MIAMI LAKES
Growing Beautifully

Transportation Master Plan Update

March 6, 2026

Adopted Plan



DISCLAIMER

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INTRODUCTION

1 Introduction

A Transportation Master Plan (TMP) serves as a strategic framework for how a community plans, builds, and sustains its transportation network—including roadways, public transit, and active mobility options such as biking and walking. For the Town of Miami Lakes, updating its original 2004 Master Plan is not only long overdue but essential to ensuring that infrastructure decisions reflect current conditions: evolving land-use patterns, shifting mobility trends, heightened safety concerns, and emerging technologies. A modernized TMP enables the town to make informed decisions, pursue targeted funding opportunities, and enhance safety and connectivity for all travelers, while aligning with broader initiatives such as Vision Zero and the expansion of multimodal access.

Recognizing this need, the Miami-Dade Transportation Planning Organization (TPO) Board approved Resolution #22-2024 on April 18, 2024, amending the Unified Planning Work Program (UPWP). This amendment reprogrammed funds from Fiscal Years (FY) 2023 and 2024 into FY2025 and FY2026, reinforcing Miami-Dade County's commitment to strengthening its active transportation network. Building on this momentum, the Town of Miami Lakes entered into an Interlocal Agreement (ILA) with the Miami-Dade TPO on December 12, 2024, to co-fund the "*Miami Lakes Comprehensive Transportation Master Plan*." This initiative is designated under Task III, "*Technical Program*," and Activity 60, Municipal Grant Program, in the UPWP—reflecting a shared mission to deliver sustainable, accessible, and future-ready transportation solutions.

The planning horizon for this update extends through 2050 and aligns with the regional modeling assumptions used by the Miami-Dade TPO. Growth projections incorporated into the Plan reflect a compounded annual growth rate of approximately 1.12% through the horizon year. While this rate is moderate, it represents steady increases in travel demand that will place additional pressure on key corridors, particularly east–west connections and access to regional expressways.

The framework guiding this update emphasizes multimodal mobility, safety, climate resilience, and regional coordination. The Plan acknowledges that transportation decisions must balance roadway capacity, pedestrian safety, bicycle connectivity, transit accessibility, freight operations, and long-term environmental conditions, ensuring that Miami Lakes is prepared to meet both current and future mobility needs.

1.1 Community Background

The Town of Miami Lakes is a master-planned suburban municipality located in northern Miami-Dade County, as shown in **Map 1-1**. It is bordered by Miami Gardens and Opa-locka to the east, Hialeah to the south, and Hialeah Gardens to the west. Major regional corridors, including I-75, SR 826/Palmetto Expressway, and SR 924/Gratigny Parkway, provide critical access to the broader metropolitan area but also create physical and operational barriers within the town.

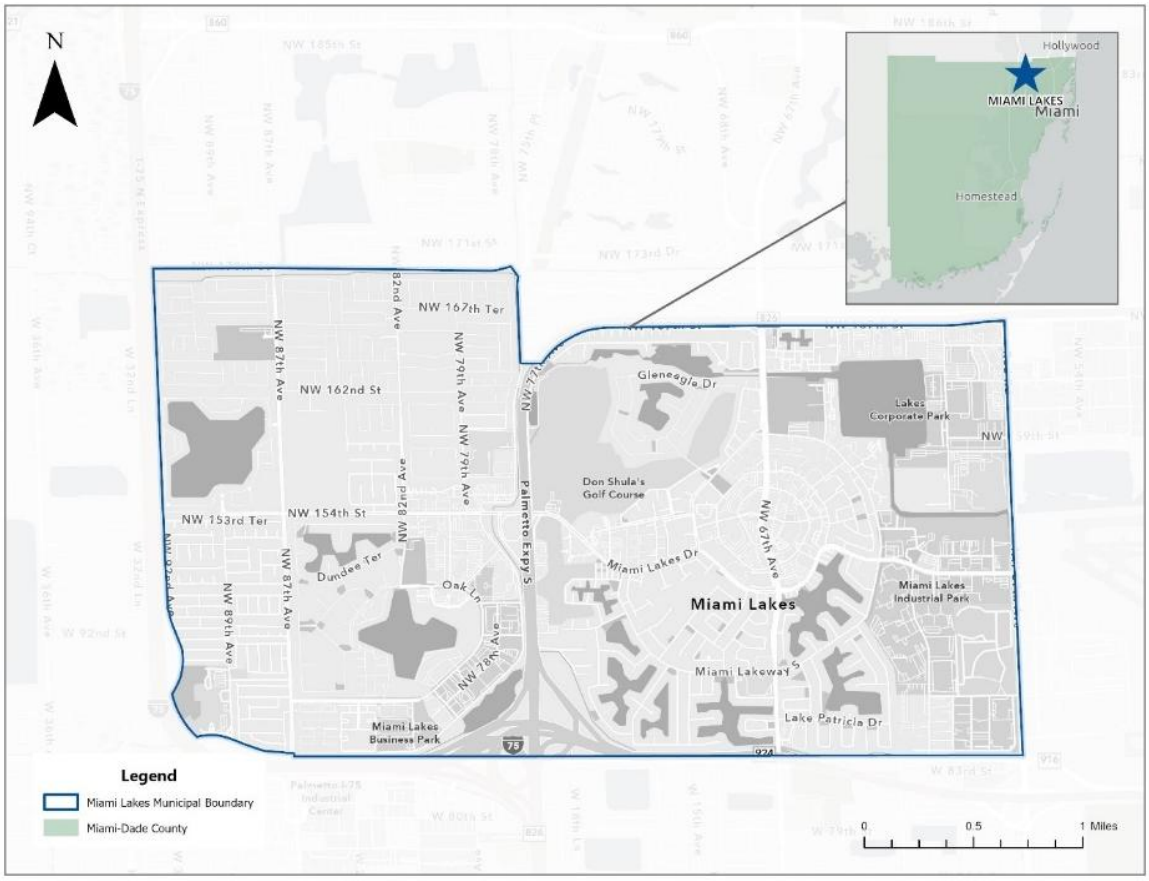
Land-use patterns are predominantly low-density residential, with concentrated commercial activity near Main Street and Miami Lakes Drive. Industrial and office uses are clustered within the Miami Lakes Industrial Park and Lakes Corporate Park, particularly in the eastern and

central-western portions of the town. These employment centers attract a substantial inbound workforce, with approximately 94.6% of jobs in Miami Lakes being filled by non-residents.

Origin-destination analysis shows that only 9.2% of residents both live and work within the town. Most residents commute to employment centers in Miami, Hialeah, and other parts of Miami-Dade County. Additionally, about 15.6% of inbound workers travel more than 50 miles to reach Miami Lakes. This regional commuting pattern places sustained pressure on expressway interchanges and arterial corridors.

The town's development history and suburban street design have reinforced auto-oriented travel behavior. Wide arterial roadways separate land uses, and limited protected bicycle infrastructure has contributed to the dominance of single-occupancy vehicle travel. At the same time, the town maintains an extensive residential sidewalk network, with more than 71 miles of roadways featuring sidewalks on both sides.

Map 1-1: Town of Miami Lakes municipal boundaries



1.2 Project Overview

The Comprehensive TMP Update provides a strategic, long-term framework for evaluating and improving the Town's transportation system through the year 2050. The planning process included:

1. Evaluation of existing roadways, transit, bicycle, pedestrian, and freight conditions
2. Review of the 2004 Master Plan project implementation status
3. Analysis of crash trends and severe-injury patterns
4. Evaluation of ADA compliance and pedestrian deficiencies
5. Assessment of transit stop conditions and service coverage
6. Mapping of truck volumes and freight corridors
7. Heat-vulnerability and flood-exposure analysis
8. Growth forecasting using regional travel-demand modeling

The update identifies both system strengths and structural deficiencies. While roadway operations generally meet adopted Level of Service (LOS) standards today, projected growth and evolving safety expectations highlight the need for multimodal improvements. The bicycle network remains fragmented and largely unprotected; industrial corridors lack consistent pedestrian connectivity; transit stop amenities vary significantly; and freight corridors require geometric and operational enhancements.

This Plan synthesizes these findings into a prioritized investment program that integrates safety improvements, network continuity, accessibility upgrades, freight coordination, and climate-responsive design.

The following chapters transition from system evaluation to targeted needs identification and project development, culminating in a phased implementation framework designed to guide transportation decision-making over the next 25 years.

1.3 Objectives and Goals

The primary goal of this master planning update is to assess current transportation conditions and identify strategic alternatives that enhance safety, connectivity, and mobility for all users, particularly vulnerable road users, within the Town of Miami Lakes. This effort incorporates robust community engagement through public outreach, surveys, and stakeholder meetings to ensure that proposed improvements align with local priorities. The update also seeks to refine traffic models using current data and projected population growth, explore funding and implementation strategies for short-, mid-, and long-term improvements, and expand greenways and trails to support active transportation.

Building on this foundation, the Plan establishes a series of specific goals to guide decision-making and investment. These include improving multimodal connectivity by expanding and linking pedestrian, bicycle, and transit infrastructure; enhancing safety and reducing severe crashes through targeted intersection and speed-management treatments; and advancing accessibility by addressing ADA deficiencies identified in previous assessments. Additional goals focus on supporting economic vitality and freight movement through operational and geometric

improvements, promoting climate resilience by incorporating shade and heat-mitigation strategies, and coordinating with regional plans and funding programs to position the Town for future investment opportunities. These objectives are illustrated in **Figure 1-1**.

Figure 1-1: Goals and objectives of the Transportation Master Plan Update



Engage the community through public outreach, surveys, and stakeholder meetings to capture local priorities.



Update traffic models using current data and projected population growth.



Conduct a comprehensive assessment of current transportation assets and deficiencies.



Identify funding sources and implementation strategies for short-, mid-, and long-term improvements



Expand greenways and trails to support healthy, active lifestyles.



Improve first- and last-mile connectivity with regional transit systems.



Assess current conditions and identify alternatives that ensure the safety, especially of vulnerable road users

1.4 Policy and Planning Framework

The Comprehensive TMP Update was developed within an established policy and regulatory framework that guides transportation planning at the local, regional, state, and federal levels. These policies shape how transportation needs are assessed, how projects are prioritized, and how improvements are funded and implemented. Accordingly, the recommendations in this TMP are not developed in isolation; they reflect adopted land-use plans, regional growth forecasts, safety initiatives, accessibility requirements, and established funding and programming structures. Ensuring alignment with these policies allows the town's transportation investments to remain coordinated, defensible, and well positioned for implementation.

1.4.1 Local Policy Framework

At the local level, the Town of Miami Lakes Code of Ordinances, specifically Chapter 20, *Transportation*[1], and Chapter 35, *Sidewalks and Other Public Places*[2], along with the town's *ADA Transition Plan*, establish the regulatory and performance framework through which roadway improvements, pedestrian facilities, and development-related mobility requirements are evaluated.

The Code of Ordinances provides the foundation for roadway standards, access management, and development review procedures that shape transportation infrastructure. As new

[1] Miami Lakes Code of Ordinances - Transportation
[2] Miami Lakes Code of Ordinances - Streets, Sidewalks and Other Public Places

development or redevelopment occurs, the Town has the authority to require transportation-related improvements consistent with adopted standards. This regulatory structure enables incremental enhancement of sidewalks, access points, and roadway conditions through the development process, supporting long-term mobility objectives.

As part of this update, the status of projects identified in the *2004 TMP*[3] was reviewed to determine which recommendations have been completed, which remain in progress, and which have not yet been implemented. This assessment established an important baseline for identifying persistent mobility gaps, particularly within industrial and employment areas where several previously recommended sidewalk and multimodal improvements remain outstanding. The findings from this review directly informed the prioritization of improvements in the current Plan.

Accessibility compliance is also a critical component of the local policy framework. The town's *ADA Transition Plan*[4] identified 5,628 pedestrian infrastructure deficiencies, including missing curb ramps, absent detectable warnings, noncompliant slopes, and obstructions within the public right-of-way. Although progress has been made, the scale of remaining needs underscores the importance of integrating ADA- and PROWAG-compliant design into all future transportation improvements. Sidewalk infill, curb-ramp upgrades, and accessible transit-boarding areas are therefore incorporated throughout this TMP as essential infrastructure rather than optional enhancements.

Collectively, the Code of Ordinances, prior master planning efforts, and documented accessibility needs establish the local regulatory and performance context within which this Transportation Master Plan was developed. These policies and existing conditions shape both the identification of mobility gaps and the implementation mechanisms available to advance recommended improvements.

