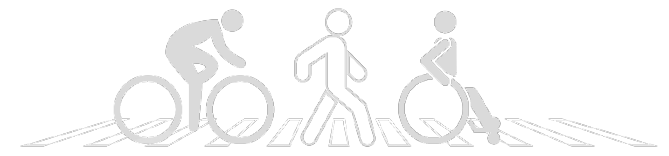




Miami Dade Transportation Planning Organization

**2045 BIKE
PED
LRTP MASTER
PLAN**



Why Are We Doing This...

Create a safe non-motorized environment for **ALL**.



&





Status of our efforts...

Development of **Evaluation Criteria**



Development of **Project Catalog**
(Initial Inventory of Existing and Proposed Agency and Municipality project)

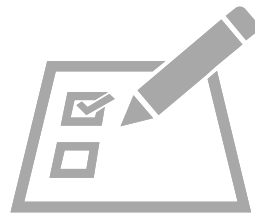
DESCRIPTION								
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METHODOLOGY

How we plan to evaluate projects...





Goals of our Evaluation Criteria

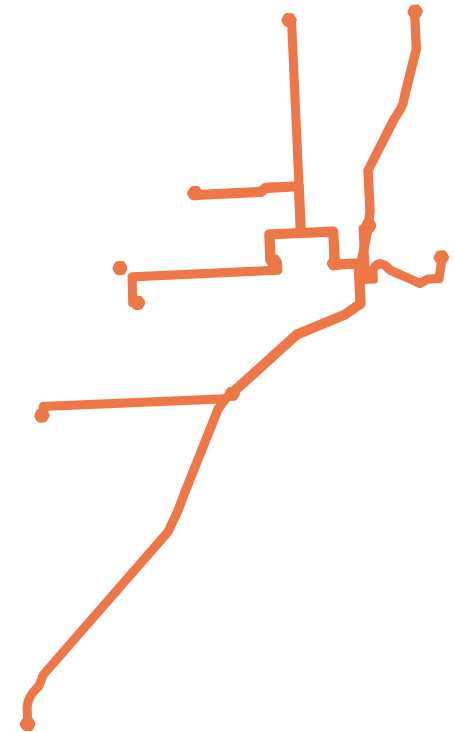
Focus on projects with the **largest impact on mode shift** within the County

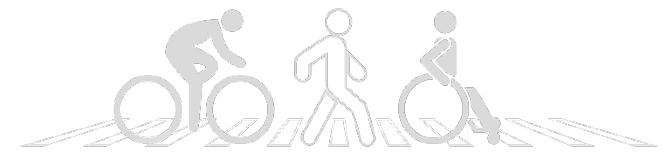


First/Last Mile commuter trips around alternate modes of transportation and infrastructure

