MIAMI-DADE COUNTY
STATE HIGHWAY SYSTEM

BICYCLE & PEDESTRIAN FACILITY NEEDS

PRIORITIZATION TOOL HANDBOOK

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX | PLANNING AND ENVIRONMENTAL MANAGEMENT OFFICE

JUNE 2020

MIAMI-DADE COUNTY STATE HIGHWAY SYSTEM
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The Bicycle & Pedestrian Facility Needs Prioritization Tool (BPTool) was created to communicate and highlight State Highway System pedestrian and bicycle priority areas in an objective, data-driven manner using safety, equity, demand, and connectivity measures.

TOOL PURPOSE

The Florida Department of Transportation (FDOT), District Six is proactively seeking ways to support and advance safety initiatives for the State Highway System's (SHS) most vulnerable users, bicyclists and pedestrians. One strategy developed to advance this initiative is the District Six Bicycle & Pedestrian Facility Needs Prioritization Tool (BPTOOL). The BPTOOL was created by the Planning and Environmental Management Office to communicate and highlight SHS bicycle and pedestrian priority segments in an objective, data-driven manner using safety, equity, demand, and connectivity measures. A systemwide tool such as this also creates consistency, encourages collaboration, and provides immediate opportunities to improve the system in an organized, prioritized manner. Specifically, this tool and resulting list of prioritized SHS segments provides value within three FDOT functions:

Project Development

- Districtwide, project managers can view a SHS facility/segment priority level for bicyclist and pedestrian needs within a study area. Project managers can also view the related safety, equity, demand and connectivity data within the same study area.

Work Program Support

- The tool includes the current Work Program and automatically links upcoming projects with the prioritized SHS segments. This provides a quick and easy way to identify immediate opportunities. Ideally these opportunities would be identified in advance of, or during, scoping phases to reduce changes occurring mid-project.
- Additionally, the tool may be used to identify standalone projects to be considered for an upcoming Work Program cycle. Each criterion can be individually toggled on and off to allow certain measures to have more weight than others should funding be tied to specific needs, such as safety.

Performance Management

- The tool may be used to develop a baseline for the District by quantifying the performance of the various measures by individual SHS corridors, for subareas, or Districtwide. The data should be updated routinely to then track progress and assess if changes are needed in order to achieve the ultimate goal of zero deaths.

HANDBOOK DEVELOPMENT OVERVIEW

The procedures included herein assume a working knowledge of ArcGIS and of Microsoft Excel software programs. The availability of Geographic Information System (GIS)-based data used in this analysis and development of project priorities may differ from year to year; therefore, the methodology described herein will need to be routinely assessed and adjusted as deemed appropriate by the District.

BPTOOL Objectives

The objectives of the BPTOOL are to:

- Provide an inventory of sidewalk and bicycle facilities on the SHS roadways for Miami-Dade County, which conversely also provides an inventory of gaps in the system;
- Provide a database and mapping mechanism that provides insight on priorities for multiple funding programs utilizing factors related to safety, equity, demand, and connectivity;
- Have immediate access to an objective system-wide tool (https://pedbike-dashboard.herokuapp.com/) that can be utilized by FDOT to share needs and priorities with the public as special requests are received; and
- Provide support for work program recommendations on an annual basis.

Tool Development Approach

The approach used to develop the tool and resulting list of bicycle and pedestrian priorities along the SHS included:

1. Development of a Technical Advisory Committee (TAC)
2. Development of a Miami-Dade County Pedestrian and Bicycle Existing Conditions Technical Memorandum (see Appendix A)
3. Identification and agreement on a set of prioritization factors, metrics, and weightings. The factors developed for the initial effort include Safety, Equity, Demand, Connectivity and were developed with TAC input and support. The TAC also provided input on the draft prioritization metrics.
4. Segmentation of all SHS facilities in Miami-Dade County
5. Development of a GIS database that integrates data for each metric into a single GIS tool

HANDBOOK PURPOSE

This Handbook describes how the tool was developed and examples of how it may be used, the resulting priorities and potential programming opportunities, and guidance on how to maintain the tool.

6. Development of the BPTOOL using a dynamic Excel Spreadsheet (see Appendix B for spreadsheet summary)
    - Imported the GIS attribute data developed under step 5 above into the tool and assigned weightings/scores across all metrics and generated scores for each facility segment (see Appendix C for Excel Spreadsheet Tool instruction manual)
    - Prioritization scores were developed for bicycle and pedestrian needs
7. Review of preliminary prioritization results to determine appropriate adjustments based on planning and engineering judgment using Google Earth photography and a general understanding of the SHS and surrounding land uses
8. Integration of the current District Work Program into the GIS tool and BPTOOL
9. Conversion of the BPTool to an online platform

Technical Advisory Committee

The project team held three (3) TAC meetings:

TAC 1

The 1st TAC was a kick-off meeting, where the objectives and anticipated deliverables of the project were explained and discussed.

TAC 2

The 2nd TAC meeting focused on reviewing the existing conditions analysis. The TAC provided feedback through an Origin-Destination mapping exercise that helped identify the high priority corridors, which was used to ground-truth the preliminary prioritization results. The TAC also provided input on the draft prioritization metrics.

TAC 3

The 3rd TAC meeting focused on reviewing the prioritization results of the BPTOOL. Overall, the TAC shared positive feedback and was eager to use the tool and expand it beyond just the SHS.

Thank you to our TAC Members for their time and professionalism:
David Henderson, Miami-Dade TPO | Kevin Walford, Miami-Dade TPO | Sue Kawalerski, Everglades Bicycle Club | Sabine Delouche, UM Walksafe/Bikesafe | Mark Heinike, MDPROS | Yanek Fernandez, DTPW – Traffic | Julian Guevara, DTPW – Transit | Colin Worth, City of Miami | Gregory Netto, Miami Gardens, FL | Tom Ruiz, Miami Gardens, FL | Steven Marcellus, North Miami

Prioritization Criteria and Scoring

Tables 1 and 2 summarize the prioritization criteria and scoring assignments. This set of criteria was applied to the SHS facilities in Miami-Dade County and where each facility met the criteria, the related points were assigned. Ultimately, the facilities with the most points are recognized as the highest priorities for needing either bicycle or pedestrian improvements (or both). The sections following the prioritization criteria tables discuss the data collection and prioritization methodology process.

Table 1. Bicycle Facility Needs Prioritization Criteria

FACTOR	METRICS PER FACTOR	POINTS PER TRUE STATEMENT	TOTAL POSSIBLE POINTS PER FACTOR
Safety	Is the number of bicycle crashes on the segment greater than, or equal to double the average, but has no fatal crashes? If not, add the below cumulative points:	3	3
	Is there a fatal bicycle crash on the segment?	1	
	Is the number of bicycle crashes on the segment greater than or equal to the average?	2	
	Is the number of bicycle crashes on the segment above zero, but below the average?	1	
Equity	Is the location within a Community of Concern that meets the Zero-Car Household Criteria?	1	2
	Is the location within a Community of Concern that meets the Poverty Criteria?	1	
Connectivity	Does the segment connect to a barrier island without a parallel alternative?	3	5
	Will the location connect to a paved path/trail?	1	
	Will the location connect to a bike lane?	1	
Demand	Is the location within ½ mile of a school?	1	3
	Is the location within a ½ mile of a premium transit station? Or a ¼ mile of a bus stop?	1	
	Is the location within a ½ mile of a park or University?	1	

Table 2. Pedestrian Facility Needs Prioritization Criteria

FACTOR	METRICS PER FACTOR	POINTS PER TRUE STATEMENT	TOTAL POSSIBLE POINTS PER FACTOR
Safety	Is the number of pedestrian crashes on the segment greater than, or equal to double the average, but has no fatal crashes? If not, add the below cumulative points:	3	3
	Is there a fatal pedestrian crash on the segment?	1	
	Is the number of pedestrian crashes on the segment greater than or equal to the average?	2	
	Is the number of pedestrian crashes on the segment above zero, but below the average?	1	
Equity	Is the location within a Community of Concern that meets the Zero-Car Household Criteria?	1	2
	Is the location within a Community of Concern that meets the Poverty Criteria?	1	
Connectivity	Is the segment connected to a paved path?	1	7
	What percentage of sidewalk is missing on both side of the street?	≥50 % = 3 Points >25% and < 50% = 2 Points ≤ 25% = 1 Point 0 % = 0 points	
	How many signals are along the segment?	≤ 2 Signals= 3 3-5 signals = 2 6-8 Signals = 1 ≥ 9 signals= 0	
Demand	Is the location within ½ mile of a school?	Y=1	3
	Is the location within a ½ mile of a premium transit station? Or a ¼ mile of a bus stop?	Y=1	
	Is the location within a ½ mile of a park or University?	Y=1	

PRIORITIZATION TOOL SETUP & ANALYSIS

Step 1
Map Existing Facilities and Gaps

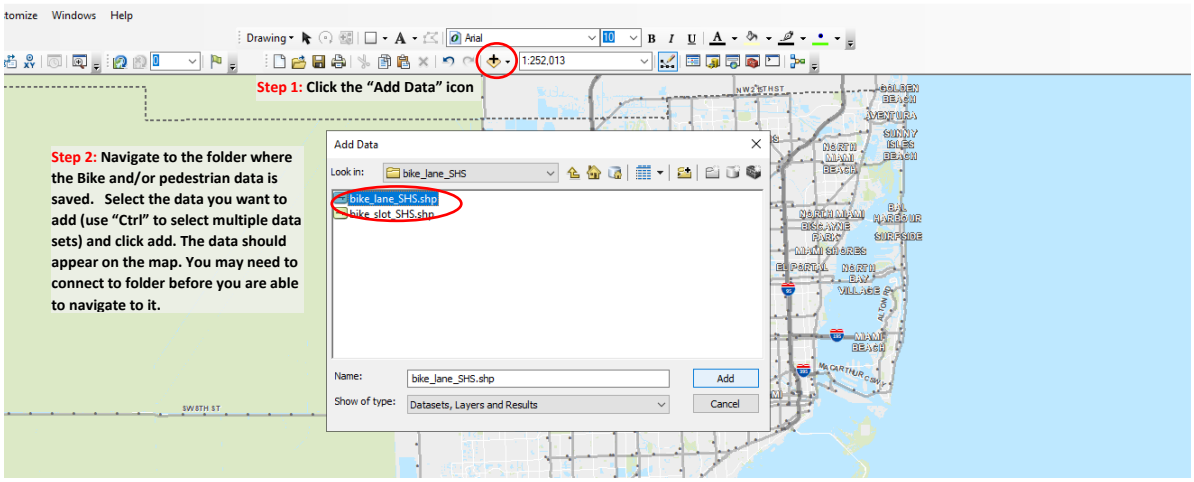
Step 2
Apply Segmentation

Step 3
Obtain Data & Conduct GIS Evaluation

Step 4
Import Data into BPTOOL & Finalize Prioritization

Step 1: Map Existing Facilities and Gaps

- Existing sidewalks and bicycle facilities on the Miami-Dade SHS access-controlled roadways (for both sides) was mapped using **ArcGIS software.** This was done by adding Sidewalk and bicycle facility data to the ArcGIS map. To do this, import the data following the below diagram:



Steps to Add Data in ArcGIS

- All existing and missing sidewalk and bicycle facilities represented in the tables were plotted against roadway base maps (obtained from FDOT Central Office GIS office) using the measured shapefile centerline-mile posting function.
- These results were verified in the second TAC meeting. The TAC completed an Origin-Destination exercise, where participants put both origin and destination dots on the map and drew a desirable walking/biking trip. Participants also highlighted key gaps that should be a priority. This information was used to ground truth the BPTool results.

Step 2: Apply Segmentation

- A complete inventory of sidewalk and bicycle facilities on the SHS for Miami-Dade County was extracted from FDOT's Roadway Characteristics Inventory (RCI) database and converted into spreadsheet tables including the Geographic Positioning System (GPS) latitude and longitude coordinates of sidewalks, with the width (typically five or six feet) included, as well as the side of the road (left or right).

  - FDOT offices access the RCI database from either the planning system or the maintenance system, and the methodologies vary slightly depending on which office is performing the data extraction. For the purposes of this effort the Planning system was utilized.
- It was necessary to breakdown the SHS into practical segments for project programming purposes.
  - For the pedestrian facilities, the SHS roadway GIS data was broken down into one-mile segments. This created a Pedestrian Segmented Roadway layer (PSR).
  - For bicycle facilities, the SHS way broken down into two-mile segments using the same procedure. The segmentation was chosen based on a typical trip made by walking and biking. This created a Bicycle Segmented Roadway layer (BSR).
  - For each roadway on the SHS, a data record was developed beginning at mile point 0.0 at the west or south terminus and the roadway was parsed into individual one-mile records for pedestrian facilities and two-mile records for each segment. In all cases the last segment would not equal 1.0 or 2.0 miles. It was determined and agreed to that if the last segment were less than .25 miles it would be included in the previous segment. If the last segment was .25 miles long or longer it was parsed as a new data record.
- Once the roadway network was segmented, the existing network facilities data developed in Step 1, was overlaid with the segmented database.

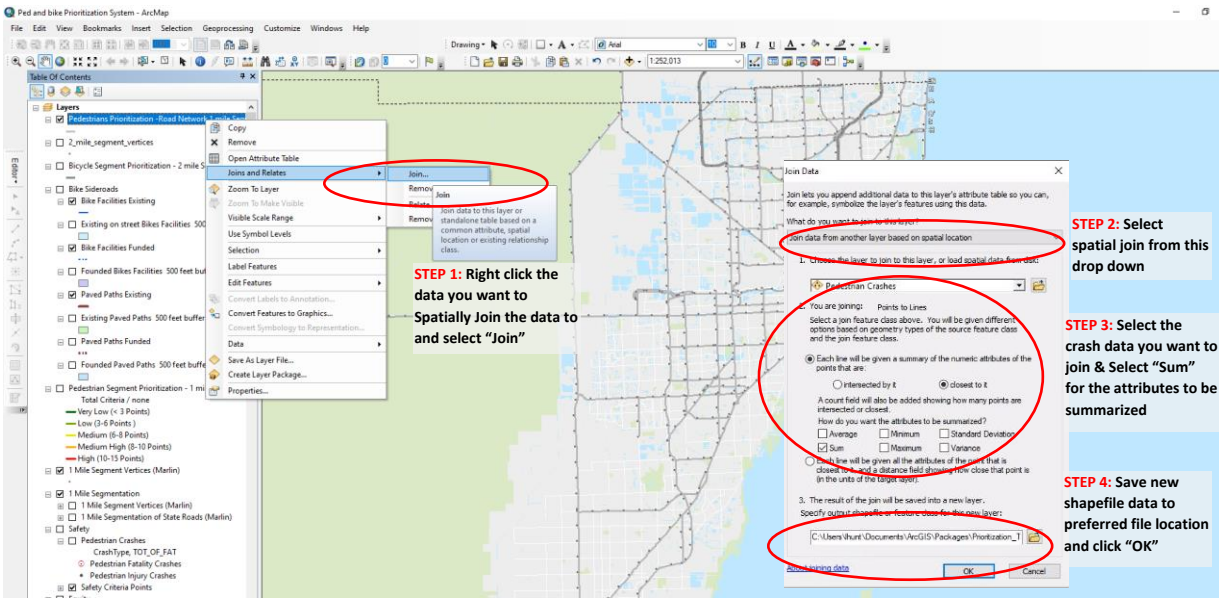
Step 3: Obtain Data & Conduct GIS Evaluation

- The performance metrics were grouped into four factors: Safety, Equity, Connectivity and Demand. Each factor used a set of readily available data ultimately merged with the segmented SHS roadway records developed in Step 2. Table 3 summarizes the data collected and their sources.

Table 3. GIS Data Collected

Data	Source/Date
Crash Data	FDOT CARS Database (2011-2015)
Communities of Concern	Communities of Concern by census block, Miami-Dade TPO's *Federal Planning Emphasis Areas (PEAs) for Miami-Dade County report* (November 2017)
Existing SHS Bicycle Facilities	FDOT's Roadway Characteristics Inventory (RCI) database (2018)
Existing SHS Sidewalk Facilities	FDOT's Roadway Characteristics Inventory (RCI) database (2018)
Existing Parallel Bike Network	Miami-Dade Transportation Planning Organization existing and funded on-road bike facilities and paved paths shapefiles (2019)
Traffic Signals	Miami-Dade County GIS Online Portal (2018)
Schools/University locations	Miami-Dade County GIS Online Portal (2018)
Bus Stop Locations	Miami-Dade County GIS Online Portal (2018)
Premium Transit Locations	Miami-Dade County GIS Online Portal (2018)
Park Locations	Miami-Dade County GIS Online Portal (2018)

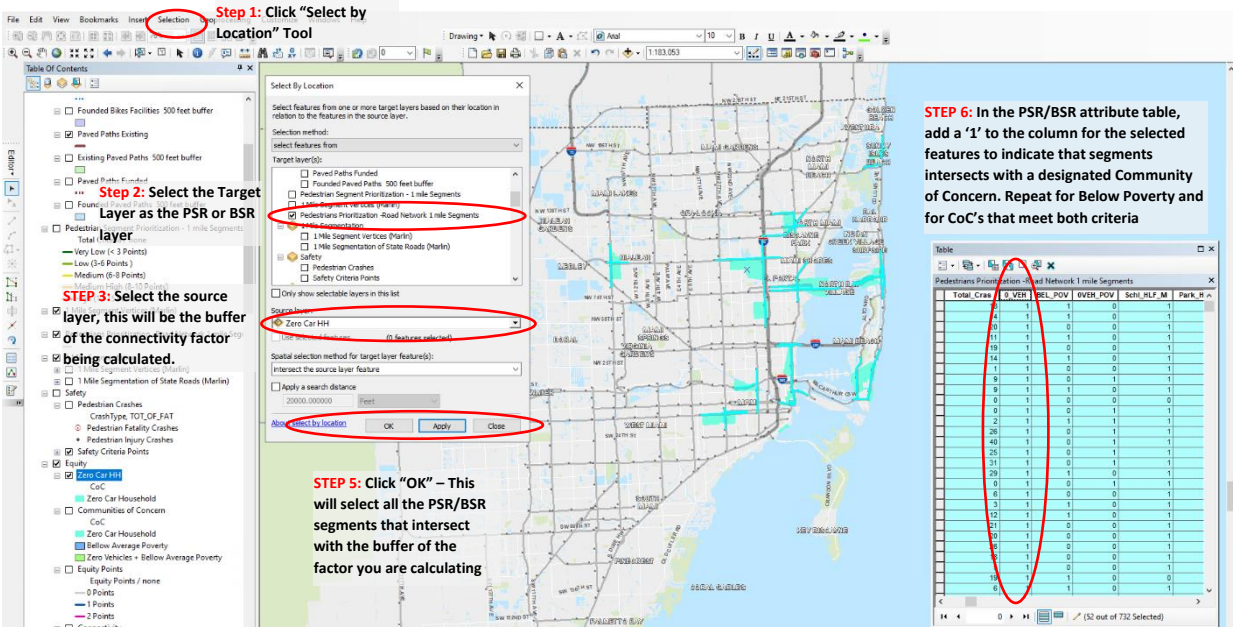
- Safety Factor Evaluation
  - The GIS crash data set was provided as a point file along the SHS roadway network. Using the Spatial Join tool in GIS, the sum of the fatal, severe injury and total crashes was calculated as assigned to each of the one-mile segments on the SHS network. This data was added to the attributes table column's titled "Crash Fata", "Crash Inju" and "Total_Cras".



Steps to Complete a Spatial Join of Crash Data to the Segment Data

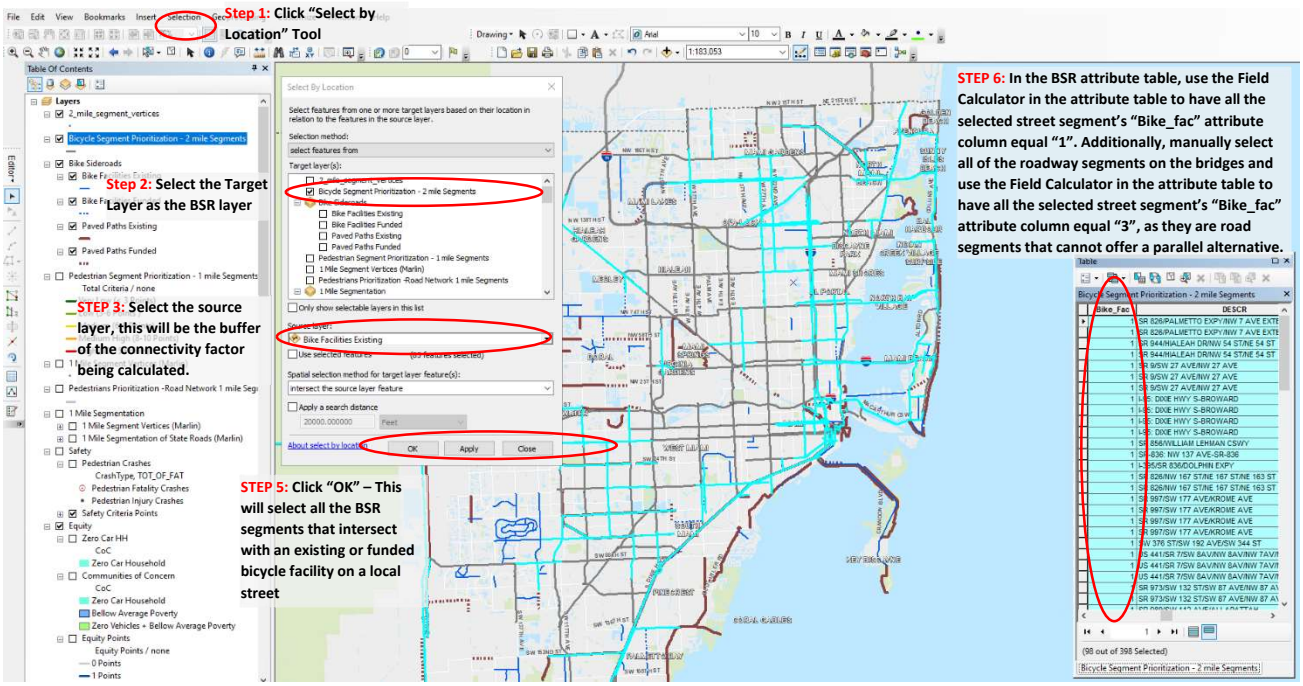
- Once the crashes are assigned to each segment, the attribute table can be exported and then integrated into the BPTool to calculate the safety scores:
  - The average number of total bicycle crashes for two-mile segments on the SHS in the County was calculated. The average was built into the BPTOOL Excel sheet formulas to calculate the segments safety score based on whether the number of crashes exceeded the average or if there was a fatal crash.
  - The average number of total pedestrian crashes for one-mile segments on the SHS in the County was calculated. The average was built into the BPTOOL Excel sheet formulas to calculate the segments safety score based on whether the number of crashes exceeded the average or if there was a fatal crash.

- Equity Factor
  - As part of the Miami-Dade TPO's Federal Planning Emphasis Areas (PEAs) for Miami-Dade County report (November 2017), communities of concern were mapped based on census tracts that were at least one standard deviation above the county average percentage and/or average density of families below the poverty level or households with zero vehicles. If any part of the segmented SHS was adjacent to or went through a community of concern, it was added to the segmented SHS's attribute table. This data was added to the attributes table column's titled "0_Veh", "Bel_Pov" and "OVEH_POV". This was applied for both the bicycle and pedestrian evaluations. The segments that were adjacent or went through a community of concern was identified in GIS by using the selection tool and adding a binary attribute to the segment's attribute table. To do this, go to the "Select by Location" tool, and input the "Target Layer" as the BSR or PSR Layer and input the "Source Layer" as the Communities of Concern layer. Click "apply" and the tool will select every segment that intersects with a community of concern (CoC). This will need to be done 3 separate times to identify segments in the BSR/PSR that intersect with CoC's that meet the "Zero Car Household" criteria, the "Below Poverty" criteria and both the "Zero-Car household" and "Below Poverty" criteria.



Steps to Calculate Community of Concern (CoC) Score Using "Select by Location" Tool

- Connectivity Factor
    - This performance metric evaluated whether the segment would have an impact on connecting to existing infrastructure. This evaluation varied slightly for the pedestrian and bicycle infrastructure.
        - For bicycle infrastructure, the existing local bicycle network and trails were mapped using a file provided by the Miami-Dade TPO of existing and funded on-road bicycle facilities and off-road paved paths. Every segment in the SHS that intersected an existing local bicycle network or trail had a "1" added to the "Bike_fac" attribute column. Every segment of the SHS that connected to a barrier island and did not have a parallel alterative had a "3" added to the attribute column. To identify the segments that received the connectivity score for bikes, the segments that intersect an existing or funded local bike facility or trail was identified in GIS by using the selection tool and adding a binary attribute to the segment's attribute table, following the steps in the below graphic.



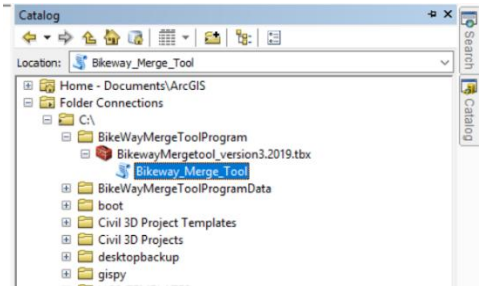
Steps to calculate Connectivity Factor for the BSR using the "Select By Location" Tool

        - For pedestrian infrastructure, the percentage of sidewalk on either side of the street was measured in GIS using the GIS extension tool, available for download in Appendix D. The tool measures the bicycle facility coverage along a roadway and was adapted to measure sidewalk coverage through a GIS script that analyzes any sidewalk shape file and a roadway center line shapefile to determine the percentage of roadway covered by the sidewalk layer. The tool used to measure the sidewalk coverage was a GIS script that analyzes any sidewalk shape file and a roadway center line shapefile to determine the percentage of roadway covered by the sidewalk layer. The GIS Toolbox can be downloaded from the below link and used on any ArcGIS 10.5.1 or greater.

https://kittelsonassociates-my.sharepoint.com/:u:/g/personal/ctobin_kittelson_com/EYUqK1xFFsVNlQiVQATEV7cBtomts-xzqK8zewGfh2jmcg?e=RCm7h0

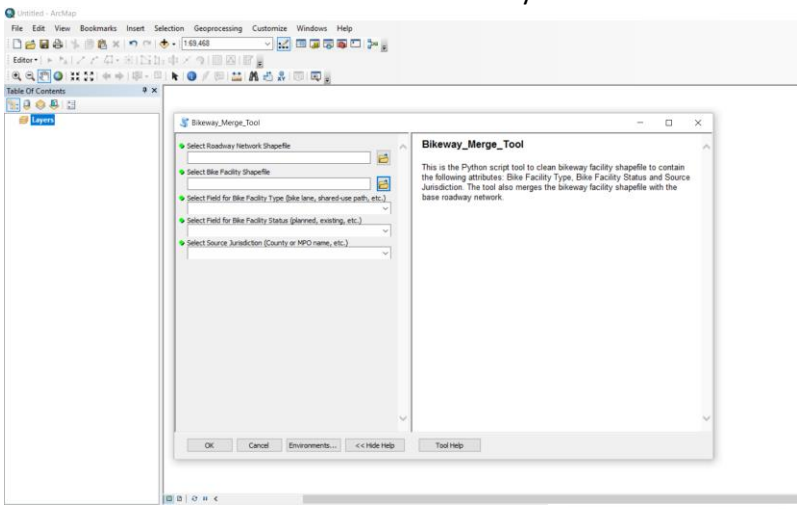
To run the extension tool in GIS, follow the following steps:

1. Download and save the tool to a project folder that can be accessed through ArcCatalog in GIS. Open ArcCatalog and find the folder location where the two files were copied to. Click 'Bikeway_Merge_Tool' to open the tool interface.

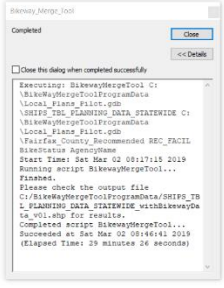


2. Select inputs and click 'OK' button to run the tool. For each input, the following should be selected:

   - **Roadway Network Shapefile** = The segmented roadway file for the pedestrian analysis (one mile segmentation)
   - **Bike Facility Shapefile=** Select the existing sidewalk shapefile. To determine coverage on left side and right side, add "Existing Sidewalk_left" shapefile and then run the tool using the same inputs and the "Existing Sidewalk_right" shapefile.
   - **Select filed for bike facility status** = "Shape_Length" attribute
   - **Select Source Jurisdiction** = "County" attribute

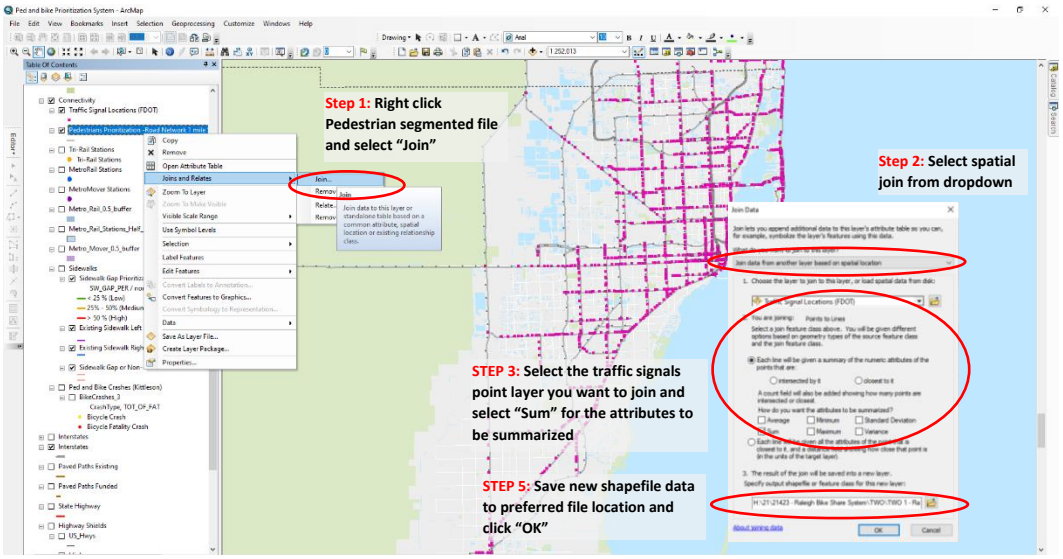


3. When the tool has completed it's calculation, the tool interface will show the 'completed' message. The output file location is also shown in the message. The cleaned local sidewalk coverage shapefile is saved in the same folder as the roadway network output file.



This tool helped score segments based on whether or how much sidewalk is present on each side of the street. Existing paved paths were also mapped in GIS. Every Segment in the SHS that intersected a paved path had a "1" added to the "Paved_Path" field.

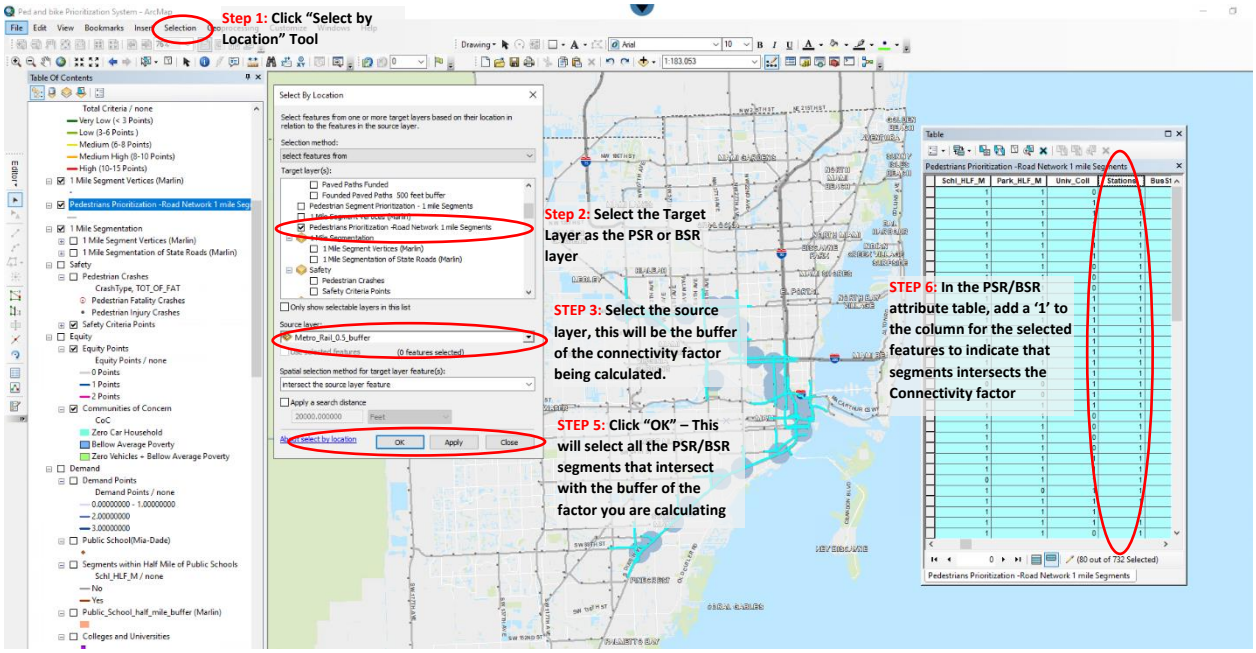
Finally, signal density was used to assess how frequently pedestrians have a controlled location to cross the street. A point GIS shapefile was spatially joined with the Segmented SHS file and the number of signals along the segment was summed and added to an attribute table under a field titled "Traffic_si". Note, the sidewalk data layer presented issues with centerline segments overlapping each other or not being directly connected. As a result, the percent gaps were overstated where there was overlap or where a disconnect in the centerlines was detected as a very small "gap". A manual verification of the existing sidewalk data was performed to identify and correct these discrepancies in the data. Segments flagged for these issues were marked as "Y" under "SW_Change" field. In addition, the "SW_note" field was added to the database describing the change made. (Ex. No Gap, Side Street (Median), Path (Next to road).



Steps to Calculate Signal Density using "Spatial Join" Tool

Demand Factor

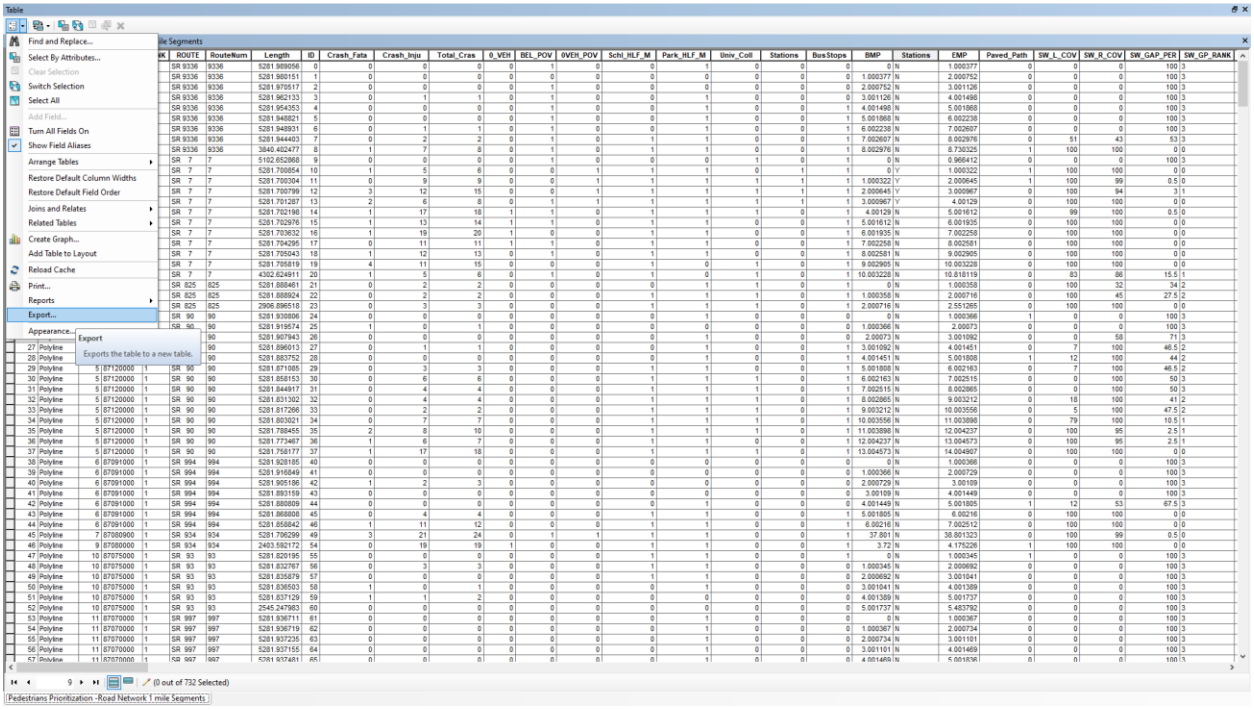
- There are certain destinations that have a higher likelihood of generating pedestrian and bicycle trips. These uses were used as a proxy to measure potential demand for pedestrian and bicycle trips. The GIS data for premium transit stops, parks, schools and universities were mapped, and a half-mile buffer was created. Bus stops were also mapped, and a quarter-mile buffer was created. Every Segment in the SHS that intersected one of the buffers received a "1" for each of the destinations in each of the Demand factor fields (Transit stops, parks, schools etc).



Steps to calculate Connectivity Score using "Select by Location" Tool

Step 4: Import Data into BPTOOL & Finalize Prioritization

- Once the GIS evaluation of each metric was complete, the GIS attribute table was downloaded into a spreadsheet format. To do this, go to the PSR/BSR layer's attribute table and from the drop down, select "Export" to export the attribute table as an excel file.



Steps to export attribute table as an Excel file

- The priority methodology used was based on the scoring system identified in 0 and Table 2. Each segment was assigned points depending on whether it met certain criteria. A simple addition of

points allocated to each segment allowed a priority listing of the gaps for the county, with the highest number of points indicating the highest priority.

FUNDING & IMPLEMENTATION STRATEGY

The completed BPTOOL is a dynamic and flexible tool for assisting Work Program development and project scope development. The spreadsheet can be used in many ways to match multiple funding criteria and/or opportunities; however, each segment should be reviewed to ascertain the most appropriate funding and implementation strategy. Potential funding strategies could include but are not limited to:

- **Safety Program:** The BPTOOL provides a prioritized list of the highest crash areas for cyclists and pedestrians. This list may be coordinated with the Traffic Operations office and follow-up Road Safety Audits may be conducted with a focus on non-motorized travel. This feature aligns with the State's Vision Zero effort.
- **Maintenance Program:** Extremely short sidewalk gaps (length less than 0.05 miles or 260 feet) could potentially be addressed through coordination with the District Maintenance Team.
- **Work Program:** The BPTOOL only prioritizes needs and does not identify actual projects. Therefore, the tool provides an easy-to-access listing of project opportunities. The level of additional analysis and evaluation needed prior to identifying an appropriate treatment will vary. In terms of the tool maintenance, once the Project Managers provide a summary of whether sidewalks would be added to a current Work Program project the spreadsheet can be revised to remove those priorities and allow other priorities to bubble to the top of the list. It cannot be expected that some projects such as Resurfacing, Restoration and Rehabilitation (RRR) could purchase R/W or add miles of sidewalk, but the data set will inform Project Managers of needs based on the factors and metrics identified in the system.
- **Sidewalk Boxed Funds:** The District could set aside an annual Sidewalk "box" fund to address the top ranked priorities not addressed by one of other funding mechanisms.
- **Developer contributions:** There are locations where there are no sidewalks where there is no development. Coordination with local governments and enforcement could be undertaken to ensure that developers include sidewalks as part of their development approvals along the SHS.
- **Transportation Planning Organization (TPO) Prioritization:** Some of the gaps identified are extremely long and/or include right-of-way purchases and would have to be dealt with like a new construction or reconstruction project. Coordination with the TPO on unfunded priorities and the Long Range Transportation Plan is perhaps the best route for these projects.

UPDATING THE TOOL

It is recommended that the BPTOOL be updated on a regular basis, perhaps annually, as projects are programmed and constructed and new data becomes available. The analysis outlined in Step 3 should be repeated using newer data as it becomes available. Following Step 4, the new analysis can be downloaded as an excel file and imported into the BPTOOL. The BPTOOL will automatically update all the scores for each segment. The SHS segmentation should not be altered as data is updated so that an

"apples to apples" geographic comparison may be efficiently performed over time. Appendix C outlines in detail the BPTool methodology.

MONITORING SYSTEM PERFORMANCE

The District will need to track the system's performance to best understand the effectiveness of projects ultimately built. Table 4 provides a summary of potential system performance measures, some of which require data that is not currently available or collected systemwide. FDOT will need to consider enhanced and expanded data collection requirements for these two modes of travel to truly understand the conditions of an existing and future bicycle and pedestrian network.

The District should also consider developing bicycle and pedestrian focused goals, objectives and system performance targets as part of the monitoring effort. Having a set of agreed to goals, objectives and targets keeps everyone moving in the same direction. They should be developed collaboratively across the various District offices and should consider feedback from transportation partners such as Miami-Dade County. The resulting set of goals and objectives will influence the ultimate set of system performance measures.

The Roadway Characteristics Inventory (RCI) database should be updated as new types of data are collected and as projects are built.

Table 4. Potential System Performance Measures

	Potential Performance Measures
Outcome-based:	Change in bicycle and pedestrian crashes
	Change in all crashes
	Change in mode split, shifting to walking and cycling
Activity-based:	Miles of bike lanes and sidewalk constructed
	Miles of separated bike lanes or multiuse paths
	Miles of sidewalks widened
	Total miles of sidewalk buffer
	Total miles of buffer added to bike lanes
	Total number of pedestrian-only crossings
	Change in miles in bike lanes and sidewalks in Communities of Concern
	Total funding spent on dedicated pedestrian and bicycle projects

2019-20 MIAMI-DADE COUNTY SHS RESULTING PRIORITIES

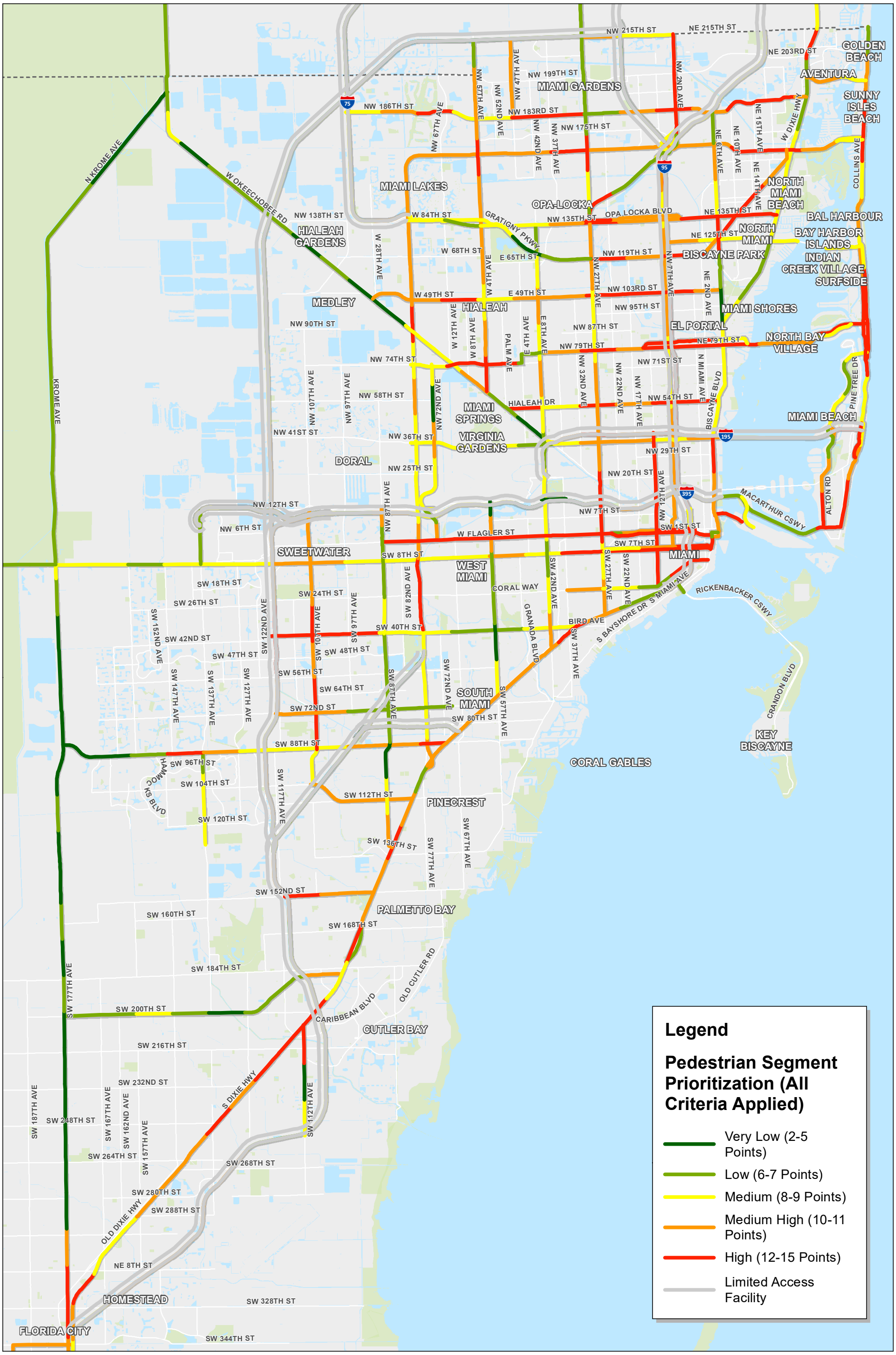
Figures 1 and 2 depict the resulting prioritized segments for bicycle and pedestrian needs on SHS facilities in Miami-Dade County. The higher a segment scored in the BPTool, the higher the need for bicycle or pedestrian facility evaluations. The following pages summarize top segments throughout the County by factor area. The first set of tables summarize the top segments in the County across all factors, and those with overlapping limits with current Work Program projects. The BPTOOL itself contains all the segment ranking and data details.

Bicycle Segment Prioritization System
Miami-Dade County, Florida

Figure **01**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

K:\2016055.000 Kittelson FDOT 6 ISD Districtwide\2016055.005 Kittelson FDOT 6 Ped Bike Master Plan\QGIS\General Map_.mxd - hpantaleon - 4:27 PM 5/13/2019



Legend

Pedestrian Segment Prioritization (All Criteria Applied)

- Very Low (2-5 Points)
- Low (6-7 Points)
- Medium (8-9 Points)
- Medium High (10-11 Points)
- High (12-15 Points)
- Limited Access Facility

N

Pedestrian Segment Prioritization System
Miami-Dade County, Florida

Figure **02**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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Overall Top-Ranking Segments

The highest-ranking segments for pedestrian and bicycle needs are list below. For pedestrian needs, these include the top 25 total scores further filtered by the top 25 smallest sidewalk gaps to fill. For the bicycle needs, all segments scoring an 8 or higher are listed. Many of these top priority segments have overlapping Work Program projects that may provide immediate opportunities for further evaluations.

Top Overall Pedestrian Segments with Overlapping Work Program Opportunities

ROUTE	DESCRIPTION	BMP	EMP	Safety Points	Equity Points	Demand Points	Connectivity Points	Total Points	FM Number	Project Type	Project Coverage
1. **SR 93**	I-75/SR-93	4.00	5.00	1	2	3	7	13	4380281	TRANSPORTATION PLANNING	100%
2. **SR 821**	HEFT: DIXIE HWY S-BROWARD	11.54	12.54	1	2	3	7	13	4380281	TRANSPORTATION PLANNING	26%
3. **SR 821**	HEFT: DIXIE HWY S-BROWARD	26.55	27.55	2	0	3	7	12	4334553	RESURFACING	80%
4. **SR 960**	SR 960/NW 14 ST	0.47	1.14	1	2	3	6	12	N/A	N/A	N/A
5. **SR 5**	US 1/SR 5	12.56	13.56	1	2	3	6	12	N/A	N/A	N/A
6. **SR 9A**	I-95: DIXIE HWY S-BROWARD	6.95	7.95	0	2	3	7	12	4438901	RIGID PAVEMENT REHABILITATION	100%
7. **SR 817**	SR 817/UNIVERSITY DR	2.00	3.00	0	2	3	7	12	4438901	RIGID PAVEMENT REHABILITATION	100%
8. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY	2.00	3.00	2	2	3	4	11	4401701	LIGHTING	14%
9. **SR 93**	I-75/SR-93	3.00	4.00	0	2	3	6	11	4380281	TRANSPORTATION PLANNING	100%
10. **SR 997**	SR 997/SW 177 AVE/KROME AVE	9.00	10.00	1	1	3	6	11	4419601	BRIDGE-REPAIR/REHABILITATION	57%
11. **SR 93**	I-75/SR-93	42.02	43.02	3	0	3	5	11	4399841	INTERSECTION IMPROVEMENT	10%
12. **SR 821**	HEFT: DIXIE HWY S-BROWARD	21.55	22.55	3	0	3	5	11	4377841	PD&E/EMO STUDY	47%
13. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	8.00	9.00	0	2	3	6	11	4293004	RESURFACING	100%
14. **SR 821**	HEFT: DIXIE HWY S-BROWARD	23.55	24.55	2	0	3	6	11	4439161	RESURFACING	100%
15. **SR 847**	SR 847/NW 47 AVE	0.00	1.00	1	1	3	6	11	N/A	N/A	N/A
16. **SR 93**	I-75/SR-93	2.00	3.00	1	2	3	5	11	4184236	PD&E/EMO STUDY	100%
17. **SR 821**	HEFT: DIXIE HWY S-BROWARD	36.55	37.55	1	0	3	7	11	4418121	RESURFACING	100%
18. **SR 5**	US 1/SR 5	11.56	12.56	0	1	3	7	11	N/A	N/A	N/A
19. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	2.00	3.00	2	1	2	6	11	4306372	LANDSCAPING	100%
20. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	20.01	21.01	2	0	3	6	11	4401741	LIGHTING	100%
21. **SR 821**	HEFT: DIXIE HWY S-BROWARD	2.54	3.54	2	1	3	5	11	4380761	PD&E/EMO STUDY	19%
22. **SR 94**	SR 94/SW 88 ST/N KENDALL DR	1.00	2.00	2	0	2	7	11	N/A	N/A	N/A
23. **SR 985**	SR 985/SW 107 AVE/NW 107 AVE	4.00	5.00	3	1	3	3	10	4401782	LIGHTING	100%
24. **SR 874**	SR-874/DON SHULA EXPY	6.00	7.03	3	1	3	3	10	4401751	LIGHTING	100%

Top Overall Bicycle Segments with Overlapping Work Program Opportunities

ROUTE	DESCRIPTION	BMP	EMP	Safety Points	Equity Points	Demand Points	Connectivity Points	Total Points	FM Number	Project Type	Project Coverage
1. **SR A1A**	A1A	2.00	4.00	3	2	3	4	12	N/A	N/A	N/A
2. **SR 907**	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	0.00	2.00	3	2	3	2	10	4425391	PEDESTRIAN SAFETY IMPROVEMENT	50%
3. **SR A1A**	A1A	4.00	6.00	3	2	3	2	10	N/A	N/A	N/A
4. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13 ST/SE 13 ST	0.00	2.15	3	2	3	2	10	N/A	N/A	N/A
5. **SR 968**	SR 968/SW 1 ST/SE 1 ST	0.00	2.34	3	2	3	2	10	4401731	LIGHTING	100%
6. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	6.00	8.00	3	2	3	1	9	4401731	LIGHTING	100%
7. **SR 7**	US 441/SR 7/SW 8 AV/NW 8 AV/NW 7 AV/NW 2 AV	0.00	2.00	2	2	3	2	9	4291852	RESURFACING	100%
8. **SR 5**	US 1/SR 5	0.00	2.00	3	1	3	2	9	4291852	RESURFACING	100%
9. **SR 90**	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	0.00	2.00	2	2	3	2	9	4380761	PD&E/EMO STUDY	100%
10. **SR 968**	SR 968/W FLAGLER ST	0.00	0.42	2	2	3	2	9	4401741	LIGHTING	100%
11. **SR A1A**	A1A	14.00	16.00	3	1	3	2	9	2516846	INTERCHANGE RAMP	83%
12. **SR 934**	SR 934/HIALEAH EXPY	0.01	2.23	3	2	3	1	9	4364261	TRANSPORTATION PLANNING	90%
13. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.25	3	2	3	1	9	4380761	PD&E/EMO STUDY	100%
14. **SR 944**	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	0.00	2.00	2	2	3	1	8	4365391	BRIDGE - PAINTING	61%
15. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	0.00	2.00	3	1	3	1	8	4293464	LANDSCAPING	84%
16. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	2.00	4.00	3	2	3	0	8	4401791	LIGHTING	78%
17. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	4.00	6.00	3	2	3	0	8	4399761	RESURFACING	100%
18. **SR 953**	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	0.00	2.00	2	2	3	1	8	4365252	RESURFACING	100%
19. **SR 7**	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	2.00	4.00	2	2	3	1	8	4283588	ADD LANES & RECONSTRUCT	100%
20. **SR 5**	US 1/SR 5	4.00	6.00	1	2	3	2	8	4402811	LIGHTING	95%
21. **SR 932**	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE 103 ST	0.00	2.00	3	1	3	1	8	4365252	RESURFACING	100%
22. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	0.00	2.00	3	2	3	0	8	4380341	LANDSCAPING	100%
23. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	2.00	2.97	1	2	3	2	8	4380341	LANDSCAPING	100%
24. **SR 817**	SR 817/NW 27 AVE	0.00	2.00	3	1	3	1	8	4380342	LANDSCAPING	100%
25. **SR 90**	US 1/SR 5	0.00	0.34	2	1	3	2	8	4380343	LANDSCAPING	100%
26. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	2.00	4.00	3	2	3	0	8	4380343	LANDSCAPING	100%
27. **SR 924**	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	0.00	2.00	2	2	3	1	8	4380344	LANDSCAPING	100%
28. **SR 5**	US 1/SR 5	2.00	4.00	3	1	3	1	8	4380344	LANDSCAPING	100%
29. **SR 968**	SR 968/W FLAGLER ST	0.00	1.27	2	2	3	1	8	4380344	LANDSCAPING	48%
30. **SR 25**	OKECHOBEE RD/36 ST NE NW	16.01	18.01	3	2	3	0	8	N/A	N/A	N/A
31. **SR 25**	OKECHOBEE RD/36 ST NE NW	18.01	19.91	2	2	3	1	8	N/A	N/A	N/A
32. **SR A1A**	SR A1A/HARDING AVE	0.00	2.00	2	2	3	1	8	N/A	N/A	N/A
33. **SR 112**	SR 112/ARTHUR GODFREY RD	0.00	0.82	2	2	3	1	8	N/A	N/A	N/A
34. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.00	2	2	3	1	8	N/A	N/A	N/A
35. **SR A1A**	A1A	8.00	10.00	3	2	3	0	8	N/A	N/A	N/A
36. **SR 5**	US 1/SR 5	0.00	2.27	3	0	3	2	8	N/A	N/A	N/A
37. **SR 934**	SR 934/NE 79 ST/79 ST CSWY/71 ST	0.00	1.50	3	1	3	1	8	N/A	N/A	N/A
38. **SR 994**	SR 994/SW 200 ST/SW 186 ST/QUAIL ROOST DR	0.00	2.03	2	1	3	2	8	N/A	N/A	N/A

Safety-related Top 25 Segments

For the safety category, many segments had a maximum score which was based on the crash rate. So, to help further refine the safety priorities, the tables below list/rank the segments with the maximum safety score in combination with the segments with the highest fatal and total crashes, respectively.