1.4.2 Regional Transportation Framework

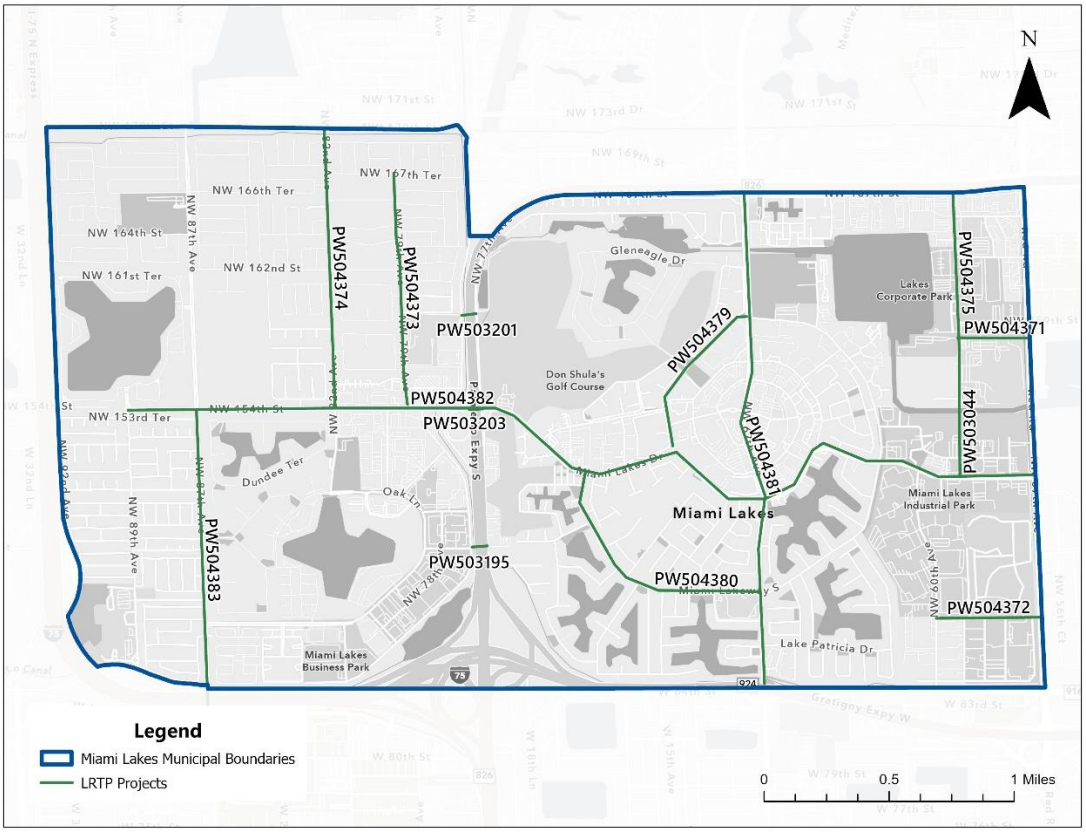
At the regional level, the Miami-Dade TPO provides the long-range mobility vision and funding structure through the 2050 Long-Range Transportation Plan (LRTP)[5] and the Transportation Improvement Program (TIP)[6]. The 2050 LRTP establishes regional growth assumptions, mobility priorities, and major corridor investments through the horizon year. Traffic forecasting incorporated into this TMP relies on regional modeling assumptions consistent with those used in the LRTP, including a compounded annual growth rate of approximately 1.12%. These projections informed the evaluation of future corridor performance and intersection capacity under horizon-year conditions.

Several LRTP-identified projects directly affect Miami Lakes, particularly along the SR 826/Palmetto Expressway corridor and adjacent arterials, as illustrated in **Map 1-2**. Planned interchange modifications, underpass improvements, and corridor capacity enhancements will influence east–west connectivity across the expressway, which has historically served as both a

[3] Town of Miami Lakes Transportation Master Plan (2004)
[4] Town of Miami Lakes ADA Transition Plan
[5] Miami-Dade TPO 2050 Long-Range Transportation Plan (LRTP)
[6] Miami-Dade TPO 2025-2029 Transportation Improvement Program (TIP)

regional mobility asset and a physical barrier within the town. The LRTP's inclusion of multimodal corridor improvements further reinforces the need to integrate pedestrian and bicycle enhancements into major roadway projects.

Map 1-2: Projects in Miami Lakes listed in the 2050 LRTP



The 2025–2029 TIP serves as the short-term implementation component of the LRTP and identifies funded projects advancing within the next five years. Within Miami Lakes, the TIP includes programmed improvements along SR 826/Palmetto Expressway, SR 924/Gratigny Parkway, and I-75, as well as resurfacing, sidewalk, and locally focused bicycle and pedestrian projects. Because federal funding eligibility requires inclusion in the TIP, the project development and phasing structure of this TMP was designed with programming considerations in mind.

Regional coordination also extends to freight planning and multimodal guidance. The presence of designated freight corridors and high truck activity within the industrial areas of Miami Lakes requires close coordination with county and state agencies to ensure that operational improvements do not conflict with regional freight mobility objectives. Miami-Dade's Complete Streets Guidelines[7] further inform design recommendations within this Plan. Their emphasis on multimodal corridor balance, context-sensitive design, and integration of non-motorized infrastructure aligns with regional transportation policy objectives and supports broader

[7] Miami-Dade's Complete Street Design Guidelines

countywide mobility goals. Collectively, the LRTP and TIP establish the regional mobility framework within which the town's transportation investments must operate.

1.4.3 State and Federal Requirements

Transportation improvements within Miami Lakes are also governed by state and federal standards that establish design criteria, accessibility requirements, and funding eligibility parameters.

At the state level, the Florida Department of Transportation (FDOT) maintains jurisdiction over major facilities including SR 826/Palmetto Expressway and I-75. Improvements along these corridors, such as capacity enhancements, resurfacing, interchange modifications, and frontage-road upgrades, must comply with FDOT geometric design standards, safety criteria, and operational requirements. In addition, the Greater Miami Expressway Agency (GMX) holds jurisdiction over SR 924/Gratigny Parkway. Coordination with GMX is therefore essential for any improvements affecting this corridor, particularly those related to access management, interchange operations, and multimodal accommodations. Because several programmed projects within the town fall along state- and GMX-managed facilities, coordination with these agencies directly influences roadway cross-sections, signal-timing strategies, and construction-phasing considerations.

Federal accessibility requirements, including ADA[8] and PROWAG[9] design, establish mandatory standards for pedestrian infrastructure. The town's ADA Transition Plan identified 5,628 pedestrian infrastructure deficiencies, including missing curb ramps, absent detectable warnings, noncompliant slopes, and obstructions within sidewalks. These documented deficiencies underscore the importance of integrating ADA- and PROWAG-compliant design into all recommended improvements. As a result, accessibility upgrades are embedded throughout this TMP as foundational infrastructure requirements rather than optional enhancements.

Federal transportation legislation also governs the planning and certification processes required for eligibility for federal transportation funds. The LRTP and TIP must meet federal performance-management requirements related to safety, system reliability, freight movement, and environmental sustainability. By aligning local recommendations with these performance-based planning frameworks, the town strengthens its ability to secure state and federal funding for future projects.

Environmental considerations are also shaped by federal and state guidance. Heat-vulnerability mapping and flood-exposure analysis highlight the need for resilient transportation infrastructure. Incorporating shade elements, tree-canopy expansion, durable materials, and context-sensitive drainage solutions supports compliance with evolving resilience expectations while addressing local climate-exposure conditions.

[8] Americans with Disability Act (ADA) Standards for Accessible Design
[9] Public Right-of-Way Accessibility Guidelines (PROWAG)

Together, state and federal requirements shape not only compliance and funding eligibility but also the technical standards, accessibility expectations, and resilience considerations embedded within the Town of Miami Lakes' transportation improvement strategy.

1.5 Planning Horizon and Analytical Approach

The Comprehensive TMP establishes a planning horizon through the year 2050, consistent with the Miami-Dade TPO's 2050 LRTP. Aligning with the regional horizon ensures that the Town's planning assumptions, such as population growth, employment distribution, and regional travel patterns, are coordinated with countywide transportation initiatives. This alignment is essential because regional agencies control major funding programs and corridor investments; using the same planning horizon allows Miami Lakes to position its projects for future funding and ensures that local improvements complement, rather than conflict with, broader regional mobility strategies.

To understand current mobility conditions, the Plan evaluated a wide range of data sources. These included FDOT AADT volumes, which provide insight into roadway demand; roadway functional classification maps, which define the intended role of each corridor; crash records to identify safety concerns; transit service inventories to document available routes and stop conditions; freight activity data to understand truck movement patterns; and pedestrian and bicycle infrastructure inventories to assess multimodal network completeness. Traffic performance was analyzed using volume-to-capacity (V/C) ratios, a standard measure used to determine whether a roadway or intersection is approaching or exceeding its operational limits. This analysis helped identify constrained locations where congestion or delay is already occurring or likely to worsen.

Future travel demand was projected using the Southeast Regional Planning Model (SERPM Version 9), the regional model used by the Miami-Dade TPO and neighboring counties. Using SERPM ensures that the town's forecasts are consistent with regional assumptions about population, employment, and travel behavior. Model outputs for both the base year and the 2050 horizon year were used to calculate a compounded annual growth rate of approximately 1.12%. This growth rate was then applied to evaluate how traffic volumes may increase over time and how those increases could affect corridor performance, intersection operations, and overall mobility within the Town.

Safety analysis incorporated a detailed review of fatal and serious injury (FSI) crash data from Signal 4 Analytics, with particular attention to incidents involving pedestrians, bicyclists, and commercial vehicles, groups that tend to experience more severe outcomes. This analysis helped identify high-risk locations and informed the development of targeted safety countermeasures. Transit analysis included an evaluation of service coverage, bus stop amenities, and demographic and land-use characteristics that influence transit demand. A Propensity–Accessibility Matrix (PICK methodology) was applied to identify which bus stops have the greatest need for improvements based on both potential ridership and existing accessibility conditions.

Freight conditions were assessed using truck AADT data and commercial-vehicle crash patterns, particularly within industrial corridors where heavy truck activity is concentrated. Understanding freight movement is critical because industrial areas generate significant truck volumes that influence roadway design, signal timing, and multimodal safety. Climate considerations were also

incorporated through analysis of heat-vulnerability and flood-exposure mapping, recognizing that extreme heat and localized flooding increasingly affect the usability and durability of transportation infrastructure.

Together, these data sources and analytical tools provide a comprehensive, evidence-based foundation for identifying mobility needs and developing prioritized transportation improvements that respond to current conditions, future growth, safety concerns, and climate-related vulnerabilities.



EXISTING CONDTIONS SUMMARY

2 Existing Conditions Summary

The Existing Conditions assessment evaluates the Town of Miami Lakes' current transportation system across all modes, including roadway operations, pedestrian and bicycle infrastructure, transit service, freight activity, safety performance, and environmental context. The findings summarized below are drawn directly from the Data Collection and Analysis Report and the Needs Assessment, reflecting documented infrastructure inventories, traffic volumes, crash records, and modeling outputs.

2.1 Demographics and Community Context

Miami Lakes is a predominantly residential community with concentrated commercial and industrial employment centers that shape daily travel patterns and mobility needs. Since adoption of the 2004 TMP, the town has experienced steady, moderate population growth, with development largely maintaining its low-density suburban character. Residential density is distributed across established neighborhoods, while major employment clusters are concentrated within the Miami Lakes Industrial Park and Lakes Corporate Park. This land-use pattern creates a clear separation between where people live and where many jobs are located, reinforcing predictable commuter flows and emphasizing the need for strong east–west and north–south connectivity.

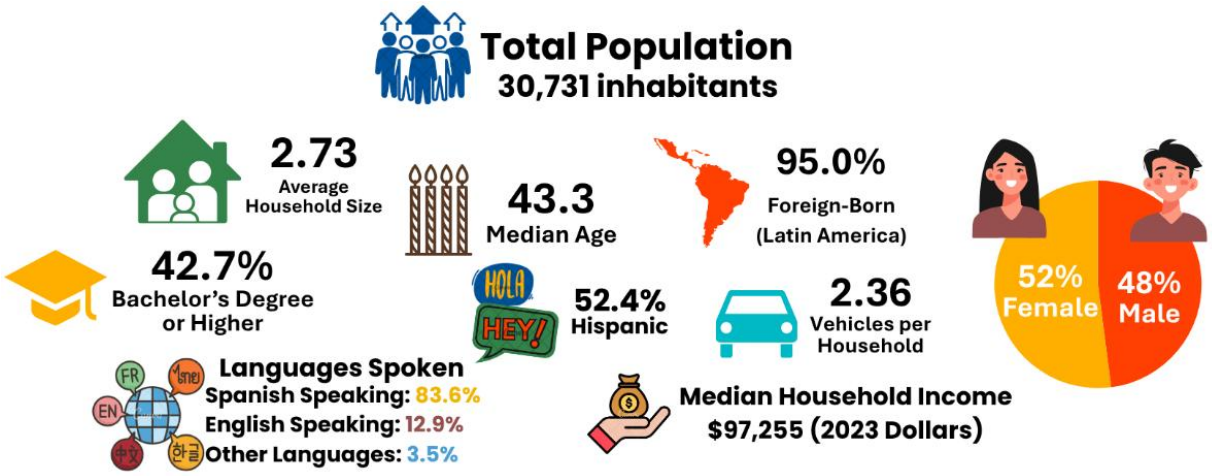
Age distribution patterns show a balanced mix of youth, working-age adults, and older residents. Notably, the share of older adults has increased over time, reflecting broader regional aging trends. This demographic shift has direct implications for transportation planning: older adults are more likely to rely on walking, mobility devices, and shorter local trips, and they benefit from slower vehicle speeds, enhanced lighting, and high-visibility crossings. As the community continues to age, transportation investments must prioritize ADA- and PROWAG-compliant infrastructure, safe and frequent crossing opportunities, and reliable access to essential destinations such as medical facilities, parks, and commercial centers.