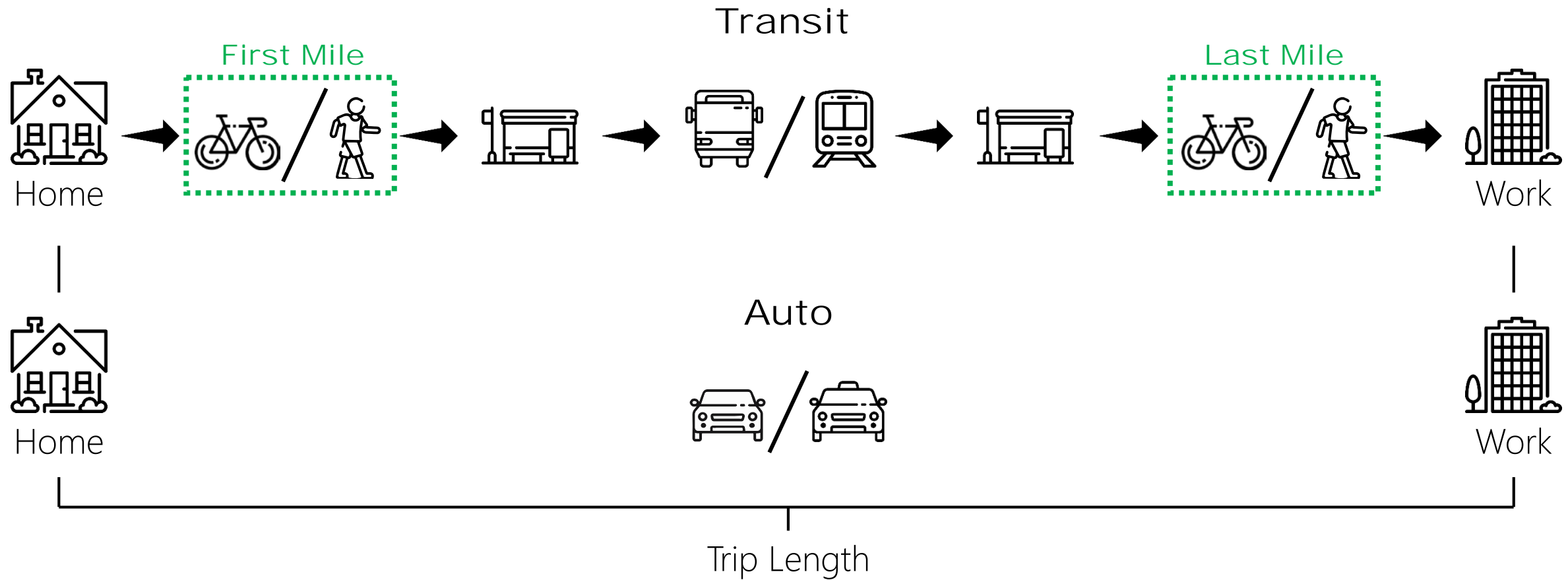


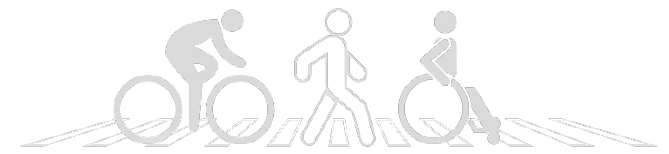
SMART Plan Integration



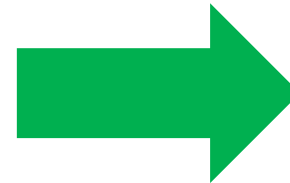
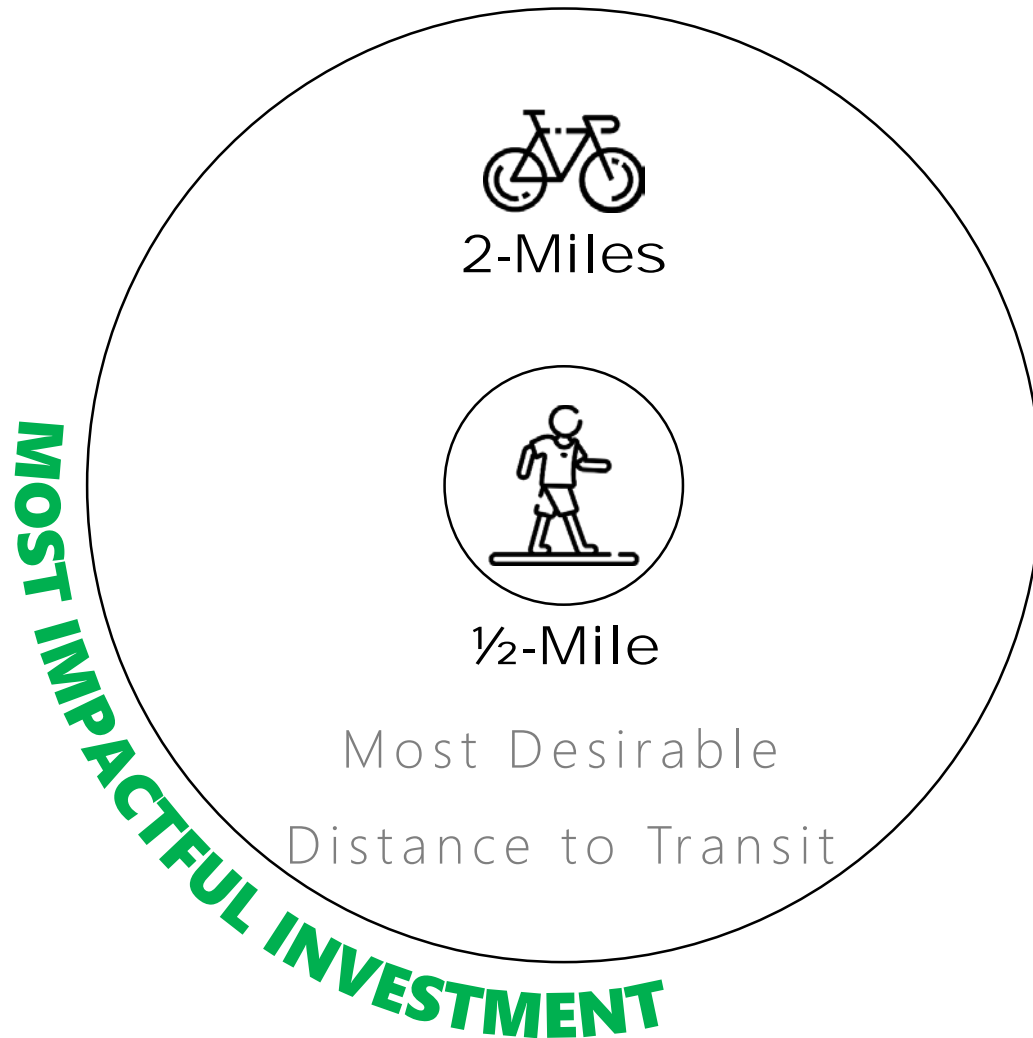


Why Focus on these Goals?





Why Focus on these Goals?



SOURCES

FTA 2011 Final Policy Statement on Eligibility of Pedestrian and Bicycle Improvements under Federal Public Transportation Law (76 FR 52046)

Mineta Transportation Institute 2012 Integration of Bicycling and Walking Facilities into the Infrastructure of Urban Communities Report 11-05



What's our primary market?