Top Pedestrian Related Segments for Safety Factor

ROUTE	DESCRIPTION	BMP	EMP	Ped Fatalities	Ped Injuries	Total Ped Crashes	Safety Points
1. **SR 985**	SR 985/SW 107 AVE/NW 107 AVE	5.00	6.00	8	31	39	3
2. **SR 93**	I-75/SR-93	30.01	31.01	4	15	19	3
3. **SR 7**	US 441/SR 7/SW 8 AV/NW 8 AV/NW 7 AV/NW 2 AV	9.00	10.00	4	11	15	3
4. **SR 994**	SR 994/SW 200ST/SW 186 ST/QUAIL ROOST DR	6.00	7.00	3	21	24	3
5. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	12.00	13.00	3	20	23	3
6. **SR A1A**	A1A	16.00	17.01	3	14	17	3
7. **SR 821**	HEFT: DIXIE HWY S-BROWARD	15.54	16.54	3	13	16	3
8. **SR 7**	US 441/SR 7/SW 8 AV/NW 8AV/NW 7 AV/NW 2 AV	2.00	3.00	3	12	15	3
9. **SR 817**	SR 817/UNIVERSITY DR	10.00	11.00	2	38	40	3
10. **SR 836**	I-395/SR 836/DOLPHIN EXPY	4.00	5.00	2	35	37	3
11. **SR 817**	SR 817/UNIVERSITY DR	9.00	10.00	2	24	26	3
12. **SR 817**	SR 817/UNIVERSITY DR	11.00	12.00	2	23	25	3
13. **SR 93**	I-75/SR-93	12.00	13.00	2	16	18	3
14. **SR 9A**	I-95: DIXIE HWY S-BROWARD	0.15	1.15	2	16	18	3
15. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	11.00	12.00	2	16	18	3
16. **SR 860**	SR 860/MIAMI GARDENS DR	1.00	2.00	2	15	17	3
17. **SR 968**	SR 968/W FLAGLER ST	0.00	1.00	2	14	16	3
18. **SR 934**	SR 934/NE 79 ST/79 ST CSWY/71 ST	1.00	2.00	2	13	15	3
19. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	10.00	11.00	2	12	14	3
20. **SR 836**	I-395/SR 836/DOLPHIN EXPY	8.00	9.00	2	11	13	3
21. **SR 985**	SR 985/SW 107 AVE/NW 107 AVE	4.00	5.00	2	11	13	3
22. **SR 852**	COUNTY LINE RD: 27 AVE NW-2 AVE NW	1.00	2.00	2	10	12	3
23. **SR 821**	HEFT: DIXIE HWY S-BROWARD	29.55	30.55	1	34	35	3
24. **SR 817**	SR 817/UNIVERSITY DR	15.00	16.01	1	30	31	3
25. **SR 821**	HEFT: MIAMI DADE-TURNPIKE	4.00	5.00	1	28	29	3

Top Bicycle Related Segments for Safety Factor

ROUTE	DESCRIPTION	BMP	EMP	Cyclist Fatalities	Cyclist Injuries	Total Cyclist Crashes	Safety Points
1. **SR 817**	SR 817/NW 27 AVE	0.00	2.00	2	10	12	3
2. **SR 934**	SR 934/HIALEAH EXPY	0.01	2.23	1	22	23	3
3. **SR 5**	US 1/SR 5	0.00	2.27	1	15	16	3
4. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	0.00	2.15	1	14	15	3
5. **SR 5**	US 1/SR 5	0.00	2.00	1	12	13	3
6. **SR 932**	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE 103 ST	2.00	4.00	1	11	12	3
7. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	2.00	4.00	1	11	12	3
8. **SR A1A**	A1A	4.00	6.00	0	46	46	3
9. **SR 907**	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	0.00	2.00	0	39	39	3
10. **SR 5**	US 1/SR 5	0.00	2.00	0	31	31	3
11. **SR 5**	US 1/SR 5	2.00	4.00	0	30	30	3
12. **SR A1A**	A1A	2.00	4.00	0	29	29	3
13. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	0.00	2.00	0	28	28	3
14. **SR 5**	US 1/SR 5	2.00	4.00	0	28	28	3
15. **SR 5**	US 1/SR 5	8.00	10.01	0	27	27	3
16. **SR A1A**	A1A	6.00	8.00	0	26	26	3
17. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	0.00	2.15	0	26	26	3
18. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	0.00	2.00	0	25	25	3
19. **SR A1A**	A1A	8.00	10.00	0	25	25	3
20. **SR A1A**	A1A	14.00	16.00	0	25	25	3
21. **SR 932**	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE 103 ST	0.00	2.00	0	23	23	3
22. **SR 25**	OKECHOBEE RD/36 ST NE NW	16.01	18.01	0	22	22	3
23. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	6.00	8.00	0	21	21	3
24. **SR 94**	SR 94/SW 88 ST/N KENDALL DR	2.00	4.00	0	21	21	3
25. **SR 934**	SR 934/NE 79 ST/79 ST CSWY/71 ST	0.00	1.50	0	21	21	3

Equity-related Top 25 Segments

There are over 70 segments that score the maximum points in equity for pedestrians and cyclists. For pedestrians, only 16 of those segments have a sidewalk gap to fill (shown in the table). For cyclists, the top 25 segments with the maximum equity score are shown that also connect with an existing bike facility and have the highest total cyclist crashes.

Top Pedestrian Related Segments for Equity Factor

ROUTE	DESCRIPTION	BMP	EMP	Equity Points
1. **SR 93**	I-75/SR-93	4.00	5.00	2
2. **SR 821**	HEFT: DIXIE HWY S-BROWARD	11.54	12.54	2
3. **SR 960**	SR 960/NW 14 ST	0.47	1.14	2
4. **SR 5**	US 1/SR 5	12.56	13.56	2
5. **SR 9A**	I-95: DIXIE HWY S-BROWARD	6.95	7.95	2
6. **SR 817**	SR 817/UNIVERSITY DR	2.00	3.00	2
7. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY	2.00	3.00	2
8. **SR 93**	I-75/SR-93	3.00	4.00	2
9. **SR 997**	SR 997/SW 177 AVE/KROME AVE	11.00	12.00	2
10. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	8.00	9.00	2
11. **SR 817**	SR 817/UNIVERSITY DR	3.00	4.00	2
12. **SR 93**	I-75/SR-93	2.00	3.00	2
13. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	7.00	8.00	2
14. **SR 821**	HEFT: DIXIE HWY S-BROWARD	37.55	38.55	2
15. **SR 93**	I-75/SR-93	5.00	6.00	2
16. **SR 821**	HEFT: MIAMI DADE-TURNPIKE	7.00	7.68	2

Top Bicycle Related Segments for Equity Factor

ROUTE	DESCRIPTION	BMP	EMP	Equity Points
1. **SR A1A**	A1A	4.00	6.00	2
2. **SR 907**	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	0.00	2.00	2
3. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13 ST/SE 13 ST	0.00	2.15	2
4. **SR 934**	SR 934/HIALEAH EXPY	0.01	2.23	2
5. **SR 968**	SR 968/SW 1 ST/SE 1 ST	0.00	2.34	2
6. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	6.00	8.00	2
7. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.25	2
8. **SR 953**	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	0.00	2.00	2
9. **SR 25**	OKECHOBEE RD/36 ST NE NW	18.01	19.91	2
10. **SR 7**	US 441/SR 7/SW 8 AV/NW 8 AV/NW 7 AV/NW 2AV	0.00	2.00	2
11. **SR 90**	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	0.00	2.00	2
12. **SR 944**	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	0.00	2.00	2
13. **SR 968**	SR 968/W FLAGLER ST	0.00	1.27	2
14. **SR A1A**	SR A1A/HARDING AVE	0.00	2.00	2
15. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.00	2
16. **SR 7**	US 441/SR 7/SW 8 AV/NW 8 AV/NW 7 AV/NW 2 AV	2.00	4.00	2
17. **SR 112**	SR 112/ARTHUR GODFREY RD	0.00	0.82	2
18. **SR 5**	US 1/SR 5	4.00	6.00	2
19. **SR 997**	SR 997/SW 177 AVE/KROME AVE	0.00	2.00	2
20. **SR 968**	SR 968/W FLAGLER ST/E FLAGLER ST	0.00	0.64	2
21. **SR A1A**	SR A1A/INDIAN CREEK DR	0.00	1.01	2
22. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	2.00	2.97	2
23. **SR 25**	OKECHOBEE RD/36 ST NE NW	10.00	12.00	2
24. **SR 916**	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	0.00	2.00	2
25. **SR A1A**	A1A	10.00	12.00	2

Demand-related Top 25 Segments

The pedestrian demand table shows the top 25 segments that scored maximum points for demand that also have 31 percent or less sidewalk missing along the segment. This indicates a high potential pedestrian demand and a small sidewalk gap to fill. The cyclist demand table shows the segments with the maximum score that also intersected with nearly every criterion for connectivity (School, Parks, Universities, Transit Stations, Bus Stops).

Top Pedestrian Related Segments for Demand Factor

ROUTE	DESCRIPTION	BMP	EMP	School	Parks	Universities	Premium Transit Stations	Bus Stops	Demand Points
1. **SR 825**	SR 825/SW 137 AVE/LINDGREN RD	1.00	2.00	Y	Y	Y	N	Y	3
2. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	10.00	11.00	Y	Y	Y	N	Y	3
3. **SR 997**	SR 997/SW 177 AVE/KROME AVE	11.00	12.00	Y	Y	N	N	Y	3
4. **SR A1A**	SR A1A/HARDING AVE	1.00	2.00	Y	Y	Y	N	Y	3
5. **SR 817**	SR 817/UNIVERSITY DR	3.00	4.00	Y	Y	N	N	Y	3
6. **SR 817**	SR 817/UNIVERSITY DR	6.00	7.00	Y	Y	Y	Y	Y	3
7. **SR 9A**	I-95: DIXIE HWY S-BROWARD	2.95	3.95	Y	Y	N	N	Y	3
8. **SR 9A**	I-95: DIXIE HWY S-BROWARD	3.95	4.95	Y	Y	Y	N	Y	3
9. **SR 93**	I-75/SR-93	7.00	8.00	Y	Y	Y	N	Y	3
10. **SR 93**	I-75/SR-93	29.01	30.01	Y	Y	Y	N	Y	3
11. **SR 5**	US 1/SR 5/OVERSEAS HWY	25.73	26.73	Y	Y	Y	N	Y	3
12. **SR 5**	US 1/SR 5/OVERSEAS HWY	33.73	34.73	Y	Y	N	Y	Y	3
13. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5.00	6.00	Y	Y	N	N	Y	3
14. **SR 821**	HEFT: DIXIE HWY S-BROWARD	12.54	13.54	Y	Y	Y	Y	Y	3
15. **SR 821**	HEFT: DIXIE HWY S-BROWARD	30.55	31.55	Y	Y	N	N	Y	3
16. **SR 5**	US 1/SR 5	14.56	15.56	Y	Y	Y	N	Y	3
17. **SR 852**	COUNTY LINE RD: 27 AVE NW-2 AVE NW	0.00	1.00	Y	Y	Y	N	Y	3
18. **SR 94**	SR 94/SW 88 ST/N KENDALL DR	0.00	1.00	Y	Y	N	N	Y	3
19. **SR 94**	SR 94/SW 88 ST/N KENDALL DR	3.00	4.00	Y	Y	Y	N	Y	3
20. **SR 94**	SR 94/SW 88 ST/N KENDALL DR	10.00	10.71	Y	Y	N	N	Y	3
21. **SR 934**	SR 934/NE 79 ST/79 ST CSWY/71 ST	0.00	1.00	Y	Y	Y	N	Y	3
22. **SR 874**	SR-874/DON SHULA EXPY	6.00	7.03	Y	Y	N	N	Y	3
23. **SR 9**	SR 9	0.00	0.10	Y	Y	N	N	Y	3
24. **SR 985**	SR 985/SW 107 AVE/NW 107 AVE	4.00	5.00	Y	Y	N	N	Y	3
25. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY	4.00	5.00	Y	Y	N	N	Y	3

Top Bicycle Related Segments for Demand Factor

ROUTE	DESCRIPTION	BMP	EMP	School	Parks	Universities	Premium Transit Stations	Bus Stops	Demand Points
1. **SR 944**	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	0.00	2.00	Y	Y	Y	Y	Y	3
2. **SR 944**	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	2.00	4.00	Y	Y	Y	Y	Y	3
3. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	4.00	6.00	Y	Y	N	Y	Y	3
4. **SR 9**	SR 9/SW 27 AVE/NW 27 AVE	6.00	8.00	Y	Y	N	Y	Y	3
5. **SR 953**	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	0.00	2.00	Y	Y	Y	Y	Y	3
6. **SR 953**	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	8.00	10.00	Y	Y	Y	Y	Y	3
7. **SR 7**	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	0.00	2.00	Y	Y	Y	Y	Y	3
8. **SR 7**	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	2.00	4.00	Y	Y	Y	Y	Y	3
9. **SR 5**	US 1/SR 5	4.00	6.00	Y	Y	Y	Y	Y	3
10. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	2.00	2.97	Y	Y	Y	Y	Y	3
11. **SR 925**	SR 925/NW 3 AVE	0.00	0.56	Y	Y	Y	Y	Y	3
12. **SR 934**	SR 934/HIALEAH EXPY	0.01	2.01	Y	Y	Y	Y	Y	3
13. **SR 25**	OKECHOBEE RD/36 ST NE NW	10.00	12.00	Y	Y	Y	Y	Y	3
14. **SR 25**	OKECHOBEE RD/36 ST NE NW	12.00	14.00	Y	Y	N	Y	Y	3
15. **SR 25**	OKECHOBEE RD/36 ST NE NW	16.01	18.01	Y	Y	N	Y	Y	3
16. **SR 25**	OKECHOBEE RD/36 ST NE NW	18.01	19.91	Y	Y	Y	Y	Y	3
17. **SR 90**	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	0.00	2.00	Y	Y	Y	Y	Y	3
18. **SR 970**	SR 970/DOWNTOWN DISTRIBUTOR	0.00	0.57	Y	Y	Y	Y	Y	3
19. **SR 968**	SR 968/W FLAGLER ST	0.00	0.42	Y	Y	Y	Y	Y	3
20. **SR 925**	SR 925/NW 3 CT	0.00	0.50	Y	Y	Y	Y	Y	3
21. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.00	Y	Y	Y	Y	Y	3
22. **SR 5**	SR 970/DOWNTOWN DISTRIBUTOR	0.00	0.57	Y	Y	Y	Y	Y	3
23. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	0.00	2.15	Y	Y	Y	Y	Y	3
24. **SR 968**	SR 968/SW 1 ST/SE 1 ST	0.00	2.34	Y	Y	Y	Y	Y	3
25. **SR 933**	SR 933/SW 12 AVE/NW 12 AVE	0.00	2.25	Y	Y	Y	Y	Y	3

Connectivity-related Top 25 Segments

The pedestrian connectivity list includes all segments with a score of 7 and the segments that scored 6 with the smallest percentage of sidewalk missing along the segment. The bicycle connectivity table includes 26 segments that scored maximum points for connectivity and demand and those where a parallel facility was not available.

Top Pedestrian Related Segments for Connectivity Factor

ROUTE	DESCRIPTION	BMP	EMP	Paved Path	Paved Path Points	Sidewalk Gap %age	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Total Points
1. **SR 817**	SR 817/UNIVERSITY DR	6.00	7.00	Y	1	30%	2	0	3	6
2. **SR 93**	I-75/SR-93	40.01	41.02	Y	1	36%	2	2	3	6
3. **SR 93**	I-75/SR-93	3.00	4.00	Y	1	39%	2	2	3	6
4. **SR A1A**	A1A	12.00	13.00	Y	1	44%	2	2	3	6
5. **SR 997**	SR 997/SW 177 AVE/KROME AVE	9.00	10.00	Y	1	47%	2	1	3	6
6. **SR 93**	I-75/SR-93	43.02	44.02	Y	1	49%	2	2	3	6
7. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	7.00	8.00	N	0	50%	3	2	3	6
8. **SR 93**	I-75/SR-93	4.00	5.00	Y	1	50%	3	2	3	7
9. **SR 826**	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	8.00	9.00	Y	1	50%	3	4	2	6
10. **SR 821**	HEFT: DIXIE HWY S-BROWARD	23.55	24.55	Y	1	50%	3	4	2	6
11. **SR 821**	HEFT: DIXIE HWY S-BROWARD	26.55	27.55	Y	1	50%	3	2	3	7
12. **SR 960**	SR 960/NW 14 ST	0.47	1.14	N	0	50%	3	2	3	6
13. **SR 847**	SR 847/NW 47 AVE	0.00	1.00	Y	1	50%	3	4	2	6
14. **SR 25**	US 27/SR 25	3.00	4.00	N	0	50%	3	2	3	6
15. **SR 25**	US 27/SR 25	9.00	10.00	N	0	50%	3	1	3	6
16. **SR 25**	US 27/SR 25	7.00	8.00	N	0	52%	3	1	3	6
17. **SR 836**	I-395/SR 836/DOLPHIN EXPY	6.00	7.00	N	0	55%	3	1	3	6
18. **SR 821**	HEFT: DIXIE HWY S-BROWARD	36.55	37.55	Y	1	57%	3	1	3	7
19. **SR 93**	I-75/SR-93	44.02	45.02	Y	1	58%	3	3	2	6
20. **SR 5**	US 1/SR 5	12.56	13.56	N	0	60%	3	2	3	6
21. **SR 5**	US 1/SR 5	11.56	12.56	Y	1	62%	3	0	3	7
22. **SR 821**	HEFT: DIXIE HWY S-BROWARD	31.55	32.55	N	0	67%	3	2	3	6
23. **SR 994**	SR 994/SW 200ST/SW 186 ST/QUAIL ROOST DR	3.00	4.00	Y	1	68%	3	1	3	7
24. **SR 821**	HEFT: DIXIE HWY S-BROWARD	28.55	29.55	Y	1	86%	3	0	3	7
25. **SR 9A**	I-95: DIXIE HWY S-BROWARD	6.95	7.95	Y	1	94%	3	1	3	7

Top Bicycle Related Segments for Connectivity Factor

ROUTE	DESCRIPTION	BMP	EMP	Bike Facilities	Paved Path	Parallel Facility	Total Points
1. **SR 9336**	SW 376 ST/SW 192 AVE/SW 344 ST	8.00	8.73	Y	Y	N	2
2. **SR 7**	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	0.00	2.00	Y	Y	N	2
3. **SR 973**	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	8.00	9.50	Y	Y	N	2
4. **SR 989**	SR 989/SW 112 AVE/ALLAPATTAH	2.00	3.06	Y	Y	N	2
5. **SR 5**	US 1/SR 5	4.00	6.00	Y	Y	N	2
6. **SR 932**	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE 103 ST	8.00	9.72	Y	Y	N	2
7. **SR 90**	US 41/SR 90/SW 8 ST/SE 8 ST/TAMIAMI TRAIL	2.00	2.97	Y	Y	N	2
8. **SR 90**	US 1/SR 5	0.00	0.34	Y	Y	N	2
9. **SR 986**	SR 986/SW 72 ST/SUNSET DR	0.00	2.00	Y	Y	N	2
10. **SR 886**	SR 886/PORT BLVD	0.00	0.82	Y	Y	N	2
11. **SR 5**	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10.00	12.00	Y	Y	N	2
12. **SR 985**	SR 985/SW 107 AVE/NW 107 AVE	4.00	6.00	Y	Y	N	2
13. **SR 5**	US 1/SR 5	0.00	2.00	Y	Y	N	2
14. **SR 907**	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	0.00	2.00	Y	Y	N	2
15. **SR 994**	SR 994/SW 200ST/SW 186 ST/QUAIL ROOST DR	4.00	6.00	Y	Y	N	2
16. **SR 90**	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	0.00	2.00	Y	Y	N	2
17. **SR 968**	SR 968/W FLAGLER ST	0.00	0.42	Y	Y	N	2
18. **SR A1A**	A1A	4.00	6.00	Y	Y	N	2
19. **SR A1A**	A1A	14.00	16.00	Y	Y	N	2
20. **SR 959**	SR 959/SW 57 AVE/NW 57 AVE/RED RD	0.00	2.00	Y	Y	N	2
21. **SR 998**	SR 998/CAMPBELL DR/N 8 ST/SW 312 ST	0.00	0.78	Y	Y	N	2
22. **SR 5**	US 1/SR 5	0.00	2.27	Y	Y	N	2
23. **SR 994**	SR 994/SW 200ST/SW 186 ST/QUAIL ROOST DR	0.00	2.03	Y	Y	N	2
24. **SR 972**	SR 972/SW 22 ST/SW 3 AVE/SW 13 ST/SE 13 ST	0.00	2.15	Y	Y	N	2
25. **SR 976**	SR 976/SW 40 ST/BIRD RD	0.00	2.44	Y	Y	N	2
26. **SR 968**	SR 968/SW 1 ST/SE 1 ST	0.00	2.34	Y	Y	N	2

APPENDIX A

Existing Conditions Report

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MEMORANDUM

Date: September 27, 2018

Project #: 19383.18

To: Elizabeth Stacey
Planning & Environmental Management Office
Florida Department of Transportation – District 6
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Miami, FL 33172

From: Mary Raulerson, Jessica Josselyn, and Caitlin Tobin
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Project: Miami-Dade County Bicycle and Pedestrian Implementation Program

Subject: Miami-Dade County Bicycle and Pedestrian Infrastructure Existing Conditions Report

INTRODUCTION

This memorandum is a summary of the methodology and findings for the existing conditions analysis of the bicycle and pedestrian network on the Florida's Department of Transportation (FDOT) District VI roadway network in Miami-Dade County (MDC). The purpose of this study is to understand the current walking and bicycling infrastructure on the State Highway System (SHS) in Miami-Dade County (MDC) to create a pedestrian and bicycle master prioritization and implementation plan that will guide project delivery by evaluating the existing system, identifying needs on the SHS, and prioritizing candidate projects for implementation. Access to the local bicycle and pedestrian network will be considered during the prioritization and implementation plan phase of the study.

The existing conditions assessment outlined in this memo includes (1) a comparison of peer cities and trends as it relates to active transportation, (2) a non-motorized crash analysis for MDC, (3) an infrastructure and demographic analysis of the existing conditions in MDC and (4) a literature review that summarizes previous planning efforts across the county at the local, county and state level.

The assessment of the current conditions will inform the gap analysis that will be conducted as part of the next stage of the study.

PEER REGION COMPARISON

A peer-region analysis was completed to compare trends related to mode share, access to transportation, and safety between MDC and three peer regions. Three regions were selected out of the nine (9) initial peer regions that were identified. 0 provides a summary of all the regions considered for the analysis and the metrics used to identify the most relevant three. The selection of the regions included identifying regions that had similar size and population and also had similar geographic characteristics (coastal, similar climate etc.). The fields shaded in yellow are theones most similar to MDC in that particular metric.

Table 1. Summary of Peer Regions Considered

Region	Major City	Total County Population [1]	Largest City Population (est. July 2017) [1]	County Population Density (per sq. mile) [1]	City Population Density (per sq. mile) [1]	County Size (sq. miles), 2010 [1]	Number of Municipalities	2016 Pedestrian Danger Index [2]
Miami-Dade County, FL	Miami	2,751,796	463,347	1,315.50	11,135.90	1,897.72	34	145
Harris County, TX	**Houston**	**4,652,980**	**2,312,717**	**2,402.40**	**3,501.50**	**1,703.48**	**34**	**127**
Maricopa County, AZ	Phoenix	4,307,033	1,626,078	414.9	2,797.80	9,200.14	27	125
San Diego County, CA	San Diego	3,337,685	1,419,516	735.80	4,020.40	4,206.63	15	63
Orange County, CA	**Anheim**	**3,190,400**	**352,497**	**3,807.70**	**6,747.60**	**790.57**	**34**	**70**
Dallas County, TX	Dallas	2,618,148	1,341,075	2,718.00	3,517.60	871.28	31	110.4
Mecklenburg County, NC	Charlotte	1,076,837	859,035	1,755.50	2,457.10	523.84	8	99
Fulton County, GA	Atlanta	1,041,423	486,290	1,748.00	3,154.30	526.64	15	107
Virginia Beach, VA	**Virginia Beach**	**450,435**	**450,435**	**1,758.90**	**1,758.90**	**249.02**	**1**	**37**
Orleans Parish, LA	New Orleans	393,292	393,292	2,029.40	2,029.40	169.42	1	89

1 https://www.census.gov/quickfacts/fact/table/
2 https://smartgrowthamerica.org/dangerous-by-design/

The metrics that were similar to MDC were highlighted and the top three (3) regions were the ones where two or more metrics matched MDC. The regions selected for the peer-region analysis included:

- Harris County, Texas, which includes the City of Houston;
- Orange County, California, which includes the Cities of Anaheim and Irvine; and
- Virginia Beach City, Virginia.

Existing Mode Split and Vehicle Access for Commuting

An analysis of current mode share for commuting trips for active transportation and transit in each of the regions was completed using U.S. Census data from the *American Community Survey (ACS) 2016*. Figure 1 is a graphical representation of the mode split in each region for walking, biking and taking public transit. The graph also includes an average mode split for the four (4) regions.

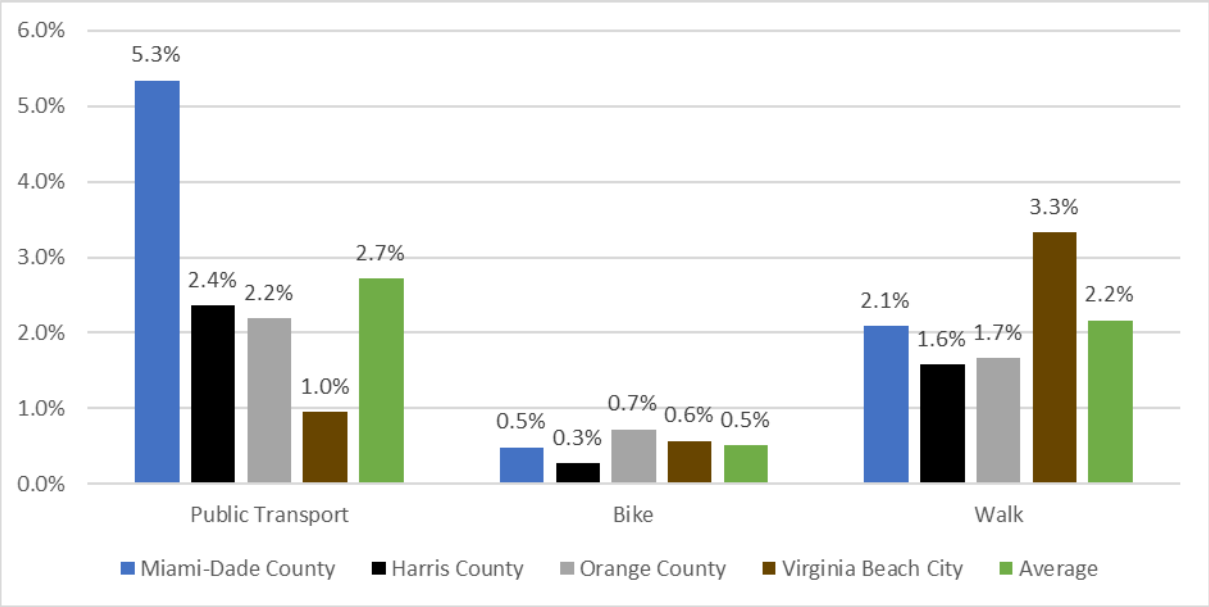


Figure 1. Comparison of Multimodal Mode Share by Percentage for Peer Regions, 2016

As indicated in Figure 1, MDC has substantially higher relative use of public transportation (5.3 percent). This is important because many transit users start and end their trips as pedestrians or bicyclists. While the primary commute mode is transit, a portion of this group is likely using the pedestrian and bicycle network within the transit station areas.

MDC ranks third out of the four (4) regions for bicycle commuting (0.49 percent), with Orange County and Virginia Beach ranking first and second, respectively.

MDC's share of commuters who walk (2.1 percent) is second only to Virginia Beach City. Virginia Beach is a smaller city area with much of the population located in the denser areas. Compared to MDC, which has a mix of large, densely populated downtown areas that are averaged with more suburban and rural areas where the distances between origins and destinations are farther apart and less conducive to walking trips.

In comparing mode share, it is important to note that households may rely on these modes in lieu of car ownership. In Figure 2, a comparison of percent of Zero-Car households for each municipality (also from ACS data), MDC has a significantly higher proportion (10.8 percent) than its peers.

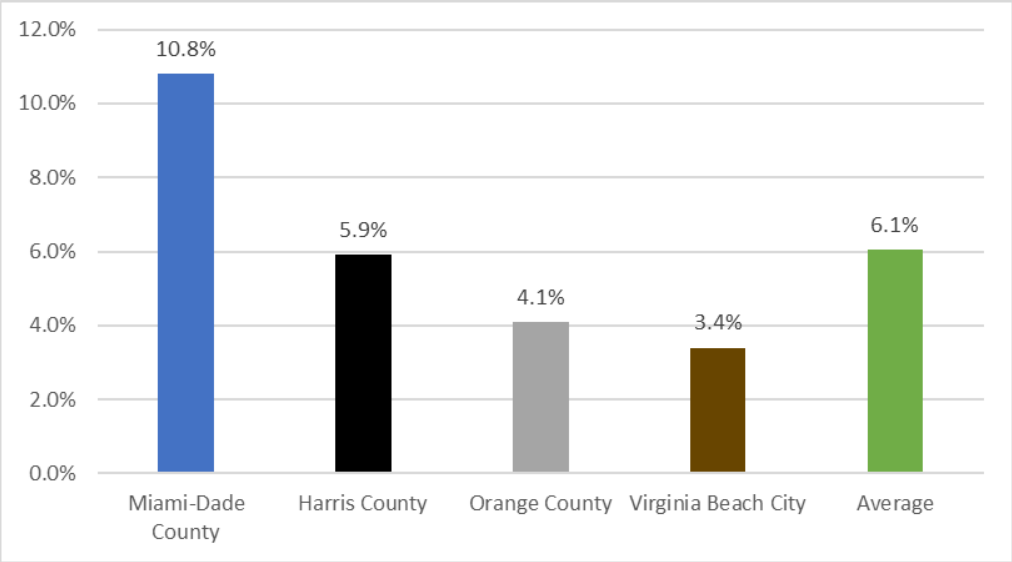


Figure 2. Percent Zero-Car Households in Each Region, 2016

To better understand how infrastructure and bicycle ridership impact each other for each region, a comparison of the bicycle facilities available was evaluated and compared to each region's relative bicycle mode split. For each municipality, the percent of roadways (state and local) with a bicycle facility present was calculated. This data is presented alongside the bicycle commute shares in Figure 3.

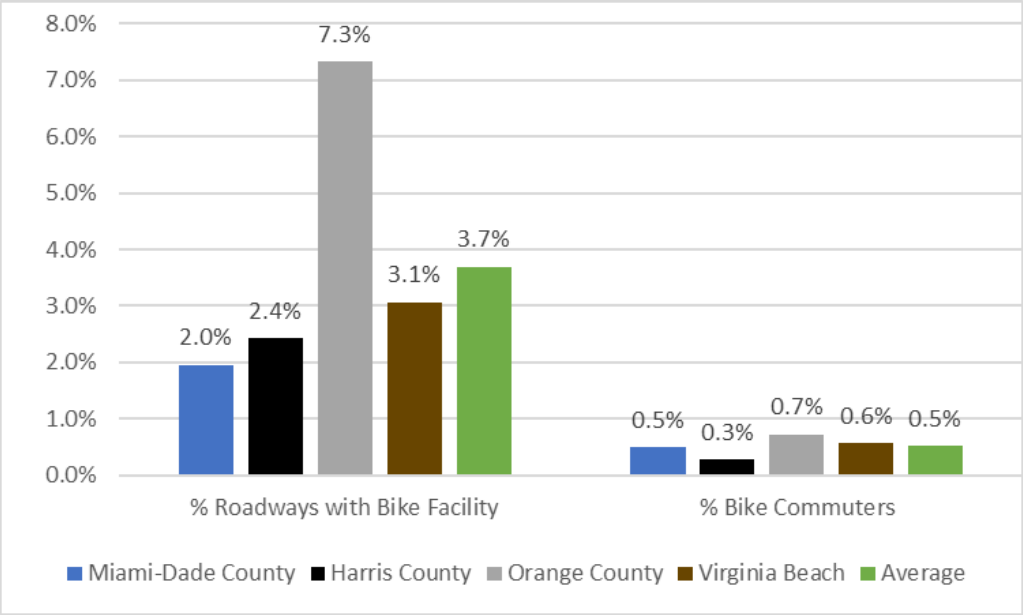


Figure 3. Comparative Miles of Bicycle Facility and Bicycle Mode Share, 2016[1,2,3,4,5,6,7,8]

The order of ranking for proportion of bike commuters is almost the same as that for proportion of roadways with bicycle facility present, with Harris County as a slight exception. This suggests a relationship between the availability of bicycle infrastructure and the prevalence of bicycle commuting. MDC ranks last for bicycle facility availability and second to last for bike commuting. This higher than expected bike commuting rate may be attributed in part to the high proportion of no-car households.

Safety

A non-motorized crash analysis for MDC is summarized later in the memo. However, this section summarizes a comparison of several metrics that measure bicycle and pedestrian safety for each of the peer regions. Crash data from 2016 was used to calculate the total pedestrian and bicycle crashes and fatal crashes. These crashes were normalized by the regions' total population. Figure 4 compares the total crash rates for each of the regions and Figure 5 compares the pedestrian and bicycle fatal crash rates for each of the regions.

[1] http://www.h-gac.com/rds/gis-data/gis-datasets.aspx (Houston Bikeways dataset)

[2] https://www.arcgis.com/home/item.html?id=6a3fe5dc1aee44a98919b4e766f3ac64 (VB)

[3] https://www.octa.net/gisfiles.htm

[4] http://gis-mdc.opendata.arcgis.com/datasets/bike-lane

[5] http://ftp.dot.state.tx.us/pub/txdot-info/tpp/roadway-inventory/2016.pdf

[6] https://catalog.data.gov/dataset/tiger-line-shapefile-2017-county-virginia-beach-city-va-all-roads-county-based-shapefile

[7] https://catalog.data.gov/dataset/tiger-line-shapefile-2017-county-orange-county-ca-all-roads-county-based-shapefile (OC)

[8] http://gis-mdc.opendata.arcgis.com/datasets/street

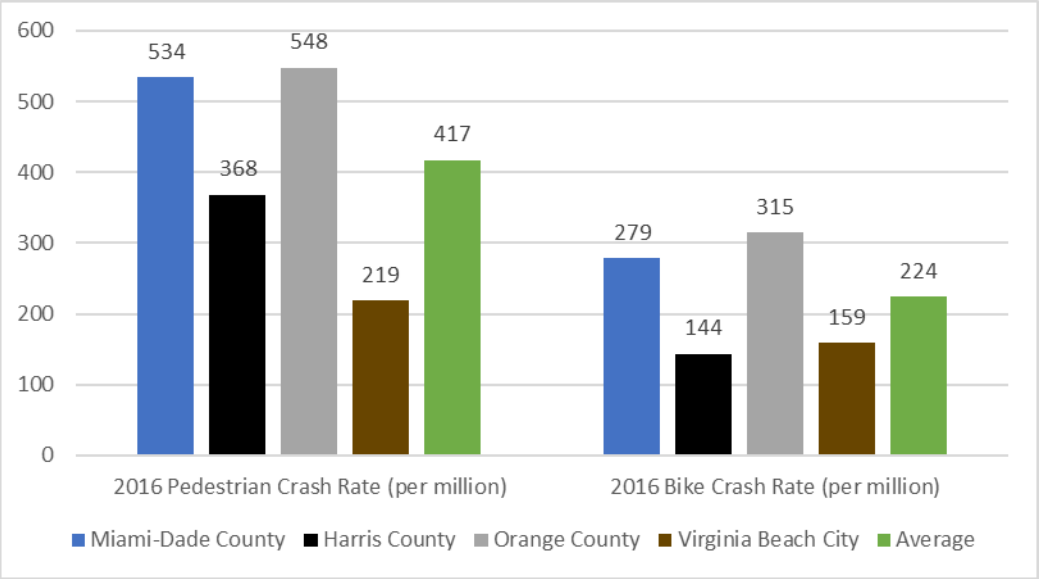


Figure 4. Comparison of 2016 Pedestrian and Bike Crash Rates[9,10,11,12]

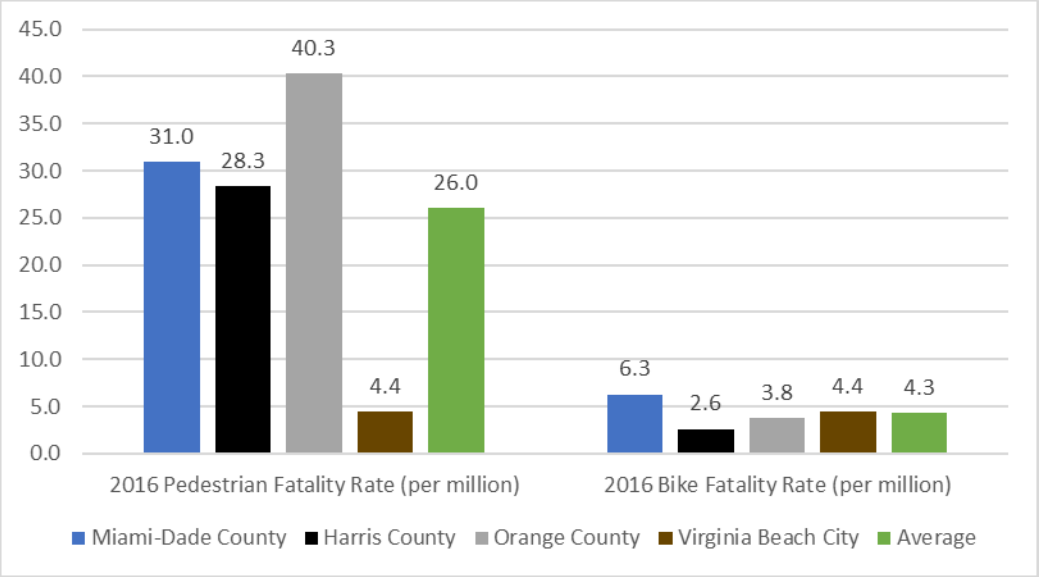


Figure 5. Comparison of 2016 Pedestrian and Bike Fatality Rates[9,10,11,12]

MDC has the highest bicycle fatality rate (6.3 per million) and is second only to Orange County in its pedestrian fatality, pedestrian crash, and bike crash rates. However, as shown in Figure 1, MDC has a

[9]https://flhsmv.gov/pdf/crashreports/crash_facts_2016.pdf

[10]https://www.h-gac.com/taq/transportation-committees/RSC/documents/2017-state-of-safety-report.pdf

[11]https://tims.berkeley.edu/login.php?next=/tools/query/

[12]https://www.treds.virginia.gov/UI/Reports/Public/InteractiveReport.aspx?ReportPath=/Interactive%20Crash%20Reports/Interactive%20Report

relatively high proportion of commuters who walk. To account for differences in pedestrian activity in pedestrian danger, Figure 6 presents comparative Pedestrian Danger Indexes (PDI). PDI is a measure created by Smart Growth America in its *Dangerous by Design* rankings that normalizes the number of pedestrian fatalities by the number of pedestrian commuters. By similarly normalizing the number of bicycle fatalities by the number of bicycle commuters, Figure 6 also presents a comparison of Bicycle Danger Indexes (BDI).

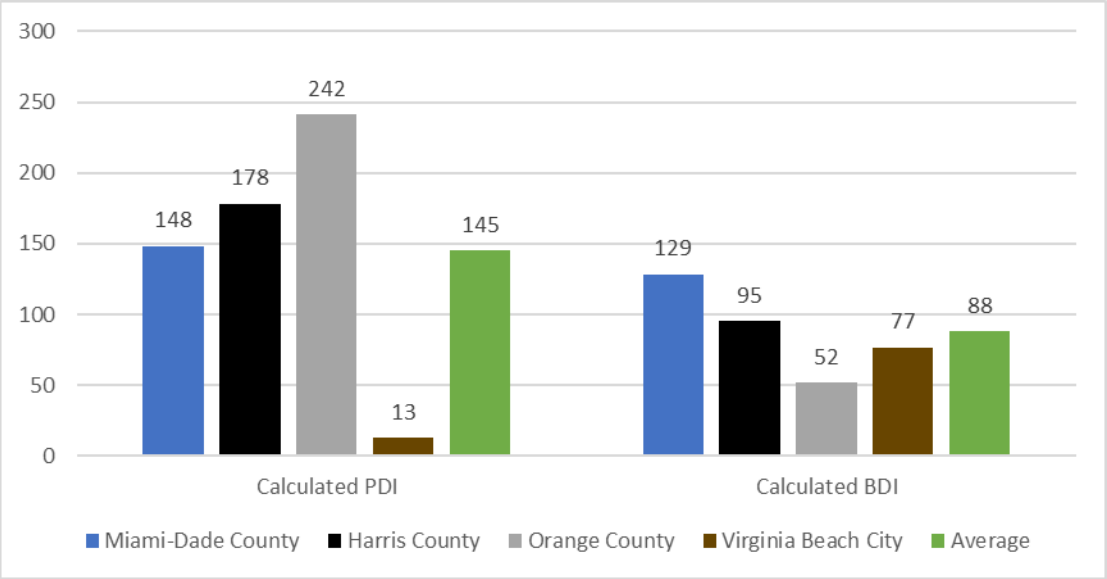


Figure 6. Comparison of 2016 Calculated Pedestrian and Bicycle Danger Indexes

Summary

Table 2 and Table 3 present comparisons of pedestrian and bike safety data between MDC and its peer regions. Pedestrian crash and fatal crash rates are 45 percent and 10 percent higher than Harris County, respectively. These crash rates are only exceeded by Orange County while Virginia Beach's crash crates are substantially lower than the rest of the regions.

MDC bicycle crash rates are nearly double that of Harris County. While overall crash rates for bikes is less than Orange County, MDC has the highest fatal bicycle crash rate of all the regions analyzed.

Table 2. Comparison of Pedestrian Crash Rates and PDI, 2016

Region	Calculated PDI	2016 Pedestrian Crash Rate (per million)	2016 Pedestrian Fatal Crash Rate (per million)
Miami-Dade County	148.47	534.11	30.96
Harris County	178.38	368.42	28.32
Orange County	241.59	547.83	40.35
Virginia Beach	13.27	218.74	4.42
Average	**145.43**	**417.27**	**26.01**

Table 3. Comparison of Bike Crash Rates and BDI, 2016

Region	%Roadways with Bike Facility	Calculated BDI	2016 Bike Crash Rate (per million)	2016 Bike Fatality Rate (per million)
Miami-Dade County	2.0	128.55	279.40	6.27
Harris County	2.4	95.21	143.79	2.61
Orange County	7.3	52.21	314.58	3.78
Virginia Beach	3.1	76.95	159.08	4.42
Average	**3.7**	**88.23**	**224.21**	**4.27**

NON-MOTORIZED CRASH ANALYSIS

A 5-year crash analysis of pedestrian and bicycle crashes in the county was completed for reported crashes along state roads. Crash data from FDOT's Crash Analysis Reporting System (CARS) database was analyzed for reported crashes between January 1, 2011 and December 31, 2015. Data from 2011 and 2015 was garnered to tabulate non-motorized crash statistics on SHS. Notable statistics include:

- Between 2011 and 2015, there were 3,209 pedestrian crashes, including 226 fatal crashes resulting in 233 deaths.
- Between 2011 and 2015, there were 1,905 bicycle crashes, including 28 fatal crashes resulting in 29 deaths.

Figure 7 is a map of the pedestrian crashes with the fatal crashes highlighted in red. Maps 7a through 7d shows the intersection related crashes and maps 7e through 7h show the non-intersection crashes. The crash patterns reveal a few key themes around the following locations:

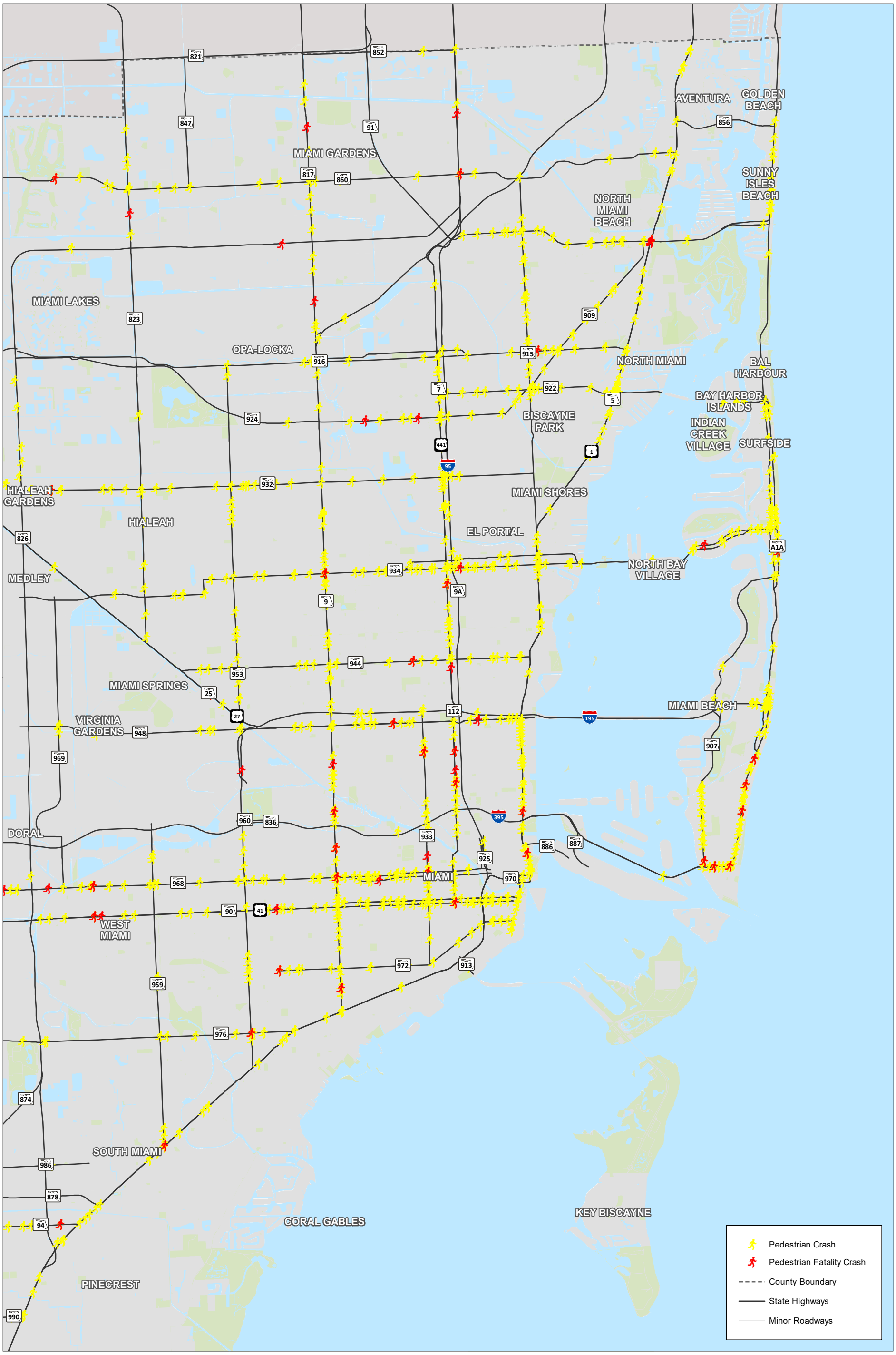
- There are an increase of crashes at activity centers such as, Miami Beach, Downtown Miami, Kendale Lakes Plaza, Southland Mall, and the University of Miami.
- The transit station locations, including Opa-locka, Douglas Road Station, University Station and Coconut Grove Station show a higher frequency of crashes. This increase is particularly notable along the US 1 corridor.
- Communities that have a 5 percent or higher mode split for people who walk to work and have higher crash frequencies on state roads with a sidewalk on one side of the road is a condition of particular note. These cases include, Hialeah along SR 823, Miami Springs along Opa-locka Boulevard, Sweetwater along SR 90, and Florida City along SR 997.

Figure 8 is a map of the bicycle crashes with the fatal crashes highlighted in red. Maps 8a through 8d shows the intersection related crashes and maps 8e through 8h show the non-intersection crashes. The crash patterns reveal a few key themes around the following locations:

- While bicycle crashes do occur on bicycle facilities, the crashs appear more prevalent along corridors without a bicycle facility. Corridors of particular note includes SR 9 (South of SR 934), SR 934 through El Portal, A1A from South Beach through Surfside and SR 968 and SR 90 through downtown Miami.
- Communities along SR 934 through El Portal have a 5 percent or higher mode split for people who bike to work, but lack bicycle facilities on the state road and through the neighborhoods and show substantial crashes along the corridor.
- Crash clusters along US 1 are focused around the transit station in South Miami and the University of Miami.

Figure 9 provides a map of the crash rates along all the corridors and is represented as crashes per mile per a year. A few corridors of note:

- US 1 between I-395 and I-195 through downtown Miami has 50-75 crashes/year/mile. This section of US 1 does not have a bicycle facility but the adjacent communities have high mode splits for biking. Note, the crashes along I-95 are not along the interstate itself but the service roads below it.
- A very small segment where Normandy Drive and 71st Street intersect (east of Normandy Isles) has over 100 bicycle and pedestrian crashes/year/mile.



H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:12 PM 9/24/2018

FDOT

N

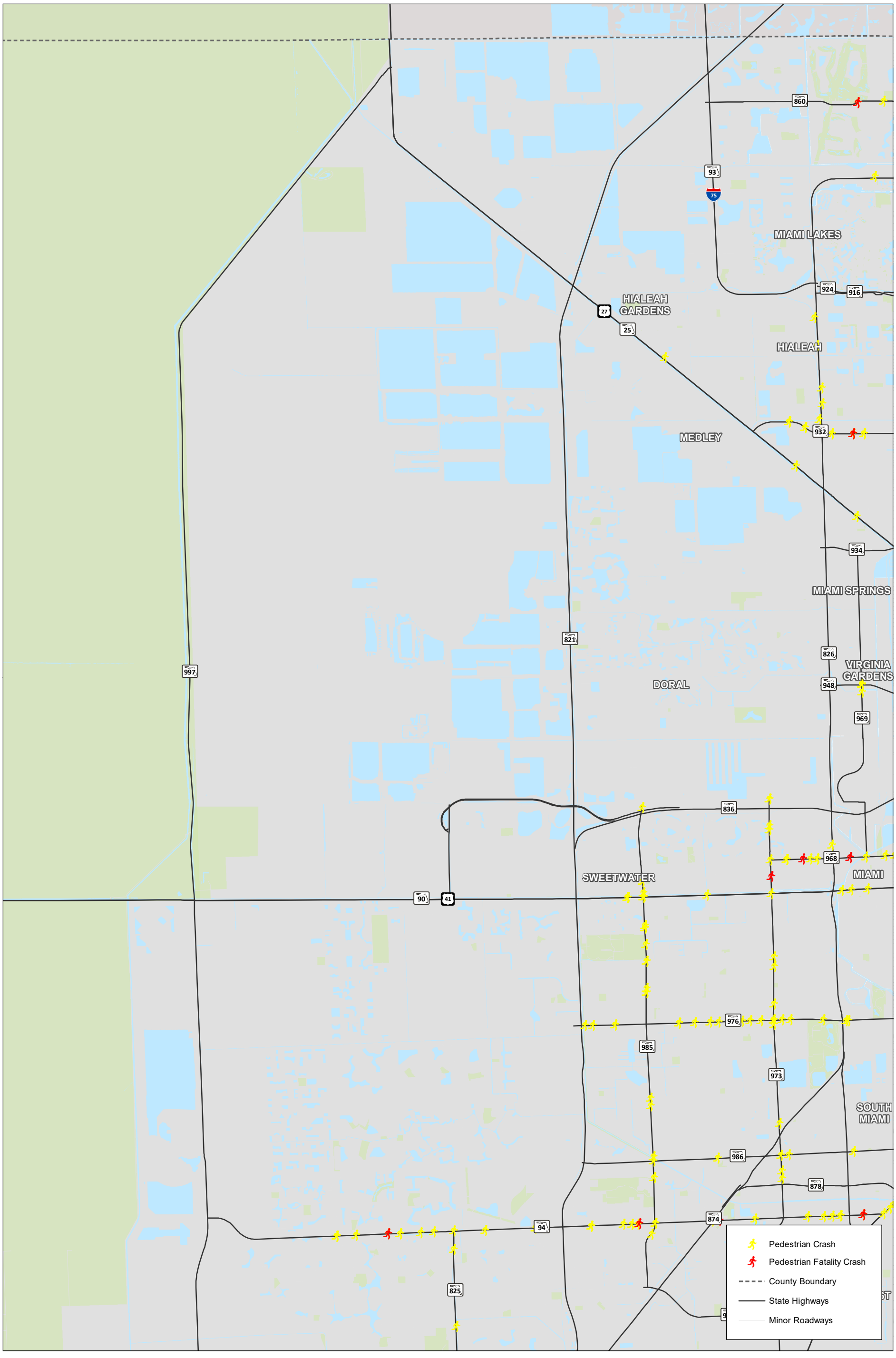
0 2 Miles

Pedestrian Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7a**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



FDOT

N

0 2 Miles

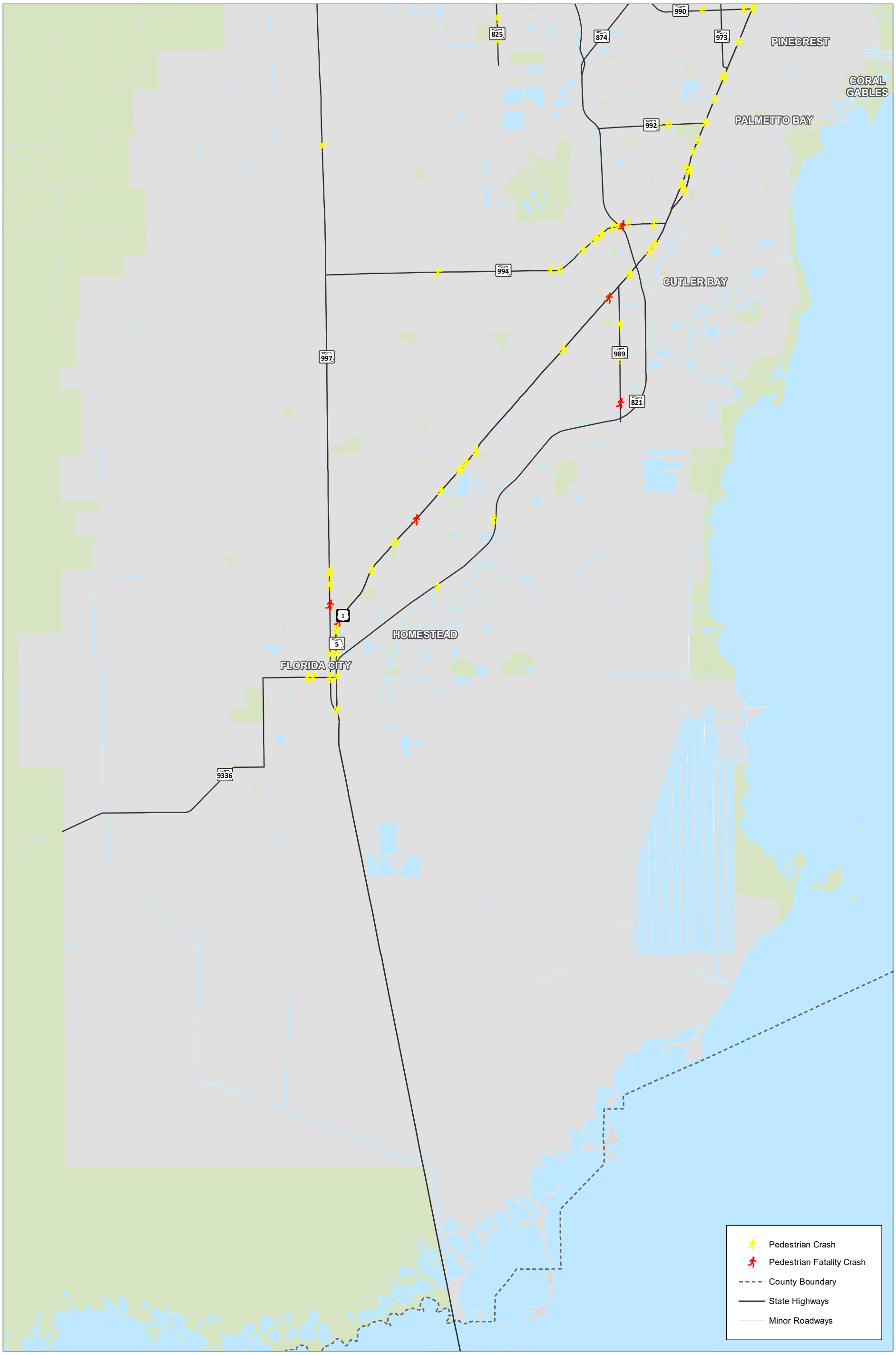
Pedestrian Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7b**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:12 PM 9/24/2018