Employment characteristics highlight Miami Lakes' role as a regional job center. A significant portion of jobs within the town are filled by non-residents, resulting in substantial inbound commuter traffic during peak periods. Conversely, many Miami Lakes residents commute to employment centers outside the town, contributing to outbound peak-period flows. These bidirectional travel patterns place pressure on major corridors, interchange approaches, and key intersections, underscoring the importance of coordinated regional mobility planning and targeted congestion-management strategies.

Household vehicle availability remains high, reflecting the community's suburban form and the limited availability of high-frequency transit service. Most households own one or more vehicles, reinforcing reliance on private automobiles for daily travel. However, demographic variation across neighborhoods, including areas with lower vehicle ownership rates—highlights the importance of maintaining accessible pedestrian facilities, safe routes to transit, and multimodal connectivity where feasible. Ensuring that residents without access to a personal vehicle can still reach jobs, schools, parks, and services is a critical equity consideration.

Figure 2-1 provides an overview of current demographic and socioeconomic conditions in Miami Lakes, based on the ACS data referenced above. These indicators help frame the town's mobility needs and guide the development of transportation strategies that respond to both current conditions and anticipated future trends.

Figure 2-1: Overview of Miami Lakes demographic and socioeconomic data



Land-use mapping indicates that residential neighborhoods are largely separated from industrial and commercial districts, as shown in **Map 2-1**. This separation shapes commute-based travel patterns and reinforces reliance on arterial corridors and expressway access points. The spatial relationship between residential clusters and major employment centers highlights the continued importance of strong east–west connectivity, particularly across the SR 826 corridor.

Population and employment distribution patterns further influence daily traffic flows, with significant demand directed toward the SR 826/Palmetto Expressway corridor and major north–south arterials. The physical separation between where people live and where they work contributes to high vehicle dependency and recurring peak-hour congestion.

Map 2-1: Land use classification from the Countywide CDMP

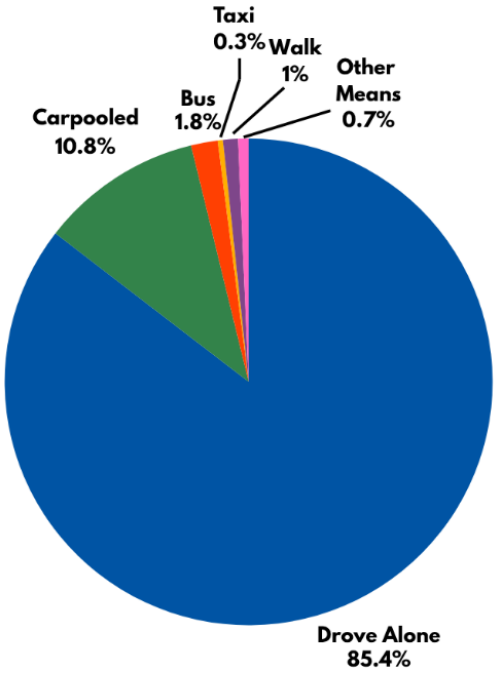


2.2 Travel Patterns and Origin-Destination Findings

Commuting in Miami Lakes is shaped by a strong dependence on private vehicles, a pattern clearly reflected in the town's travel metrics. Approximately 85.4% of residents drive alone to work, while 10.8% carpool, leaving only 1.8% who use transit and 1.0% who walk as seen in **Figure 2- 2**. These figures illustrate a transportation system that remains overwhelmingly auto-oriented, influenced by the town's suburban land-use pattern and the limited availability of high-frequency transit options.

The relationship between where people live and where they work reinforces this reliance on driving. Only 9.2% of residents both live and work within Miami Lakes, meaning that 90.8% commute to jobs outside the town each day.

Figure 2-2: Modal split within Miami Lakes



A notable share of inbound workers, approximately 15.6%, travel more than 50 miles to reach job sites in Miami Lakes, contributing to long-distance commuting patterns that place additional pressure on the roadway network. These dynamics generate substantial daily travel demand along the town's major corridors. The SR 826/Palmetto Expressway, I-75, NW 67 Avenue/Ludlam Road, SR 823/NW 57 Avenue/Red Road, and NW 154 Street carry the bulk of both outbound resident trips and inbound worker traffic. The physical separation between residential neighborhoods and industrial or commercial employment areas further concentrates travel along these key arterials, contributing to recurring peak-hour congestion and highlighting the importance of maintaining strong regional connectivity.

At the same time, the origin–destination patterns point to opportunities for Miami Lakes to strengthen local circulation and expand multimodal access. Enhancing east–west connectivity, improving first- and last-mile options, and supporting a more balanced mix of land uses could help reduce long-term dependence on single-occupancy vehicle travel while improving mobility for both residents and workers.

2.3 Roadway Network Conditions

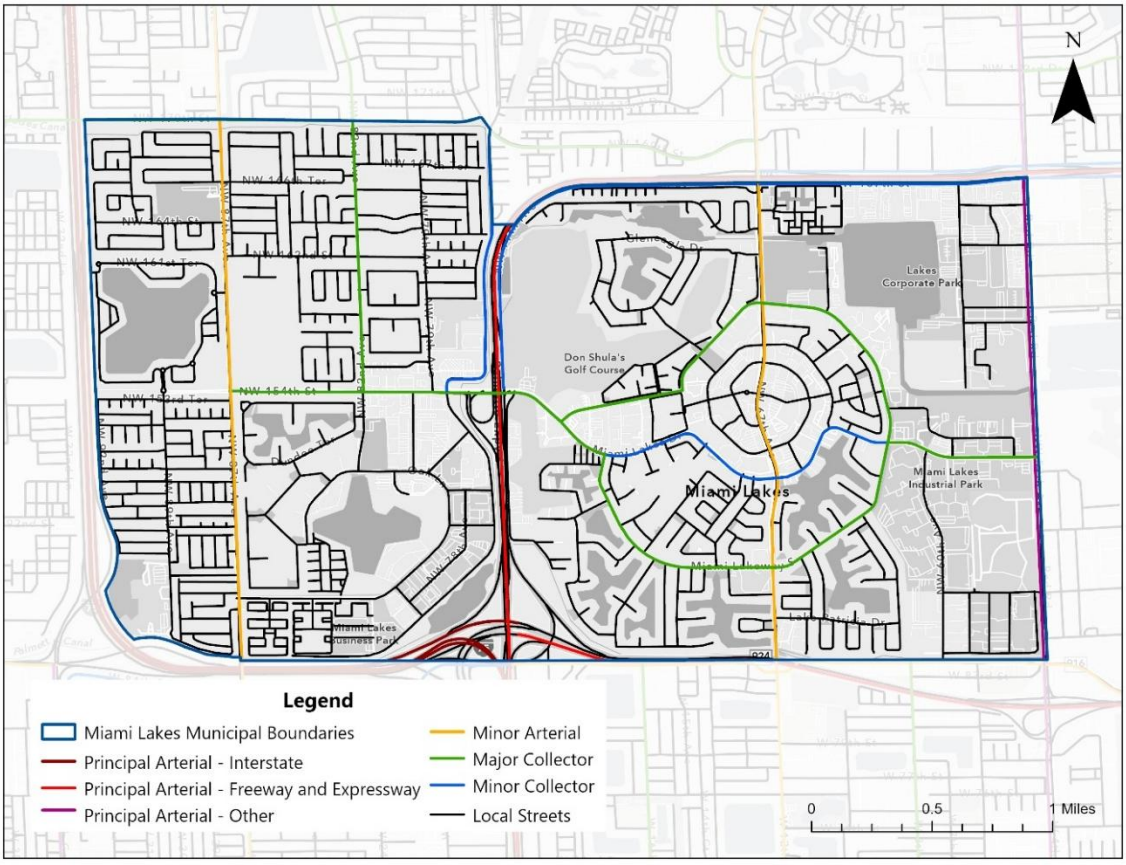
The town's roadway network functions as a layered system that supports both local circulation and regional mobility, shaped by a clear hierarchy of streets, arterials, and expressways as seen in **Map 2-2**. At the regional scale, SR 826/Palmetto Expressway, SR 924/Gratigny Parkway, and I-75 form the backbone of long-distance travel, linking Miami Lakes to surrounding municipalities and major employment centers. While these facilities provide essential connectivity, they also introduce operational bottlenecks and physical barriers, particularly for east–west travel across SR 826/Palmetto Expressway, where limited crossing points constrain local movement.

Within the town, mobility is anchored by a series of principal arterial corridors, including NW 154 Street, SR 823/NW 57 Avenue/Red Road, NW 67 Avenue/Ludlam Road, NW 82 Avenue, and NW 87 Avenue, that serve as the primary spines for both commuter and freight activity. These arterials typically include four to six travel lanes, raised medians, and dedicated turn lanes at key intersections to accommodate heavy peak-hour turning movements. Their design reflects the town's role as both a residential community and an industrial employment hub.

Traffic is funneled from neighborhoods to these arterials through a network of collector roadways, which generally consist of two to four lanes and provide direct access to residential subdivisions

and commercial parcels. Many local streets, approximately 87% of the network, are two-lane facilities serving lower-volume residential areas. Across the system, median treatments vary from raised to painted to undivided segments, influencing turning access, pedestrian safety, and overall operational performance.

Map 2-2: Functional classification of roadways within Miami Lakes



The most significant congestion occurs near the town's expressway interchanges. Locations such as the intersections of SR 826/Palmetto Expressway and NW 154 Street, NW 67 Avenue/Ludlam Road, and SR 823/NW 57 Avenue/Red Road experience intense merging and weaving activity due to ramp movements, often resulting in peak-period queue spillback that affects adjacent intersections. These operational challenges are compounded by high AADT volumes along SR 826/Palmetto Expressway and major east–west connectors, with north–south arterials also carrying substantial commuter and freight traffic serving industrial districts.

A volume-to-capacity (V/C) analysis identified several arterial segments approaching or exceeding preferred performance thresholds during peak hours, particularly near interchange ramps and industrial access points. Traffic flow is further shaped by driveway density along commercial corridors and by freight turning movements within industrial areas, both of which introduce friction and reduce operational efficiency.

Looking ahead, the Southeast Florida Regional Planning Model (SERPM), Version 9 forecasts a compounded annual growth rate of approximately 1.12% through 2050. While moderate, this sustained growth is expected to intensify pressure on major corridors and interchange approaches if travel patterns remain predominantly vehicle-oriented. The town's implementation of Adaptive Signal Control Technology (ASCT) in 2021 has improved signal progression and reduced delay along select corridors, but signal optimization alone cannot fully address the structural bottlenecks created by interchange geometry and regional through-traffic volumes.

2.4 Safety and Crash Trends

Safety conditions in Miami Lakes are shaped by a small but meaningful number of severe crashes involving people walking and bicycling, with patterns that point to clear relationships between roadway design, traffic volumes, and exposure risk. The town's safety analysis focused on fatal and serious injury (FSI) crashes, examining where they occur, what types of conflicts are most common, and how roadway characteristics influence outcomes.

Pedestrian and bicycle crashes make up only a small portion of total reported collisions, yet they account for a disproportionate share of the most severe injuries. Since 2016, the town has recorded five pedestrian fatal or serious injury crashes, including two fatalities. These incidents occurred primarily along higher-volume arterial corridors and at signalized intersections, locations where turning movements, multilane crossings, and elevated traffic volumes increase the likelihood and severity of conflicts. The spatial clustering shown in **Map 2-3** reinforces that exposure, not necessarily risky behavior, is the dominant factor shaping pedestrian safety outcomes.