Land Use and Socio-Demographics (Non-Motorized Trip Generators/Attractors)



High Job Sectors



Educational
Facilities



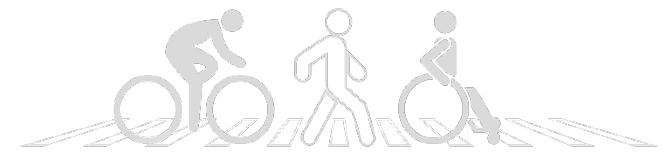
Recreational
Facilities



Medical Facilities



Transit Reliant
Populations



Locating our primary market...

Focusing mostly on SMART Plan Terminals



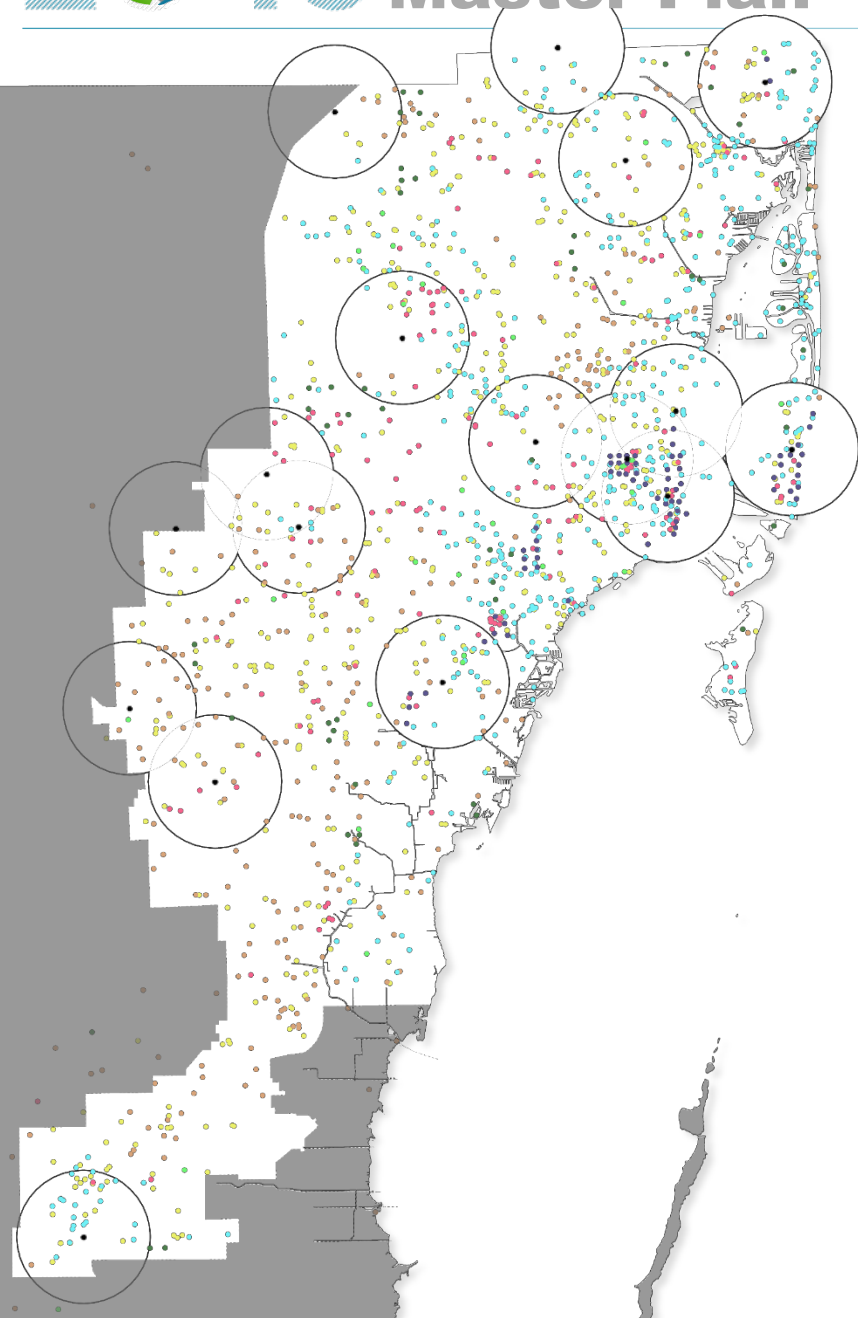
Because they are serviced by multiple transit routes/lines

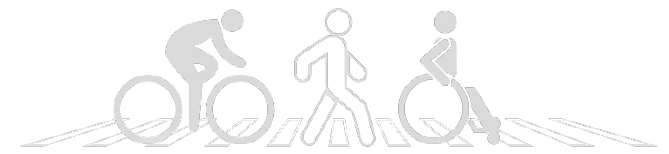


Because they concentrate various travel modes



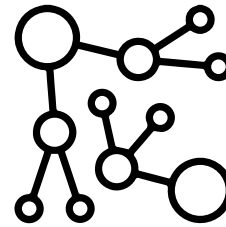
Because they attract more people due to their memorability and permanence