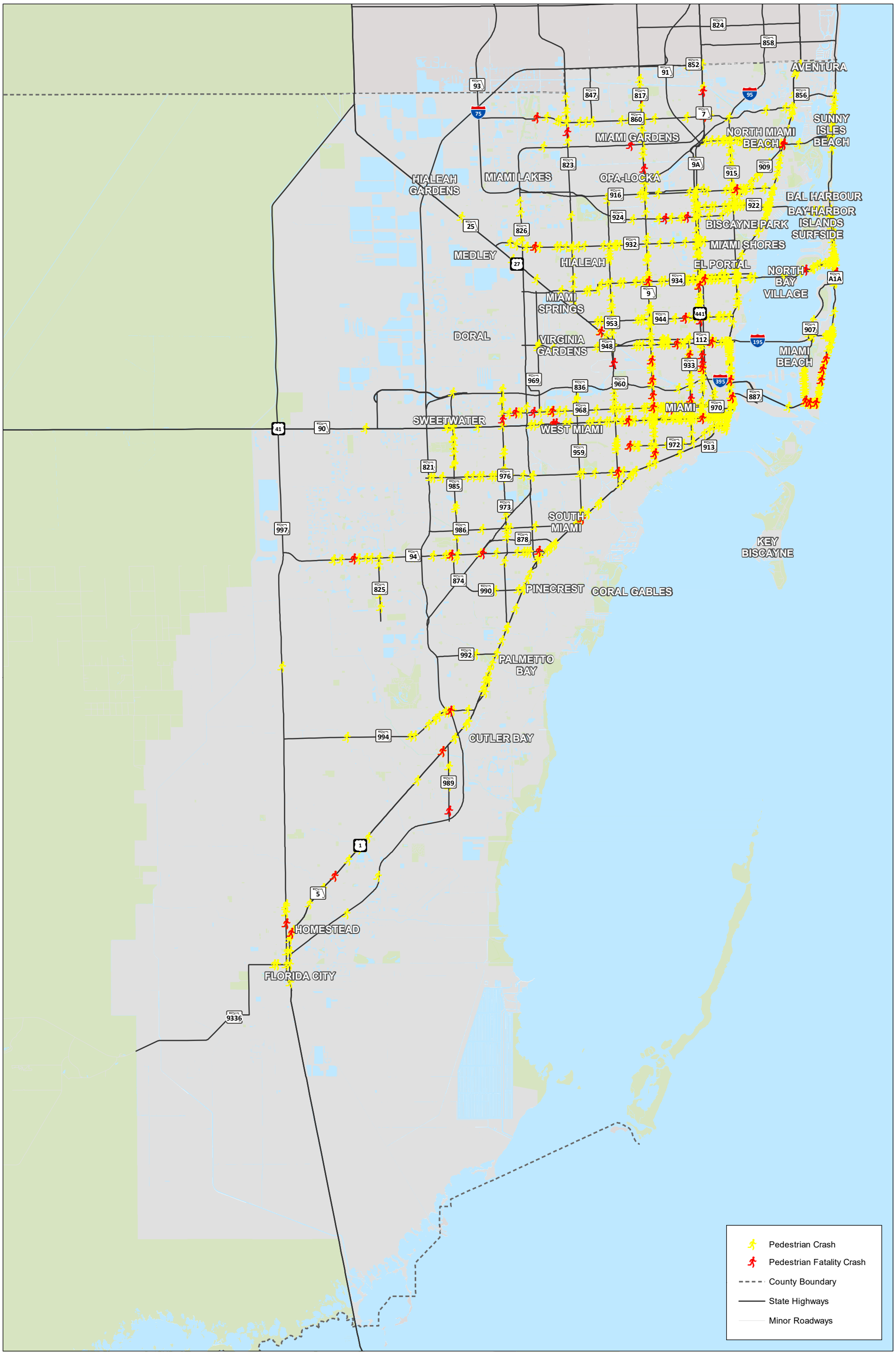


Pedestrian Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7c**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19119383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:13 PM 9/24/2018



N

0 2 4 6 Miles

Pedestrian Crashes at Intersections, 2011-2015 Miami-Dade County, Florida

Figure **7d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

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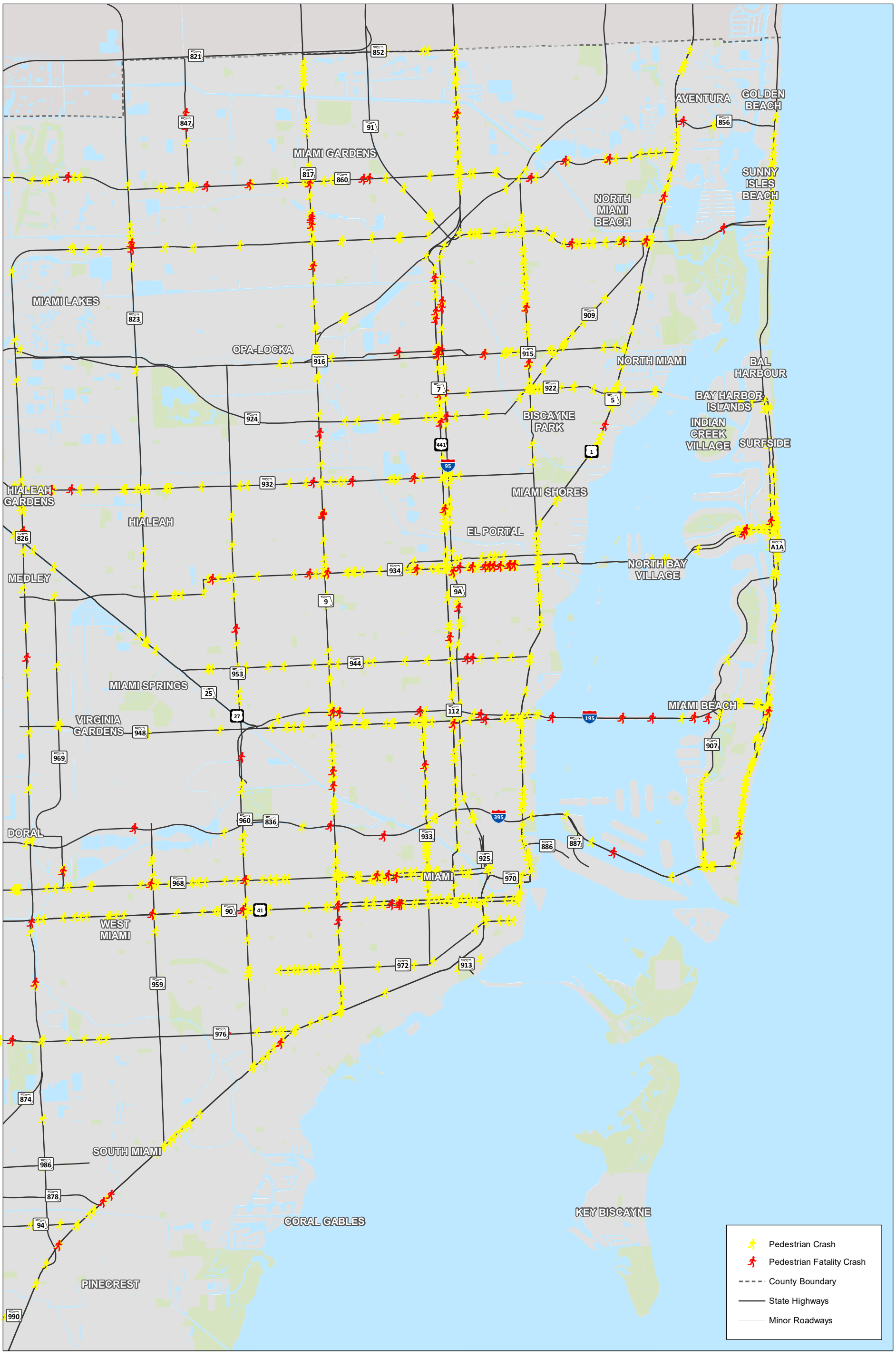


N

0 2 Miles

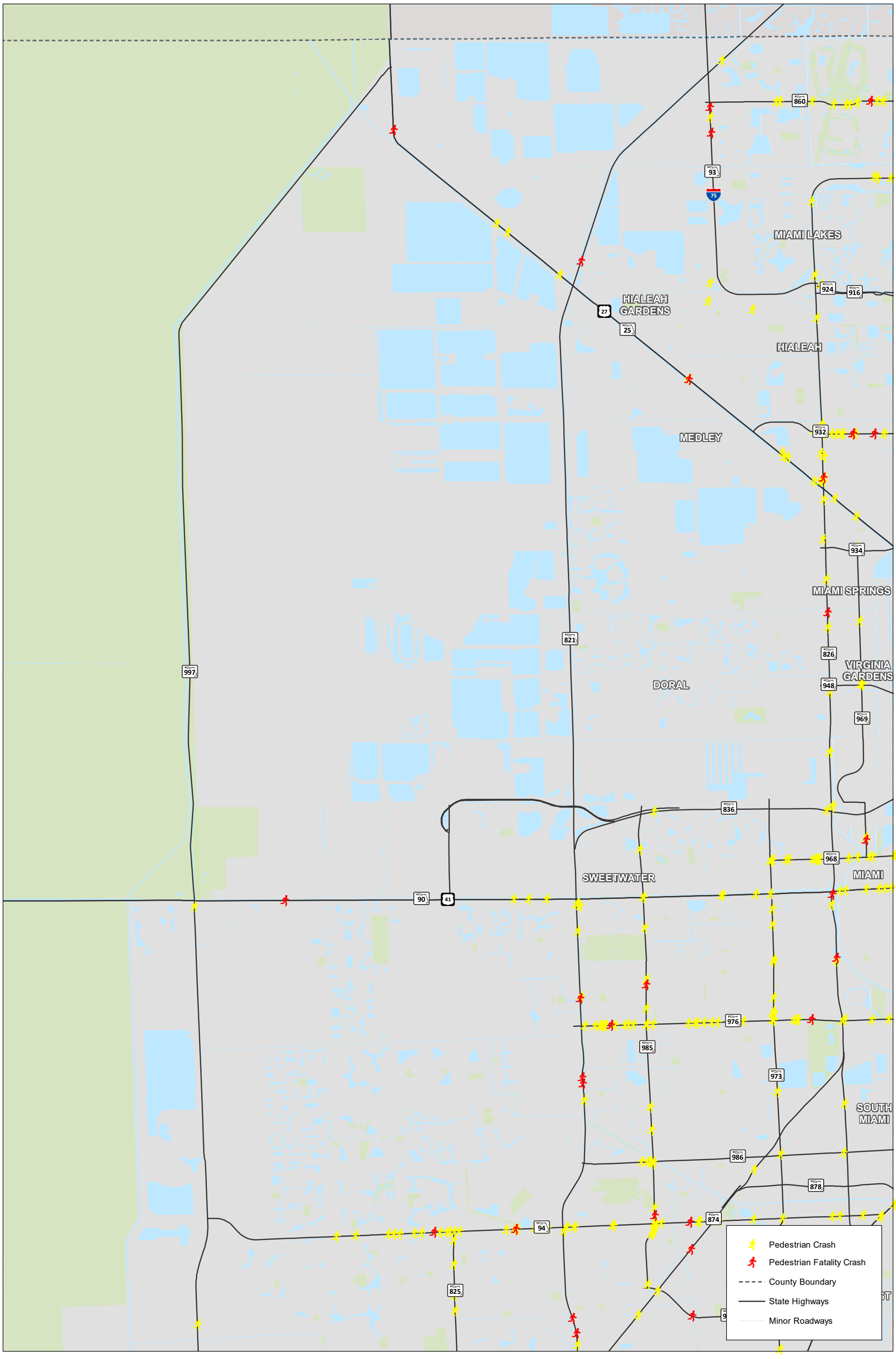
Pedestrian Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7e**

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:09 PM 9/24/2018

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



N

0 2 Miles

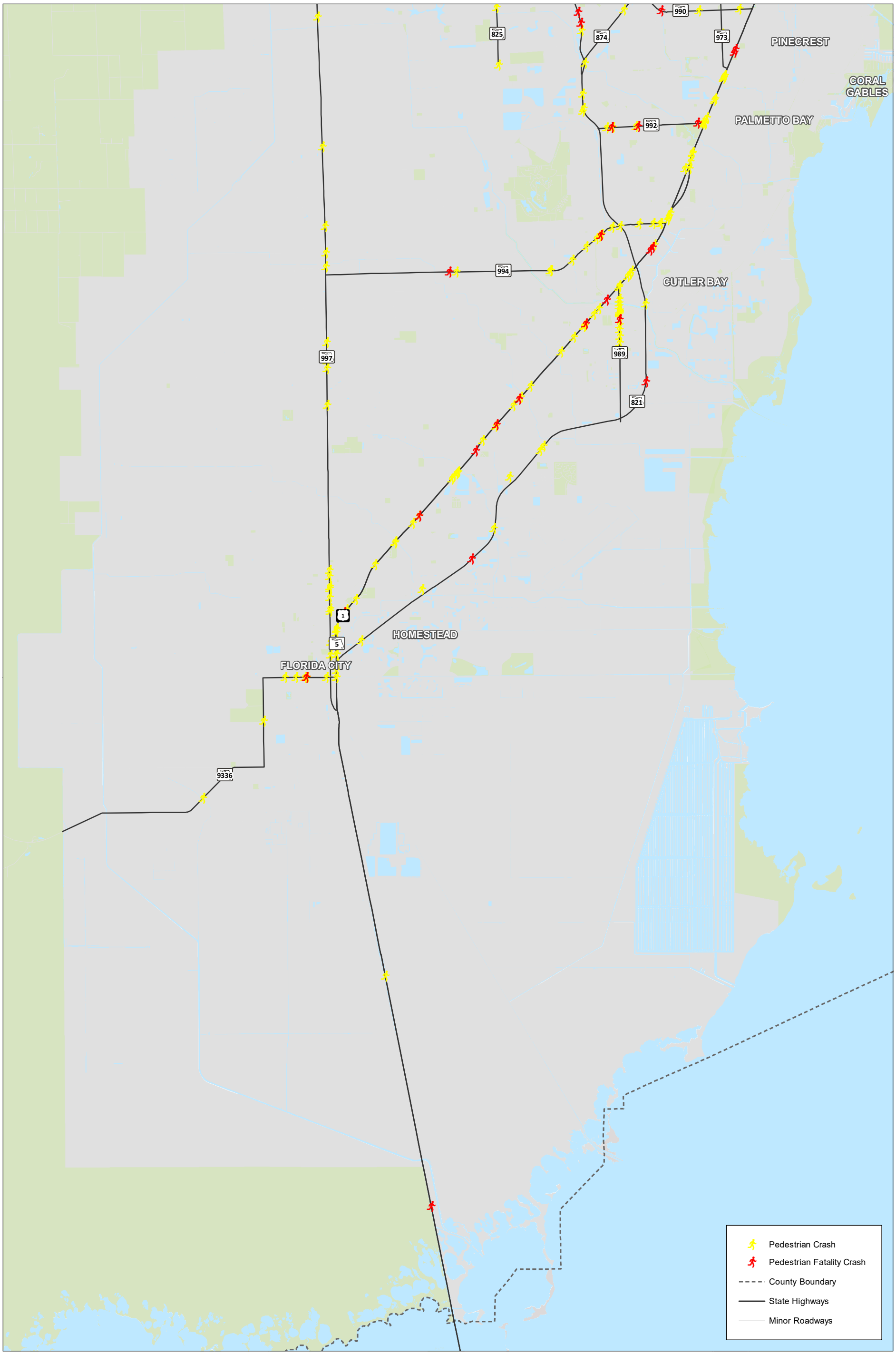
Pedestrian Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7f**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:09 PM 9/24/2018



FDOT

N

0 2 4 Miles

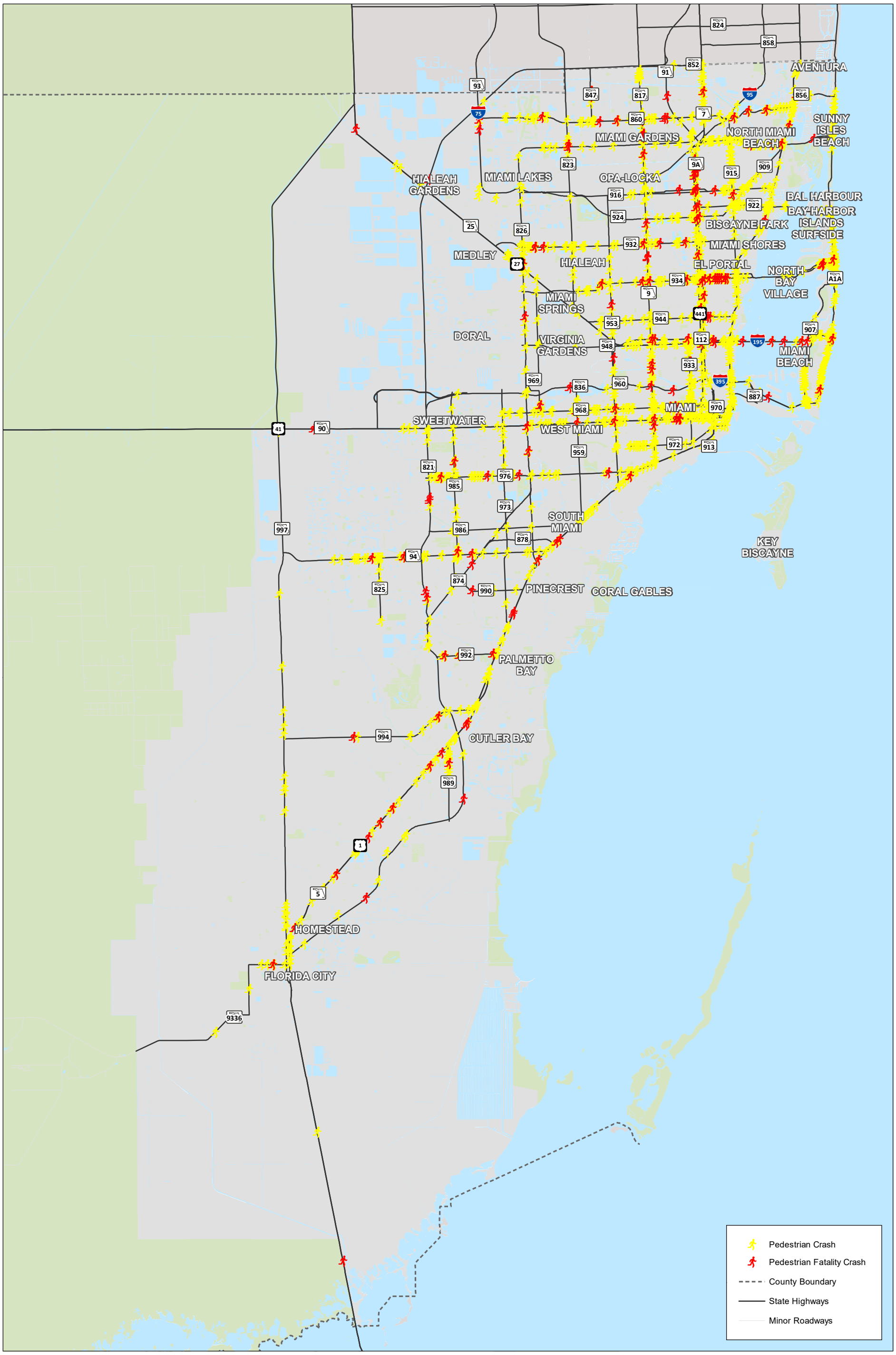
Pedestrian Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7g**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:10 PM 9/24/2018



N

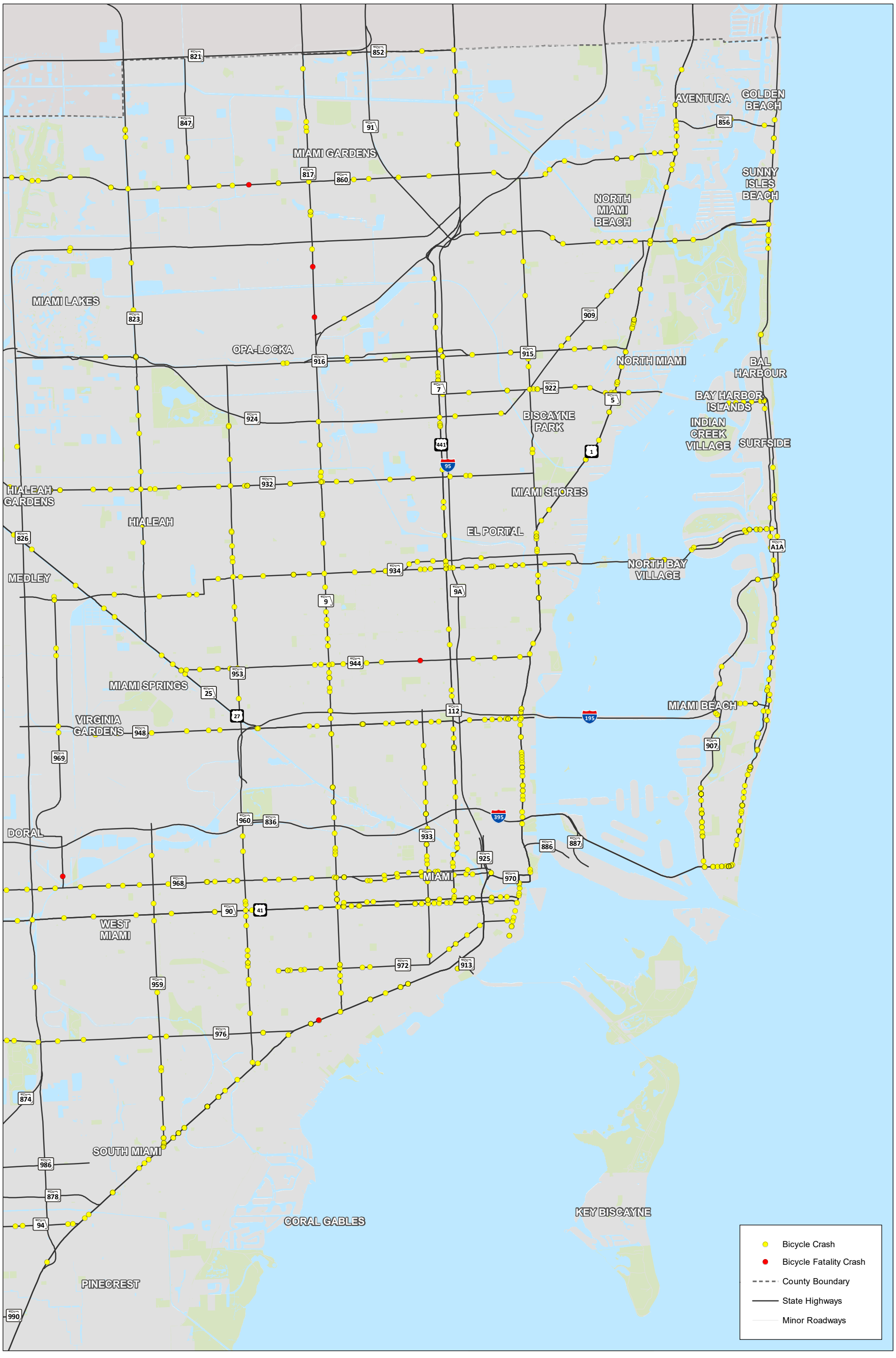
0 2 4 6 Miles

Pedestrian Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **7h**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 7 - Pedestrian Crashes, 2011-2015.mxd - lhunt - 5:11 PM 9/24/2018



N

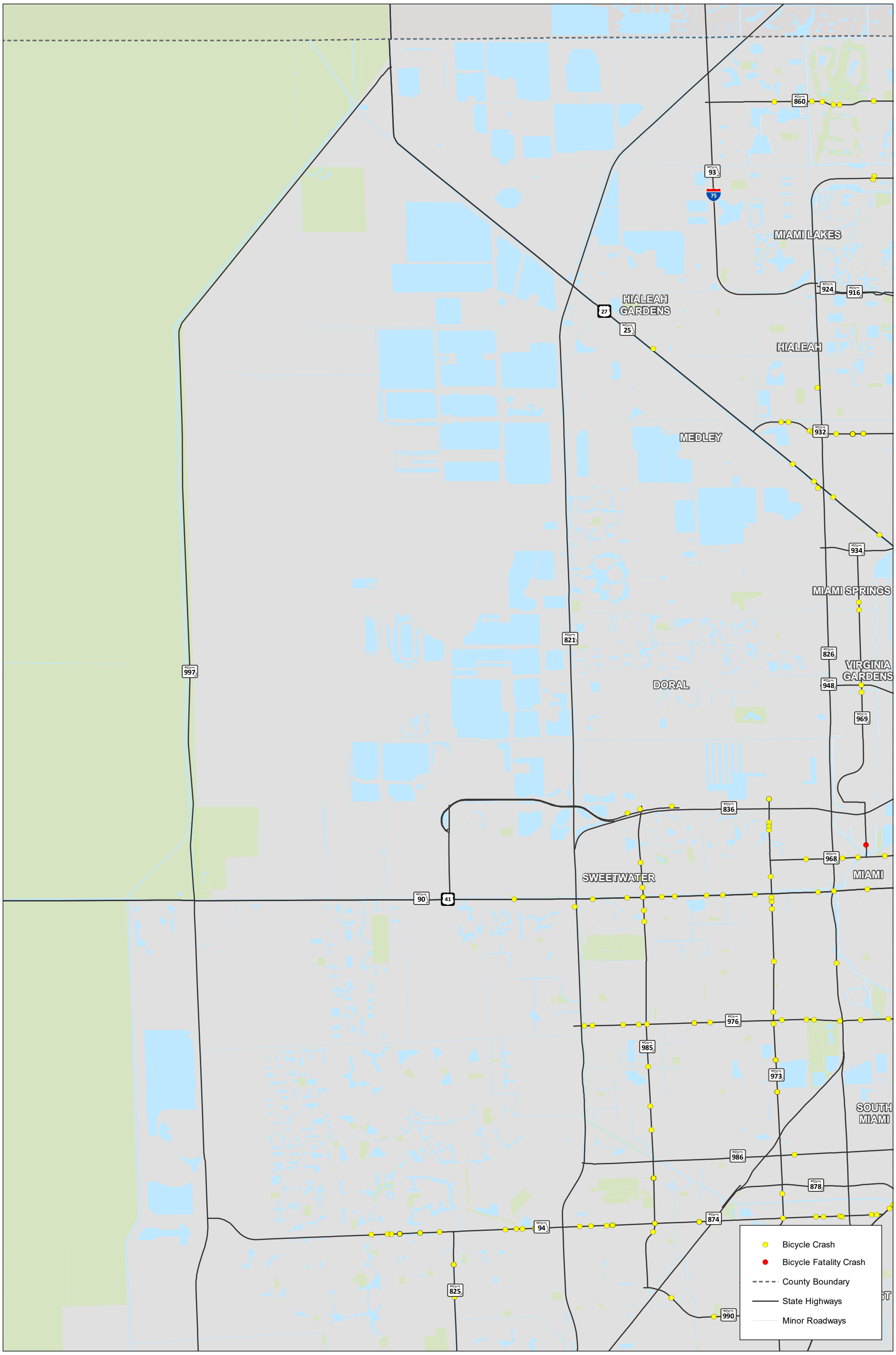
0 2 Miles

Bicycle Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 8 - Bicycle Crashes, 2011-2015.mxd - lhunt - 5:22 PM 9/24/2018



N

0 2 Miles

Bicycle Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8b**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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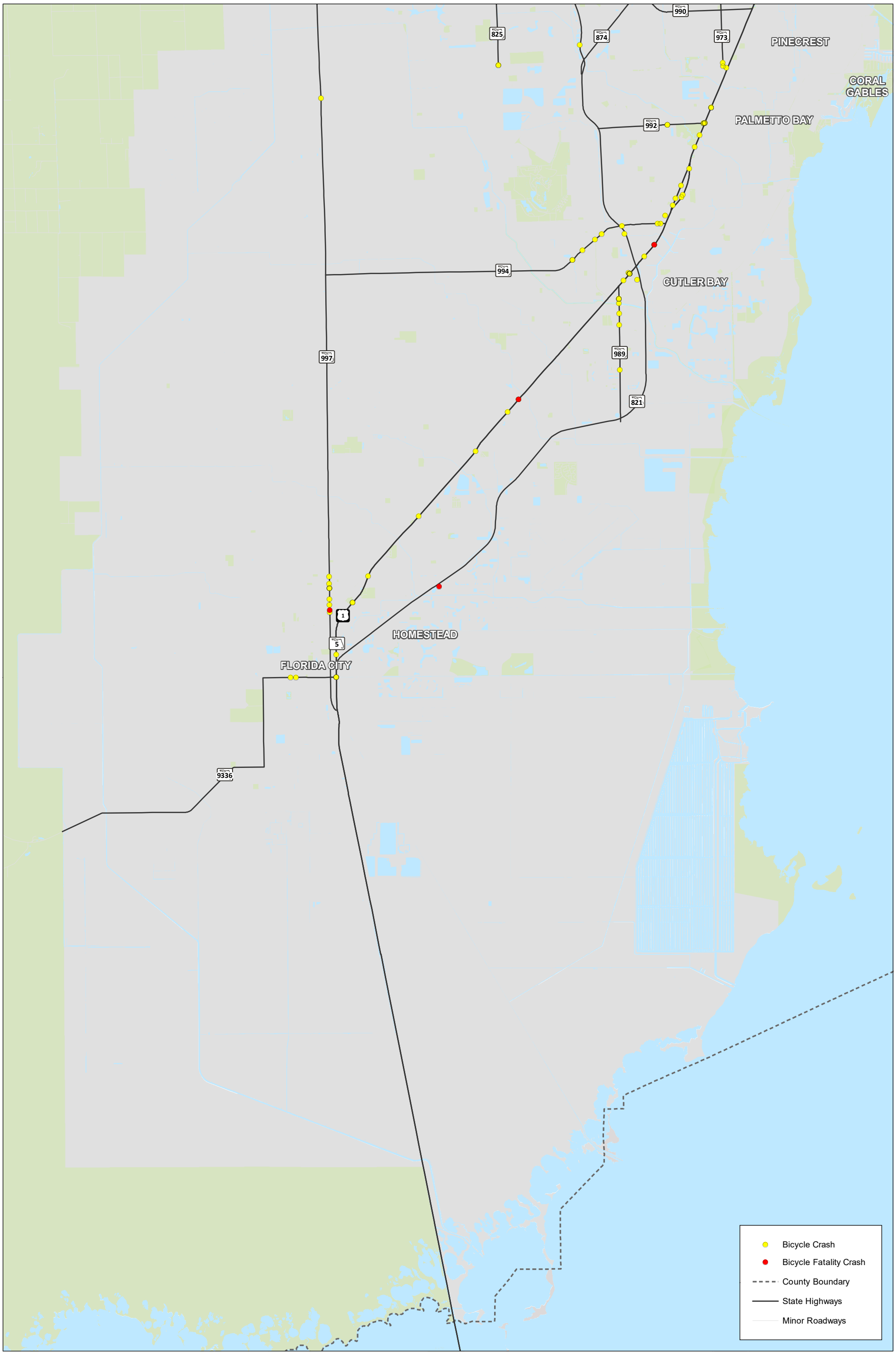

FDOT

N

0 2 4 Miles

Bicycle Crashes at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8c**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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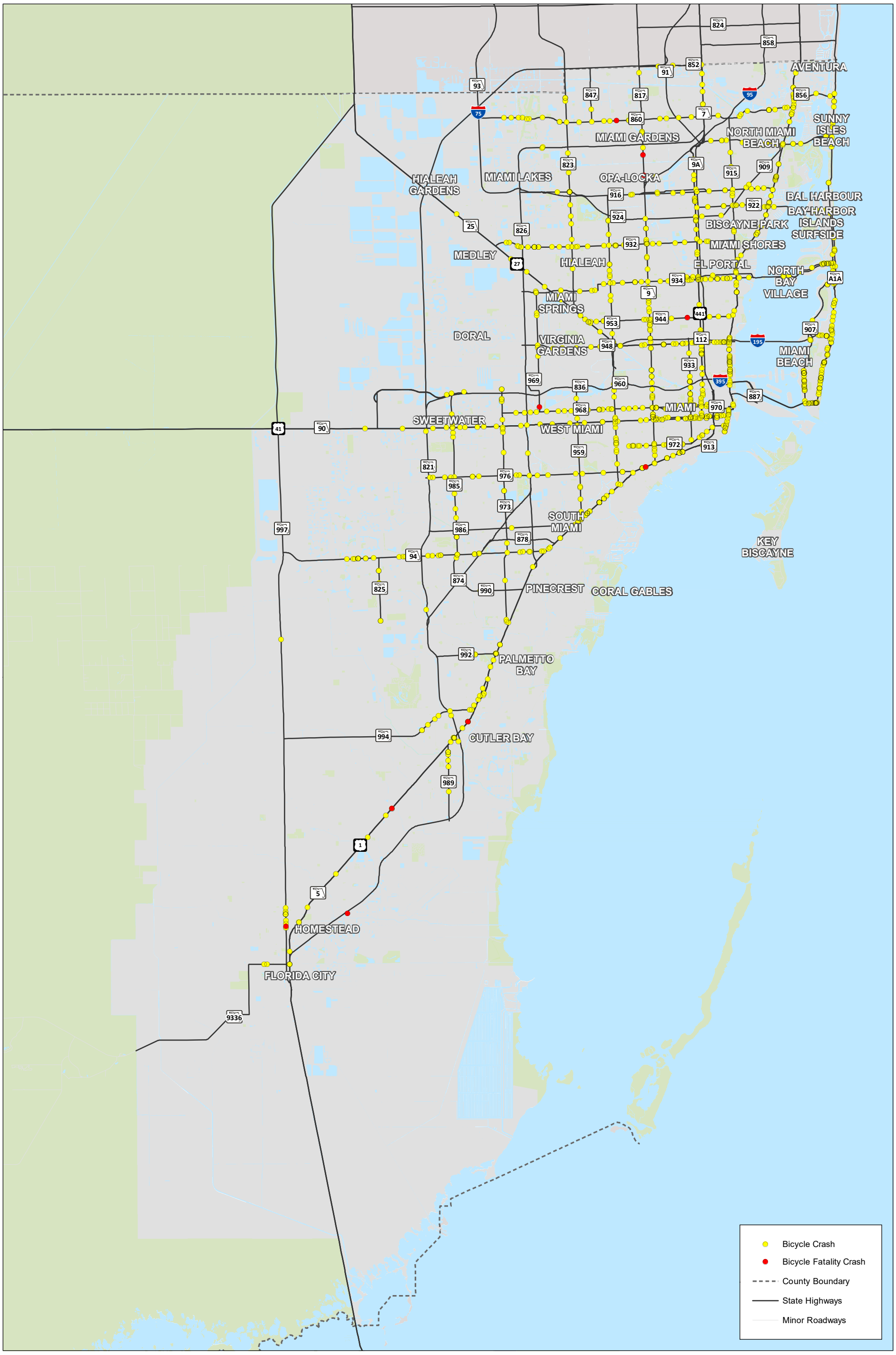

N

0 2 4 6 Miles

Bicycle Crashes at Intersections, 2011-2015 Miami-Dade County, Florida

Figure **8d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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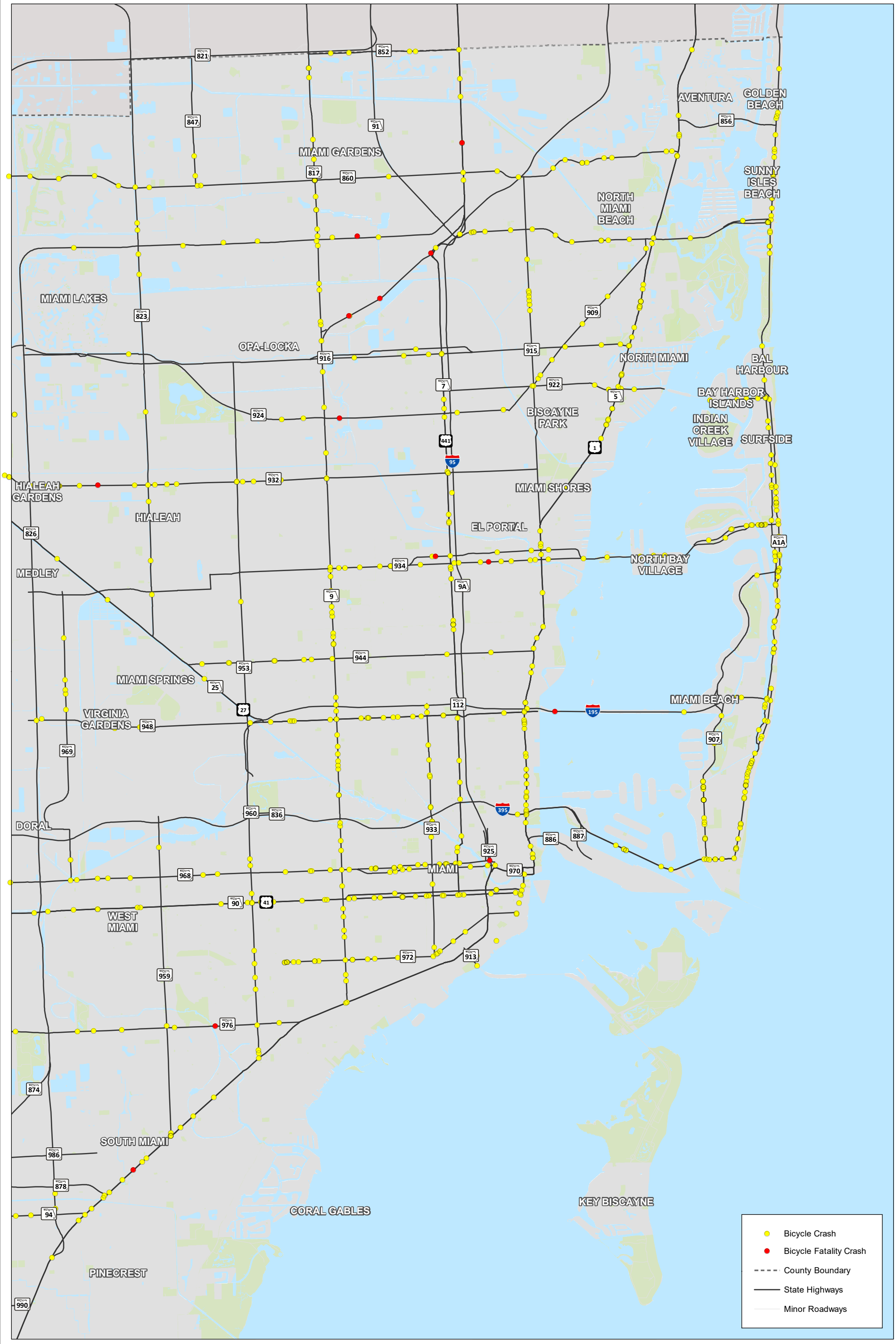

N

0 2 Miles

Bicycle Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8e**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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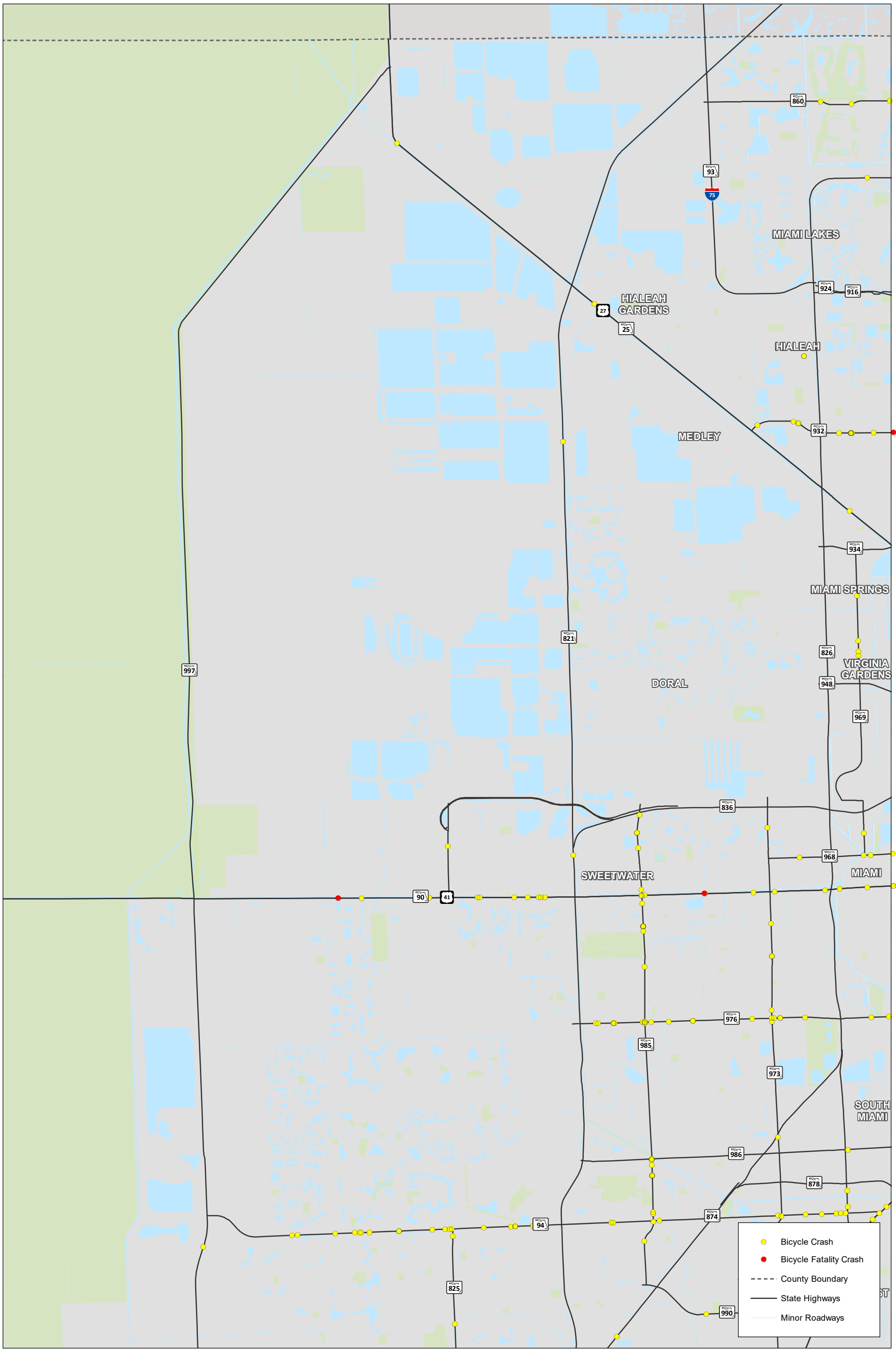

FDOT

N

0 2 Miles

Bicycle Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8f**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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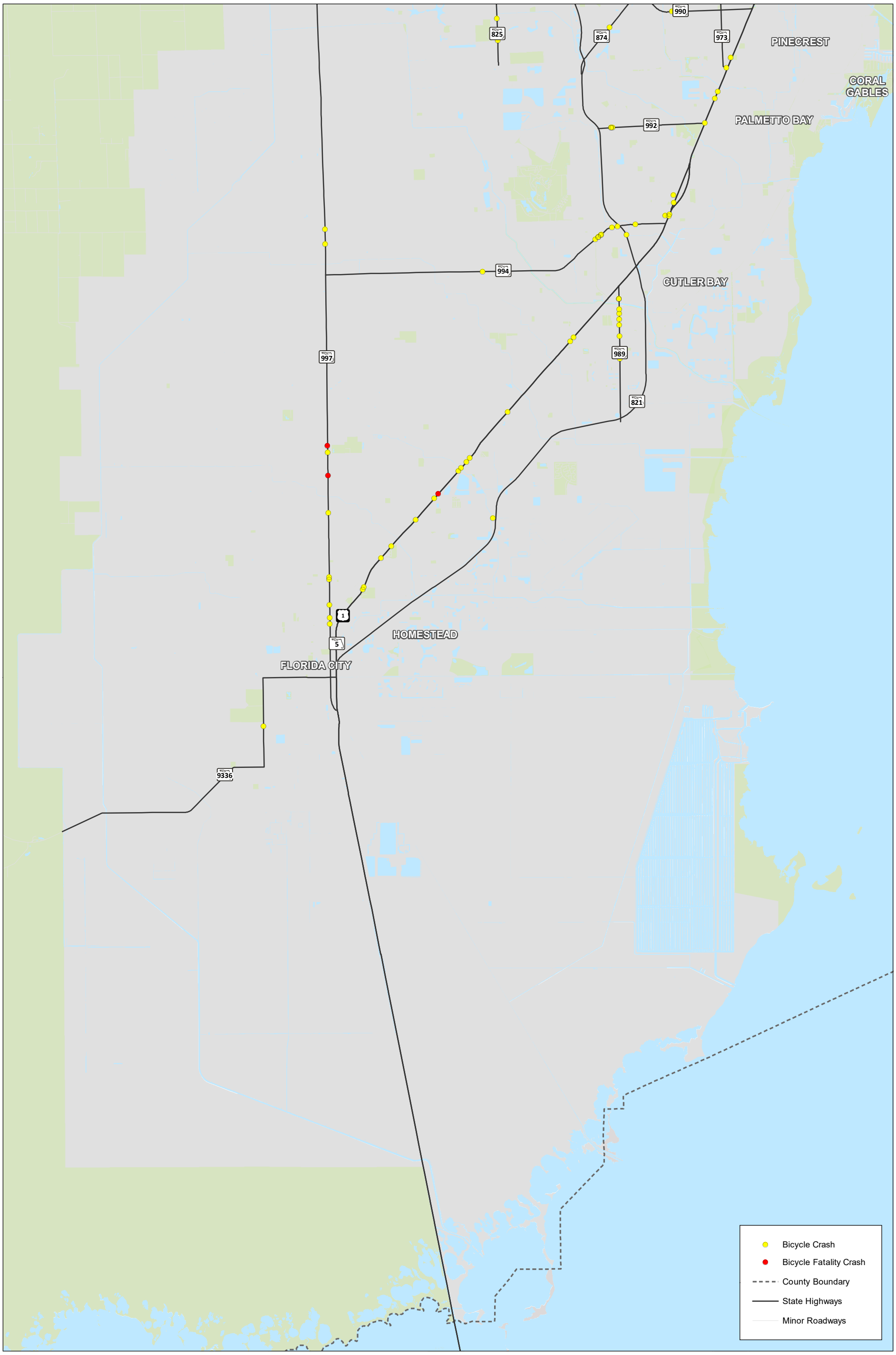

Bicycle Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8g**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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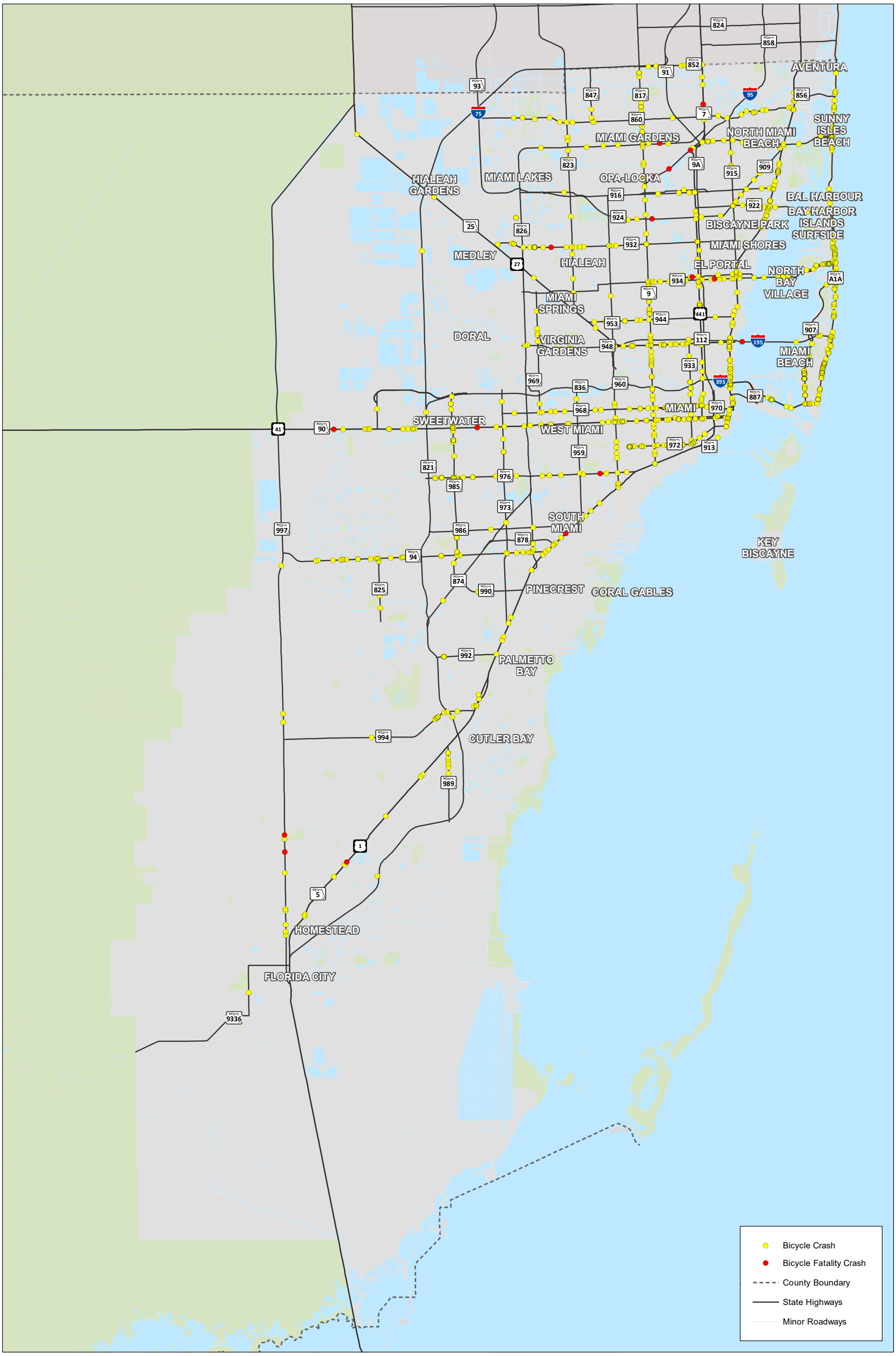

N

0 2 4 6 Miles

Bicycle Crashes Not at Intersections, 2011-2015
Miami-Dade County, Florida

Figure **8h**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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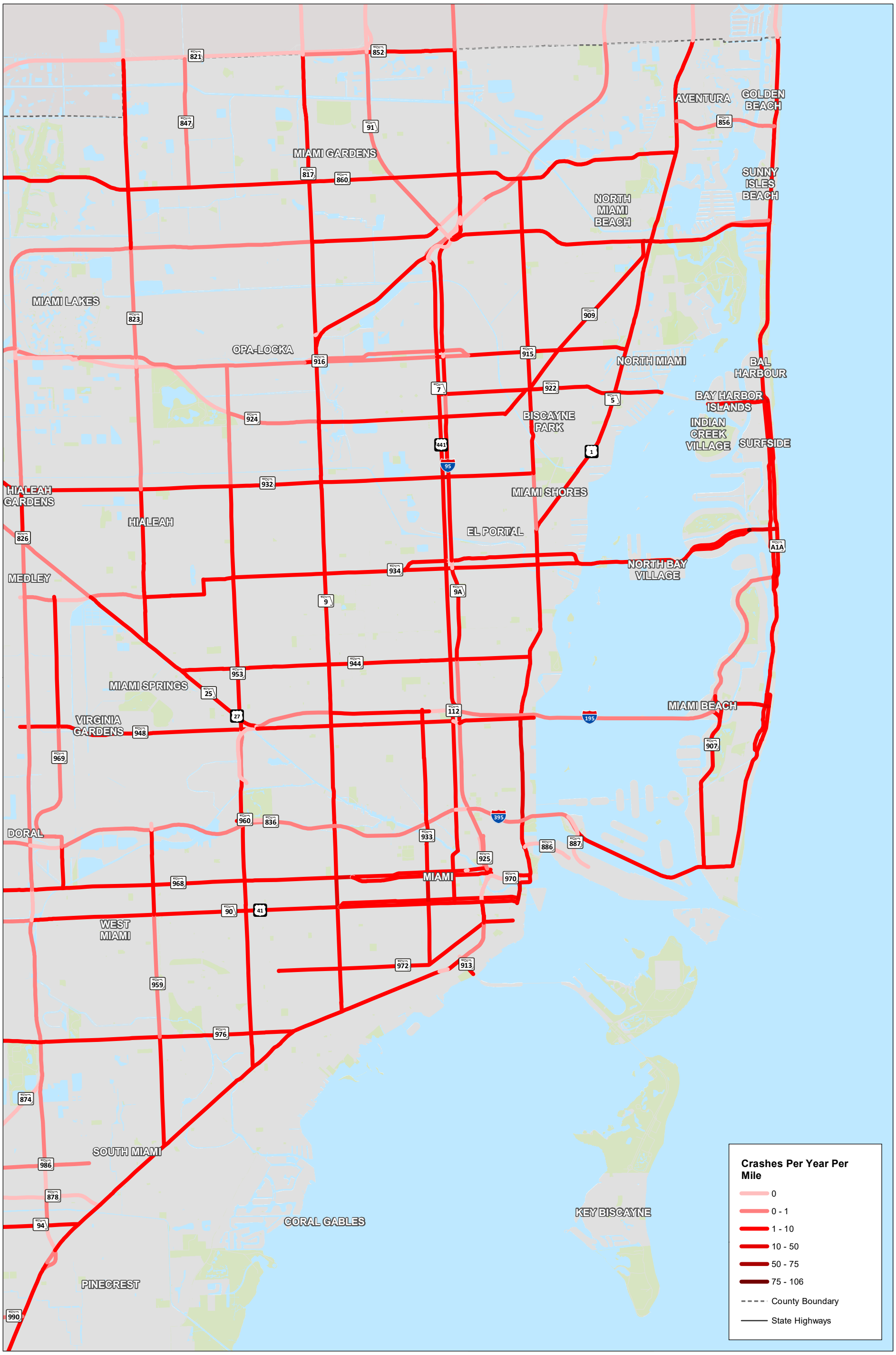


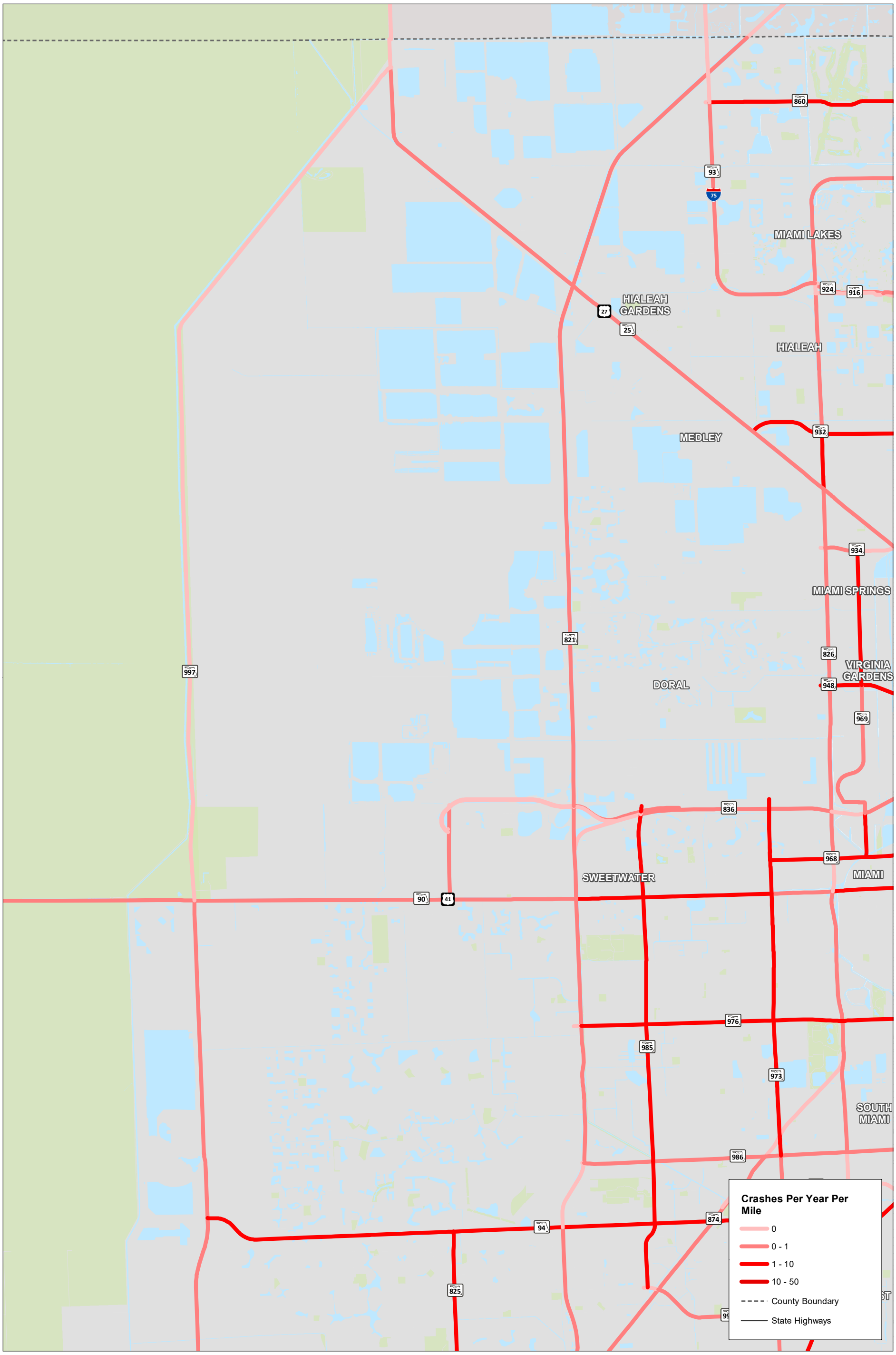
Bicycle and Pedestrian Crash Rates (Crashes/Mile/Year), 2011-2015 Miami-Dade County, Florida

Figure **9a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 9 - Bicycle and Pedestrian Crash Rates (Crashes-Mile-Year), 2011-2015.mxd - lhunt - 3:49 PM 9/24/2018



FDOT

N

0 2 Miles

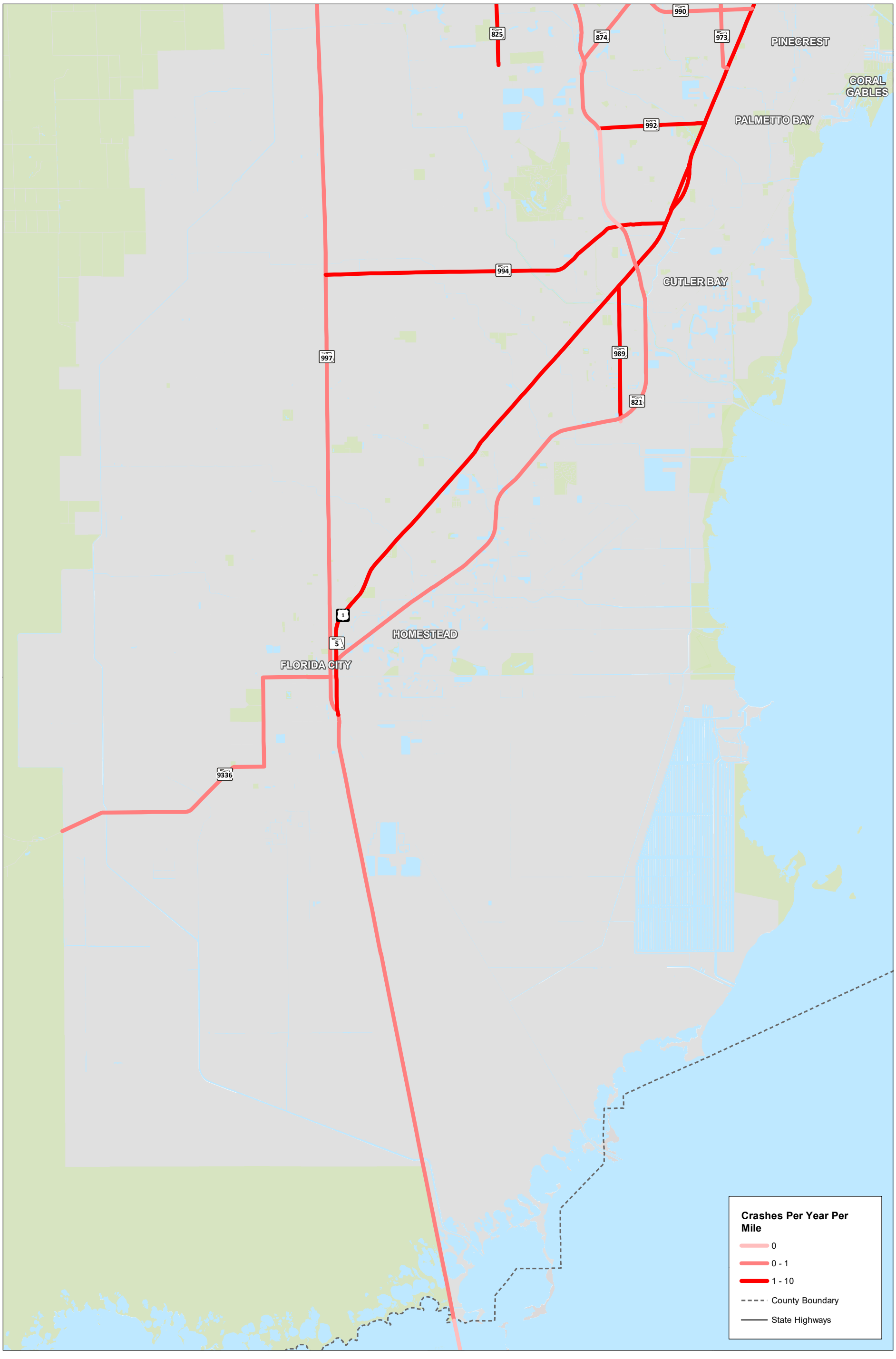
Bicycle and Pedestrian Crash Rates (Crashes/Mile/Year), 2011-2015 Miami-Dade County, Florida

Figure **9b**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 9 - Bicycle and Pedestrian Crash Rates (Crashes-Mile-Year), 2011-2015.mxd - lhunt - 3:49 PM 9/24/2018

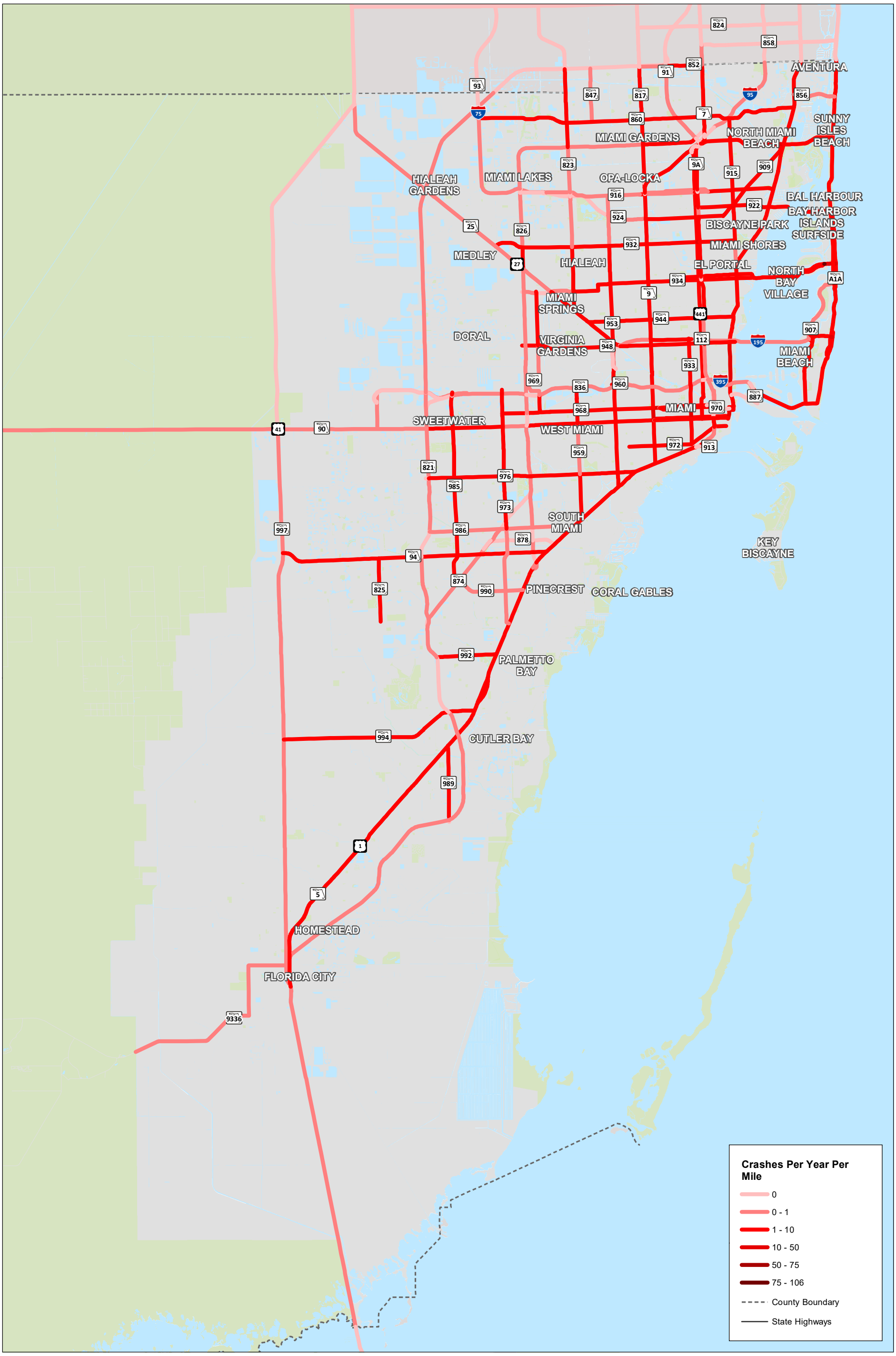


Bicycle and Pedestrian Crash Rates (Crashes/Mile/Year), 2011-2015 Miami-Dade County, Florida

Figure **9c**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19119383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 9 - Bicycle and Pedestrian Crash Rates (Crashes-Mile-Year), 2011-2015.mxd - lhunt - 3:50 PM 9/24/2018



Bicycle and Pedestrian Crash Rates (Crashes/Mile/Year), 2011-2015 Miami-Dade County, Florida

Figure **9d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 9 - Bicycle and Pedestrian Crash Rates (Crashes-Mile-Year), 2011-2015.mxd - lhunt - 3:50 PM 9/24/2018

EXISTING CONDITIONS: INFRASTRUCTURE AND DEMOGRAPHIC ANALYSIS

The existing conditions assessment included creating maps to better understand the current infrastructure available to bicyclists and pedestrians and the communities impacted by the infrastructure.

