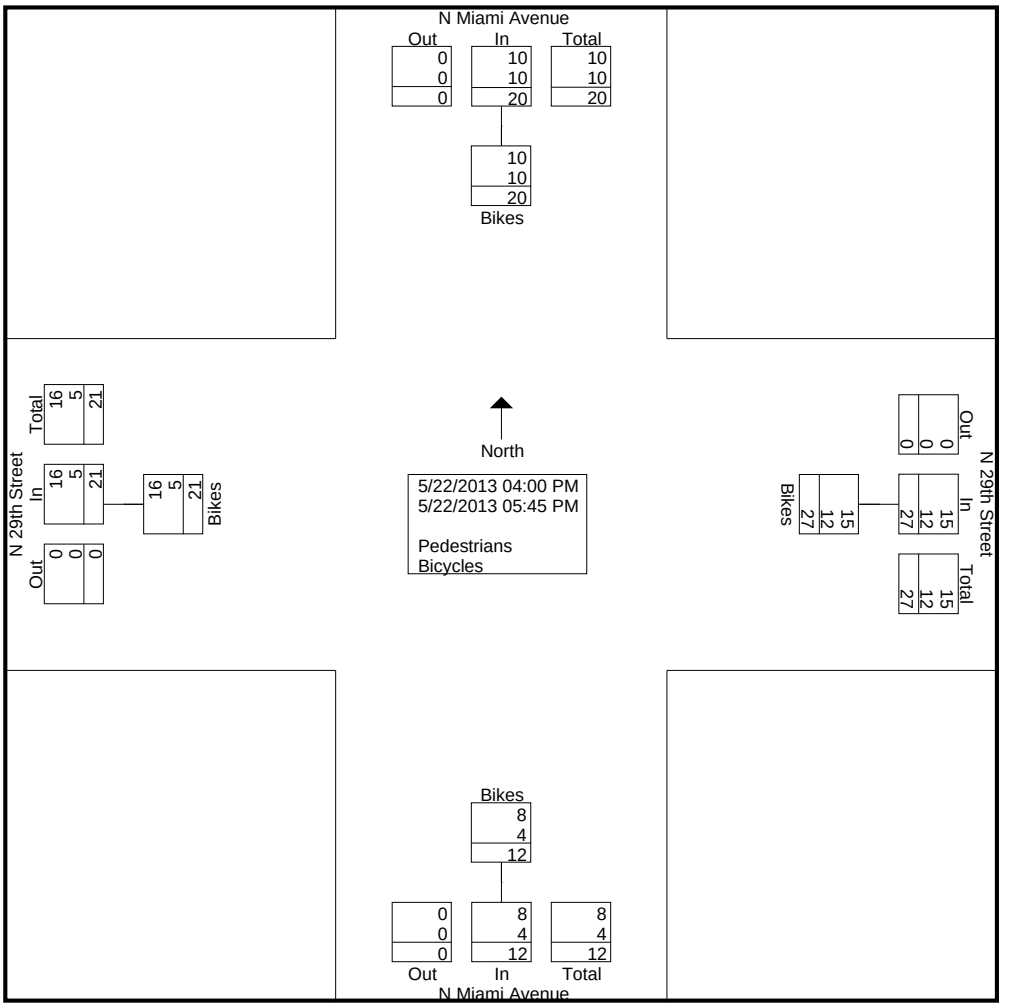
File Name : TMC-4 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 29th Street Westbound			N 29th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	0	2	2	0	2	2	0	0	0	1	1	2	6
04:15 PM	1	1	2	5	1	6	0	4	4	3	1	4	16
04:30 PM	2	0	2	0	0	0	3	2	5	0	1	1	8
04:45 PM	1	3	4	0	1	1	0	1	1	2	0	2	8
Total	4	6	10	5	4	9	3	7	10	6	3	9	38
05:00 PM	1	1	2	0	0	0	0	2	2	2	0	2	6
05:15 PM	1	1	2	3	0	3	3	1	4	1	0	1	10
05:30 PM	2	2	4	0	0	0	4	1	5	6	1	7	16
05:45 PM	2	0	2	0	0	0	5	1	6	1	1	2	10
Total	6	4	10	3	0	3	12	5	17	10	2	12	42
Grand Total	10	10	20	8	4	12	15	12	27	16	5	21	80
Apprch %	50	50		66.7	33.3		55.6	44.4		76.2	23.8		
Total %	12.5	12.5	25	10	5	15	18.8	15	33.8	20	6.2	26.2	
Pedestrians	10	0	10	8	0	8	15	0	15	16	0	16	49
% Pedestrians	100	0	50	100	0	66.7	100	0	55.6	100	0	76.2	61.2
Bicycles	0	10	10	0	4	4	0	12	12	0	5	5	31
% Bicycles	0	100	50	0	100	33.3	0	100	44.4	0	100	23.8	38.8

N 29th Street & N Miami Avenue

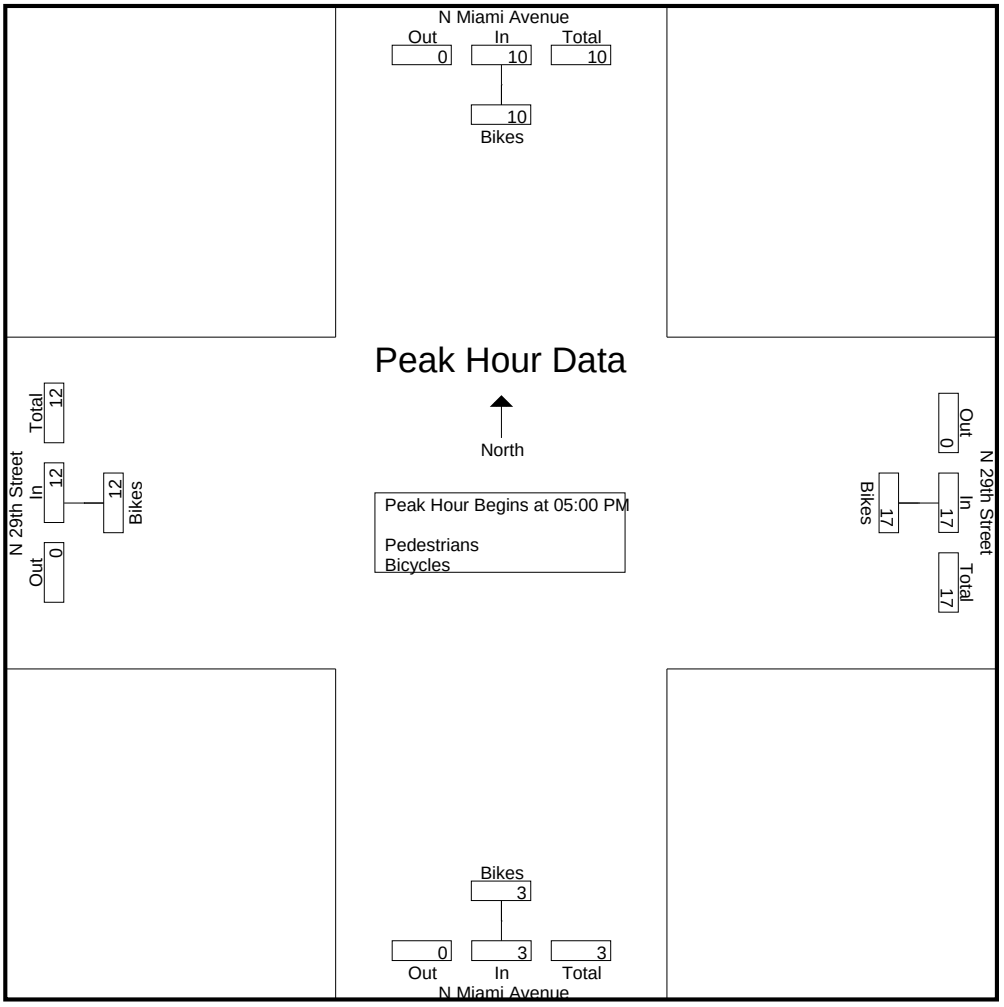
File Name : TMC-4 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 2



N 29th Street & N Miami Avenue

File Name : TMC-4 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 29th Street Westbound			N 29th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	1	2	0	0	0	0	2	2	2	0	2	6
05:15 PM	1	1	2	3	0	3	3	1	4	1	0	1	10
05:30 PM	2	2	4	0	0	0	4	1	5	6	1	7	16
05:45 PM	2	0	2	0	0	0	5	1	6	1	1	2	10
Total Volume	6	4	10	3	0	3	12	5	17	10	2	12	42
% App. Total	60	40		100	0		70.6	29.4		83.3	16.7		
PHF	.750	.500	.625	.250	.000	.250	.600	.625	.708	.417	.500	.429	.656



NW 20th Street & NW 7th Avenue

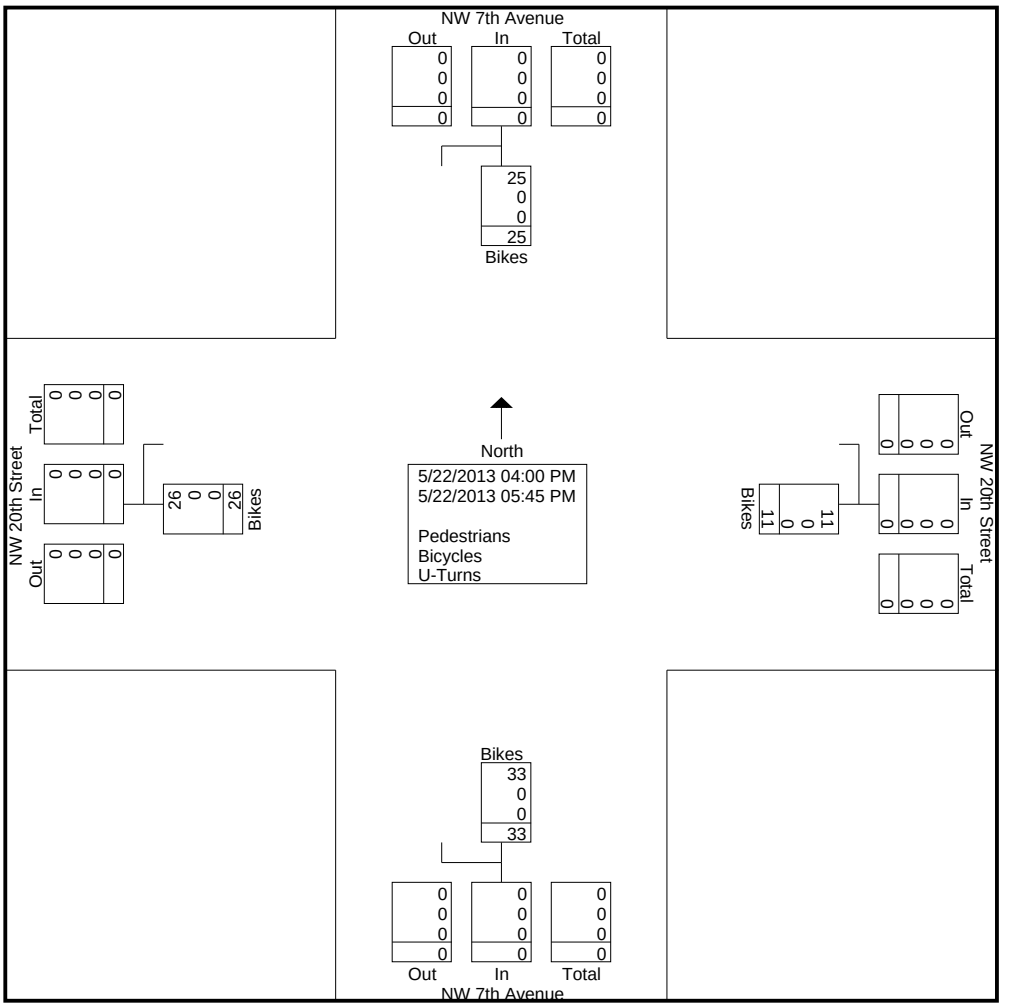
File Name : TMC-5 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles - Turns

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 20th Street Westbound			NW 20th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	2	2	4	2	1	3	1	2	3	0	3	3	13
04:15 PM	0	0	0	4	0	4	0	1	1	0	1	1	6
04:30 PM	0	0	0	6	0	6	0	0	0	2	1	3	9
04:45 PM	2	0	2	2	1	3	2	0	2	4	0	4	11
Total	4	2	6	14	2	16	3	3	6	6	5	11	39
05:00 PM	2	3	5	3	0	3	1	0	1	0	1	1	10
05:15 PM	0	0	0	3	1	4	0	1	1	0	1	1	6
05:30 PM	1	3	4	6	0	6	1	0	1	6	0	6	17
05:45 PM	8	2	10	3	1	4	1	1	2	7	0	7	23
Total	11	8	19	15	2	17	3	2	5	13	2	15	56
Grand Total	15	10	25	29	4	33	6	5	11	19	7	26	95
Apprch %	60	40		87.9	12.1		54.5	45.5		73.1	26.9		
Total %	15.8	10.5	26.3	30.5	4.2	34.7	6.3	5.3	11.6	20	7.4	27.4	
Pedestrians	15	10	25	29	4	33	6	5	11	19	7	26	95
% Pedestrians	100	100	100	100	100	100	100	100	100	100	100	100	100
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0

NW 20th Street & NW 7th Avenue

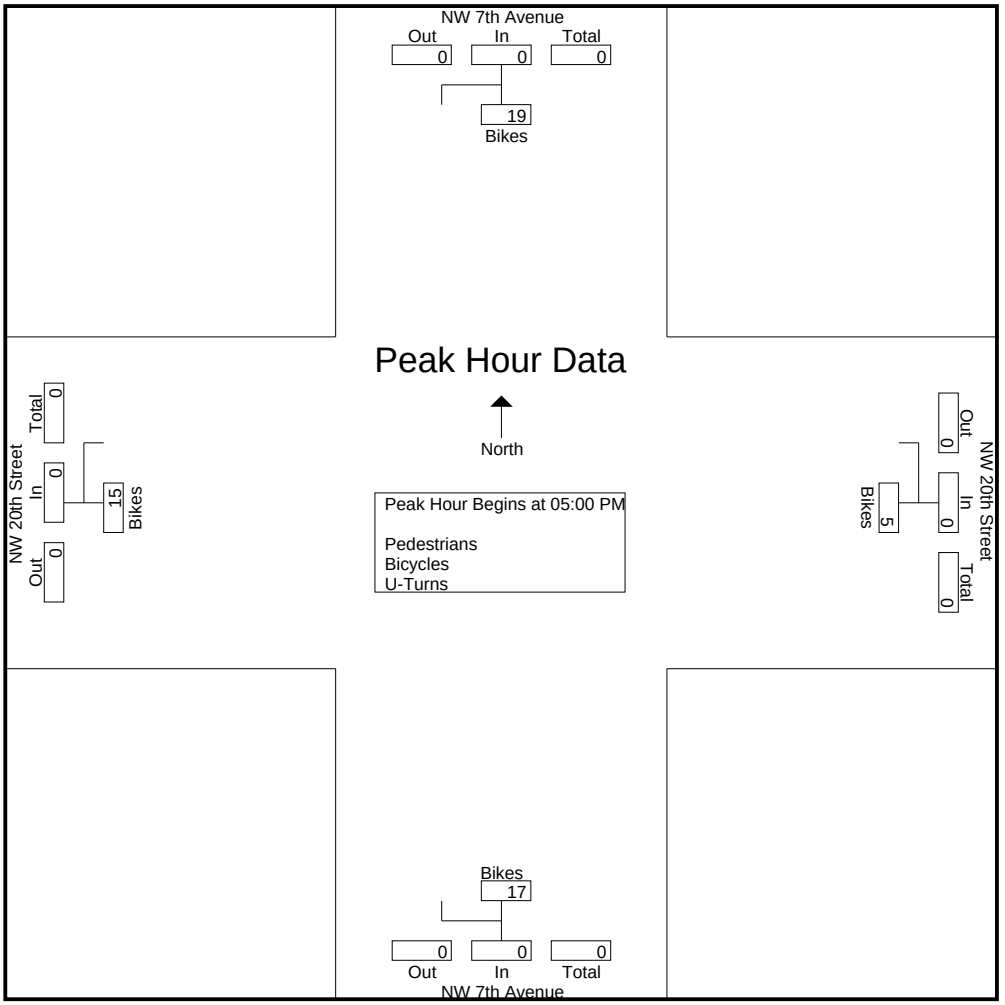
File Name : TMC-5 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 2



NW 20th Street & NW 7th Avenue

File Name : TMC-5 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 20th Street Westbound			NW 20th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	3	5	3	0	3	1	0	1	0	1	1	10
05:15 PM	0	0	0	3	1	4	0	1	1	0	1	1	6
05:30 PM	1	3	4	6	0	6	1	0	1	6	0	6	17
05:45 PM	8	2	10	3	1	4	1	1	2	7	0	7	23
Total Volume	11	8	19	15	2	17	3	2	5	13	2	15	56
% App. Total	57.9	42.1		88.2	11.8		60	40		86.7	13.3		
PHF	.344	.667	.475	.625	.500	.708	.750	.500	.625	.464	.500	.536	.609



N 20th Street & N Miami Avenue

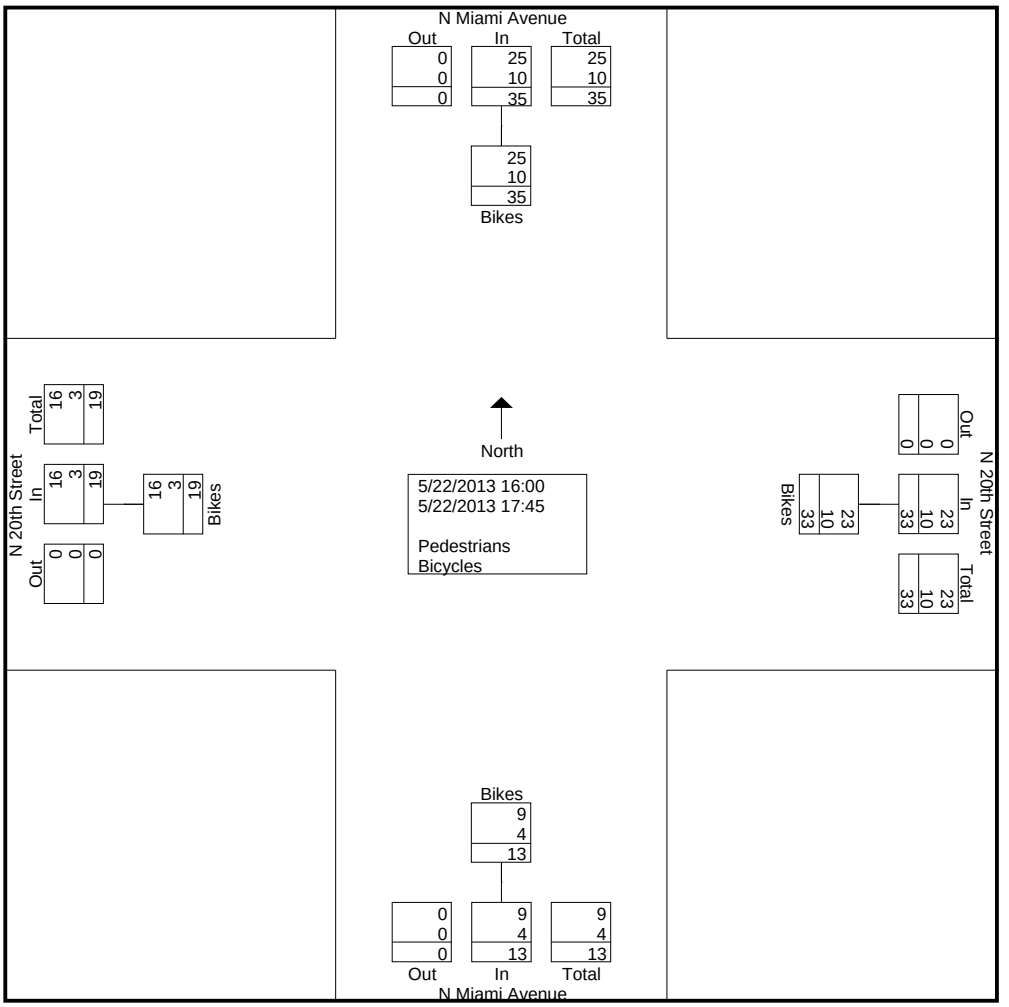
File Name : TMC-6 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 20th Street Westbound			N 20th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
16:00	5	2	7	5	0	5	4	2	6	1	0	1	19
16:15	0	0	0	0	1	1	8	3	11	0	0	0	12
16:30	3	1	4	0	0	0	3	2	5	1	2	3	12
16:45	2	2	4	3	1	4	3	0	3	4	0	4	15
Total	10	5	15	8	2	10	18	7	25	6	2	8	58
17:00	5	1	6	1	0	1	1	1	2	2	0	2	11
17:15	4	1	5	0	1	1	2	1	3	3	1	4	13
17:30	2	1	3	0	0	0	1	1	2	4	0	4	9
17:45	4	2	6	0	1	1	1	0	1	1	0	1	9
Total	15	5	20	1	2	3	5	3	8	10	1	11	42
Grand Total	25	10	35	9	4	13	23	10	33	16	3	19	100
Apprch %	71.4	28.6		69.2	30.8		69.7	30.3		84.2	15.8		
Total %	25	10	35	9	4	13	23	10	33	16	3	19	
Pedestrians	25	0	25	9	0	9	23	0	23	16	0	16	73
% Pedestrians	100	0	71.4	100	0	69.2	100	0	69.7	100	0	84.2	73
Bicycles	0	10	10	0	4	4	0	10	10	0	3	3	27
% Bicycles	0	100	28.6	0	100	30.8	0	100	30.3	0	100	15.8	27

N 20th Street & N Miami Avenue

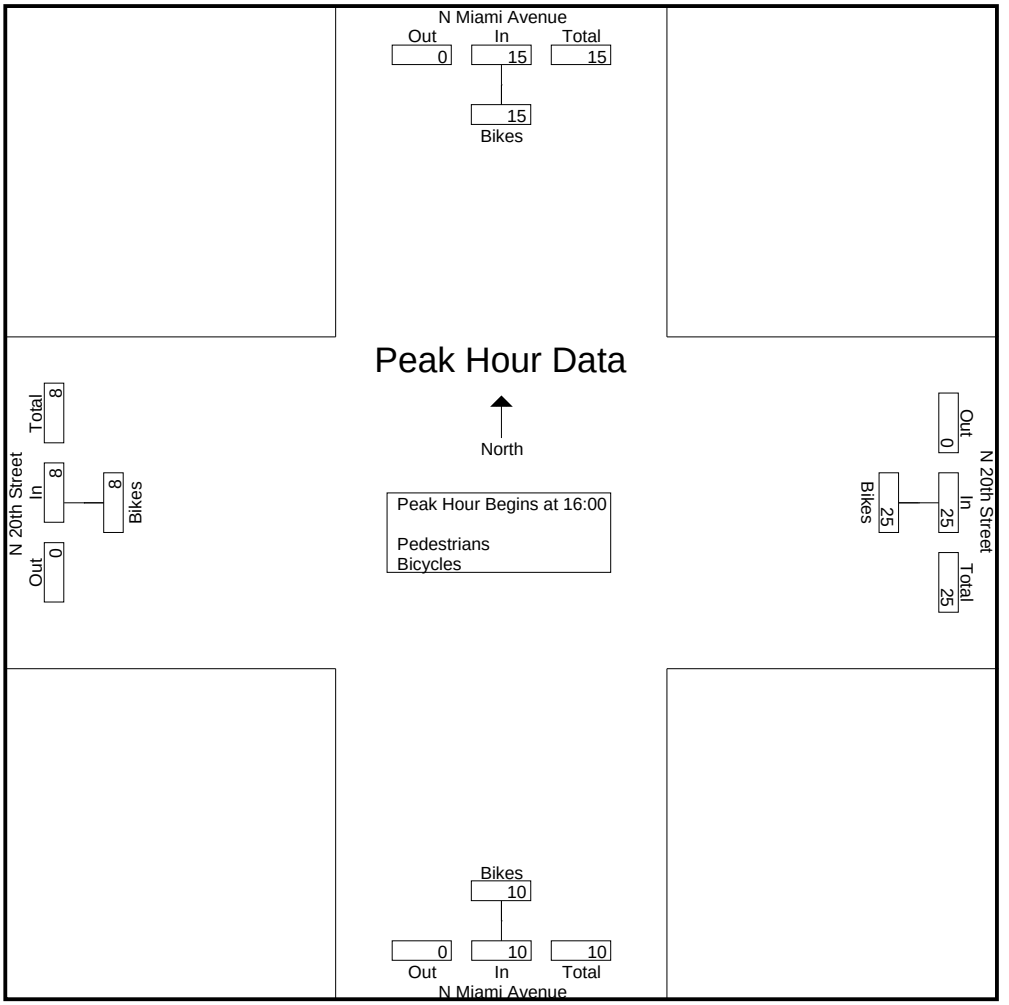
File Name : TMC-6 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 2



N 20th Street & N Miami Avenue

File Name : TMC-6 (P&B)
Site Code : 00000000
Start Date : 5/22/2013
Page No : 3

	N Miami Avenue Southbound			N Miami Avenue Northbound			N 20th Street Westbound			N 20th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:00													
16:00	**5**	**2**	**7**	**5**	0	**5**	4	2	6	1	0	1	**19**
16:15	0	0	0	0	**1**	1	**8**	**3**	**11**	0	0	0	12
16:30	3	1	4	0	0	0	3	2	5	1	**2**	3	12
16:45	2	2	4	3	1	4	3	0	3	**4**	0	**4**	15
Total Volume	10	5	15	8	2	10	18	7	25	6	2	8	58
% App. Total	66.7	33.3		80	20		72	28		75	25		
PHF	.500	.625	.536	.400	.500	.500	.563	.583	.568	.375	.250	.500	.763