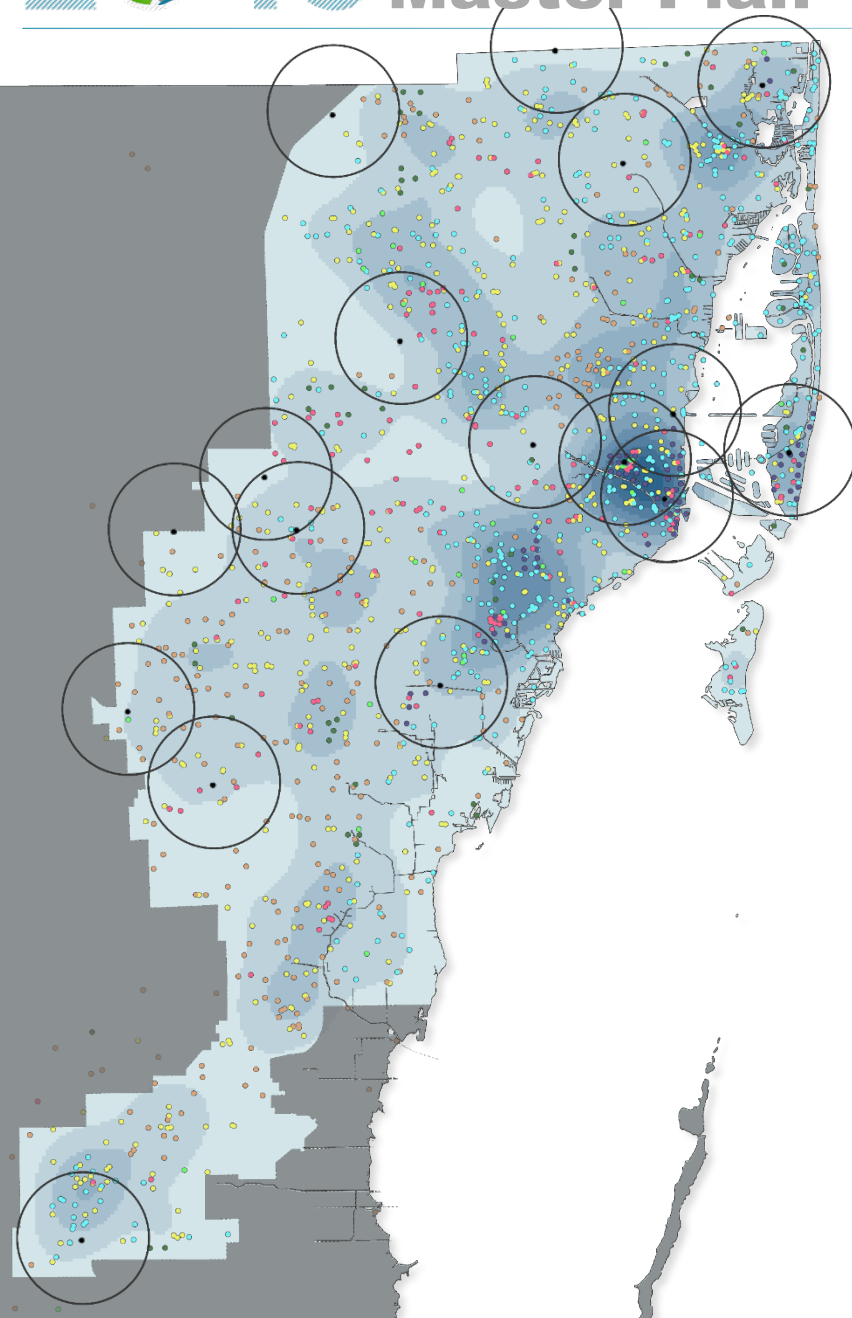


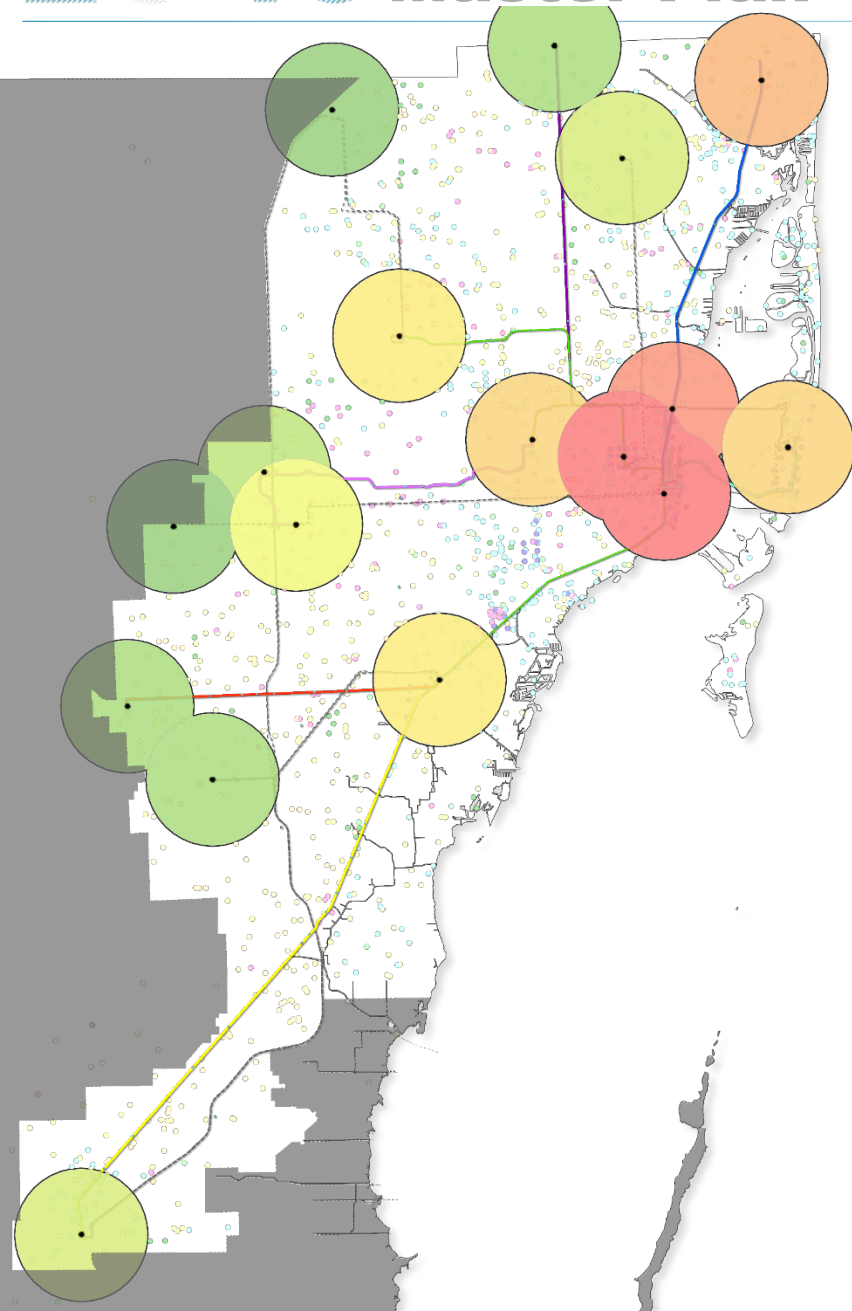
Locating our primary market...

Identifying countywide hot spots.



Performing dot density analysis of non-motorized generators/attractors





Locating our primary market...

A closer look at each terminal.