Communities of Concern

In line with the *Federal Planning Emphasis Areas (PEAs) for Miami-Dade County* report (November 2017), communities of concern were mapped based on census tracts that were at least one standard deviation above the county average percentage and/or average density of Families below the Poverty Level or Households with Zero Vehicles. Figure 10 provides a map of the communities of the concerns as they relate to existing bicycle and pedestrian infrastructure.

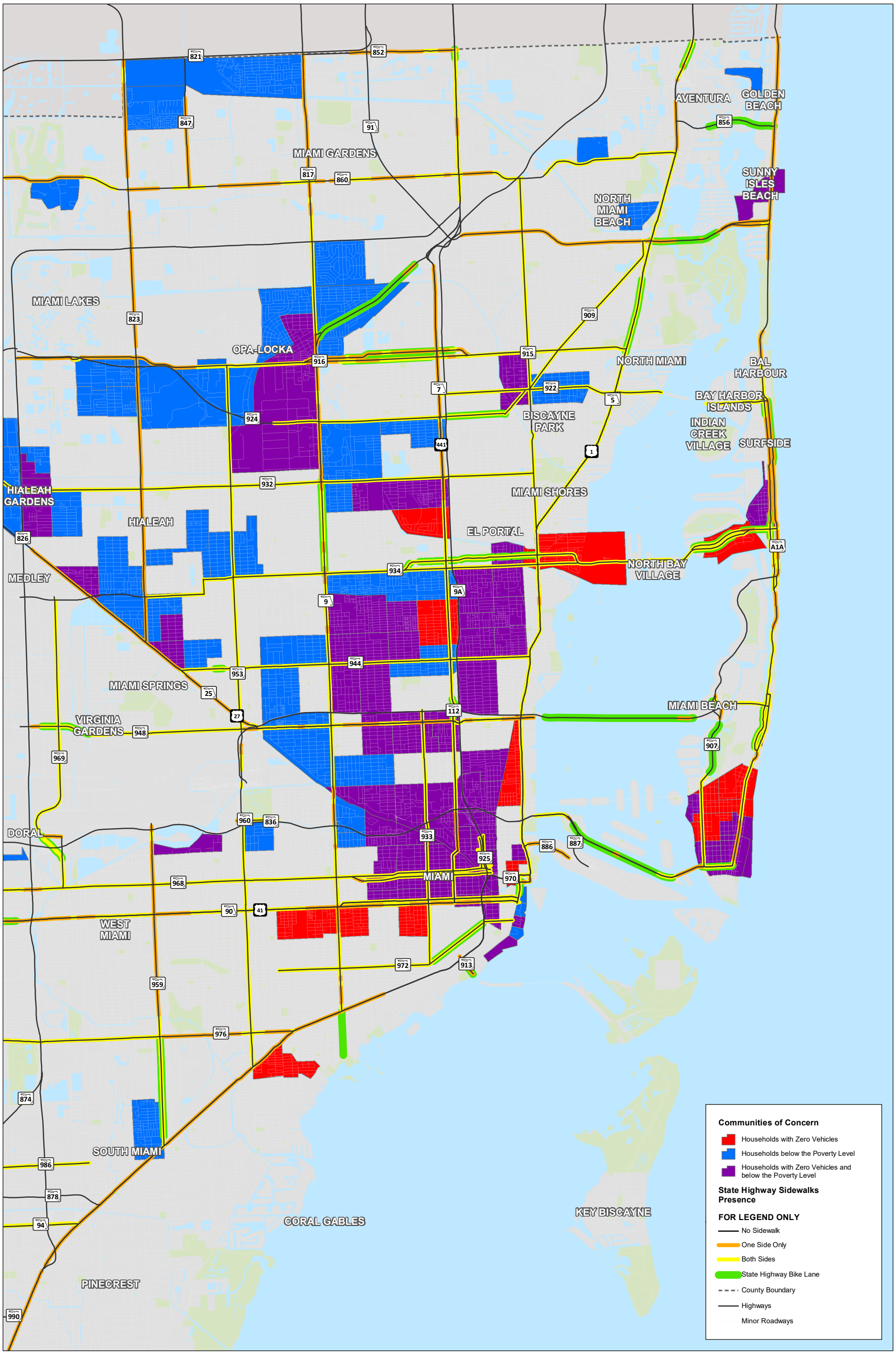
Several state roads either run adjacent to or through these communities and the local roadway network does not provide a parallel alternative, making bicycling and pedestrian access along these roadways imperative to these communities. South Miami Beach and Surfside are also communities that depend on state roads to get to and from the Mainland, Yet there is not a continuous bike facility across any of the state bridges.

Also noted in the maps is the state network lacks continuous pedestrian and bicyce facilities between communities of concern such as Opa-Locka and El Portal to major economic centers such as downtown Miami.

Walking and Biking to Transit

As stated previously, MDC has a transit mode split of 5.3 percent. These are trips that are likely starting and ending as either a walking trip or a biking trip. Figure 11 provides a map of a 5-minute, 10 minute and 20-minute walk shed from the Tri-Rail, Metrorail and Metro Mover transit stops. These walksheds highlight where corridors are lacking consistent sidewalks may be hindering pedestrian access to the transit stations. Corridors of note include:

- SR 823 and Okeechobee Road at NW 74th Street transect several walksheds and only have sidewalks on one side of the street.
- The NW 36th Street Corridor between SR 9 and SR 112.
- The S Dixie Highway between SW 85th Street and SW 22nd Street, while it has the MPath on the west side of the street, the east side has inconsistent sidewalks and there are sections that are difficult to cross and access the MPath and Transit stations along the corridor.
- Florida City does not have a walkshed in it currently. However the Smart Plan and BERT corridors both terminate in Flordina City and the State routes that run through the City do not have sidewalks on both sides of the street throughout.



N

0 2 Miles

Map of Communities of Concern
Source: Miami-Dade TPO
Miami-Dade County, Florida

Figure **10a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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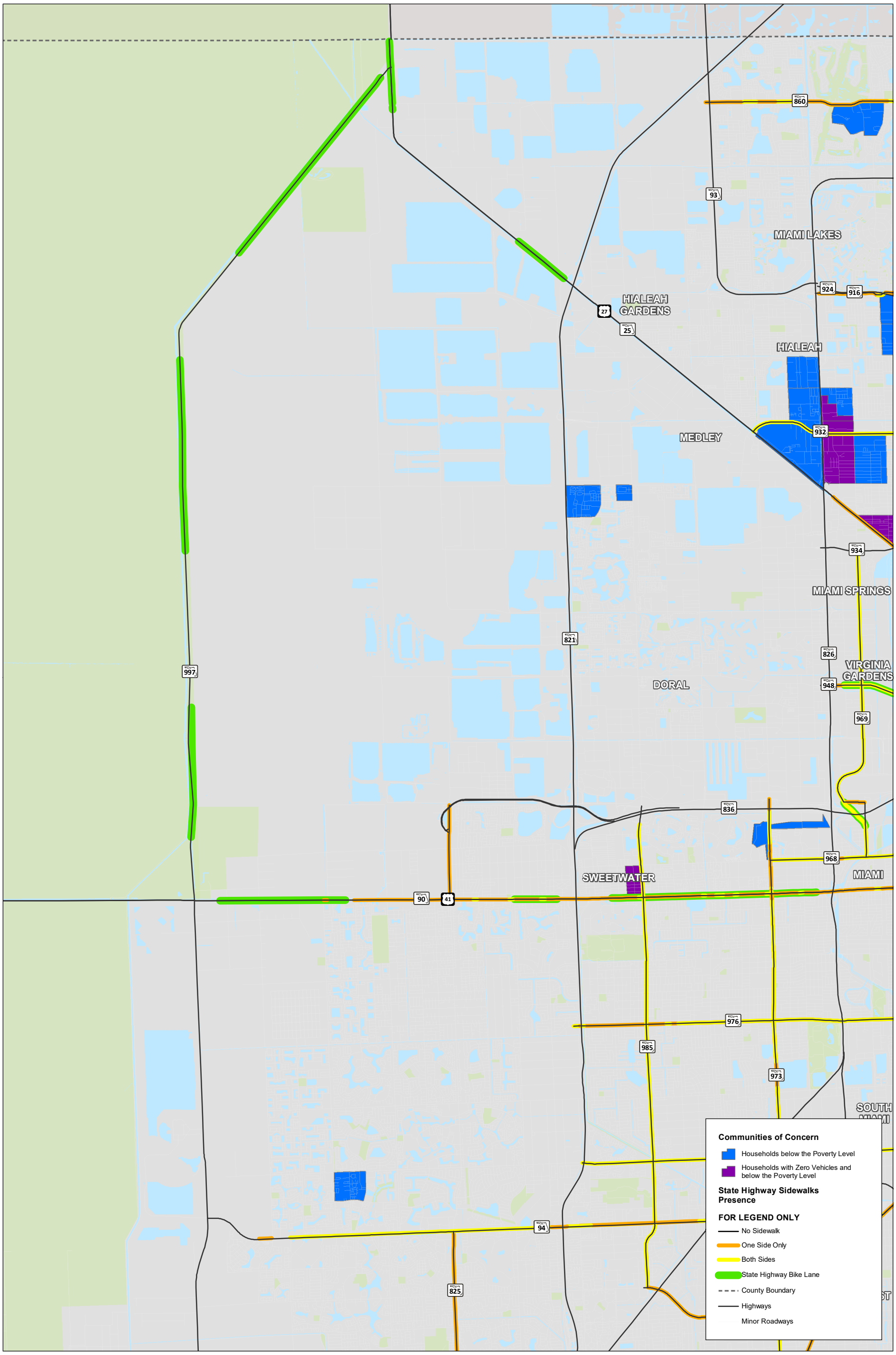
H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 10 - Map of Communities of Concern.mxd - lhunt - 11:44 AM 9/27/2018



N

0 2 Miles

Map of Communities of Concern
Source: Miami-Dade TPO
Miami-Dade County, Florida

Figure
10b

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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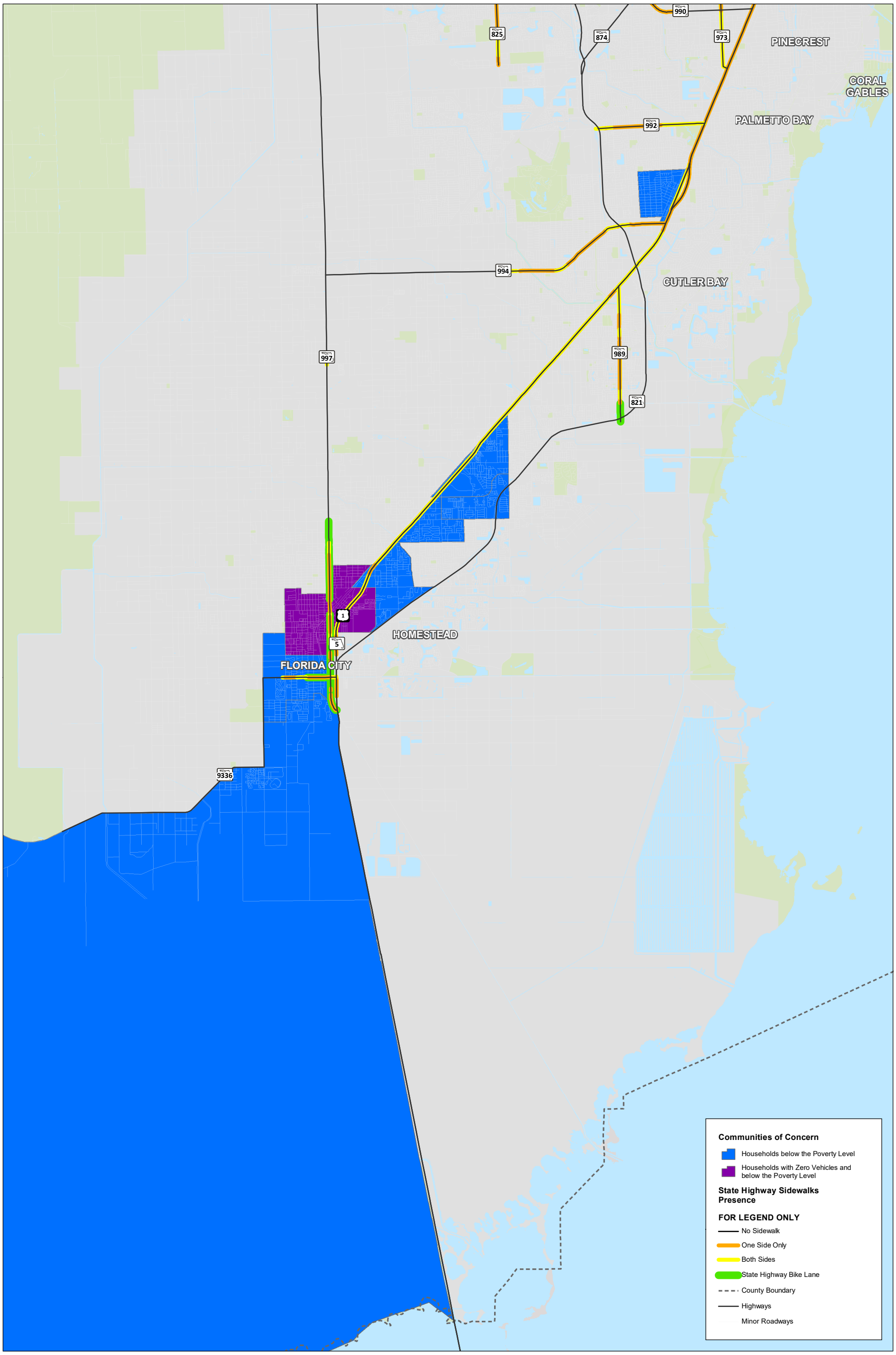

Map of Communities of Concern
Source: Miami-Dade TPO
Miami-Dade County, Florida

Figure **10c**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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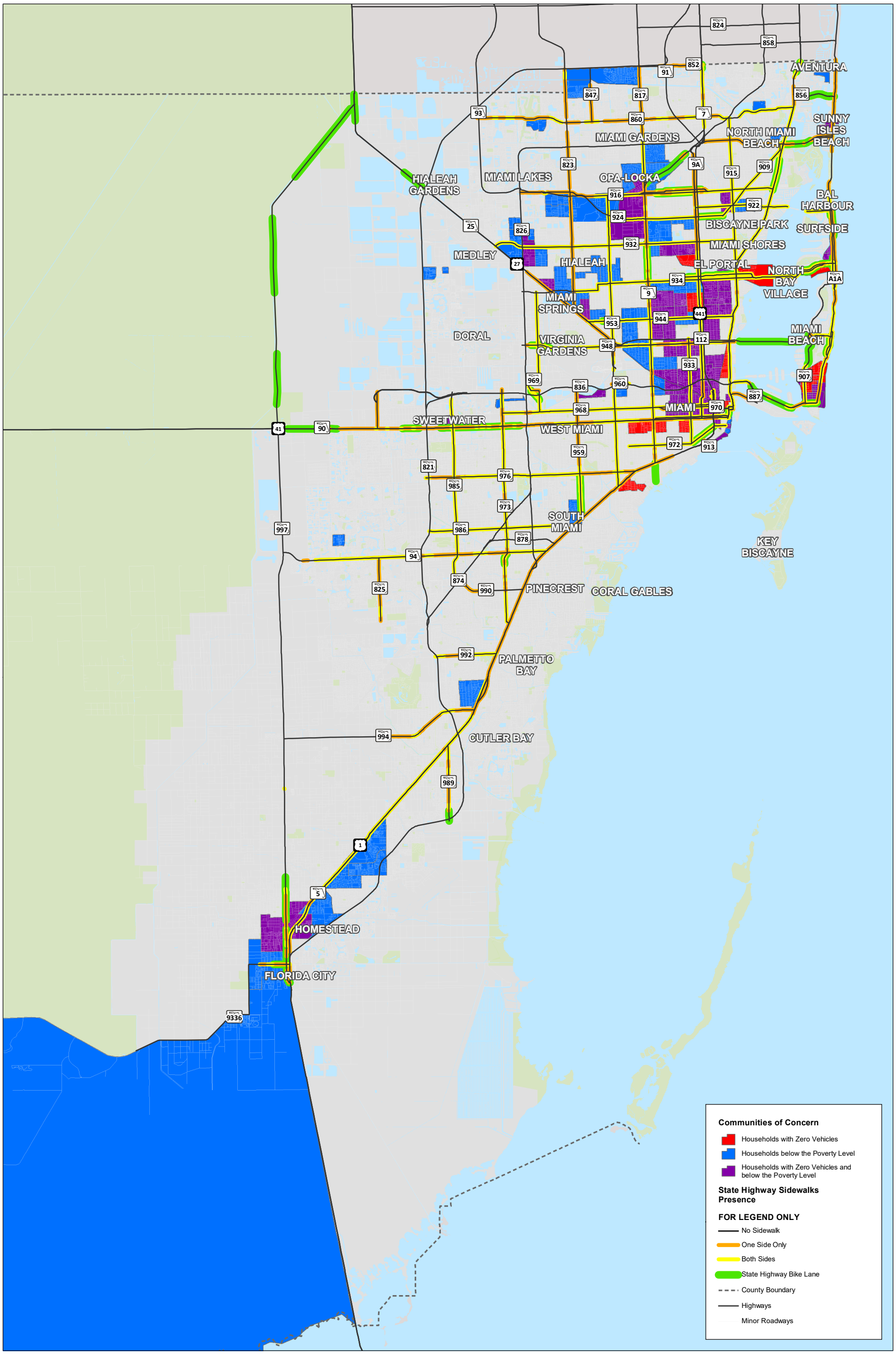
H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 10 - Map of Communities of Concern.mxd - lhunt - 11:46 AM 9/27/2018



N

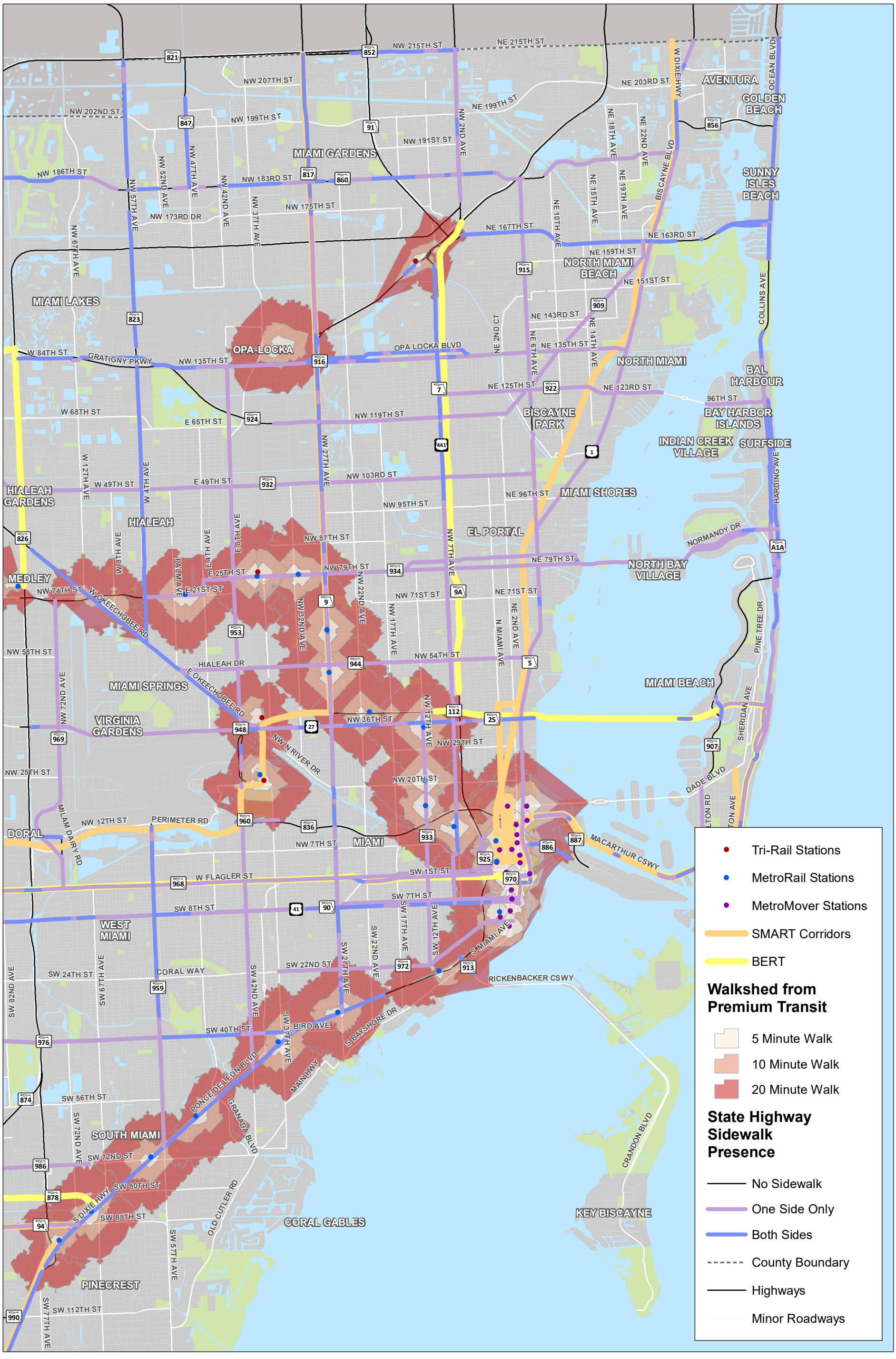
0 2 4 6 Miles

Map of Communities of Concern
Source: Miami-Dade TPO
Miami-Dade County, Florida

Figure **10d**

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 10 - Map of Communities of Concern.mxd - lhunt - 11:48 AM 9/27/2018

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



N

0 2 Miles

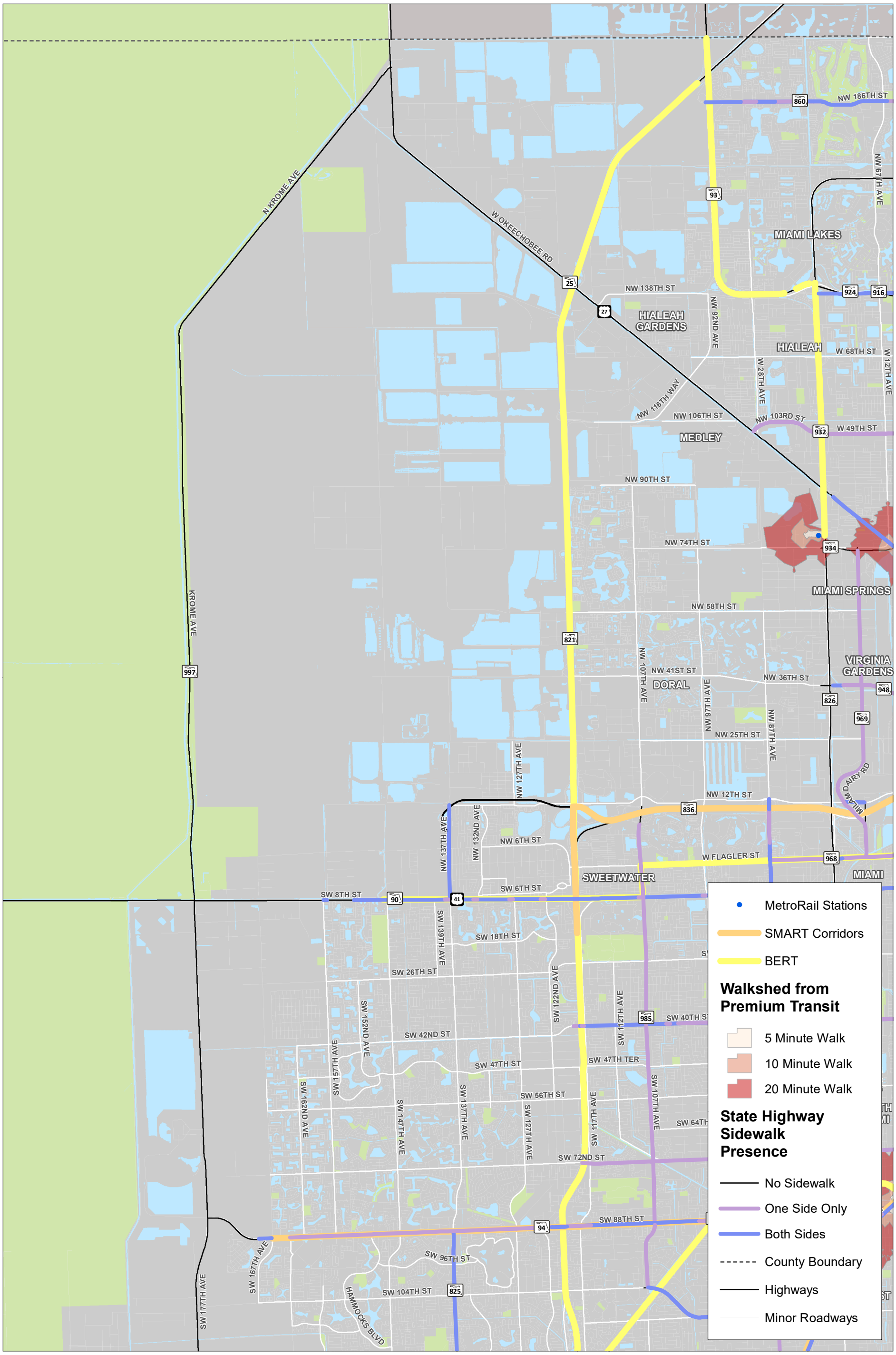
Walkshed Analysis of Premium Transit Stations
Miami-Dade County, Florida

Figure **11a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 11 - Walkshed Analysis of Premium Transit Stations in Miami-Dade County.mxd - lhunt - 4:03 PM 9/24/2018



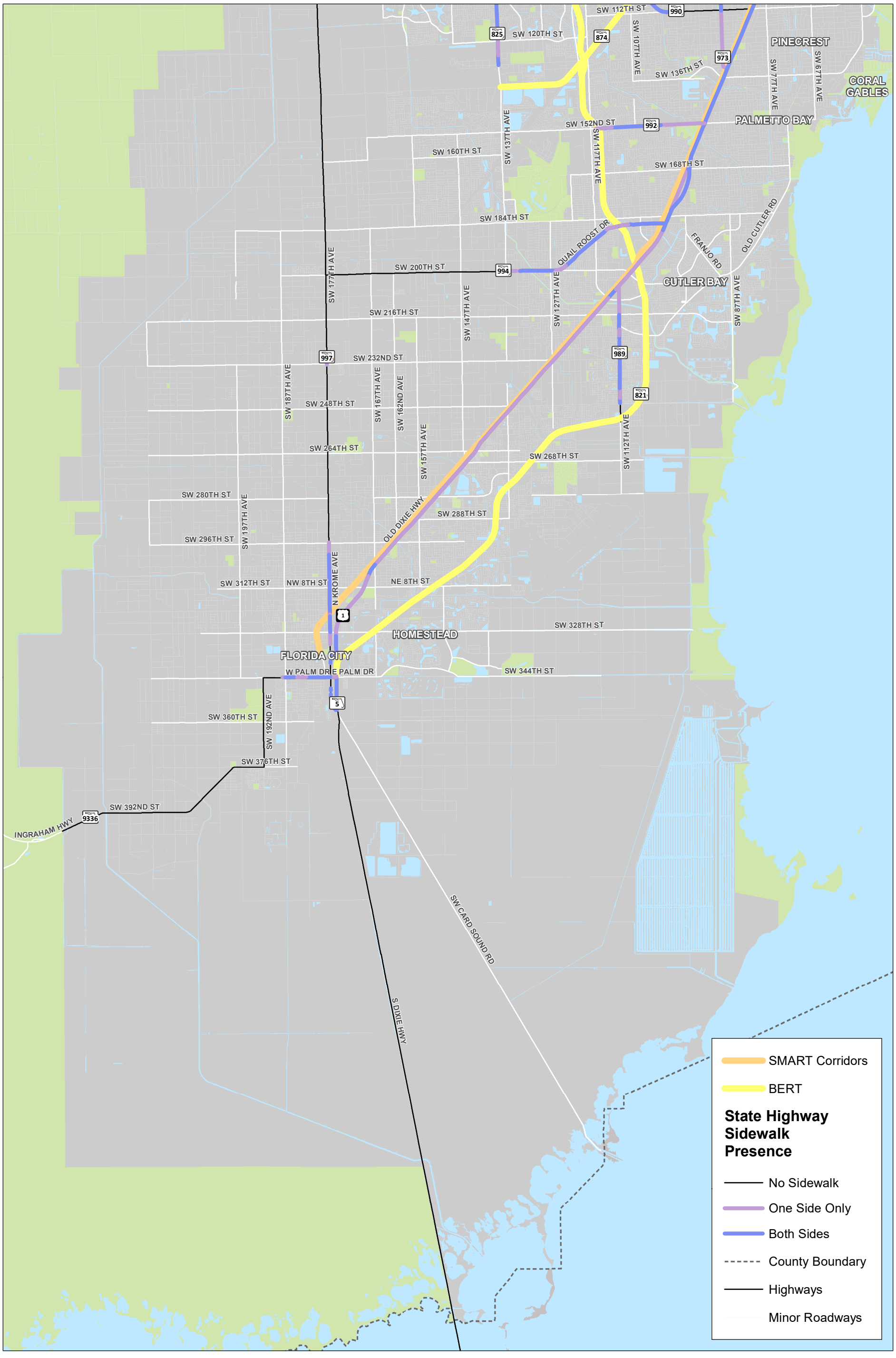
Walkshed Analysis of Premium Transit Stations
Miami-Dade County, Florida

Figure **11b**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. ContractTWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 11 - Walkshed Analysis of Premium Transit Stations in Miami-Dade County.mxd - lhunt - 4:04 PM 9/24/2018



Walkshed Analysis of Premium Transit Stations
Miami-Dade County, Florida

Figure **11c**

H:\19119383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 11 - Walkshed Analysis of Premium Transit Stations in Miami-Dade County.mxd - lhunt - 4:05 PM 9/24/2018

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
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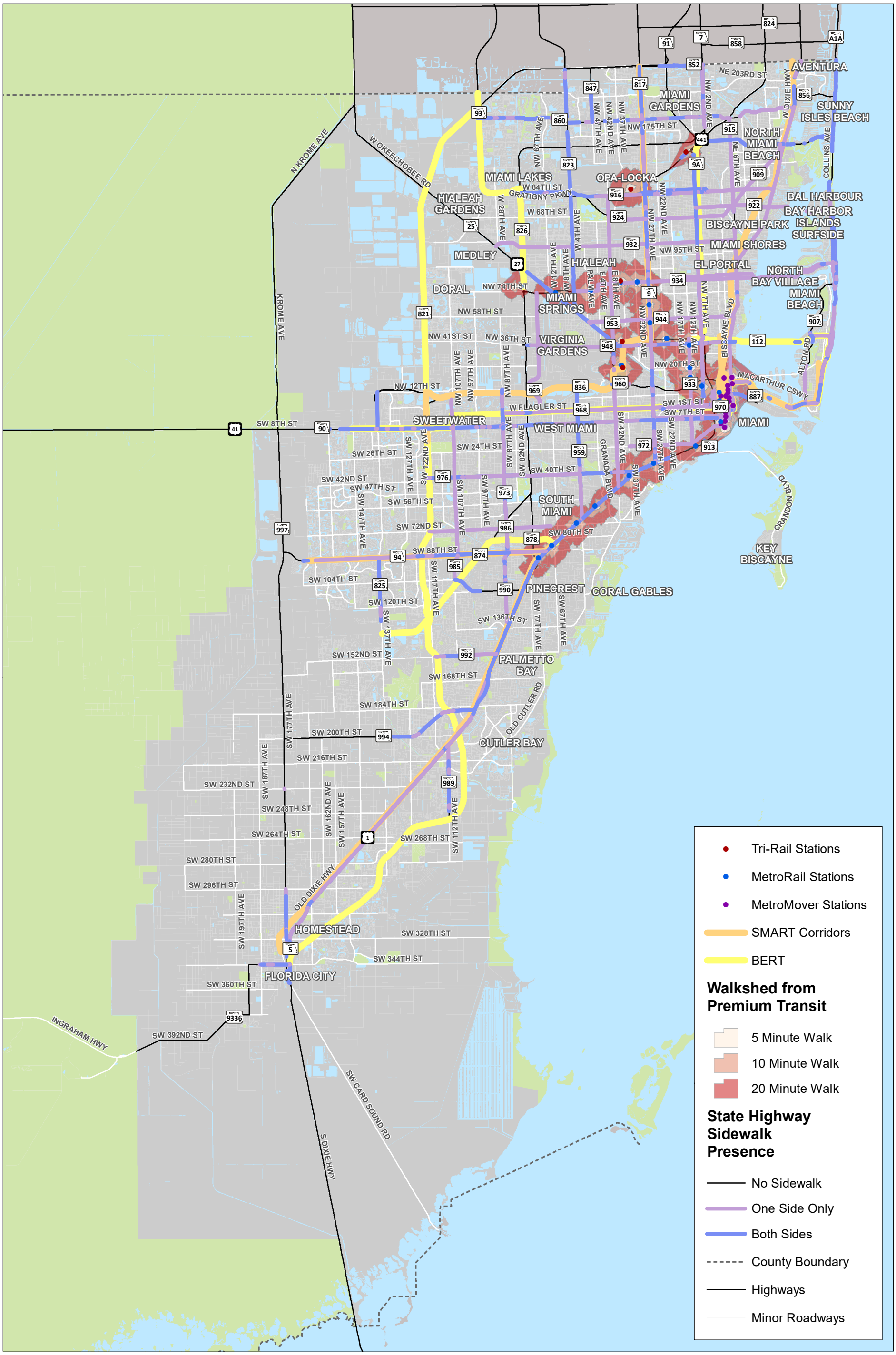


N

0 2 4 6 Miles

Walkshed Analysis of Premium Transit Stations
Miami-Dade County, Florida

Figure **11d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

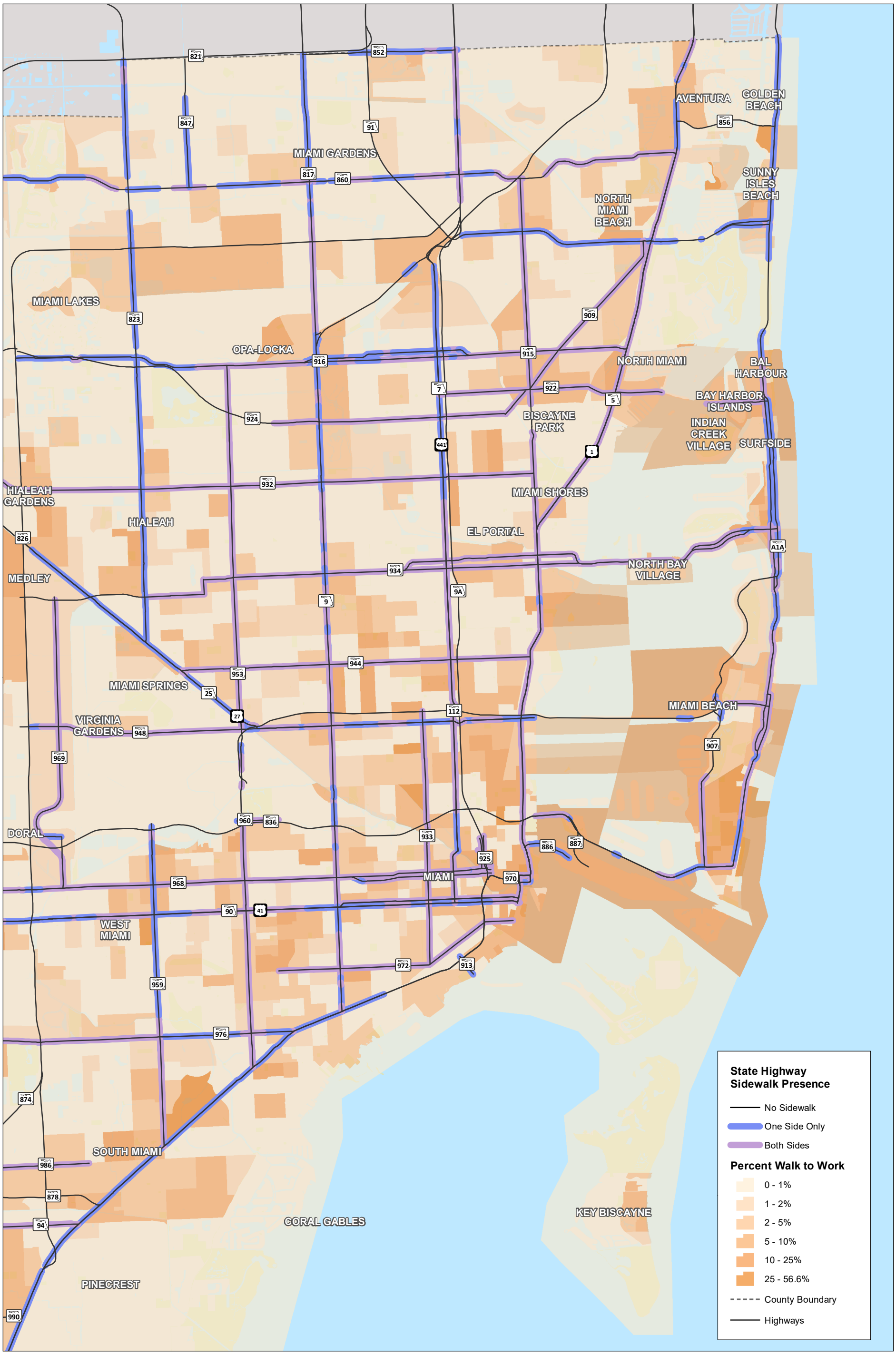
H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 11 - Walkshed Analysis of Premium Transit Stations in Miami-Dade County.mxd - lhunt - 4:06 PM 9/24/2018

Walking and Biking Commuting Mode Splits

The below mapping seeks to identify and understand the areas where walking and biking are prevalent for commuting. This helps identify communities that are benefitting from bicycle and pedestrian infrastructure as well as communities with a demand that may need additional infrastructure. Figure 12 shows the percent of the population that walk to work and the presence of sidewalk. While most of the state road system has sidewalk, there are challenges where sections of the state road go back and forth between having sidewalk on both sides of the street or one side of the street.

Figure 13 provides a summary of the percent of people who bike to work in relation to existing bicycle infrastructure. The existing on-street bike infrastructure is shown as a solid blue line while the existing off-street paved paths are shown as a solid brown line. For the purposes of this study, any bike facilities or paved paths that are funded in the five year work program was included in the existing conditions assessment. These are shown as dashed lines.

The spine of the bicycle network includes paved paths that run along US 1 (The Underline), along the coast of Miami-Beach, South Beach and Key Biscayne, paths through Cutler Bay and Palmetto Bay and paths along SR 997 out to the west. In many of these cases, the census tracks with the higher percentage who bikes to work lie along these premium facilities. However, the spine of the system (the protected network) lacks supporting facilities to expand the reach of core separated bicycle network.



N

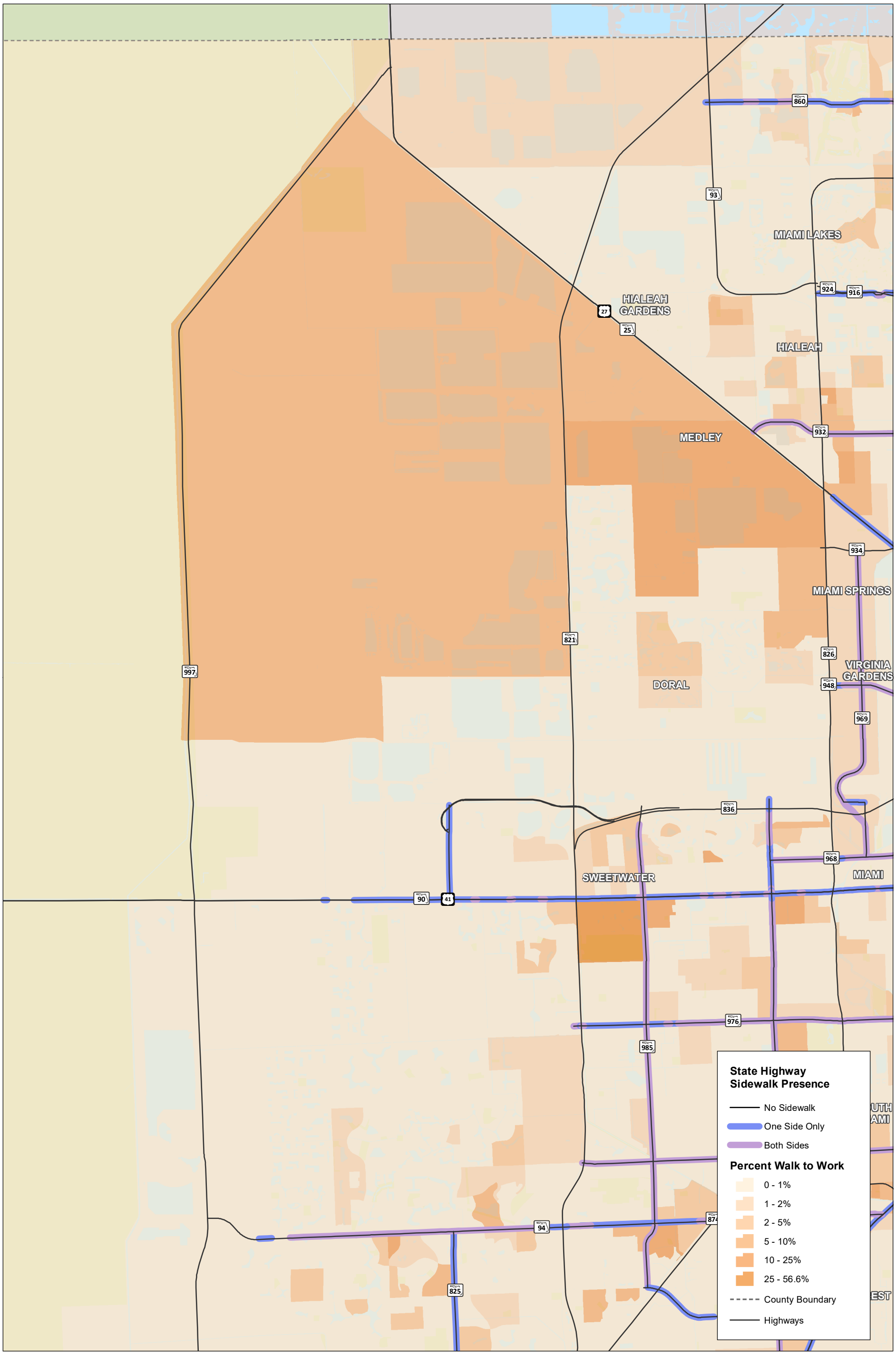
0 2 Miles

Walking Mode Split and Presence of Sidewalk
Miami-Dade County, Florida

Figure **12a**

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 12 - Walking Mode Split and Presence of Sidewalk.mxd - lhunt - 3:57 PM 9/24/2018

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 12 - Walking Mode Split and Presence of Sidewalk.mxd - lhunt - 3:56 PM 9/24/2018

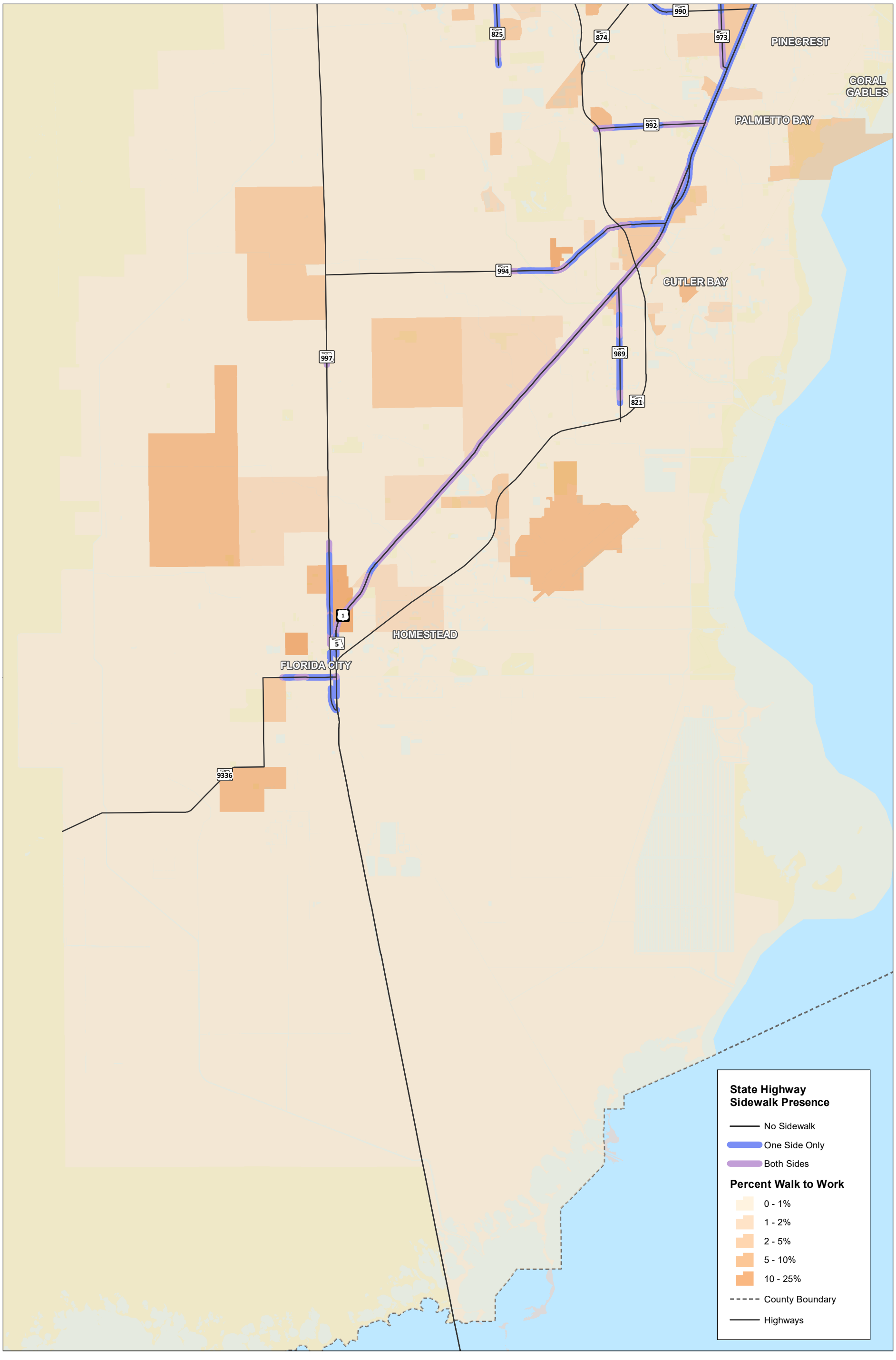
FDOT

Walking Mode Split and Presence of Sidewalk
Miami-Dade County, Florida

Figure **12b**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



Walking Mode Split and Presence of Sidewalk
Miami-Dade County, Florida

Figure **12c**

H:\19119383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 12 - Walking Mode Split and Presence of Sidewalk.mxd - lhunt - 3:59 PM 9/24/2018

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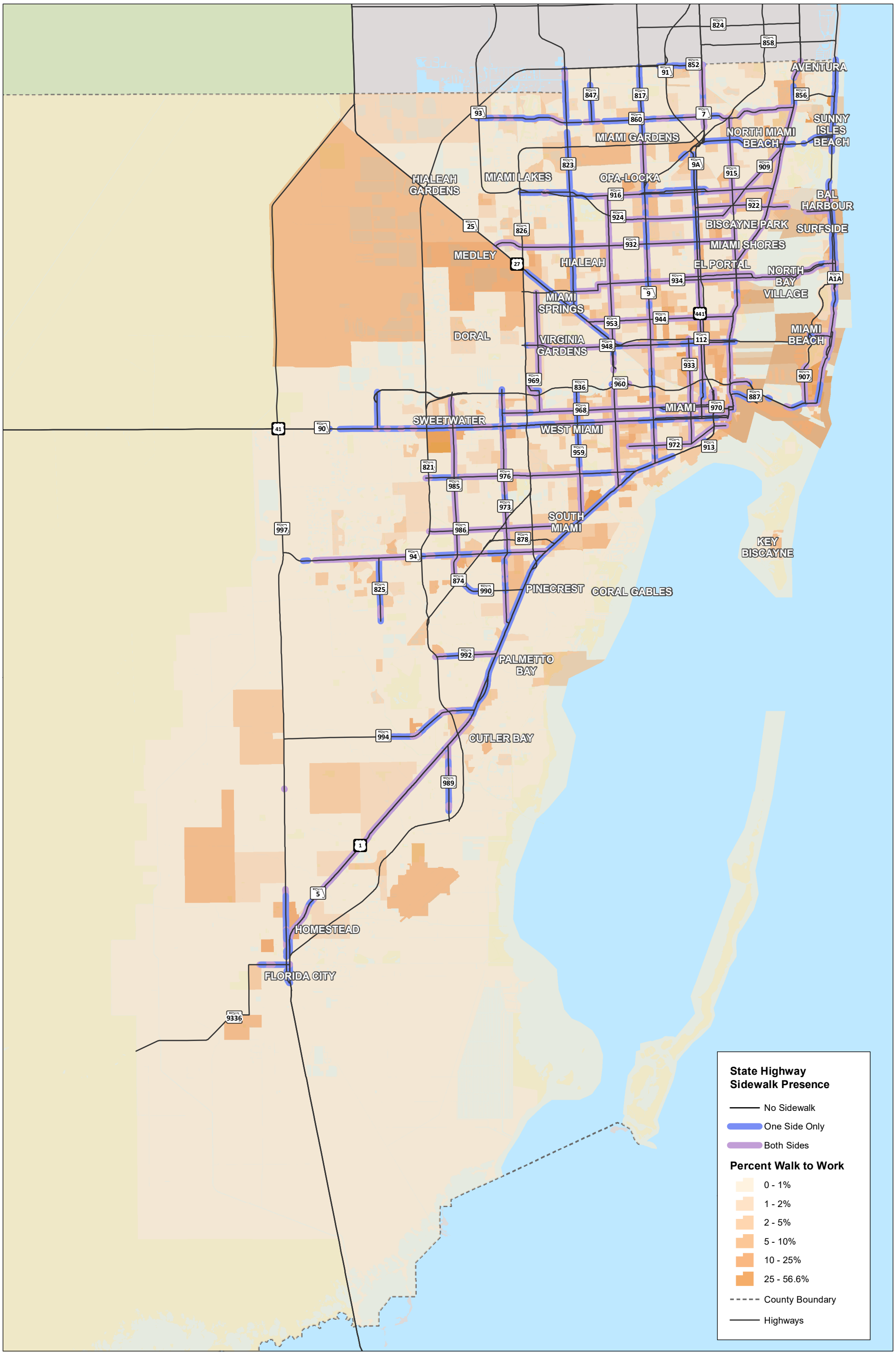