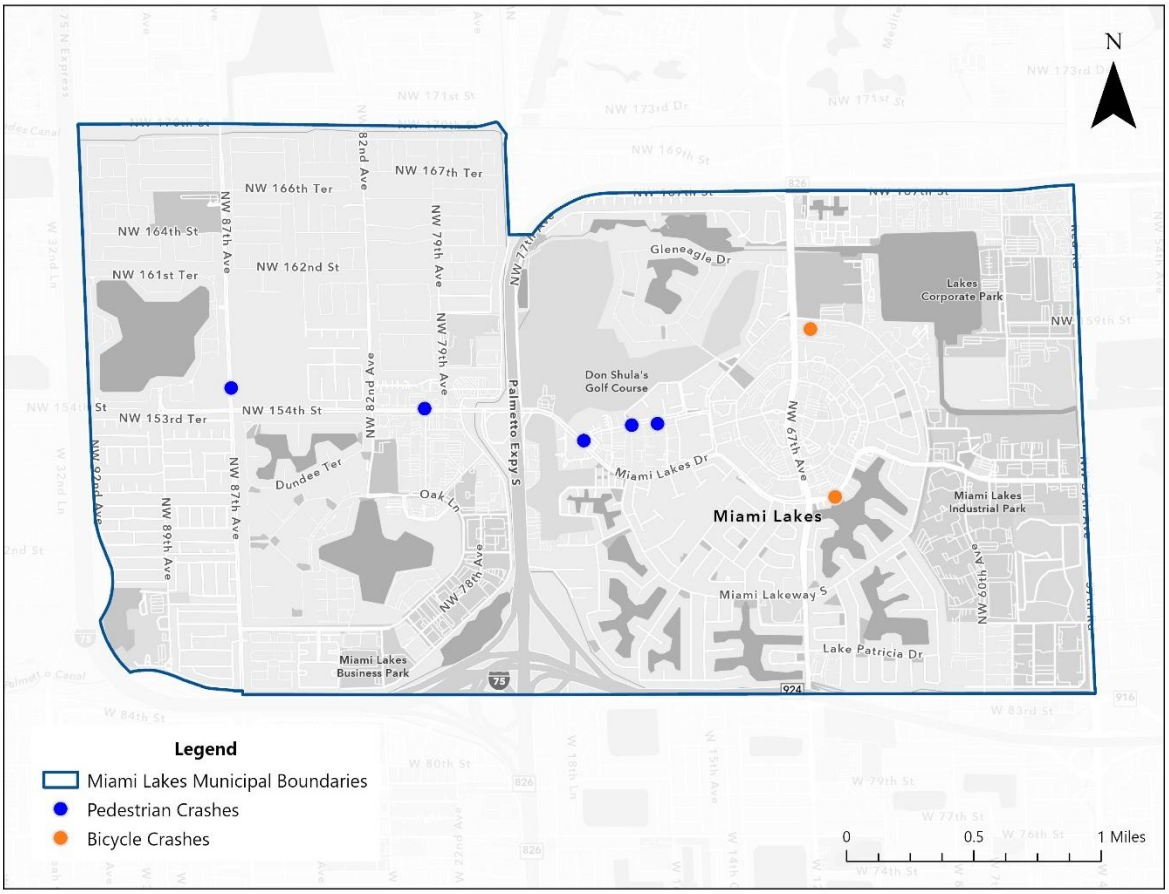
Bicycle-related crashes are less frequent, with two reported injury crashes since 2016, but the circumstances surrounding them highlight important infrastructure gaps. Both incidents occurred along corridors without dedicated bicycle facilities, including segments of NW 67 Avenue/Ludlam Road and Miami Lakes Drive east of NW 67 Avenue/Ludlam Road. Neither crash involved excessive speed or alcohol, suggesting that infrastructure design and exposure conditions played a more significant role than driver behavior. Where bicycle facilities do exist, they are typically unprotected and adjacent to vehicle lanes, increasing both perceived and actual risk for riders.

Although the total number of non-motorized crashes is relatively low, the limited continuity of the bicycle and pedestrian network may be suppressing walking and biking activity rather than indicating inherently safe conditions. The patterns observed, such as arterial concentration, intersection conflicts, and infrastructure gaps, point to opportunities for targeted improvements that could reduce exposure risk and support safer multimodal travel.

Freight activity shapes a distinct safety pattern in Miami Lakes, particularly within and around the town's industrial districts as seen in **Map 2-4**. Crash mapping shows clear clustering in areas where heavy-vehicle activity, high traffic volumes, and complex turning movements converge. These patterns are most pronounced near SR 826/Palmetto Expressway interchange approaches, NW 154 Street intersections, and the industrial access corridors along SR 823/NW 57 Avenue/Red Road. One of the most notable concentrations appears at the Miami Lakes Drive and SR 823/NW

57 Avenue/Red Road intersection, a major gateway into the industrial park where trucks, passenger vehicles, and local traffic mix in a constrained environment.

Map 2-3: Pedestrian and bicycle FSI crashes in Miami Lakes

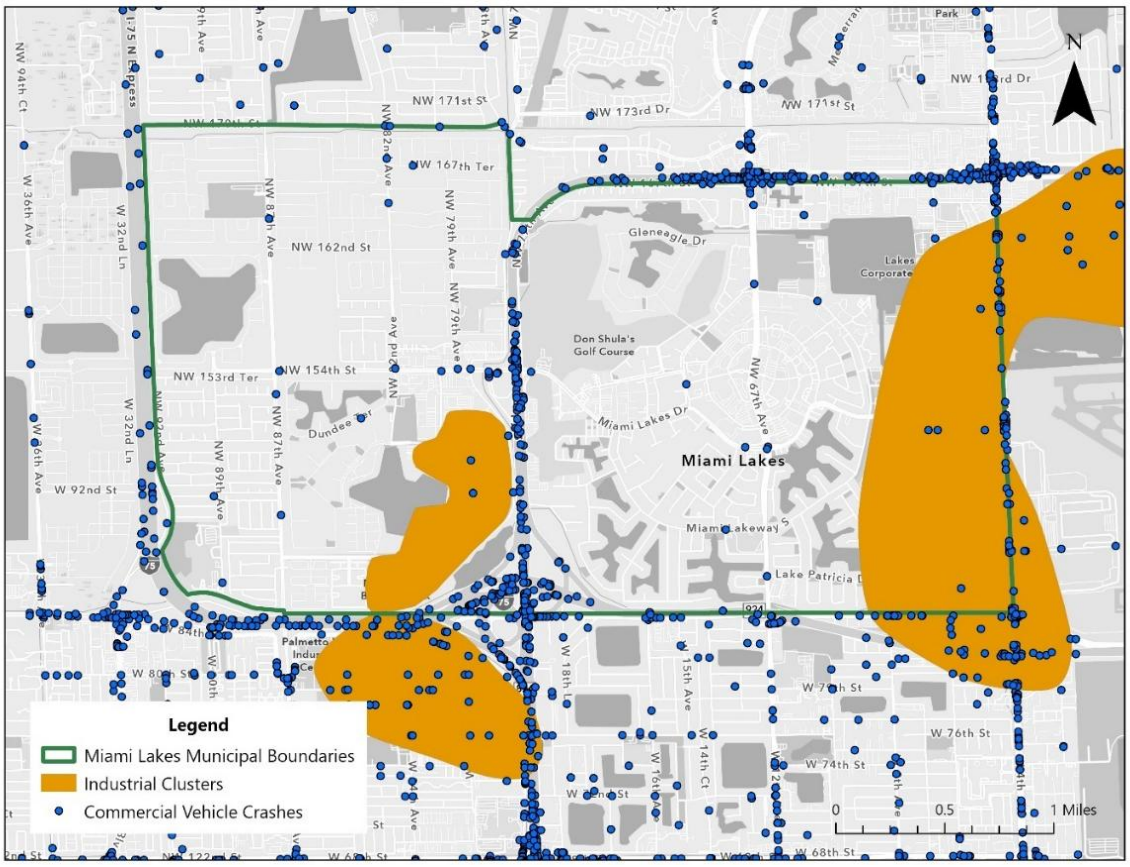


These locations experience a combination of high driveway density, frequent turning movements, and the regular presence of large commercial vehicles, all of which elevate crash risk. Severe commercial-vehicle crashes are especially concentrated along SR 826/Palmetto Expressway and I-75, corridors that carry some of the highest truck volumes in the region. Truck exposure data underscores the intensity of freight activity: more than 12,000 trucks per day travel on SR 826/Palmetto Expressway, nearly 17,000 trucks per day use I-75 west of SR 826/Palmetto Expressway, and approximately 6,000 trucks per day operate along SR 924/Gratigny Parkway. These volumes increase the likelihood and severity of conflicts at interchange nodes and arterial intersections where freight and commuter flows intersect.

The town's High Injury Network (HIN), identified through the Comprehensive Vision Zero Safety Action Plan, reinforces the need for targeted improvements at these high-risk locations. Recommended countermeasures focus on intersection-level safety, including upgraded signal timing, protected turning phases, enhanced lighting, and more visible crosswalks. Together, the freight-related crash patterns and the Vision Zero findings highlight the importance of addressing

both corridor-level exposure and intersection design to reduce severe crashes and improve safety outcomes for all road users.

Map 2-4: Commercial vehicle crashes and industrial clusters



2.5 Pedestrian Infrastructure

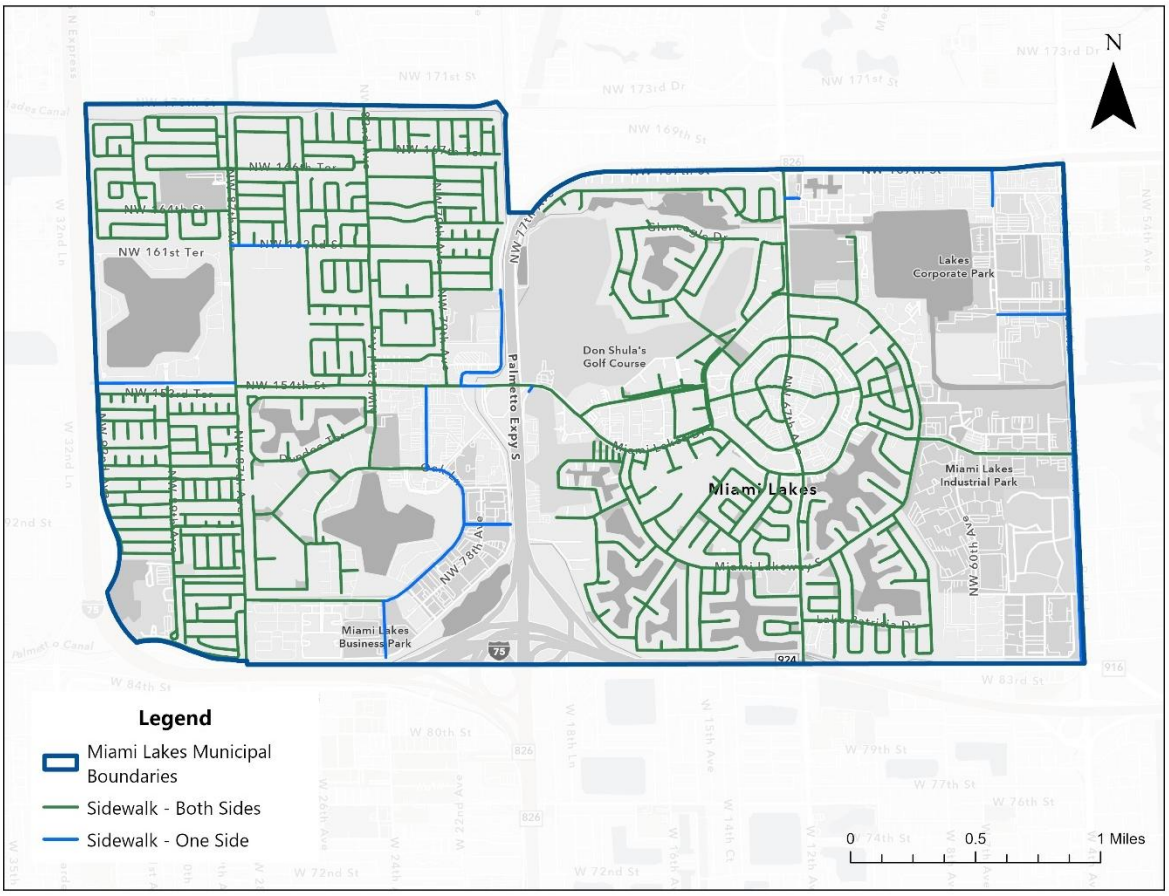
The pedestrian network in Miami Lakes is shaped by a mix of well-connected residential areas and more fragmented conditions along industrial and older roadway corridors. Sidewalks are present along much of the town's street system, but the level of completeness varies. Approximately **71.6 miles of roadway segments include sidewalks on both sides**, while **4.7 miles include sidewalks on only one side**. Despite this coverage, 46 roadway segments lack adequate sidewalk infrastructure, creating noticeable gaps in the network, particularly in industrial districts and along several collector roadways where pedestrian activity is still present but less supported by dedicated facilities.

Within residential neighborhoods, the sidewalk system is generally cohesive. These areas were developed with pedestrian infrastructure integrated into subdivision layouts, resulting in continuous paths, predictable crossings, and a more comfortable walking environment. In contrast, the industrial corridors and older roadway segments show more frequent breaks in sidewalk continuity, limited shade, and inconsistent design treatments. These gaps reduce safe

and direct access to key destinations, including employment centers, transit stops, and commercial areas.

Map 2-5 highlights how these conditions create uneven levels of pedestrian mobility across the town. While residents in newer neighborhoods benefit from a connected sidewalk grid, those traveling through industrial areas or along certain collectors encounter missing links, narrow segments, or environments dominated by vehicular traffic. These disparities influence not only walkability but also the practicality of multimodal travel, especially for workers and transit users who rely on safe, direct pedestrian routes.

Map 2-5: Sidewalk coverage within Miami Lakes



Accessibility challenges shape a significant portion of the pedestrian experience in Miami Lakes, reflecting both infrastructure gaps and compliance issues that limit safe, comfortable mobility. The town's *2015 ADA Transition Plan* documented **5,628 pedestrian network deficiencies**, a volume that underscores how widespread accessibility limitations are across the system. These include **416 missing detectable warnings**, **173 missing curb ramps**, **127 excessive cross slopes**, and **7 sidewalk obstructions**. Together, these issues show that barriers are not limited to areas without sidewalks—many occur at intersections and crossings where pedestrian facilities exist but do not meet accessibility standards.

