



MIAMI-DADE CONNECTIVITY ASSESSMENT

# Proposed Bicycle Network

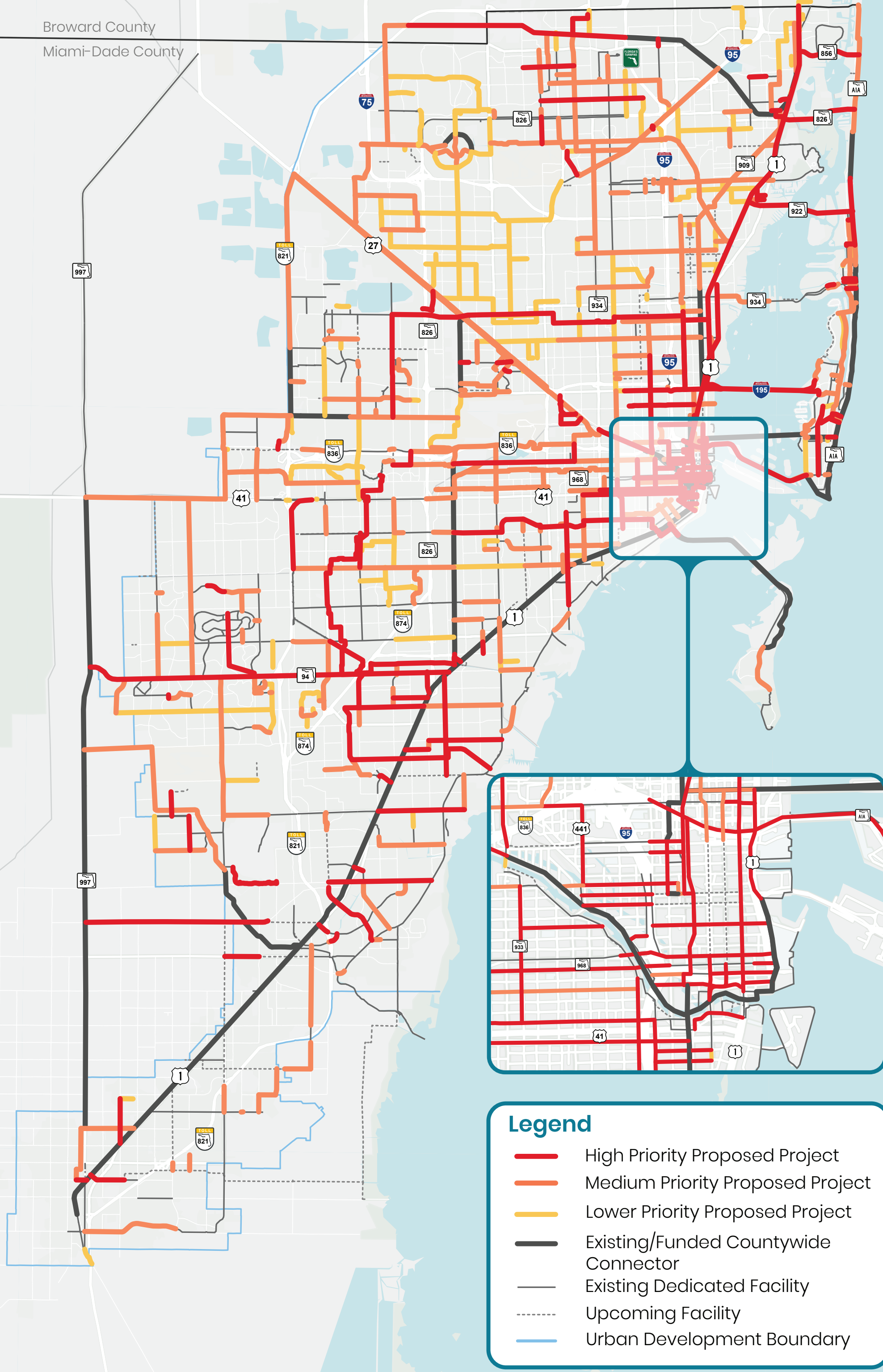


MUNICIPALITY PACKET

## North Bay Village



Broward County  
Miami-Dade County



### Legend

- High Priority Proposed Project
- Medium Priority Proposed Project
- Lower Priority Proposed Project
- Existing/Funded Countywide Connector
- Existing Dedicated Facility
- Upcoming Facility
- Urban Development Boundary



---

# Summary

The Florida Department of Transportation (FDOT) is committed to expanding mobility options for the people of Miami-Dade County and District 6. Embracing modes of transportation beyond the personal vehicle is a defining feature of FDOT moving forward. The Bicycle Connectivity Assessment is intended to act as a foundational proposed network to foster a collaborative, on-going conversation with all involved agencies in Miami-Dade County to expand its existing and upcoming (funded) active transportation network. This Assessment is the beginning of a living document which identifies connections that improve the equity, connectivity, accessibility, and safety of cyclists within Miami-Dade County.

The proposed connections of this foundational network are based on potential needs within the County. All proposed connections' alignments within this effort are a combination of:

- Filling perceived gaps within the existing and upcoming bicycle network,
- Providing connections to important community fixtures and essential areas,
- Improving intermunicipal active transportation options,
- Placing Existing, Funded, and Proposed Greenways, Trails, and Shared-Use Paths at the center of its organization, to offer countywide connectivity,
- And utilizing adopted recommendations from existing municipal and County planning studies which identify local bicycle improvements.