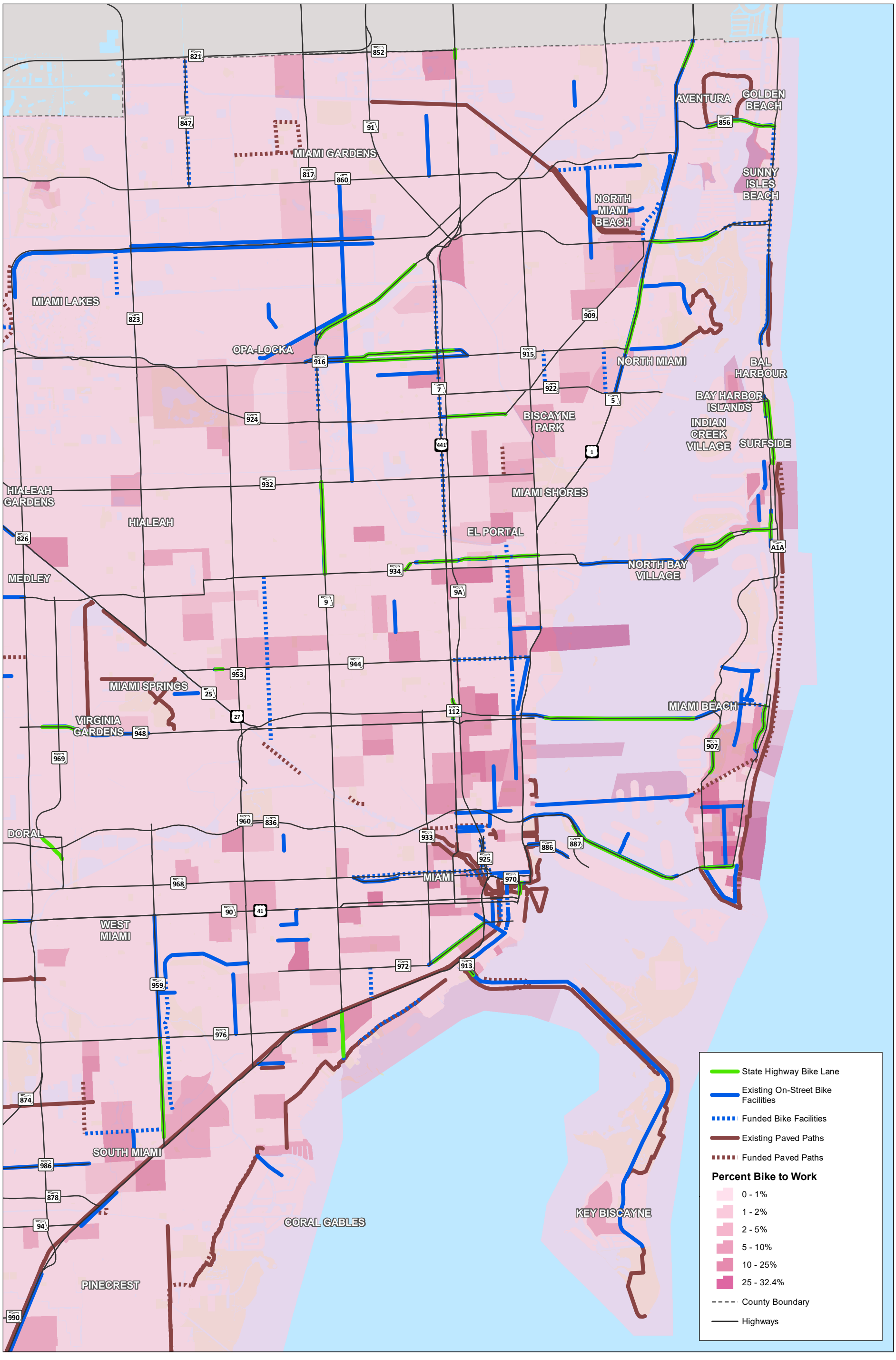
Walking Mode Split and Presence of Sidewalk
Miami-Dade County, Florida

Figure **12d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 12 - Walking Mode Split and Presence of Sidewalk.mxd - lhunt - 4:00 PM 9/24/2018



N

0 2 Miles

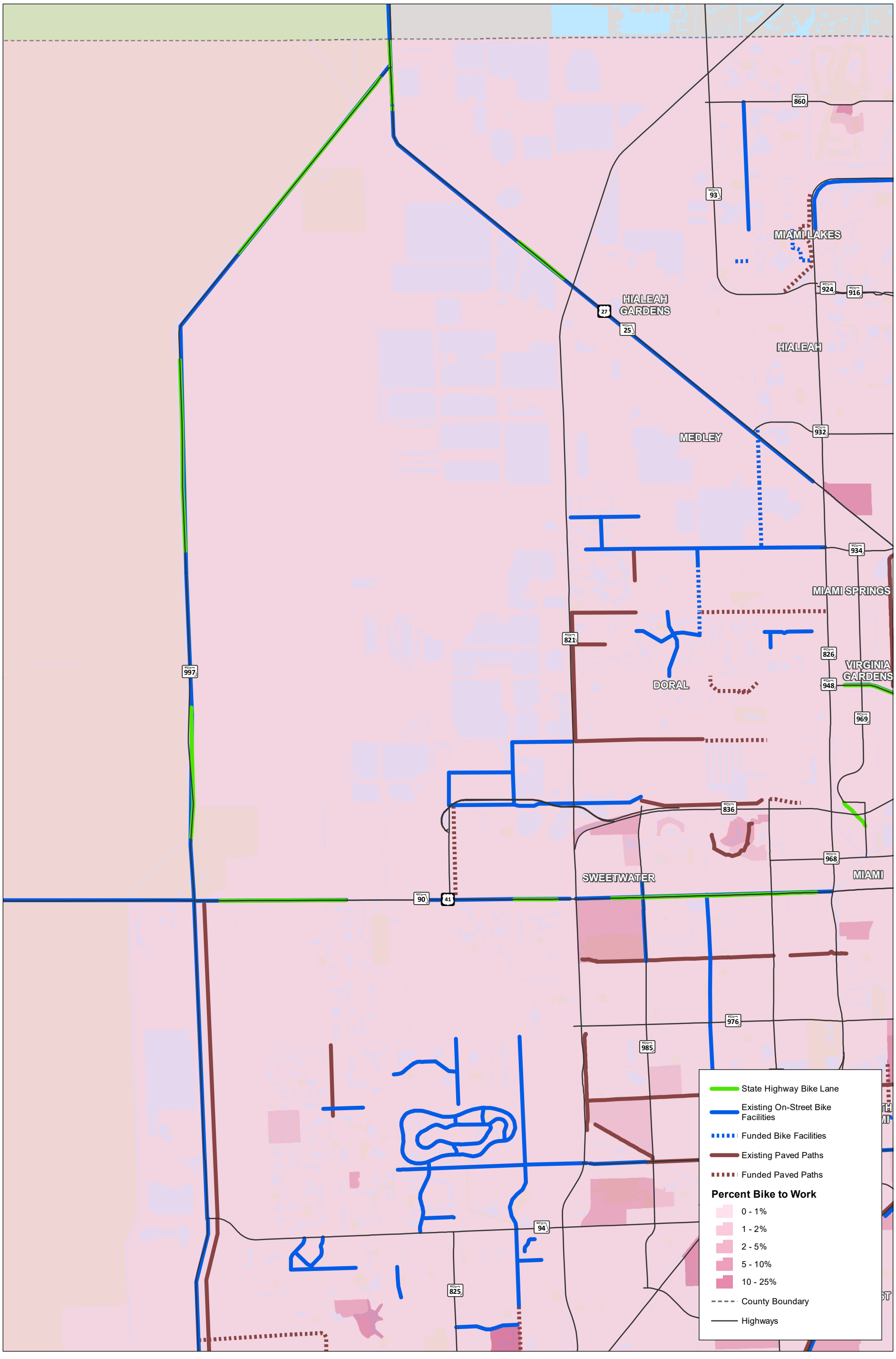
Biking Mode Split and Presence of Bicycle Infrastructure Miami-Dade County, Florida

Figure **13a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 13 - Biking Mode Split and Presence of Bicycle Infrastructure.mxd - lhunt - 11:39 AM 9/27/2018



N

0 2 Miles

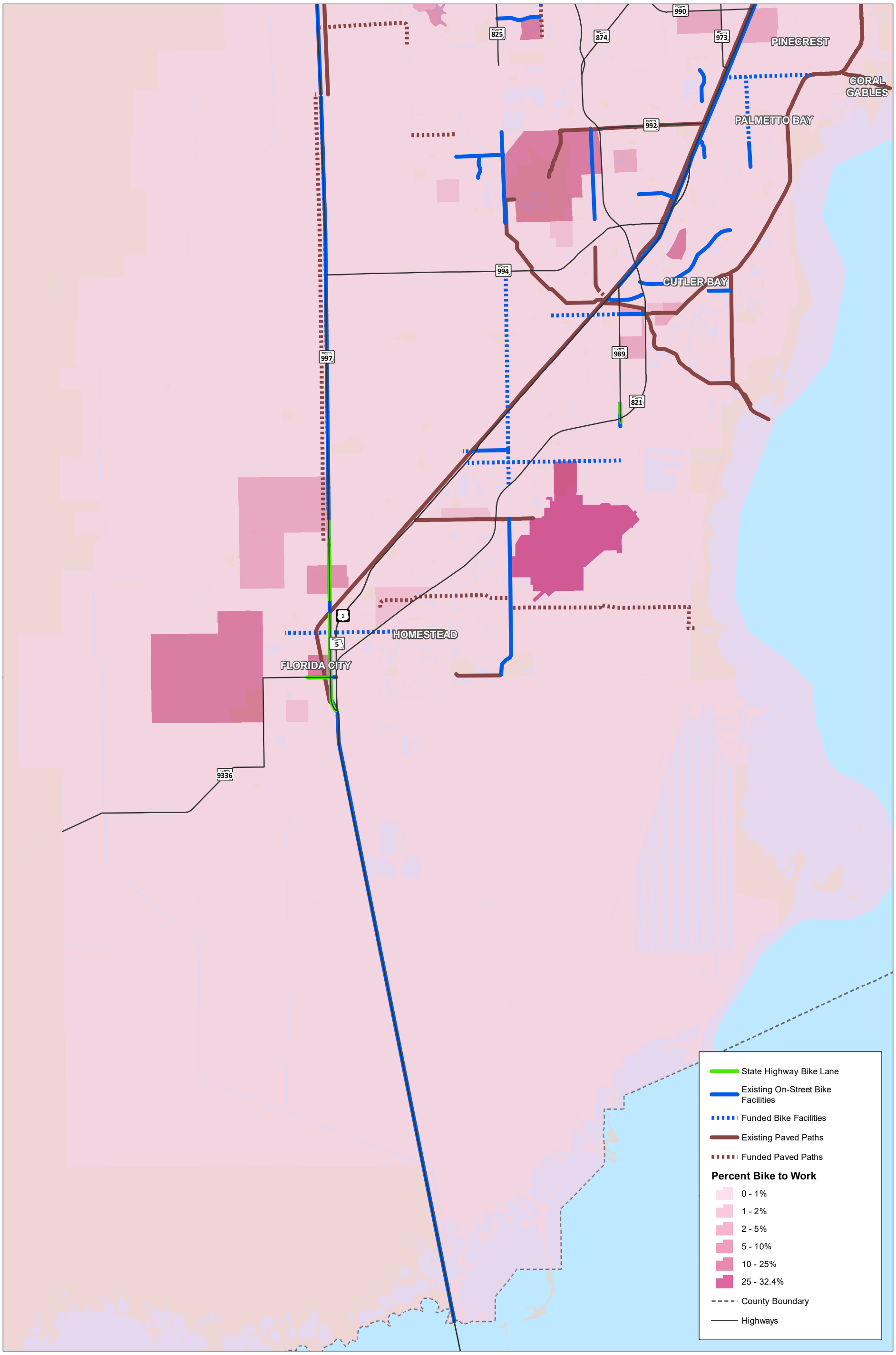
Biking Mode Split and Presence of Bicycle Infrastructure Miami-Dade County, Florida

Figure **13b**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 13 - Biking Mode Split and Presence of Bicycle Infrastructure.mxd - lhunt - 11:40 AM 9/27/2018



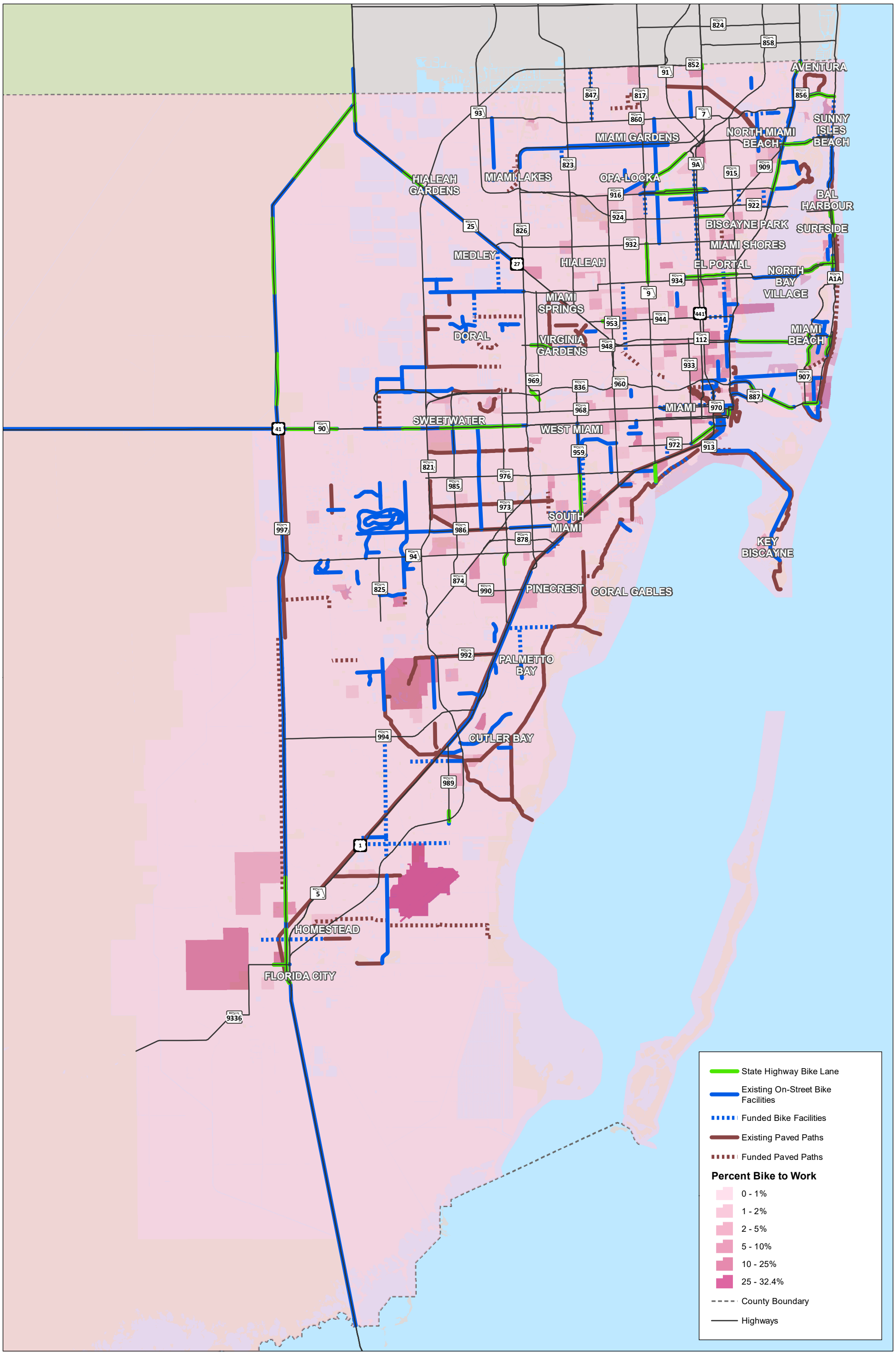
Biking Mode Split and Presence of Bicycle Infrastructure Miami-Dade County, Florida

Figure **13c**

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 13 - Biking Mode Split and Presence of Bicycle Infrastructure.mxd - lhunt - 11:41 AM 9/27/2018

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library



Biking Mode Split and Presence of Bicycle Infrastructure Miami-Dade County, Florida

Figure **13d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 13 - Biking Mode Split and Presence of Bicycle Infrastructure.mxd - lhunt - 11:42 AM 9/27/2018

Barriers to the Local Bicycle Network

The state road system is an important part of the overall roadway network in MDC, but it also only encompasses a small portion of the total roadway network. While pedestrian and bicycle travel along state roads, the ability for pedestrians and bicyclist to cross a state road, in many cases, can be just as important. There may be cases where the local bike network need to permeate the state network or for pedestrians to cros the network is just as important as facilities along the state road.

Figure 14 shows where the roadway network has a posted speed limit of 35 MPH or greater. The bicycle network on state and local roads is also shown. This helps us better understand where the bicycle network is uncomfortable for the general population. Research indicates that when traffic speeds exceed 35 MPH, separation is needed for the bike facility to be comfortable for the general population[1]. This speed is also a typical indicator that the road is uncomfortable to cross without at least a signalized intersection.

This does not mean a separated facility is required on all roads with posted speed limits of 35 mph or greater. In fact, many times even a separated facility on these streets may not be comfortable for the general population due to high turn volumes at the intersections or due to the discomfort where two roads that exceed 35MPH intersect. In these cases, the map allows us to identify when finding a parallel route or identifying key crossings for the local network is a much more practical application that has a higher return on ridership. The map helps highlight what parts of the local network can be leveraged for continuous low-stress trips between communities as well as the parts of the state network that are critical.

There are communities in the map where paved, off street or separated facilities cross state roads. These are of particular interest, because the network can be built off these facilities as a “spine” for the network. This includes:

- Northside Villiage, Surfside, Indian Villiage Creek, Bay harbor Islands and Bal Harbour do not have a connection to the mainland before crossing or ending up on a state road without a bike facility and a posted speed limit of 35 MPH.
- The Miami Riverwalk Trail permeates I-95, but has limited opportunities to connect to the downtown street network.
- The MPath connects multiple communities along the coast, however, there are limited bicycle facilities that connect to the MPath from the east side of US 1.
- Snake Creek Trail crosses several communities and North Miami Beach, Aventura and Norland.
- The Opa-Locka, Hileah, Miami Springs and Hileah Gardens community has limited, orphaned bike facilities and several high speed state roads that run through the community.
- Sweetwater is surrounded by high speed state roads without continuous bike facilities across the local and state network.

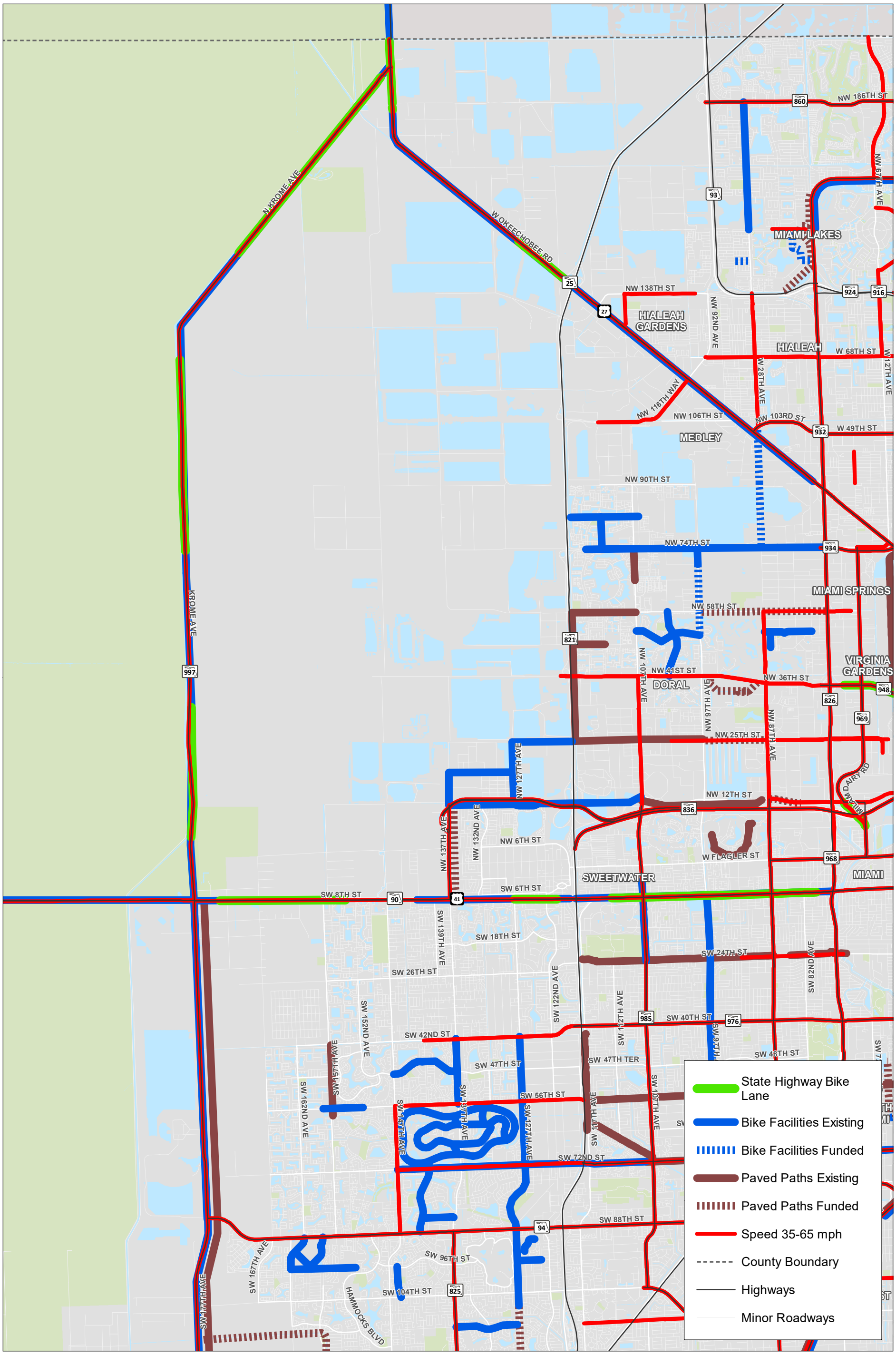
[1] https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf

Posted Speed Limit 35+ MPH and State and Local Bicycle Network Miami-Dade County, Florida

Figure **14a**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 14 - Posted Speed Limit 35+ MPH and Local Bicycle Network.mxd - lhunt - 2:32 PM 9/24/2018



FDOT

N

0 2 Miles

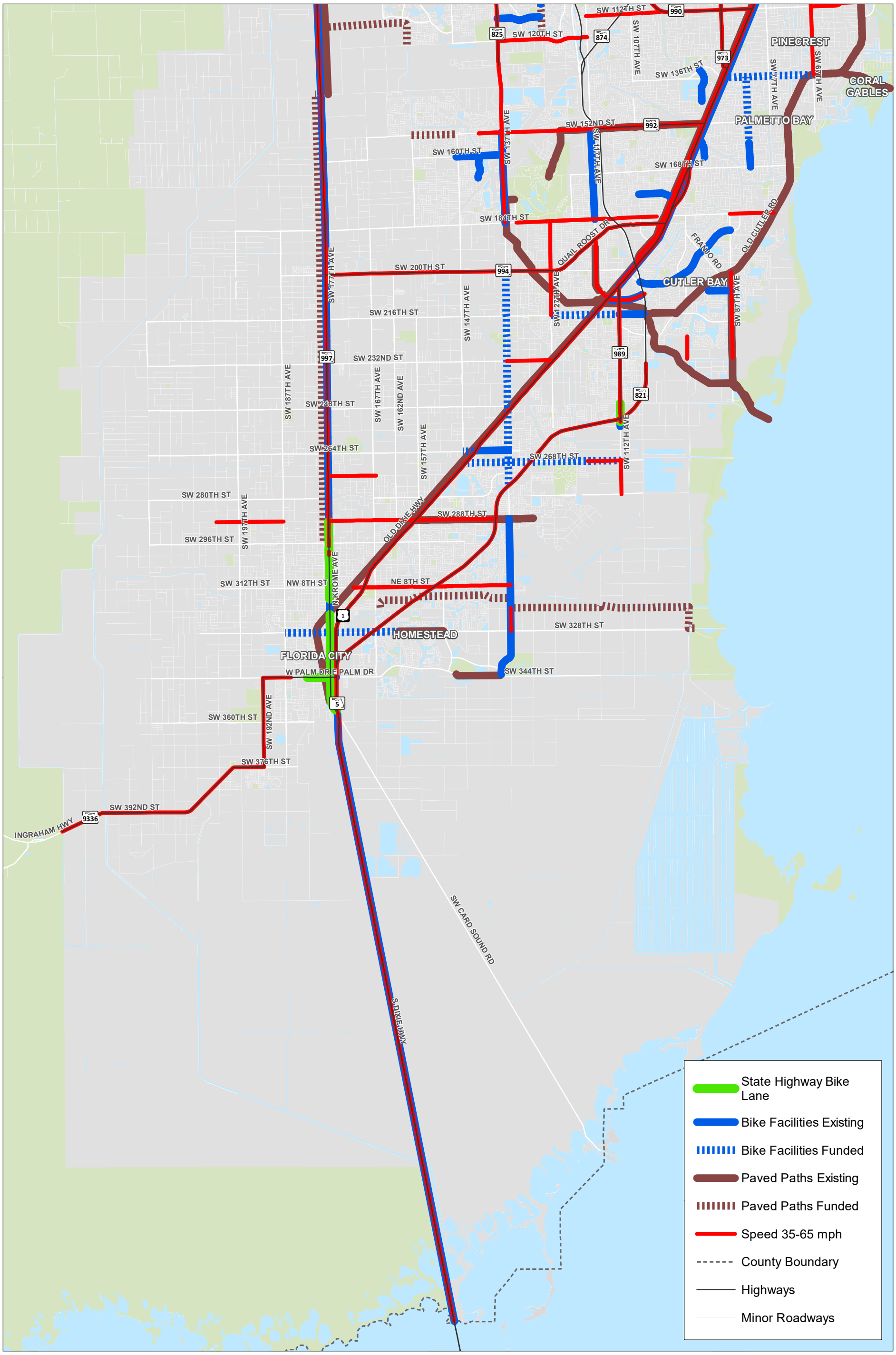
Posted Speed Limit 35+ MPH and State and Local Bicycle Network Miami-Dade County, Florida

Figure **14b**

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 14 - Posted Speed Limit 35+ MPH and Local Bicycle Network.mxd - lhunt - 2:32 PM 9/24/2018



N

0 2 4 Miles

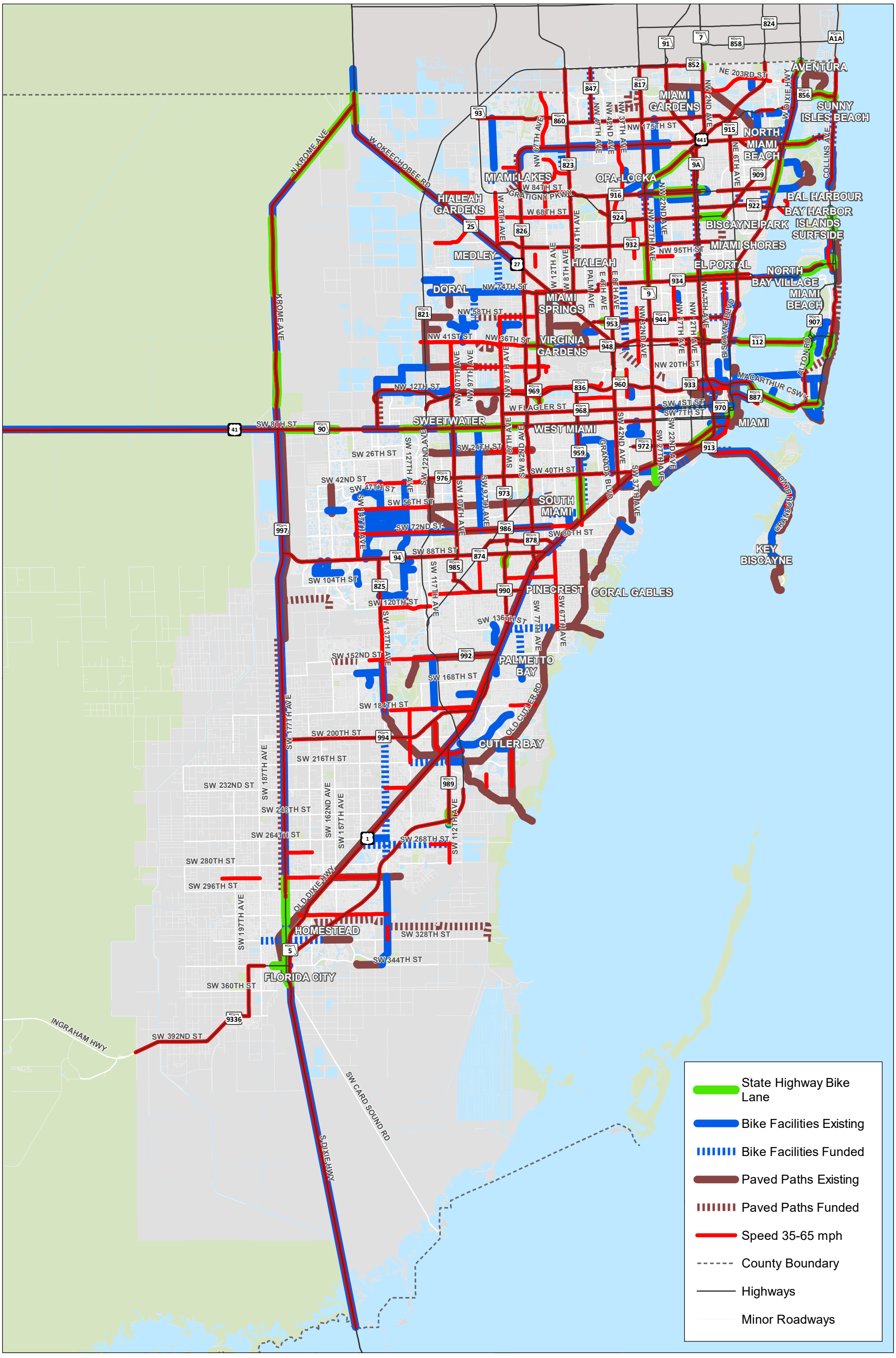
Posted Speed Limit 35+ MPH and State and Local Bicycle Network Miami-Dade County, Florida

Figure **14c**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

KITTELSON & ASSOCIATES

H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 14 - Posted Speed Limit 35+ MPH and Local Bicycle Network.mxd - lhunt - 2:33 PM 9/24/2018



Posted Speed Limit 35+ MPH and State and Local Bicycle Network Miami-Dade County, Florida

Figure **14d**

Coordinate System: NAD 1983 HARN StatePlane Florida East FIPS 0901 Feet
Data Source: Miami-Dade GIS Data Portal, Florida Geographic Data Library

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H:\19\19383 - FDOT D6 Intermodal Systems Dev. Contract\TWO 18 - Bicycle Pedestrian Master Plan\GIS\MXD\Final\Figure 14 - Posted Speed Limit 35+ MPH and Local Bicycle Network.mxd - lhunt - 2:34 PM 9/24/2018

LITERATURE REVIEW

A literature review was completed to leverage planning work already completed by various agencies at the local, county, MPO and state-wide level. The purpose is to identify projects that may have already been planned for implementation on the SHS and to understand where the SHS can serve as a connection to existing and planned local facilities. The literature review also leverages previous planning efforts to understand gaps and opportunities in policy, programs and funding.

The literature review was completed at two levels: (1) a review of local plans and (2) a review of plans and work programs in MDC that have been developed by the state, county and MPO agencies.

The review of local documents identified projects within any municipal bicycle and pedestrian master plans within MDC. Note, not all municipalities are represented in the review, only municipalities that had a bicycle or pedestrian master plan that was publicly available for review. Each plan that was reviewed is summarized in 0 and identifies key takeaways from the document as well as any major proposed projects. There were several overall themes that overlapped several of the plans, including:

- Overall, local communities have good data within their municipal boundaries, these data sources were noted and may be used for later tasks in the study,
- Several of the plans identified a potential need to coordinate with Florida Turnpike on projects,
- Some municipalities have priority project lists. Many of these lists identify sidewalk gaps and crosswalk locations,
- Priorities around active transportation are varied – ex. Sunny Isles identified numerous locations for pedestrian bridges,
- Many plan recommendations included park and ride (for bicyclists) and trailhead locations,
- And, transit's role is important to municipalities in making bicycle and pedestrian connections.

A review of several plans and work programs that relate to the county was also conducted. This review focused on identifying projects that are likely to be implemented in the next 5 years and projects that would provide critical pedestrian and bicycle connections to upcoming transit investments. 0 summarizes the key takeaways and projects for each plan. There were several overall themes that overlapped several of the plans, including:

- There are many funded pedestrian and bicycle projects that are funded through a larger transit project. These projects are focused on making bicycle and pedestrian connections to transit projects identified in the SMART plan and connections to existing Metrorail and Metro mover stops.
- Transit station access improvements are focused on filling in sidewalks gaps and adding or enhancing pedestrian crossings.
- Safe Route to School recommendations focus on pedestrian improvements along key walking routes identified around the schools.
- The Miami-Dade 2040 Bicycle/Pedestrian Plan showcase projects and the Protected Bike lane Demonstration Plan focus' on greenways and trail recommendations throughout the county.

FINDINGS AND NEXT STEPS

The goal of the implementation program is to identify projects and a process that will best use the state roadway network to support safe pedestrian and bicycle travel. The network of state roadways are typically complete and continuous so that they provide direct connections between key employment and residential hubs. The data presented in this memo demonstrates there are many opportunities to better leverage the state roadway network to serve bicycle and pedestrian trips. To leverage the data presented and analyzed in the existing conditions assessment, there are several ways to efficiently identify gaps in the network and to prioritize how these gaps can best be addressed. The following outlines a few potential approaches to achieving this:

- One challenge the state network has in serving bicycle and pedestrian trips is the long distances between origins and destinations and the reality that the distance the general population will tolerate for a biking or walking trip. Given that a reasonable walking trip is 0.5 miles or less and a typical biking trip is 3 miles or less, there may be value on focusing how the State network can support those trips. To identify meaningful projects that will serve these trips, one approach would be to identify "focus areas" for the bicycle and pedestrian network so that how the state roadway is interacting and supporting these types of trips can be assessed at a more detailed level.
- Another proposed approach would be to identify key origins and destinations throughout the County and identify the gaps to serving those trips. This may include key bicycle trips between communities of concern and major employment hubs, long-haul recreational trips, or connections to transit.
- Another approach could be to identify everywhere on the network where a bicycle or pedestrian facility is not implemented or is considered inadequate based on the speed and volume. Then, identify the gaps that are crucial to supporting the local bike network or where on the state network a facility is needed due to a need and/or lack of a parallel option. This analysis would focus on trips between communities versus specific origin and destinations . Finally, a framework would be developed to help identify the appropriate pedestrian and/or bicycle improvement based on the context of the street (context classification/land use, trip it is serving, speed, volume) and whether the gap has been identified as a "crucial" connection. The facility selection framework would help develop the appropriate projects for each of the gaps as they rise to the top in priority through the program.
- A final proposed approach would be to start with the assumption that all state facilities will require a sidewalk and a minimal bike facility (that facility to be determined) and based on a prioritization criterion, identify locations where more premium (wider sidewalks, separated or buffered bike lanes) are preferred. For example, this may include advising where wider sidewalks or additional crossings are necessary within a half- mile of a transit station or where buffered or protected bike lanes are advisable based on a connection to an existing trail or between a community and an economic center that lacks a parallel route.

All the proposed approaches would result in a list of projects that could then be prioritized. However, the first two approaches would not necessarily result in identifying gaps on every road in the State Network, but rather, focus on identifying gaps that, if filled, will likely have the highest return on ridership. The second two approaches will result in identifying gaps for the entire network, with a focus on prioritizing where premium facilities are needed to serve trips across the county at locations where a higher demand or need is identified.

APPENDIX A- LITERATURE REVIEW SUMMARY

Summary of Local Plan's Review

Document Date Authors/Institution	Key Takeaways	Key Proposed Infrastructure Projects (If Applicable)
Miami Lakes Greenways and Trails Master Plan, 2014, Kimley-Horn	Report consists of Executive Summary, Purpose and Need, Proposed Facilities from Prior Plans, Transportation Mobility Analysis, Network Identification and Supplemental Infrastructure, and Implementation Steps, Costs and Design Guidelines	Proposed network plan (page 29) Primary trail facilities (page 32+)
Village of Palmetto Bay Bicycle and Pedestrian Master Plan, 2009, Corradino	Report consists of 6 tasks: 1) Background and existing conditions, 2) Public Involvement Plan, 3) Vision, Goals, Objectives and Needs, 4) Data Collection and Analysis, 5) Recommendations, and 6) List of Prioritized Improvements	Sidewalk network (page 5-2) Commercial connectors (page 5-6) Priority projects are identified as short- term, mid-term and long-term (pages 6-3 to 6-5)
Town of Cutler Bay Bicycle and Pedestrian Master Plan, 2011, Corradino	Report consists of 6 tasks: 1) Background Information, 2) Public Involvement, 3) Vision, Goals, Objectives and Needs, 4) Existing Conditions, 5) Analysis, and 6) Projects/ Recommendations/ Costs	Missing sidewalk (page 5.4) Pedestrian network and regional access proposed projects (page 6.2-6.3)
City of Miami Beach Bicycle Pedestrian Master Plan, 2015, Street Plans Collaborative	Report consists of Goals and Policy, Planning Process, Criteria and Approach, Bicycle Network Plan, and Bicycle Parking	Category 2 Improvements include protected bike lanes and shared paths adjacent to state roadways with mention of critical regional connections at the causeways (page 54)
Coral Gables Bicycle/Pedestrian Plan, 2014, Stantec and Street Plans Collaborative	Report consists of Data Collection and Analysis, Existing Conditions Analysis, Vision, Goals and Objectives, Recommendations, and Implementation and Funding List	Crosswalk improvements along US-1 (page 75) Recommendations map (page 61)
Over town Wynwood Bicycle Pedestrian Mobility Plan, 2014, Kimley-Horn	Report consists of Introduction, Plan Objective, Literature Review, Transportation Mobility Analysis, Recommended Improvements and Summary	Recommended improvements for crosswalks (page 42) illustrated on bicycle and pedestrian facilities needs map (page 77)
(City of) Miami Bicycle Master Plan, 2009, Street Plans Collaborative and HNTB	Report consists of Executive Summary, Introduction, Background Research, Existing Bikeway Network Conditions, Outreach Efforts, Bikeway Network Plan, Bicycle Parking Plan, Safety and Awareness, and Evaluation Plan	2030 Bicycle network plan map and list of projects (page 6-6) 2010 Bicycle network plan map and list of projects (page 6-9) 2015 Bicycle network plan map and list of projects (page 6-14) 2020 Bicycle network plan map and list of projects (page 6-26)
City of North Miami Bike, Park and Ride, 2009, Kimley-Horn	Report consists of Introduction, Existing Bicycle Parking Facilities, Existing Bicycle Parking Standards, Best Practices of Bicycle Parking Requirements, Recommended Revisions to the City's Land Development Regulations, Transit Park-and-Ride Feasibility, Recommended North Miami Bicycle Parking Requirements, Updated Future Bicycle Network, and Implementation Plan	Proposed Bicycle Park and Ride Locations for transit (page 38) Updated Future Bicycle Network (page 53)
City of Aventura Unified Master Plan for Pedestrian and Bicycle Connectivity, 2017, Corradino	Report consists of Executive Summary, Review of Background Information and Previous Studies, Data Collection and Analysis, Goals, Objectives and Needs, and Project Bank	Project Bank projects include: Sidewalk on Biscayne Blvd. (page 73) Enhanced crosswalk on Biscayne (pages 80, 81, 86, 87) Lehman Causeway ramp access (page 96)

Document Date Authors/Institution	Key Takeaways	Key Proposed Infrastructure Projects (If Applicable)
2016 Transportation Master Plan, Sunny Isles Beach (revised 2018), Corradino and Bell David	Report consists of Executive Summary of Priorities, Executive Summary, Introduction and Vision, Public Engagement Process, Data Collection and Analysis, Multimodal Transportation, Project Development, Implementation, and Summary of Recommendations	Numerous priority level I projects including installing pedestrian bridges at numerous locations along Collins and pedestrian islands at multiple locations along Collins (pages 6-7)
Bikeway Map and Safety Rules brochure, 2015, Doral	Informational brochure with safety information and a bikeway network map	N/A
City of Doral Bikeway Network Plan, 2015, Kimley-Horn with Alta	Report consists of Introduction, Existing Conditions Analysis and Data Inventory, Creating a Balanced Approach, Trail Network, and Implementation Guidelines	Bikeway network plan with proposed off-street bikeways (page iii and 22) Seven trails were identified to connect community facilities (page 43+) Plan includes recommendations for trailhead locations (page 78)
Bicycle and Pedestrian Mobility Plan for the City of Miami Gardens, 2013, Kimley-Horn	Report consists of Introduction, Plan Objective, Purpose and Need, Literature Review, Transportation Mobility Analysis, Goals and Objectives, Recommended Improvements, and Summary	Recommended improvements include: Bicycle lanes (page 63) Bicycle boulevard corridors (page 64) Bike boxes (page 65) Pedestrian crossing treatments (page 70) Pedestrian mobility improvements (page 72) Snake Creek Trail and Sun Life Stadium connectivity (page 81) Golden Glades Tri-Rail station access (page 82) Planned facilities and recommended improvements map (page 91)
City of Miami Gardens Recreational Trails Master Plan/Map, Danny O. Crew, City Manager	Report consists of 13 Chapters and includes recommended trail routes for 6 trails	Master Plan Map with 6 trails (page 11) Recommendations included a bike lane on US 441 and Turnpike easements (pages 29-30)

Summary of County, MPO and State Plan's Review

Document Date Authors/Institution	Key Takeaways	Key Proposed Infrastructure Projects (If Applicable)
2017 Annual Report: Strategic Miami Area Rapid Transit (SMART Plan) http://www.miamidadetpo.org/library/reports/2017-annual-report.pdf 2017 Miami-Dade Transportation Planning Organization	The SMART Plan proposes to advance six rapid transit corridors and a network of Bus Express Rapid Transit (BERT) service to improve transportation mobility and provide a world-class transit system. (page 4) The BFC award recognizes Miami-Dade County's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies. (page 9)	• Town of Cutler Bay: Caribbean Boulevard bicycle lanes from the HEFT to the Bel-Aire Canal (this facility was initially proposed in the Town of Cutler Bay's 2011 Bicycle-Pedestrian Master Plan). Caribbean Boulevard in Cutler Bay is a "Main Street" type of facility; the project is intended to improve multimodal mobility, including new bus shelters, improved pedestrian facilities, and the construction of bicycle lanes. (page 12)
MPO Strategic Miami Area Rapid Transit (SMART Plan)	The SMART Plan proposes to advance six rapid transit corridors and a network of Bus Express Rapid Transit (BERT) service to improve transportation mobility and provide a world-class transit system.	• North Corridor (NW 27th Avenue); LRT and/or premium transit technology (page 3) • Beach Corridor; LRT and/or premium transit technology (page 3) • East-West Corridor SR-836; LRT and/or premium transit technology (page 3) • South Dade TransitWay; conversion of US-1 Busway from Enhanced Bus Service to LRT and/or premium transit technology (page 3) • Kendall Corridor; LRT and/or premium transit technology (page 3)
Safe Routes to School Documentation of Operations and Maintenance Issues 2017 Marlin Engineering	A Safe Route was identified for every school, with a majority of the recommended infrastructure improvements occurring along those streets. As a part of the efforts of identifying the Safe Route, the entire school attendance boundary was surveyed for student walking patterns, traffic patterns, and any observed safety issues. These streets should be the first point of review for stakeholders including DTPW, MDCPS, school administrators, and parent/teach associations to evaluate walking and biking conditions for students. (page 6) The Safe Route can be a baseline for checking the maintenance status of pavement markings, mowing, tree trimming, and sign condition. After review of the Safe Route, all streets within a mile of the school, inside the attendance boundary should be reviewed. (page 6)	• Ten Schools were reviewed for the SRTS Infrastructure Plans and the infrastructure applications were submitted to FDOT in December 2016. All recommendations were approved, and improvement projects should be forthcoming in the new few years. (page 6) ○ Rainbow Park Elementary ○ Norwood Elementary ○ North County K-8 Center ○ Golden Glades Elementary ○ Benjamin Franklin K-8 Center ○ Charles R. Hadley Elementary ○ Mae M. Walters Elementary ○ Lake Stevens Elementary ○ Henry E.S. Reeves Elementary ○ Dante Fascial Elementary
Transportation Improvement Program 2018-2022 20	• The TIP categorizes all transportation improvements and identifies priorities, which establish multi-year fiscal programming. (page 16) • The thrust of Miami-Dade County's effort to enhance the mobility of the urban population, achieve a balanced transportation system, to meet energy conservation needs, to improve air quality, as well as to preserve or enhance the physical and social environment of the community, is evident when it is noted that approximately 23.4% of the FY 2018-2022 program budget is devoted to public transit projects. It should be noted that Primary, Interstate and Turnpike categories combined constitute about 67.0% of the approximate $9.02 billion in the FY 2018-2022 program budget. (page 17) • The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle & pedestrian improvements in conjunction with all capacity and resurfacing projects. Bicycle	• Pages 35-45 list of various projects for Beach Corridor ○ City of Miami – Metromover Station Access Improvements; sidewalk (page 42) ○ City of Miami Beach Beachwalk II; Bike Path/Trail (page 42) ○ Atlantic Greenway Trail; Bike Path/Trail (page 42) • Pages 47-60 lists of various projects for East-West Corridor ○ Safe Rts to School Kinloch Park Elementary & Middle Schools; Pedestrian Safety Improvements (page 55) ○ Ludlam Bikepath; Bikepath (page 55) • Pages 62-68 lists of various projects for Kendall Corridor ○ Underline; Pedestrian/bicycle improvements (page 68)

	& pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the federally funded Transportation Alternatives Program (TAP) or state funded Shared Use Non-motorized (SUN) Trail Program. (page 259) • The Florida Department of Transportation (FDOT) makes use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). The Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program focusing on school zones. The budget for TAP, SRTS projects in the FY 2018 – 2022 Work Program, are $36.3 million and $6.3 million dollars respectively. (page 259)	○ Ludlam Bikepath; Bikepath (page 68) • Pages 70-81 lists of various projects for North Corridor ○ Safe Rts to School JMS Bright / JW Jhnsn; Morningsde; Nathn Yng; Suny Isle; Pedestrian Safety Improvements (page 77) ○ SR 817 / NW 27 Avenue; Pedestrian Safety Improvements (page 77) ○ Safe Rts to Schl Crstvw ES; Edison Pk k8 Ctr; Pedestrian Safety Improvements (page 77) ○ Safe Rts to School Bunche Pk Elm, Mia Gdn Elm, Myrtle Grv K8 & Twin Lk; Sidewalk (page 77) • Pages 83 – 94 lists of various projects for North Corridor ○ City of Miami – Metromover Station Access Improvements; Sidewalk (page 92) ○ Safe Rts to School Jms Bright / JW Jhnsn; Morningsde; Nathn Yng; Suny Isle; Pedestrian Safety Improvements (page 92) ○ Safe Rts to School Arch Crk, E M.Hartnr, Lakevw, Es N Miami, J. Diego Middl; Bike Lane/Sidewalk (page 92) ○ City of Miami Shores – Multimodal Mobility Improvements; Bike Path/Trail (page 92) • Pages 96-107 lists of various projects for South Dade Transitway ○ SR 5 / US-1 / South Dixie Hwy; Pedestrian Safety Improvement (page 107) ○ Safe Rts to School Florida City Elementary and Robert R. Moton Elem.; Sidewalk (page 107) ○ Underline; Bicycle/Pedestrian Improvements (page 107) • Pages 109-123 lists of various projects for Flagler Corridor ○ Safe Rts to School Kinloch Park Elementary & Middle Schools; Pedestrian Safety Improvements (page 120) ○ City of Miami – Metromover Station Access Improvements; Sidewalk (page 120) ○ Safe Rts to School Citrus Grove; Fairlawn; Shenandoah; Silver Bluff Elem; Pedestrian Safety Improvements (page 120) ○ SR 90 / US-41 / SW 8 Street; Pedestrian Safety Improvements (page 120) ○ From E of SR9 / SW 27 Ave to SR5 / Brickell Ave & SR9 @ SW 7st; Pedestrian Safety Improvements (page 121) ○ Safe Rts to Schl Crestvw ES; Edison Pk K8 Ctr; Lorah Pk ES, Sweetwtr Es; Pedestrian Safety Improvements (page 121) ○ Ludham Bikepath; Bikepath (page 121) • Pages 125-136 lists of various projects for South Miami Dade Express ○ SR 5 / US-1 / South Dixie Highway; Pedestrian Safety Improvement (page 135) ○ SAFE RTS TO SCHOOL FLORIDA CITY ELEMENTARY AND ROBERT R. MOTON ELEM.; Sidewalk (page 135) ○ Underline; Pedestrian / Bicycle Improvements (page 135) ○ Ludham Bikepath; Bikepath (page 135) • Pages 138-144 lists of various projects for North West Miami Dade Express ○ Town of Miami Lakes Sidewalk Improvements; Bike Lane/Sidewalk (page 144) ○ Town of Miami Lakes 2.0; Bike Path/Trail (page 144) • Pages 146-153 lists of various projects for South West Miami Dade Express ○ Underline; Pedestrian/Bicycle Improvements (page 152) ○ Ludham Bikepath; Bikepath (page 152) • Pages 155-162 lists of various projects for Florida Turnpike Express • Pages 164-178 lists of various projects for Beach Express ○ Overtown Greenway along NW 11st; Bike Path/Trail (page 176) ○ City of Miami along NW 17st between NW 7 Ave and NW 9 Ave; Bike Path/Trail (page 176) ○ SAFE RTS TO SCHOOL ARCH CRK, E M.HARTNR, LAKEVWES;N MIAMI, J.DIEGO MIDDL; Bike Lane/Sidewalk (page 176) ○ SAFE RTS TO SCHL CRESTVW ES; EDISON PK K8 CTR; LORAH PK ES, SWEETWTR ES; Pedestrian Safety Improvements (page 176) ○ SR 924 / NW 119 Street; Bike Lane/Sidewalk (page 177)

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		○ SAFE RTS TO SCHOOL CARRIE MEEK / WESTVW, FLAGAMI, H.O. SIBLEY & SHADOWLWN; Sidewalk (page 177) ○ Atlantic Greenway Trail; Bike Path/Trail (page 177) ○ City of Miami Shores – Multimodal Mobility Improvements; Bike Path/Trail (page 177) • Biscayne Trail Seg D, SW 328 ST / SW 137 Ave to Homestead Bayfront Park; Bike Path/Trail (page 191) • Overtown Greenway along NW 11st; Bike Path/Trail (page 194) • Districtwide Safety Pushbutton Contract; Safety Project (page 205) • NE 183RD Street; Bike Path Trail (page 206) • South Miami Ave; Bike Lane/Sidewalk (page 209) • SAFE RTS TO SCHOOL HIALEAH GARDNS ELEMENTARY; Pedestrian Safety Improvement (page 211) • SAFE RTS TO SCHOOL KINLOCH PARK ELEMENTARY & MIDDLE SCHOOLS; Pedestrian Safety Improvement (page 211) • CITY OF MIAMI ALONG NW 17 ST BETWEEN 7 AVE AND NW 9 AVE • City of Miami along NW 17st between 7 Ave and NW 9 Ave; Bike Path/Trail (page 211) • City of Miami Miami Woman's Club Baywalk; Bike Path/Trail (page 212) • Town of Miami Lakes Townwide Bicycle/Pedestrian Improvements; Bike Path/Trail (page 212) • City of Miami – Metromover Station Access Improvements; Sidewalk (page 215) • Town of Miami Lakes – Sidewalk Improvements; Bike Lane/Sidewalk (page 215) • SR 922 / NE 125 Street – Downtown North Miami Pedestrian Enhancement; Sidewalk (page 216) • City of Hialeah – West 4th Ave Sidewalk & Guardrail Improvements; Bike Lane/Sidewalk (page 216) • City of Miami Beach – Mid-Beach Recreational Corridor Phase III; Bike Path/Trail (page 216) • Snake Creek Trail Underpass Preliminary Engineering Study; Pedestrian/Wildlife Underpass (page 217) • SAFE RTS TO SCHOOL CITRUS GROVE; FAIRLAWN; SHENANDOAH; SILVER BLUFF ELEM; Pedestrian Safety Improvement (page 217) • SAFE RTS TO SCHOOL JMS BRIGHT / JW JHNSN;MORNINGSDE;NATHN YNG;SUNY ISLE; Pedestrian Safety Improvement (page 217) • SR 5 / US-1 / South Dixie Highway; Pedestrian Safety Improvement (page 218) • SR 934 / Normanday Drive; Pedestrian Safety Improvement (page 219) • SR 934 / Normanday Drive and Rue Vendome; Pedestrian Safety Improvement (page 219) • SR 817 / NW 27 Avenue; Pedestrian Safety Improvement (page 220) • SR 9 / NW 27 Avenue; Pedestrian Safety Improvement (page 220) • Town of Cutler Bay – Manta Drive Roadway Improvement Project; Sidewalk (page 232) • City of Miami Springs Bicycle/Pedestrian Mobility Study & Master Plan; Bike Lane/Sidewalk (page 233) • DTPW – Rickenbacker Causeway Green Bike Lanes Segment A – Phase I; Bike Path/Trail (page 233) • City of Miami – DDA Biscayne Green; Bike Lane/Sidewalk (page 233) • Tow of Medley – Multimodal Mobility Study and Impact Assessment; Bike Lane/Sidewalk (page 233) • North Beach Corridor – Various Bike Path Links, ADA Access, Sidewalk +; Bike Path/Trail (page 236) • Village of Pinecrest Citywide Bicycling Improvements; Bike Path/Trail (page 236) • The Underline-Mpath / Brickell Backyard Project; Bike Path/Trail (page 236)