NW 17th Street & NW 3rd Avenue

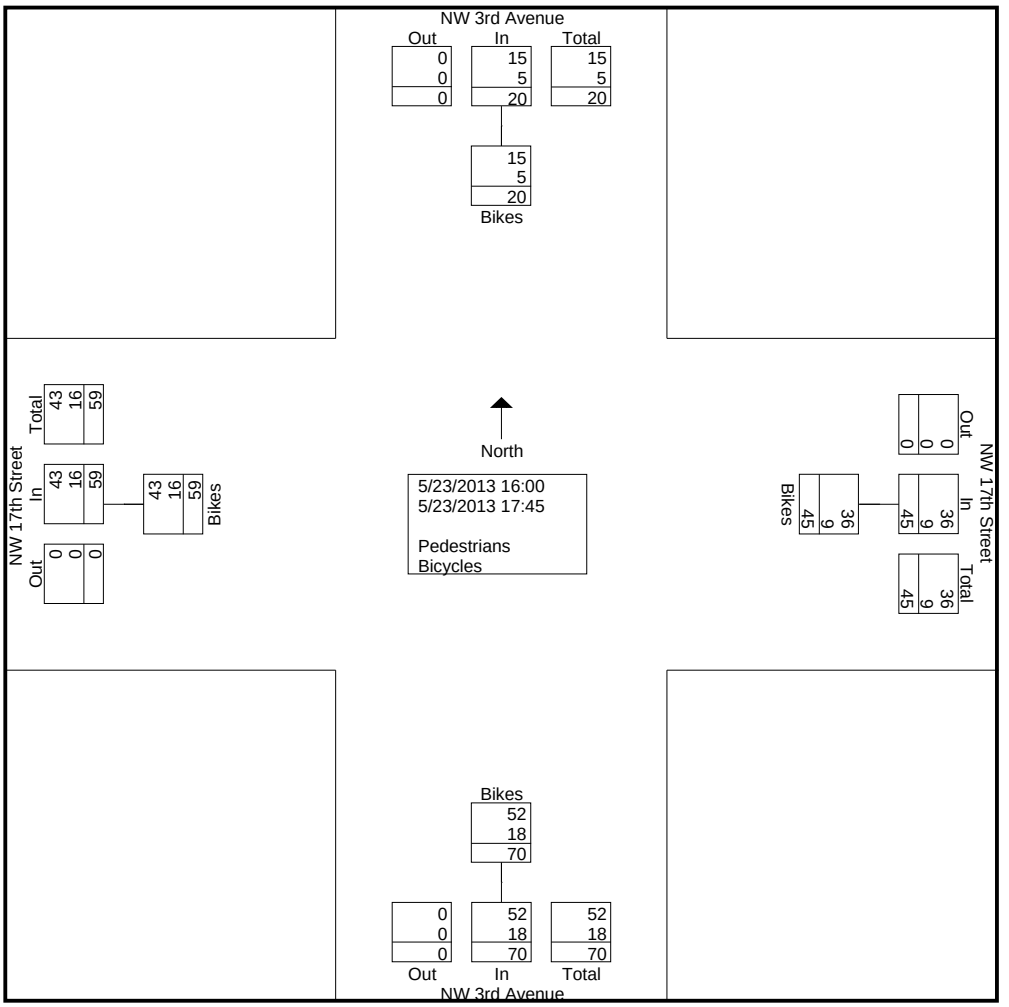
File Name : TMC-7 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	NW 3rd Avenue Southbound			NW 3rd Avenue Northbound			NW 17th Street Westbound			NW 17th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
16:00	2	0	2	13	3	16	2	0	2	8	3	11	31
16:15	0	0	0	4	1	5	5	0	5	12	2	14	24
16:30	1	1	2	3	2	5	8	1	9	10	2	12	28
16:45	3	1	4	12	2	14	8	3	11	4	1	5	34
Total	6	2	8	32	8	40	23	4	27	34	8	42	117
17:00	2	0	2	4	4	8	5	1	6	0	2	2	18
17:15	5	0	5	10	4	14	2	0	2	4	0	4	25
17:30	2	2	4	5	1	6	5	3	8	4	4	8	26
17:45	0	1	1	1	1	2	1	1	2	1	2	3	8
Total	9	3	12	20	10	30	13	5	18	9	8	17	77
Grand Total	15	5	20	52	18	70	36	9	45	43	16	59	194
Apprch %	75	25		74.3	25.7		80	20		72.9	27.1		
Total %	7.7	2.6	10.3	26.8	9.3	36.1	18.6	4.6	23.2	22.2	8.2	30.4	
Pedestrians	15	0	15	52	0	52	36	0	36	43	0	43	146
% Pedestrians	100	0	75	100	0	74.3	100	0	80	100	0	72.9	75.3
Bicycles	0	5	5	0	18	18	0	9	9	0	16	16	48
% Bicycles	0	100	25	0	100	25.7	0	100	20	0	100	27.1	24.7

NW 17th Street & NW 3rd Avenue

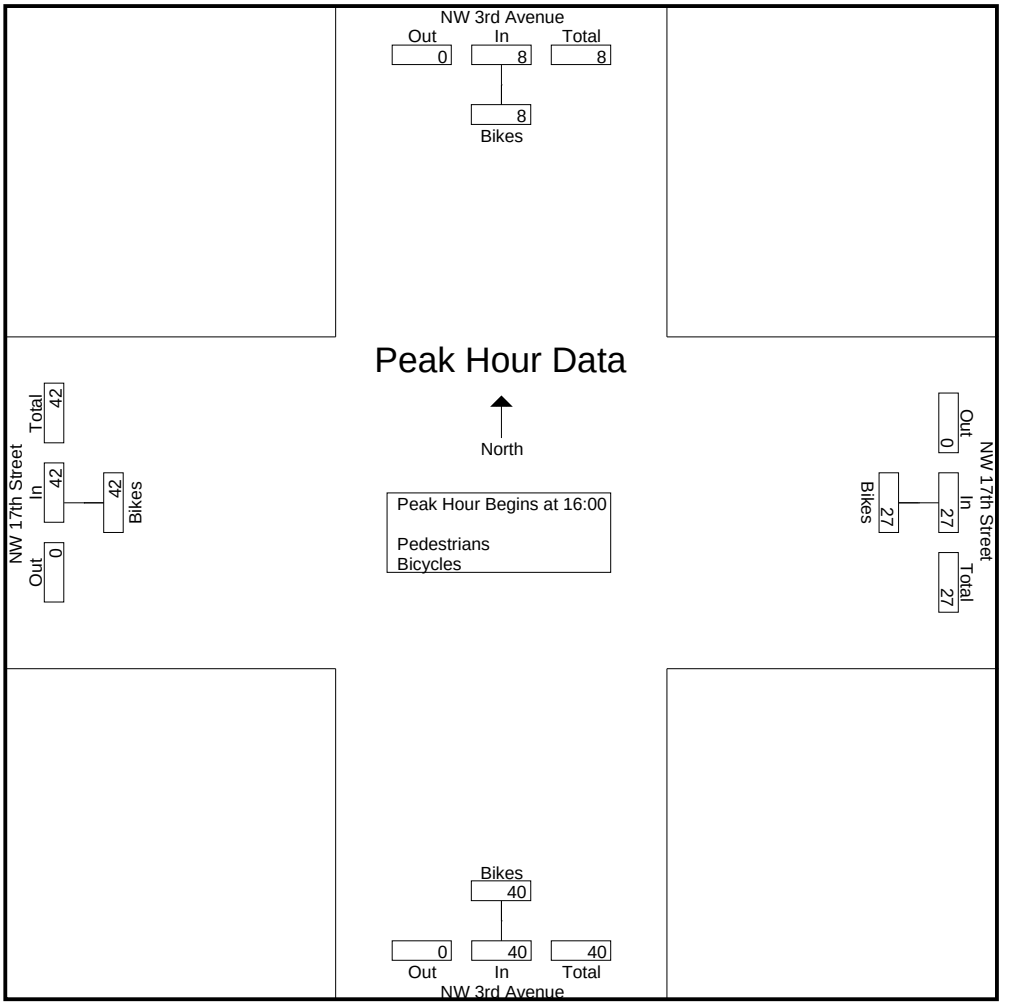
File Name : TMC-7 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 2



NW 17th Street & NW 3rd Avenue

File Name : TMC-7 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 3

	NW 3rd Avenue Southbound			NW 3rd Avenue Northbound			NW 17th Street Westbound			NW 17th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:00													
16:00	2	0	2	**13**	**3**	**16**	2	0	2	8	**3**	11	31
16:15	0	0	0	4	1	5	5	0	5	**12**	2	**14**	24
16:30	1	**1**	2	3	2	5	**8**	1	9	10	2	12	28
16:45	**3**	1	**4**	12	2	14	8	**3**	**11**	4	1	5	**34**
Total Volume	6	2	8	32	8	40	23	4	27	34	8	42	117
% App. Total	75	25		80	20		85.2	14.8		81	19		
PHF	.500	.500	.500	.615	.667	.625	.719	.333	.614	.708	.667	.750	.860



NW 14th Street & NW 1st Place

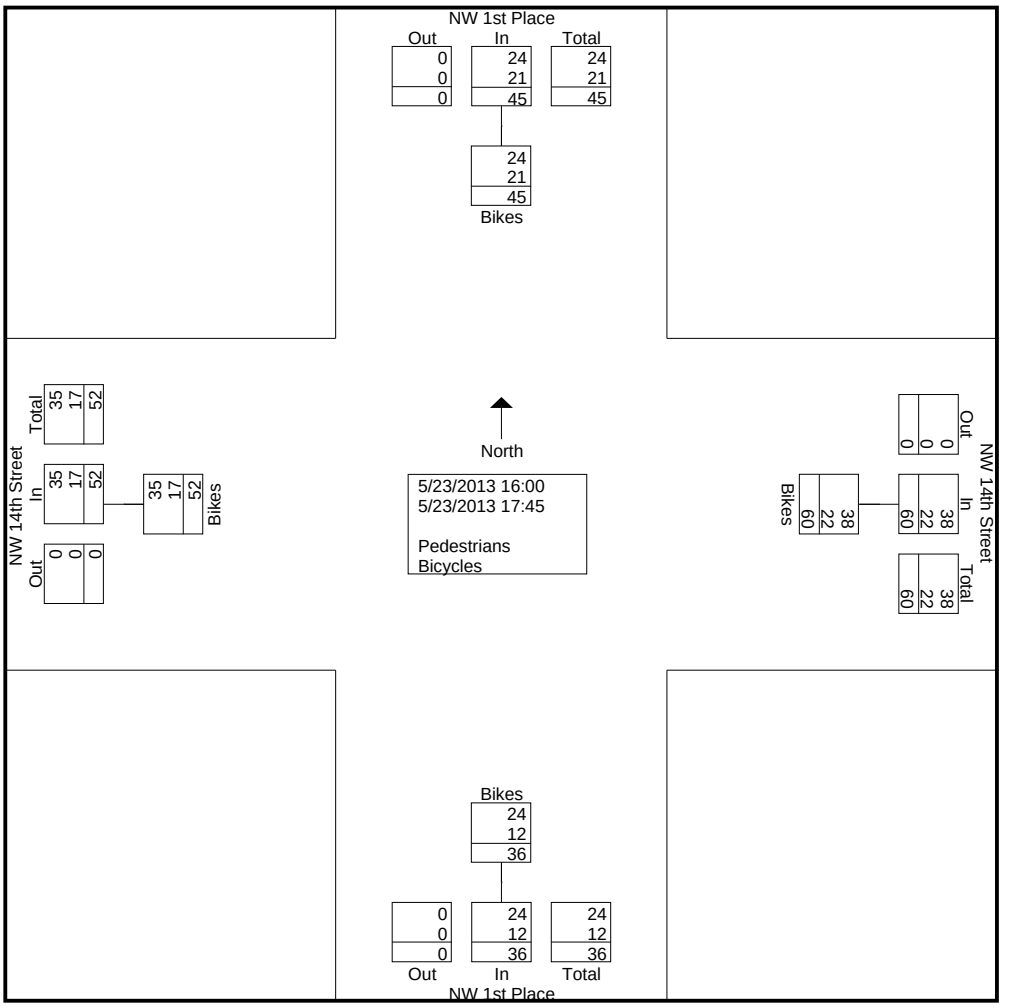
File Name : TMC-8 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	NW 1st Place Southbound			NW 1st Place Northbound			NW 14th Street Westbound			NW 14th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
16:00	6	3	9	2	1	3	4	2	6	7	4	11	29
16:15	0	7	7	4	1	5	1	5	6	5	3	8	26
16:30	1	1	2	2	1	3	4	3	7	2	0	2	14
16:45	0	3	3	2	1	3	5	2	7	2	2	4	17
Total	7	14	21	10	4	14	14	12	26	16	9	25	86
17:00	6	5	11	2	5	7	7	4	11	8	2	10	39
17:15	6	1	7	3	1	4	2	2	4	7	1	8	23
17:30	1	1	2	3	1	4	8	3	11	2	1	3	20
17:45	4	0	4	6	1	7	7	1	8	2	4	6	25
Total	17	7	24	14	8	22	24	10	34	19	8	27	107
Grand Total	24	21	45	24	12	36	38	22	60	35	17	52	193
Apprch %	53.3	46.7		66.7	33.3		63.3	36.7		67.3	32.7		
Total %	12.4	10.9	23.3	12.4	6.2	18.7	19.7	11.4	31.1	18.1	8.8	26.9	
Pedestrians	24	0	24	24	0	24	38	0	38	35	0	35	121
% Pedestrians	100	0	53.3	100	0	66.7	100	0	63.3	100	0	67.3	62.7
Bicycles	0	21	21	0	12	12	0	22	22	0	17	17	72
% Bicycles	0	100	46.7	0	100	33.3	0	100	36.7	0	100	32.7	37.3

NW 14th Street & NW 1st Place

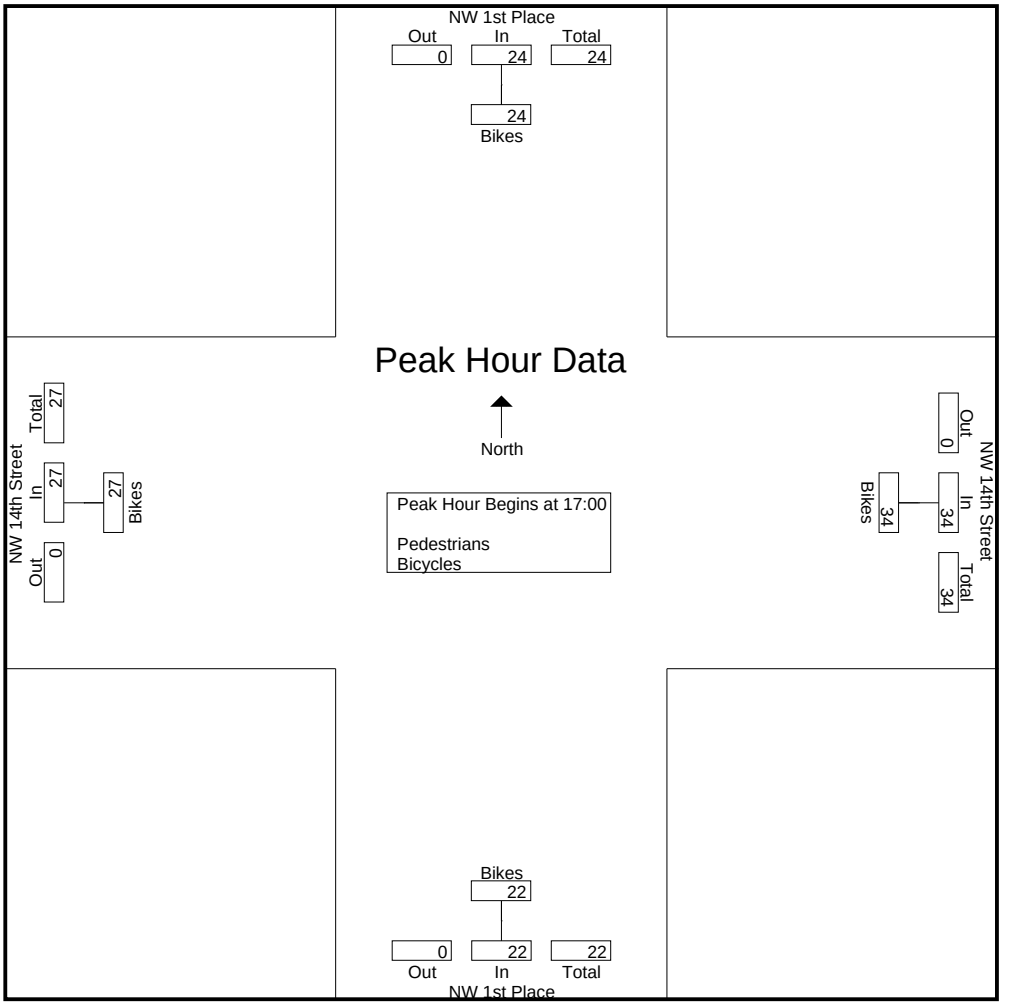
File Name : TMC-8 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 2



NW 14th Street & NW 1st Place

File Name : TMC-8 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 3

	NW 1st Place Southbound			NW 1st Place Northbound			NW 14th Street Westbound			NW 14th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:00													
17:00	**6**	**5**	**11**	2	**5**	**7**	7	**4**	**11**	**8**	2	**10**	**39**
17:15	6	1	7	3	1	4	2	2	4	7	1	8	23
17:30	1	1	2	3	1	4	**8**	3	11	2	1	3	20
17:45	4	0	4	**6**	1	7	7	1	8	2	**4**	6	25
Total Volume	17	7	24	14	8	22	24	10	34	19	8	27	107
% App. Total	70.8	29.2		63.6	36.4		70.6	29.4		70.4	29.6		
PHF	.708	.350	.545	.583	.400	.786	.750	.625	.773	.594	.500	.675	.686



NW 7th Avenue & NW 5th Street Bridge

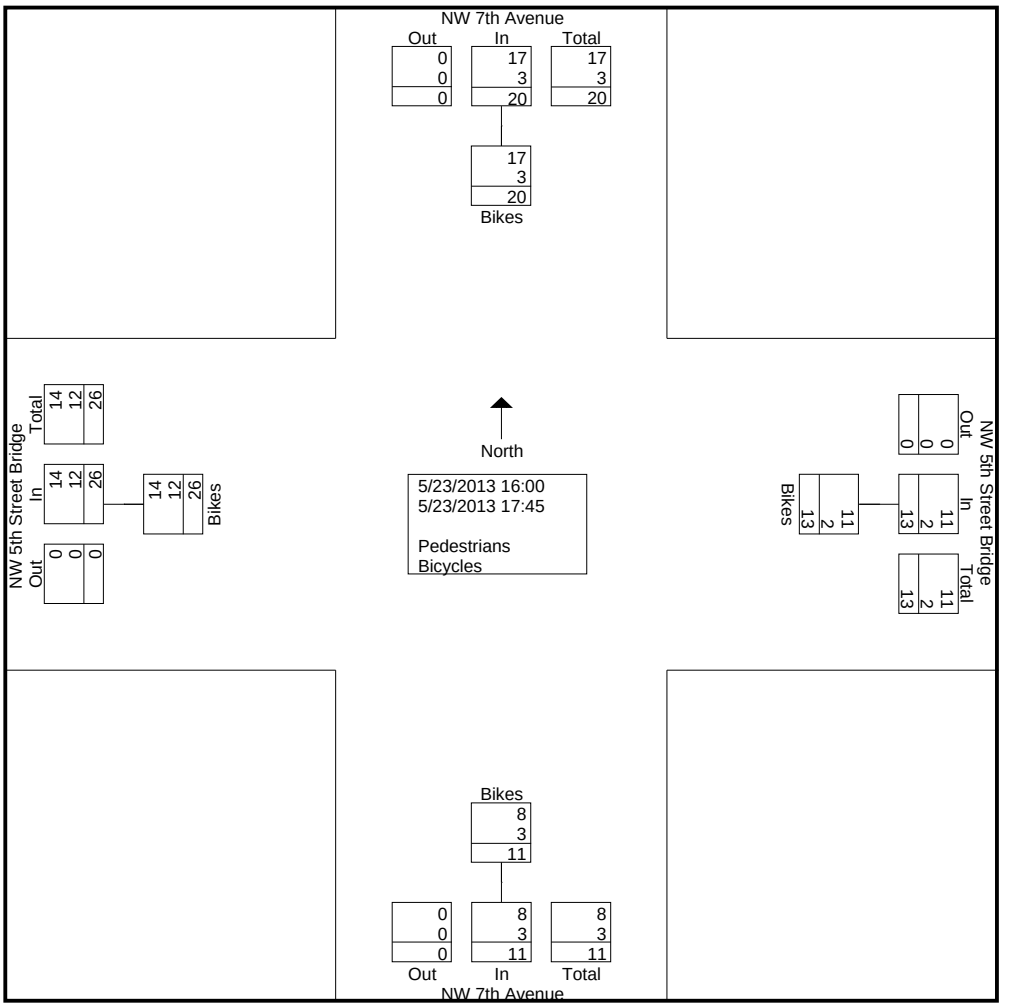
File Name : TMC-9 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 5th Street Bridge Westbound			NW 5th Street Bridge Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
16:00	1	1	2	2	0	2	2	1	3	0	0	0	7
16:15	0	0	0	1	0	1	4	1	5	0	1	1	7
16:30	1	2	3	0	0	0	4	0	4	1	0	1	8
16:45	3	0	3	0	0	0	1	0	1	2	1	3	7
Total	5	3	8	3	0	3	11	2	13	3	2	5	29
17:00	5	0	5	0	0	0	0	0	0	2	1	3	8
17:15	2	0	2	0	1	1	0	0	0	5	4	9	12
17:30	3	0	3	0	2	2	0	0	0	4	3	7	12
17:45	2	0	2	5	0	5	0	0	0	0	2	2	9
Total	12	0	12	5	3	8	0	0	0	11	10	21	41
Grand Total	17	3	20	8	3	11	11	2	13	14	12	26	70
Apprch %	85	15		72.7	27.3		84.6	15.4		53.8	46.2		
Total %	24.3	4.3	28.6	11.4	4.3	15.7	15.7	2.9	18.6	20	17.1	37.1	
Pedestrians	17	0	17	8	0	8	11	0	11	14	0	14	50
% Pedestrians	100	0	85	100	0	72.7	100	0	84.6	100	0	53.8	71.4
Bicycles	0	3	3	0	3	3	0	2	2	0	12	12	20
% Bicycles	0	100	15	0	100	27.3	0	100	15.4	0	100	46.2	28.6

NW 7th Avenue & NW 5th Street Bridge

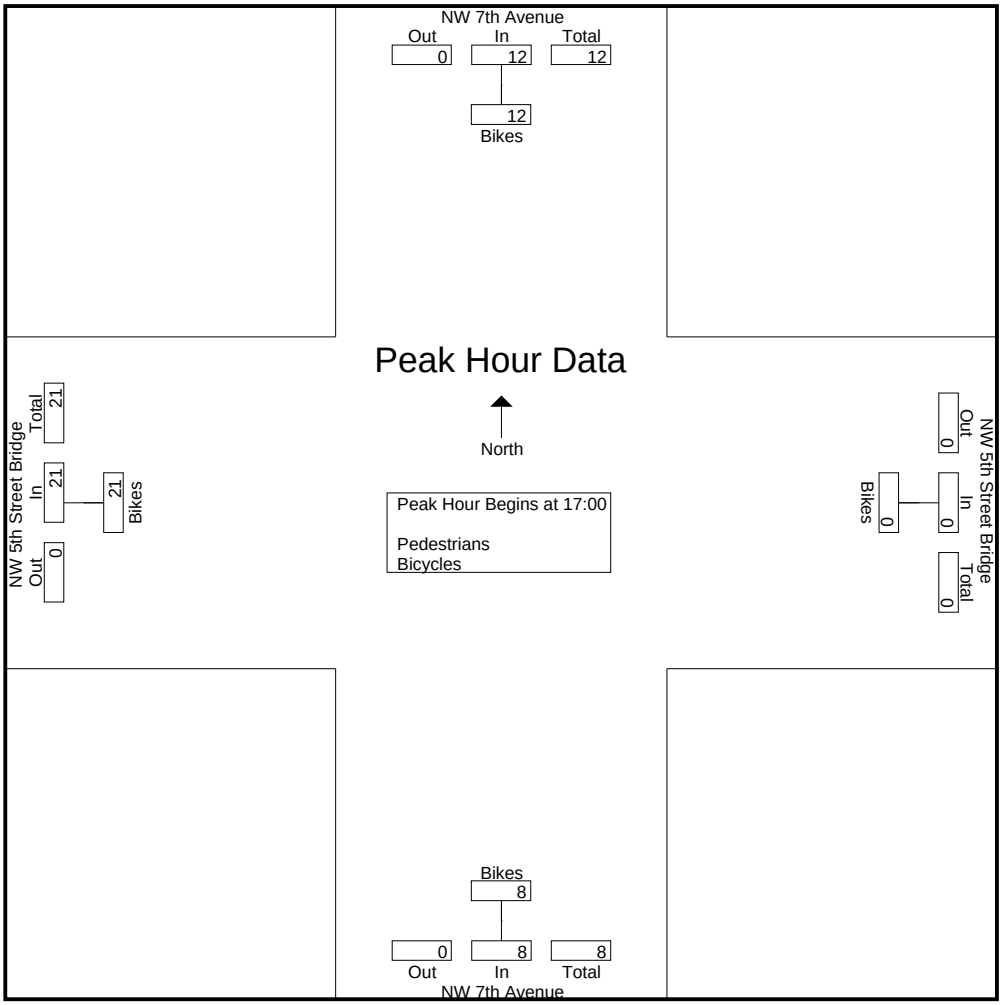
File Name : TMC-9 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 2



NW 7th Avenue & NW 5th Street Bridge

File Name : TMC-9 (P&B)
Site Code : 00000000
Start Date : 5/23/2013
Page No : 3

	NW 7th Avenue Southbound			NW 7th Avenue Northbound			NW 5th Street Bridge Westbound			NW 5th Street Bridge Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:00													
17:00	**5**	0	**5**	0	0	0	0	0	0	2	1	3	8
17:15	2	0	2	0	1	1	0	0	0	**5**	**4**	**9**	**12**
17:30	3	0	3	0	**2**	2	0	0	0	4	3	7	12
17:45	2	0	2	**5**	0	**5**	0	0	0	0	2	2	9
Total Volume	12	0	12	5	3	8	0	0	0	11	10	21	41
% App. Total	100	0		62.5	37.5		0	0		52.4	47.6		
PHF	.600	.000	.600	.250	.375	.400	.000	.000	.000	.550	.625	.583	.854



NW 5th Street & NW 1st Avenue

File Name : TMC-10 (P&B)
Site Code : 00000000
Start Date : 5/16/2013
Page No : 1

Groups Printed- Pedestrians - Bicycles

	NW 1st Avenue Southbound			NW 1st Avenue Northbound			NW 5th Street Westbound			NW 5th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
04:00 PM	1	2	3	3	0	3	5	3	8	1	0	1	15
04:15 PM	2	0	2	2	0	2	4	3	7	4	0	4	15
04:30 PM	1	1	2	6	0	6	2	0	2	3	0	3	13
04:45 PM	0	2	2	3	3	6	3	1	4	5	0	5	17
Total	4	5	9	14	3	17	14	7	21	13	0	13	60
05:00 PM	2	1	3	3	0	3	2	1	3	10	2	12	21
05:15 PM	2	0	2	7	0	7	3	0	3	7	2	9	21
05:30 PM	3	1	4	7	0	7	3	2	5	6	3	9	25
05:45 PM	2	1	3	7	0	7	1	2	3	1	0	1	14
Total	9	3	12	24	0	24	9	5	14	24	7	31	81
Grand Total	13	8	21	38	3	41	23	12	35	37	7	44	141
Apprch %	61.9	38.1		92.7	7.3		65.7	34.3		84.1	15.9		
Total %	9.2	5.7	14.9	27	2.1	29.1	16.3	8.5	24.8	26.2	5	31.2	
Pedestrians	13	0	13	38	0	38	23	0	23	37	0	37	111
% Pedestrians	100	0	61.9	100	0	92.7	100	0	65.7	100	0	84.1	78.7
Bicycles	0	8	8	0	3	3	0	12	12	0	7	7	30
% Bicycles	0	100	38.1	0	100	7.3	0	100	34.3	0	100	15.9	21.3