Tamiami



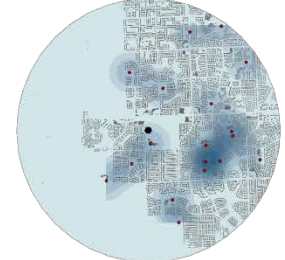
Palmetto



Unity



Midtown



West Kendall



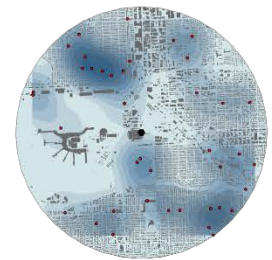
Miami Central



Miami Executive
Airport



Miami Beach
Convention Center

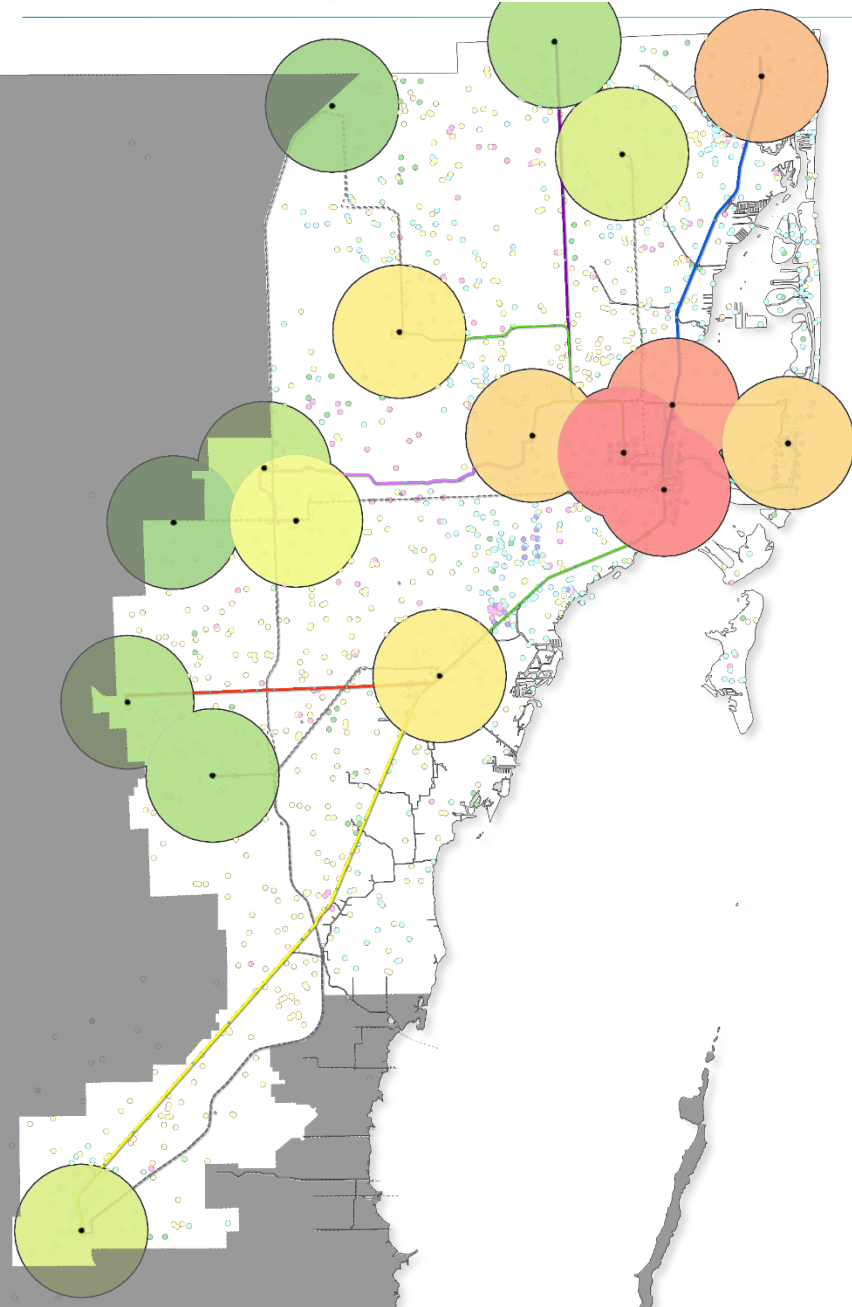


Miami Intermodal Center

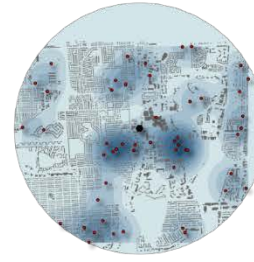


Locating our primary market...

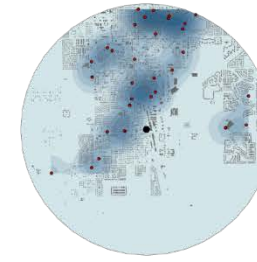
A closer look at each terminal.