Gaps in connectivity are further compounded by the town's physical layout. SR 826/Palmetto Expressway creates a major east–west divide, with pedestrian crossings concentrated at only a few locations, most notably NW 154 Street. This limited number of crossing points forces pedestrians to rely heavily on specific corridors for cross-town movement, increasing exposure to high-volume traffic and reducing route flexibility.

While Miami Lakes maintains a substantial sidewalk network overall, the distribution of facilities and the prevalence of ADA and PROWAG deficiencies create uneven walking conditions. Residential neighborhoods tend to offer more complete and consistent infrastructure, but industrial areas, older corridors, and barrier crossings reveal significant gaps. These conditions collectively shape a pedestrian environment where accessibility varies widely from one part of the town to another.

2.6 Bicycle Network

The bicycle network in Miami Lakes is a small but important collection of facilities that offer pockets of comfortable riding but do not yet function as a cohesive, connected system as illustrated in **Map 2-6**. Much of the network consists of short, isolated segments, such as striped lanes, widened sidewalks, and shared-use paths, that vary widely in width, separation, and overall comfort. This creates a riding environment where cyclists can find dedicated space in certain corridors but must transition abruptly into mixed-traffic conditions elsewhere.

Several key facilities define the current system. NW 87 Avenue includes **1.1 miles of 4-foot striped bike lanes**, while the SR 826/Palmetto Expressway frontage roads provide **2.58 miles of 6-foot lanes** that run parallel to the expressway. The most substantial continuous facility is the **1.52-mile shared-use path** along NW 170 Street, which offers a 10-foot separated space that is more comfortable for a broader range of riders. Miami Lakeway South adds another **1.37 miles of widened sidewalk** functioning as a shared-use path, and NW 60 Avenue features a **0.77-mile protected, bidirectional facility**, one of the few segments in Town that offers physical separation from traffic.

Despite these assets, most striped bike lanes remain unprotected and sit directly beside vehicle lanes, often along higher-speed arterials. This design limits comfort for less experienced riders and reduces the appeal of cycling for everyday trips. The shared-use path on NW 170 Street demonstrates the benefits of separation, but it is not well connected to other bicycle facilities, making it difficult to use as part of a longer, continuous route.

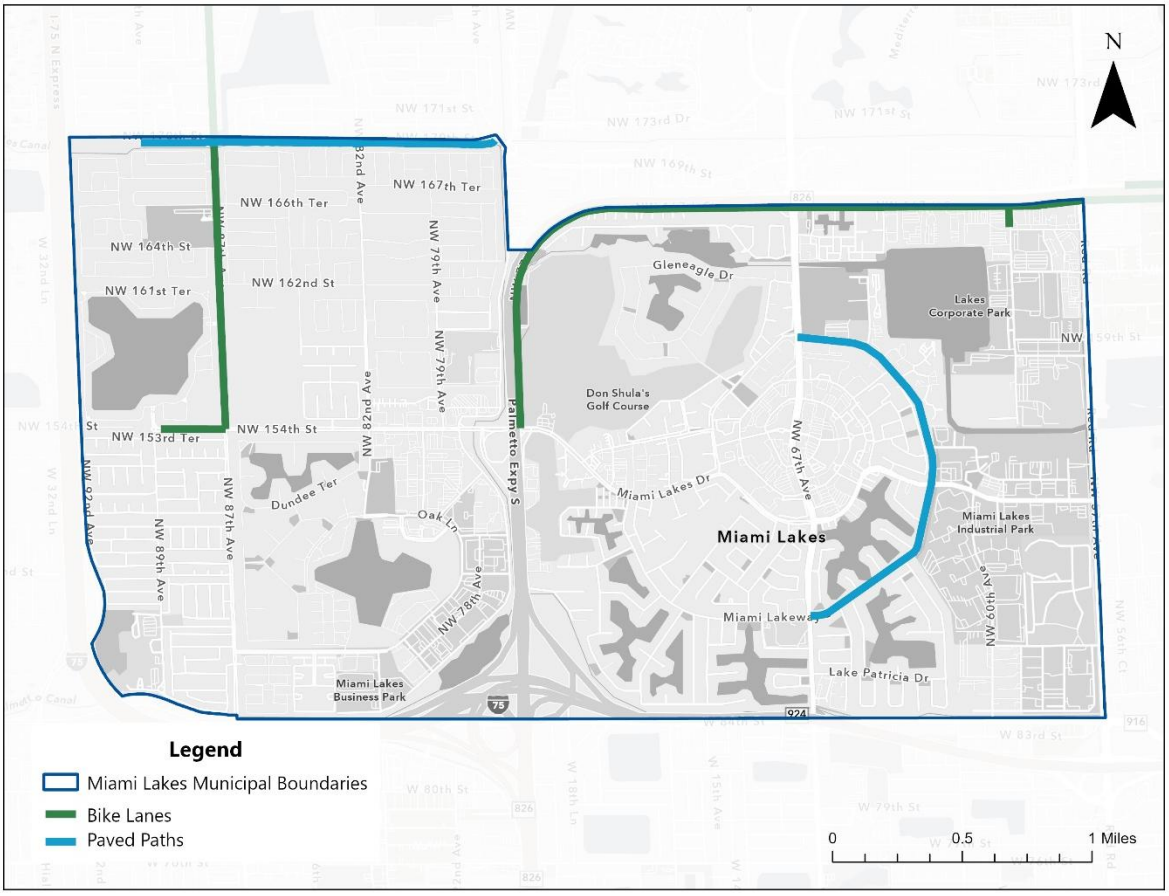
Network gaps are especially evident in east–west travel. While several north–south corridors include bicycle accommodations, east–west connections are sparse, and crossing SR 826/Palmetto Expressway remains a major barrier for cyclists, just as it is for pedestrians. This lack of continuity restricts access between neighborhoods, parks, commercial areas, and regional destinations.

Safety data reinforces the impact of these gaps. Since 2016, the town has recorded two bicycle serious-injury crashes, both occurring in corridors without dedicated or protected bicycle infrastructure. Although the overall number of crashes is low, the limited extent of the network

suggests that ridership may also be low, meaning the crash data is likely to reflect suppressed demand rather than inherently safe conditions.

Taken together, these conditions paint a picture of a bicycle system that provides useful facilities in certain locations but lacks the connectivity, protection, and network cohesion needed to support broader bicycle use. Strengthening east–west links, expanding protected facilities, and improving connections to key destinations would significantly enhance the comfort and practicality of cycling in Miami Lakes.

Map 2-6: Existing bicycle facilities within Miami Lakes

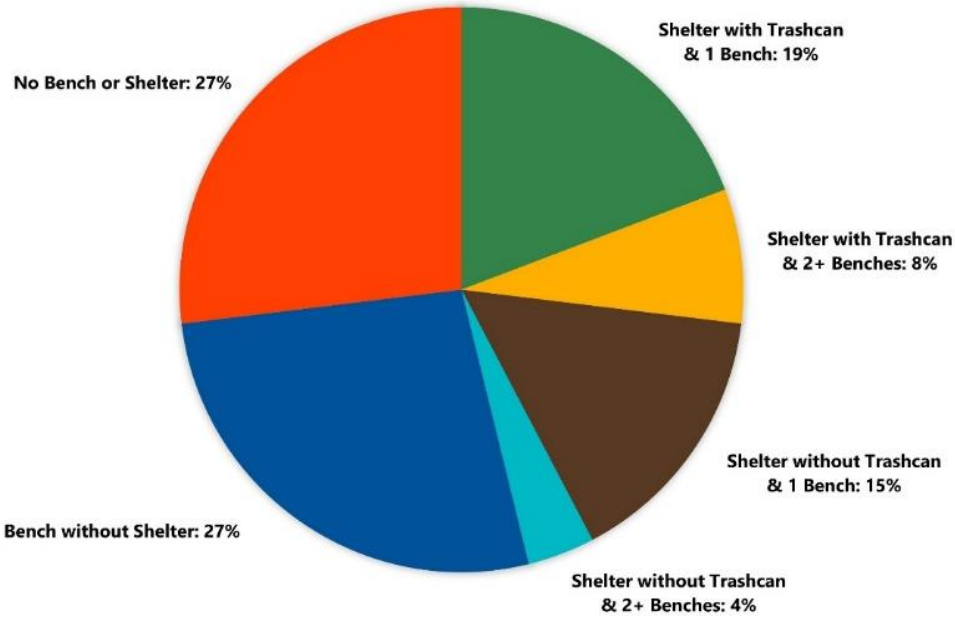


2.7 Transit Infrastructure and Services

Transit service in Miami Lakes operates through a blend of fixed-route bus service and on-demand microtransit, creating a system that provides regional connectivity but remains limited in terms of local accessibility and rider comfort. Four primary bus routes serve the town: **Route 183** along NW 67 Avenue/Ludlam Road, **Route 37** along the eastern edge of Miami Lakes, **Route 54** connecting the town to Biscayne Boulevard, and **Route 75** linking Miami Lakes with the Hialeah Metrorail Station and destinations to the south. These routes anchor the town's fixed-route network and provide essential regional mobility for residents and workers.

In 2012, the town invested in transit infrastructure by installing 33 bus shelters to improve comfort for riders waiting in Florida's heat and frequent rain. However, shelter coverage remains uneven. Of the 55 bus stops in Miami Lakes, only **11 stops (21%) are considered accessible**. Among these, **7 include shelters**, while **4 accessible stops lack both benches and shelters**, offering no protection from weather conditions. Many remaining stops consist only of a signpost without seating or shade. As shown in **Figure 2-3**, more than half of the town's stops lack full shelter coverage, and over one-quarter provide no amenities at all. These conditions disproportionately affect riders who rely on transit daily and may discourage broader use of the system.

Figure 2-3: Availability of bus stop amenities within Miami Lakes



Accessibility challenges extend beyond the stops themselves. In several industrial corridors and along major arterials, sidewalk gaps, missing curb ramps, and limited crossing opportunities make it difficult for riders to safely reach bus stops. Because fixed-route service is concentrated along higher-volume arterials, many residential areas lie beyond a comfortable walking distance from transit. As a result, riders often depend on the town's Freebee microtransit service to complete first- and last-mile connections, especially when traveling from interior neighborhoods to bus corridors.

Freebee has become an important part of how people move around Miami Lakes, offering a flexible alternative to traditional fixed-route transit. Instead of following a set schedule or predetermined path, the service operates entirely on demand within a defined geofenced area. Riders request trips through the app, and electric vehicles provide point-to-point travel between neighborhoods, commercial areas, civic destinations, parks, and bus stops. This model allows Freebee to reach deeper into residential areas than fixed-route buses, making it a practical option for short trips and first- and last-mile connections.

Ridership has remained steady over the past several years. Since 2022, Freebee has averaged just under **7,750 boardings per quarter**, with strong growth in 2023 followed by slight declines in 2024

and early 2025. As the town began tracking performance more closely in FY 2024, the data shows **average waiting times between 20 and 26 minutes** and completed rides consistently ranging from **6,700 to 7,100 per quarter**. These patterns suggest that while demand remains healthy, the service experiences typical fluctuations of an on-demand system, where waiting times can vary depending on trip density and vehicle availability.

Freebee's role in Miami Lakes is shaped in part by the town's past experience with local circulators. From 2012 to 2019, Miami Lakes operated East and West Circulator routes, but both were discontinued due to low ridership. Their discontinuation reinforced the shift toward a more flexible, app-based model that better matches the town's travel patterns and dispersed land-use structure. Today, Freebee fills the local mobility gap left by the fixed-route system, which primarily serves major arterials and does not penetrate deeply into residential neighborhoods.

Overall, Freebee functions as a key connector within the town's multimodal network, linking homes, jobs, and transit stops in a way that fixed-route service alone cannot. Its performance trends and operational characteristics highlight both its value and the challenges of relying on an on-demand model, particularly when wait times fluctuate during busy periods.

2.8 Freight and Industrial Activity

Freight movement in Miami Lakes is shaped by the town's industrial land-use pattern and its direct connection to major regional freight corridors, creating a concentrated and predictable flow of heavy-vehicle activity. The Miami Lakes Industrial Park and Lakes Corporate Park anchor this system, generating daily truck traffic tied to distribution, warehousing, manufacturing, and service operations. These industrial areas are located primarily in the eastern and central-western portions of the town, where roadway design reflects freight needs, including wider curb radii, multiple driveway access points, and direct frontage onto arterial corridors that can accommodate large vehicles.

How freight connects to the regional network

Miami Lakes sits immediately adjacent to two of the region's most important freight corridors: SR 826/Palmetto Expressway and I-75, both designated as part of the Primary Highway Freight System (PHFS). This designation reflects their national significance for interstate and regional goods movement. Truck volumes along these expressways, depicted in **Map 2-7**, illustrate the intensity of freight activity surrounding the town:

- SR 826/Palmetto Expressway with more than 12,000 trucks per day
- I-75 west of SR 826: nearly 17,000 trucks per day
- SR 924/Gratigny Parkway approximately 6,000 trucks per day

These volumes highlight the strategic role of these expressways as primary gateways serving Miami Lakes' industrial districts and linking them to the broader logistics network across Miami-Dade County and beyond.