NW 5th Street & NW 1st Avenue

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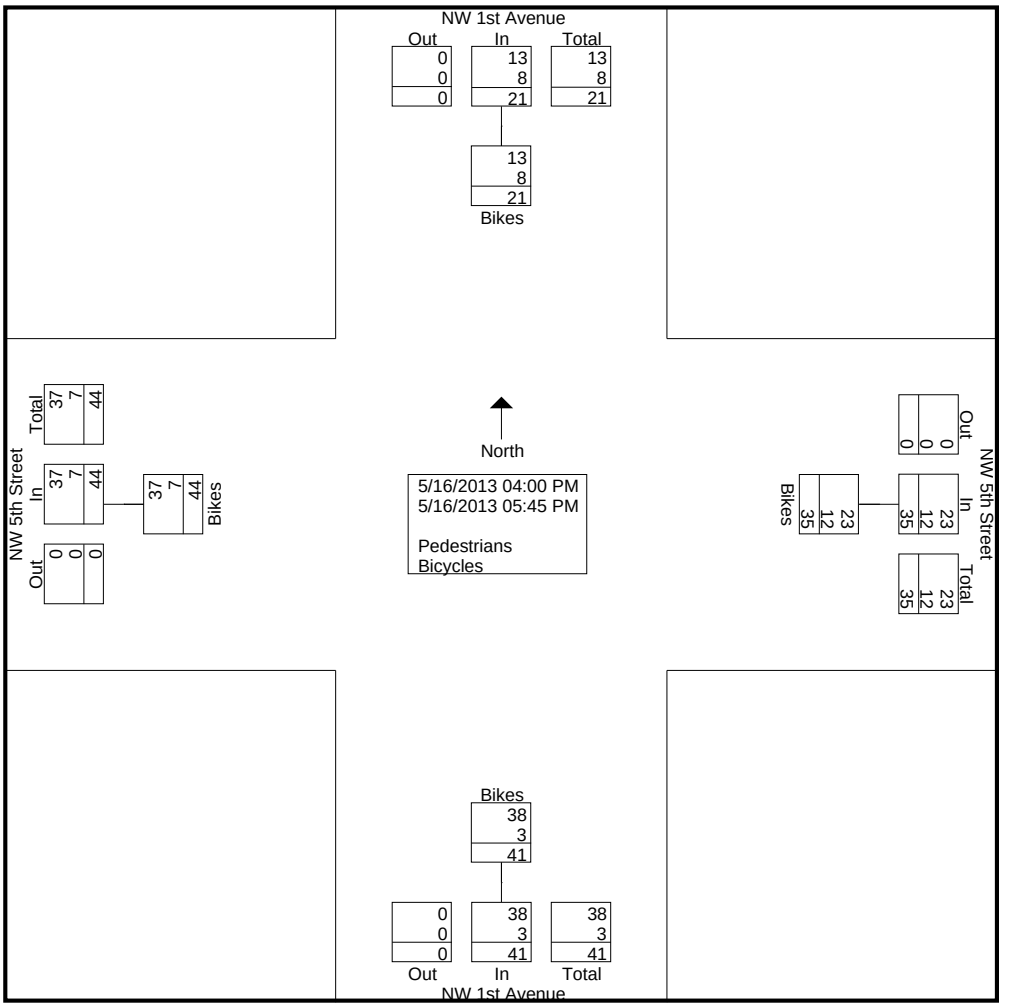
Start Date : 5/16/2013
Page No : 2



NW 5th Street & NW 1st Avenue

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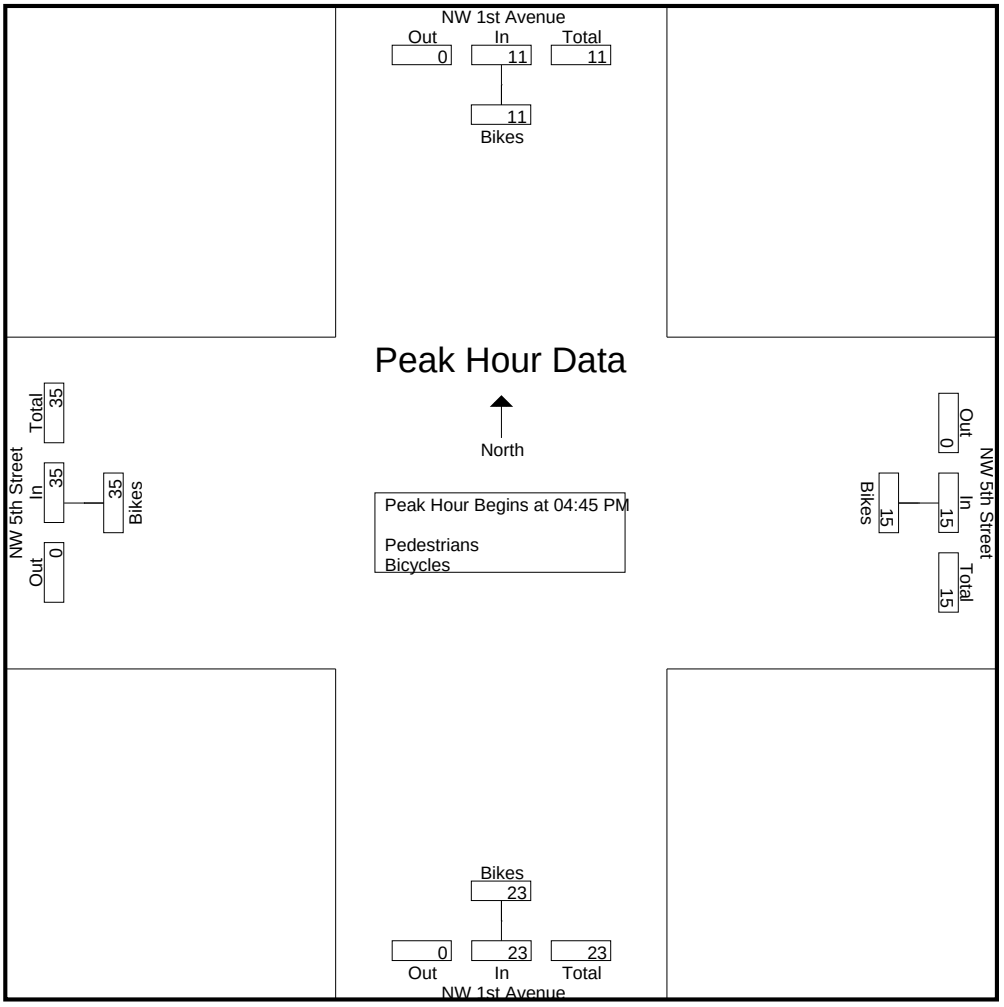
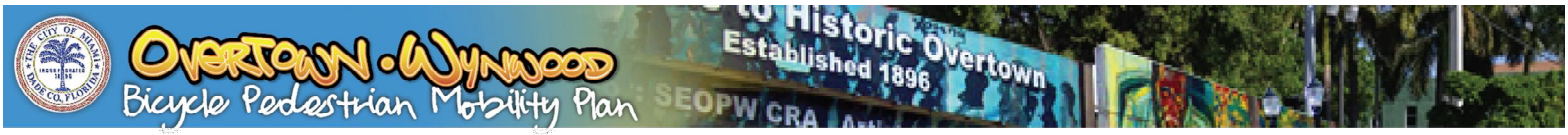
Page No : 3

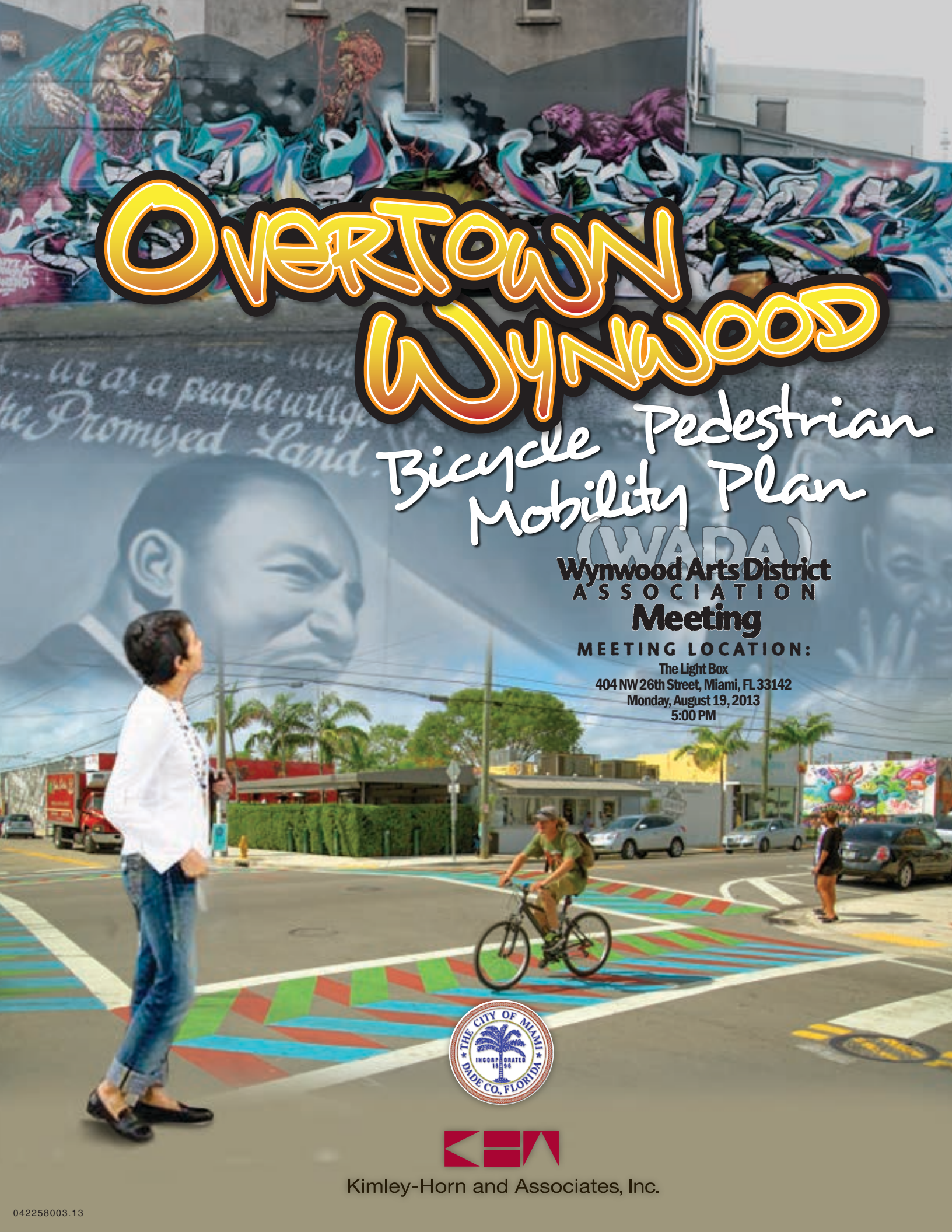
	NW 1st Avenue Southbound			NW 1st Avenue Northbound			NW 5th Street Westbound			NW 5th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	2	2	3	3	6	3	1	4	5	0	5	17
05:00 PM	2	1	3	3	0	3	2	1	3	10	2	12	21
05:15 PM	2	0	2	7	0	7	3	0	3	7	2	9	21
05:30 PM	3	1	4	7	0	7	3	2	5	6	3	9	25
Total Volume	7	4	11	20	3	23	11	4	15	28	7	35	84
% App. Total	63.6	36.4		87	13		73.3	26.7		80	20		
PHF	.583	.500	.688	.714	.250	.821	.917	.500	.750	.700	.583	.729	.840





APPENDIX C

PUBLIC MEETING MATERIALS



Kimley-Horn and Associates, Inc.

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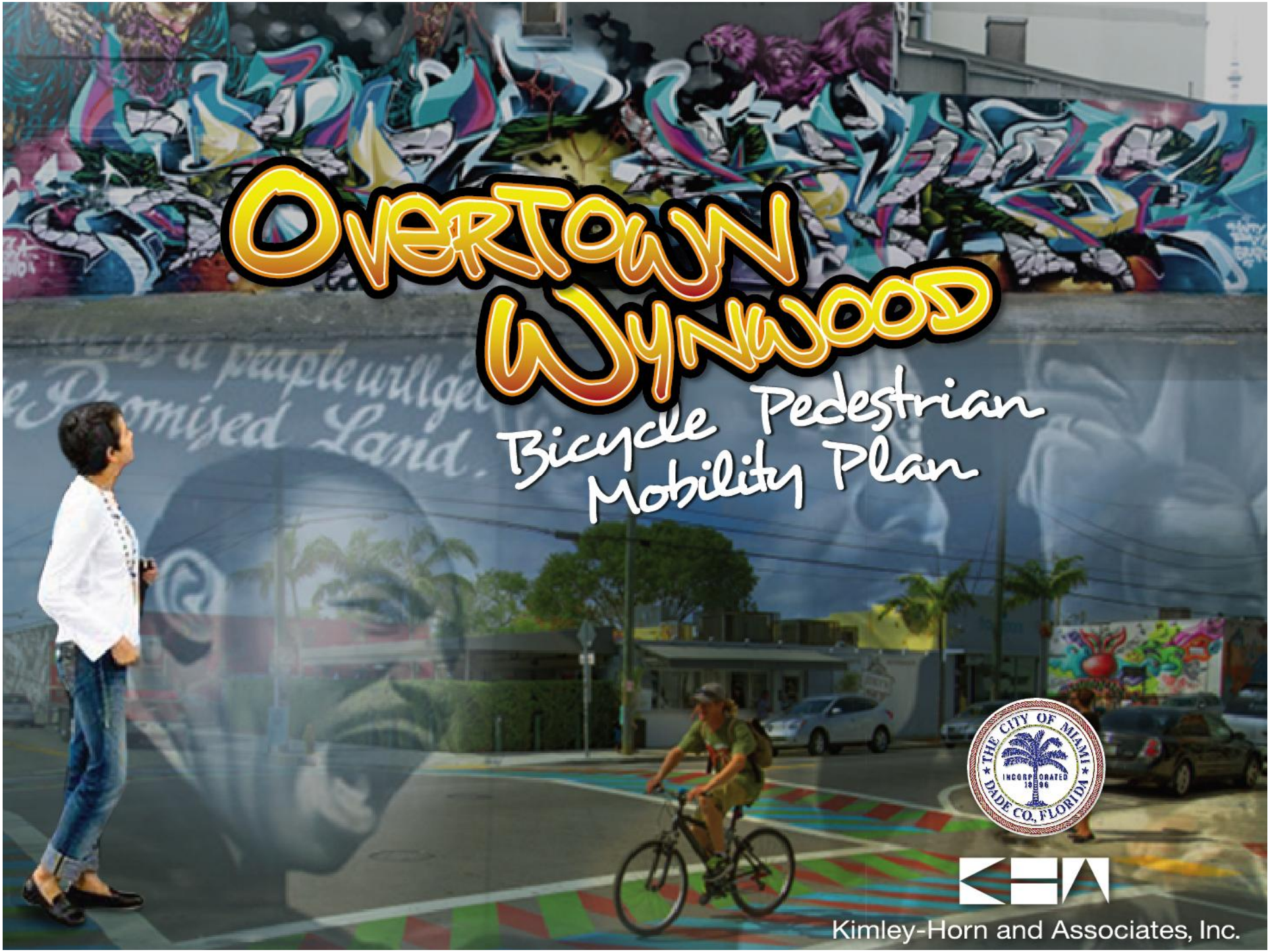
Overtown Wynwood
Bicycle Pedestrian Mobility Plan
THE CITY OF MIAMI
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    - Complete streets
    - Placemaking
    - Access to public transit

Mobility

- Sidewalks
- Crosswalks
- Bike Facilities
- Bike Share
- Car Share
- Bus Routes
- Traffic Signals

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- All modes
- All ages
- All abilities
- City of Miami resolution 09-00274

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Placemaking

- Streets are
  - Places
  - Conduits
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- Streets serve multiple functions

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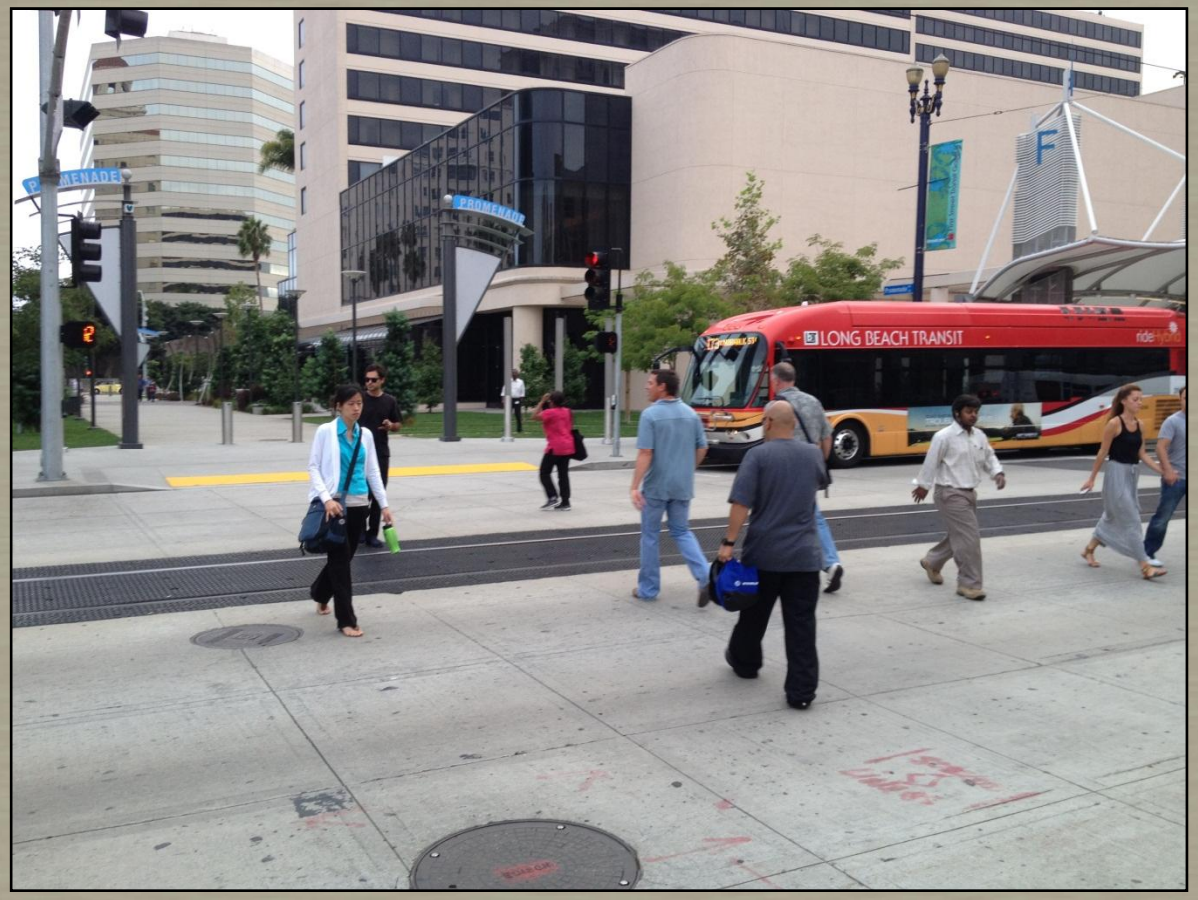
- Bus stops must be accessible



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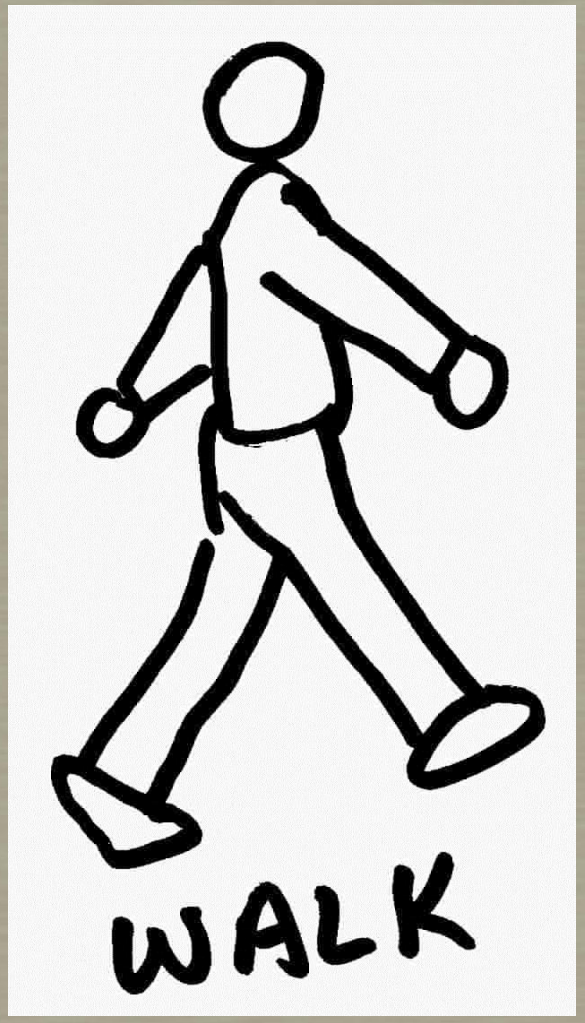


WYNWOOD WALLS
PLANT the FUTURE
HYPERBOLIC HEROSONIC
AscasoGallery
2511


SPEED
LIMIT
30


NW 10 ST
Willis Richardson St
Willis Richardson St


FOR
LEASE
305•350•6700
LOST & FOUND
RESTAURANT

Mobility Data Analysis

- 27% of all work trips in the Overtown and Wynwood areas made on bus, bike, or foot
- 15% city-wide

	Overtown/Wynwood Study Area		City of Miami	
Description	Number	Percent	Number	Percent
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Drove alone	7,179	54.41%	121,343	69.37%
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Worked at home	447	3.39%	5,342	3.05%

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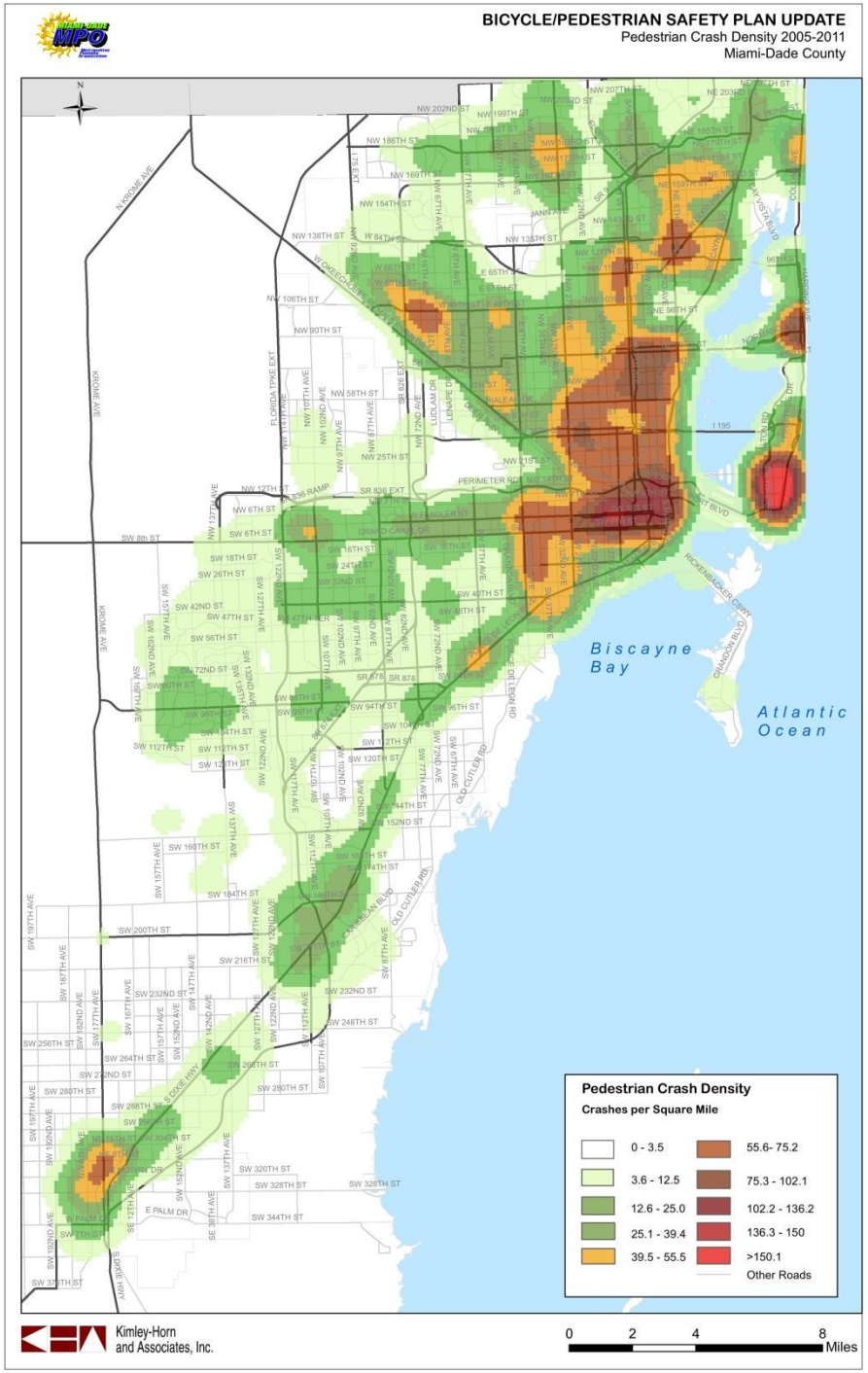
- Crash Data Heat Maps
  - The study area is within the high crash focus areas for pedestrian and bicyclist crashes



OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Bus Boardings

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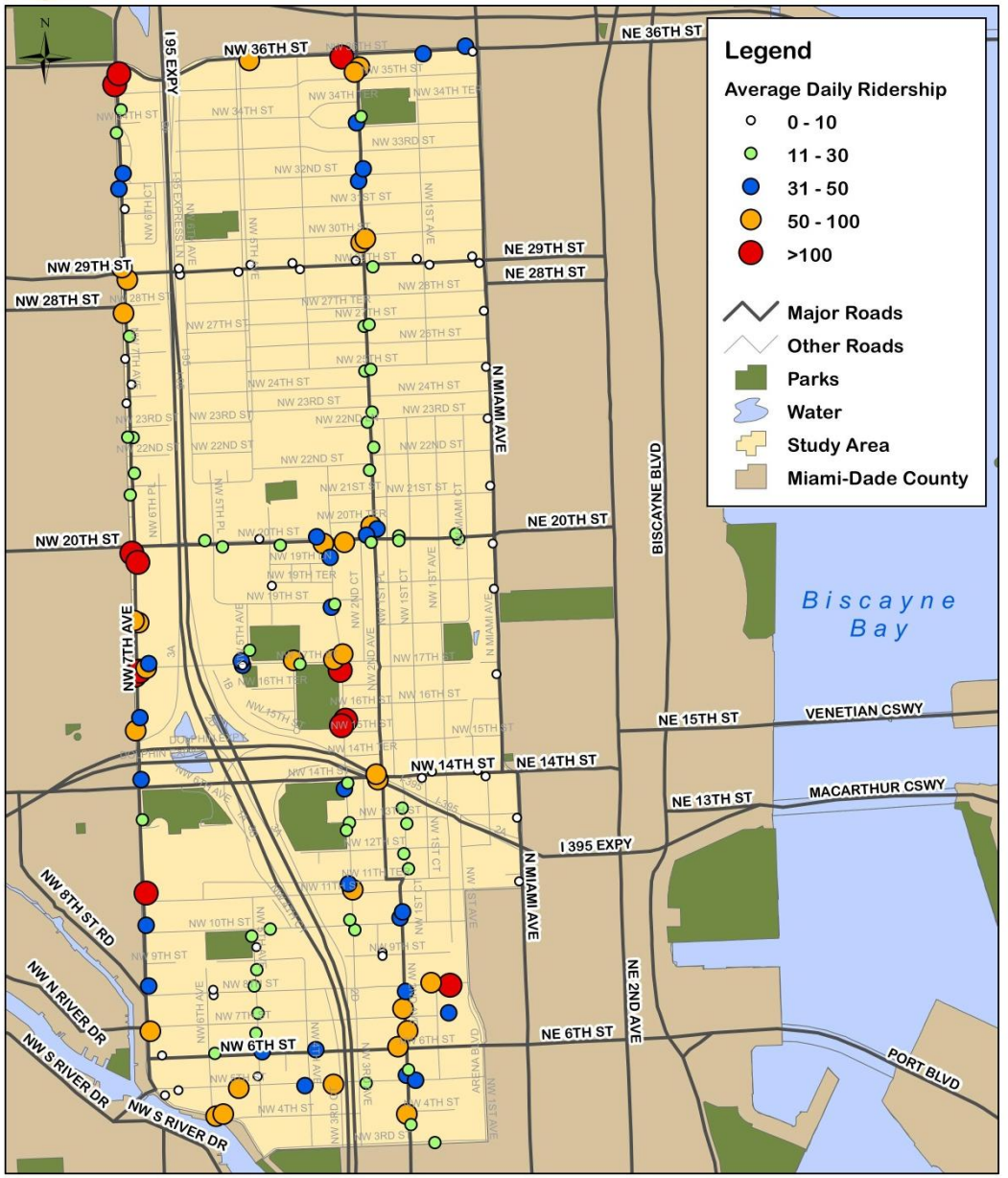
- NW 3rd Avenue
- NW 36th Street & NW 2nd Avenue
- Metrorail Stations

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 3: METROBUS RIDERSHIP RANGE PER STOP



OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Facilities

- Existing and planned future facilities forms starting point for the Plan

What Could Be…

- Toolbox of Potential Improvements
  - Engineering
    - Bicycle Facilities
    - Pedestrian Facilities
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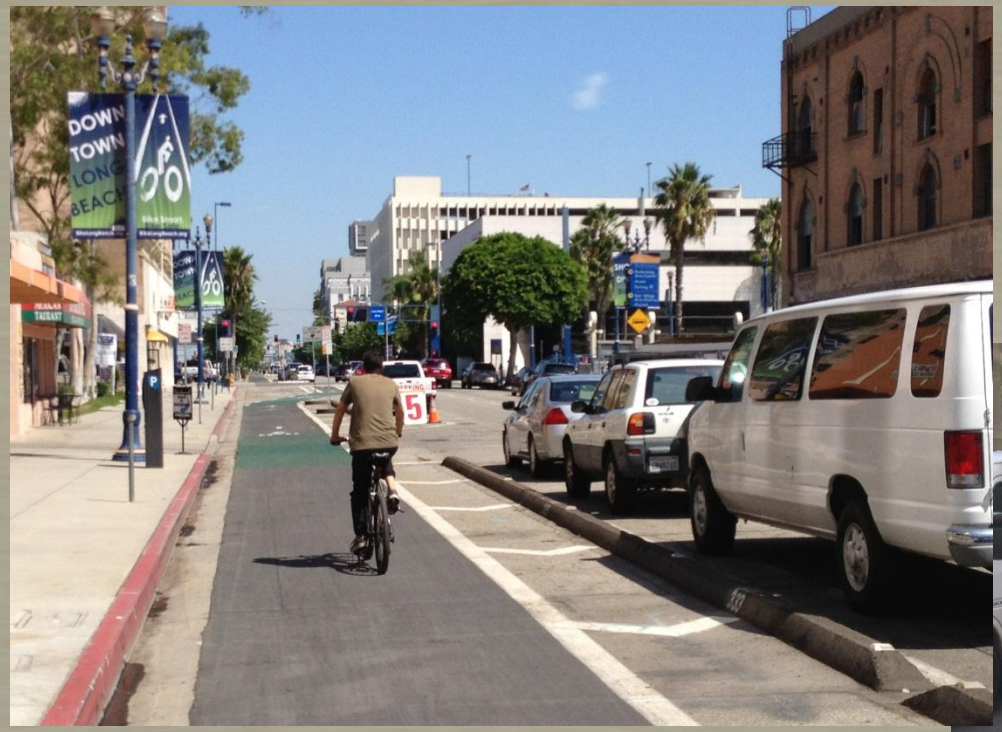
Green Bike Lanes

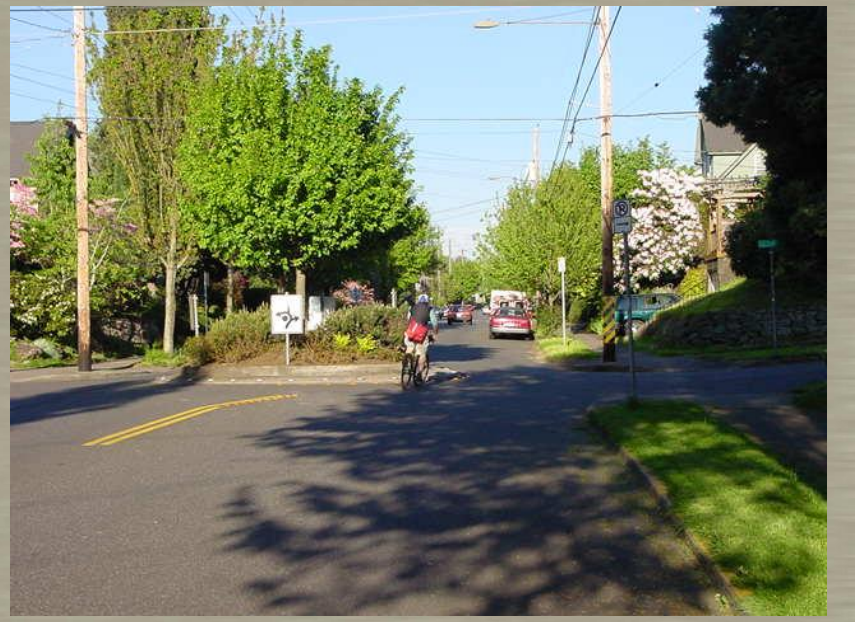
Cycle Tracks

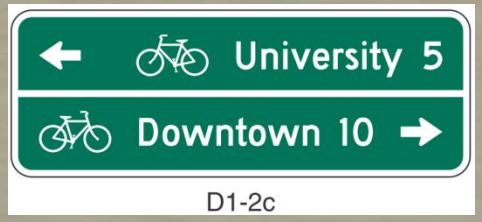


Greenway / Shared-Use Path

Bicycle Boulevard

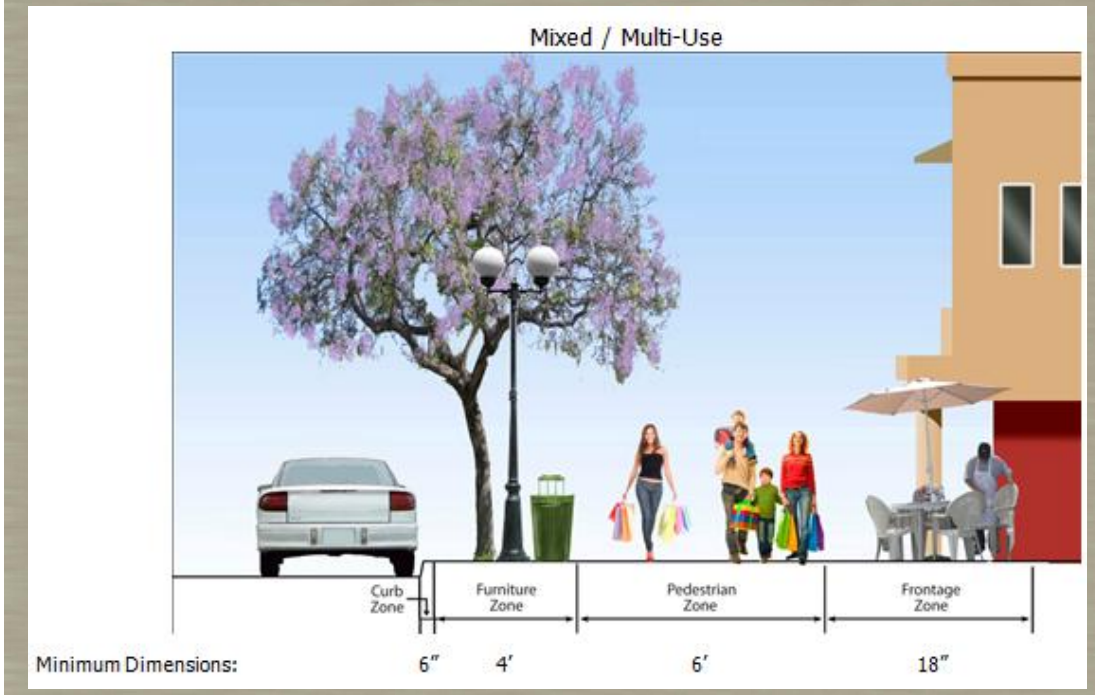
R4-11



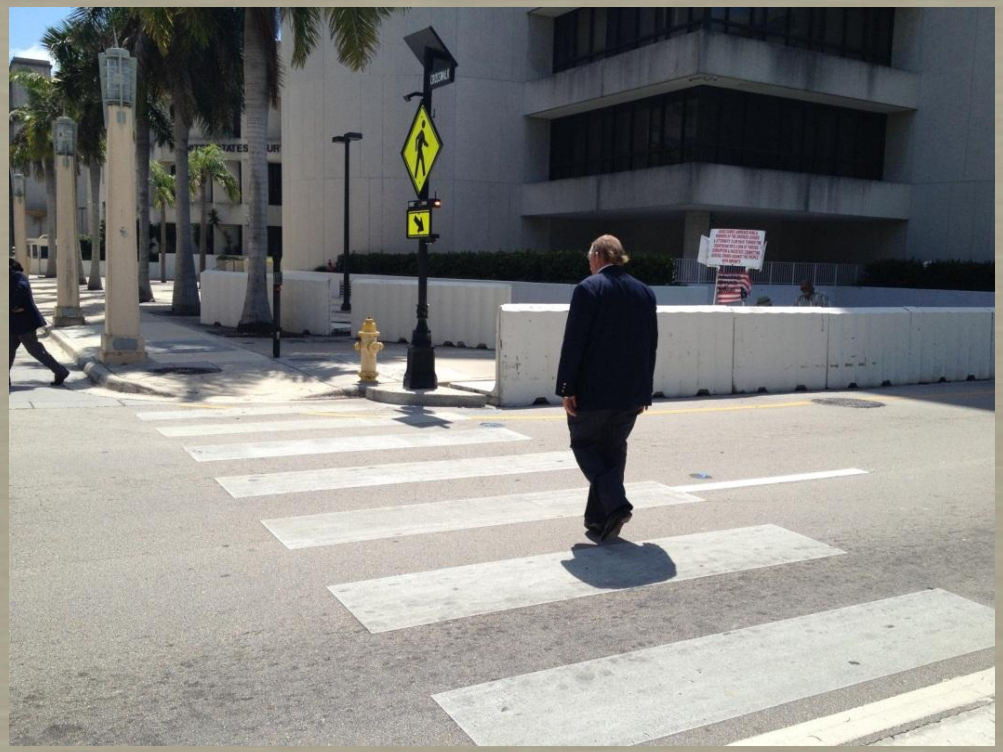


D1-2c

Functional Sidewalk Design

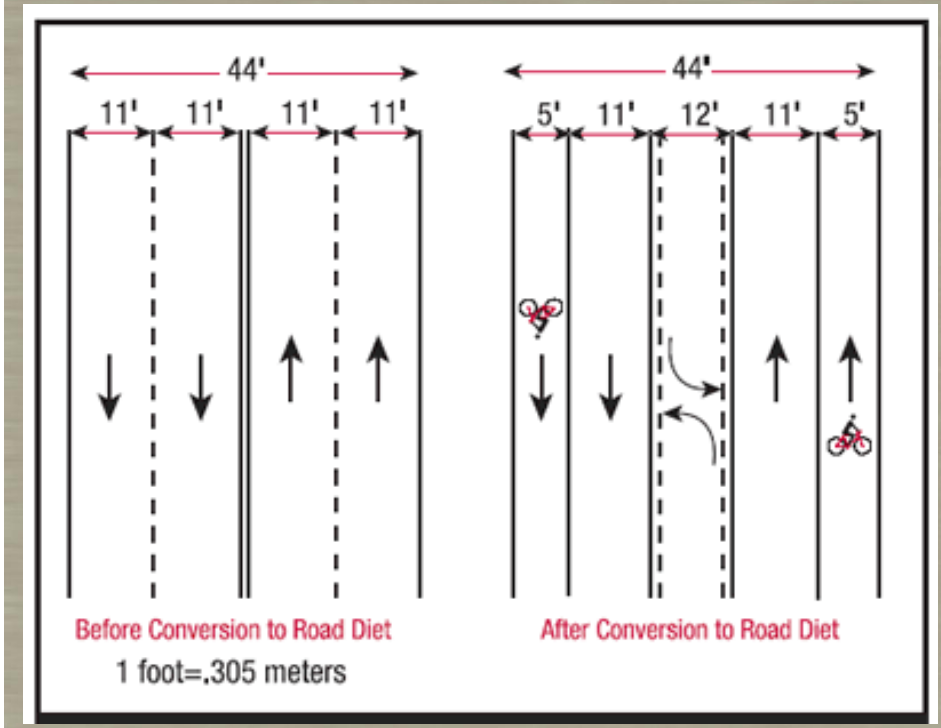


Crosswalks

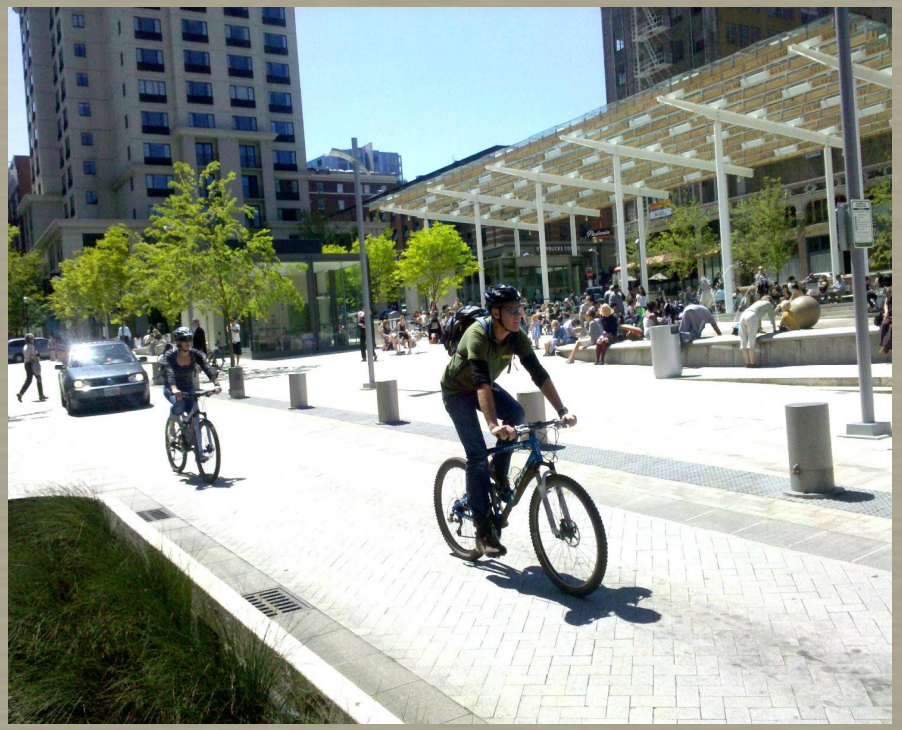


Curb Extensions / Bulb-Outs

Road Diet


44'
11'
11'
11'
11'
Before Conversion to Road Diet
44'
5'
11'
12'
11'
5'
After Conversion to Road Diet
1 foot=.305 meters

Shared Space



Encouragement

- Courtesy Counts
- Rules of the Road

Encouragement

- Transform the Street

Encouragement

- Public Art

Encouragement

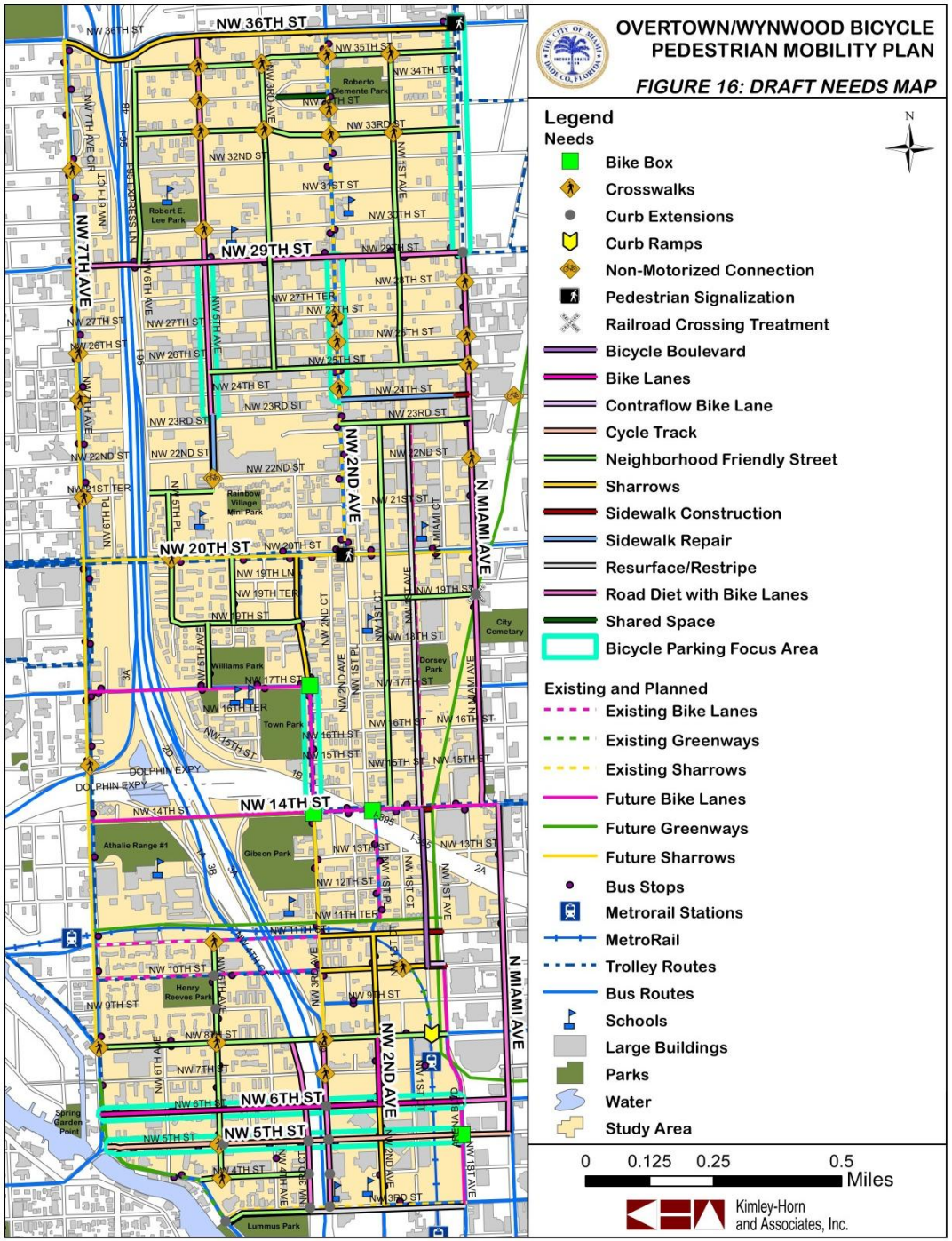
- Functional Bike Racks as Art

Encouragement

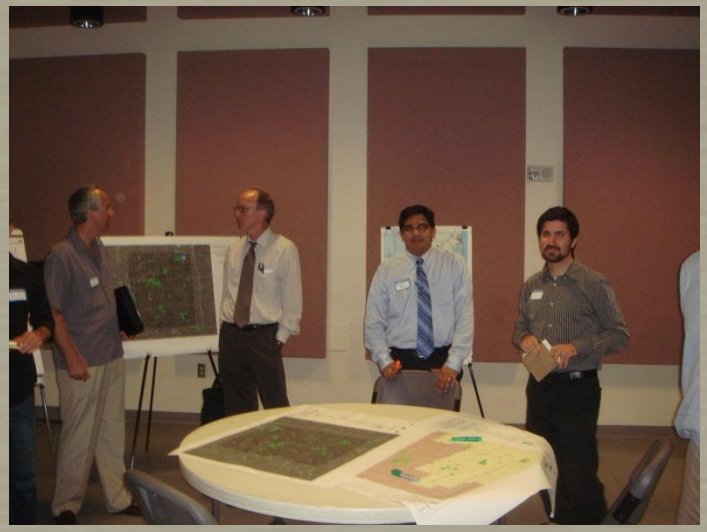
- A Place People Feel Comfortable

OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Draft Needs Map



We Want to Hear From You!!!



Overtown and Wynwood
Bicycle Pedestrian Mobility Plan

August 19, 2013
5 PM
Wynwood Arts District Association

Kimley-Horn and Associates, Inc.

NAME	ADDRESS	PHONE	E-MAIL
Tyler Emerson - Dorsch			
Collin Worth			
ARIANA TESTAMARCK ORELLANA			
Hector Roos			
David Henderson			
THOMAS RODRIGUES			
ANDRES A. FUENTES			
DAVID COLLINS			
Ramon Diaz			
ALICIA DEFAGO			

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NAME	ADDRESS	PHONE	E-MAIL
JAN McKeown			
Jose Nava			
ARRANA TESTAMARCK ORELLANA			
NINA JOHNSON-MILEWSKI			
Dr. Malone			
Adam Schachner			
DARIO GONZALEZ			
RUBELL FAMILY Collection Mera RUBELL + JASON Rubell			
DAVID LOMBARDI LOMBARDI PROPERTIES			
Patrice Gillespie Smith			

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NAME	ADDRESS	PHONE	E-MAIL
David Blinsky			
JACQUI COLYER			
BRAD KNOEFLEY			
MARK LESNIAK			
Francine Madera			
Stephen Eichenbaum			
Deanna Lee Oswald			

Overtown and Wynwood
Bicycle Pedestrian Mobility Plan
August 19, 2013

Kimley-Horn and Associates, Inc.

Contact Information (Optional):

Name: ARIANA TESTAMARCK ORELLANA

Address: [redacted]

Representing: [redacted]

Phone No.: [redacted]

E-Mail Address: [redacted]

Comments:

WOULD LIKE TO TALK ABOUT WYNWOOD WAYS.

URGENT

27TH or 28TH STREETS & N. MIAMI AVENUE HIGHEST VOLUME of RESIDENTS 2700 CYNERGY BUILDING WITH 100 live/work UNITS AND OVER eleven operating BUSINESSES. IT IS very DANGEROUS.

THE POLICE STATION AT 34TH & NW 2nd IS BECOMING A NEW SCHOOL BUS & TROLLEY STOP PLUS CROSSWALK & LIGHTS ARE NEEDED.

Please turn in at the end of the meeting.

Overtown Wynwood

Bicycle Pedestrian Mobility Plan

MEETING:

Williams Park
1717 NW 5th Avenue
Miami, Florida 33136
Thursday, September 12, 2013
5:00 PM

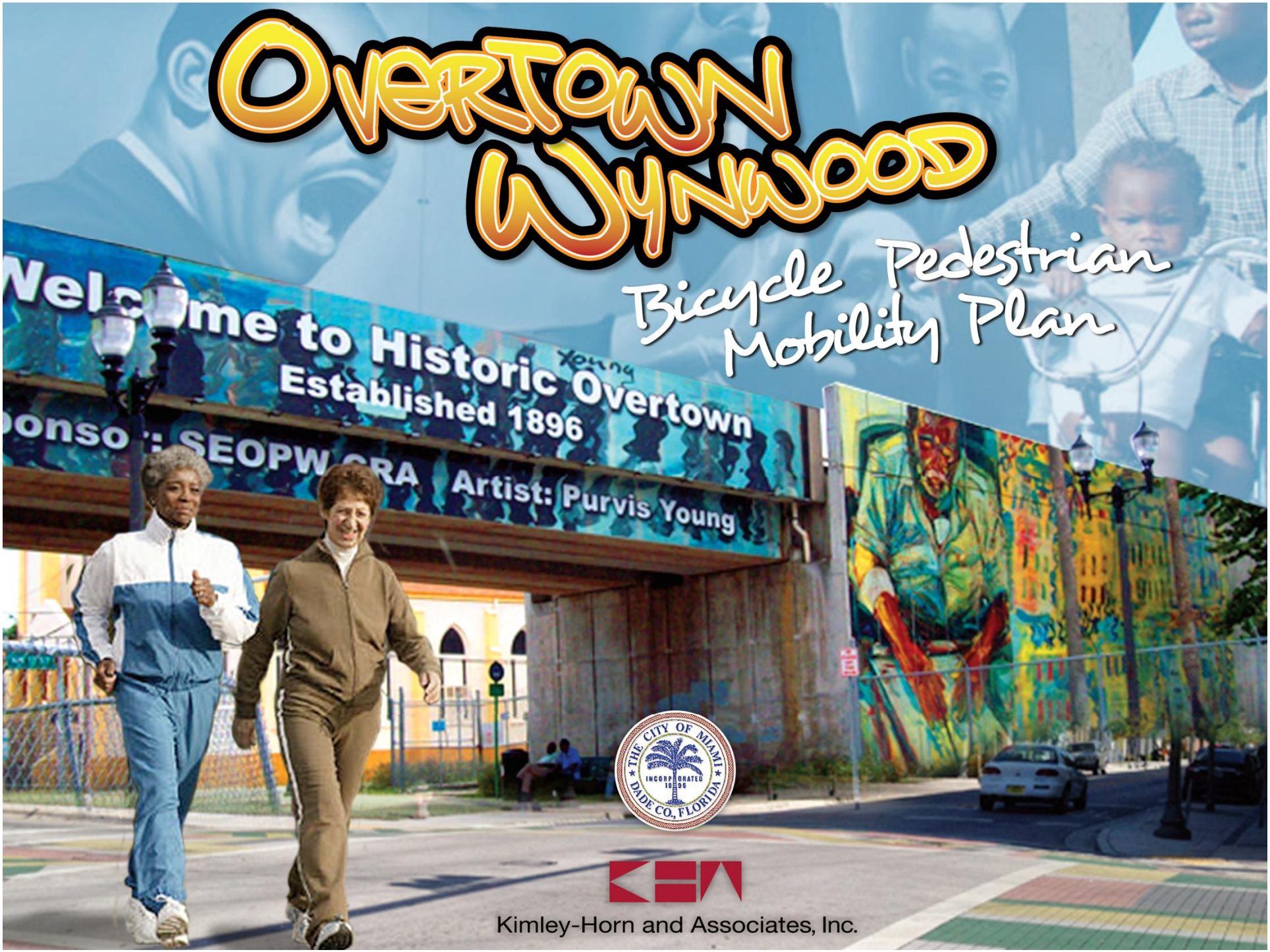
THE CITY OF MIAMI
INCORPORATED 1896
DADE CO., FLORIDA

Kimley-Horn and Associates, Inc.