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		• SAFE RTS TO SCHOOL ARCH CRK, E M.HARTNR, • LAKEVW ES;N MIAMI, J.DIEGO MIDDL; Bike Lane/Sidewalk (page 237) • SAFE RTS TO SCHOOL CORAL REEF, HOWARD DRIVE AND PERRINE; Pedestrian Safety Improvements (page 237) • SAFE RTS TO SCHOOL KEY BISCAYNE K8; Pedestrian Safety Improvements (page 238) • SAFE RTS TO SCHOOL COMSTOCK ES, GRATGNY ES, AND HIBISCUS ES; Pedestrian Safety Improvements (page 238) • SAFE RTS TO SCHL CRESTVW ES; EDISON PK K8 CTR; LORAH PK ES, SWEETWTR ES; Pedestrian Safety Improvements (page 238) • City of Miami Beach Beachwalk II; Bike Path/Trail (page 239) • City of Coral Gables – Alhambra Circle Bike Lanes; Bike Lane/Sidewalk (page 239) • Town of Miami Lakes G.R.E.E.N.; Bike Path/Trail (page 239) • Miami Shores Multimodal Mobility Improvements; Bike Path/Trail (page 239) • Black Creek Trail Segment B Phase I; Bike Path/Trail (page 240) • City of North Miami – NE 8th Avenue Green Trail; Bike Path/Trail (page 240) • City of South Miami SW 62 Avenue Ped and Bike Mobility Enhancements; Bike Path/Trail (page 240) • Town of Cutler Bay Bike/Ped Facility Improvements; Bike Path/Trail (page 240) • SR 907/Alton Road from 43 Street to east of Allison Road; Complete Streets Project (page 260) • List of Public Transportation Projects (pages 261 & 262) • Multimodal Projects List in detail (pages 291-301) • Transit Projects List in detail (pages 306-354) • Highway Projects List in detail (pages 355-797) • Miscellaneous Projects List in detail (pages 907 -953) • Transportation Planning List in detail (pages 954-974) • SouthCorn Pedestrian Bridge; Pedestrian Bridge Relocation (page 1058) • MDT Pedestrian Overpass at University Metrorail station; construction of pedestrian bridge (page 1281) • Biscayne S Dade; bike path/trail (page 1324) • Biscayne Trail/SW 87 Ave; bike path/trail (page 1324) • Biscayne Trial Seg D. SW 328 St / SW 137 Ave to Homestead Bayfront Park; bike path/trail (page 1324) • Black Creek Trail Segment B Phase I; bike path/trail (page 1324) • Black Creek Trail; bike path/trail (page 1324) • City of Miami – DDA Biscayne Green; bike lane/sidewalk (page 1326) • City of Miami – Metrmover Station Access Improvements; sidewalk (page 1327) • City of Miami – Miami River Greenway Curtis Park East; sidewalk (page 1327) • City of Miami along NW 17 St between NW 7 Ave and NW 9 Ave; bike path/trail (page 1327) • City of Miami Beach; bike path/trail (page 1327) • City of Miami Beach- Mid-Beach Recreational Corridor Phase III; bike path/trail (page 1327) • City of Miami Beach – Northshore Open Space Beachwalk; bike path/trail (page 1327) • City of Miami Beach Beachwalk II; bike path/trail (page 1327) • City of Miami Miami Woman's Club Baywalk; bike path/trail (page 1327) • City of Miami Shores – Multimodal Mobility Improvements; bike path/trial (page 1327) • City of Miami Springs Bicycle/Pedestrian Mobility Study & Master Plan; bike lane/sidewalk (page 1327)

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		• City of North Miami – NE 8th Avenue Green Trail; bike path/trail (page 1328) • City of South Miami SW 62 Avenue Ped and Bike Mobility Enhancements; bike path/trail (page 1328) • Districtwide (ADA) Compliance Consultant; Sidewalk (page 1332) • Districtwide (ADA) Pushbutton Construction; Pedestrian Safety Improvement; Pedestrian Safety Improvement (page 1332) • DTPW – Rickenbacker Causeway Green Bike Lanes Segment A – Phase I; Bike Path/Trail (page 1344) • Miami Shores Multimodal Mobility Improvements; bike path/trail (page 1362) • N Beach Rec Corridor; Bike Path/Trail (page 1365) • NE 183rd Street; Bike Path/Trail (page 1365) • North Beach; Bike Path/Trail (page 1367) • Old Cutler Trail; Bike Path/Trail (page 1372) • Overtown Greenway Along NW 11st; Bike Path/Trail (page 1372) • South Miami Avenue; Bike Lane/Sidewalk (page 1381) • Southcorn Pedestrian Bridge; Pedestrian Bridge Relocation (page 1381) • SR 5 / US-1 S Dixie Highway; Pedestrian Safety Improvement (page 1385) • SR 817 / NW 27 Avenue; Pedestrian Safety Improvement (page 1387) • SR 9 / NW 27 Avenue; Pedestrian Safety Improvement (page 1391) • SR 90 / SW 7 St; Pedestrian Safety Improvement (page 1391) • SR 90 / US-41 / SW 8 Street; Pedestrian Safety Improvement (page 1392) • SR 916 / NW 135 Street between Alexandria Drive & Sesame Street; Pedestrian Safety Improvement (page 1393) • SR 922 / NE 125 Street – Downtown North Miami Pedestrian Enhancement; Sidewalk (page 1393) • SR 924 / NW 119 Street; Bike Lane/Sidewalk (page 1394) • SR 934 / Normandy Drive; Pedestrian Safety Improvement (page 1395) • Village of Pinecrest Citywide Bicycling Improvements; Bike Path/Trail (page 1417) • Village of Virginia Gardens – Community Bicycle and Pedestrian Improvement; Bike Path/Trail (page 1417)
Miami-Dade 2040 Bicycle/Pedestrian Plan Kimley-Horn and Associates, Inc.	• Miami-Dade County is in the southeastern part of Florida and is the most populated county in Florida with approximately 2,591,035 people. The county is bounded by Broward, Monroe, and Collier counties. As the third largest county in Florida in land area, Miami-Dade County contains approximately 2,431 square miles with 35 incorporated municipalities. Miami-Dade County's transportation network consists largely of a grid street system with streets running east-west and avenues running north-south. (page 5) • Miami-Dade County provides eight large-scale parks among numerous smaller parks and recreation facilities. Two national parks are in Miami-Dade County including Everglades National Park and Biscayne National Park. (page 5) • It is critical to enhance non-motorized transportation mobility and accessibility in Miami-Dade County to connect the county's cities, neighborhoods, and surrounding facilities. Pedestrian and bicycle-friendly environments invite residents to patronize local businesses, walk or bike to work and school, and access public	• Showcase Projects ○ Atlantic Trial (page 61) ○ Rickenbacker Causeway (page 63) ○ Biscayne Boulevard (page 65) ○ Snake Creek Trail (page 67) ○ M-Path/GreenLink (page 69) ○ Miami Avenue/NE 1st Avenue Cycle Track (page 71) ○ Flagler Trail (page 73) ○ Ludlam Trial (page 75) ○ Neighborhood Greenways (page 77) ○ Bicycle Commuter Stations (page 79) ○ Prioritized List of Projects (pages 92-99)

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	transportation for longer trips. Furthermore, promoting walking and bicycling in Miami-Dade County achieves important sustainability, health, and recreation goals as well. (page 5) • The Miami-Dade 2040 Bicycle/Pedestrian Plan presents a vision and improvement strategies developed through public engagement activities and technical analysis to enhance the important non-motorized transportation network of Miami-Dade County. This Plan serves as the non-motorized element of the 2040 Long Range Transportation Plan (LRTP). (page 6) • The vision of the Miami-Dade 2040 Bicycle and Pedestrian Plan is to enhance the accessibility, safety, public health, social equity, environment, and overall quality of life within Miami-Dade County by creating interconnected bicycle and pedestrian friendly communities throughout the county. (page 7) • According to the 2009 National Household Travel Survey, nearly 28 percent of all trips are two miles or less in length. Approximately 17 percent of trips are less than one mile, yet less than two percent of all trips are made by bicycle and less than 11 percent of all trips are made by walking. (page 16) • 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. (page 16) • Work trip characteristics in the Miami-Dade County demonstrate that residents are less likely to make work trips on foot or bicycle than by utilizing car, truck, or van. Based on the 2007-2011 American Community Survey 5-Year Estimates, 77.1 percent of residents in Miami-Dade County utilize unshared car, truck, or van to commute to work, while only 9.6 percent of residents utilize shared car, truck, or van to commute to work. Less than three percent of residents in Miami-Dade County commute to work by walking or other means; however, based on the 5-year estimates, there has been an increase in the number of residents that commute to work by walking or biking. Below provides an estimate for the number of residents that commuted to work by walking or bicycling for the years 2006 and 2011. (pages 16-17) • Based on the data provided, the number of residents in Miami-Dade County that commute to work by bicycle has increased by 9.6 percent and the number of residents that commute to work by walking has increased by 2.8 percent. (page 18) • The Miami-Dade MPO updates the Pedestrians and Bicyclists Injuries and Fatalities report on an annual basis. A wealth of data stretching back to 1990 demonstrate that the raw number of bicycle and pedestrian fatalities and injuries have declined significantly over the past two decades. However, very recent data indicate that we may have reached a leveling off (or perhaps a slight increase) of the injury numbers, while fatalities seem to be still slightly decreasing. The numbers demonstrate success in the Federal, State, and Local emphasis on non-motorized transportation safety over the last 20 years. The numbers are generally improving, but more improvement is needed. (pages 47-48) • The Walksafe program is an elementary school based programed that educates students on safety and health through an interactive environment. Based on a 10-year pedestrian injury analysis (1997-2007), the WalkSafe program has resulted in a 43 percent decrease in pedestrian injuries for ages (0-14). (page 48) • Detailed Lists of Bike Safety Programs (pages 49-50) Miami-Dade County contains 110.5 miles of paved paths and 149.3 miles of unpaved paths. (MPO 2035). The county also provides 607.5 miles of greenways. (MPO 2035) (page 58)	

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Bicycle Wayfinding System Study Miami-Dade MPO and Kimley Horn 2016	• Miami-Dade County's current bicycle route numbering and wayfinding system has been in place since the early 1980s. (page 5) • The current system provides even numbers to east-west routes and odd numbers to north-south routes, as well as some lettered bicycle routes for some facilities (including the M-Path, the Venetian Causeway, and Krome Avenue). Although the intent may have been to progress the numbering system in a geographic method (in ascending order north to south and east to west), a chronological system has been adopted as new facilities are built. Therefore, the existing bicycle route numbering method does not give the users of the network any information with regards to their relative location within the county. (page 5) • Many of Miami-Dade County's bicycle facilities, particularly the more urban facilities, are not represented on the County's Bicycle Route System. (page 5) • The current designated bicycle route network in Miami-Dade County is heavily influenced by the South Dade Greenway Network Master Plan, and consists almost exclusively of canal trails and shared-use paths. The resulting network represents recreational bicycle routes but does not include routes used for more regular bicycle commuters, particularly in the central and northern parts of the County. (page 5) • Many of the designated bicycle routes are segments that do not provide continuous connection from origins to destinations, and therefore do not provide users with a continuous network that will guide them to where they need or want to go. (page 5) • The proposed bicycle route designation system accounts for geographic orientation of the routes as well as relative location within the County. Similarly to how the existing network was initially set up, the proposed Miami-Dade Bicycle Route System would assign even numbers to east-west corridors in ascending order from north to south, and odd route numbers for north-south corridors in ascending order from east to west. Numbers that are multiples of five (5, 10, 15, etc.) would be reserved for major corridors. (pages 5-6) • A comprehensive guide to bicycle wayfinding in Miami- Dade County will consist of decision, turn, and confirmation signs. (page 6) • Only a dozen new bicycle routes have been designated in the past decade, while the number of bicycle lane miles and the number of bicycle commuters has more than tripled in that time. (page 11) • The system has expanded to include over 8,000 miles of designated bicycle routes in 15 states including …. Florida (page 13) • The National Corridor Plan identified numbered corridors that link major destinations, cities, and transportation hubs across the nation. The corridors are 50-mile wide areas along which a route may exist or may be developed. These corridors are intended to provide guidance to states looking to implement US Bike Routes. (page 13) ○ Florida currently has 2 USBRs USBR 1 and USBR90 ○ National City Transportation Officials (NACTO) NACTO classifies bicycle wayfinding signs into three types: confirmation signs, turn signs, and decision signs. (page 22) ○ Optional Features Route numbering systems may be used but are not required for designated bicycle systems. (according to NACTO) (page 22) ○ In addition to bicycle route signs and bicycle guide signs identified in the MUTC, a municipality may choose to provide bicycle route map signs for additional wayfinding. Furthermore, wayfinding signs may be placed on	• 5 pilot projects that were selected (page 7) ○ Sunset Drive (page 7); a continuous arterial bicycle route corridor (page 34) ○ NW 14th Avenue within the boundaries of Model City and Brownsville (page 7); bicycle boulevard/neighborhood greenway routing and wayfinding (page 34) ○ "The Zig-Zag" connecting Black Point Park to Homestead Bayfront Park in the south-eastern part of the County (page 7); popular bicycle route through a primarily rural environment (page 34) ○ Baywalk in Downtown Miami (page 7); wayfinding in an urban core setting (page 34) ○ County-wide signage at Tri-Rail, Metrorail, and Metromover stations (page 7); wayfinding at transit hubs (page 34) • Potential Routes identified for future implementation (page 34) ○ Pine Tree Drive/La Gorce Drive ○ Collins Avenue/Indian Creed Drive/A1A ○ Atlantic Trail ○ NE 2nd Avenue ○ Bike Route 14/Biscayne Trail SR 916/NW 135th Street

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	'feeder' streets between bicycle routes and nearby destination to help users make their way onto the network. Lastly, pavement markings may be used to reinforce routes and directional signage. (pages 22-23) ○ Today, Miami-Dade County has approximately 30 numbered bicycle routes and three bicycle routes that are assigned a letter. (page 24) ○ Miami-Dade's bicycle route designation system is facility-based, meaning route numbers are assigned only when a bicycle facility is made available and a route designation request is received by Miami-Dade County Public Work Department. The proposed Miami-Dade County Bicycle Route System is a trip-based system, rather than the facility-based system that currently exists. This means that routes will extend along corridors and will not be restricted to the limits of an existing bicycle facility.	
Unified Planning Work Program for Transportation Planning Activities Miami-Dade Transportation Planning Organization 2018	The Unified Work Program for Transportation Planning Activities summarizes planned and funded projects.	• Recommended projects from municipal partners selected from the competitive process include the following awarded amounts: ○ City of Coral Gables Road Network Level of Stress Assessment (page 59) ○ Town of Cutler Bay Cutler Bay Mobility Hubs Plan (page 59) ○ City of Miami Beach Miami Beach Convention Center Pedestrian, Bicycle, and Transit Safety and Connectivity Project (page 60) ○ Village of Palmetto Bay SMART Mobility Hubs and Transit Infrastructure Plan (page 60) ○ City of Sunny Isles Beach 174th Street Pedestrian Bridge Planning Study (page 60) ○ City of West Miami City Wide Traffic Study (page 61) ○ Downtown Miami SMART Corridor Hub Traffic Circulation and Connectivity Study (page 61) ○ Flagler Trail Master Plan (page 61)
Countermeasures for Pedestrian and Bicycle High Crash Locations Kimley Horn/Miami-Dade MPO 2016	• Florida has been continuously ranked among the highest in terms of pedestrian and bicycle fatality rates in the United States. Miami-Dade County has had the highest number of pedestrian and bicycle crashes in Florida. Pedestrian fatalities accounted for 31 percent of Miami-Dade County's total fatal crashes in 2013, which is greater than the statewide average of 21 percent. Bicycle fatalities accounted for approximately five percent of the County's fatal crashes. (page 2) • Between 2008 and 2013, there were 7,028 pedestrian crashes, including 388 fatal crashes. Overall, one in 18 pedestrian crashes resulted in a fatality. (page 2) • Between 2008 and 2013 there were 3,854 bicycle crashes, including 47 fatal crashes. Overall, one in 82 bicycle crashes resulted in a fatality. The number of bicycle crashes increased by 74 percent between 2008 and 2013. (page 4) • A sustained effort is essential to achieving significant improvements in pedestrian and bicycle safety. The following process is recommended for the on-going analysis of crash data, evaluation of countermeasures, and coordination with responsible agencies. (page 8) ○ Update the analysis of pedestrian and bicycle high-crash location every three years. Use annual data updates to monitor implementation of countermeasures and track crash patterns by geographic area, age-group, or crash type. (page 8) Create a Community Traffic Safety Team (CTST) devoted to pedestrian and bicycle safety. (page 8)	

Document Date Authors/Institution	Key Takeaways	Key Proposed Infrastructure Projects (If Applicable)
Public Participation Plan Miami-Dade Transportation Planning Organization	Public involvement incorporates the general public into the transportation decision-making process that can potentially affect their neighborhood. (page 42)	
Protected Bike Lanes Demonstration Plan Marlin / Miami-Dade Transportation Planning Organization 2017	• This plan is intended to present Protected Bike Lanes as a transportation solution for Miami-Dade County to consider for fast-track implementation in two recommended locations. (page 8) • There currently are no Florida design standards for PBLs, but there are common guidelines used in cities across the United States (page 10) • In the past decade, Miami-Dade rose from just over 3,000 to over 7,000 commuters on bicycle. (page 11) • Data however also shows an imbalance between male and female bicycle commuters with females accounting for only 25% of total ridership. PBLs may help attract more female riders. (page 11) • PBLs have been shown to successfully fill first-mile/last-mile gaps for bicycle trips connecting to transit and daily destinations. (page 11) Case studies for New York City, Portland, Washington, D.C., Austin, Boston, and Tampa (pages 15-17)	• By 2018, Flagler Street from Miami Avenue to Biscayne Boulevard will reduce car lanes by two and double sidewalk widths on both sides of the street. (page 19) • Existing and developing shared-use paths (pages 27-30) ○ The Underline (M-path) ○ South Dade Trail ○ Ludlam Trail ○ Miami River Greenway ○ Black Creek Trail ○ Snapper Creek Greenway Current Miami-
First Mile – Last Mile Options with High Trip Generator Employers 2017 The Corradino Group Miami-Dade Transportation Planning Organization	• The connecting journeys before and after the transit ride are influential enough to encourage or discourage a person to ride transit again. (page 10) • The satisfaction of each part of the journey is not evenly weighted based on actual distance or time, but perceptually weighted based on a person's own needs and comfort levels for each part of the trip. In this way, the 5-minute walk in undesirable conditions can discourage a 15-minute transit journey, even if the person will use more total time and cost to make the journey by a personal automobile. (page 10) • Successful fixed-route transit services rely on direct alignments through high-density corridors. Traditionally, it was left to individual riders to get themselves to and from transit stops by walking, bicycling, driving, or getting dropped off or picked up. (page 10) • Improve the quality of life for Miami-Dade County residents by decreasing their 242 hours of average annual time commuting, of which 74 hours are attributable to congestion delay.1 Using FLM strategies and transit, some of these hours can be more productively or enjoyably spent on the move but not driving. (page 17) • In Miami Dade County, the Miami Central Business District (CBD) and Brickell is the Regional Center. (page 31) • In Miami Dade County, the transit-related Community Centers are Dadeland South, the Civic Center, and the Miami Intermodal Center (MIC) as a major regional destination, employment center and intermodal center. (page 32) • In Miami Dade County, most of the other stops along the MetroRail lines and Busway are broadly categorized as Neighborhood Centers. (page 33) • Pedestrian access to the station is typically the most prevalent FLM modal choice in the Transit Core, with bicycle and urban alternative personal mobility (such as skateboards, electric boards, skates, etc.) also used. The Transit Neighborhood is also in the realm of high pedestrian, bicycle and urban alternative personal	

Document Date Authors/Institution	Key Takeaways	Key Proposed Infrastructure Projects (If Applicable)
	mobility; however, vehicular modal strategies become increasingly important because of the lower densities and greater distance to the transit station/stop. (page 34) • The part of the station area that rings around the Transit Core and is within a walk distance of ¼-mile to ½-mile is called the Transit Neighborhood. (page 35) • The part of the station area that rings around the Transit Neighborhood and is within a walk distance of ½-mile to 1-mile is called the Transit Supportive Area. (page 35) • Beyond development forms, densities, intensities and lifestyles, the Institute lists among the components of TOD, five FLM general strategies (bolded) in addition to land development strategies. (page 42) ○ Walkable design with pedestrian as the highest priority ○ High density, walkable district within 10-minute walk circle surrounding train station ○ Designed to include the easy use of bicycles and scooters as daily support transport ○ Large ride-in bicycle parking areas within stations ○ Bikeshare rental system and bikeway network integrated into stations • The minimum transit rider potentials are based on assumed percentages that must be refined with more quantitative survey data. As a reference point, the Miami Downtown Development of Regional Impact (DDRI) Increments I, II and III, as part of its transportation methodology, has established mode splits of: Transit: 19% for the A&E District, 22.4% for the CBD District and 14.2% for the Brickell District; Bike and Pedestrians: 10% for the A&E District, 10% for the CBD District, and 15% for the Brickell District (45). • Pedestrian Walking Strategies (pages 56-64) • Age group and income distribution inferred that the bike to work market is predominantly just entering the workforce. (page 85) • The largest proportion of the bike-to-work commuters are students and educational workers. This suggests that university campuses and high schools should have high priority for establishing safe, secure and comfortable bicycle pathways and infrastructure to connect to transit stations. (page 85) Retail employment has the lowest participation in bike-to-work travel even in cities with well-developed bicycle infrastructure. (page 85)	
Evaluation of Multimodal Mobility Options South Miami-Dade Area The Corradino Group January 2017	• This study proposes 92 multimodal projects, including more than 30 additional transit pro-jects to support the SMART Plan. (page 5) • In the coming years, South Miami-Dade County will be the fastest growing part of the region in population. (page 10) • South Miami-Dade is not considered an employment center. Jobs are largely concentrated along the US-1 corridor and in the West Kendall area. (page 10) • South Miami-Dade has six bicycle trails and a hand full of bicycle lanes. These form a “skeletal network” of bicycle facilities that, if expanded, could connect the corridors and hubs. (page 11) • This analysis indicates South Miami-Dade has half as many jobs as workers. So, each day tens of thousands of workers leave the study area to reach jobs elsewhere. Conversely, about 50,000 workers who live outside of the study area drive in each day. About 50,000 workers live and work in the study area. (page 14) Twenty percent of South Miami-Dade workers travel to jobs in the City of Miami. Kendall, an-other major employment hub, attracts about seven percent of the area’s workers with the City of Doral attracting approximately six per-cent. (page 15)	

APPENDIX B

BPTool Excel Spreadsheet Summary Tables

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Bicyle Road Segment Prioritization Tool

							SAFETY				EQUITY				DEMAND						CONNECTIVITY				TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Bike Crashes	Safety Points	No Vehicles	Bellow Average Poverty	No Veh+ Below Pov	Equity Points	School Half Mile	Parks Half Mile	Universities and College	Rail Stations	BusStops	Demand Points	Bike Facilities	Paved Path	No Parallel Facility	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
1	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	10560	0.000	2.001	0	13	13	2	N	Y	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	8			
2	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	10560	2.001	4.001	1	8	9	2	N	Y	Y	2	Y	Y	Y	Y	Y	3	N	N	N	0	7	4425391	PEDESTRIAN SAFETY IMPROVEMENT	50%
3	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	9603	4.001	5.820	0	5	5	1	N	Y	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	7			
4	87240101	SR 9	SR 9	523	0.000	0.099	0	0	0	0	N	N	N	0	Y	Y	Y	N	N	3	Y	N	N	1	4			
5	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	0.000	2.001	0	19	19	3	Y	N	N	1	Y	Y	Y	Y	Y	3	N	Y	N	1	8	4401731	LIGHTING	100%
6	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	2.001	4.001	0	20	20	3	N	Y	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	8	4401731	LIGHTING	100%
7	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	4.001	6.002	0	20	20	3	N	Y	Y	2	Y	Y	N	Y	Y	3	N	N	N	0	8	4291852	RESURFACING	100%
8	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	6.002	8.003	0	21	21	3	N	Y	Y	2	Y	Y	N	Y	Y	3	Y	N	N	1	9	4291852	RESURFACING	100%
9	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	8.003	10.003	0	9	9	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	6	4380761	PD&E/EMO STUDY	100%
10	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	10560	10.003	12.004	1	4	5	2	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	6	4401741	LIGHTING	100%
11	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	8793	12.004	13.669	1	1	2	2	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	7	2516846	INTERCHANGE RAMP	83%
12	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	10560	0.000	2.001	0	7	7	1	N	N	N	0	N	Y	Y	N	Y	2	Y	N	N	1	4	4364261	TRANSPORTATION PLANNING	90%
13	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	10469	2.001	3.983	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5	4380761	PD&E/EMO STUDY	100%
14	87210000	SR 856	SR 856/WILLIAM LEHMAN CSWY	8984	0.000	1.702	0	3	3	1	N	N	N	0	N	Y	N	N	Y	2	Y	N	N	1	4	4365391	BRIDGE - PAINTING	61%
15	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	10560	0.000	2.001	0	8	8	1	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	7	4293464	LANDSCAPING	84%
16	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	6212	2.001	3.177	0	3	3	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	6	4401791	LIGHTING	78%
17	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	2715	3.177	3.691	0	0	0	0	Y	N	N	1	Y	Y	Y	N	Y	3	N	N	N	0	4	4399761	RESURFACING	100%
18	87170001	SR 826	SR 826/SUNNY ISLES BLVD	4293	0.000	0.813	0	2	2	1	Y	N	N	1	N	Y	Y	N	Y	2	Y	N	Y	3	7	4365252	RESURFACING	100%
19	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	10560	0.000	2.001	0	10	10	2	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	6	4283588	ADD LANES & RECONSTRUCT	100%
20	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	10560	2.001	4.001	0	15	15	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6	4402811	LIGHTING	95%
21	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	9123	4.001	5.729	0	9	9	1	N	N	N	0	N	Y	Y	N	Y	2	Y	N	Y	3	6	4365252	RESURFACING	100%
22	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	0.001	2.001	0	9	9	1	N	N	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	7	4380341	LANDSCAPING	100%
23	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	2.001	4.002	2	1	3	2	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	4	4380341	LANDSCAPING	100%
24	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	4.002	6.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1	4380342	LANDSCAPING	100%
25	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	6.003	8.003	0	1	1	1	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	2	4380343	LANDSCAPING	100%
26	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	8.003	10.004	0	1	1	1	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	2	4380343	LANDSCAPING	100%
27	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	10.004	12.005	0	1	1	1	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	2	4380344	LANDSCAPING	100%
28	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	12.005	14.006	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	Y	N	2	2	4380344	LANDSCAPING	100%
29	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	14.006	16.006	0	1	1	1	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	2	4380344	LANDSCAPING	48%
30	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	16.006	18.007	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
31	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	8318	18.007	19.582	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
32	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	10560	0.000	2.001	0	0	0	0	N	Y	N	1	N	Y	N	N	N	1	N	N	N	0	2			
33	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	10560	2.001	4.001	0	0	0	0	N	Y	N	1	N	Y	N	N	N	1	N	N	N	0	2			
34	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	10560	4.001	6.002	0	1	1	1	N	Y	N	1	N	Y	N	N	Y	2	N	N	N	0	4			
35	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	10560	6.002	8.003	0	2	2	1	N	Y	N	1	Y	Y	N	N	Y	3	N	N	N	0	5			
36	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	3840	8.003	8.730	0	0	0	0	N	Y	N	1	Y	Y	N	N	Y	3	Y	Y	N	2	6			
37	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	10560	0.000	2.001	0	16	16	2	N	N	Y	2	Y	Y	Y	Y	Y	3	N	Y	N	1	8			
38	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	10560	2.001	4.001	0	12	12	2	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	6			
39	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	10560	4.001	6.002	0	1	1	1	N	Y	N	1	Y	Y	Y	Y	Y	3	N	N	N	0	5	4380761	PD&E/EMO STUDY	20%
40	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	10560	6.002	8.003	0	5	5	1	N	Y	N	1	Y	Y	Y	Y	Y	3	N	N	N	0	5			
41	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	10560	8.003	10.003	0	8	8	1	N	Y	Y	2	Y	Y	Y	Y	Y	3	N	N	N	0	6	4438531	INTERSECTION IMPROVEMENT	8%
42	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	9079	10.003	11.723	0	3	3	1	N	N	Y	2	Y	Y	N	N	Y	3	N	N	N	0	6			
43	87300000	SR 924	SR-924: SR-826-119 ST NW	7167	4.001	5.359	0	3	3	1	N	N	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	6			
44	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	4178	0.004	0.795	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
45	90003000	SR A1A	SR A1A/S ROOSEVELT BLVD	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
46	90003000	SR A1A	SR A1A/S ROOSEVELT BLVD	4775	2.001	2.905	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
47	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
48	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	2.001	4.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
49	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	4.002	6.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
50	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
51	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
52	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10560	10.004	12.005	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
53	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
54	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	2.001	4.002	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
55	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	4.002	6.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
56	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
57	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
58	90040000	SR 5	US 1/SR 5/OVERSEAS HWY	9239	10.004	11.754	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
59	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.004	2.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
60	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	6998	2.004	3.330	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
61	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	3.330	5.331	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
62	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	5.331	7.331	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
63	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	7.331	9.332	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
64	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	9.332	11.333	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
65	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	11.333	13.333	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
66	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	13.333	15.334	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
67	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5540	15.334	16.383	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
68	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
69	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	2.001	4.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
70	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	4.002	6.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
71	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
72	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
73	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	10.004	12.005	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
74	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	12.005	14.005	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
75	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	14.005	16.006	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
76	90030000	SR 5	US 1/SR 5/OVERSEAS HWY	4267	16.006	16.814	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
77	90060002	SR 5	US 1 SB/SR 5/OVERSEAS HWY	4074	0.000	0.772	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
78	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
79	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	2.001	4.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
80	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	4.001	6.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
81	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
82	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	8.003	10.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
83	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	10.003	12.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
84	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	12.004	14.005	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
85	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	14.005	16.006	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
86	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	16.006	18.006	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
87	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	18.006	20.007	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
88	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	20.007	22.008	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
89	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	22.008	24.009	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
90	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	24.009	26.009	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
91	90020000	SR 5	US 1/SR 5/OVERSEAS HWY	2650	26.009	26.511	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
92	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
93	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	2.001	4.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
94	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	4.002	6.002	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
95	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
96	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
97	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	10.004	12.005	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
98	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	12.005	14.005	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
99	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	14.005	16.006	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Bicyle Road Segment Prioritization Tool

							SAFETY				EQUITY				DEMAND						CONNECTIVITY				TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Bike Crashes	Safety Points	No Vehicles	Bellow Average Poverty	No Veh+ Below Pov	Equity Points	School Half Mile	Parks Half Mile	Universities and College	Rail Stations	BusStops	Demand Points	Bike Facilities	Paved Path	No Parallel Facility	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
100	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	16.006	18.007	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
101	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	2677	18.007	18.514	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
102	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	10560	18.514	20.515	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
103	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5836	20.515	21.620	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
104	90060001	SR 5	US 1/SR 5/OVERSEAS HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	Y	1	N	N	N	0	1			
105	90060001	SR 5	US 1/SR 5/OVERSEAS HWY	5837	2.001	3.106	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
106	90010000	SR 5	US 1/SR 5/N ROOSEVELT BLVD	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
107	90010000	SR 5	US 1/SR 5/N ROOSEVELT BLVD	10560	2.001	4.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
108	90010000	SR 5	US 1/SR 5/N ROOSEVELT BLVD	2838	4.001	4.539	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
109	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	10560	0.000	2.001	0	9	9	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4399831	INTERSECTION IMPROVEMENT	98%
110	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	10560	2.001	4.001	0	12	12	2	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	6	4401721	LIGHTING	100%
111	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	0.000	2.001	0	15	15	2	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	9			
112	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	2.001	4.001	0	11	11	2	N	Y	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	8			
113	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	4.001	6.002	0	16	16	2	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	8			
114	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	6.002	8.003	0	9	9	1	Y	Y	N	2	Y	Y	N	N	Y	3	Y	N	N	1	7	4308173	RESURFACING	100%
115	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	8.003	10.003	0	14	14	2	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	7	4425401	PEDESTRIAN SAFETY IMPROVEMENT	100%
116	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	4303	10.003	10.818	0	1	1	1	N	Y	N	1	Y	Y	N	N	Y	3	Y	N	N	1	6	4370531	INTERCHANGE - ADD LANES	100%
117	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	10560	0.000	2.001	0	5	5	1	N	N	N	0	Y	Y	N	N	Y	3	N	Y	N	1	5			
118	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	10560	2.001	4.001	0	3	3	1	N	N	N	0	N	Y	Y	N	Y	2	Y	N	N	1	4			
119	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	10560	4.001	6.002	0	7	7	1	N	N	N	0	Y	Y	Y	N	Y	3	N	Y	N	1	5			
120	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	10560	6.002	8.003	0	10	10	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4425411	PEDESTRIAN SAFETY IMPROVEMENT	32%
121	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	7916	8.003	9.502	0	7	7	1	N	Y	N	1	Y	N	Y	N	Y	3	Y	Y	N	2	7			
122	87015000	SR 989	SR 989/SW 112 AVE/ALLAPATTAH	10560	0.000	2.001	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4401761	LIGHTING	100%
123	87015000	SR 989	SR 989/SW 112 AVE/ALLAPATTAH	5613	2.001	3.064	0	12	12	2	N	N	N	0	Y	Y	N	N	Y	3	Y	Y	N	2	7	4401761	LIGHTING	100%
124	87019001	SR 817	SR-817/NW 27 AVE	940	0.000	0.178	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4401741	LIGHTING	76%
125	87030000	SR 5	US 1/SR 5	10560	0.000	2.001	1	12	13	3	N	N	N	0	Y	Y	Y	Y	Y	3	N	Y	N	1	7	4377841	PD&E/EMO STUDY	33%
126	87030000	SR 5	US 1/SR 5	10560	2.001	4.001	0	30	30	3	N	N	N	0	Y	Y	Y	Y	Y	3	N	Y	N	1	7	4439161	RESURFACING	100%
127	87030000	SR 5	US 1/SR 5	10560	4.001	6.002	0	9	9	1	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	8	4334553	RESURFACING	100%
128	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	10560	0.000	2.001	0	23	23	3	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	9	4439801	TRAFFIC OPS IMPROVEMENT	21%
129	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	10560	2.001	4.001	1	11	12	3	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	7	4347683	RESURFACING	72%
130	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	10560	4.001	6.002	0	12	12	2	N	N	N	0	Y	Y	N	N	Y	3	N	N	N	0	5	4347683	RESURFACING	100%
131	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	10560	6.002	8.003	0	7	7	1	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	7			
132	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	9070	8.003	9.721	0	5	5	1	Y	N	N	1	Y	Y	Y	N	Y	3	Y	Y	N	2	7			
133	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	0.003	2.004	0	28	28	3	Y	N	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	8	4416721	INTERSECTION IMPROVEMENT	100%
134	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5101	2.004	2.970	0	8	8	1	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	8	4326396	PD&E/EMO STUDY	100%
135	87040101	SR 925	SR 925/NW 3 AVE	2948	0.000	0.558	0	0	0	0	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	6	4293004	RESURFACING	100%
136	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	10560	0.000	2.001	0	2	2	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4			
137	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	10560	2.001	4.001	0	2	2	1	N	N	N	0	N	Y	Y	N	Y	2	N	N	N	0	3			
138	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	4725	4.001	4.896	0	2	2	1	N	Y	Y	2	N	N	N	N	Y	1	N	N	N	0	4	4395221	PEDESTRIAN SAFETY IMPROVEMENT	42%
139	87020001	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5845	0.000	1.107	0	5	5	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	6			
140	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	10560	0.000	2.001	0	1	1	1	N	N	N	0	N	Y	Y	N	Y	2	N	N	N	0	3			
141	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	10560	2.001	4.002	0	8	8	1	N	N	N	0	N	N	Y	N	Y	2	Y	N	N	1	4			
142	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	2940	4.002	4.558	0	1	1	1	N	N	N	0	N	Y	Y	N	Y	2	N	N	N	0	3			
143	87059000	SR 887	SR-887/PORT OF MIAMI TUNNEL	5295	0.000	1.003	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	Y	N	N	1	3	4434321	BIKE PATH/TRAIL	27%
144	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	3389	0.001	0.643	0	9	9	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7			
145	87019000	SR 817	SR 817/NW 27 AVE	10560	0.000	2.001	2	10	12	3	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	8	4401751	LIGHTING	100%
146	87019000	SR 817	SR 817/NW 27 AVE	10560	2.001	4.001	0	16	16	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4291864	INTERSECTION IMPROVEMENT	100%
147	87019000	SR 817	SR 817/NW 27 AVE	3619	4.001	4.687	0	4	4	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4291864	INTERSECTION IMPROVEMENT	100%
148	87037001	SR 907	SR 907/ALTON RD	2142	0.000	0.406	0	0	0	0	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	4	4291931	FLEXIBLE PAVEMENT RECONSTRUCT.	100%
149	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
150	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	2.001	4.002	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
151	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	4.002	6.002	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
152	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2	4447981	BRIDGE-REPAIR/REHABILITATION	19%
153	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
154	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	10.004	12.005	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
155	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	12.005	14.006	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2	4447991	BRIDGE-REPAIR/REHABILITATION	12%
156	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	14.006	16.006	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
157	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	16.006	18.007	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
158	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	18.007	20.008	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	N	N	0	1			
159	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	20.008	22.009	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
160	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	10560	22.009	24.009	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
161	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	9046	24.009	25.723	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
162	87134000	SR 825	SR 825/SW 137 AVE/NW 137 AVE	7790	0.000	1.475	0	1	1	1	N	N	N	0	Y	N	N	N	Y	2	Y	N	N	1	4			
163	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	10560	4.896	6.890	0	6	6	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7			
164	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	3854	6.890	7.620	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4293464	LANDSCAPING	100%
165	87026005	SR 860	SR 860/MIAMI GARDENS DR	10560	0.000	2.001	0	6	6	1	N	Y	N	1	Y	Y	N	N	Y	3	N	N	N	0	5	4388641	TRANSPORTATION PLANNING	100%
166	87026005	SR 860	SR 860/MIAMI GARDENS DR	8775	2.001	3.663	0	8	8	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	5	4275182	RESURFACING	100%
167	87030000	SR 90	US 1/SR 5	1765	10.225	10.556	0	10	10	2	N	Y	N	1	Y	Y	Y	Y	Y	3	Y	Y	N	2	8			
168	87080900	SR 934	SR 934/HIALEAH EXPY	10560	0.006	2.007	0	3	3	1	N	Y	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	7	4380281	TRANSPORTATION PLANNING	57%
169	87080900	SR 934	SR 934/HIALEAH EXPY	10560	2.007	4.007	0	5	5	1	N	Y	N	1	Y	Y	Y	Y	Y	3	N	N	N	0	5	4451681	LIGHTING	73%
170	87080900	SR 934	SR 934/HIALEAH EXPY	10560	4.007	6.008	0	10	10	2	N	Y	N	1	Y	Y	Y	Y	Y	3	Y	N	N	1	7	4451681	LIGHTING	100%
171	87080900	SR 934	SR 934/HIALEAH EXPY	3730	6.008	6.714	0	9	9	1	N	Y	N	1	Y	Y	N	N	Y	3	N	N	N	0	5	4451681	LIGHTING	100%
172	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	10560	0.000	2.001	0	1	1	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	Y	N	2	6	4419661	BRIDGE-REPAIR/REHABILITATION	5%
173	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	10560	2.001	4.002	0	2	2	1	N	N	N	0	N	Y	Y	N	Y	2	Y	Y	N	2	5			
174	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	4717	4.002	4.895	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5			
175	87061000	SR 886	SR 886/PORT BLVD	4341	0.000	0.822	0	0	0	0	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	Y	N	2	6	4419601	BRIDGE-REPAIR/REHABILITATION	57%
176	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	0.000	2.001	0	4	4	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7	4418271	RESURFACING	100%
177	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	2.001	4.001	1	11	12	3	N	Y	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	8	4418271	RESURFACING	100%
178	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	4.001	6.002	1	4	5	2	N	Y	N	1	Y	Y	N	N	Y	3	N	Y	N	1	7			
179	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	6.002	8.003	0	5	5	1	N	Y	N	1	Y	Y	N	N	Y	3	Y	N	N	1	6			
180	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	8.003	10.004	1	3	4	2	N	Y	N	1	N	Y	N	N	Y	2	Y	N	N	1	6	4399171	INTERSECTION IMPROVEMENT	1%
181	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	10.004	12.004	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	Y	Y	N	2	6	4399861	INTERSECTION IMPROVEMENT	62%
182	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	10560	0.000	2.001	0	12	12	2	N	N	N	0	Y	Y	Y	N	Y	3	N	Y	N	1	6			
183	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	10560	2.001	4.001	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	Y	N	1	5			
184	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	10560	4.001	6.002	0	10	10	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	Y	N	2	7			
185	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	8442	6.002	7.601	0	12	12	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6			
186	87052000	SR 924	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	10560	0.000	2.001	1	1	2	2	N	Y	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	8	4399811	RESURFACING	100%
187	87052000	SR 924	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	5916	2.001	3.121	0	4	4	1	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	7	4399811	RESURFACING	16%
188	87133000	SR 825	SR 825/SW 137 AVE/LINDGREN RD	10560	0.000	2.001	0	5	5	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4			
189	87133000	SR 825	SR 825/SW 137 AVE/LINDGREN RD	2907	2.001	2.551	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4			
190	87140001	SR 7	SR 7/GOLDEN GLADES INTERCHANGE	5103	0.000	0.966	1	0	1	2	N	Y	N	1	N	N	N	Y	Y	2	N	N	N	0	5	4283584	INTERCHANGE RAMP (NEW)	100%
191	87046000	SR 990	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	10560	0.000	2.001	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4			
192	87046000	SR 990	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	5124	2.001	2.971	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	Y	N	1	4			
193	87018000	SR 852	COUNTY LINE RD: 27 AVE NW-2 AVE NW	10560	0.000	2.001	0	7	7	1	N	Y	N	1	Y	Y	N	N	Y	3	N	N	N	0	5			
194	87018000	SR 852	COUNTY LINE RD: 27 AVE NW-2 AVE NW	2834	2.001	2.537	0	1	1	1	N	N	N	0	N	Y	N	N	Y	2	N	N	N	0	3			
195	87030000	SR 5	US 1/SR 5	10560	10.556	12.556	0	31	31	3	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	Y	N	2	9	4401901	LIGHTING	82%
196	87030000	SR 5	US 1/SR 5	10560	12.556	14.556	0	28	28	3	Y	N	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	8			
197	87030000	SR 5	US 1/SR 5	10560	14.556	16.556	0	18	18	2	Y	N	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	7			
198	87030000	SR 5	US 1/SR 5	10560	16.556	18.556	0	15	15	2	Y	N	N	1	Y	Y	N	N	Y	3	N	N	N	0	6	4416381	DESIGN	1%
199	87030000	SR 5	US 1/SR 5	10560	18.556	20.556	0	27	27	3	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	7	4401801	LIGHTING	60%

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Bicyle Road Segment Prioritization Tool

							SAFETY				EQUITY				DEMAND						CONNECTIVITY				TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Bike Crashes	Safety Points	No Vehicles	Bellow Average Poverty	No Veh+ Below Pov	Equity Points	School Half Mile	Parks Half Mile	Universities and College	Rail Stations	BusStops	Demand Points	Bike Facilities	Paved Path	No Parallel Facility	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
200	87030000	SR 5	US 1/SR 5	10560	20.556	22.556	0	17	17	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6	4401801	LIGHTING	100%
201	87030000	SR 5	US 1/SR 5	10560	22.556	24.556	0	15	15	2	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	6	4401801	LIGHTING	100%
202	87030000	SR 5	US 1/SR 5	4609	24.556	25.435	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4401801	LIGHTING	88%
203	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	10560	0.000	2.001	0	39	39	3	Y	N	Y	2	Y	Y	Y	N	Y	3	Y	Y	N	2	10	4401781	LIGHTING	100%
204	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	10560	2.001	4.001	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5	4291933	LANDSCAPING	100%
205	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	8745	4.001	5.658	0	5	5	1	N	N	N	0	N	Y	N	N	Y	2	N	N	N	0	3	4291933	LANDSCAPING	100%
206	87080347	SR 934	SR 934/NORMANDY DR	5533	0.000	1.048	0	8	8	1	Y	N	N	1	Y	Y	N	N	Y	3	Y	N	N	1	6	4401782	LIGHTING	100%
207	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
208	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	10560	2.001	4.001	0	1	1	1	N	N	N	0	N	N	N	N	N	0	N	N	N	0	1	4419611	BRIDGE-REPAIR/REHABILITATION	5%
209	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	10560	4.001	6.002	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	Y	Y	N	2	6	4293413	RESURFACING	100%
210	87060002	SR A1A	SR A1A/INDIAN CREEK DR	5334	0.000	1.010	0	9	9	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7	4401701	LIGHTING	14%
211	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	10560	0.000	2.001	0	12	12	2	Y	Y	N	2	Y	Y	Y	N	Y	3	Y	N	N	1	8	4275212	INTERSECTION IMPROVEMENT	35%
212	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	9226	2.001	3.748	0	11	11	2	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	7			
213	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	10560	7.620	9.620	0	6	6	1	Y	Y	N	2	Y	Y	Y	N	Y	3	N	N	N	0	6	4293464	LANDSCAPING	100%
214	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	3394	9.620	10.260	0	5	5	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	6	4293464	LANDSCAPING	100%
215	87026000	SR 860	SR 860/MIAMI GARDENS DR	10560	0.000	2.001	0	7	7	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4275182	RESURFACING	100%
216	87026000	SR 860	SR 860/MIAMI GARDENS DR	10560	2.001	4.001	1	6	7	2	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	6	4401811	LIGHTING	100%
217	87026000	SR 860	SR 860/MIAMI GARDENS DR	10560	4.001	6.002	0	4	4	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4401811	LIGHTING	100%
218	87026000	SR 860	SR 860/MIAMI GARDENS DR	10560	6.002	8.003	0	11	11	2	N	N	N	0	Y	Y	Y	N	Y	3	N	Y	N	1	6	4283585	WIDEN/RESURFACE EXIST LANES	100%
219	87026000	SR 860	SR 860/MIAMI GARDENS DR	6956	8.003	9.320	0	13	13	2	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	6	4401811	LIGHTING	100%
220	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	10560	0.000	2.001	0	25	25	3	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	7			
221	87053003	SR 968	SR 968/W FLAGLER ST	6708	0.000	1.270	0	13	13	2	N	N	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	8			
222	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
223	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	2.001	4.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
224	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	4.001	6.002	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
225	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
226	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
227	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	10560	10.004	12.004	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
228	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5658	10.818	11.870	0	1	1	1	N	Y	N	1	Y	Y	Y	N	Y	2	N	N	N	0	4	4283584	INTERCHANGE RAMP (NEW)	100%
229	87017000	SR 913	SR 913/SW 26 RD/SE 26 RD	1974	0.000	0.374	0	4	4	1	N	N	N	0	Y	Y	Y	N	Y	2	Y	Y	Y	4	7	4448021	BRIDGE - PAINTING	46%
230	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5952	14.150	15.279	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5			
231	87034000	SR 915	SR 915/NE 6 AVE	10560	0.000	2.001	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4439861	SIDEWALK	22%
232	87034000	SR 915	SR 915/NE 6 AVE	10560	2.001	4.001	0	10	10	2	Y	Y	N	2	Y	Y	Y	N	Y	3	N	N	N	0	7	4401792	LIGHTING	100%
233	87034000	SR 915	SR 915/NE 6 AVE	9856	4.001	5.868	0	2	2	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4401792	LIGHTING	100%
234	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	0.000	2.001	0	1	1	1	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	3	4232512	ADD LANES & RECONSTRUCT	100%
235	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	2.001	4.001	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1	4232512	ADD LANES & RECONSTRUCT	100%
236	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	4.001	6.002	0	1	1	1	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	3	4232512	ADD LANES & RECONSTRUCT	30%
237	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	6.002	8.003	0	1	1	1	N	N	N	0	Y	Y	N	N	N	2	Y	N	N	1	4	4232515	ADD LANES & REHAB PAVMNT	100%
238	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	8.003	10.004	0	1	1	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5	4232515	ADD LANES & REHAB PAVMNT	100%
239	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	10.004	12.004	0	7	7	1	N	Y	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	7	4184236	PD&E/EMO STUDY	100%
240	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	12.004	14.005	0	5	5	1	N	Y	Y	2	Y	Y	N	Y	Y	3	N	N	N	0	6	4380281	TRANSPORTATION PLANNING	100%
241	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	14.005	16.006	0	10	10	2	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	7	4380761	PD&E/EMO STUDY	100%
242	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10560	16.006	18.006	0	22	22	3	N	Y	Y	2	Y	Y	N	Y	Y	3	N	N	N	0	8	4425371	PEDESTRIAN SAFETY IMPROVEMENT	100%
243	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	10028	18.006	19.906	0	16	16	2	Y	Y	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	8	4399221	INTERSECTION IMPROVEMENT	100%
244	87120001	SR 90	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	10560	0.000	2.001	0	15	15	2	N	Y	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	9			
245	87120001	SR 90	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	5296	2.001	3.004	0	4	4	1	Y	N	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	6	4416721	INTERSECTION IMPROVEMENT	6%
246	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	5301	0.001	1.005	0	13	13	2	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	6			
247	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	10560	0.000	2.001	0	18	18	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4363552	RESURFACING	100%
248	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	10560	2.001	4.001	0	10	10	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6			
249	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	10560	4.001	6.002	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	4	4438571	INTERSECTION IMPROVEMENT	3%
250	87006000	SR 970	SR 970/DOWNTOWN DISTRIBUTOR	2984	0.000	0.565	0	0	0	0	Y	N	Y	2	Y	Y	Y	Y	Y	3	N	N	N	0	5	4438901	RIGID PAVEMENT REHABILITATION	100%
251	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
252	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	2.001	4.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
253	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	4.001	6.002	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
254	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	6.002	8.003	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
255	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	8.003	10.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
256	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10560	10.004	12.004	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
257	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	10232	12.004	13.942	0	0	0	0	N	N	N	0	N	N	N	N	N	0	Y	N	N	1	1			
258	87027003	SR 969	SR-969/MILAM DIARY RD	2667	0.000	0.505	0	0	0	0	N	N	N	0	N	Y	Y	N	Y	2	N	N	N	0	2			
259	87080001	SR 934	SR934/N BAYSHORE DR/NE82ST/NW82ST/NW81ST	10560	0.000	2.001	0	4	4	1	Y	Y	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	7	4401771	LIGHTING	100%
260	87080001	SR 934	SR934/N BAYSHORE DR/NE82ST/NW82ST/NW81ST	5443	2.001	3.031	1	5	6	2	N	Y	N	1	Y	Y	N	N	Y	3	Y	N	N	1	7	4401771	LIGHTING	100%
261	87053004	SR 968	SR 968/W FLAGLER ST	2225	0.000	0.421	1	1	2	2	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	9			
262	87060001	SR A1A	SR A1A/HARDING AVE	10560	0.000	2.001	0	13	13	2	Y	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	8	4438991	RESURFACING	100%
263	87060001	SR A1A	SR A1A/HARDING AVE	6501	2.001	3.232	0	9	9	1	Y	N	N	1	Y	Y	N	N	Y	3	Y	N	N	1	6	4438991	RESURFACING	54%
264	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	15.279	17.279	0	10	10	2	N	N	N	0	N	Y	N	N	Y	2	Y	N	N	1	5			
265	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	10560	17.279	19.279	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4399841	INTERSECTION IMPROVEMENT	5%
266	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	4123	19.279	19.760	0	1	1	1	N	N	N	0	N	Y	Y	Y	Y	2	Y	N	N	1	4			
267	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	0.000	2.001	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2	4416701	INTERSECTION IMPROVEMENT	18%
268	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	2.001	4.001	1	5	6	2	N	N	N	0	N	Y	N	N	Y	2	Y	N	N	1	5	4399181	INTERSECTION IMPROVEMENT	15%
269	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	4.001	6.002	0	8	8	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4401821	LIGHTING	77%
270	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	6.002	8.003	0	7	7	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5	4401821	LIGHTING	100%
271	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	8.003	10.004	1	8	9	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6	4401821	LIGHTING	100%
272	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	10.004	12.004	0	10	10	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6	4401831	LIGHTING	100%
273	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	10560	12.004	14.005	0	14	14	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4401831	LIGHTING	100%
274	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	6101	14.005	15.160	0	6	6	1	Y	N	N	1	Y	Y	Y	N	Y	3	N	N	N	0	5	4401831	LIGHTING	100%
275	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	10560	11.870	13.870	1	8	9	2	N	N	N	0	Y	Y	Y	N	Y	3	N	Y	N	1	6	4399191	INTERSECTION IMPROVEMENT	50%
276	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	4213	13.870	14.670	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	N	N	N	0	4			
277	87040102	SR 925	SR 925/NW 3 CT	2664	0.000	0.505	0	0	0	0	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	6	4293004	RESURFACING	100%
278	87008001	SR 916	SR 916/OPA-LOCKA BLVD/NW 136 ST	10560	0.000	2.001	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5			
279	87008001	SR 916	SR 916/OPA-LOCKA BLVD/NW 136 ST	4117	2.001	2.780	0	1	1	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7			
280	87016000	SR 112	SR 112/ARTHUR GODFREY RD	4307	0.000	0.816	0	10	10	2	N	N	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	8			
281	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	2534	0.000	0.480	1	1	2	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4293453	RESURFACING	100%
282	87030001	SR 5	US 1/SR 5/SE 2 ST/SE 2 AVE	1521	0.000	0.288	0	0	0	0	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	N	N	1	5			
283	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	10560	0.000	2.001	0	9	9	1	Y	N	N	1	Y	Y	N	N	Y	3	Y	N	N	1	6	4365261	BRIDGE-REPAIR/REHABILITATION	54%
284	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	3584	2.001	2.679	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	5	4365261	BRIDGE-REPAIR/REHABILITATION	82%
285	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	10560	0.000	2.001	0	13	13	2	Y	N	Y	2	Y	Y	Y	Y	Y	3	Y	N	N	1	8			
286	87060000	SR A1A	A1A	10560	0.000	2.001	0	5	5	1	N	N	N	0	Y	Y	Y	Y	Y	3	Y	N	N	1	5	4401691	LIGHTING	100%
287	87060000	SR A1A	A1A	10560	2.001	4.001	0	29	29	3	Y	N	Y	2	Y	Y	Y	N	Y	3	Y	Y	Y	4	12	4401691	LIGHTING	100%
288	87060000	SR A1A	A1A	10560	4.001	6.002	0	46	46	3	Y	N	Y	2	Y	Y	Y	N	Y	3	Y	Y	N	2	10	4401701	LIGHTING	91%
289	87060000	SR A1A	A1A	10560	6.002	8.002	0	26	26	3	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	7	4347733	TRANSPORTATION PLANNING	100%
290	87060000	SR A1A	A1A	10560	8.002	10.003	0	25	25	3	Y	N	Y	2	Y	Y	N	N	Y	3	N	N	N	0	8	4401701	LIGHTING	100%
291	87060000	SR A1A	A1A	10560	10.003	12.004	0	6	6	1	N	N	Y	2	Y	Y	N	N	Y	3	Y	N	N	1	7	4418861	PEDESTRIAN SAFETY IMPROVEMENT	100%
292	87060000	SR A1A	A1A	10560	12.004	14.004	0	6	6	1	N	N	N	0	N	Y	N	N	Y	2	Y	Y	N	2	5	4401711	LIGHTING	100%
293	87060000	SR A1A	A1A	10560	14.004	16.005	0	25	25	3	Y	Y	N	2	Y	Y	N	N	Y	3	Y	Y	N	2	10	4309492	RESURFACING	6%
294	87060000	SR A1A	A1A	9109	16.005	17.730	0	8	8	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5	4419651	BRIDGE-REPAIR/REHABILITATION	5%
295	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	10560	0.000	2.001	0	13	13	2	N	N	N	0	Y	Y	Y	Y	Y	3	Y	Y	N	2	7			
296	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	10560	2.001	4.001	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	Y	N	N	1	5			
297	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	7256	4.001	5.376	0	3	3	1	N	Y	Y	2	Y	Y	Y	N	Y	3	N	N	N	0	6			
298	87006000	SR 5	SR 970/DOWNTOWN DISTRIBUTOR	2984	0.000	0.565	0	0	0	0	Y	N	Y	2	Y	Y	Y	Y	Y	3	N	N	N	0	5	4438901	RIGID PAVEMENT REHABILITATION	100%
299	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	10560	0.000	2.001	0	4	4	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	5			

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Bicyle Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY				TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Bike Crashes	Safety Points	No Vehicles	Bellow Average Poverty	No Veh+ Below Pov	Equity Points	School Half Mile	Parks Half Mile	Universities and College	Rail Stations	BusStops	Demand Points	Bike Facilities	Paved Path	No Parallel Facility	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
300	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	10560	2.001	4.001	0	7	7	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	5			
301	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	10560	4.001	6.002	0	5	5	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	N	N	0	5			
302	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	10560	6.002	8.003	0	7	7	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	N	N	1	6			
303	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	8996	8.003	9.707	0	3	3	1	N	Y	N	1	Y	Y	N	N	Y	3	N	N	N	0	5			
304	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	10560	0.000	2.001	0	2	2	1	N	N	N	0	N	Y	Y	N	Y	2	Y	Y	N	2	5	4377841	PD&E/EMO STUDY	100%
305	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	10560	2.001	4.001	0	21	21	3	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	6	4377841	PD&E/EMO STUDY	100%
306	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	10560	4.001	6.002	0	12	12	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	6	4332642	RESURFACING	100%
307	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	10560	6.002	8.003	0	11	11	2	N	N	N	0	Y	Y	Y	N	Y	3	N	N	N	0	5	4377841	PD&E/EMO STUDY	100%
308	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	10560	8.003	10.004	0	7	7	1	N	N	N	0	Y	Y	Y	Y	Y	3	N	N	N	0	4	4377841	PD&E/EMO STUDY	100%
309	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	3730	10.004	10.710	0	7	7	1	N	N	N	0	Y	Y	Y	Y	Y	3	N	Y	N	1	5	4377841	PD&E/EMO STUDY	99%
310	87290000	SR 998	0	4105	0.000	0.777	0	0	0	0	N	Y	Y	2	Y	Y	Y	N	Y	3	Y	Y	N	2	7	4055756	ROW	100%
311	90050000	SR 5	OVERSEAS HWY: OVERSEAS HWY-OVERSEAS HWY	10916	0.000	2.067	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	N	N	0	0			
312	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	12440	4.000	6.000	0	19	19	3	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	7	4401721	LIGHTING	86%
313	87030000	SR 5	US 1/SR 5	12007	6.002	8.274	1	15	16	3	N	N	N	0	Y	Y	Y	Y	Y	3	Y	Y	N	2	8	4334553	RESURFACING	34%
314	87080900	SR 934	SR 934/HIALEAH EXPY	11749	0.007	2.232	1	22	23	3	Y	Y	Y	2	Y	Y	Y	N	Y	3	Y	N	N	1	9	4451681	LIGHTING	100%
315	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	7908	2.679	3.060	0	21	21	3	Y	N	N	1	Y	Y	N	N	Y	3	Y	N	N	1	8	4401782	LIGHTING	4%
316	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	11353	12.000	14.150	1	14	15	3	N	N	N	0	Y	Y	Y	N	Y	3	Y	N	N	1	7	4399131	INTERSECTION IMPROVEMENT	14%
317	87048000	SR 960	SR 960/NW 14 ST	3556	0.000	0.673	0	1	1	1	N	Y	N	1	N	Y	Y	N	Y	2	N	N	N	0	4			
318	87012000	SR 847	SR 847/NW 47 AVE	11324	0.000	2.145	0	3	3	1	N	Y	N	1	Y	N	N	N	Y	2	Y	N	N	1	5	4306372	LANDSCAPING	100%
319	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	10738	0.000	2.034	0	13	13	2	N	Y	N	1	Y	Y	Y	N	Y	3	Y	Y	N	2	8	4293413	RESURFACING	100%
320	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	11366	0.000	2.153	0	26	26	3	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	10	4439421	RIGID PAVEMENT REHABILITATION	12%
321	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	11928	0.000	2.259	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	N	N	1	2			
322	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	12886	0.000	2.441	1	8	9	2	N	N	N	0	Y	Y	Y	Y	Y	3	Y	Y	N	2	7			
323	87053001	SR 968	SR 968/SW 1 ST/SE 1 ST	12344	0.000	2.338	0	21	21	3	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	Y	N	2	10			
324	87039000	SR 992	SR 992/SW 152 ST/CORAL REEF DR	12986	0.000	2.460	0	8	8	1	N	N	N	0	Y	Y	N	N	Y	3	N	Y	N	1	5			
325	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	11857	0.000	2.246	0	19	19	3	Y	Y	Y	2	Y	Y	Y	Y	Y	3	N	Y	N	1	9	4327484	RESURFACING - RIDE ONLY	80%