Internal freight corridors and industrial access

Within the town, several arterial corridors function as key freight connectors, channeling trucks between industrial parcels and the regional expressway system. The most important of these include:

- SR 823/NW 57 Avenue/Red Road
- NW 77 Court
- Segments of NW 82 Avenue

These corridors provide direct access to warehouse and distribution facilities and experience regular heavy-vehicle activity throughout the day. Their design, including wide lanes, turning accommodations, and multiple access points, reflects their role as internal freight spines. Additionally, freight node analysis shows a dense concentration of industrial access points in the eastern and central portions of Miami Lakes, where employment density is highest. These nodes serve as transition points between local circulation and the regional freight network, reinforcing the town's position within Miami-Dade County's goods-movement system.

Critical freight intersections

Several intersections near the town play an outsized role in supporting freight circulation, particularly where heavy vehicles transition between local streets and regional corridors. Key locations include:

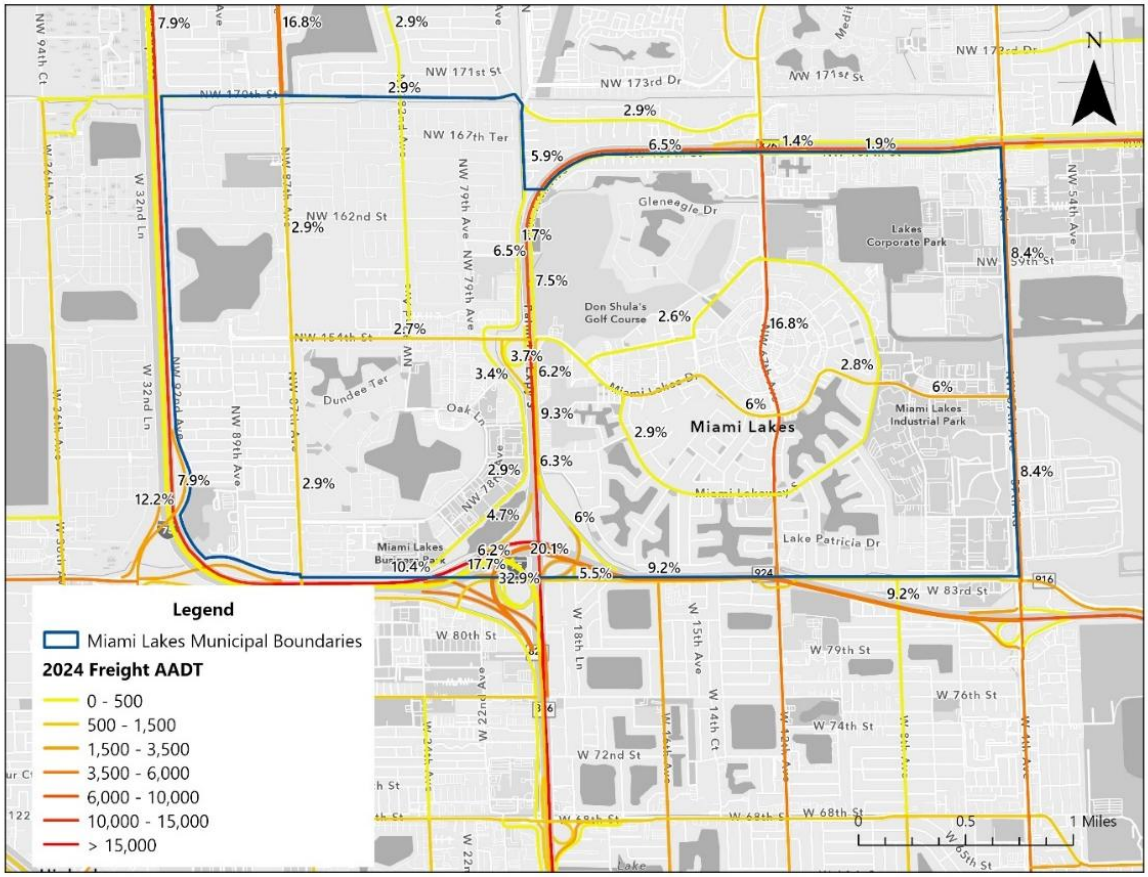
- SR 823/NW 57 Avenue/Red Road and NW 163 Street
- SR 823/NW 57 Avenue/Red Road and NW 173 Drive
- SR 823/NW 57 Avenue/Red Road and SR 860/Miami Gardens Drive

These intersections accommodate frequent truck turning movements and are designed to handle sustained heavy-vehicle volumes. Their geometry and operational characteristics reflect their importance within the freight network.

Overall freight dynamics

Freight movement in Miami Lakes is highly concentrated along defined arterial corridors that connect industrial employment centers to PHFS-designated expressways. The town's location adjacent to major regional freight facilities positions it as an integral component of Miami-Dade County's logistics network. This spatial structure—industrial land uses aligned with high-capacity freight corridors—creates efficient goods movement but also shapes roadway operations, safety considerations, and long-term infrastructure needs.

Map 2-7: Truck AADT within Miami Lakes



2.9 Summary of Existing Conditions

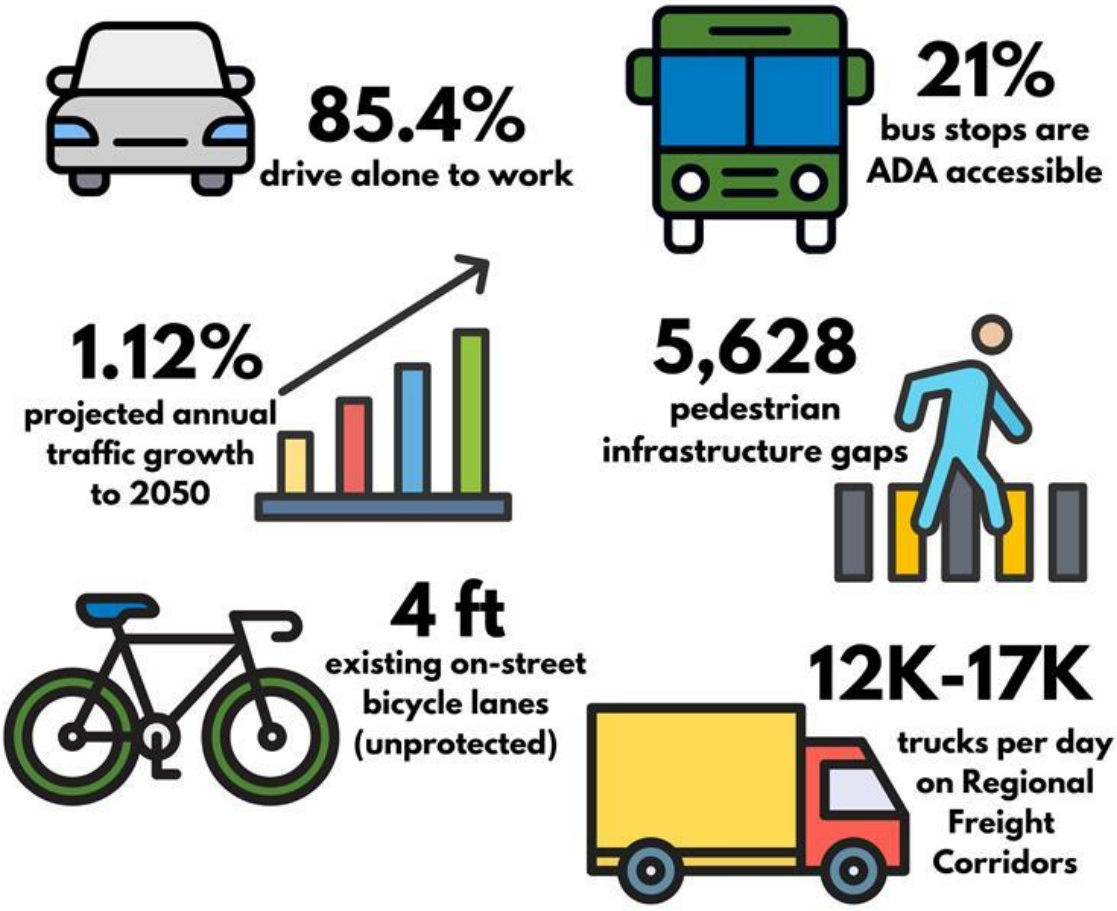
The existing conditions analysis shows that Miami Lakes' transportation system remains fundamentally sound, yet it is increasingly shaped by concentrated corridor pressures, multimodal gaps, and evolving travel patterns that place new demands on the network. As illustrated in **Figure 2-4**, travel behavior is still dominated by private vehicle use, with commuter flows funneled toward a limited number of primary arterials and expressway interchanges. These facilities serve both regional through-traffic and local access, creating recurring peak-period congestion and revealing growing sensitivity to even modest increases in future demand. While the roadway network generally performs well under typical conditions, its reliance on a few high-volume corridors heightens vulnerability to delay, queuing, and operational bottlenecks.

Pedestrian and bicycle infrastructure remains inconsistent across key corridors, limiting safe and continuous non-motorized travel. Sidewalk gaps, constrained crossings, and limited bicycle facilities reduce connectivity between neighborhoods, parks, schools, and employment centers. Transit accessibility, though supported by regional service, varies significantly by corridor, with stop spacing, sidewalk conditions, as well as first- and last-mile barriers affecting overall usability. Freight activity is concentrated along defined industrial connectors, where truck

volumes and turning movements influence corridor operations and contribute to localized conflict points.

Together, these findings establish a clear, data-driven baseline of how the system functions today. They highlight where infrastructure deficiencies, exposure risks, and growth-related pressures are most pronounced, and they underscore the importance of targeted multimodal investments that enhance safety, improve reliability, and support Miami Lakes' long-term mobility and land-use objectives.

Figure 2-4: Summary of existing conditions by mode in Miami Lakes





NEEDS ASSESSMENT SUMMARY

3 Needs Assessment Summary

The **Needs Assessment** builds upon the Existing Conditions analysis to identify mobility gaps, infrastructure deficiencies, operational constraints, and safety concerns across all transportation modes. While Miami Lakes benefits from strong regional connectivity and an established roadway network, analysis revealed structural imbalances in multimodal access, accessibility, and safety performance.

The assessment evaluates both infrastructure conditions and system performance, identifying where existing facilities do not meet operational, safety, accessibility, or connectivity expectations. Particular attention is given to multimodal continuity, ADA and PROWAG compliance, interchange-related congestion, freight circulation patterns, and transit access limitations. The findings presented in this chapter establish the foundation for prioritizing projects and policy actions in the subsequent Project Development and Implementation sections.

This chapter is organized by mode to clearly identify where conditions fall short of community needs and adopted performance expectations to define the mobility challenges that must be addressed to support future growth, improve safety outcomes, and advance the town's long-term transportation vision.

3.1 Bicycle

The Needs Assessment identifies significant gaps in the town's bicycle network, particularly in terms of continuity, protection, and connectivity to key destinations. While existing facilities provide isolated segments of infrastructure, the overall system does not yet function as a cohesive, low-stress network for riders of varying skill levels.

3.1.1 Network Gaps and Facility Deficiencies

The current bicycle network is fragmented, with facilities concentrated along select corridors but lacking continuous east–west and north–south connectivity. Existing striped lanes and shared-use paths do not consistently connect residential neighborhoods to schools, parks, commercial centers, or employment districts. In many cases, short segments of bicycle infrastructure terminate abruptly or transition into mixed traffic without separation.

One of the core issues is the absence of redundant, alternative routes that would allow cyclists to avoid major arterials and high-speed corridors. Without a grid of low-stress connections, riders are funneled onto roads that are not designed with their safety in mind. Compounding this issue is the fact that many of the proposed improvements, identified in FDOT's Bicycle Connectivity Assessment[10], are located on state-owned roads and remain unfunded, limiting the town's ability to implement changes independently.

Connectivity gaps are particularly evident in east–west movements, where riders must rely on higher-volume arterials or indirect routes to travel across the town. In many cases, short

[10] Miami-Dade County Bicycle Network Connectivity Assessment - FDOT D6

segments of bicycle infrastructure do not extend far enough to provide meaningful origin-to-destination connectivity.

As reflected in **Table 3- 1**, multiple corridors exhibit missing links or discontinuous segments that limit the practicality of bicycle travel for daily trips. The existing network also lacks redundancy. Alternative low-stress routes parallel to major arterial corridors are limited, leaving cyclists with few comfortable options when navigating between key destinations. These structural connectivity gaps constrain network effectiveness and reduce the potential for broader bicycle mode share.