042258003.13

Overtown Wynwood

Bicycle Pedestrian Mobility Plan



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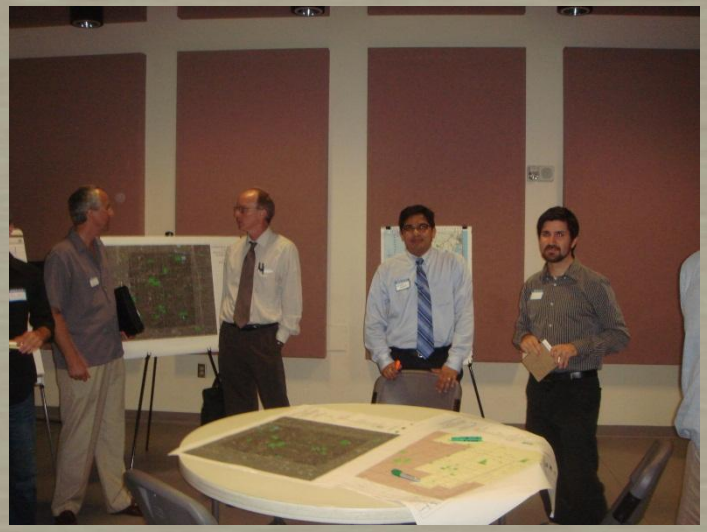

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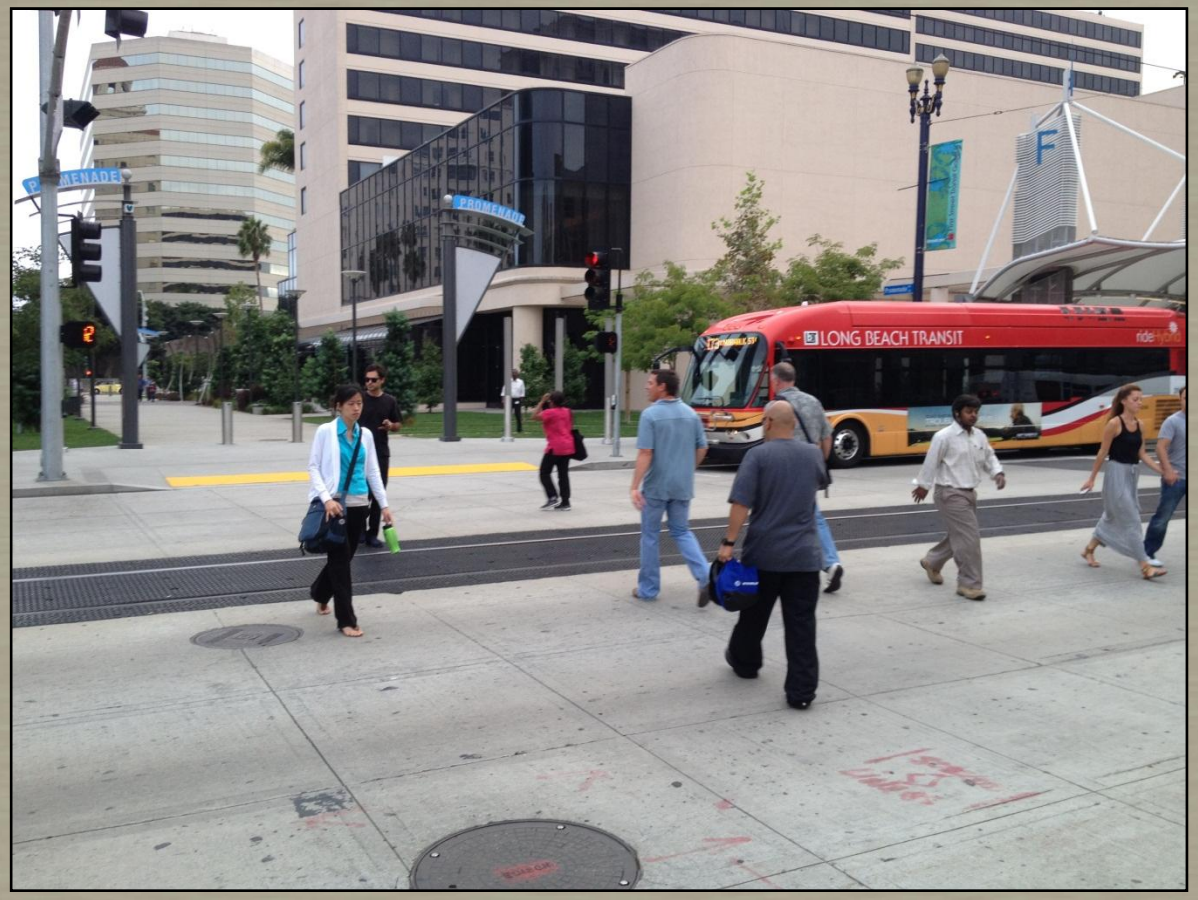

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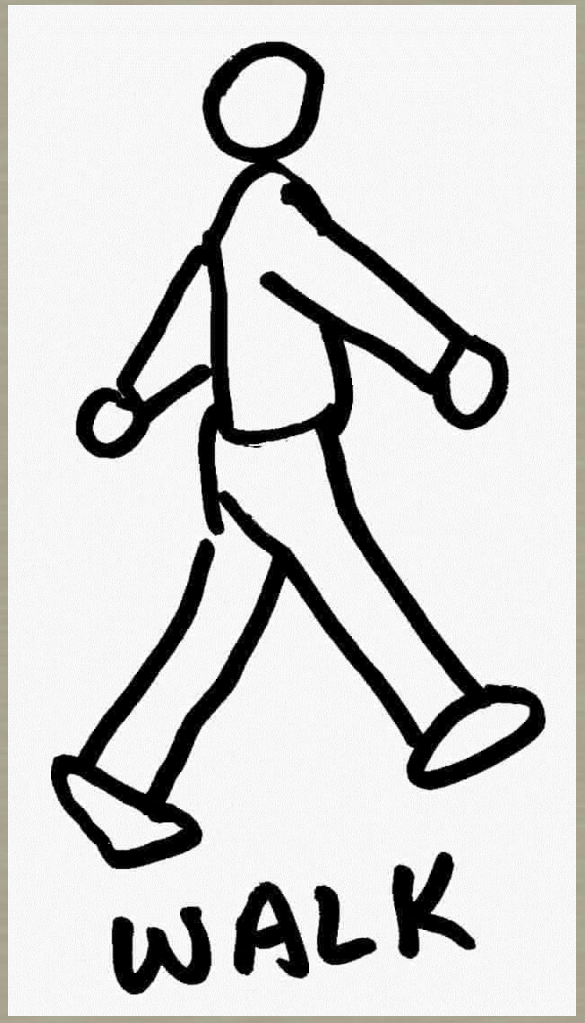


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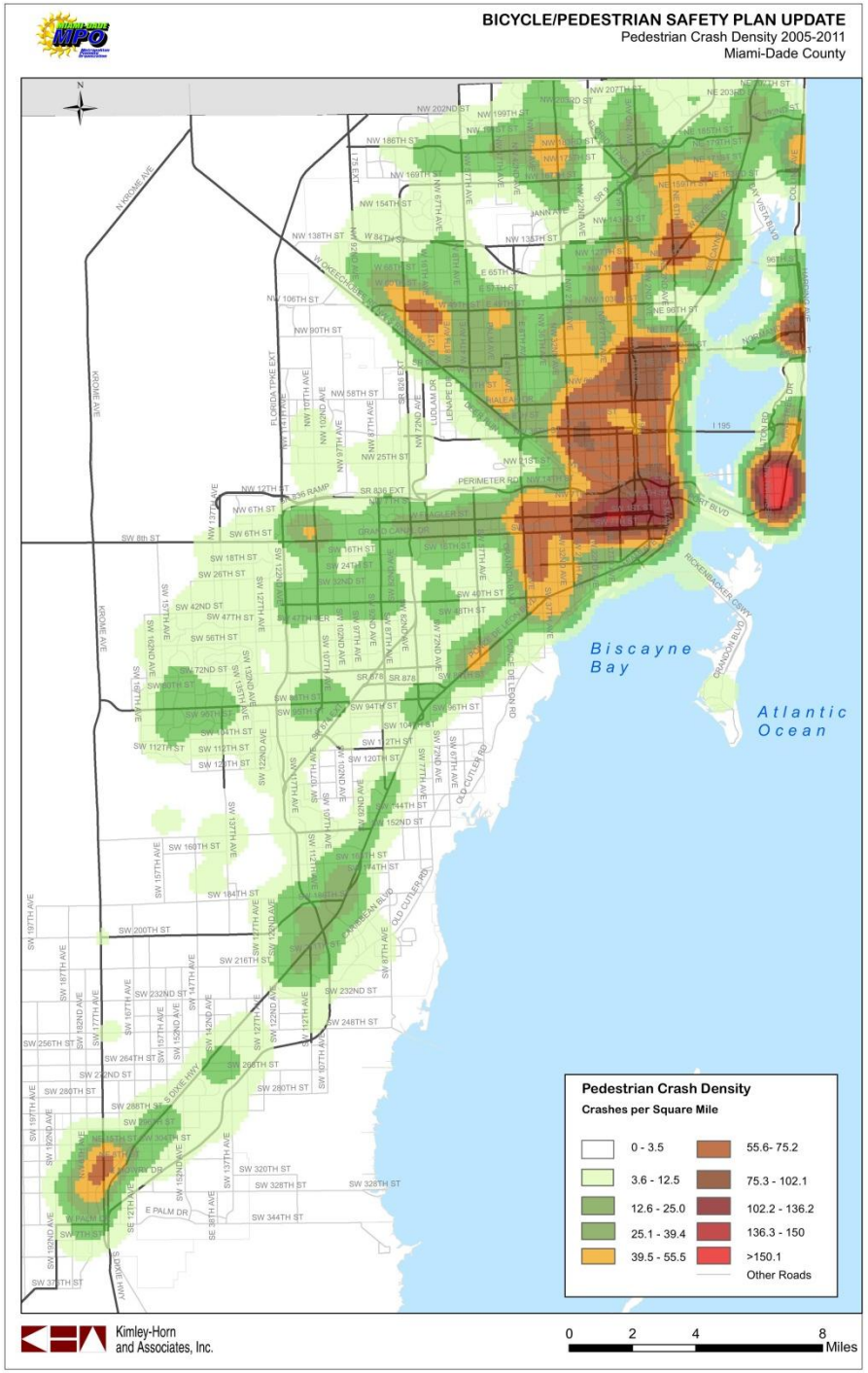

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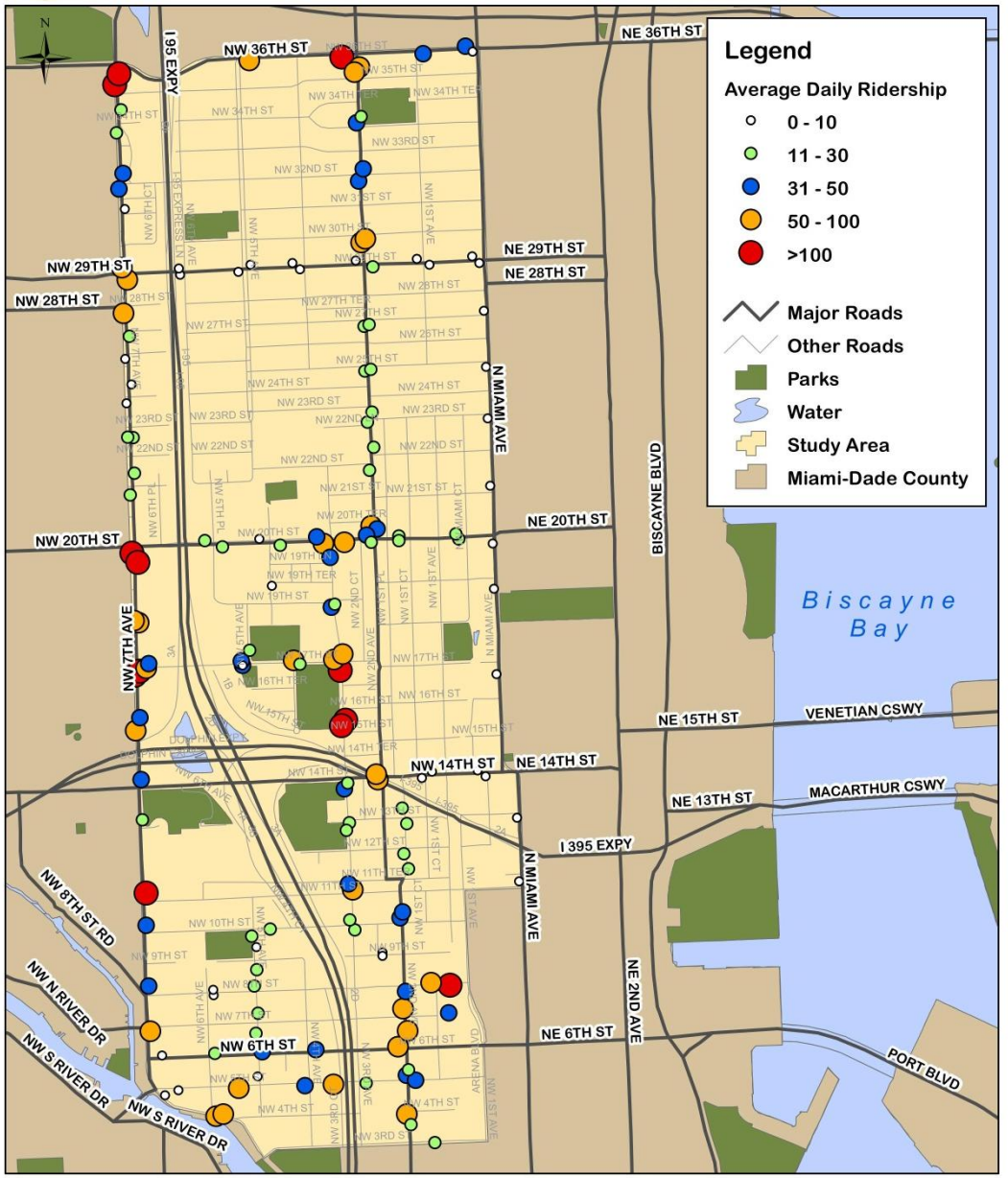

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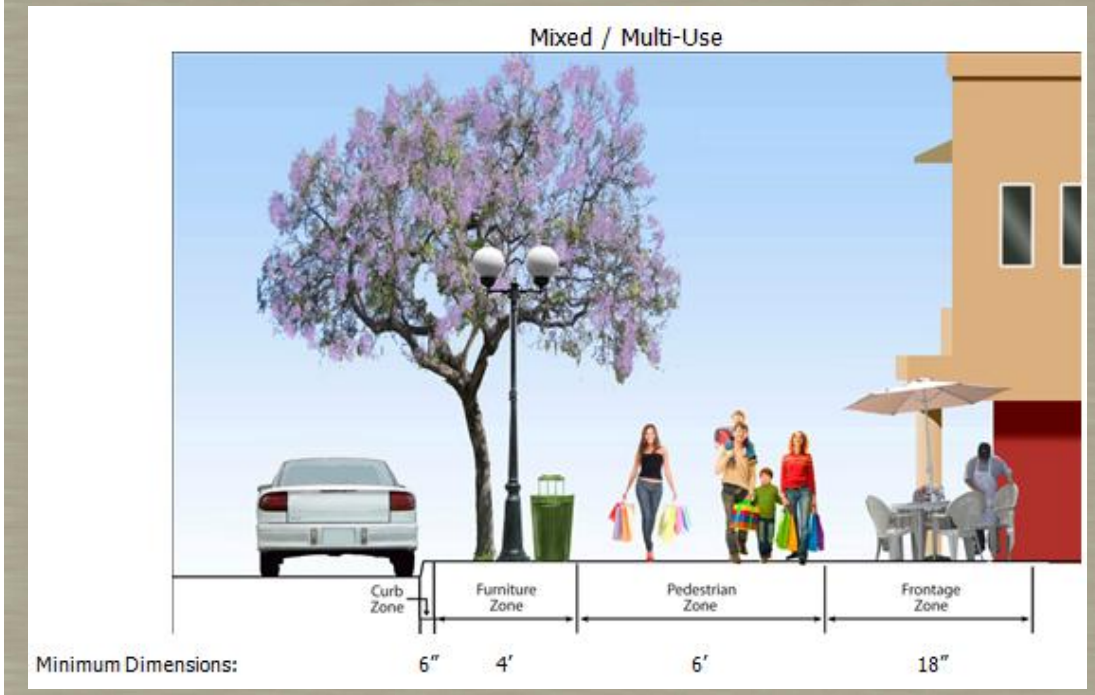

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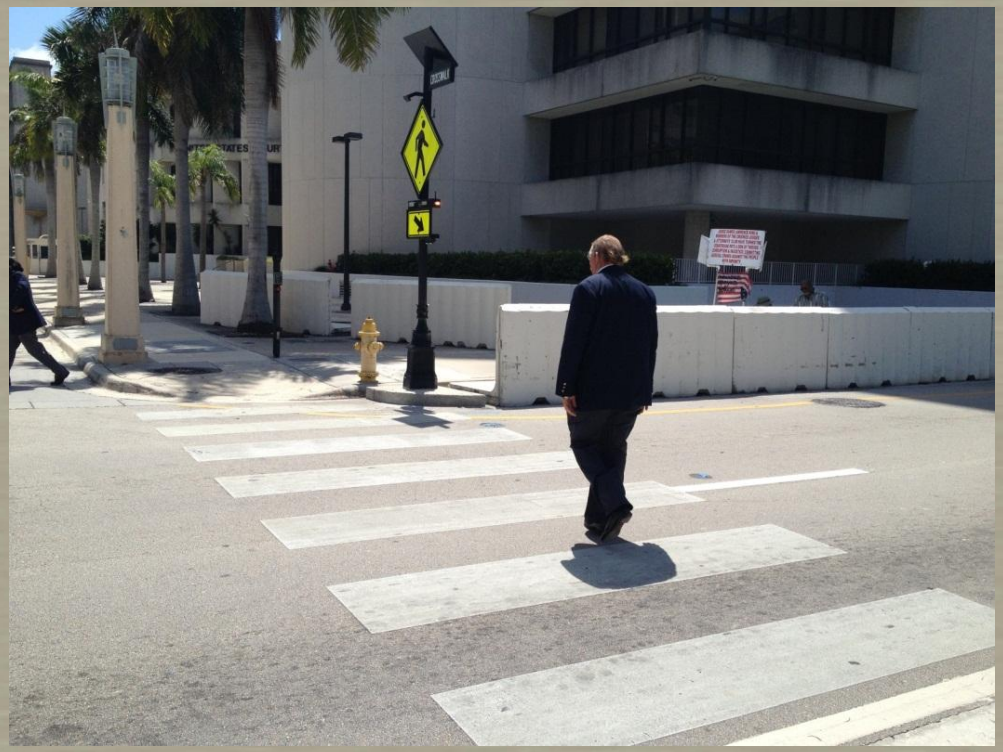

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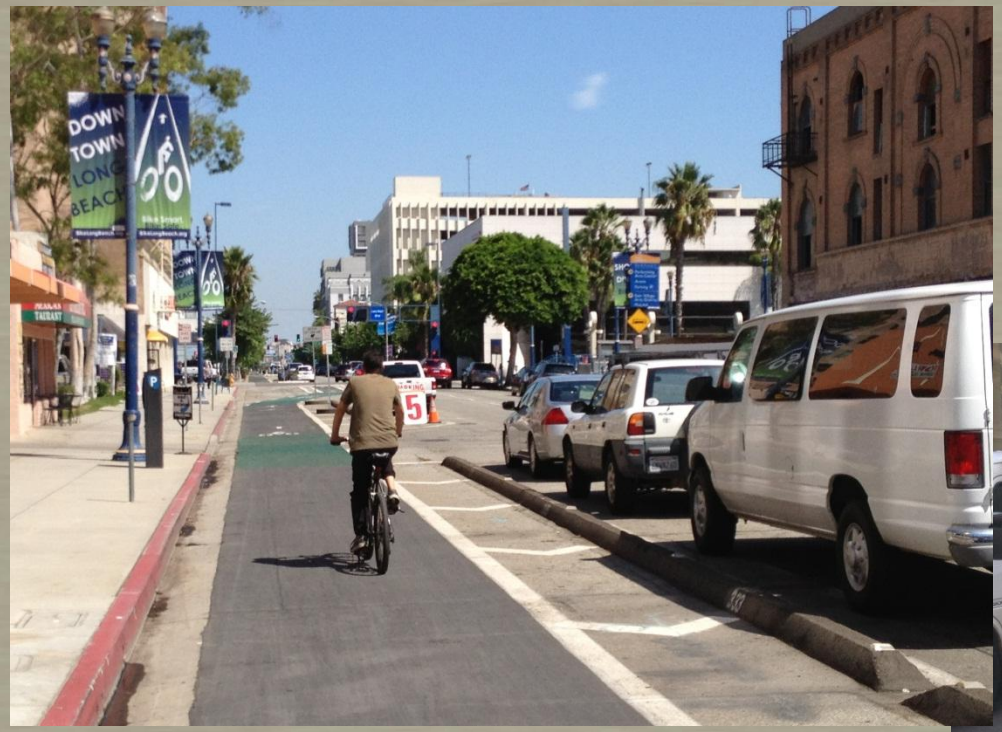

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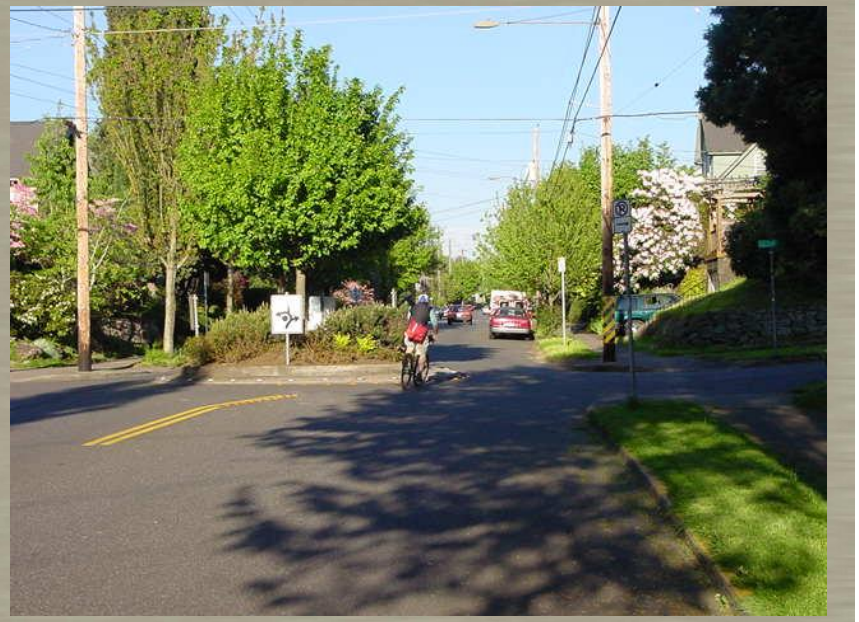
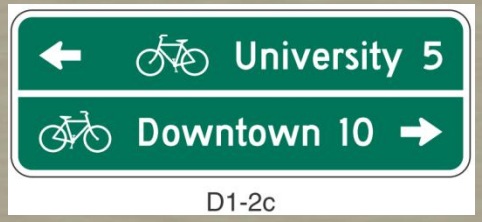
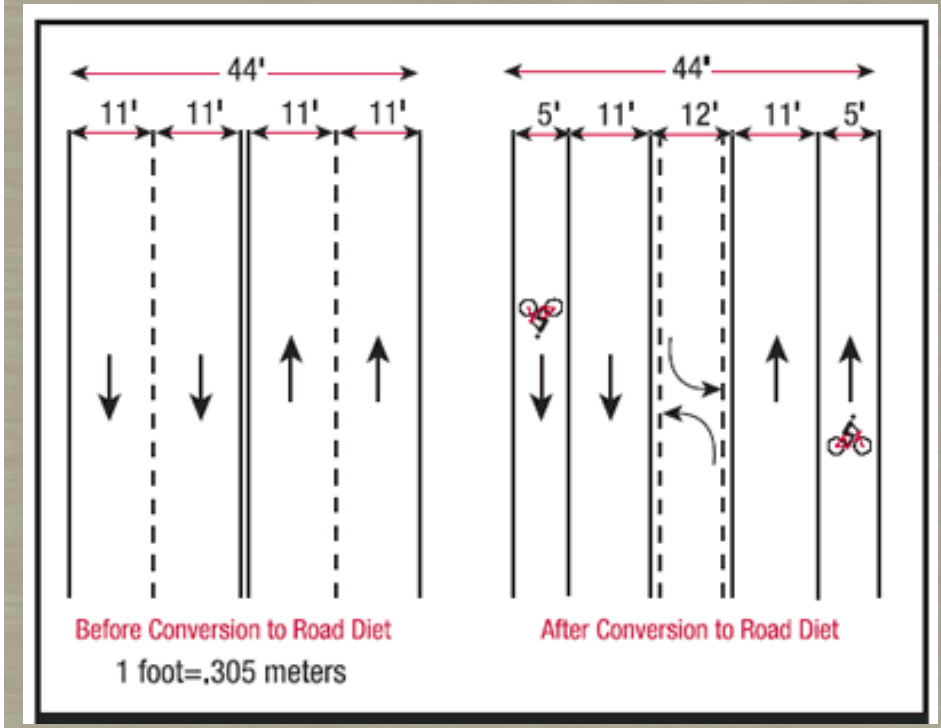
Bicycle Boulevard