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Pedestrian Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
0	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5280	0.00	1.00	0	0	0	**0**	N	Y	N	**1**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**8**			
1	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	1.00	2.00	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**6**			
2	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	2.00	3.00	0	0	0	**0**	N	Y	N	**1**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**7**			
3	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	3.00	4.00	0	1	1	**1**	N	Y	N	**1**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**9**			
4	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	4.00	5.00	0	0	0	**0**	N	Y	N	**1**	N	Y	N	N	Y	**2**	N	0%	0%	100%	3	0	3	**6**	**9**			
5	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	5.00	6.00	0	0	0	**0**	N	Y	N	**1**	N	Y	N	N	Y	**2**	N	0%	0%	100%	3	0	3	**6**	**9**			
6	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	6.00	7.00	0	1	1	**1**	N	Y	N	**1**	N	Y	N	N	Y	**2**	N	0%	0%	100%	3	0	3	**6**	**10**			
7	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	5282	7.00	8.00	0	2	2	**1**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	51%	43%	53%	3	4	2	**5**	**10**			
8	87160000	SR 9336	SW 376 ST/SW 192 AVE/SW 344 ST	3840	8.00	8.73	1	7	8	**3**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**10**			
9	87140001	SR 7	SR 7/GOLDEN GLADES INTERCHANGE	5103	0.00	0.97	0	0	0	**0**	N	Y	N	**1**	N	N	Y	N	Y	**2**	N	0%	0%	100%	3	0	3	**6**	**9**	4283584	INTERCHANGE RAMP (NEW)	100%
10	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	0.00	1.00	1	5	6	**2**	N	N	Y	**2**	Y	Y	N	Y	Y	**3**	Y	100%	100%	0%	0	8	1	**2**	**9**			
11	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	1.00	2.00	0	9	9	**2**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	5	2	**3**	**10**			
12	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	2.00	3.00	3	12	15	**3**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**10**			
13	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	3.00	4.00	2	6	8	**3**	N	Y	Y	**2**	Y	Y	Y	Y	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**11**			
14	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	4.00	5.00	1	17	18	**3**	Y	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	8	1	**1**	**8**			
15	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	5.00	6.00	1	13	14	**3**	Y	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**9**			
16	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	6.00	7.00	1	19	20	**3**	Y	N	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**10**	4308173	RESURFACING	100%
17	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	7.00	8.00	0	11	11	**2**	Y	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**9**	4308173	RESURFACING	100%
18	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	8.00	9.00	1	12	13	**3**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**9**	4425401	PEDESTRIAN SAFETY IMPROVEMENT	100%
19	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	9.00	10.00	4	11	15	**3**	N	N	N	**0**	Y	N	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4425401	PEDESTRIAN SAFETY IMPROVEMENT	100%
20	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	4303	10.00	10.82	1	5	6	**2**	N	Y	N	**1**	Y	N	Y	N	Y	**3**	N	83%	86%	16%	1	2	3	**4**	**10**	4370531	INTERCHANGE - ADD LANES	100%
21	87133000	SR 825	SR 825/SW 137 AVE/LINDGREN RD	5282	0.00	1.00	0	2	2	**1**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	100%	32%	34%	2	2	3	**5**	**8**			
22	87133000	SR 825	SR 825/SW 137 AVE/LINDGREN RD	5282	1.00	2.00	0	2	2	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	45%	28%	2	2	3	**5**	**9**			
23	87133000	SR 825	SR 825/SW 137 AVE/LINDGREN RD	2907	2.00	2.55	0	3	3	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**			
24	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	0.00	1.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	Y	0%	0%	100%	3	0	3	**7**	**8**			
25	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	1.00	2.00	1	0	1	**2**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**8**	4416701	INTERSECTION IMPROVEMENT	35%
26	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	2.00	3.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	58%	71%	3	1	3	**6**	**7**	4416701	INTERSECTION IMPROVEMENT	23%
27	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	3.00	4.00	0	1	1	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	7%	100%	47%	2	1	3	**5**	**8**	4399181	INTERSECTION IMPROVEMENT	7%
28	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	4.00	5.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	12%	100%	44%	2	3	2	**5**	**7**	4401821	LIGHTING	55%
29	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	5.00	6.00	0	3	3	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	7%	100%	47%	2	3	2	**4**	**8**	4401821	LIGHTING	100%
30	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	6.00	7.00	0	6	6	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	0%	100%	50%	3	4	2	**5**	**9**	4401821	LIGHTING	100%
31	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	7.00	8.00	0	4	4	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	0%	100%	50%	3	2	3	**6**	**10**	4401821	LIGHTING	100%
32	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	8.00	9.00	0	4	4	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	18%	100%	41%	2	3	2	**4**	**8**	4401821	LIGHTING	100%
33	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	9.00	10.00	0	2	2	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	5%	100%	48%	2	3	2	**4**	**8**	4401821	LIGHTING	100%
34	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	10.00	11.00	0	7	7	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	79%	100%	11%	1	4	2	**3**	**7**	4439191	RESURFACING	100%
35	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	11.00	12.00	2	8	10	**3**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4401831	LIGHTING	100%
36	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	12.00	13.00	1	6	7	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**7**	4401831	LIGHTING	100%
37	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	13.00	14.00	1	17	18	**3**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4401831	LIGHTING	100%
38	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	6101	14.00	15.16	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**6**			
40	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	0.00	1.00	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**6**			
41	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	1.00	2.00	1	2	3	**2**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**8**	4419611	BRIDGE-REPAIR/REHABILITATION	10%
42	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	2.00	3.00	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	1	3	**6**	**6**			
43	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	3.00	4.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	Y	12%	53%	68%	3	1	3	**7**	**8**	4439151	RESURFACING	95%
44	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	4.00	5.00	0	4	4	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**6**	4293413	RESURFACING	100%
45	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	5.00	6.00	1	11	12	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4293413	RESURFACING	100%
46	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5282	6.00	7.00	3	21	24	**3**	N	Y	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	8	1	**1**	**9**	4451681	LIGHTING	100%
47	87091000	SR 994	SR 994/SW 200ST/SW 186ST/QUAIL ROOST DR	5456	7.00	8.04	0	19	19	**3**	Y	N	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	4	2	**3**	**10**			
49	87080900	SR 934	SR 934/HIALEAH EXPY	5282	37.80	38.80	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	2	3	**6**	**7**			
50	87080900	SR 934	SR 934/HIALEAH EXPY	6467	38.80	40.03	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
52	87080347	SR 934	SR 934/NORMANDY DR	5533	0.00	1.05	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
54	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	2404	3.72	4.18	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
55	87075000	SR 93	I-75: SR-924-BROWARD	5282	0.00	1.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
56	87075000	SR 93	I-75: SR-924-BROWARD	5282	1.00	2.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
57	87075000	SR 93	I-75: SR-924-BROWARD	5282	2.00	3.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
58	87075000	SR 93	I-75: SR-924-BROWARD	5282	3.00	4.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
59	87075000	SR 93	I-75: SR-924-BROWARD	5282	4.00	5.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
60	87075000	SR 93	I-75: SR-924-BROWARD	2545	5.00	5.48	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
61	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	0.00	1.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
62	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	1.00	2.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
63	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	2.00	3.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
64	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	3.00	4.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**7**			
65	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	4.00	5.00	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	1	3	**6**	**7**			
66	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	5.00	6.00	1	7	8	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**			
67	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	6.00	7.00	0	14	14	**2**	Y	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	7	1	**1**	**7**	4275212	INTERSECTION IMPROVEMENT	68%
68	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	7.00	8.00	0	12	12	**2**	N	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	8	1	**1**	**7**			
69	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	8.00	9.00	0	3	3	**1**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	100%	100%	0%	0	2	3	**3**	**6**			
70	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	9.00	10.00	0	1	1	**1**	Y	N	N	**1**	Y	Y	Y	Y	Y	**3**	Y	100%	7%	47%	2	1	3	**6**	**11**	4419601	BRIDGE-REPAIR/REHABILITATION	57%
71	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	10.00	11.00	0	11	11	**2**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	100%	100%	0%	0	7	1	**1**	**5**	4438991	RESURFACING	100%
72	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	11.00	12.00	0	9	9	**2**	Y	N	Y	**2**	Y	Y	N	N	Y	**3**	N	93%	100%	4%	1	6	1	**2**	**9**	4438991	RESURFACING	100%
73	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	12.00	13.00	0	7	7	**1**	N	Y	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	7	1	**1**	**7**			
74	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	13.00	14.01	0	4	4	**1**	N	N	N	**0**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**6**			
75	87070000	SR 997	SR 997/SW 177 AVE/KROME AVE	1364	14.01	14.26	0	9	9	**2**	N	N	Y	**2**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	7	1	**1**	**8**			
76	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	5282	0.00	1.00	1	7	8	**3**	N	Y	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**10**	4425391	PEDESTRIAN SAFETY IMPROVEMENT	98%
77	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	5282	1.00	2.00	2	7	9	**3**	N	Y	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**10**			
78	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	5282	2.00	3.00	0	8	8	**2**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**9**			
79	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	3945	3.00	3.75	0	2	2	**1**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	64%	50%	43%	2	4	2	**4**	**7**	4364261	TRANSPORTATION PLANNING	79%
80	87061000	SR 886	SR 886/PORT BLVD	4341	0.00	0.82	0	0	0	**0**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	100%	38%	31%	2	2	3	**5**	**7**	4364261	TRANSPORTATION PLANNING	100%
81	87060001	SR A1A	SR A1A/HARDING AVE	5282	0.00	1.00	0	1	1	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	5	2	**3**	**7**	4364261	TRANSPORTATION PLANNING	100%
82	87060001	SR A1A	SR A1A/HARDING AVE	5282	1.00	2.00	0	5	5	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	76%	70%	27%	2	5	2	**4**	**8**	4380761	PD&E/EMO STUDY	100%
83	87060001	SR A1A	SR A1A/HARDING AVE	6501	2.00	3.23	0	9	9	**2**	Y	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**8**	4293464	LANDSCAPING	71%
85	86220000	SR 817	SR 817/UNIVERSITY DR	5282	0.00	1.00	0	15	15	**2**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4401791	LIGHTING	100%
86	86220000	SR 817	SR 817/UNIVERSITY DR	5282	1.00	2.00	0	0	0	**0**	Y	N	N	**1**	N	Y	Y	N	Y	**2**	N	44%	100%	28%	2	1	3	**5**	**8**	4365252	RESURFACING	100%
87	86220000	SR 817	SR 817/UNIVERSITY DR	5282	2.00	3.00	0	0	0	**0**	Y	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	0%	0%	100%	3	1	3	**7**	**12**	4438901	RIGID PAVEMENT REHABILITATION	100%
88	86220000	SR 817	SR 817/UNIVERSITY DR	5282	3.00	4.00	0	2	2	**1**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	90%	100%	5%	1	3	2	**3**	**9**			
89	86220000	SR 817	SR 817/UNIVERSITY DR	5282	4.00	5.00	0	1	1	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**6**			
90	86220000	SR 817	SR 817/UNIVERSITY DR	5282	5.00	6.00	0	2	2	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**	4293464	LANDSCAPING	100%
91	86220000	SR 817	SR 817/UNIVERSITY DR	5282	6.00	7.00	0	1	1	**1**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	Y	59%	81%	30%	2	0	3	**6**	**10**	4434321	BIKE PATH/TRAIL	77%
92	86220000	SR 817	SR 817/UNIVERSITY DR	5282	7.00	8.00	1	1	2	**2**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	8%	0%	96%	3	1	3	**6**	**10**	4401691	LIGHTING	100%
93	86220000	SR 817	SR 817/UNIVERSITY DR	5282	8.00	9.00	0	2	2	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	62%	63%	38%	2	2	3	**5**	**9**	4401691	LIGHTING	100%
94	86220000	SR 817	SR 817/UNIVERSITY DR	5282	9.00	10.00	2	24	26	**3**	Y	N	Y	**2**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	9	0	**1**	**9**	4401691	LIGHTING	100%
95	86220000	SR 817	SR 817/UNIVERSITY DR	5282	10.00	11.00	2	38	40	**3**	Y	N	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	9	0	**0**	**8**	4401701	LIGHTING	96%
96	86220000	SR 817	SR 817/UNIVERSITY DR	5282	11.00	12.00	2	23	25	**3**	Y	N	Y	**2**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	12	0	**1**	**9**	4401701	LIGHTING	85%
97	86220000	SR 817	SR 817/UNIVERSITY DR	5282	12.00	13.00	1	19	20	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	8	1	**2**	**8**	4418861	PEDESTRIAN SAFETY IMPROVEMENT	87%
98	86220000	SR 817	SR 817/UNIVERSITY DR	5282	13.00	14.00	0	2	2	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	8	1	**2**	**5**	4347733	TRANSPORTATION PLANNING	100%
99	86220000	SR 817	SR 817/UNIVERSITY DR	5282	14.00	15.00	0	7	7	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	4	2	**3**	**6**	4401701	LIGHTING	100%
100	86220000	SR 817	SR 817/UNIVERSITY DR	5282	15.00	16.01	1	30	31	**3**	Y	N	Y	**2**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	8	1	**2**	**10**	4401711	LIGHTING	100%
101	86220000	SR 817	SR 817/UNIVERSITY DR	5282	16.01	17.01	0	3	3	**1**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	4	2	**3**	**9**	4418861	PEDESTRIAN SAFETY IMPROVEMENT	100%
102	86220000	SR 817	SR 817/UNIVERSITY DR	5282	17.01	18.01	0	4	4	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	92%	100%	4%	1	6	1	**2**	**5**	4401711	LIGHTING	100%
103	86220000	SR 817	SR 817/UNIVERSITY DR	5282	18.01	19.01	0	1	1	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	80%	63%	29%	2	4	2	**5**	**8**	4401711	LIGHTING	100%
104	86220000	SR 817	SR 817/UNIVERSITY DR	5282	19.01	20.01	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	0%	0%	100%	3	0	3	**7**	**9**	4309492	RESURFACING	100%
105	86220000	SR 817	SR 817/UNIVERSITY DR	5256	20.01	21.00	0	19	19	**3**	N	Y	N	**1**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	8	1	**2**	**8**	4309492	RESURFACING	14%
106	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	1.95	2.95	0	29	29	**3**	Y	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**9**			
107	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	2.95	3.95	0	4	4	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	95%	49%	28%	2	3	2	**4**	**8**	4419651	BRIDGE-REPAIR/REHABILITATION	9%
108	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	3.95	4.95	1	0	1	**2**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	51%	100%	25%	1	4	2	**3**	**8**			
109	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	4.95	5.95	0	2	2	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	25%	26%	75%	3	1	3	**6**	**10**			
110	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	5.95	6.95	0	3	3	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	20%	19%	81%	3	3	2	**6**	**10**			
111	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	6.95	7.95	0	0	0	**0**	Y	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	0%	13%	94%	3	1	3	**7**	**12**	4438901	RIGID PAVEMENT REHABILITATION	100%
112	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	7.95	8.95	1	0	1	**2**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	0	3	**6**	**9**	4232512	ADD LANES & RECONSTRUCT	100%
113	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	8.95	9.95	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**6**	4232512	ADD LANES & RECONSTRUCT	100%
114	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	9.95	10.95	0	2	2	**1**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	1	3	**6**	**7**	4232512	ADD LANES & RECONSTRUCT	100%

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Pedestrian Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
115	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	10.95	11.96	0	1	1	1	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	7	4232512	ADD LANES & RECONSTRUCT	59%
116	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	11.96	12.96	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	3	2	5	6			
117	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	3648	12.96	13.65	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	1	3	6	7	4232515	ADD LANES & REHAB PAVMNT	100%
118	87270000	SR 5	I-95: DIXIE HWY S-BROWARD	763	0.00	0.14	1	1	2	2	N	N	N	0	Y	Y	N	N	N	2	N	0%	0%	100%	3	2	3	6	10	4232515	ADD LANES & REHAB PAVMNT	100%
119	86075000	SR 93	I-75/SR-93	5282	0.00	1.00	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	0%	0%	100%	3	2	3	6	9	4232515	ADD LANES & REHAB PAVMNT	100%
120	86075000	SR 93	I-75/SR-93	5282	1.00	2.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	0%	0%	100%	3	1	3	6	10	4232513	ROW	100%
121	86075000	SR 93	I-75/SR-93	5282	2.00	3.00	0	3	3	1	N	N	Y	2	Y	Y	Y	N	Y	3	N	56%	32%	56%	3	5	2	5	11	4184236	PD&E/EMO STUDY	100%
122	86075000	SR 93	I-75/SR-93	5282	3.00	4.00	0	0	0	0	N	Y	Y	2	Y	Y	Y	Y	Y	3	Y	100%	23%	39%	2	2	3	6	11	4380281	TRANSPORTATION PLANNING	100%
123	86075000	SR 93	I-75/SR-93	5282	4.00	5.00	0	3	3	1	N	Y	Y	2	Y	Y	N	Y	Y	3	Y	100%	0%	50%	3	2	3	7	13	4380281	TRANSPORTATION PLANNING	100%
124	86075000	SR 93	I-75/SR-93	5282	5.00	6.00	0	1	1	1	N	N	Y	2	Y	Y	N	N	Y	3	N	100%	5%	48%	2	3	2	4	10	4380281	TRANSPORTATION PLANNING	100%
125	86075000	SR 93	I-75/SR-93	5282	6.00	7.00	1	3	4	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	2%	49%	2	2	3	5	10	4380281	TRANSPORTATION PLANNING	100%
126	86075000	SR 93	I-75/SR-93	5282	7.00	8.00	0	6	6	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	93%	87%	10%	1	2	3	4	9	4380761	PD&E/EMO STUDY	100%
127	86075000	SR 93	I-75/SR-93	5282	8.00	9.00	0	8	8	2	N	Y	N	1	Y	Y	N	Y	Y	3	N	100%	100%	0%	0	3	2	2	8	4364261	TRANSPORTATION PLANNING	100%
128	86075000	SR 93	I-75/SR-93	5282	9.00	10.00	1	23	24	3	N	N	Y	2	Y	Y	N	Y	Y	3	N	100%	100%	0%	0	4	2	2	10	4425371	PEDESTRIAN SAFETY IMPROVEMENT	100%
129	86075000	SR 93	I-75/SR-93	5282	10.00	11.00	1	3	4	2	N	Y	Y	2	Y	Y	N	Y	Y	3	N	100%	100%	0%	0	6	1	1	8	4399221	INTERSECTION IMPROVEMENT	100%
130	86075000	SR 93	I-75/SR-93	5282	11.00	12.00	1	11	12	3	Y	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	9	4399221	INTERSECTION IMPROVEMENT	100%
131	86075000	SR 93	I-75/SR-93	5282	12.00	13.00	2	16	18	3	N	N	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	10			
132	86075000	SR 93	I-75/SR-93	5282	13.00	14.00	0	2	2	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	6			
133	86075000	SR 93	I-75/SR-93	5282	14.00	15.01	1	20	21	3	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	10	0	1	8	4401901	LIGHTING	66%
134	86075000	SR 93	I-75/SR-93	5282	15.01	16.01	1	19	20	3	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	11	0	1	8	4401901	LIGHTING	100%
135	86075000	SR 93	I-75/SR-93	5282	16.01	17.01	0	26	26	3	Y	N	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	9			
136	86075000	SR 93	I-75/SR-93	5282	17.01	18.01	0	5	5	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	6			
137	86075000	SR 93	I-75/SR-93	5282	18.01	19.01	0	8	8	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	7			
138	86075000	SR 93	I-75/SR-93	5282	19.01	20.01	0	18	18	3	Y	N	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	6	1	1	8			
139	86075000	SR 93	I-75/SR-93	5282	20.01	21.01	0	5	5	1	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	7	4416381	DESIGN	2%
140	86075000	SR 93	I-75/SR-93	5282	21.01	22.01	0	7	7	1	N	N	N	0	N	Y	N	N	Y	2	N	100%	100%	0%	0	3	2	2	5			
141	86075000	SR 93	I-75/SR-93	5282	22.01	23.01	1	16	17	3	N	N	N	0	N	Y	Y	N	Y	2	N	100%	100%	0%	0	5	2	2	7	4401801	LIGHTING	20%
142	86075000	SR 93	I-75/SR-93	5282	23.01	24.01	0	8	8	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	7	4401801	LIGHTING	100%
143	86075000	SR 93	I-75/SR-93	5282	24.01	25.01	0	7	7	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	6	4401801	LIGHTING	100%
144	86075000	SR 93	I-75/SR-93	5282	25.01	26.01	2	4	6	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	1	3	3	8	4401801	LIGHTING	100%
145	86075000	SR 93	I-75/SR-93	5282	26.01	27.01	1	11	12	3	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	7	1	1	7	4401801	LIGHTING	100%
146	86075000	SR 93	I-75/SR-93	5282	27.01	28.01	0	5	5	1	N	N	N	0	Y	Y	N	N	Y	3	N	0%	81%	60%	3	5	2	5	9	4401801	LIGHTING	100%
147	86075000	SR 93	I-75/SR-93	5282	28.01	29.01	0	14	14	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	7	4401801	LIGHTING	88%
148	86075000	SR 93	I-75/SR-93	5282	29.01	30.01	0	4	4	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	82%	100%	9%	1	6	1	2	7	4439801	TRAFFIC OPS IMPROVEMENT	30%
149	86075000	SR 93	I-75/SR-93	5282	30.01	31.01	4	15	19	3	Y	Y	N	1	N	Y	Y	N	Y	2	N	100%	100%	0%	0	7	1	1	7	4439801	TRAFFIC OPS IMPROVEMENT	13%
150	86075000	SR 93	I-75/SR-93	5282	31.01	32.01	0	7	7	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	7			
151	86075000	SR 93	I-75/SR-93	5282	32.01	33.01	0	4	4	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	6	4347683	RESURFACING	100%
152	86075000	SR 93	I-75/SR-93	5282	33.01	34.01	0	6	6	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	4	2	2	6	4347683	RESURFACING	100%
153	86075000	SR 93	I-75/SR-93	5282	34.01	35.01	0	5	5	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	1	3	3	7			
154	86075000	SR 93	I-75/SR-93	5282	35.01	36.01	2	4	6	2	Y	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	8			
155	86075000	SR 93	I-75/SR-93	5282	36.01	37.01	1	6	7	2	Y	N	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	8			
156	86075000	SR 93	I-75/SR-93	5282	37.01	38.01	0	10	10	2	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	6	1	1	7			
157	86075000	SR 93	I-75/SR-93	5282	38.01	39.01	0	0	0	0	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	2	3	4	7			
158	86075000	SR 93	I-75/SR-93	5282	39.01	40.01	0	3	3	1	N	N	N	0	N	Y	N	N	Y	2	N	100%	100%	0%	0	0	3	3	6			
159	86075000	SR 93	I-75/SR-93	5282	40.01	41.02	0	5	5	1	N	N	N	0	N	Y	N	N	Y	2	Y	28%	100%	36%	2	2	3	6	9			
160	86075000	SR 93	I-75/SR-93	5282	41.02	42.02	0	5	5	1	N	N	N	0	N	Y	N	N	Y	2	Y	4%	100%	48%	2	3	2	5	8			
161	86075000	SR 93	I-75/SR-93	5282	42.02	43.02	2	7	9	3	N	N	N	0	Y	Y	N	N	Y	3	Y	7%	100%	47%	2	4	2	5	11	4399841	INTERSECTION IMPROVEMENT	10%
162	86075000	SR 93	I-75/SR-93	5282	43.02	44.02	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	2%	100%	49%	2	2	3	6	10			
163	86075000	SR 93	I-75/SR-93	5282	44.02	45.02	0	4	4	1	N	N	N	0	N	Y	Y	Y	Y	2	Y	3%	81%	58%	3	3	2	6	9			
164	86075000	SR 93	I-75/SR-93	1797	45.02	45.36	0	0	0	0	N	N	N	0	N	N	Y	N	Y	2	Y	0%	39%	81%	3	1	3	7	9	4377841	PD&E/EMO STUDY	100%
165	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	Y	Y	N	Y	2	N	61%	71%	34%	2	2	3	5	7	4377841	PD&E/EMO STUDY	100%
166	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	5282	1.00	2.00	1	8	9	3	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	8	4377841	PD&E/EMO STUDY	100%
167	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	5282	2.00	3.00	1	13	14	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	8	4377841	PD&E/EMO STUDY	100%
168	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	5282	3.00	4.00	1	5	6	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	7	4332642	RESURFACING	100%
169	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	5282	4.00	5.00	0	9	9	2	N	N	N	0	N	Y	Y	N	Y	2	N	100%	72%	14%	1	7	1	2	6	4377841	PD&E/EMO STUDY	100%
170	87250000	SR 944	SR 944/HIALEAH DR/NW 54 ST/NE 54 ST	4321	5.00	5.82	1	7	8	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	9	4377841	PD&E/EMO STUDY	100%
171	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	5282	0.00	1.00	1	4	5	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	8	4377841	PD&E/EMO STUDY	100%
172	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	5282	1.00	2.00	1	3	4	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	7	4377841	PD&E/EMO STUDY	100%
173	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	5282	2.00	3.00	0	3	3	1	N	N	N	0	Y	N	Y	Y	Y	3	N	100%	100%	0%	0	3	2	2	6	4377841	PD&E/EMO STUDY	100%
174	87220000	SR 948	SR 948/NW 36 ST/DORAL BLVD	5187	3.00	3.98	1	6	7	2	N	N	N	0	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	5	2	3	8	4377841	PD&E/EMO STUDY	99%
175	87202000	SR 836	SR-836: SR-836-137 AVE NW	5282	0.00	1.00	0	10	10	2	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	4	2	2	8	4365261	BRIDGE-REPAIR/REHABILITATION	100%
176	87202000	SR 836	SR-836: SR-836-137 AVE NW	5282	1.00	2.00	0	2	2	1	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	4	2	2	7			
177	87202000	SR 836	SR-836: SR-836-137 AVE NW	5282	2.00	3.00	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	6	1	1	5	4365261	BRIDGE-REPAIR/REHABILITATION	82%
178	87202000	SR 836	SR-836: SR-836-137 AVE NW	6388	3.00	4.21	1	0	1	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	1	3	3	8	4293453	RESURFACING	100%
180	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	5282	0.60	1.60	0	4	4	1	N	Y	N	1	Y	N	N	N	Y	2	N	100%	100%	0%	0	5	2	2	6	4306372	LANDSCAPING	100%
181	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	5282	1.60	2.60	0	0	0	0	N	N	N	0	Y	N	N	N	Y	2	Y	100%	0%	50%	3	1	3	7	9			
182	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	6212	2.60	3.77	0	0	0	0	N	N	N	0	Y	N	N	N	N	1	Y	100%	0%	50%	3	1	3	7	8			
184	87170001	SR 826	SR 826/SUNNY ISLES BLVD	4293	0.00	0.81	0	3	3	1	Y	N	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	8	4399761	RESURFACING	100%
185	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	5282	0.15	1.15	2	16	18	3	N	N	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	10			
186	87270000	SR 9A	I-95: DIXIE HWY S-BROWARD	4224	1.15	1.95	0	15	15	3	N	N	Y	2	Y	Y	Y	Y	Y	3	N	100%	100%	0%	0	5	2	2	10			
188	87006000	SR 970	SR 970/DOWNTOWN DISTRIBUTOR	2984	0.00	0.57	0	0	0	0	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	2	3	4	9			
189	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	25.73	26.73	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	65%	100%	18%	1	1	3	4	8	4291931	FLEXIBLE PAVEMENT RECONSTRUCT.	100%
190	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	26.73	27.73	1	11	12	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	8	4363552	RESURFACING	100%
191	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	27.73	28.73	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	6	4363552	RESURFACING	100%
192	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	28.73	29.73	1	9	10	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	8			
193	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	29.73	30.73	1	9	10	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	8			
194	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	30.73	31.73	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	6	4438571	INTERSECTION IMPROVEMENT	6%
195	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	31.73	32.73	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	7			
196	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	32.73	33.73	0	3	3	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	19%	41%	2	4	2	4	8			
197	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	33.73	34.73	2	6	8	3	N	N	N	0	Y	Y	N	Y	Y	3	N	100%	41%	30%	2	3	2	4	10			
198	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	34.73	35.73	0	2	2	1	N	N	N	0	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	2	3	4	8			
199	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	35.73	36.73	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	0%	0%	100%	3	2	3	6	9			
200	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5282	36.73	37.73	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	6			
201	90060000	SR 5	US 1/SR 5/OVERSEAS HWY	5540	37.73	38.78	1	5	6	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	3	2	3	8			
203	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	4.89	5.89	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	3	2	3	7			
204	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	5.89	6.89	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	2	3	4	8			
205	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	3854	6.89	7.62	1	5	6	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	1	3	3	8			
206	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	0.00	1.00	0	5	5	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	7			
207	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	1.00	2.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	6			
208	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	2.00	3.00	0	1	1	1	N	N	N	0	N	Y	Y	N	Y	2	Y	52%	100%	24%	1	3	2	4	7			
209	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	3.00	4.00	0	2	2	1	N	N	Y	2	Y	Y	N	Y	Y	3	N	100%	100%	0%	0	3	2	2	8			
210	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	4.00	5.00	2	35	37	3	Y	N	Y	2	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	11	0	1	9			
211	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	5.00	6.00	0	13	13	2	Y	N	Y	2	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	7	1	2	9			
212	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	N	49%	42%	55%	3	1	3	6	8	4388641	TRANSPORTATION PLANNING	100%
213	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	7.00	8.00	0	3	3	1	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	7	4388641	TRANSPORTATION PLANNING	100%
214	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	8.00	9.00	2	11	13	3	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	4	2	2	9	4388641	TRANSPORTATION PLANNING	100%
215	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	9.00	10.00	0	2	2	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	0	3	3	7	4275182	RESURFACING	100%
216	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	10.00	11.00	0	10	10	2	N	Y	N	1	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	4	2	3	9			
217	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
218	87200000	SR 836	I-395/SR 836/DOLPHIN EXPY	5441	12.00	13.03	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
220	87060000	SR A1A	A1A	5282	0.00	1.00	1	0	1	2	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	9			
221	87060000	SR A1A	A1A	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
222	87060000	SR A1A	A1A	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
223	87060000	SR A1A	A1A	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
224	87060000	SR A1A	A1A	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
225	87060000	SR A1A	A1A	5282	5.00	6.00	0	1	1	1	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	7			
226	87060000	SR A1A	A1A	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
227	87060000	SR A1A	A1A	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
228	87060000	SR A1A	A1A	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
229	87060000	SR A1A	A1A	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
230	87060000	SR A1A	A1A	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Pedestrian Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
231	87060000	SR A1A	A1A	5282	11.00	12.00	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	0	3	**6**	**6**			
232	87060000	SR A1A	A1A	5282	12.00	13.00	0	2	2	**1**	N	N	N	**0**	N	Y	Y	Y	Y	**2**	Y	13%	100%	44%	2	2	3	**6**	**9**	4448021	BRIDGE - PAINTING	46%
233	87060000	SR A1A	A1A	5282	13.00	14.00	0	10	10	**2**	N	Y	N	**1**	N	Y	Y	N	Y	**2**	N	53%	53%	47%	2	3	2	**4**	**9**	4283588	ADD LANES & RECONSTRUCT	100%
234	87060000	SR A1A	A1A	5282	14.00	15.00	0	11	11	**2**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**7**	4402811	LIGHTING	100%
235	87060000	SR A1A	A1A	5282	15.00	16.00	1	22	23	**3**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**8**	4402811	LIGHTING	100%
236	87060000	SR A1A	A1A	5282	16.00	17.01	3	14	17	**3**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**8**	4402811	LIGHTING	90%
237	87060000	SR A1A	A1A	3827	17.01	17.73	1	1	2	**2**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	10%	26%	58%	3	5	2	**5**	**9**	4365252	RESURFACING	100%
238	87046000	SR 990	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	5282	0.00	1.00	0	1	1	**1**	N	N	N	**0**	N	Y	Y	N	Y	**2**	N	51%	100%	25%	1	2	3	**4**	**7**	4365252	RESURFACING	100%
239	87046000	SR 990	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	5282	1.00	2.00	0	1	1	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	1	3	**4**	**8**			
240	87046000	SR 990	SR 990/SW 104 ST/KILLIAN DR/SW 112 ST	5124	2.00	2.97	0	3	3	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	4	2	**3**	**7**	4419661	BRIDGE-REPAIR/REHABILITATION	10%
241	87006000	SR 5	SR 970/DOWNTOWN DISTRIBUTOR	2984	0.00	0.57	0	1	1	**1**	N	N	N	**0**	N	Y	Y	N	Y	**2**	Y	100%	100%	0%	0	2	3	**4**	**7**			
242	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	0.00	1.00	0	2	2	**1**	N	N	N	**0**	N	N	Y	N	Y	**2**	Y	100%	100%	0%	0	1	3	**4**	**7**			
243	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	1.00	2.00	0	1	1	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**6**			
244	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	2.00	3.00	1	3	4	**2**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**8**			
245	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	3.00	4.00	0	0	0	**0**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**5**			
246	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	4.00	5.00	0	2	2	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**			
247	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	5.00	6.00	0	1	1	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	81%	100%	10%	1	2	3	**4**	**8**			
248	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	6.00	7.00	0	8	8	**2**	N	Y	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**9**			
249	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	7.00	8.00	0	0	0	**0**	N	N	Y	**2**	N	N	N	N	Y	**1**	N	64%	81%	28%	2	3	2	**4**	**7**			
250	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	8.00	9.00	0	0	0	**0**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	0%	0%	50%	3	4	2	**6**	**11**	4293004	RESURFACING	100%
251	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	9.00	10.00	1	13	14	**3**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**9**	4401731	LIGHTING	100%
252	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	10.00	11.00	2	12	14	**3**	Y	N	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**9**	4401731	LIGHTING	100%
253	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	11.00	12.00	2	16	18	**3**	N	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**9**	4401731	LIGHTING	100%
254	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	12.00	13.00	3	20	23	**3**	N	Y	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**10**	4401731	LIGHTING	100%
255	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	13.00	14.00	1	12	13	**3**	N	Y	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**10**	4401731	LIGHTING	100%
256	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	14.00	15.01	0	11	11	**2**	N	N	Y	**2**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**9**	4291852	RESURFACING	100%
257	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	15.01	16.01	0	6	6	**1**	N	Y	Y	**2**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4291852	RESURFACING	100%
258	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	16.01	17.01	0	18	18	**3**	N	Y	N	**1**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**9**	4291852	RESURFACING	100%
259	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	17.01	18.01	2	6	8	**3**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**9**	4380761	PD&E/EMO STUDY	100%
260	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	18.01	19.01	1	4	5	**2**	N	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4401741	LIGHTING	100%
261	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	19.01	20.01	0	5	5	**1**	N	N	N	**0**	Y	N	N	N	Y	**2**	N	100%	100%	0%	0	4	2	**2**	**5**	4401741	LIGHTING	100%
262	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	20.01	21.01	0	8	8	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	23%	22%	78%	3	2	3	**6**	**11**	4401741	LIGHTING	100%
263	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	21.01	22.01	0	0	0	**0**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	0%	0%	100%	3	0	3	**6**	**10**			
264	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	22.01	23.01	0	1	1	**1**	N	Y	N	**1**	N	N	Y	N	Y	**2**	N	0%	35%	83%	3	0	3	**6**	**10**	2516846	INTERCHANGE RAMP	100%
265	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	5282	23.01	24.01	1	1	2	**2**	N	N	Y	**2**	Y	Y	N	Y	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**10**			
266	87260000	SR 826	SR 826/PALMETTO EXPY/NW 7 AVE EXTENSION	3453	24.01	24.66	0	10	10	**2**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	8	1	**1**	**6**			
267	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	0.54	1.54	0	5	5	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**			
268	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	1.54	2.54	1	9	10	**3**	N	Y	N	**1**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**9**			
269	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	2.54	3.54	1	3	4	**2**	N	Y	N	**1**	Y	Y	Y	Y	Y	**3**	N	9%	15%	88%	3	3	2	**5**	**11**	4380761	PD&E/EMO STUDY	19%
270	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	3.54	4.54	1	1	2	**2**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	N	44%	69%	44%	2	3	2	**4**	**9**	4380761	PD&E/EMO STUDY	20%
271	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	4.54	5.54	0	5	5	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**			
272	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	5.54	6.54	1	5	6	**2**	N	Y	N	**1**	Y	Y	Y	Y	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**8**			
273	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	6.54	7.54	0	2	2	**1**	N	Y	N	**1**	Y	Y	Y	Y	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**7**	4438531	INTERSECTION IMPROVEMENT	17%
274	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	7.54	8.54	0	5	5	**1**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**			
275	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	8.54	9.54	0	0	0	**0**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	6	1	**1**	**6**			
276	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	9.54	10.54	0	2	2	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	100%	100%	0%	0	0	3	**3**	**6**			
277	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	10.54	11.54	0	0	0	**0**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	N	0%	0%	100%	3	4	2	**5**	**8**	4364791	INTERSECTION IMPROVEMENT	89%
278	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	11.54	12.54	0	1	1	**1**	N	Y	Y	**2**	Y	Y	N	Y	Y	**3**	Y	0%	0%	100%	3	1	3	**7**	**13**	4380281	TRANSPORTATION PLANNING	26%
279	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	12.54	13.54	0	6	6	**1**	N	Y	N	**1**	Y	Y	Y	Y	Y	**3**	N	91%	91%	9%	1	7	1	**2**	**7**	4451681	LIGHTING	46%
280	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	13.54	14.54	1	8	9	**3**	N	Y	N	**1**	N	N	Y	Y	Y	**2**	N	100%	100%	0%	0	5	2	**2**	**8**	4451681	LIGHTING	100%
281	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	14.54	15.54	0	9	9	**2**	N	Y	N	**1**	Y	N	Y	Y	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4451681	LIGHTING	100%
282	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	15.54	16.54	3	13	16	**3**	N	Y	N	**1**	Y	Y	N	Y	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**9**	4451681	LIGHTING	100%
283	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	16.54	17.54	0	11	11	**2**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**9**	4451681	LIGHTING	100%
284	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	17.54	18.54	0	11	11	**2**	N	Y	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	5	2	**3**	**10**			
285	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	18.54	19.54	0	7	7	**1**	N	N	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**8**			
286	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	19.54	20.55	0	9	9	**2**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**9**			
287	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	20.55	21.55	1	8	9	**3**	N	N	N	**0**	N	Y	Y	Y	Y	**2**	Y	100%	100%	0%	0	4	2	**3**	**8**	4377841	PD&E/EMO STUDY	18%
288	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	21.55	22.55	2	5	7	**2**	N	N	N	**0**	Y	Y	N	Y	Y	**3**	Y	2%	100%	49%	2	5	2	**5**	**10**	4377841	PD&E/EMO STUDY	47%
289	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	22.55	23.55	0	13	13	**2**	N	N	N	**0**	Y	Y	N	Y	Y	**3**	Y	4%	100%	48%	2	6	1	**4**	**9**	4439161	RESURFACING	100%
290	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	23.55	24.55	0	11	11	**2**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	Y	0%	100%	50%	3	4	2	**6**	**11**	4439161	RESURFACING	100%
291	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	24.55	25.55	0	4	4	**1**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**9**	4441981	BIKE PATH/TRAIL	100%
292	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	25.55	26.55	1	15	16	**3**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	5	2	**3**	**11**	4334553	RESURFACING	100%
293	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	26.55	27.55	0	11	11	**2**	N	N	N	**0**	Y	Y	Y	Y	Y	**3**	Y	0%	100%	50%	3	2	3	**7**	**12**	4334553	RESURFACING	80%
294	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	27.55	28.55	0	3	3	**1**	N	N	N	**0**	Y	Y	N	Y	Y	**3**	Y	0%	23%	89%	3	3	2	**6**	**10**			
295	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	28.55	29.55	0	0	0	**0**	N	N	N	**0**	Y	Y	N	Y	Y	**3**	Y	0%	28%	86%	3	0	3	**7**	**10**			
296	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	29.55	30.55	1	34	35	**3**	Y	N	Y	**2**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	8	1	**2**	**10**	4401781	LIGHTING	100%
297	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	30.55	31.55	0	11	11	**2**	Y	N	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	55%	23%	1	5	2	**4**	**10**	4401781	LIGHTING	100%
298	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	31.55	32.55	0	2	2	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	57%	10%	67%	3	2	3	**6**	**10**	4291935	LANDSCAPING	100%
299	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	32.55	33.55	0	2	2	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**7**	4291933	LANDSCAPING	100%
300	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	33.55	34.55	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	100%	100%	0%	0	0	3	**3**	**5**	4291933	LANDSCAPING	100%
301	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	34.55	35.55	0	1	1	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	N	100%	100%	0%	0	5	2	**2**	**5**	4291933	LANDSCAPING	100%
302	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	35.55	36.55	0	23	23	**3**	N	N	Y	**2**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	13	0	**1**	**9**			
303	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	36.55	37.55	0	3	3	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	43%	44%	57%	3	1	3	**7**	**11**	4418121	RESURFACING	100%
304	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	37.55	38.55	0	10	10	**2**	N	N	Y	**2**	N	Y	N	N	Y	**2**	N	63%	63%	37%	2	3	2	**4**	**10**	4418271	RESURFACING	100%
305	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	5282	38.55	39.55	2	4	6	**2**	N	N	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	1	3	**3**	**10**	4418271	RESURFACING	100%
306	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	3624	39.55	40.24	0	2	2	**1**	N	Y	Y	**2**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	3	2	**3**	**8**	4418271	RESURFACING	100%
307	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	0.00	1.00	0	8	8	**2**	N	Y	N	**1**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	1	3	**4**	**9**			
308	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	1.00	2.00	2	3	5	**2**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**9**			
309	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	2.00	3.00	0	8	8	**2**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	2	3	**4**	**10**			
310	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	3.00	4.00	2	3	5	**2**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	2	3	**4**	**10**			
311	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	4.00	5.00	1	2	3	**2**	N	Y	N	**1**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	4	2	**3**	**8**			
312	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	5.00	6.00	0	1	1	**1**	N	N	N	**0**	N	Y	N	N	Y	**2**	Y	100%	100%	0%	0	2	3	**4**	**7**	4399171	INTERSECTION IMPROVEMENT	3%
313	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	6.00	7.00	1	6	7	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	2	3	**4**	**9**	4399861	INTERSECTION IMPROVEMENT	61%
314	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	7.00	8.00	2	6	8	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	2	3	**4**	**10**	4399861	INTERSECTION IMPROVEMENT	64%
315	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	8.00	9.00	0	9	9	**2**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	3	2	**3**	**8**	4399131	INTERSECTION IMPROVEMENT	31%
316	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	9.00	10.00	0	7	7	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**6**	4275182	RESURFACING	100%
317	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	10.00	11.00	1	5	6	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**8**	4275182	RESURFACING	100%
318	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	11.00	12.00	1	7	8	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**9**	4275182	RESURFACING	100%
319	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	12.00	13.00	1	13	14	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**8**	4401811	LIGHTING	100%
320	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	13.00	14.00	1	3	4	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**7**	4401811	LIGHTING	100%
321	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	14.00	15.01	1	9	10	**3**	N	N	N	**0**	Y	N	Y	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**8**	4401811	LIGHTING	100%
322	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	15.01	16.01	1	4	5	**2**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	56%	55%	45%	2	4	2	**4**	**9**	4283585	WIDEN/RESURFACE EXIST LANES	100%
323	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	16.01	17.01	1	1	2	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	Y	100%	100%	0%	0	4	2	**3**	**8**	4401811	LIGHTING	100%
324	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	17.01	18.01	1	9	10	**3**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	4	2	**2**	**8**	4401811	LIGHTING	100%
325	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	5282	18.01	19.01	0	3	3	**1**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**6**	4401811	LIGHTING	100%
326	87090000	SR 25	OKECHOBEE RD/36 ST NE NW	4747	19.01	19.91	1	2	3	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	3	2	**2**	**7**			
327	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5658	10.81	11.88	1	0	1	**2**	N	N	N	**0**	Y	Y	N	N	Y	**3**	N	100%	100%	0%	0	2	3	**3**	**8**			
329	87048000	SR 960	SR 960/NW 14 ST	3556	0.47	1.14	0	1	1	**1**	N	N	Y	**2**	Y	Y	N	N	Y	**3**	N	0%	100%	50%	3	2	3	**6**	**12**			
330	87053003	SR 968	SR 968/W FLAGLER ST	5282	0.00	1.00	2	14	16	**3**	Y	N	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	7	1	**1**	**9**	4416721	INTERSECTION IMPROVEMENT	100%
331	87053003	SR 968	SR 968/W FLAGLER ST	1426	1.00	1.27	1	20	21	**3**	N	N	Y	**2**	Y	Y	Y	N	Y	**3**	N	100%	100%	0%	0	5	2	**2**	**10**	4326396	PD&E/EMO STUDY	100%
332	87030000	SR 5	US 1/SR 5	5282	10.56	11.56	0	20	20	**3**	N	N	Y	**2**	Y	Y	Y	Y	Y	**3**	Y	100%	100%	0%	0	7	1	**2**	**10**	4326396	PD&E/EMO STUDY	100%
333	87030000	SR 5	US 1/SR 5	5282	11.56	12.56	0	0	0	**0**	N	Y	N	**1**	Y	Y	N	N	Y	**3**	Y	0%	45%	62%	3	0	3	**7**	**11**			
334	87030000	SR 5	US 1/SR 5	5282	12.56	13.56	0	3	3	**1**	N	Y	Y	**2**	Y	Y	N	N	Y	**3**	N	46%	34%	60%	3	2	3	**6**	**12**			
335	87030000	SR 5	US 1/SR 5	5282	13.56	14.56	1	8	9	**3**	N	N	Y	**2**	Y	Y	Y	N	Y	**3**	Y	100%	100%	0%	0	6	1	**2**	**10**			
336	87030000	SR 5	US 1/SR 5	5282	14.56	15.56	0	3	3	**1**	N	N	N	**0**	Y	Y	Y	N	Y	**3**	N	83%	61%	28%	2	2	3	**5**	**9**	4380341	LANDSCAPING	54%
337	87030000	SR 5	US 1/SR 5	5282	15.56	16.56	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	1	3	**6**	**6**	4380341	LANDSCAPING	100%
338	87030000	SR 5	US 1/SR 5	5282	16.56	17.56	0	0	0	**0**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	1	3	**6**	**7**	4380341	LANDSCAPING	100%
339	87030000	SR 5	US 1/SR 5	5282	17.56	18.56	0	1	1	**1**	N	N	N	**0**	N	Y	N	N	N	**1**	N	0%	0%	100%	3	1	3	**6**	**8**	4380341	LANDSCAPING	100%
340	87030000	SR 5	US 1/SR 5	5282	18.56	19.56	0	2	2	**1**	N	N	N	**0**	N	N	N	N	N	**0**	N	2%	0%	99%	3	1	3	**6**	**7**	4380342	LANDSCAPING	100%
341	87030000	SR 5	US 1/SR 5	5282	19.56	20.56	0	1	1	**1**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	1	3	**6**	**7**	4380342	LANDSCAPING	100%
342	87030000	SR 5	US 1/SR 5	5282	20.56	21.56	0	0	0	**0**	N	N	N	**0**	N	N	N	N	N	**0**	N	0%	0%	100%	3	1	3	**6**	**6**	4380342	LANDSCAPING	100%

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Pedestrian Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
343	87030000	SR 5	US 1/SR 5	5282	21.56	22.56	0	2	2	1	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	1	3	6	7	4380343	LANDSCAPING	100%
344	87030000	SR 5	US 1/SR 5	5282	22.56	23.56	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6	4380343	LANDSCAPING	100%
345	87030000	SR 5	US 1/SR 5	5282	23.56	24.56	0	1	1	1	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	7	4380343	LANDSCAPING	100%
346	87030000	SR 5	US 1/SR 5	4609	24.56	25.43	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6	4380344	LANDSCAPING	100%
347	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6	4380344	LANDSCAPING	100%
348	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	1.00	2.00	0	1	1	1	N	N	N	0	N	N	N	N	N	0	Y	0%	0%	100%	3	0	3	7	8	4380344	LANDSCAPING	100%
349	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6	4380344	LANDSCAPING	100%
350	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	1	3	6	6	4380344	LANDSCAPING	60%
351	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
352	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
353	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	100%	3	0	3	6	6			
354	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
355	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	5282	8.00	9.00	0	1	1	1	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	8			
356	87038000	SR 932	SR-932/NW 103 ST/W 49 ST/E 49 ST/NE103ST	3788	9.00	9.72	1	16	17	3	N	N	N	0	Y	N	Y	N	Y	3	N	83%	99%	9%	1	6	1	2	8	4399831	INTERSECTION IMPROVEMENT	98%
357	87018000	SR 852	COUNTY LINE RD: 27 AVE NW-2 AVE NW	5282	0.00	1.00	1	9	10	3	N	N	N	0	Y	Y	Y	N	Y	3	N	89%	99%	6%	1	4	2	3	9	4401721	LIGHTING	100%
358	87018000	SR 852	COUNTY LINE RD: 27 AVE NW-2 AVE NW	5282	1.00	2.00	2	10	12	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	8	4401721	LIGHTING	100%
359	87018000	SR 852	COUNTY LINE RD: 27 AVE NW-2 AVE NW	2834	2.00	2.54	0	10	10	2	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	8	4401721	LIGHTING	100%
360	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	15.27	16.27	0	9	9	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	5	2	2	7	4401721	LIGHTING	100%
361	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	16.27	17.27	0	11	11	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	7	4401721	LIGHTING	100%
362	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	17.27	18.27	0	13	13	2	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	7			
363	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	18.27	19.27	1	15	16	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	8			
364	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	4123	19.27	20.05	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	6			
365	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	0.00	1.00	0	5	5	1	N	N	N	0	Y	Y	Y	Y	Y	3	N	100%	100%	0%	0	5	2	2	6			
366	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	1.00	2.00	0	0	0	0	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	5			
367	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	2.00	3.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	63%	57%	40%	2	3	2	4	8	4439861	SIDEWALK	43%
368	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	3.00	4.00	1	10	11	3	Y	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	9	4401792	LIGHTING	100%
369	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	4.00	5.00	1	28	29	3	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	8	4401792	LIGHTING	100%
370	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	5.00	6.00	0	21	21	3	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	8	4401792	LIGHTING	100%
371	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	5282	6.00	7.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	6	4401792	LIGHTING	100%
372	86471000	SR 821	HEFT: MIAMI DADE-TURNPIKE	3557	7.00	7.68	0	0	0	0	N	N	Y	2	Y	Y	Y	Y	Y	3	N	0%	0%	100%	3	7	1	4	9	4293004	RESURFACING	100%
373	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	0.00	1.00	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	100%	38%	31%	2	0	3	5	8	4401741	LIGHTING	76%
374	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	1.00	2.00	1	3	4	2	N	N	N	0	N	Y	N	N	Y	2	Y	0%	0%	100%	3	0	3	7	11			
375	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	Y	0%	0%	100%	3	0	3	7	9	4365391	BRIDGE - PAINTING	100%
376	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	3.00	4.00	0	5	5	1	Y	N	N	1	Y	Y	Y	N	Y	3	N	95%	93%	6%	1	2	3	4	9	4401771	LIGHTING	100%
377	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	4.00	5.00	0	6	6	1	Y	Y	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	9	4401771	LIGHTING	100%
378	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	Y	Y	N	Y	2	N	100%	100%	0%	0	0	3	3	5			
379	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	6.00	7.00	1	9	10	3	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	9	4293464	LANDSCAPING	100%
380	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	7.00	8.00	1	11	12	3	N	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	9	0	0	7	4293464	LANDSCAPING	100%
381	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	8.00	9.00	0	7	7	2	N	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	9	4293464	LANDSCAPING	100%
382	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	5282	9.00	10.00	1	0	1	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	2	3	3	8	4401761	LIGHTING	100%
383	87001000	SR 94	SR 94/SW 88 ST/N KENDALL DR	3730	10.00	10.71	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	N	89%	70%	21%	1	4	2	3	7	4401761	LIGHTING	100%
384	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	5282	0.00	1.00	0	6	6	1	N	N	N	0	Y	Y	Y	N	Y	3	N	72%	66%	31%	2	3	2	4	8	4399191	INTERSECTION IMPROVEMENT	94%
385	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	5282	1.00	2.00	2	13	15	3	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	9	4399201	INTERSECTION IMPROVEMENT	8%
386	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	3584	2.00	2.68	0	9	9	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	7			
387	86010000	SR 5	SR-5 (US-1)	5282	0.00	1.00	0	4	4	1	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	3	2	3	9			
388	86010000	SR 5	SR-5 (US-1)	5282	1.00	2.00	2	2	4	2	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	4	2	3	8			
389	86010000	SR 5	SR-5 (US-1)	2435	2.00	2.46	0	2	2	1	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	2	3	4	8			
390	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	2534	0.00	0.48	1	2	3	2	N	N	N	0	N	Y	N	N	Y	2	Y	100%	100%	0%	0	3	2	3	7			
391	87012000	SR 847	SR 847/NW 47 AVE	5282	0.00	1.00	0	4	4	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	0%	100%	50%	3	4	2	6	11			
392	87012000	SR 847	SR 847/NW 47 AVE	6042	1.00	2.14	0	3	3	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	0%	99%	50%	3	3	2	5	10			
394	86060000	SR 25	US 27/SR 25	5282	0.00	1.00	0	3	3	1	N	N	N	0	N	Y	Y	N	Y	2	N	0%	100%	50%	3	4	2	5	8			
395	86060000	SR 25	US 27/SR 25	5282	1.00	2.00	0	0	0	0	N	Y	N	1	Y	Y	N	N	Y	3	N	10%	100%	45%	2	4	2	4	8			
396	86060000	SR 25	US 27/SR 25	5282	2.00	3.00	0	1	1	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	0%	83%	59%	3	4	2	5	10			
397	86060000	SR 25	US 27/SR 25	5282	3.00	4.00	0	0	0	0	N	Y	N	1	Y	Y	Y	N	Y	3	N	0%	100%	50%	3	2	3	6	10			
398	86060000	SR 25	US 27/SR 25	5282	4.00	5.00	2	6	8	3	N	Y	N	1	Y	N	Y	N	Y	3	N	41%	79%	40%	2	7	1	3	10			
399	86060000	SR 25	US 27/SR 25	5282	5.00	6.00	1	4	5	2	N	N	N	0	Y	Y	Y	N	Y	3	N	0%	39%	50%	3	3	2	5	10			
400	86060000	SR 25	US 27/SR 25	5282	6.00	7.00	0	2	2	1	N	Y	N	1	Y	Y	N	N	Y	3	N	0%	99%	50%	3	3	2	5	10			
401	86060000	SR 25	US 27/SR 25	5282	7.00	8.00	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	0%	97%	52%	3	1	3	6	9			
402	86060000	SR 25	US 27/SR 25	5282	8.00	9.00	0	0	0	0	N	N	N	0	Y	Y	Y	N	Y	3	N	7%	100%	47%	2	3	2	4	7			
403	86060000	SR 25	US 27/SR 25	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	Y	Y	N	Y	2	N	0%	100%	50%	3	1	3	6	8			
404	86060000	SR 25	US 27/SR 25	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	N	90%	100%	5%	1	2	3	4	6			
405	86060000	SR 25	US 27/SR 25	5282	11.00	12.00	0	2	2	1	N	Y	Y	2	N	N	N	N	Y	1	N	100%	100%	0%	0	7	1	1	5	4395221	PEDESTRIAN SAFETY IMPROVEMENT	42%
406	86060000	SR 25	US 27/SR 25	5282	12.00	13.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
407	86060000	SR 25	US 27/SR 25	5282	13.00	14.01	1	0	1	2	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	9			
408	86060000	SR 25	US 27/SR 25	5282	14.01	15.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
409	86060000	SR 25	US 27/SR 25	5282	15.01	16.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
410	86060000	SR 25	US 27/SR 25	5282	16.01	17.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
411	86060000	SR 25	US 27/SR 25	5282	17.01	18.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
412	86060000	SR 25	US 27/SR 25	5282	18.01	19.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	0%	0%	100%	3	0	3	7	8	4447981	BRIDGE-REPAIR/REHABILITATION	39%
413	86060000	SR 25	US 27/SR 25	5282	19.01	20.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	Y	0%	0%	100%	3	0	3	7	8			
414	86060000	SR 25	US 27/SR 25	5282	20.01	21.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
415	86060000	SR 25	US 27/SR 25	5282	21.01	22.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
416	86060000	SR 25	US 27/SR 25	5282	22.01	23.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
417	86060000	SR 25	US 27/SR 25	5282	23.01	24.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
418	86060000	SR 25	US 27/SR 25	5282	24.01	25.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7	4447991	BRIDGE-REPAIR/REHABILITATION	23%
419	86060000	SR 25	US 27/SR 25	5282	25.01	26.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
420	86060000	SR 25	US 27/SR 25	5282	26.01	27.01	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
421	86060000	SR 25	US 27/SR 25	3311	27.01	27.64	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
422	87470000	SR 91	TURNPIKE: SR-826-BROWARD	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
423	87470000	SR 91	TURNPIKE: SR-826-BROWARD	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
424	87470000	SR 91	TURNPIKE: SR-826-BROWARD	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
425	87470000	SR 91	TURNPIKE: SR-826-BROWARD	1799	3.00	3.34	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
426	87134000	SR 825	SR 825/SW 137 AVE/NW 137 AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
427	87134000	SR 825	SR 825/SW 137 AVE/NW 137 AVE	2509	1.00	1.48	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
428	87190000	SR 909	SR 909/W DIXIE HWY/NE 22 AVE	2715	0.00	0.51	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
429	87053001	SR 968	SR 968/SW 1 ST/SE 1 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	0	3	6	7			
430	87053001	SR 968	SR 968/SW 1 ST/SE 1 ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	Y	N	N	N	1	N	0%	0%	100%	3	2	3	6	7			
431	87053001	SR 968	SR 968/SW 1 ST/SE 1 ST	1781	2.00	2.34	0	1	1	1	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	4	2	3	7			
432	87059000	SR 887	SR-887/PORT OF MIAMI TUNNEL	5295	0.00	1.00	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	2	3	3	6			
434	87037001	SR 907	SR 907/ALTON RD	2142	0.00	0.41	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	N	100%	100%	0%	0	4	2	2	4			
435	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	0.00	1.00	0	3	3	1	N	N	N	0	N	Y	Y	N	Y	2	Y	100%	83%	9%	1	4	2	4	7			
436	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	1.00	2.00	0	2	2	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	2	3	4	8			
437	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	2.00	3.00	0	0	0	0	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	1	3	4	7			
438	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	3.00	4.00	0	9	9	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	8	4425411	PEDESTRIAN SAFETY IMPROVEMENT	35%
439	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	4.00	5.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	3	2	3	7	4399241	INTERSECTION IMPROVEMENT	27%
440	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	5.00	6.00	1	2	3	2	N	Y	N	1	Y	N	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	8			
441	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	6.00	7.00	0	4	4	1	N	Y	N	1	Y	N	N	N	Y	2	Y	100%	100%	0%	0	5	2	3	7			
442	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	5282	7.00	8.00	1	4	5	2	N	Y	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	9	4399811	RESURFACING	100%
443	87044000	SR 976	SR 976/SW 40 ST/BIRD RD	2322	8.00	8.44	1	13	14	3	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	9	4399811	RESURFACING	100%
445	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5952	14.14	15.27	0	0	0	0	N	N	N	0	N	Y	Y	N	Y	2	N	100%	100%	0%	0	3	2	2	4			
446	87005000	SR 874	SR-874/DON SHULA EXPY	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	Y	N	Y	2	N	100%	100%	0%	0	5	2	2	4			
447	87005000	SR 874	SR-874/DON SHULA EXPY	5282	1.00	2.00	0	5	5	1	N	N	N	0	N	N	Y	N	Y	2	N	100%	100%	0%	0	1	3	3	6			
448	87005000	SR 874	SR-874/DON SHULA EXPY	5282	2.00	3.00	0	1	1	1	N	N	N	0	N	N	N	N	Y	1	N	100%	100%	0%	0	1	3	3	5			
449	87005000	SR 874	SR-874/DON SHULA EXPY	5282	3.00	4.00	0	1	1	1	N	N	N	0	N	Y	Y	N	Y	2	N	100%	100%	0%	0	1	3	3	6			
450	87005000	SR 874	SR-874/DON SHULA EXPY	5282	4.00	5.00	0	3	3	1	Y	N	N	1	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	3	2	3	8			
451	87005000	SR 874	SR-874/DON SHULA EXPY	5282	5.00	6.00	1	6	7	2	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	5	2	2	8	4401751	LIGHTING	100%
452	87005000	SR 874	SR-874/DON SHULA EXPY	5406	6.00	7.03	4	7	11	3	N	Y	N	1	Y	Y	N	N	Y	3	N	81%	100%	10%	1	3	2	3	10	4401751	LIGHTING	100%
454	87240101	SR 9	SR 9	523	0.00	0.10	1	24	25	3	N	N	N	0	Y	Y	N	N	Y	3	N	86%	100%	7%	1	3	2	3	9	4401751	LIGHTING	100%
455	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	0.00	1.00	1	4	5	2	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	3	2	2	7	4291864	INTERSECTION IMPROVEMENT	100%
456	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	1.00	2.00	0	0	0	0	N	N	Y	2	Y	N	Y	N	Y	3	N	100%	100%	0%	0	2	3	3	8			
457	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	2.00	3.00	1	14	15	3	N	N	N	0	Y	Y	N	N	Y	3	Y	100%	100%	0%	0	5	2	3	9	4401761	LIGHTING	100%