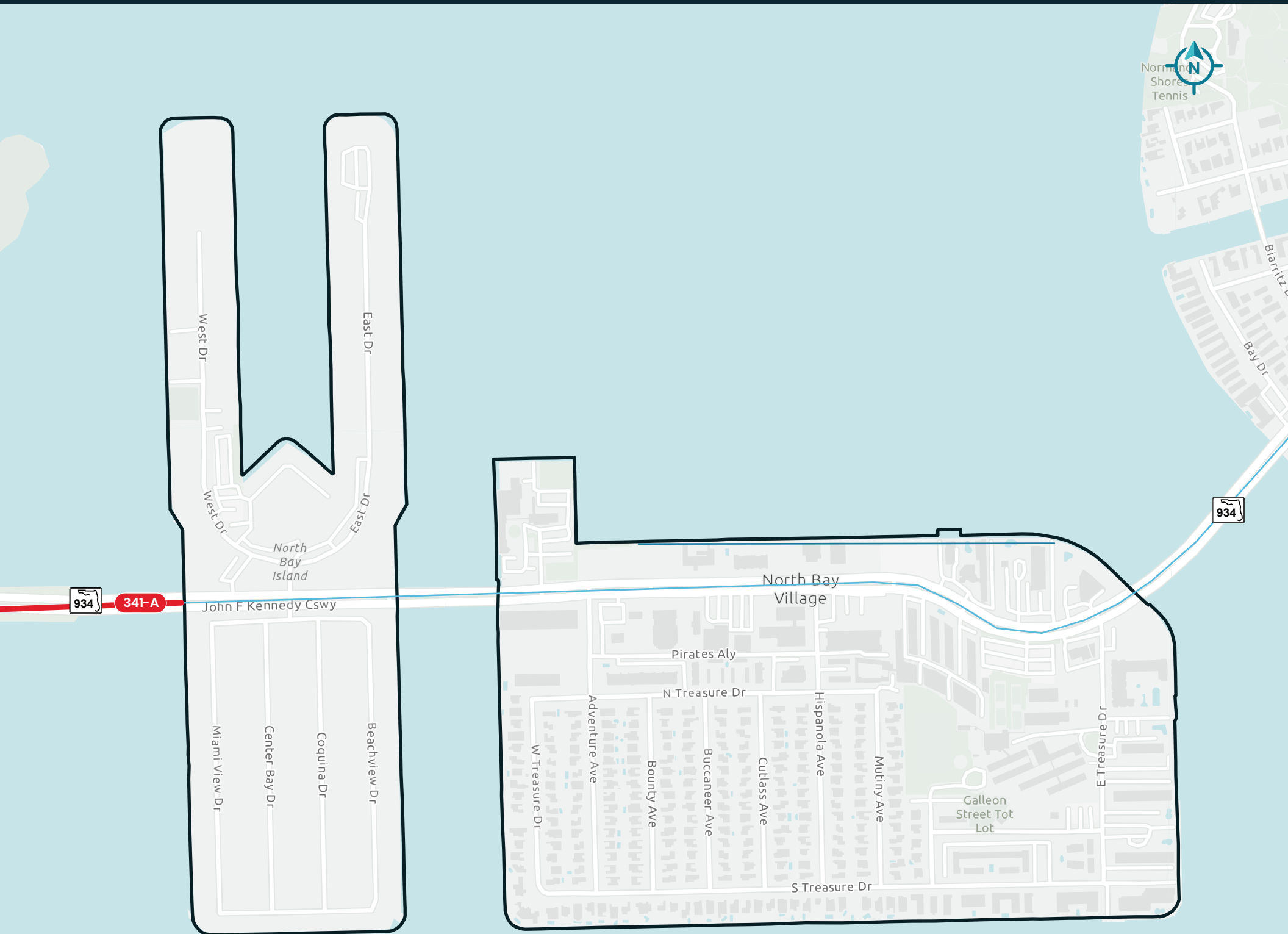
Community Fixtures and Essential Areas Include:

- Existing and Proposed Major Transit Centers
- University/College/Tech Schools
- High Schools
- Stadiums/Arenas
- Convention Centers
- Hospital/Medical Centers
- High Employee Sectors (Census Block Groups)
- High Population Density of Underserved Demographics
- High Density Sectors of Low-Income and Zero-Car Households

Individual feasibility assessments will be required, and alternative routes will inevitably be required for some of these proposed connections. If a County or Municipality sees a proposed connection within this Assessment that is counter-intuitive to their local initiatives or possess what it perceives to be a superior alignment, FDOT wants to hear it and will update the network accordingly.

The top three categories that determine higher or lower level of priority are listed below. See the Project Prioritization Criteria Chapter in the final report for more details.

- Filling gaps and/or connecting to existing or funded shared-use paths.
- Providing new connections which improve Miami-Dade's transportation equity
- Providing connections to existing transit such as the Metrorail or proposed stations within the SMART Plan.



### Legend

- High Priority Proposed Project
- Medium Priority Proposed Project
- Lower Priority Proposed Project
- Municipality Boundary
- Proposed Projects Outside of Boundary
- Upcoming Bike Facility
- Existing Dedicated Bike Facility\*

\* Dedicated Facility include: All Bike Lane Variants and Shared-Use Paths (Greenways/Trails and Municipal Paved Paths)

Municipality

## North Bay Village

1  
Total Project

1  
State

0  
County

0  
Other

### Proposed Project Table

[Visit the Online Interactive Map](#)

Connection Number	Subgroup	Connection Type	Facility/Roadway	Limits - From	Limits - To	Facility/Roadway Jurisdiction	Length (Mi.)
341	A	Point of Interest	SR-934 / NE 82 St / NE 79 St	US-1 Biscayne Blvd	Larry Paskow Way	State	1.62