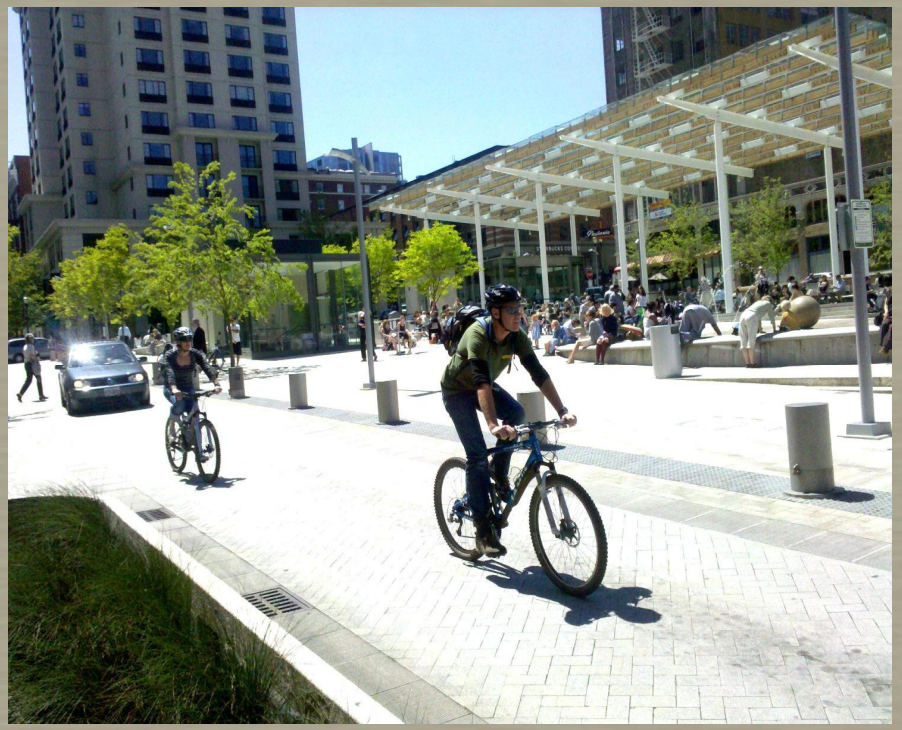




Road Diet


44'
11'
11'
11'
11'
Before Conversion to Road Diet
44'
5'
11'
12'
11'
5'
After Conversion to Road Diet
1 foot=.305 meters

Shared Space



Traffic Calming

Encouragement

- Courtesy Counts
- Rules of the Road

Encouragement

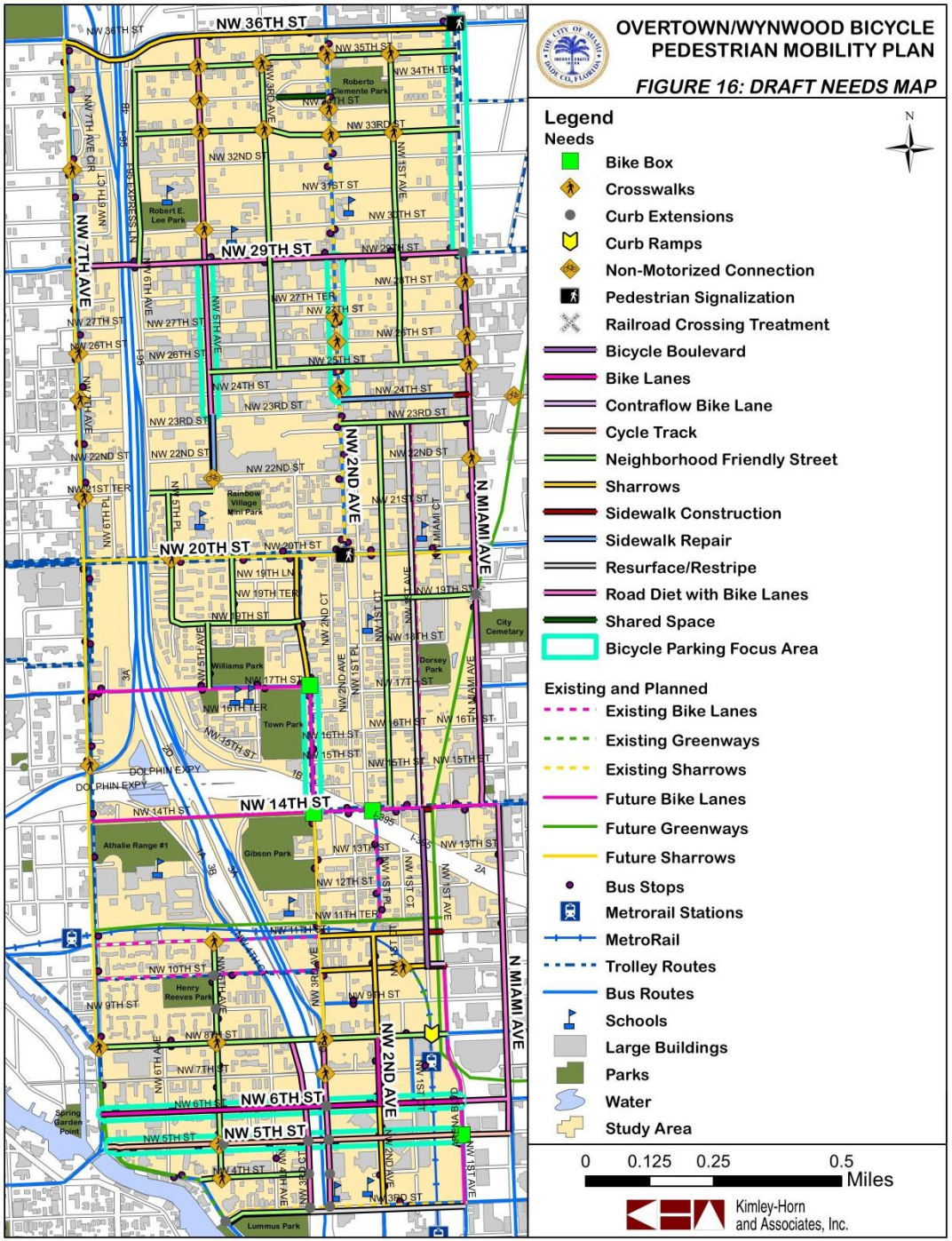
- Transform the Street
- Bicycle-Friendly Business District

Encouragement

- Public Art

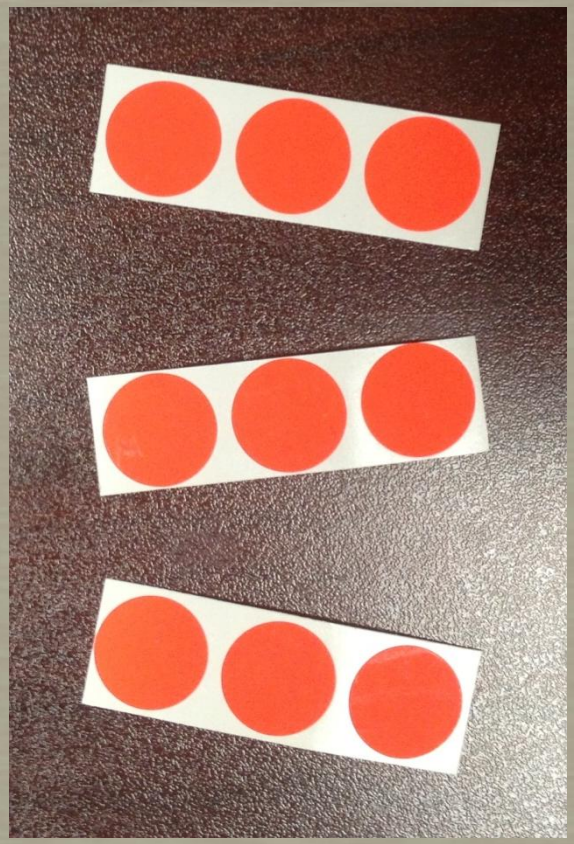
OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Draft Needs Map



Orange Dot Game

- Place your 3 dots on the type of facility(ies) that you would like to prioritize
  - Can put all 3 dots on one facility
  - Can spread out dots to several different ones

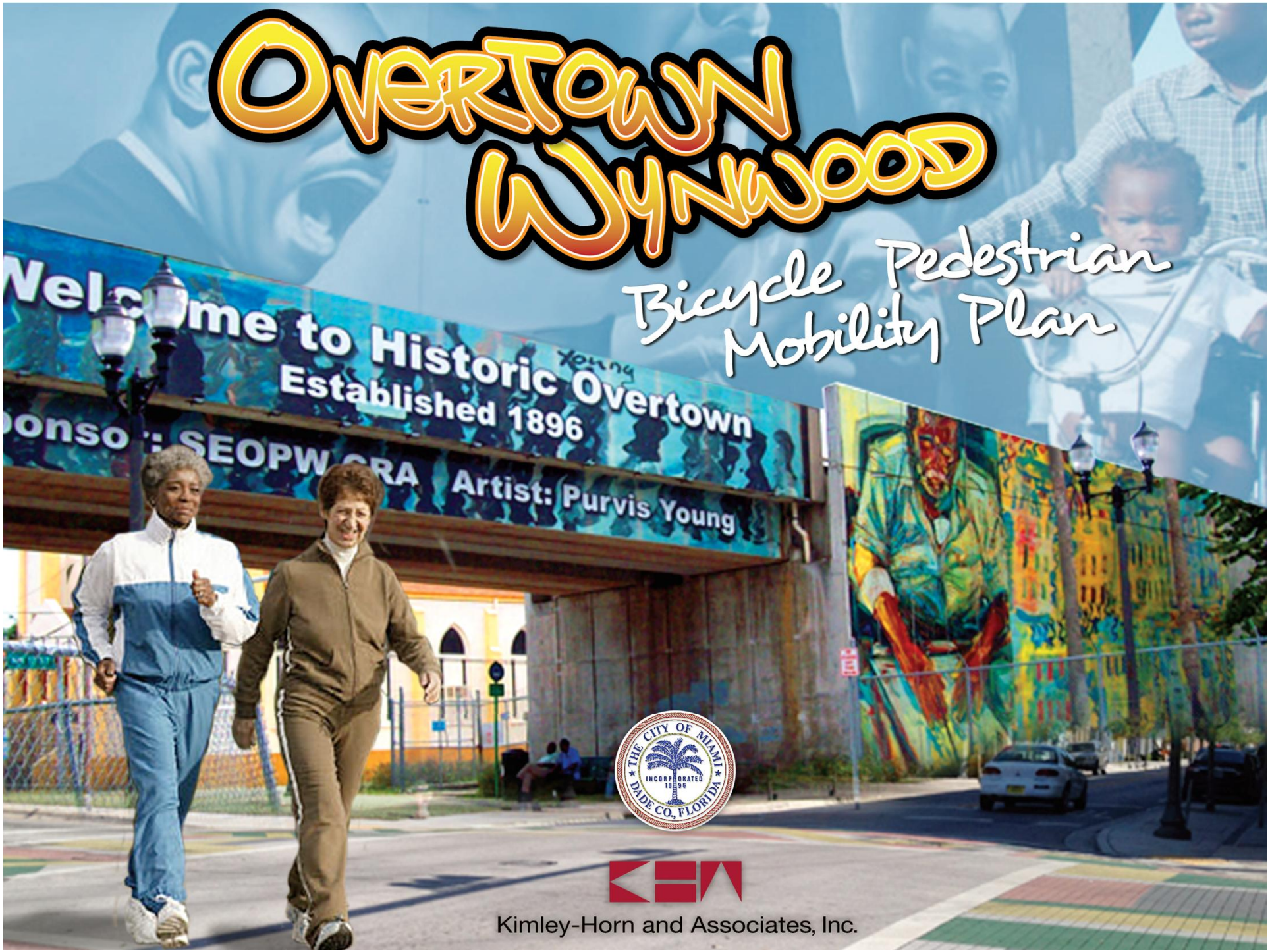


Orange Dot Game

- Helps us prioritize the improvements you want

Overtown Wynwood

Bicycle Pedestrian Mobility Plan



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Kimley-Horn and Associates, Inc.

Overtown and Wynwood
Bicycle Pedestrian Mobility Plan

September 12, 2013
5 PM
Williams Park

Kimley-Horn and Associates, Inc.

NAME	ADDRESS	PHONE	E-MAIL
Michael Fleming			
Carlos Cruz-Cosio			
David Henderson			
Collin Worth			
Stewart Robertson			
Ali Hanes			

Overtown Wynwood

Bicycle Pedestrian Mobility Plan

MEETING:

SEOPW CRA
1603 NW 7th Avenue
Miami, Florida 33136
Monday, March 31, 2014
5:00 PM

THE CITY OF MIAMI
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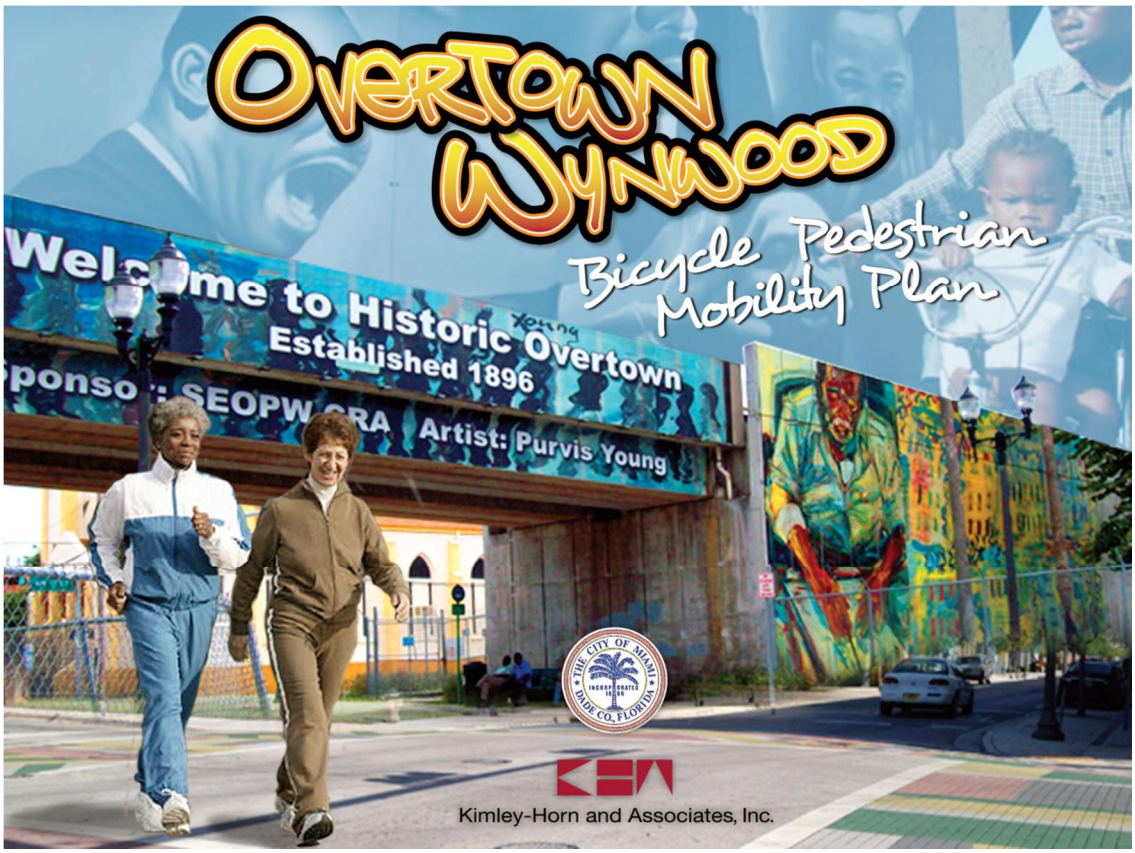
Kimley-Horn and Associates, Inc.

042258003.13

OVERTOWN / WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

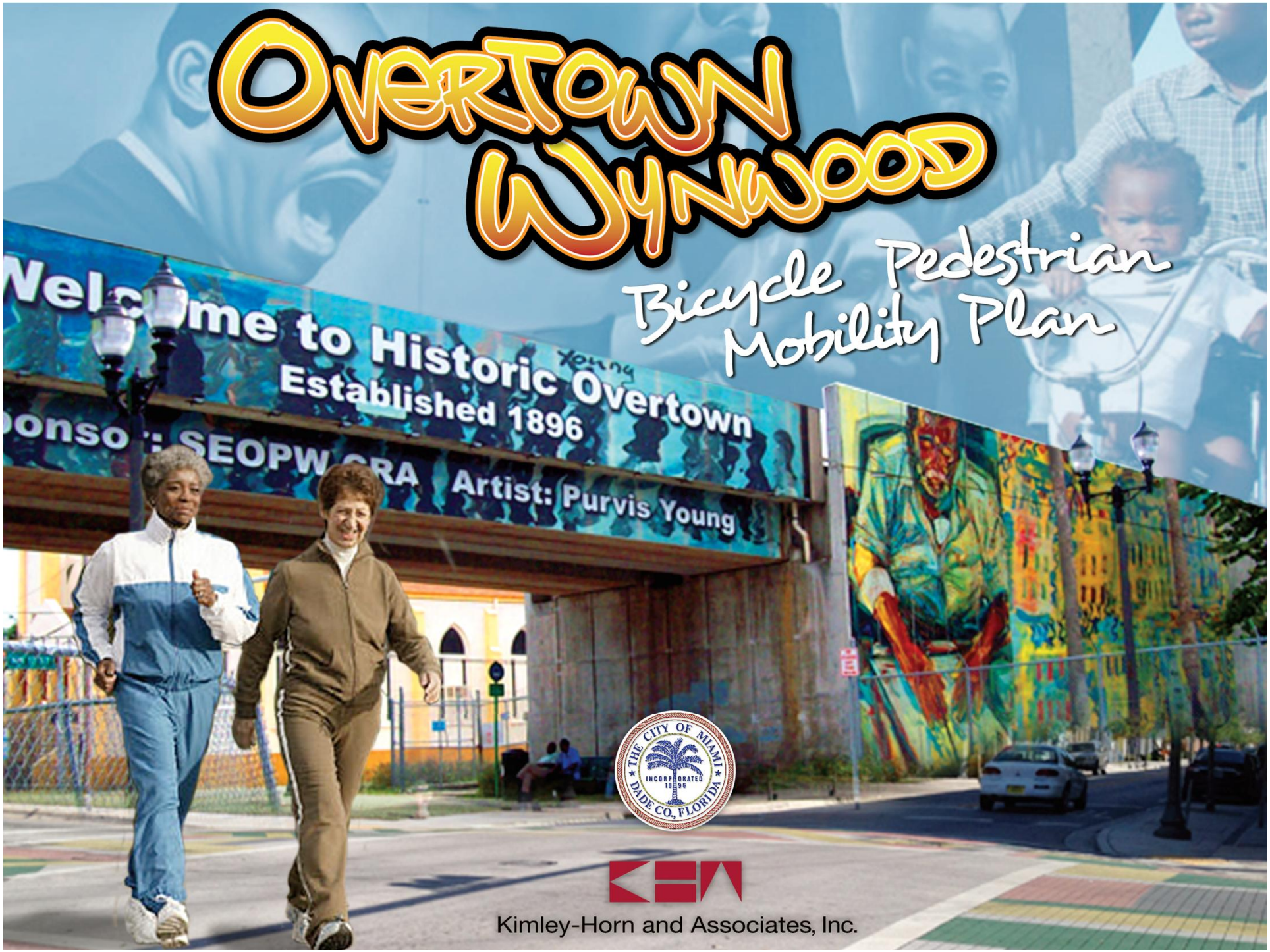
The City of Miami is preparing a Bicycle and Pedestrian Mobility Plan for the Overtown and Wynwood areas. The primary objective of the Overtown/Wynwood Bicycle Pedestrian Mobility Plan is to improve the walk-ability and bike-ability of the Overtown and Wynwood areas. This non-motorized transportation mobility plan will develop and recommend projects to help implement the City of Miami's goals related to **bicycle and pedestrian mobility**, **complete streets**, **placemaking**, and **access to public transit** by connecting the area's neighborhoods, activity centers, and community facilities. Improving the conditions for bicycling and walking will help make the Overtown and Wynwood areas a more desirable place to live, work, and visit. The development of this plan will engage the public through a series of public meetings and stakeholder participation.

These central urban neighborhoods have numerous mobility needs to serve the existing population, employment, and visitors. In addition, the area is attracting many new residents who want to enjoy an urban lifestyle where walking, bicycling, and convenient access to public transportation are the most viable forms of transportation. This project is aimed to identify potential and feasible improvements to enhance mobility and safety for walkers and bicyclists. Recommendations may include an integrated plan of improvements including new sidewalks, enhanced crosswalks, traffic calming, neighborhood slow zones, road diets, bike paths, cycle tracks, one-way street conversions, and enhanced green space within the public right-of-way. The study team is also developing non-infrastructure recommendations for programs and policies that support a more pedestrian and bicycle friendly environment.



Overtown Wynwood

Bicycle Pedestrian Mobility Plan



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Plan Objective

- Improve **walkability** and **bikeability** in the Overtown and Wynwood areas
  - Identify, develop, and recommend projects to help implement the City of Miami's goals
    - Bicyclist and pedestrian mobility
    - Complete streets
    - Placemaking
    - Access to public transit

Mobility

- Sidewalks
- Crosswalks
- Bike Facilities
- Bike Share
- Car Share
- Bus Routes
- Traffic Signals

Complete Streets

- All modes
- All ages
- All abilities
- City of Miami resolution 09-00274

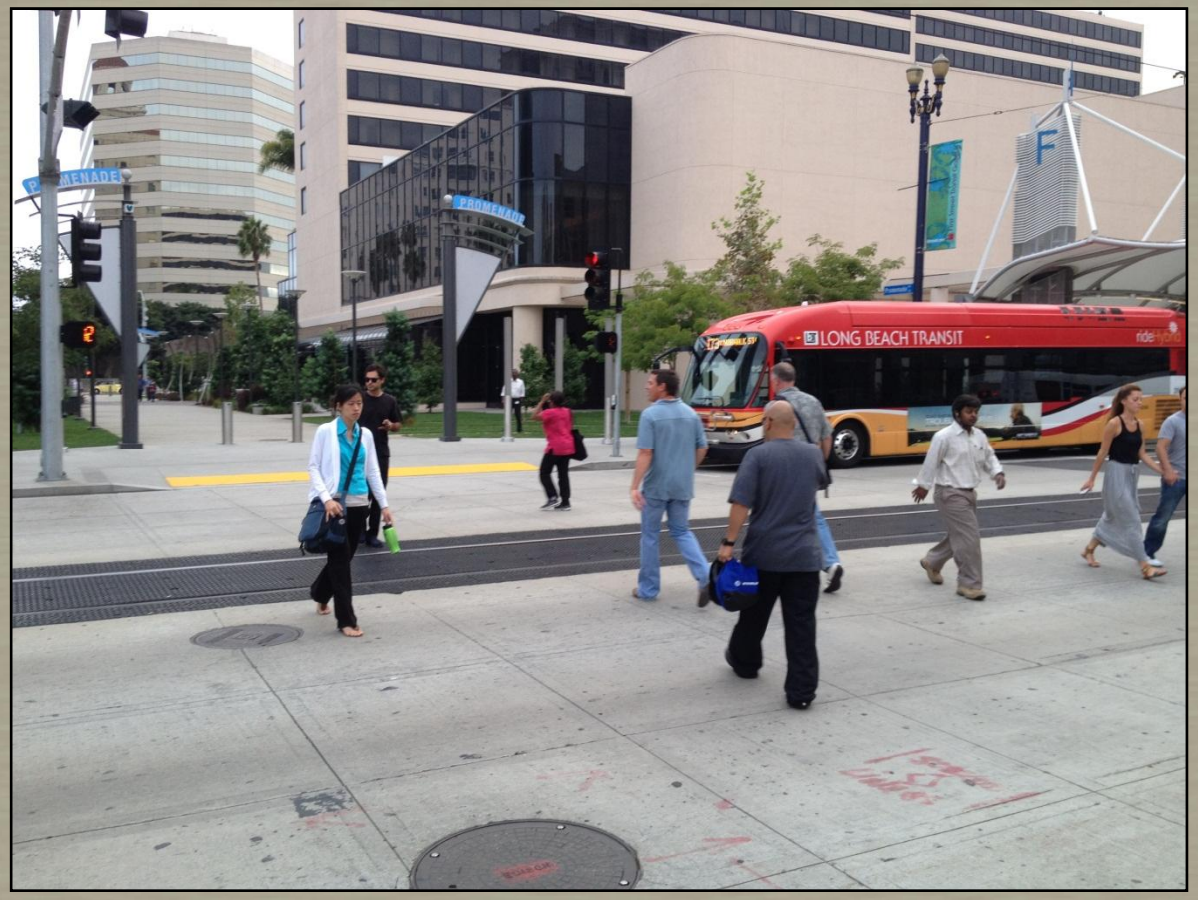
National Complete Streets Coalition

Placemaking

- Streets are
  - Places
  - Conduits
  - Destinations
- Streets serve multiple functions

Access to Public Transit

- Transit extends the range of walking trips
- Bus stops must be accessible



Mobility Data Analysis

- 27% of all work trips in the Overtown and Wynwood areas made on bus, bike, or foot
- 15% city-wide

	Overtown/Wynwood Study Area		City of Miami	
Description	Number	Percent	Number	Percent
Car, truck, or van	8,509	64.49%	140,042	80.06%
Drove alone	7,179	54.41%	121,343	69.37%
Carpooled	1,330	10.08%	18,699	10.69%
Public Transportation	2,439	18.49%	19,146	10.95%
Taxicab	37	0.28%	271	0.15%
Motorcycle	57	0.43%	596	0.34%
Bicycle	111	0.84%	1,028	0.59%
Walked	994	7.53%	6,733	3.85%
Other means	600	4.55%	1,765	1.01%
Worked at home	447	3.39%	5,342	3.05%