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT D6 Pedestrian Road Segment Prioritization Tool							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
458	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	3.00	4.00	1	12	13	3	Y	N	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	8	1	1	8	4438991	RESURFACING	54%
459	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	4.00	5.00	2	11	13	3	Y	N	N	1	Y	Y	N	N	Y	3	N	93%	100%	4%	1	4	2	3	10	4401782	LIGHTING	100%
460	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	5.00	6.00	8	31	39	3	Y	N	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	6	1	1	9	4451681	LIGHTING	100%
461	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	5282	6.00	7.00	1	7	8	3	N	Y	N	1	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	10	4293412	RESURFACING	100%
462	87072000	SR 985	SR 985/SW 107 AVE/NW 107 AVE	3161	7.00	7.60	1	11	12	3	Y	N	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	6	1	1	8	4401831	LIGHTING	100%
463	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	5282	0.00	1.00	0	2	2	1	N	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	3	2	2	7	4401791	LIGHTING	78%
464	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	5282	1.00	2.00	0	1	1	1	N	Y	N	1	N	Y	Y	N	Y	2	N	0%	0%	100%	3	1	3	6	10	4283584	INTERCHANGE RAMP (NEW)	100%
465	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	5282	2.00	3.00	2	1	3	2	N	Y	N	1	Y	N	N	N	Y	2	N	5%	42%	77%	3	2	3	6	11	4306372	LANDSCAPING	100%
466	87085000	SR 933	SR 933/SW 12 AVE/NW 12 AVE	6576	3.00	4.25	0	0	0	0	N	N	N	0	N	Y	N	N	Y	2	N	0%	24%	88%	3	0	3	6	8	4434321	BIKE PATH/TRAIL	27%
469	87026005	SR 860	SR 860/MIAMI GARDENS DR	5282	0.00	1.00	0	3	3	1	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	7			
470	87026005	SR 860	SR 860/MIAMI GARDENS DR	5282	1.00	2.00	2	15	17	3	N	Y	Y	2	Y	Y	Y	Y	Y	3	N	100%	100%	0%	0	7	1	1	9	4327484	RESURFACING - RIDE ONLY	100%
471	87026005	SR 860	SR 860/MIAMI GARDENS DR	5282	2.00	3.00	0	10	10	2	Y	N	Y	2	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	4	2	2	9	4416721	INTERSECTION IMPROVEMENT	6%
472	87026005	SR 860	SR 860/MIAMI GARDENS DR	3493	3.00	3.66	0	0	0	0	N	Y	N	1	N	Y	Y	N	Y	2	N	0%	30%	85%	3	3	2	5	8			
473	87030000	SR 90	US 1/SR 5	1765	10.22	10.56	0	8	8	1	N	N	N	0	Y	Y	N	N	Y	3	N	100%	100%	0%	0	10	0	0	4			
474	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	0.00	1.00	0	19	19	3	N	N	Y	2	Y	Y	Y	Y	Y	3	Y	100%	100%	0%	0	6	1	2	10	4439421	RIGID PAVEMENT REHABILITATION	23%
475	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	1.00	2.00	0	6	6	1	N	Y	N	1	Y	Y	N	N	Y	3	N	100%	100%	0%	0	9	0	0	5	4401771	LIGHTING	100%
476	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	2.00	3.00	0	8	8	2	N	N	Y	2	Y	Y	N	N	Y	3	N	100%	27%	37%	2	3	2	4	11	4401701	LIGHTING	14%
477	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	3.00	4.00	0	4	4	1	N	Y	N	1	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	3	2	3	8			
478	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	4.00	5.00	1	6	7	2	Y	N	N	1	Y	Y	N	N	Y	3	N	94%	100%	3%	1	4	2	3	9			
479	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	5.00	6.00	0	9	9	2	Y	Y	N	1	Y	Y	Y	N	Y	3	N	100%	100%	0%	0	9	0	0	6	4399811	RESURFACING	16%
480	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	6.00	7.00	2	5	7	2	N	N	N	0	Y	Y	Y	N	Y	3	Y	100%	100%	0%	0	4	2	3	8			
481	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
482	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
483	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
484	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
485	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
486	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5282	12.00	13.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
487	87010000	SR 5	US 1/SR 5/SOUTH DIXIE HWY	4950	13.00	13.94	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
488	87017000	SR 913	SR 913/SW 26 RD/SE 26 RD	1974	0.00	0.37	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
489	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
490	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
491	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
492	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
493	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
494	87170000	SR 826	SR 826/NW 167 ST/NE 167 ST/NE 163 ST	3841	5.00	5.73	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
495	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	5282	0.91	1.91	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
496	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	5282	1.91	2.91	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
497	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	5282	2.91	3.91	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
498	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	5282	3.91	4.91	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
499	87055000	SR 986	SR 986/SW 72 ST/SUNSET DR	4717	4.91	5.80	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
500	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	5282	0.22	1.22	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
501	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	5282	1.22	2.22	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
502	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	5282	2.22	3.22	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
503	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	5282	3.22	4.22	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
504	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	5282	4.22	5.22	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
505	87062000	SR 959	SR 959/SW 57 AVE/NW 57 AVE/RED RD	1975	5.22	5.59	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
506	87040102	SR 925	SR 925/NW 3 CT	2664	0.00	0.50	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
507	87021011	SR 878	SR-878/SNAPPER CREEK EXPY	2329	0.00	0.44	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
508	87004000	SR 112	SR-112/JULIA TUTTLE CSWY	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
509	87004000	SR 112	SR-112/JULIA TUTTLE CSWY	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
510	87004000	SR 112	SR-112/JULIA TUTTLE CSWY	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
511	87004000	SR 112	SR-112/JULIA TUTTLE CSWY	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
512	87004000	SR 112	SR-112/JULIA TUTTLE CSWY	4799	4.00	4.91	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
513	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
514	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
515	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
516	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
517	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
518	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
519	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
520	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
521	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
522	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
523	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
524	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
525	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	5282	12.00	13.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
526	87240000	SR 9	SR 9/SW 27 AVE/NW 27 AVE	3511	13.00	13.67	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
527	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
528	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
529	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
530	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
531	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
532	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
533	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
534	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
535	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
536	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
537	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
538	87281000	SR 953	SR 953/SW/NW 42 AV/SE/NE 8 AV/LEJEUNE RD	3798	11.00	11.72	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
539	87080900	SR 934	SR 934/HIALEAH EXPY	5282	31.09	32.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
540	87080900	SR 934	SR 934/HIALEAH EXPY	5282	32.09	33.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
541	87080900	SR 934	SR 934/HIALEAH EXPY	5282	33.09	34.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
542	87080900	SR 934	SR 934/HIALEAH EXPY	5282	34.09	35.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
543	87080900	SR 934	SR 934/HIALEAH EXPY	5282	35.09	36.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
544	87080900	SR 934	SR 934/HIALEAH EXPY	5282	36.09	37.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
545	87080900	SR 934	SR 934/HIALEAH EXPY	3730	37.09	37.80	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
546	87120001	SR 90	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
547	87120001	SR 90	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
548	87120001	SR 90	US 41/SR 90/SE 7 ST/SW 7 ST/BEACOM BLVD	5296	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
551	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	3389	7.62	8.26	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
552	87030000	SR 5	US 1/SR 5	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
553	87030000	SR 5	US 1/SR 5	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
554	87030000	SR 5	US 1/SR 5	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
555	87030000	SR 5	US 1/SR 5	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
556	87030000	SR 5	US 1/SR 5	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
557	87030000	SR 5	US 1/SR 5	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
558	87030000	SR 5	US 1/SR 5	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
559	87030000	SR 5	US 1/SR 5	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
560	87030000	SR 5	US 1/SR 5	1444	8.00	8.28	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
561	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
562	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
563	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
564	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
565	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
566	87037000	SR 907	SR 907/ALTON RD/NORTH ALTON RD/W 63 ST	3464	5.00	5.66	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
567	87016000	SR 112	SR 112/ARTHUR GODFREY RD	4307	0.00	0.82	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
568	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
569	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
570	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
571	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
572	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT=DOT D6 Pedestrian Road Segment Prioritization Tool

							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
573	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
574	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
575	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
576	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
577	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
578	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
579	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
580	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	5282	12.00	13.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
581	87020000	SR 5	US 1/SR 5/SOUTH DIXIE HWY/HOMESTEAD BLVD	6071	13.00	14.15	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
583	87066000	SR 922	125 ST NE/123 ST NE/KANE CONCOURSE/96 ST	5301	4.55	5.55	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
585	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
586	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
587	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
588	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
589	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
590	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
591	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
592	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
593	87026000	SR 860	SR 860/MIAMI GARDENS DR	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
594	87026000	SR 860	SR 860/MIAMI GARDENS DR	1674	9.00	9.32	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
595	87008001	SR 916	SR 916/OPA-LOCKA BLVD/NW 136 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
596	87008001	SR 916	SR 916/OPA-LOCKA BLVD/NW 136 ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
597	87008001	SR 916	SR 916/OPA-LOCKA BLVD/NW 136 ST	4117	2.00	2.78	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
598	87270000	SR 9	I-95: DIXIE HWY S-BROWARD	5282	13.69	14.69	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
599	87270000	SR 9	I-95: DIXIE HWY S-BROWARD	5282	14.69	15.69	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
600	87270000	SR 9	I-95: DIXIE HWY S-BROWARD	5282	15.69	16.69	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
601	87270000	SR 9	I-95: DIXIE HWY S-BROWARD	2935	16.69	17.25	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
602	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	15.18	16.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
603	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5282	16.18	17.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
604	87120000	SR 90	US 41/SR 90/SW 8ST/SE 8ST/TAMIAMI TRAIL	5101	17.18	18.14	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
605	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
606	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
607	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
608	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
609	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
610	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
611	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
612	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
613	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
614	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
615	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
616	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
617	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	12.00	13.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
618	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	13.00	14.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
619	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	14.01	15.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
620	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	15.01	16.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
621	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	16.01	17.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
622	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	17.01	18.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
623	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	18.01	19.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
624	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	19.01	20.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
625	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	20.01	21.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
626	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	5282	21.01	22.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
627	87150000	SR 997	SR 997/SW 177 AVE/KROME AVE	2016	22.01	22.39	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
628	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
629	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
630	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
631	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
632	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
633	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
634	87053000	SR 968	SR 968/W FLAGLER ST/E FLAGLER ST	1876	6.00	6.36	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
635	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	5282	0.51	1.51	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
636	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	5282	1.51	2.51	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
637	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	5282	2.51	3.51	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
638	87054000	SR 972	SR 972/SW 22 ST/SW 3 AVE/SW 13ST/SE 13ST	6085	3.51	4.66	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
640	87034000	SR 915	SR 915/NE 6 AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
641	87034000	SR 915	SR 915/NE 6 AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
642	87034000	SR 915	SR 915/NE 6 AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
643	87034000	SR 915	SR 915/NE 6 AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
644	87034000	SR 915	SR 915/NE 6 AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
645	87034000	SR 915	SR 915/NE 6 AVE	4575	5.00	5.87	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
646	87040101	SR 925	SR 925/NW 3 AVE	2948	0.00	0.56	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
647	87019001	SR 817	SR-817/NW 27 AVE	940	0.00	0.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
648	87021000	SR 878	SR 878/SNAPPER CREEK EXPY	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
649	87021000	SR 878	SR 878/SNAPPER CREEK EXPY	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
650	87021000	SR 878	SR 878/SNAPPER CREEK EXPY	3281	2.00	2.62	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
651	87003000	SR 112	SR-112: 21 ST NW-I-195	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
652	87003000	SR 112	SR-112: 21 ST NW-I-195	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
653	87003000	SR 112	SR-112: 21 ST NW-I-195	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
654	87003000	SR 112	SR-112: 21 ST NW-I-195	5738	3.00	4.09	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
656	87210000	SR 856	SR 856/WILLIAM LEHMAN CSWY	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
657	87210000	SR 856	SR 856/WILLIAM LEHMAN CSWY	3703	1.00	1.70	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
658	87080001	SR 934	SR934/N BAYSHORE DR/NE82ST/NW82ST/NW81ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
659	87080001	SR 934	SR934/N BAYSHORE DR/NE82ST/NW82ST/NW81ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
660	87080001	SR 934	SR934/N BAYSHORE DR/NE82ST/NW82ST/NW81ST	5443	2.00	3.03	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
662	87027003	SR 969	SR-969/MILAM DIARY RD	2667	0.00	0.51	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
663	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	7.61	8.61	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
664	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	8.61	9.61	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
665	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	3394	9.61	10.26	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
666	87015000	SR 989	SR 989/SW 112 AVE/ALLAPATTAH	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
667	87015000	SR 989	SR 989/SW 112 AVE/ALLAPATTAH	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
668	87015000	SR 989	SR 989/SW 112 AVE/ALLAPATTAH	5613	2.00	3.06	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
670	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	11.88	12.88	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
671	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	5282	12.88	13.88	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
672	87140000	SR 7	US 441/SR 7/SW 8AV/NW 8AV/NW 7AV/NW 2AV	4213	13.88	14.68	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
673	87053004	SR 968	SR 968/W FLAGLER ST	2225	0.00	0.42	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
674	87060002	SR A1A	SR A1A/INDIAN CREEK DR	5334	0.00	1.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
676	87039000	SR 992	SR 992/SW 152 ST/CORAL REEF DR	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
677	87039000	SR 992	SR 992/SW 152 ST/CORAL REEF DR	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
678	87039000	SR 992	SR 992/SW 152 ST/CORAL REEF DR	2423	2.00	2.46	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
679	87020001	SR 5	US 1/SR 5/SOUTH DIXIE HWY	5845	0.00	1.11	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
681	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
682	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
683	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
684	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
685	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
686	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
687	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
688	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
689	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
690	87002000	SR 823	SR 823/W 4 AVE/RED RD/NW 57 AVE	3715	9.00	9.71	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
691	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			

MIAMI-DADE COUNTY BICYCLE AND PEDESTRIAN FACILITY NEEDS PRIORITIZATION TOOL

FDOT=DOT D6 Pedestrian Road Segment Prioritization Tool

							SAFETY				EQUITY				DEMAND						CONNECTIVITY								TOTAL	Project		
ID	ROADWAY	ROUTE	DESCRIPTION	Length	BMP	EMP	Crash Fatalities	Crash Injuries	Total Crashes	Safety Points	No Vehicles	Bellow Average Poverty	0 Veh+Pov	Equity Points	School (Half Mile)	Parks (Half Mile)	Univ. and College (Half Mile)	Stations	BusStops	Demand Points	Paved Path	Left Sidewalk Coverage	Right Sidewalk Coverage	Sidewalk Gap Percentage	Sidewalk Gap Points	Traffic Signals	Traffic Signals Points	Connectivity Points	Total Criteria	Project Number	Project Type	Project Coverage
692	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
693	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
694	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
695	87008000	SR 916	SR 916/NW 138 ST/NW 135 ST/NE 135 ST	4725	4.00	4.90	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
696	87201000	SR 836	SR-836: NW 137 AVE-SR-836	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
697	87201000	SR 836	SR-836: NW 137 AVE-SR-836	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
698	87201000	SR 836	SR-836: NW 137 AVE-SR-836	6047	2.00	3.15	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
700	87270000	SR 5	I-95: DIXIE HWY S-BROWARD	5282	0.15	1.15	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
701	87270000	SR 5	I-95: DIXIE HWY S-BROWARD	4224	1.15	1.95	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
702	87080000	SR 934	SR 934/NE 79 ST/79 ST CSWY/71 ST	5504	2.68	3.72	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
704	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
705	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
706	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
707	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
708	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
709	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
710	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
711	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
712	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
713	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	9.00	10.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
714	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	10.00	11.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
715	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	11.00	12.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
716	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	12.00	13.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
717	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	13.01	14.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
718	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	14.01	15.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
719	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	15.01	16.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
720	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	16.01	17.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
721	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	17.01	18.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
722	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	18.01	19.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
723	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	19.01	20.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
724	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	20.01	21.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
725	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	21.01	22.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
726	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	22.01	23.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
727	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	23.01	24.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
728	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	5282	24.01	25.01	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
729	87110000	SR 90	TAMIAMI TRL: COLLIER-KROME AVE	3764	25.01	25.72	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
730	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
731	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
732	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
733	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
734	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
735	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	5.00	6.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
736	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	6.00	7.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
737	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	7.00	8.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
738	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	5282	8.00	9.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
739	87047000	SR 973	SR 973/SW 132 ST/SW 87 AVE/NW 87 AVE	2634	9.00	9.50	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
740	87052000	SR 924	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
741	87052000	SR 924	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
742	87052000	SR 924	SR-924/NW 119 ST/NE 119 ST/GRATIGNY RD	5916	2.00	3.12	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
744	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	5282	0.86	1.86	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
745	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	5282	1.86	2.86	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
746	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	5282	2.86	3.86	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
747	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	5282	3.86	4.86	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
748	87027000	SR 969	SR 969/NW 72 AVE/NW 12 ST/MILAM DAIRY RD	2940	4.86	5.42	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
749	87030001	SR 5	US 1/SR 5/SE 2 ST/SE 2 AVE	1521	0.00	0.29	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
750	87019000	SR 817	SR 817/NW 27 AVE	5282	0.18	1.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
751	87019000	SR 817	SR 817/NW 27 AVE	5282	1.18	2.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
752	87019000	SR 817	SR 817/NW 27 AVE	5282	2.18	3.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
753	87019000	SR 817	SR 817/NW 27 AVE	5282	3.18	4.18	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
754	87019000	SR 817	SR 817/NW 27 AVE	3619	4.18	4.86	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
755	87471000	SR 821	HEFT: DIXIE HWY S-BROWARD	1344	0.28	0.54	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
756	87300000	SR 924	SR-924: SR-826-119 ST NW	5282	0.00	1.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
757	87300000	SR 924	SR-924: SR-826-119 ST NW	5282	1.00	2.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
758	87300000	SR 924	SR-924: SR-826-119 ST NW	5282	2.00	3.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
759	87300000	SR 924	SR-924: SR-826-119 ST NW	5282	3.00	4.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
760	87300000	SR 924	SR-924: SR-826-119 ST NW	5282	4.00	5.00	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			
761	87300000	SR 924	SR-924: SR-826-119 ST NW	1885	5.00	5.36	0	0	0	0	N	N	N	0	N	N	N	N	N	0	N	0%	0%	0%	0	0	3	3	3			

APPENDIX C

BPTool Instruction Manual

MIAMI-DADE COUNTY STATE HIGHWAY SYSTEM

Bicycle and Pedestrian Facility Needs Prioritization Tool

GIS Analysis and Prioritization Tool Update Process

March 2020

Florida Department of Transportation, District 6
Planning & Environmental Management Office

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I. INTRODUCTION

The Bicycle Pedestrian Needs Prioritization Tool (BPTOOL) has been developed by the Florida Department of Transportation (FDOT) District Six to support informed decisions in the programming of projects and development of strategies as part of the FDOT Vision Zero safety goal in Miami-Dade County. FDOT operates in a dynamic environment and the Geographic Information System (GIS) layers and the subsequent spreadsheet tool should be updated on a regular basis to include new projects added to the annual work program, recently constructed infrastructure and updated data. This guide identifies the process to update the BPTOOL.

The BPTOOL provides two separate GIS and spreadsheet tools – one for bicycle needs where the State Highway System (SHS) is parsed into two mile segments for each roadway and one for pedestrian needs where the SHS is parsed into one mile segment for each roadway. The segmentation of the SHS follows standard FDOT procedure where mile post 0.0 starts at the west or south terminus of each FDOT Roadway Segment Number. Note that the last segment will not equal one or two miles as, after parsing out the one and two mile segments of a roadway, the last segment will not be equal to an exact mile. If the last segment is less than .25 miles it was added to the previous segment and if the last segment was .25 miles, or greater, a new data record was prepared for the length of that segment. It is recommended that the SHS segmentation not be altered in order to provide continuity over time allowing for comparative and historical trending purposes. If a new SHS facility comes on line, or there is a roadway transfer, [these instances are rare] the system can be updated by adding a new FDOT Roadway Segment Number or by deleting existing Roadway Segment Number records.

This guide is formatted in two sections - GIS Analysis and Importing and Updating the PBTOOL Prioritization Table and each section provides instructions on the update of the four criteria established to evaluate bicycle and pedestrian needs: Safety, Equity, Connectivity and Demand. The table below lists the data, sources and the year of the data for the initial BPTOOL that was developed in 2019.

Data	Source/Date
Crash Data	FDOT Crash Analysis Reporting System (CARS) Database (2011-2015)
Communities of Concern	Communities of Concern by census block, Miami-Dade TPO's *Federal Planning Emphasis Areas (PEAs) for Miami-Dade County report* (November 2017)
Existing Bicycle Facilities	FDOT's Roadway Characteristics Inventory (RCI) database (2018)
Existing sidewalk Facilities	FDOT's Roadway Characteristics Inventory (RCI) database (2018)
Traffic Signals	Miami-Dade County GIS Online Portal (2018)
Schools/University locations	Miami-Dade County GIS Online Portal (2018)
Bus Stop Locations	Miami-Dade County GIS Online Portal (2018)
Premium Transit Locations	Miami-Dade County GIS Online Portal (2018)
Park Locations	Miami-Dade County GIS Online Portal (2018)
FDOT Work Program	FDOT Work Program (Current Projects and Funded, 2019)

II. GIS ANALYSIS

Safety

File Information:

Source: FDOT Crash Analysis Reporting System (CARS) (most current 5 years)
Update Frequency: Annually
File: Ped_Crashes_CARS.shp or Bike_Crashes_CARS.shp
Data Format: ESRI Shapefile
File type: Point
Current Layer Name: Ped Crashes CARS (2011-2015) or Bike Crashes CARS (2011-2015)

General Information:

GIS Layer contains Motorized and Non-Motorized crash records from the Department of Highway Safety and Motor Vehicles (DHSMV) combined with roadway information from FDOT. Bicycle and pedestrian related crashes were filtered and extracted to perform the analysis.

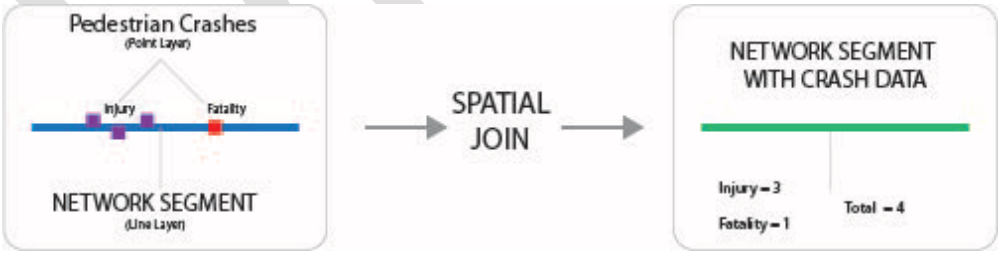
Step 1: Importing Data & Filtering in ArcMap:

Miami-Dade County CARS dataset source was imported to Arcmap in (SHP) file format to perform the analysis . If the Dataset has not been Pre-Filtered to display only the Miami-Dade County area, the layer must be filtered by selecting the following information from the attribute table:

"CONTYDOT" = 87
"Crash Type"= 'Pedestrian' or 'Bicycles'

Step 2: Crash Segment Analysis (Spatial Analysis)

Perform an analysis by location to identify how many bicycle or pedestrian crashes occurred closest or at each segment of the network Using ArcMap tool "join data", a spatial relation between the dataset and the segmented network must be conducted using the tool. The results should be summarized by Injuries Crashes and Fatality Crashes on each segment of the network.



Results of the analysis are displayed in the network attribute table as follows:

"crash_Fata" – Crash Fatalities
"Crash_Inju" – Crash Injuries
"Total_Cras" – Sum of "Crash_Fata" and "Crash_Inju"

Recommendations:

Update the CARS source dataset annually or when new data set is available. Repeat Step 1 and Step 2 to update results for each segment of the network.

Equity

File Information:

Source: Miami-Dade TPO's Federal Planning Emphasis Areas (PEAs) for Miami-Dade County report (November 2017)
Update Frequency: 10 Years
File: Communities_of_Concern.shp
Data Format: ESRI Shapefile
File type: Polygon
Layer Name: : Communities_of_Concern

General Information:

Dataset contains demographic information from census blocks, areas of concern identifying zero car household areas and below average poverty areas.

The following attribute was used in the tool criteria:

"CoC" = Comunities of concern
Values:
1 = Zero Car Households
2= Below Average Poverty Areas
3= Zero Vehicles + Below Average Poverty Areas

Analysis:

Using ArcMap Tool "Select by location" function and perform a spatial analysis to identify community of concern areas that are within 200 feet of a bicycle or pedestrian segment of the network. Using the following steps:

Step 1: Duplicate communities of concern layer 3 times applying the following query under the property layer:

"CoC"=1 (Zero Car Households)
"CoC"=2 (Below Average Poverty Areas)
"CoC' =3 (Zero Vehicles + Below Average Poverty Areas)

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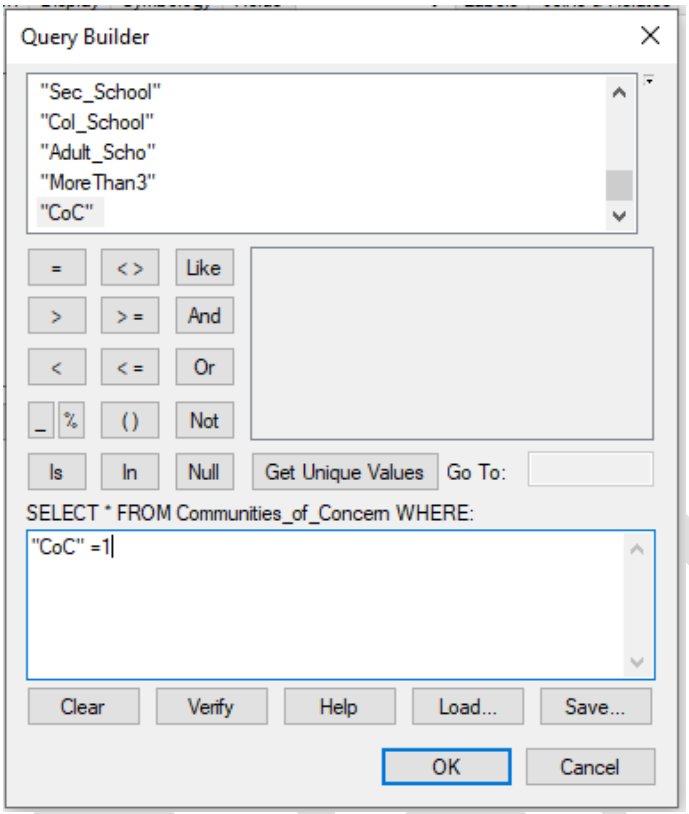


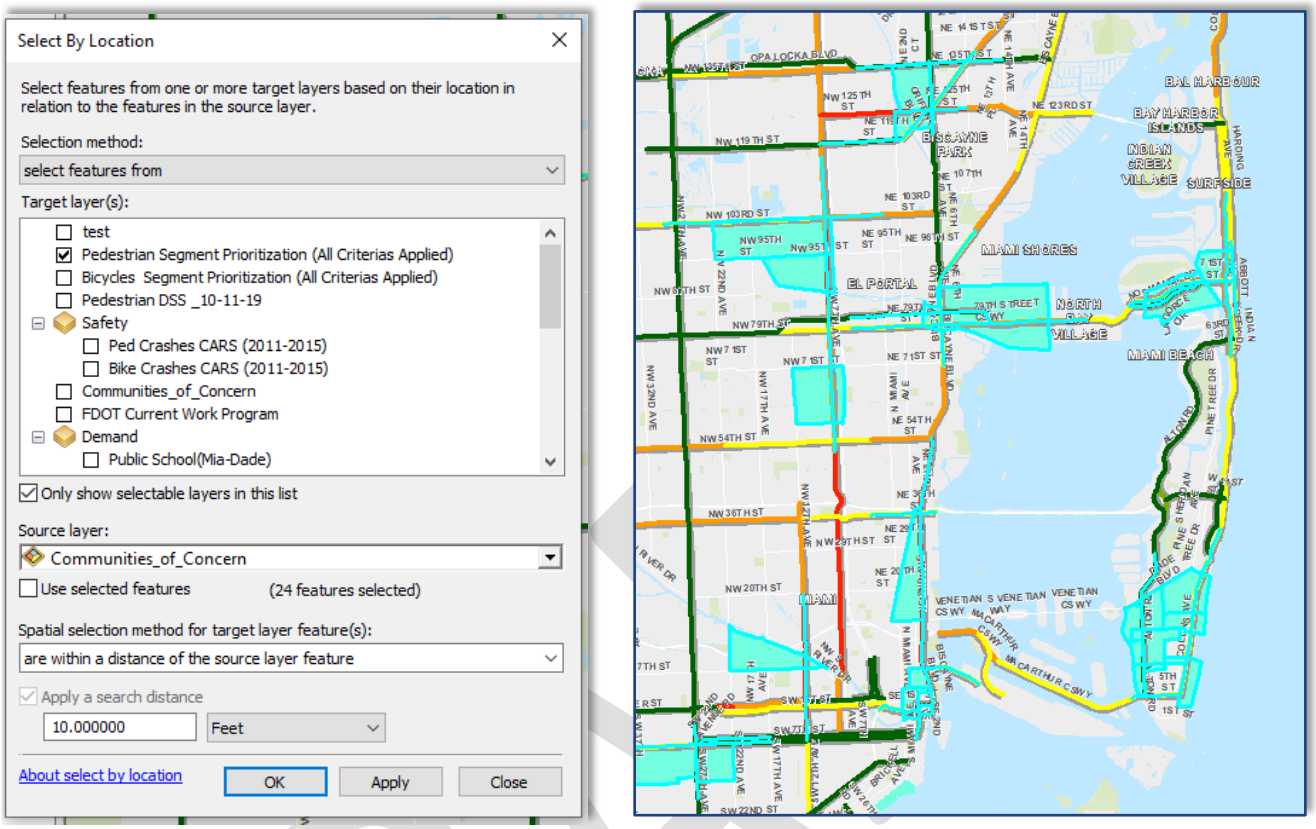
Rename each duplicated Layer with the corresponding filtered data. (Refer to general information above)

Example Layer : CoC – Zero Car Household (Communities of concern Duplicate Filtered as "CoC"=1)

Step 2. Create the following attributes columns for each criteria under the segmented network layer:

"0_VEH", "BEL_POV", "0VEH_POV"

Using ArcMap **"**Select by location" function a select segments of the network that are within 200 feet of the area of concern (Ex. Layer : CoC – Zero Car Household).



Example of Segment Selection

Step 3: Update all segments that meet the selection criteria in the segmented network layer marking as (1) the features that meet the selection and (0) for all other segments.

Repeat **Step 2** and **Step 3** for layers created in **Step 1.**

Update Recommendations:

An update of the communities of concerns layer must be conducted. The source layer is the result of an analysis performed as part of the Miami-Dade County Bicycle and Pedestrian Implementation Program.

Repeat **Step 1** to **Step 3** to update the network layer.

Demand

File Information:
Source: Miami Dade County GIS Portal
Update Frequency: Annually (1 Year)
Files:
Public_Schools_MIA-DADE.shp (1)
Parks.shp (1)
County Parks.shp (1)

National and State Park or Reserve.shp (1)
Tri-Rail Stations.Shp (2)
MetroMover Stations (2)
Bus Stops (Miami-Dade) (2)
Data Format: ESRI Shapefile
File type: Polygon (1) & Point (2)

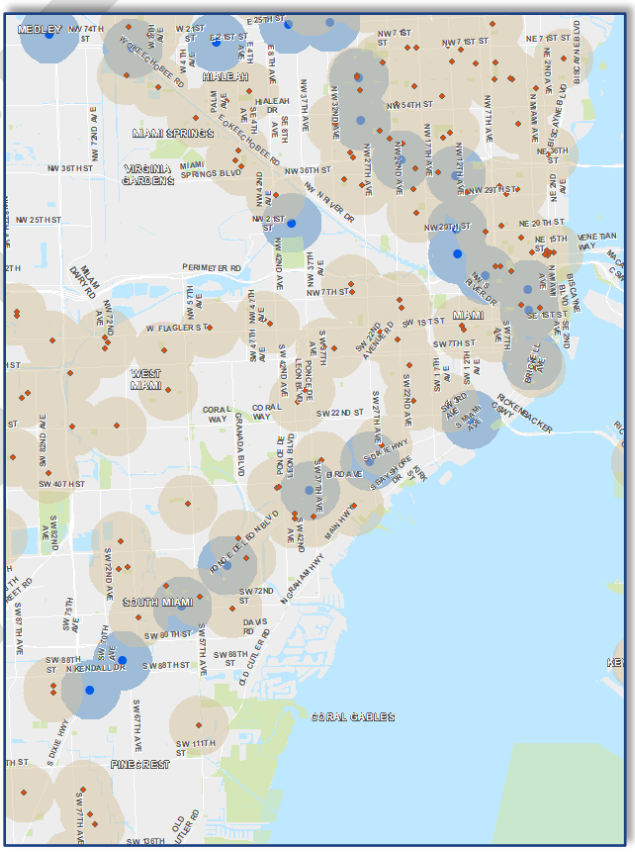
General Information:

Layers contain existing facility information utilized to perform the demand criteria. A series of buffers were created as per the demand criteria.

Buffer Creation

Create a buffer for each layer applying the following distances:

- Public Schools (½ Mile Buffer)
- Colleges and Universities (½ Mile Buffer)
- Parks (1/2 Mile Buffer)
- County Parks (1/2 Mile Buffer)
- National and State Parks (1/2 Mile Buffer)
- Bus Stops (1/4 Mile Buffer)
- Tri-Rail Stations (1/4 Mile Buffer)
- Metro Mover Stations (1/4 Mile Buffer)



Example of buffer generation

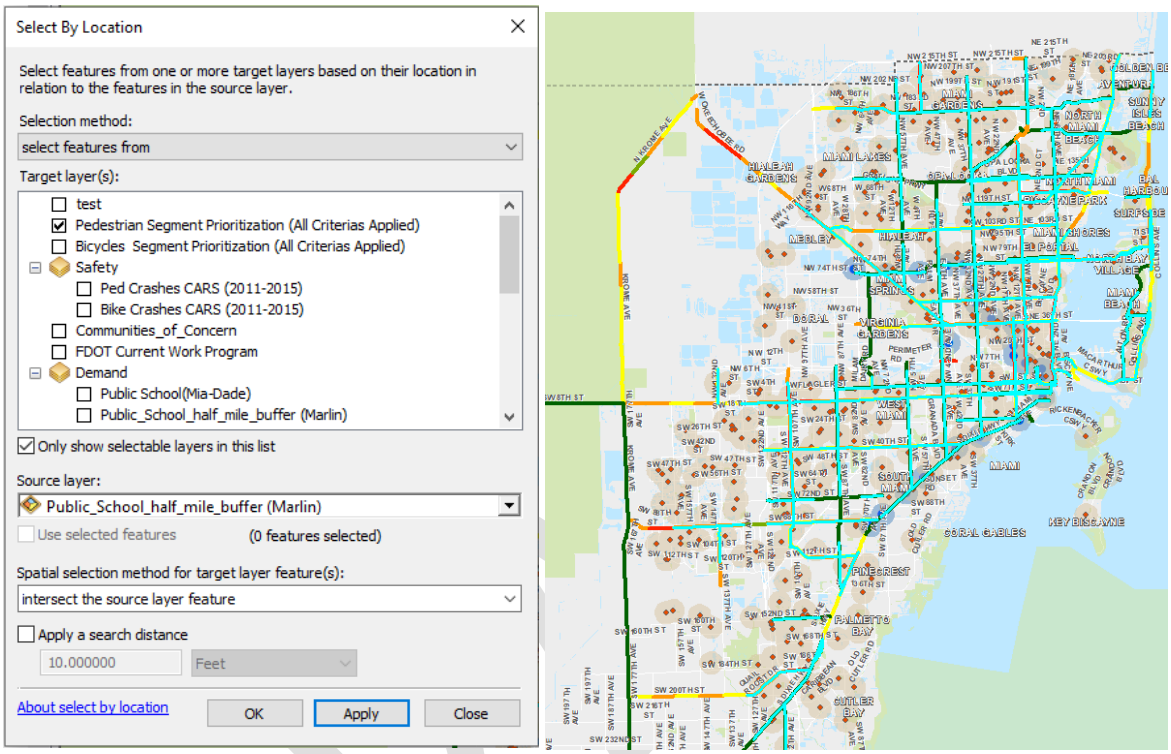
Analysis:

Using ArcMap Tool "Select by location" function and perform an analysis by location to identify segments of the network that intersect or "Touch" each of the buffers created following the steps below:

Step 1: Create the following attributes columns for each criteria under the segmented network layer:

"Schl_HLF_M" – School within ½ mile of a segment
"Park_HLF_M" – Park within ½ mile of a segment
"Univ_Coll" – Universities and Colleges within ½ mile of a segment
"Stations" – Metro Rail or Tri Rail Stations within ¼ mile of a segment

Step 2 : Using ArcMap **"**Select by location" perform a selection of segments of the network that intersect, touch or are within each of the created buffers in step 1 by comparing the corresponding buffer layer with the network segment.



(Example of Spatial Analysis for MDC Schools within ½ of a segment)

Step 3: Update all segments that meet the selection criteria in the segmented network layer marking as (1) for features that meet the selection and (0) for all other segments.

Repeat **Step 2** and **Step 3** for all buffer layers created in bullet (**Buffer Creation**)

Update Recommendations:

An update of the Miami Dade County Layers used in the demand analysis must be performed. Repeat **Step 1 to Step 3** to update the segment network layer with new facilities added to the updated layers.

Connectivity

File Information:

Source: FDOT GIS DATA PORTAL
Update Frequency: Annually
Files:

Paved_Paths_Existing.shp (3)
Paved_Paths_Funded.shp (3)
TrafficSignals.shp (1)
Sidewalk_width_sep.shp (2)
Bike_falitiies_Existing.shp (Bicycle Prioritization tool only)
Bike_facilities_Funded.shp (Bicycle Prioritization tool only)
Data Format: ESRI Shapefile
File type: Polygon (1),Point (2), Line (3)

General Information:

Layers contain existing pedestrian facilities information utilized to perform the connectivity criteria analysis as described in Table 1 of the for Pedestrian Facilities and Table 2 for Bicycle Facilities.

Table 1. Pedestrian Facility Needs Prioritization Criteria

FACTOR	METRIC	POINTS
Safety	Is the pedestrian crash rate above the average AND have a fatal crash? OR Greater than or equal to double the average?	Y=3
	Is the pedestrian crash rate below or equal to the average AND have a fatal crash?	Y=2
	Is the pedestrian crash rate at the location above zero and below the average, but does NOT have any fatal crashes?	Y=1
Equity	Is the location within a Community of Concern that meets the Zero-Car Household Criteria?	Y=1
	Is the location within a Community of Concern that meets the Poverty Criteria?	Y=1
Connectivity	Is the segment connected to a paved path?	Y=1
	What percentage of sidewalk is missing on both side of the street?	>50 % = 3 25% - 50% = 2 2% - 25 % = 1 < 1 % = 0
	How many signals are along the segment?	0-3 Signals= 3 3-6 signals = 2 6-9 Signals = 1 >9 signals= 0
Demand	Is the location within ½ mile of a school?	Y=1
	Is the location within a ½ mile of a premium transit station? Or a ¼ mile of a bus stop?	Y=1
	Is the location within a ½ mile of a park or University?	Y=1

Table 2. Bicycle Facility Needs Prioritization Criteria

FACTOR	METRIC	POINTS
Safety	Is the bicycle crash rate at the location above the average AND have a fatal crash? OR Greater than or equal to double the average?	Y=3
	Is the bicycle crash rate below or equal to the average AND have a fatal crash?	Y=2
	Is the bicycle crash rate at the location above zero and below the average, but does not have any fatal crashes?	Y=1
Equity	Is the location within a Community of Concern that meets the Zero-Car Household Criteria?	Y=1
	Is the location within a Community of Concern that meets the Poverty Criteria?	Y=1
Connectivity	Will the location not have a parallel alternative?	Y=3
	Will the location connect to a paved path/trail?	Y=1
	Will the location connect to a bike lane?	Y=1
Demand	Is the location within ½ mile of a school?	Y=1
	Is the location within a ½ mile of a premium transit station? Or a ¼ mile of a bus stop?	Y=1
	Is the location within a ½ mile of a park or University?	Y=1

Analysis

1.0. Importing Data & Layer Preparation

1.1. Paved Path and Bike Facilities Buffer Creation:

After importing the required layers listed above, the following buffers must be created to perform the analysis:

Paved Path Existing – 100 feet buffer
Paved Path Funded – 100 feet buffer
Bike Facilities Existing – 100 feet buffer
Bike Facilities Existing Funded – 100 feet buffer

The above generated layers will be used to perform the spatial analysis to determine what segments contains existing paved path facilities .

1.2. Filter Existing Sidewalk Database by Side of the Road

A separation of existing LEFT and RIGHT sidewalk Layer *Sidewalk_width_sep.shp* must be perform prior to the analysis.

A Duplicate of *Sidewalk_width_sep.shp* layer was generated by applying a Query Filter to separate existing sidewalk described in attribute column *"ROAD_SIDE".*

Resulting layers:

Existing Sidewalk LEFT
Existing Sidewalk RIGHT

The filtered layers were used to identify the percent of sidewalk coverage for each segment of the network by using *BikewayMergetool.*

Bikewaymertool: The tool merges a data set, including sidewalk coverage, with a road centerline data set and then automatically calculates the percentage of the road centerline segment is covered by the merged data set. In this case, we used the tool to merge the sidewalk coverage data set with the roadway centerline that was separated into one mile segments. The tool automatically calculated the percentage of the one mile segment overlapped with the sidewalk data and created a column in the roadway centerline data set that recorded the coverage result

2.0 Existing and Funded Paved Path and Bike Facilities (Bicycle tool only) Analysis.

Perform an analysis by location to identify segments of the network that intersect or touch each of the buffers created in bullet **1.2 Paved Path and Bike Facilities Buffer Generation**. Using ArcMap Tool "Select by location" conduct a selection of each network using following steps:

2.1 Attribute creation:

Create the following attributes columns for each criterion under the segmented network layer:

"Paved_Path" – Existing and Funded Paved Path within 100 ft of a segment
"Bike_Fac" – Existing and Funded Paved Path within 100 ft of a segment (Bicycle Segments Only)

2.2 Select segments that meet Criteria:

Using ArcMap "Select by location" function perform a selection of segments of the network that intersect, touch or are within each of the created buffers must be performed by comparing the buffer layer with the network segments.

Note: Perform Step 2 analysis combining for the following layers:

(Paved path Existing – 100 feet buffer) and (Paved path Funded – 100 feet buffer)
(Bike Facilities Existing – 100 feet buffer) and (Bike Facilities Existing Funded – 100 feet buffer)

2.3 Update attribute table

Update attributes described in **1.2** as "1" for records that meet the selection criteria and "0" for all other segments.

2.4 Existing Sidewalk Gap Analysis

The analysis consists of calculating the percentage of coverage of existing sidewalk within each segment of the network by Utilizing Custom ArcMap tool *BikewayMergetool.*

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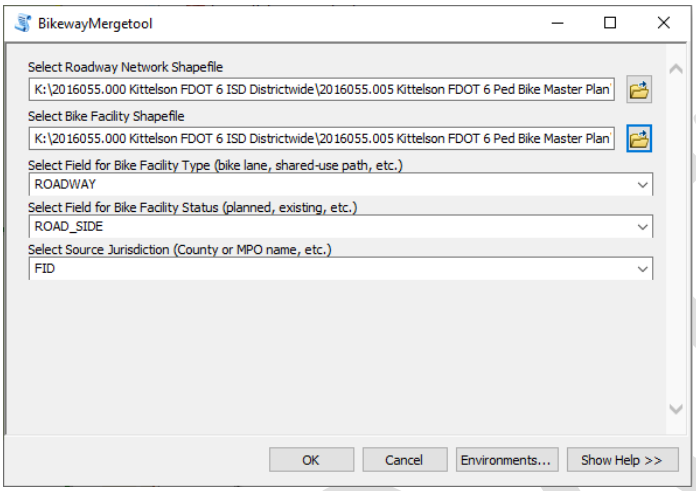
Layers filtered in bullet **1.2**. **Filter Existing Sidewalk Database by Side of the Road** must be use to perform the analysis by applying the following steps:

Step 1. *BikewayMergetool* Setup

1. Select roadway network shapefile = Pedestrian segment network or Bicycle Segment Network
2. Select Sidewalk shapefile = *Existing Sidewalk LEFT or RIGHT*
3. Select ID, ROAD_SIDE, and ROADWAY ID



Step 2. Joining the data

Join the percentage of sidewalk coverage generated in the Shapefile marked as *"Filename_Cleaned"* by selecting Arcmap "Join" function .

Note: ID attribute should be selected when joining the resulted layer to reflect the coverage percentage on each segment of the network.

Joined Attributes with the calculated percentage coverage should be renamed as:

SW_L_COV (Sidewalk left coverage)
SW_R_COV (Sidewalk Right Coverage)

Step3. Gap Percentage Calculation

Once both side of the road coverage data has been joined to the segment network file, an additional attribute column must be generated to calculate the "GAP" or percentage uncovered by existing sidewalk.

"SW_GAP_PE" sidewalk gap percentages = 1- (("SW_L_COV" + "SW_R_COV)/ 200) x100

2.5 Traffic Signal Density Analysis

Performed an analysis by location to identify signalized intersections within each segment of the network. Using ArcMap Tool *"Select by location"* perform a summary of traffic signals by using the following steps:

Step 1 : Filtering Traffic Signal by Type

Filter the source file *TrafficSignals.shp* using ArcMap Query Function to display only traffic control devices at signalized intersections.

Under the attribute table of the source file this is represented as:

TYPE = 1 (Traffic Signals)

Step 2: Joining and Summarizing

Using Arcmap "*Join Data"* function perform a join by location summary containing the number of signals within each segment of the network selecting the following the options:

Select: "Join data from another layer based on spatial location"

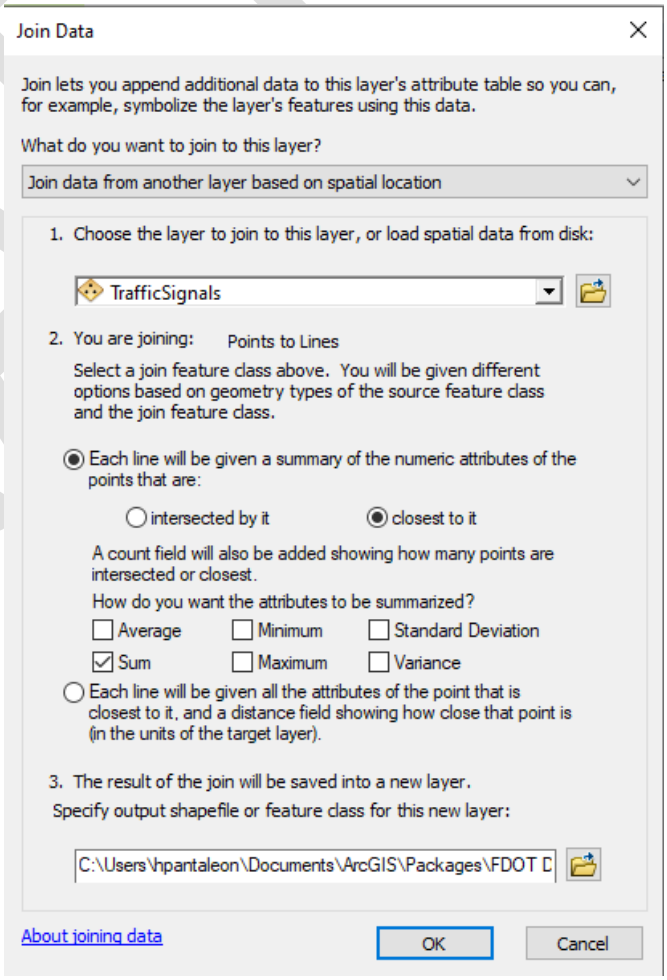
Select Layer: "Trafficsignals"

Select: "Each line will be given a summary of the numeric attributes of the points that are"

Select: "closest to it"

Select: "Sum"

Click "OK"



Note: Rename Summarized results as "Traff_SIG" in the attribute table under the segment network layer.

Updating Recommendations

An update of source files must be performed to update the results. Analysis methodology and steps described in the manual should be followed in order to update the results with the new existing data.

Merging Existing FDOT D6 Work Plan

File Information:

Source: FDOT D6
Update Frequency: Annually
Files:
Capacity_Jan19
Capacity_TrafficOpp_Jan19
Others_Jan19
Others_Lighting_Jan19
PD&E_Jan19
RRR_Jan19
Safe_Route_To_School_Jan19
File Type : Lines

General Information:

Layers contains current and Funded projects listed in the FDOT D6 Work Plan (most current 5 years)

1.0 Merging Work Plan Layers

In order to facilitate the analysis, a merge of the above listed files containing project information was must be performed utilizing the ArcTool "Merge" function.

Input Datasets:

All files listed in the file information above were added as input Datasets under the Merge function window.

Output Dataset:

Name the output data set as "PTO_Merged.shp"

2.0 Buffer Creation

In order to perform a spatial analysis to determine what segments fall within each project limit listed in the dataset. Create a buffer of 100 ft from the "PTO_merged" layer.

3.0 Analysis

DRAFT

Perform a spatial analysis by location was d to identify segments of the network that intersect or touch the buffers created. Using ArcMap Tool “Select by location” and “Join” function, the merged workplan layer was merged identifying the projects that overlap with segments of the network.

The following Attributes were joined to the segment network layer:

Project Number
Project Type
Project obj ID
Project Coverage (Project Coverage was calculated using the BikewayMergetool described in page 10)

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III. IMPORTING AND UPDATING THE PBTOOL PRIORITIZATION TABLE

The Prioritization tool table has been designed to update the criteria scoring based on the exported attribute table results for the Pedestrian and Bicycle GIS analysis described in this manual.

The following steps should be followed to ensure that the tool gets updated properly without any errors in the linked formulas for each criterion scoring and calculation.

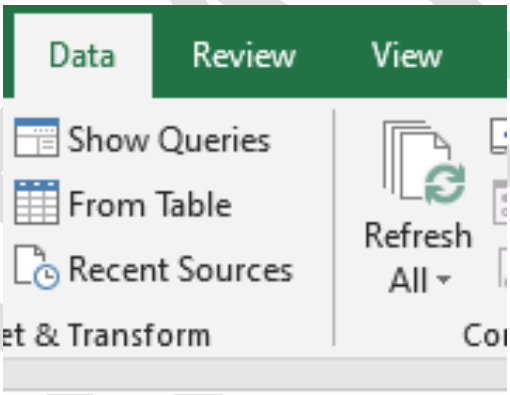
Step 1 . Export GIS analysis attribute table results in CSV format for Pedestrian and Bicycle segment networks

Step 2. Copy/Paste each dataset in the designated Export Sheet within the Excel file .

PED_GIS_Export – Pedestrian Segment Analysis Results
BIKE_GIS_Export – Bicycle Segment Analysis Results

Important: Data Columns must match the provided original analysis of the Pedestrian and Bicycle BPTOOL spreadsheets.

Step 3 . Refresh the tool by selecting Data / Refresh All



Save as and Rename File with a reference Name indicating the most recent update of the tool