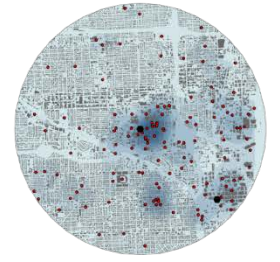
Dadeland North



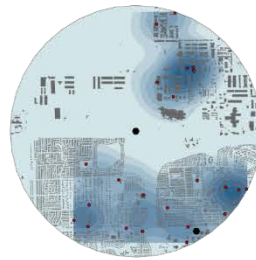
192nd Street



344th Street



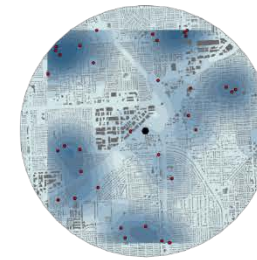
Civic Center



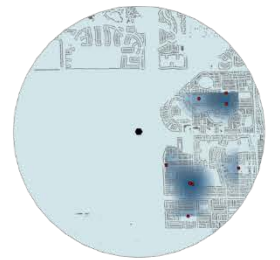
Dolphin



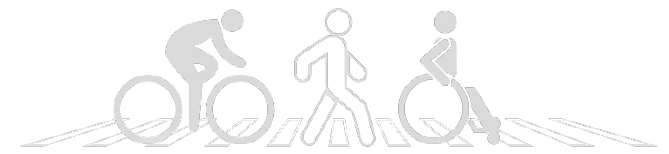
FIU



Golden Glades

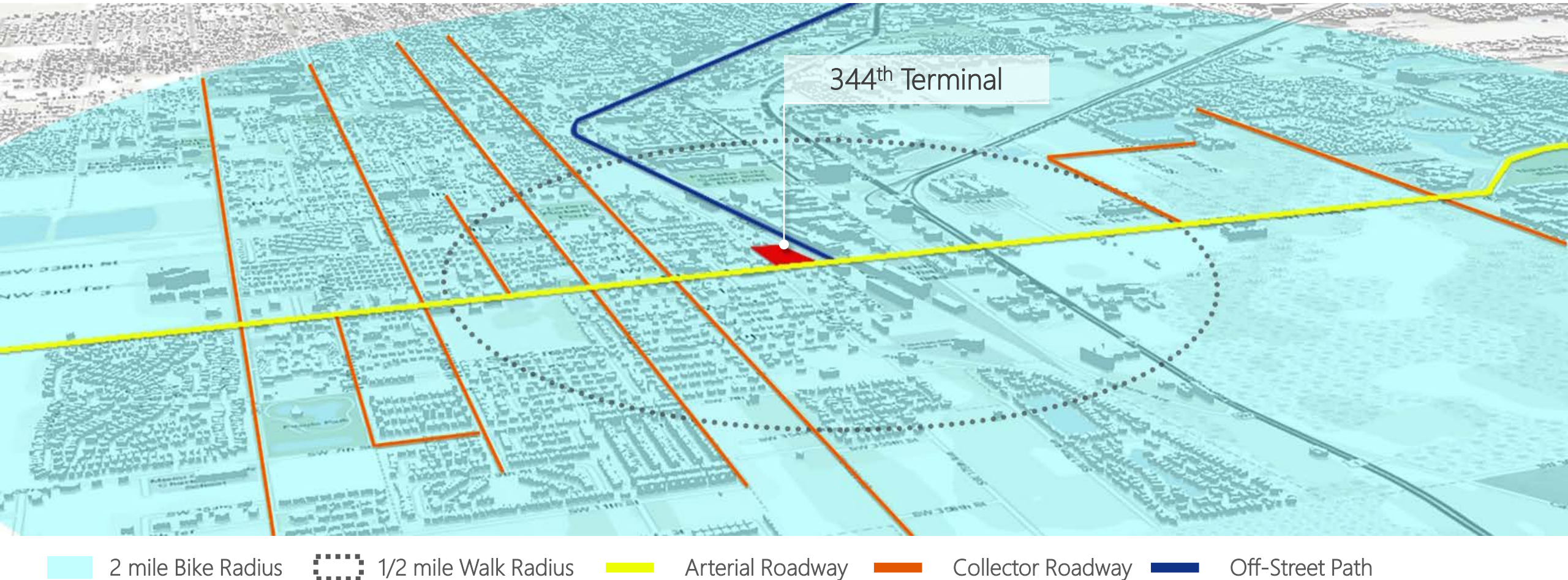


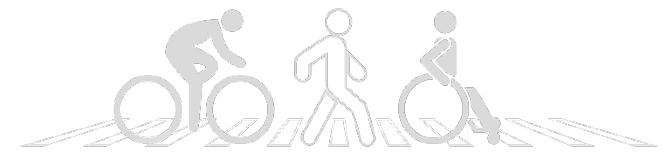
I-75



Defining the actual projects

Assessing viable corridors around each terminal.