Mobility Data Analysis

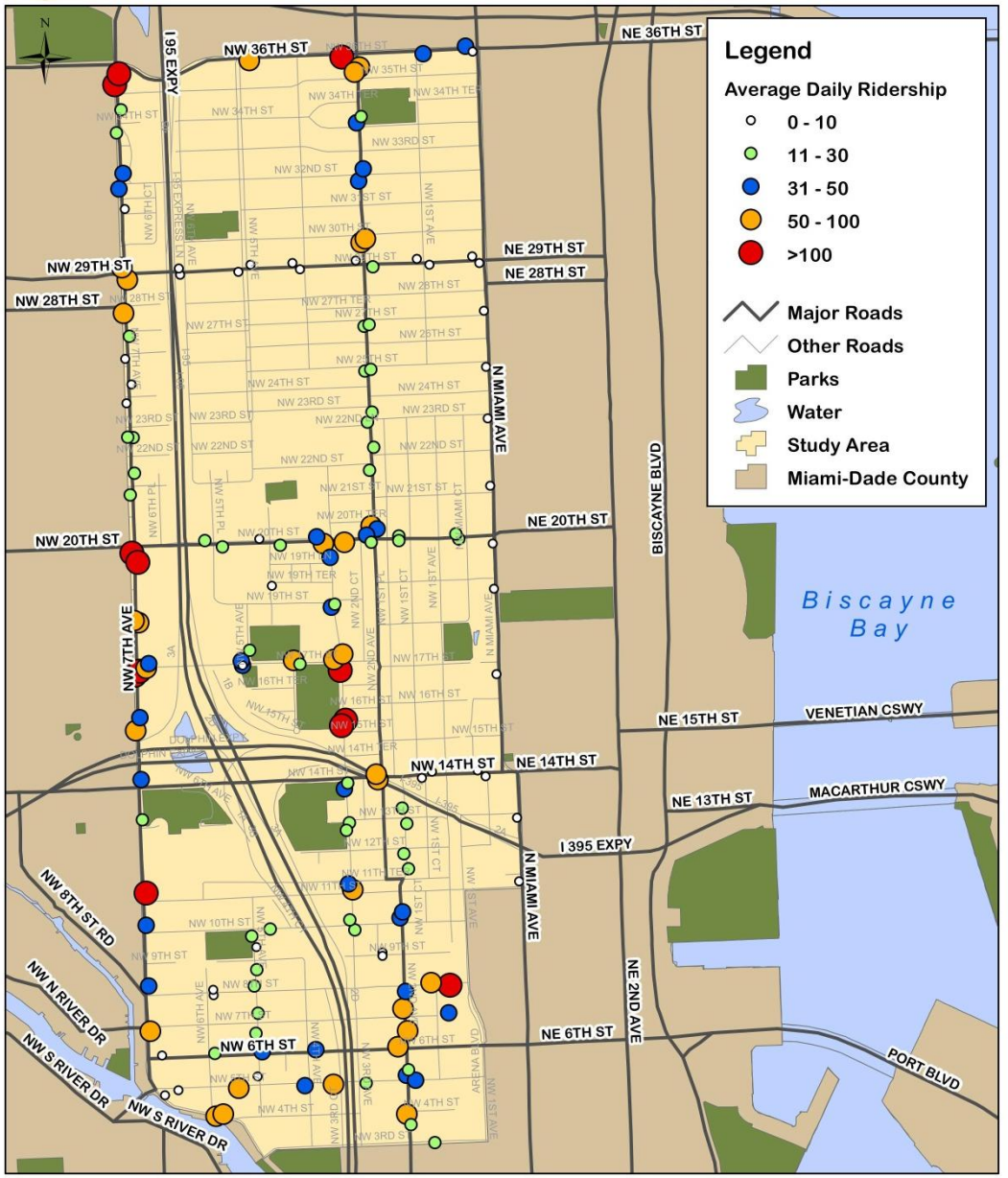
OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Bus Boardings

- NW 7th Avenue
- NW 3rd Avenue
- NW 36th Street & NW 2nd Avenue
- Metrorail Stations

OVERTOWN/WYNWOOD BICYCLE PEDESTRIAN MOBILITY PLAN

FIGURE 3: METROBUS RIDERSHIP RANGE PER STOP



What Could Be…

- Toolbox of Potential Improvements
  - Engineering
    - Pedestrian Facilities
    - Bicycle Facilities
    - Traffic Calming
  - Non-Engineering
    - Encouragement
    - Education
    - Enforcement

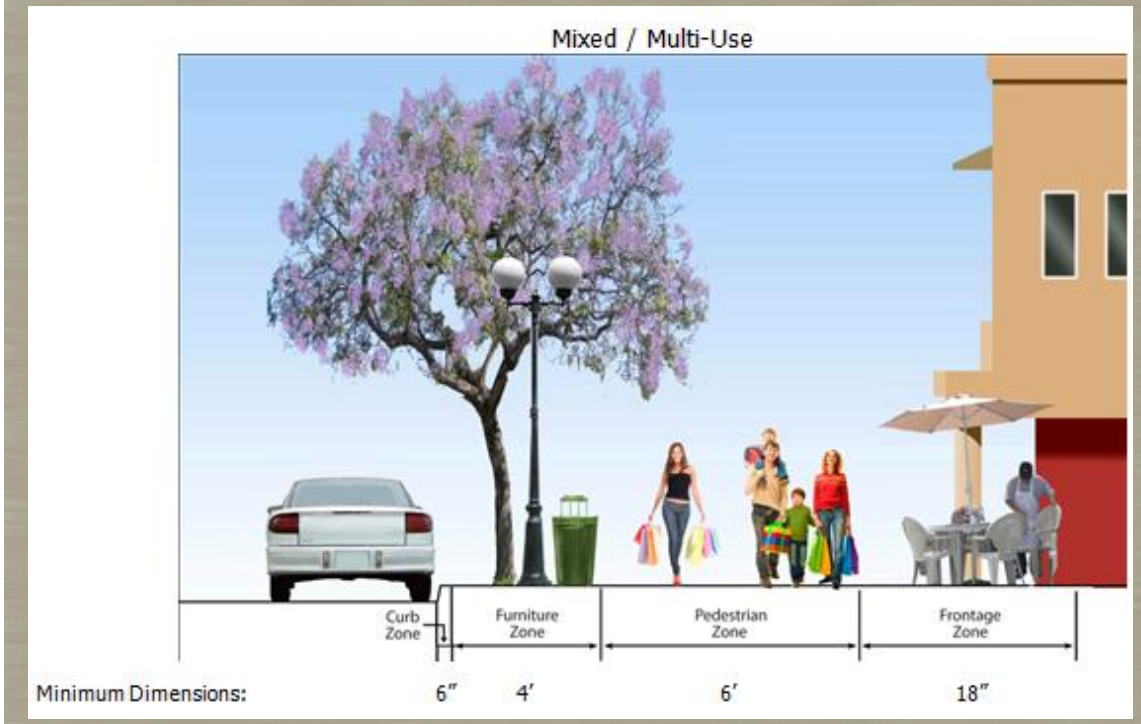
Recommended Improvement Categories

- Area Wide Improvements
- Site-Specific Improvements
- Non-Engineering Improvements

Table 9: Recommended Improvements

AREA WIDE IMPROVEMENTS	
1.	Crosswalks
2.	Sidewalk Improvements
3.	Traffic Calming
4.	Curb Extensions
5.	Curb Ramps
6.	Pedestrian Signalization
7.	Bicycle Lanes
8.	Contraflow Bike Lanes
9.	Bike Boxes
10.	Shared Lane Markings (Sharrows)
11.	Bicycle Parking
12.	Neighborhood Slow Zone
13.	Resurfacing/Restriping
14.	Bus Stop Improvements
15.	Enhanced Green Space
SITE-SPECIFIC IMPROVEMENTS	
16.	Bicycle-Friendly Railroad Crossing Treatment
17.	Dutch Style Tunnel at FEC
18.	NW 5th Avenue Non-Motorized Connection
19.	NW 5th Street Cycle Track
20.	NW 1st Avenue Bicycle Boulevard
21.	NW 5th Avenue Road Diet with Bike Lanes
22.	NW 29th Street Road Diet with Bike Lanes
23.	N Miami Avenue Road Diet with Bike Lanes
24.	NW 3rd Court/NW 3rd Avenue Road Diet with Bike Lanes
25.	One-Way Pair Pilot Program
NON-ENGINEERING IMPROVEMENTS	
26.	Education Improvements
27.	Encouragement Improvements
28.	Enforcement Improvements
29.	Evaluation and Monitoring

Functional Sidewalk Design



Sidewalk Improvements

- Fill in missing gaps in sidewalk network
- Repair broken or damaged sidewalk
- 7 sidewalk gap/repair projects, examples include…

Uprooted sidewalk – NW 5th Ave

Deteriorated sidewalk – NW 24th St

Missing sidewalk – NW 24th St

Crosswalk Improvements

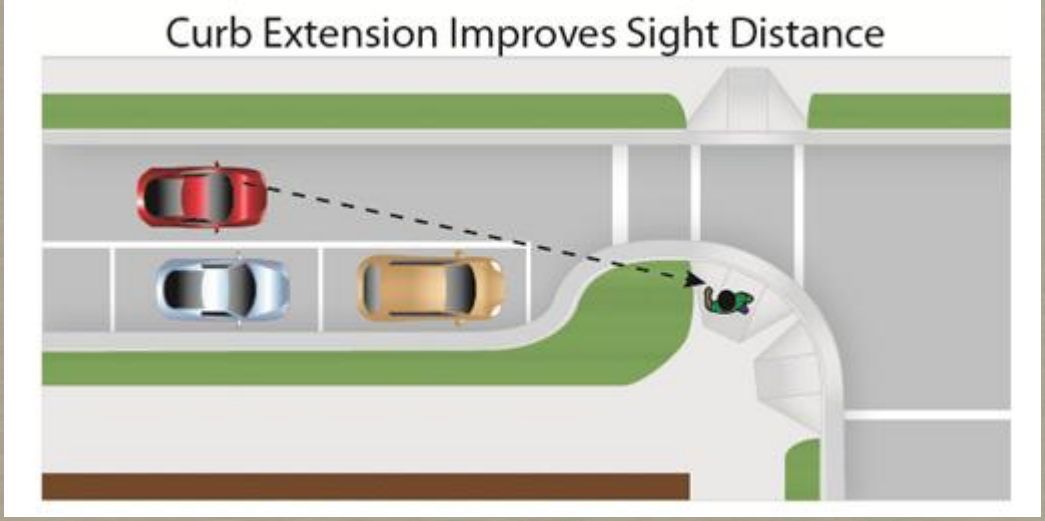
- Install crosswalks on all legs at signalized intersections
- Install crosswalks at strategic mid-block and unsignalized intersection locations
- 33 new crosswalks recommended in draft Plan

Traffic Calming

- Install traffic calming techniques such as raised textured intersections and speed cushions
- 4 locations recommended in draft Plan

Curb Extensions / Bulb-Outs

- Construct curb extensions at intersections
  - Reduces crossing distance and improves sight distance
- 14 locations recommended in draft Plan

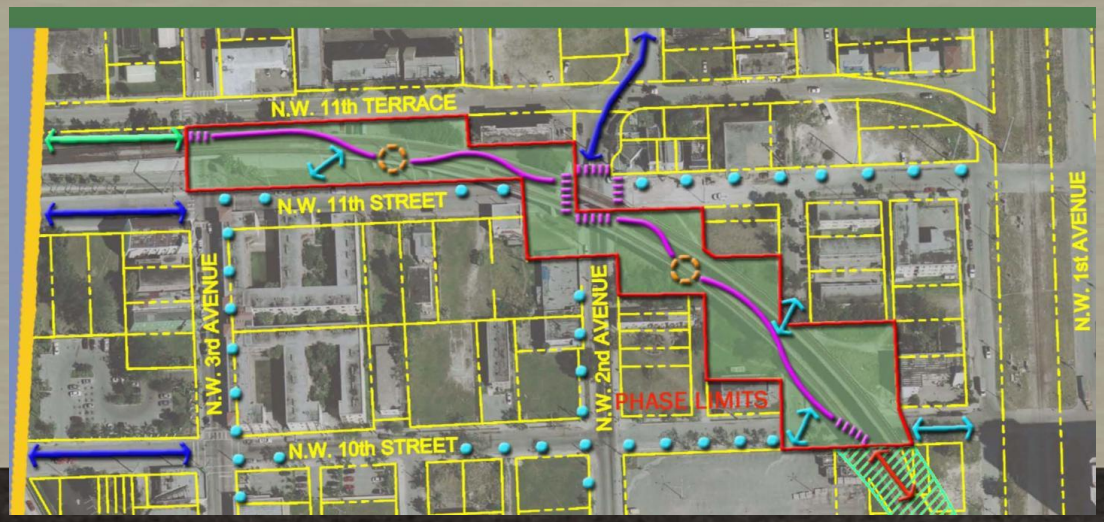


Overtown Greenway/9th Street Linear Park

- Capitalize on this Wonderful Community Asset
- Connect Overtown Greenway to 9th Street Linear Park

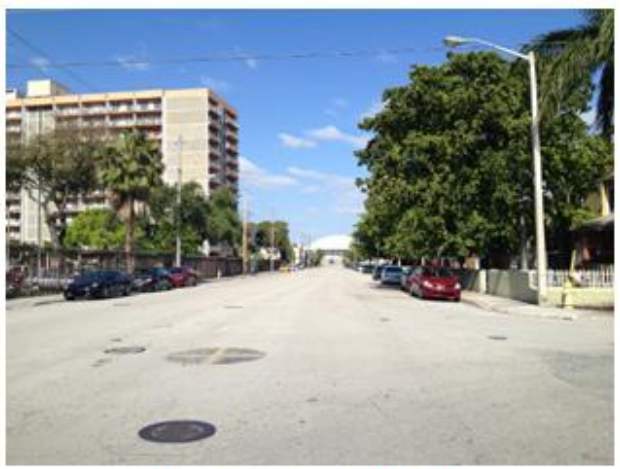
Overtown Greenway Improvements

- Construct ADA curb ramps / crossing treatments…
  - NW 8th Street
  - NW 10th Street and NW 1st Court
- Construct Greenway Trail between NW 2nd Avenue and NW 10th Street to connect to 9th Street Linear Park



5th Street Cycle Track / Road Diet

- Install a one-way barriered cycle track along NW 5th Street between NW 7th Avenue and Miami Avenue



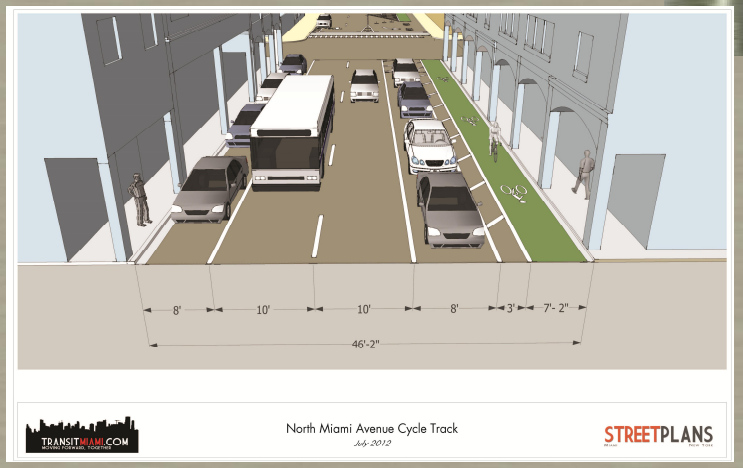
Existing conditions on NW 5th Street

6th Street Green Bike Lane

- Install a green color bike lane along NW 6th Street between Miami Avenue and NW 7th Avenue
  - Resurfacing, restriping

Miami Avenue Road Diet / Bike Lanes

- Reduce one travel lane per direction
  - NW 29th Street to NW 17th Street
- Reduce one-way section from 3 lanes to 2 lanes
  - NW 17th Street to NW 5th Street



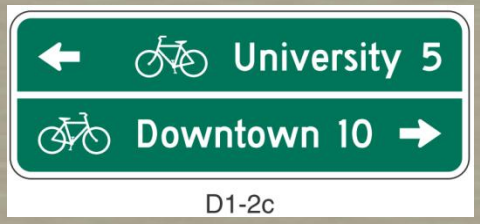
One-way pair with NE 1st Avenue

Other Road Diets with Bike Lanes

- NW 3rd Court
  - NW 8th Street to Flagler Street
- NW 29th Street
  - NW 7th Avenue to Miami Avenue
- NW 5th Avenue
  - NW 22nd Street to NW 36th Street

Bicycle Boulevard

- NW 1st Avenue between NW 10th St and NW 14th St
- NW 5th Place / NW 21st Terrace



D1-2c

R4-11

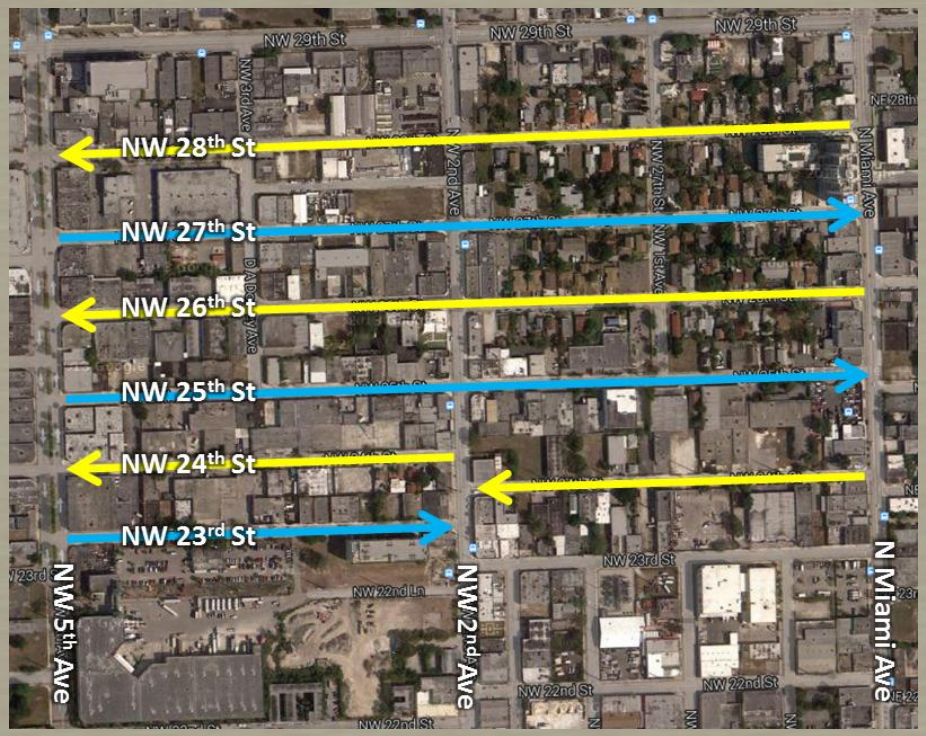
Bicycle Parking Improvements

- 6 priority corridors identified

Enhanced Green Space

- Bioswales
- Landscaped curb extension
- Tree canopies
- Parkmobiles

One-Way Pair Pilot Program



Neighborhood Slow Zones

- Reduced speed limits
- Gateway signage, traffic calming, pavement markings
- 17 streets identified

Overtown · Wynwood
Bicycle Pedestrian Mobility Plan

Encouragement

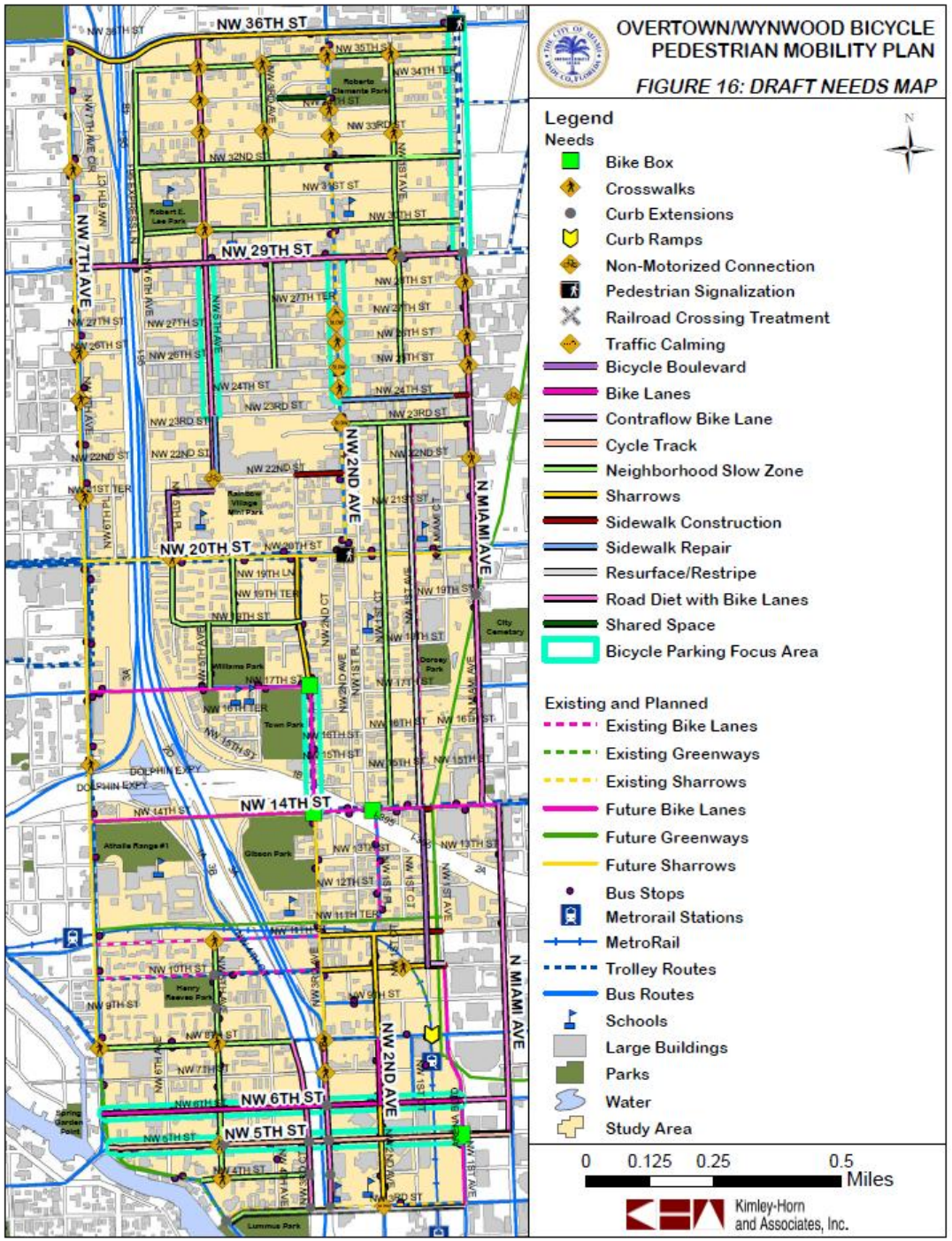
- Courtesy Counts
- Rules of the Road
- Public Art

Non-Engineering Improvements

- Education
- Encouragement
  - Open Streets events
  - Bike Counters
  - Play Streets
- Enforcement
  - Bicycle Registration
- Evaluation

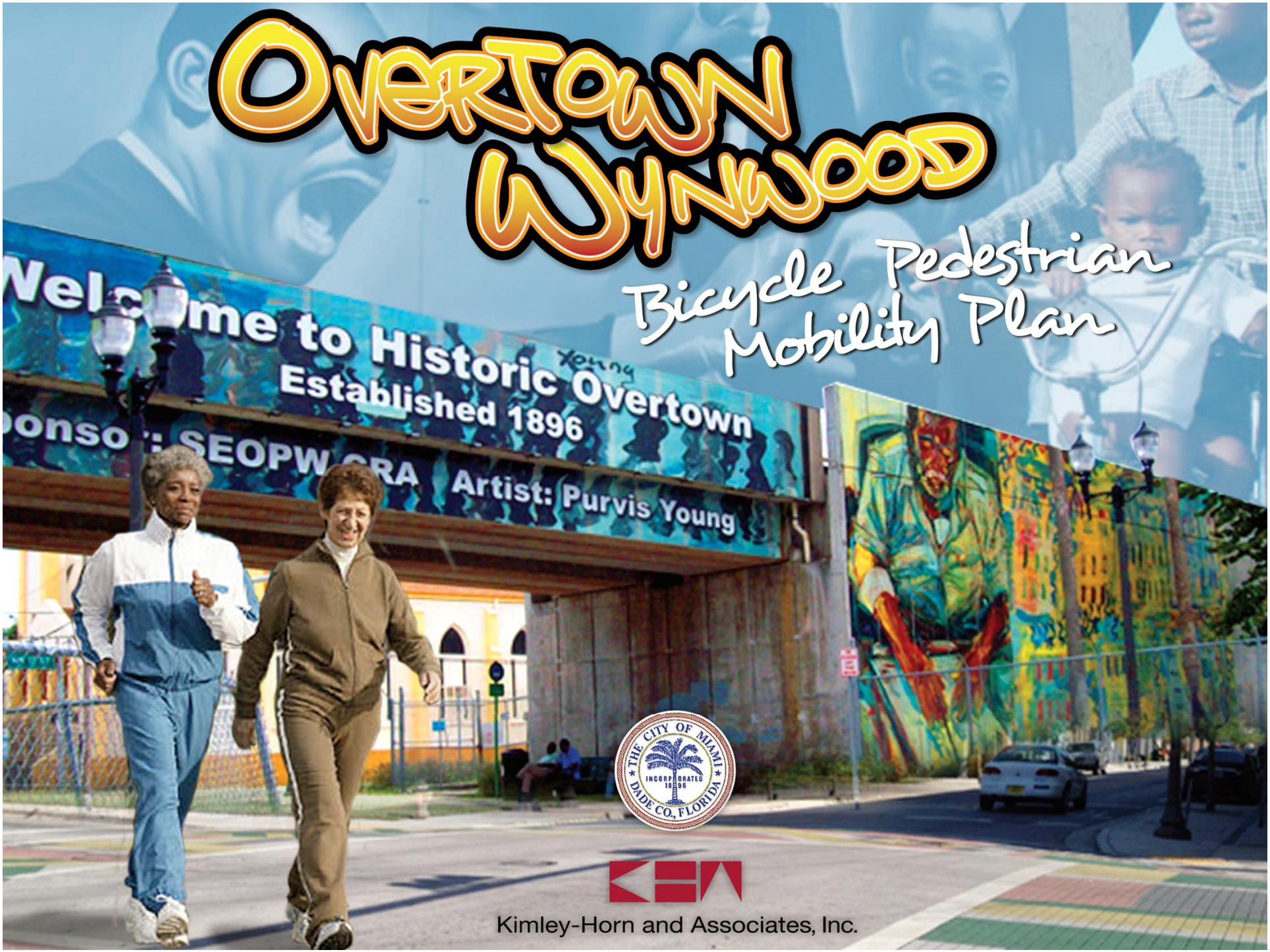
OVERTOWN · WYNWOOD
Bicycle Pedestrian Mobility Plan

Draft Needs Map



Overtown Wynwood

Bicycle Pedestrian Mobility Plan



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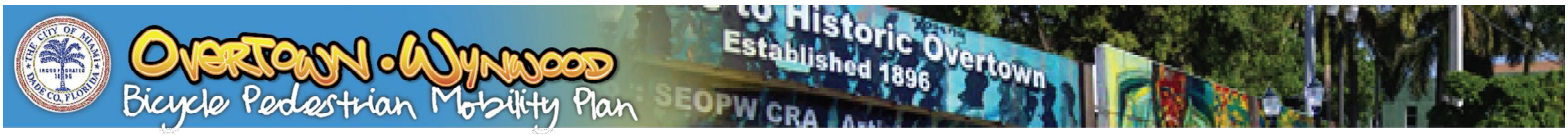

APPENDIX D

ONLINE SURVEY RESULTS

Constant Contact Survey Results

Survey Name: Overtown Wynwood Bicycle and Pedestrian Survey
Response Status: Partial & Completed
Filter: None
Jun 03, 2014 2:56:40 PM

1. The Overtown/Wynwood area is where I... (check all that apply)

	Number of Response(s)	Response Ratio
Live	39	29.5%
Work	50	37.8%
Shop	60	45.4%
Play	93	70.4%
Total	132	100%

2. When you are working, shopping, or playing in Overtown/Wynwood, how do you get around?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	Often	Occasionally	Seldom	Never
Car	71	31	15	7
	57%	25%	12%	6%
Public Transit	10	15	27	46
	10%	15%	28%	47%
Walk	35	41	19	13
	32%	38%	18%	12%
Bicycle	65	20	10	22
	56%	17%	9%	19%

3. How many times per week do you take a five (or more) minute WALK in Overtown/Wynwood?

	Number of Response(s)	Response Ratio
Less than 3 times a week	85	62.5%
3 to 5 times a week	27	19.8%
More than 5 times a week	23	16.9%
No Responses	1	<1%
Total	136	100%

4. When you WALK in Overtown/Wynwood, primarily where do you go?

	Number of Response(s)	Response Ratio
Work	11	8.0%
Shops/Restaurants	79	58.0%
Sports/Entertainment	6	4.4%
Parks	5	3.6%
General Recreation	14	10.2%
Bus Stops	1	<1%
Through trip to Downtown	4	2.9%
Other	14	10.2%
No Responses	2	1.4%
Total	136	100%

5. How many times per week do you BIKE in Overtown/Wynwood?

	Number of Response(s)	Response Ratio
Less than 3 times a week	74	54.4%
3 to 5 times a week	27	19.8%
More than 5 times a week	28	20.5%
No Responses	7	5.1%
Total	136	100%

6. When you BIKE in Overtown/Wynwood, primarily where do you go?

	Number of Response(s)	Response Ratio
Work	12	8.8%
Shops/Restaurants	49	36.0%
Sports/Entertainment	5	3.6%
Parks	0	0.0%
General Recreation	23	16.9%
Bus Stops	0	0.0%
Through trip to Downtown	14	10.2%
Other	15	11.0%
No Responses	18	13.2%
Total	136	100%

7. What streets or areas within Overtown/Wynwood do you WALK? (Check all that apply. Specify other areas not listed in the "Comment" box below.)