Table 3- 1: Bicycle infrastructure and points of interest in Miami Lakes

Segment	Type	Length	Width	Protection	Access / Connections
NW 87 Avenue – From NW 170 Street to NW 54 Street	On-Street Bike Lane	1.1 mi	4 ft	❌ Unprotected	Royal Oaks Park, Guido's Plaza, and Roberto Alonso Center
NW 154 Street – From NW 89 Avenue to NW 87 Avenue	On-Street Bike Lane	0.23 mi	5ft	❌ Unprotected	Barbara Goleman Senior High School and Satori Residential Community
NW 77 Court - From NW 82 Avenue to NW 154 Street	Sharrows	1.23 mi	-	❌ Unprotected	Residential neighborhoods
NW 170 Street – From I-75 to NW 77 Court	Separated Paved Path	1.52 mi	10 ft	✅ Protected	Neighborhoods, NW 87 Ave bike lane, indirect to Royal Oaks Park
NW 167 Street/SR 826/Frontage Road – NW 57 Avenue to NW 67 Avenue	On-Street Bike Lane	2.58 mi	6 ft	❌ Unprotected	Industrial area, Fire Station, indirect to Dade College
NW 77 Avenue – From NW 154 Street to NW 167 Street	On-Street Bike Lane (Unseparated)	1.02 mi	5 ft	❌ Unprotected	Miami Lakes Golf Club and residential neighborhoods
Miami Lakeway S – NW 67 Avenue to Miami Lakes Drive E	Wide Sidewalk (Unseparated)	1.37 mi	8 ft	✅ Protected	Schools, parks, residential, and medical centers
NW 60 Avenue – Miami Lakes Drive to NW 142 Street	On-Street Bike Lane	0.77 mi	5 ft	✅ Protected	Industrial hubs, Dade College, Educational Learning Center

In Miami Lakes, bicycle-related crashes are infrequent. Although reported bicycle crashes within the town are limited, both documented injury crashes occurred on corridors lacking dedicated bicycle infrastructure. **Map 3- 1** highlights the spatial relationship between bicycle crashes and existing infrastructure. This reinforces the relationship between facility absence and vulnerability to conflict with vehicular traffic.

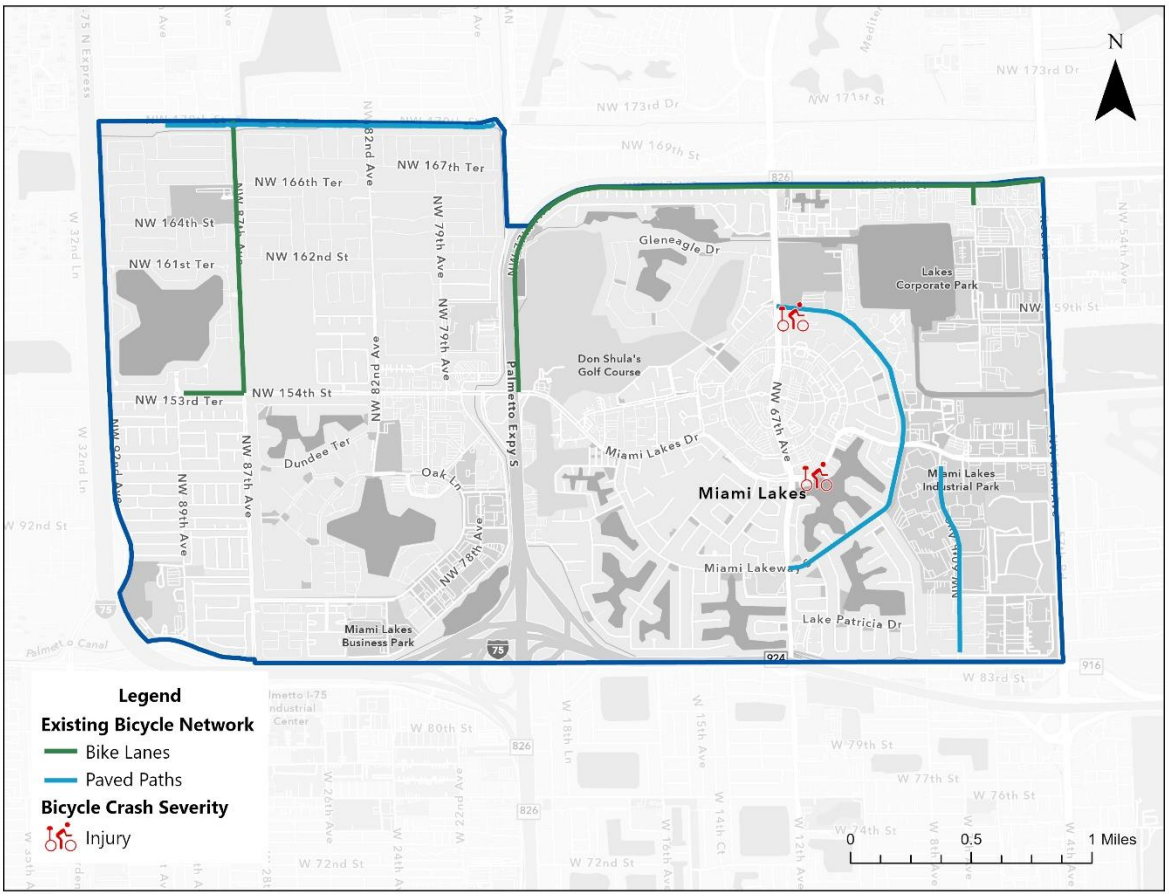
A significant safety challenge is the prevalence of unprotected bicycle lanes adjacent to higher-volume arterial roadways. Where striped lanes exist, they often lack physical separation from

travel lanes, increasing perceived and actual exposure to turning movements, driveway access points, and higher operating speeds. This condition may deter less experienced riders, and it limits the overall comfort level of the network.

Corridors such as NW 154 Street and segments of NW 67 Avenue/Ludlam Road serve as key east–west and north–south connectors but present elevated exposure due to traffic volumes and intersection complexity. Limited alternative low-stress routes further concentrate bicycle activity along arterials, compounding safety concerns.

The **Needs Assessment** emphasizes that crash frequency alone does not fully represent risk. Instead, the current network configuration, characterized by discontinuous facilities, minimal separation, and constrained crossing opportunities, creates structural exposure conditions that limit safe and comfortable bicycle travel.

Map 3- 1: Bicycle crashes and bicycle infrastructure in Miami Lakes



3.1.2 Connectivity to Destinations

The **Needs Assessment** identifies limited connectivity between existing bicycle facilities and key community destinations, including schools, parks, civic uses, and commercial centers. While

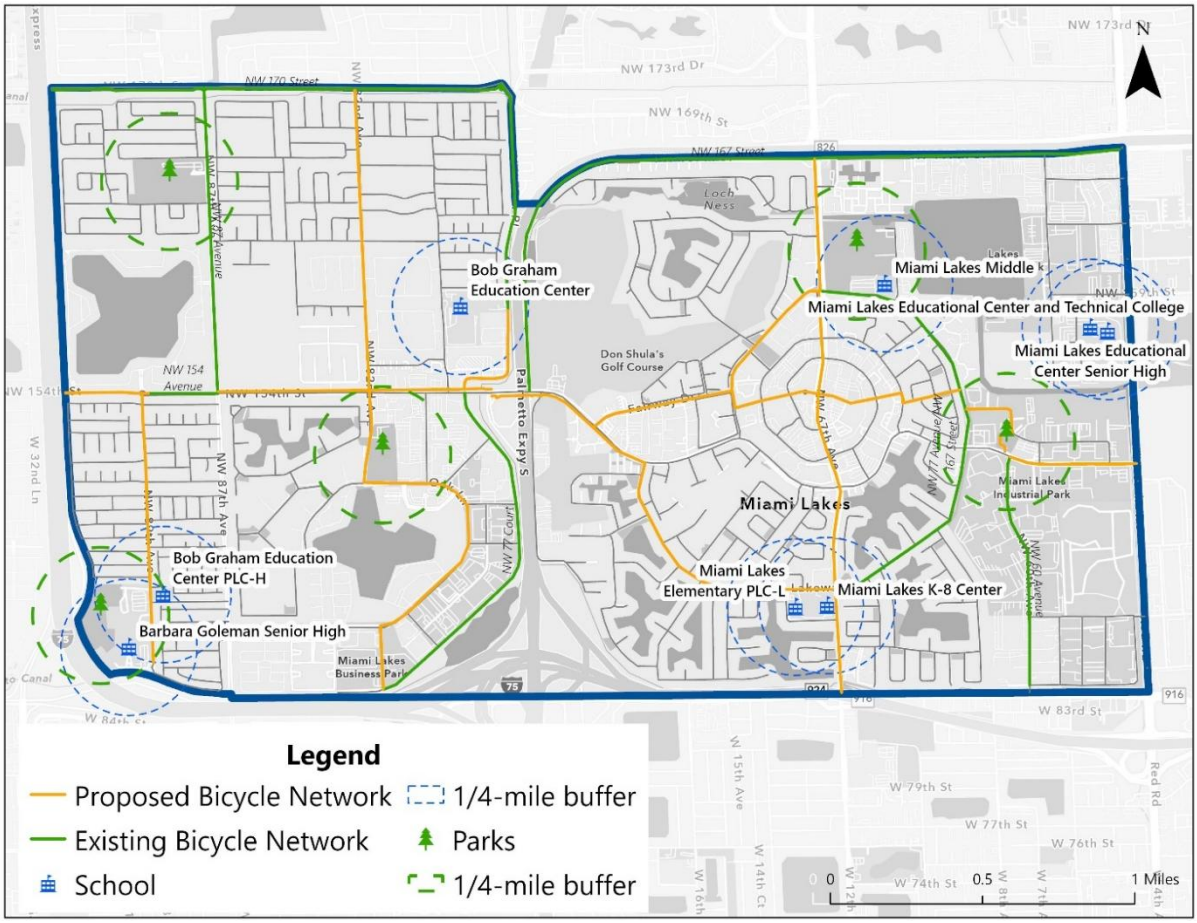
several destinations fall within a ¼ mile of existing or planned bicycle corridors, continuous and direct routes are not consistently available, limiting practical access for everyday trips.

Mapping analysis indicates that although portions of the town's parks and schools are located near bicycle facilities, gaps in the network prevent seamless connections between neighborhoods and these activity centers. In particular, east–west travel remains constrained, requiring riders to navigate higher-volume arterial roadways or indirect routes to reach destinations.

Town Center and Main Street areas represent important trip generators with potential for short-distance bicycle travel. However, network continuity to and through these areas remains incomplete. Similarly, connections to employment centers within industrial districts are limited, reducing the viability of bicycle commuting.

As illustrated in **Map 3- 2**, several parks and schools are located within a ¼ mile of existing or proposed corridors, yet missing links and discontinuities limit the functional connectivity of the network. Strengthening these connections is essential to improving the practicality and comfort of bicycle travel across the town.

Map 3- 2: Parks and schools within a ¼ mile of existing and proposed bicycle network



3.1.3 Supporting Infrastructure and System Needs

In addition to network continuity and corridor-level improvements, the **Needs Assessment** identifies supporting infrastructure gaps that affect the overall usability and functionality of the bicycle system. These needs extend beyond linear facilities and include elements necessary to create a complete and intuitive network.

Bicycle parking availability is uneven across the town, particularly within commercial and civic areas where short-distance trips are most likely to occur. Limited secure bicycle parking at destinations may discourage use, even where infrastructure is present. The **Needs Assessment** highlights the importance of providing clearly designated and conveniently located bicycle parking to support local trip-making.

Wayfinding and route legibility are also identified as areas for improvement. The absence of consistent signage, pavement markings, and network branding reduces the visibility of existing bicycle facilities and makes navigation less intuitive, particularly for new or infrequent riders. This lack of system identity limits the perceived cohesion of the network.

Signalized intersections and crossing treatments further influence bicycle usability. In several locations, crossing opportunities at major arterials are constrained by wide roadway widths, limited refuge space, and turning conflicts. Enhancements to signal timing, detection, and intersection design are necessary to support safe and efficient bicycle movement across higher-volume corridors.

Together, these supporting infrastructure needs underscore that building a functional bicycle system requires not only new facilities but also complementary elements that enhance safety, comfort, and clarity for users.

3.2 Pedestrian

Miami Lakes benefits from a well-kept system of sidewalks and greenways that enhances overall walkability. However, many residential and commercial areas lack continuous pedestrian links, leaving gaps that restrict safe and convenient access to key destinations. The **Needs Assessment** identifies substantial gaps in pedestrian infrastructure across Miami Lakes, particularly related to sidewalk continuity, ADA and PROWAG compliance, arterial crossing conditions, and comfort along higher-volume corridors. While portions of the town are walkable within residential neighborhoods, key connectors and commercial corridors exhibit structural deficiencies that limit safe and accessible pedestrian travel.