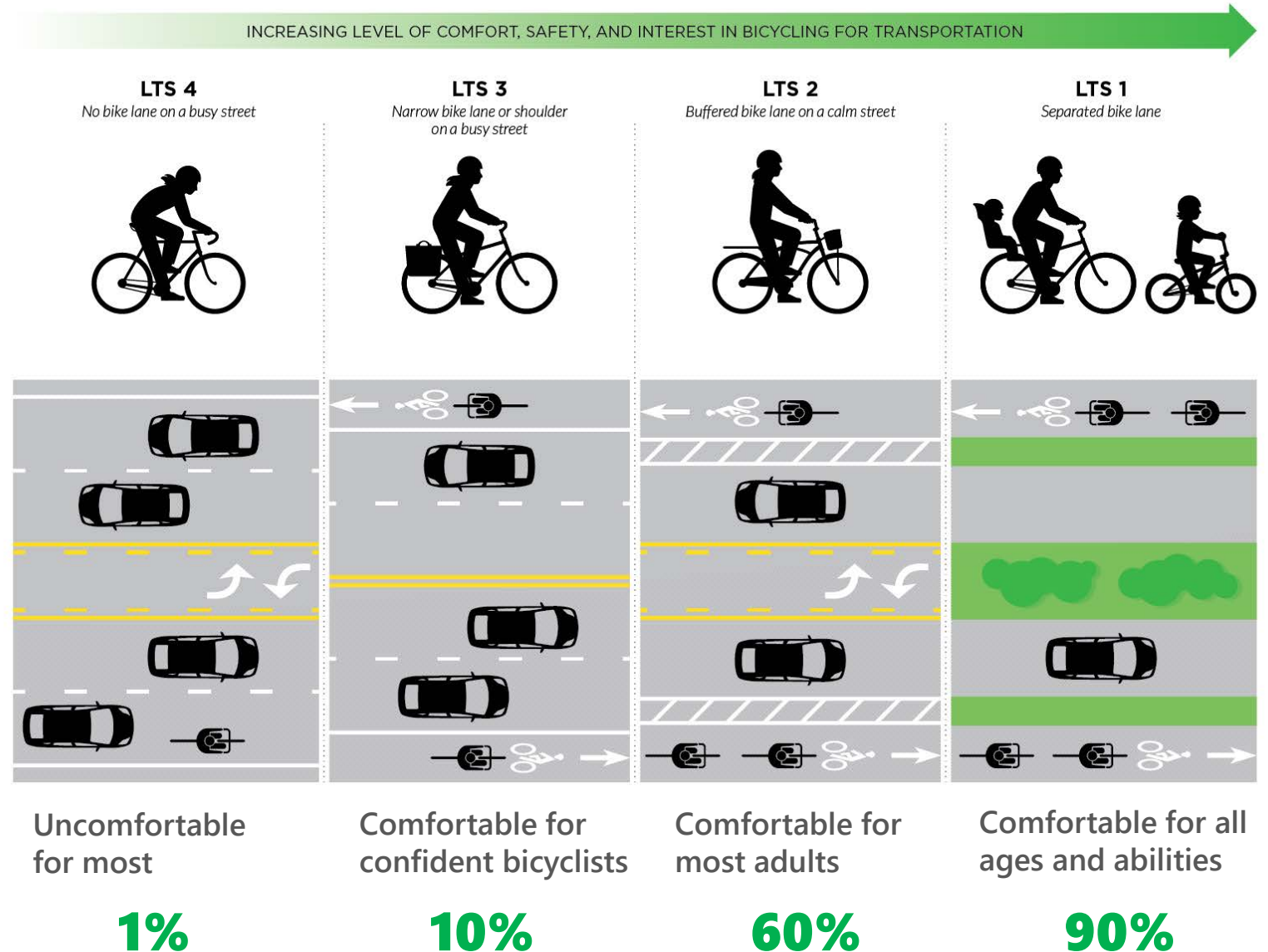




Level of Stress (Suitability Score)

Analyze the existing facilities and proposed projects within transit station radii to determine their **suitability for all users**.

Generate score for each project (Existing or proposed) based off of characteristics such as Speed Limit and facility type and geometry.



Population Suitability:



PROJECT CATALOG



**How we are developing
our inventory...**



Proposed/Planned Project Catalog Status

1,692

Current number of total non-motorized projects cataloged

22

Current number of municipality plans documented

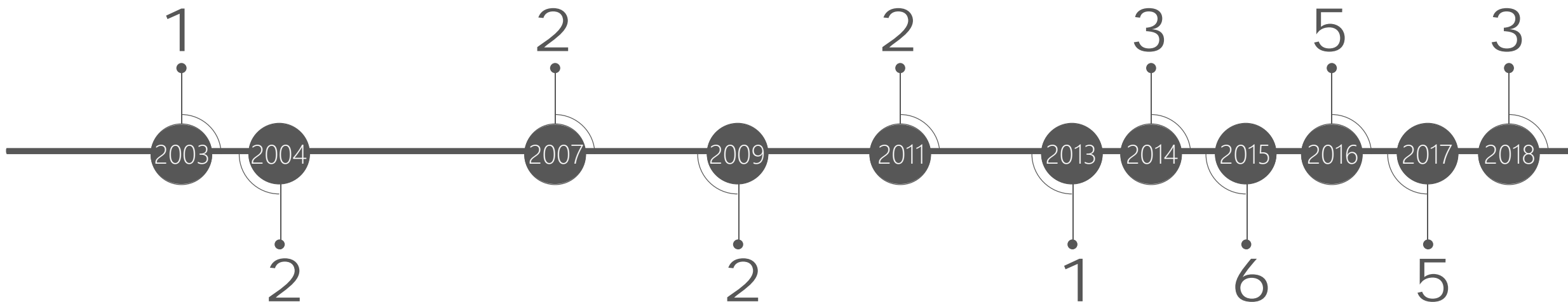
8

Current number of county wide plans documented