	Number of Response(s)	Response Ratio
NW 36th Street	57	43.8%
NW 29th Street	47	36.1%
NW 20th Street	42	32.3%
NW 17th Street	18	13.8%
NW 14th Street	23	17.6%
NW 11th Street	21	16.1%
NW 10th Street	25	19.2%
NW 8th Street	25	19.2%
NW 6th Street	16	12.3%
NW 5th Street	19	14.6%
NW 3rd Street	17	13.0%
NW 7th Avenue	29	22.3%
NW 6th Avenue	19	14.6%
NW 5th Avenue	24	18.4%
NW 3rd Avenue	36	27.6%
NW 2nd Avenue	79	60.7%
NW 1st Avenue	32	24.6%
N Miami Avenue	73	56.1%
Biscayne Boulevard	67	51.5%
Miami River Greenway	36	27.6%
Total	130	100%
14 Comment(s)		

8. What streets or areas within Overtown/Wynwood do you BIKE? (Check all that apply. Specify other areas not listed in the "Comment" box below.)

	Number of Response(s)	Response Ratio
NW 36th Street	56	52.3%
NW 29th Street	52	48.5%
NW 20th Street	59	55.1%
NW 17th Street	41	38.3%
NW 14th Street	49	45.7%
NW 11th Street	33	30.8%
NW 10th Street	32	29.9%
NW 8th Street	34	31.7%
NW 6th Street	30	28.0%
NW 5th Street	34	31.7%
NW 3rd Street	31	28.9%
NW 7th Avenue	37	34.5%
NW 6th Avenue	33	30.8%
NW 5th Avenue	35	32.7%
NW 3rd Avenue	46	42.9%
NW 2nd Avenue	75	70.0%
NW 1st Avenue	54	50.4%
N Miami Avenue	82	76.6%
Biscayne Boulevard	66	61.6%
Miami River Greenway	46	42.9%
Total	107	100%
15 Comment(s)		

9. Please rank the following bicycle-pedestrian infrastructure in order of importance to you. (1=LEAST Important, 10=MOST Important; use the "Comment" box for additional infrastructure)

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	Least 1	2	3	4	5	6	7	8	9	10
Benches/Bus Shelters	30	16	10	17	15	11	7	6	3	3
	25%	14%	8%	14%	13%	9%	6%	5%	3%	3%
Bicycle Lanes	11	4	6	3	2	4	6	11	9	62
	9%	3%	5%	3%	2%	3%	5%	9%	8%	53%
Bicycle Parking	8	15	9	8	10	6	8	16	35	3
	7%	13%	8%	7%	8%	5%	7%	14%	30%	3%
Bike Share	8	11	16	13	7	11	14	21	12	5
	7%	9%	14%	11%	6%	9%	12%	18%	10%	4%
Crosswalks	3	6	11	9	14	18	23	9	15	10
	3%	5%	9%	8%	12%	15%	19%	8%	13%	8%
Shade	12	15	12	10	14	14	10	10	12	9
	10%	13%	10%	8%	12%	12%	8%	8%	10%	8%
Traffic Calming	9	8	13	17	11	13	22	6	13	6
	8%	7%	11%	14%	9%	11%	19%	5%	11%	5%
Traffic Signals	8	13	15	10	15	19	10	20	6	2
	7%	11%	13%	8%	13%	16%	8%	17%	5%	2%
Wayfinding & Signage	19	20	16	18	14	8	9	5	5	4
	16%	17%	14%	15%	12%	7%	8%	4%	4%	3%
Wide Sidewalks	10	10	10	13	16	14	9	14	8	14
	8%	8%	8%	11%	14%	12%	8%	12%	7%	12%
14 Comment(s)										

10. Do you support greater public investment in bicycle and pedestrian improvements throughout the Overtown/Wynwood area?

	Number of Response(s)	Response Ratio
Yes	128	94.1%
No	3	2.2%
No Responses	5	3.6%
Total	136	100%

11. What are the BEST things about WALKING AND BIKING in Overtown/Wynwood?

97 Response(s)

12. What things COULD BE IMPROVED about WALKING AND BIKING in Overtown/Wynwood?

104 Response(s)

13. What is your gender?

	Number of Response(s)	Response Ratio
Male	72	52.9%
Female	57	41.9%
Prefer not to answer	4	2.9%
No Responses	3	2.2%
Total	136	100%

14. Which category describes your age?

	Number of Response(s)	Response Ratio
Younger than 20	1	<1%
20-29	36	26.4%
30-39	52	38.2%
40-49	17	12.5%
50-59	14	10.2%
60-69	10	7.3%
70 or older	2	1.4%
Prefer not to answer	3	2.2%
No Responses	1	<1%
Total	136	100%

15. What is your home zip code?

Postal Code	132

Constant Contact Survey Results

Survey Name: Overtown Wynwood Bicycle and Pedestrian Survey
Response Status: Partial & Completed
Filter: None
Jun 03, 2014 2:56:41 PM

2. When you are working, shopping, or playing in Overtown/Wynwood, how do you get around? - Comments
Answer
[No Responses]

4. When you WALK in Overtown/Wynwood, primarily where do you go? - Other responses
Answer
convenience store, beauty salon, starbucks
bar
work, parks, recreation
all above
Live in the area, have meetings often in the area (both leisure & work-related)
O Cinema
First, galleries/ateliers, then, restarants
Property owner
Midtown shops
Visit ongoing Project sites
Around block with dogs
Wynwood Galleries
Child aftercare
I report to an office ocassionally, and shopping

6. When you BIKE in Overtown/Wynwood, primarily where do you go? - Other responses
Answer
Obituary
bar
school
work, recreation
life
Have never biked there
Never have biked--too dangerous
N/A
Do not own a bike
N/A
N/A
I do not bike.
Never
never bike in Overtown or Wynwood
I dont bike is dangerous

7. What streets or areas within Overtown/Wynwood do you WALK? (Check all that apply. Specify other areas not listed in the "Comment" box below.) - Comments	
	Answer
	I often walk between NW 2nd Ave & Miami Ave along NW 27th and 28th Streets. I feel this is an important link between the restaurants & bars on Miami Ave (Electrick Pickle, Pride & Joy, Jimmy'z) & the art galleries on NW 2nd Ave.
	NONE, its not safe. I hate biking to that area as well. Need more cops and security.
	the road is very poorly paved on 29th street I'd say this is a mian issue
	I walk alot.
	From NW 2nd Ave. to Miami Ave. and 22nd st to 36th st.
	NW 27th St, NW 40th St,
	NE 2nd Ave, where it applies and some of the side streets between NE 2nd Ave and N Miami Ave, south of 17th Street connecting Biscayne Blvd to Overtown and Wynwood.
	MAKE THE STREET SAFER!
	We generally drive to Wynwood, park, and amble about in about within a 3-4 square block area, stopping in at various galleries or showrooms as we walk. We may stop for lunch or a snack or drink along the way, and then depart after a couple-three hours or so.
	26 strret Nw 2nd ave
	Drive around these. Areas
	At this time, I don't believe "Bike Lanes" are necessary.
	Once or twice per week I bicycle from Metro Zoo into the Overtown area, via the Bike path, over the second avenue bridge, and into the Overtown area.
	I don't use this area for leisure personally, but do feel we need to make improvements as the neighborhood and its need have changed. There are definitely a greater number of individuals walking / biking in the area.
8. What streets or areas within Overtown/Wynwood do you BIKE? (Check all that apply. Specify other areas not listed in the "Comment" box below.) - Comments	
	Answer
	I love biking in Miami but we could really use some more lanes.
	I ride my bike everyday as my primary means of transportation and I work as a freelancer going mny different places throughout the week
	I bike alot as well.
	NW 27th St, NW 40th St,
	MAKE THE STREET SAFER!
	We do not bike that area.
	`Do not bike.
	DO NOT BIKE.
	N/A
	None
	I do not bike.
	None
	none
	All of these streets, and beyond, deserve attention to become safer for cyclists. When cyclists feel not just OK but SAFE (think: women cyclists) pedaling here, more people will come to these areas by bicycle. Bicyclists and bicycles are great for the local economy! We spend money, promote businesses and vote with our feet (and wheels!) on a regular basis.
	I dont Bike is dangerous
9. Please rank the following bicycle-pedestrian infrastructure in order of importance to you. (1=LEAST Important, 10=MOST Important; use the "Comment" box for additional infrastructure) - Comments	
	Answer
	Safer streets are most important to me. Also, lighting would be really helpful in these areas.
	If a bike share program and/or bike lanes were introduced into the neighborhood, I would feel safer and would be more likely to ride a bike.
	What is bike share? Why can't I rank the importance of each selection on a scale of 1 - 10
	Safety and Use -- Many of these streets simply unsafe, because there is so little on them. I understand it may beyond the scope of this study, but including initiatives to activate some of the vacant lots would be impactful on the area's walkability/bikability.
	MAKE THE STREET SAFER!
	Because this runs contrary to the majority of ranking schema, where the best/most favorable/highest ranked variable is ranked as a 1, the lowest as x=n of variables, not only is this confusing, one cold easily surmise that there would be any number of respondants answering in reverse or inverted order. Quantification could easily be accomplished with lowest scoring variables ranked highest, and vice versa.
	If I could rate bicycle parking at ten million, I would have.
	J Walking is what I have found or cars not respecting signs or incoming traffic
	SECURITY AND ADEQUATE LIGHTING IS PRIORITY...NOT BIKING.
	Bike security bikes stolen frequently.
	I actually don't know what "Bike Share" means.
	I won't until the police stop arresting homeless people. It's too sad.
	The remaining in any order
	Please create bike lanes that are MORE than repurposed road shoulders! Separated or protected bike lines create a safe space for ALL cyclists to pedal. Traffic calmin/road diet is hugely important to create sensible, safe bike lanes, as well as clearly indicating where cyclists should be at a stop light/sign (clear signage and/or bike box).

11. What are the BEST things about WALKING AND BIKING in Overtown/Wynwood? - Responses
Answer
Visiting art galleries and seeing the Wynwood Walls.
Affordability, diminished roadway anxiety, accessibility to business and increased likelihood of incidental traffic at shops and attractions.
Overtown has really low traffic volumes and has wide roads that make it easy for cars to pass safely when I bike.
Wynwood has a lot of great places to bike and walk to.
The pre-1950's areas that are not superhighways designed to maximize vehicle throughput.
Sidewalks are wide.
Relatively low motor vehicle volumes means you feel safer bicycling on the roadway. Miami Ave through this area is great! The sidewalks along NW 2nd Ave are unmolested by ad panel that plague other neighborhoods in the City. The BID should ensure this continues to be the case.
Short blocks, lots of destinations, "urban" feel.
It's a small area, easy to get around on bike and foot. Unfortunately the roads are messed up. Particularly the railroad tracks on N Miami Ave & 19th st. I've seen many cyclists fall there.
There are no best things. A necessity, the walk is uncomfortable. You feel vulnerable.
How close everything is.
the view, the traffic is not so tough. it's near my place.
Surviving
None so far!!!!!!!!!!!!!!!!!! Miami is so dangerous to ride in. I am a new biker and miami has to be the worst city to bike in. I biked in other cities and I cannot believe this city is so far behind on SAFE biking lanes, not some paint on the road saying share the road!!!!
It is nice to be outside, meet neighbors, exercise, and benefit from a more urban/centralized experience. I wish the neighborhood was even more conducive to this.
being able to see all the street art from the perspective of my bicycle
the sights/art, restaurants, bars, lounges
Scenary restaurants and its the fastest way around traffic.
You get to see all the cool sites and it's amazing to see people coming together.
The scenery. the outdoor ambient.
you can actually see the art, discover new places, no headache looking for car parking.
The best thing is you get to take in the scenery at a less overwhelming pace than if you were traveling in a car, all the while with an almost neutral carbon footprint.
The visuals
convenience, lack of parking, but also making the neighborhood a centralized destination.
The art, the calm roads, the nice stores, clean streets/enviorment.
Scenery
There are lots of things to do in a relatively small area. You can bike or walk to most destinations in the area.
Free style feeling
bike lanes
Can appreciate all the art the area has to offer more so than driving by
History and creative hub
The diversity of the area and the relatively low traffic.
Great for staying healthy. Watching all the art work in the wynwood area. You get to experience wynwood and overtown outside from a car.
You have a chance to see , touch , smell and soak in much more of the scenery with the confines of the cage(car)
All of the street art and new restaurants
Awesome neighbourhood that wide rage of activities
The view of the murals.
More of a friendly atmosphere
The art
Being aware of your surroundings. Greater support for local businesses.
Enjoy my city and its surroundings at my own pace without having to drive.
How everything is so connected and close to each other, its very central and even diverse
Not much.
The best things about walking and especially biking in Overtown/Wynwood are the improvement to health and overall lifestyle, the benefit of a greener city/less pollution. Bringing positive attention to parts of the city that prior were ignored or received less attention for commuting improvements.
The art all around the streets. Without that, no one would have a reason to walk around. There's barely places to walk between as it is and the streets ignore pedestrian and bike safety. Bike lanes and roundabout crosswalks should be a no brainer for Wynwood and Overtown.
You spend less $$$ in gas
I enjoy biking and walking through wynwood because of the location.
Good exercise, opportunities to discover local businesses, and become truly familiar with your neighborhood and people there. Driving does not support these things. There's also no need to park a car and watch it, and it saves much money in the way of fuel. Using bikes and walking is the best way to be part of your neighborhood, and move through.

Car traffic is low and intermittent south of 29th street so it feels less dangerous. North of 29th, Miami Ave becomes dangerous as it does again to the south where it becomes one-way.
Street art makes for a lovely ride. Centrally located to so many other parts of Miami.
The distances between many things is much shorter than one may realize and the bones for a truly walkable community is already present. Many fantastic small businesses have opened up in the area and there is enough to support a walkable community (ie, residential, grocery, schools, restaurant/cafes, etc)
everything is so close and easy to get to on bike
I can park where I want to! (Most of the time)
you become part of a community that is growing day after day.
shredding the streets on my bike with no fear
Not too much car traffic. Cars move pretty slow on streets.
It would improve the quality of life in these neighborhoods!
This is my favorite area in Miami, the street art is breathtaking. It is my home.
Lots of destinations.
Seeing the sights -the galleries & shops, enjoying the area while strolling about.
Not worrying about parking, exercise and fun to see sights and sounds outside
Observing street art
Freedom.
Exercise, Community engagement, awareness, site seeing
Unless there's an event, it's usually a calm environment / relatively safe bike route.
Not being the victim of a hit and run yet!
Arts, People, intimate scale, not South Beach.
Sites, Art, Excercise
I drive through the areas to shop, don't bike
cheap, free, fun
Exercising
BIKING IS NOT NECESSARY. DO NOT WALK MUCH.
One can skip out on traffic and cost gasoline cost.
You get to really be a part of the neighborhood. No need to get gas. Less ware and tear of car. No paying for parking meters or garages. The Bike goes where your go.
the scenery. Love seeing the parks, grass and building structures, and sometimes the people along with it
Overtown needs more entertainment and shops in order for me to walk and bike in the area. Wynwood is a walkable community with a lot of dining and shopping options.
buildings, shops and variety of cultures
biking
N/S
Flat convenient access to downtown and Miami beach
Being able to feel safe (in certain areas) and see Miami's history, especially for the non-hispanic population of Miami
Nothing.
Parking at the emerging business properties is limited. Residents and visitors who visit within these boundaries could navigate within the area a bit more efficiently. Overtown has yet to rebound but, the area north of there is developing a flavor that has been missing. Again Overtown hasn't started to RE-re-develop.
Wynwood Walls
The neighborhoods are beautiful.
fresh air
Overall I enjoy biking / walking because it keeps me out of the car and gets me outside for some exercise. I also feel more connected to the area and a better sense of community while biking and walking versus driving everywhere.
exercise-environment-visuals
Not being shot or mugged
I can get from place to place faster than waiting for the bus.
Lots of people ride bikes in Overtown, but there is no attention paid to traffic rules of safety equipment creating a dangerous situation for everyone.
Miami River Greenway
you get to see the positive things that's happening in Overtown, which is a breath of fresh air.
The feel of the neighborhood
Great shops, restaurants and businesses to visit, fun art to look at, and it's inevitably a through-way to downtown and beyond, including the metro.
The area is changing to imitate a vibrant area where people work and play. You get to enjoy the art, small businesses, art, etc. Get to meet new people from all over that have always lived and have moved into the area.
Being able to see and appreciate things that you otherwise would not be able to see or enjoy.
none. unless you are buying drugs.

12. What things COULD BE IMPROVED about WALKING AND BIKING in Overtown/Wynwood? - Responses
Answer
We need more shade and more crosswalks to cross major roads.
Road conditions, bicycle accommodations, increased traffic enforcement, and closed streets for cyclists and pedestrians.
Fixing rail road crossings, creating better neighborhood cut-throughs. Fixing broken sidewalks and missing links. Slowing traffic on the arterials and collectors. More crosswalks. Art Walk should close NW 2nd Ave to make it more pedestrian focused. N. Miami Ave should have bike lanes.
Traffic Calming, Shade, Dedicated bicycle facilities (yes, take some of that asphalt away from cars), Bike share, Close certain roadways off to vehicles, crosswalks, chicanes, bike share, increased density, less parking, The Miami Streetcar, Rapid Transit connections
Separate bike lanes, more crosswalks, more bike parking infrastructure, more shade, better wayfinding & signage solutions, trash cans are imperative.
More shade is absolutely essential. Look at the success of the shade tree at Panther Coffee on NW 2nd Ave. They converted a barren driveway into a pleasant urban oasis. More shade trees throughout this area would be transformative. As this area develops, we will see more car traffic. Take advantage of low vehicle volumes and add bike lanes now!
Reduce speeding autos, reduce crime, add bike facilities.
Smoother roads, less obstacle son sidewalks. More crosswalks. More police enforcement of irresponsible driving.
Shade, winding car paths so that cars drive below 30 mph.
security, lighting, bike lane.
bike lanes, signs, parking.
Possibly everything, enforcement of drivers. Pedestrians in crosswalks are targets
Same as above!
Bike lanes! The thought of riding a bike along Biscayne Blvd (or anywhere in the neighborhood for that matter) terrifies me because there is not enough space for bikes and drivers may be unaware that they need to be alert for cyclists. Also, many intersections do not have crosswalks, and I find myself having to run across several lanes of traffic
the quality of the sidewalks and roads themselves. it is very bumpy and there are many deep ruts and pot holes
bike lanes, signage, wider sidewalks, BIKE PARKING
More bike lanes and bike rack holders.
There should defiantly have bike lanes and officers and drivera should actually appreciate cyclists.
Bike lanes.
pedestrian friendly, safe places to lock bikes, safer roads to ride on.
some roads have a rugged surface, particularly unpleasant for bicycle riding.
Lighting
More bike lanes, more lighting throughout, repaired roads.
Feeling of safety, unfinished or broken pavement on streets to bike on, parking not to be so far from the busy streets when its a busy night.
Bike sharing lane
There should be more bike parking as well as traffic calming. Miami is known for its road rage. I've had several ocassions when cars have roamed passed me only about 1 ft away from my bike (on share the road streets)!
Pavement quality in Overtown.
Signs
Easier connections from surrounding neighborhoods and wide clearly marked biki lanes
Re-surface the streets, new asphalt.
Better lighting, bike lane, more bike parking
More national historic designation sites in Overtown, or at least state or city wide historic site designation. Solar powered cell phone charging stations.
More bikes lanes/sharrows/signage.
Bike lanes, wide sidewalks, more shade, bike parking.
Real bike lanes, more bike parking and friendly business.
More bike lanes
Bike lanes!
Bike lanes
Need to be more of a bike friendly atmosphere
Reduce heat
Everything. We need more trees for shade. we need wider smoother sidewalks. We need to give more advantage to those that are trying to put a bigger effort on being environmentally conscious.
We need more trees!
Streets!!! they are a mess, full of potholes and more lighting at night too. Some streets dont look safe. Sidewalks are very important since they are shared with cyclists for lack of safety of not having bike lanes.

Posting large and vibrate street signs also on the roadway floor.
Better street lighting
More bike lanes
Cleaner streets, lots of debris and garbage
The quality of the streets/pavement could be improved for those of us who bike and walk through Overtown/Wynwood. Safer streets for those of us who bike and walk. Improvements could be made to bike lanes and awareness to alternative forms of transportation.
Add Parks and bike lines. Slower or at least enforced speed limits. Much more grass and trees and a lot less concrete and dirt. Add benches. Add roundabout intersections to slow traffic and encourage pedestrian safety and also lively up the street.
More bike lanes & bike parking
Bike lanes should be added because of how heavily traffic can get in the wynwood area. it would make the biking experience a lot more safe.
Educating both motorists and law enforcement in cyclist rights would be a good thing. I was hit by a car passing me illegally in an intersection and driving down the wrong side of the road. I was hesitant to call the police because often times they will ticket a cyclist in an accident when a motorist is at fault and the cyclist followed the law.
Slowing traffic on the larger roads, preferably through lane-reductions and lane-diets: North Miami, 20th, 29th, 36th.
Bike lanes and night time street lights could be inproved.
In addition to a big need for crosswalks, slower traffic & better sidewalks, there are way too many vacant lots & too much fencing negatively affecting walkability/bikability in the area. Even in places where there are buildings, they often do not relate well to the street or pedestrian. Many spots feel unsafe/unwelcoming. The sun is also brutal.
BIKE LANES & Marked Crosswalks
More bicycle parking in main areas. Locking up on side streets makes me uneasy. More traffic calming treatments.
safety. street signaling. street lighting.
more parking outside the area so i will never see cars
Signage very bad. Many cars go wrong way down one way streets/avenues. Cars move very fast on avenues. No bike lanes. More shade trees.
More bike paths and wider sidewalks.
The roads are terrible to bike in and that is my, as well as others, main method of transportation.
Need more cut-throughs and directional signs.
Providing more sidewalk shade, area maps at intersections with major points of interest -public parking lots, areas where restaurant s are concentrated, major exhibition areas and museums marked, and roadways with specific bike lanes depicted.
Sidewalks
Lights, sidewalk repair, trees
Safety
Cleaner streets. Better landscaping. One way pairs of streets. 24 and 25 streets
Everything.
More designated bike lanes, better traffic enforcement for vehicles, larger sidewalks for pedestrians.
Bike parking, bike parking!
Everything, enforcement of common auto laws!
Could be made safer
Safety.Lighting.
Beautification , bike & pedistrian friendly, minimize crime
More Bike Lanes!
Both bikers and vehicles should respct laws, they don't
safety. traffic is terrible. overtown is also scary for crime.
Biking and Walking Lanes
FOR WALKING - PROPER LIGHTING IS MUCH MORE IMPORTANT AND NECESSARY IN THE AREA....NOT BIKING.
Wider sidewalks.
Have GOOD Lighting in the entire area. and GOOD signs and way finding.
More bike lanes, and sidewalks
Overtown must become a safer environment that reflects the historic and economic strengthen of its former years.
Remove the homeless so walkers and bikers don't feel intimidated especially early in the morning with sleeping (?) individuals . ?Clean up the areas on a regular basis from discarded food and wrappers.
filthy streets, sidewalks with garbage, pails that overflow, shade, safe public areas that do not reek of urine
STREETS
Security
Safety and more areas that are open and visible (for safety), more sidewalks (wider, too), and shaded areas, as well as more bus stops; I would love to see a metromover stop in Overtown (aside from the Wilke D. Ferguson station, I believe it is).
Everything.
Additional bicycle parking racks with an upgrade in their installation methods.
the adjacent private properties

	Clearing the sidewalks and greenery in the area.
	receptacles no pedestrians are not throwing trash on the ground as they walk through.
	I've lived in the Overtown area for about 8 years. In this time I have had 3 bikes stolen and 1 car stolen. General safety and places which are well lit and secure to lock up bikes could be greatly improved!!! Most of my friends will not bike / walk through these areas due to these two concerns; safety and bike security.
	better streets and sidewalks traffic calming in neighborhoods like SPRING GARDEN
	Improved safety
	Bike paths, bike parking, much more signage letting drivers know that they must share the road with bikes would be the top three for me. More shaded areas and benches for pedestrians would be improvements.
	Seperate bike lanes and walkways away from motor vehicle traffic.
	Clearly, dedicated right of way is the most needed for walkers and bikers.
	My employees and I often encounter homeless individuals who are aggressive in their panhandling.
	Lighting throughout Overtown, especially on 17th and 20th streets under the expressway, trash pickup, trees being cut back, uneven sidewalks and pot holes in streets need repairing.
	SAFE bicycling infrastructureâ"a road diet on the majority of N/S roads that FAVORS wide or protected bicycle lanes. Ample bicycle parking outside of restaurants and businesses. Better lighting. Traffic calming devices to slow down drivers. Again, wide, intentional (not just shoulders) bike lanes. Shoulder-style bike lanes are terrible!
	This once was a focal point of Miami-Dade County and it seems to be headed that way again. Unfortunately the in-between years took its toll on the neighborhood. Beautification,practicality and safety are all important aspects of the pride we feel about where we live and work.
	The sidewalks, signage and pedestrian crossings, for bikers; bikining access/lanes.
	none

15. What is your home zip code? - Responses	
33010	2
33012	1
33014	1
33018	2
33023	1
33027	1
33055	1
33073	1
33125	2
33126	1
33127	7
33128	1
33129	2
33130	7
33131	6
33132	10
33133	4
33134	1
33135	1
33136	25
33137	13
33138	3
33139	9
33140	1
33141	2
33143	1
33145	1
33146	4
33155	3
33156	1
33157	1
33160	1
33161	2
33165	1
33166	1
33169	2
33173	2
33176	2
33178	1
33181	1
33183	1
33187	1
33189	1
	132