2

Current number of Project specific plans documented

Number of Recorded Plans per year





Evaluation of Multimodal
Mobility Options in the South
Miami-Dade Area
2016

Non-Motorized Network
Connectivity Plan
2015



City of Miami Beach
Transportation Master Plan
2016

Underline
2018

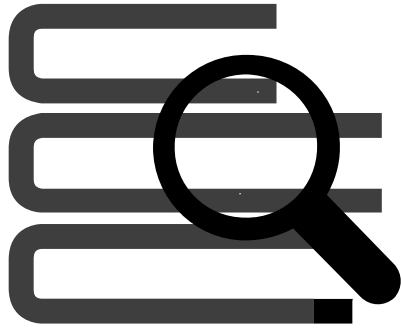
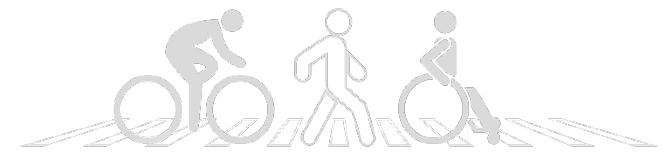




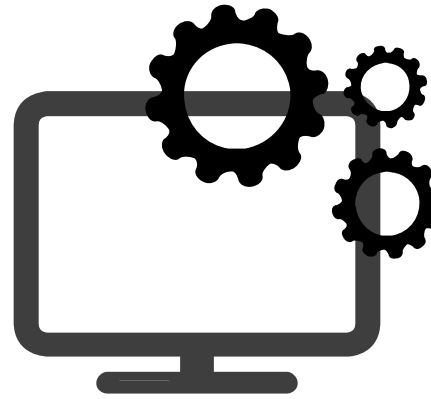
NEXT STEPS



**Ours efforts for the
upcoming months...**



Continue outreach to
acquire most up to
date non-motorized
plans



Seek GIS files used to
create maps of
proposed projects
within reports



Finalize
Evaluation
Criteria



QUESTIONS

or thoughts...