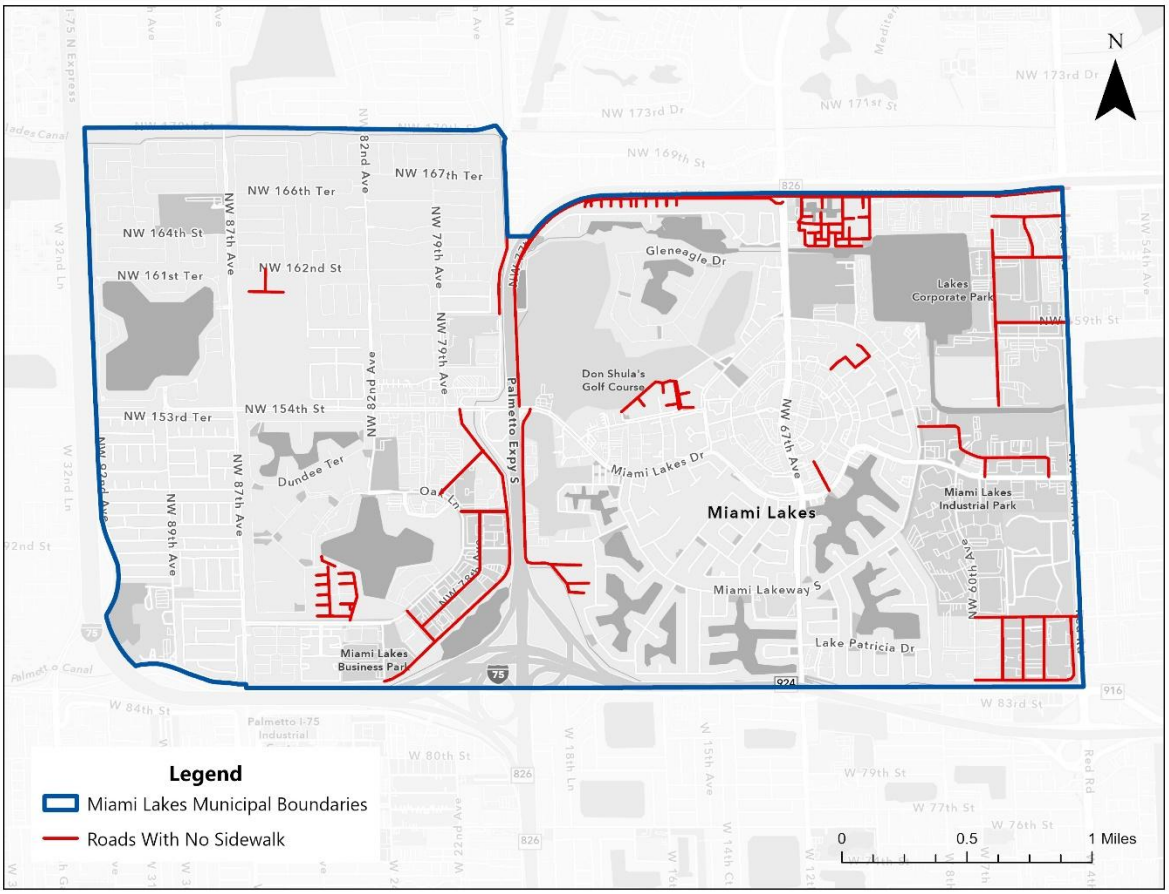
3.2.1 Infrastructure Gaps

Sidewalk continuity remains one of the most significant pedestrian needs. In addition to the 46 roadway segments lacking sidewalks, previous planning efforts identified numerous pedestrian improvement projects that have not yet been fully implemented. A review of the town's *Transportation Master Plan (2004)* and *Greenways and Trails Master Plan (2014)* indicates that 25 pedestrian-related projects remain incomplete or only partially implemented, with many concentrated in industrial and commercial corridors.

In addition to missing sidewalks, several corridors contain narrow pedestrian facilities immediately adjacent to vehicular travel lanes, reducing comfort and increasing exposure. Industrial and arterial segments exhibit limited buffer separation, while driveway density and turning movements further complicate pedestrian travel.

As illustrated in **Map 3- 3**, sidewalk gaps are distributed across multiple arterial and collector corridors, creating discontinuous walking routes and limiting safe, connected access between neighborhoods, schools, parks, employment centers, and transit stops. These persistent gaps, completed with incomplete prior projects, continue to constrain the functionality of the pedestrian network.

Map 3- 3: Map of sidewalk gaps in Miami Lakes



3.2.2 ADA and Accessibility Deficiencies

Beyond missing sidewalks, the **Needs Assessment** identifies widespread accessibility deficiencies throughout the town's pedestrian network. A total of 5,628 ADA-related infrastructure deficiencies were documented in previous planning efforts, including missing curb ramps, lack of detectable warnings, excessive cross slopes, and substandard landing areas at intersections. These deficiencies are distributed across multiple roadway classifications rather than isolated to a single corridor, indicating a systemic accessibility challenge.

Many of these deficiencies occur at intersections, where curb ramps and detectable warnings are critical to ensuring safe crossings for individuals with mobility limitations. Even where sidewalks are present, non-compliant ramp geometry or slope conditions can create functional barriers. The concentration of deficiencies along arterial corridors and near activity centers further compounds access challenges for pedestrians traveling to schools, parks, commercial areas, and transit stops.

The scale of documented deficiencies underscores that accessibility improvements must be addressed comprehensively rather than incrementally. The **Needs Assessment** frames ADA and PROWAG compliance not as a supplemental enhancement, but as a foundational requirement for creating an equitable and fully usable pedestrian network.

3.2.3 Safety and Intersection Exposure

Pedestrian safety concerns in Miami Lakes are closely tied to the design and operation of its major corridors, particularly at signalized intersections with complex turning movements. Although the town experiences a relatively limited number of pedestrian crashes overall, the severity of incidents is disproportionately high. Since 2016, five pedestrian FSI crashes have occurred, including two fatalities, demonstrating that when crashes do occur, they are often severe. As illustrated in **Map 3- 4**, most FSI crashes took place at intersections where sidewalks were already present, underscoring that the presence of basic pedestrian infrastructure alone is insufficient to mitigate risk. These patterns highlight the vulnerability of pedestrians and the need for targeted safety measures such as improved curb ramps, enhanced crosswalk visibility, protected signal phases, and context-sensitive traffic-calming strategies.

Miami Lakes' HIN segments align with its major arterial corridors, reinforcing the relationship between high traffic volumes, complex intersection geometry, and elevated pedestrian exposure. Wide crossing distances, multiple travel lanes, limited median refuge space, and heavy turning volumes create conditions where conflict potential is inherently higher, particularly along NW 154 Street and near the SR 826/Palmetto Expressway interchange approaches. These design characteristics amplify risk during peak periods, when turning movements and queueing intensify.

Intersections serving commercial and industrial districts introduce additional operational challenges. High driveway density, frequent right-turn movements, and large vehicle activity increase unpredictability for pedestrians attempting to cross arterials or access transit stops, retail destinations, and employment centers. These conditions are especially pronounced in areas with mixed land uses, where pedestrian activity intersects with freight and commuter traffic.

Taken together, crash patterns and corridor characteristics indicate that pedestrian exposure in Miami Lakes is shaped less by the number of reported crashes and more by roadway design, intersection configuration, and operational complexity. This reinforces the importance of targeted, data-driven safety investments that address the underlying geometric and operational factors contributing to severe outcomes.

Map 3- 4: Existing sidewalk inventory and FSI crashes



3.2.4 Comfort and Environmental Conditions

In addition to structural gaps in sidewalks and intersection design, environmental conditions significantly influence pedestrian mobility within Miami Lakes. While portions of the town's residential neighborhoods benefit from mature landscaping and shade coverage, arterial and industrial corridors exhibit substantially lower tree canopy and limited buffer separation from vehicular traffic. These conditions increase pedestrian exposure to heat and reduce overall comfort, particularly along corridors with higher traffic volumes.

Tree canopy mapping demonstrates uneven shade distribution across the town. Residential areas generally show stronger canopy coverage, while segments along NW 154 Street, SR 823/NW 57 Avenue/Red Road, and portions of industrial corridors display reduced canopy presence. These corridors often coincide with major pedestrian routes, bus stop locations, and commercial access points. The limited canopy coverage in these areas increases surface temperatures and heat exposure for pedestrians, especially during peak summer months.

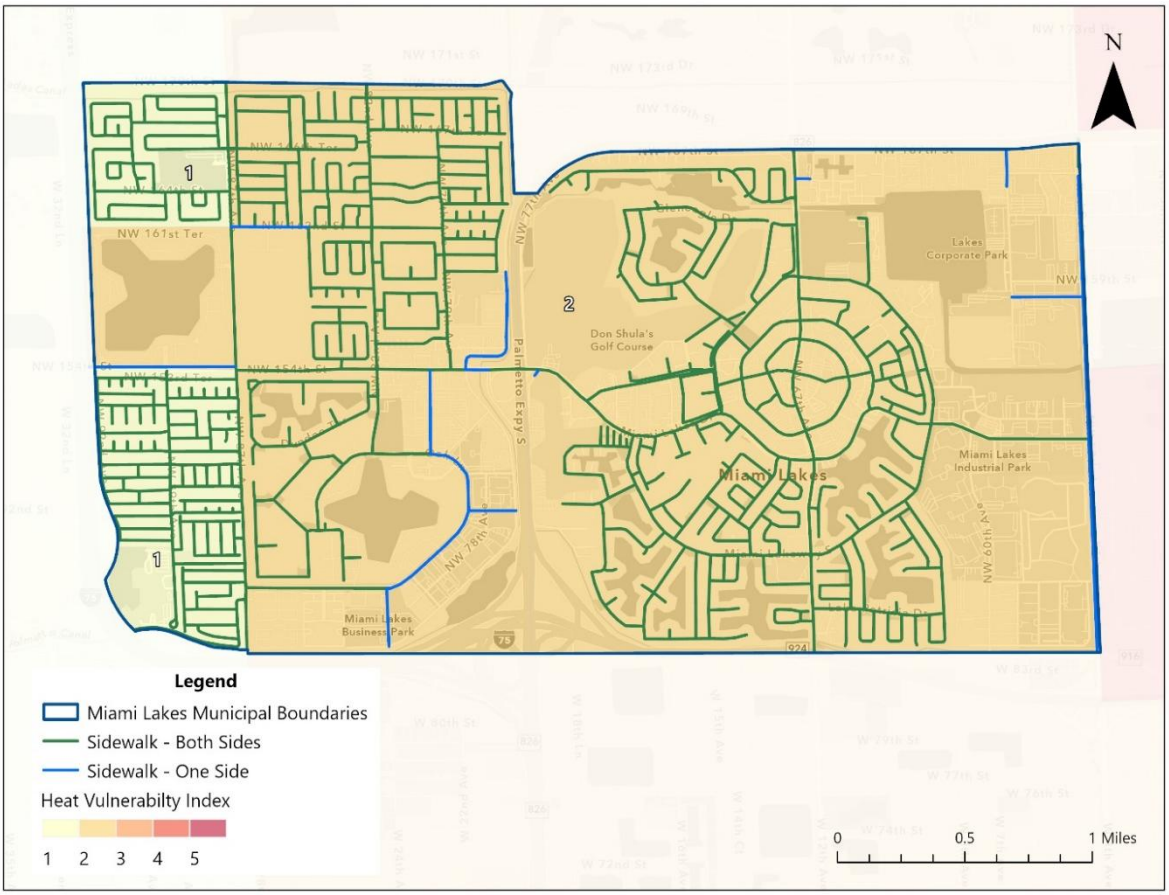
Climate vulnerability mapping further reinforces this pattern. Areas with higher concentrations of impervious surface, including industrial and commercial zones, exhibit elevated heat vulnerability

relative to residential neighborhoods. When overlaid with sidewalk inventory and pedestrian crash data, these conditions illustrate how environmental stressors intersect with infrastructure deficiencies. In corridors where sidewalks are narrow or directly adjacent to travel lanes, limited shade compounds the discomfort associated with long crossing distances and high traffic volumes

Wide roadways and expansive impervious surfaces intensify the urban heat island effect, creating harsh conditions for pedestrians. These challenges are compounded by inconsistent or missing sidewalk networks, particularly around Miami Lakes Business Park, NW 78 Avenue, and adjacent streets, as shown in **Map 3- 5**. In these areas, walkability suffers, and pedestrians often resort to unsafe alternatives, such as cutting through parking lots, in search of shade and relief from heat.

Together, incomplete sidewalk coverage, limited shade along key corridors, heat vulnerability in industrial and commercial areas, and constrained crossing conditions reduce the overall quality and resilience of the pedestrian network. Addressing pedestrian needs therefore requires consideration of both infrastructure continuity and environmental exposure.

Map 3- 5: Heat vulnerability index vs. sidewalk coverage in Miami Lakes



3.3 Transit

Transit service in Miami Lakes is structured around arterial-based fixed routes supplemented by an on-demand circulator service. While the town benefits from regional connectivity, infrastructure limitations and access constraints reduce the effectiveness and equity of the system at the local level.

3.3.1 Service Coverage and Route Limitations

Transit coverage within Miami Lakes is concentrated along four primary bus routes, 183, 37, 54, and 75, operating along major north–south arterials, including NW 82 Avenue and NW 67 Avenue/Ludlam Road. A comprehensive review of the transit network highlights a critical structural issue—a directional bias. The current layout is predominantly north-south oriented, which limits cross-town mobility. While the network provides access to the Main Street and Town Center areas and extends through eastern neighborhoods with industrial zones and corporate parks, it falls short in serving residents who need to travel between neighborhoods or reach essential services located on opposite sides of town. This challenge is compounded by the physical barrier of SR 826/Palmetto Expressway, which divides the east and west sides of Miami Lakes

As illustrated in **Map 3- 6**, there are no fixed-route connections bridging this divide. The absence of east-west transit service restricts mobility for many residents, particularly those without access to private vehicles, and undermines the network's ability to provide comprehensive townwide coverage. This gap not only affects access to jobs and services but also limits opportunities for integrating transit with other modes, such as biking and walking, which are essential for creating a connected, multimodal transportation system.

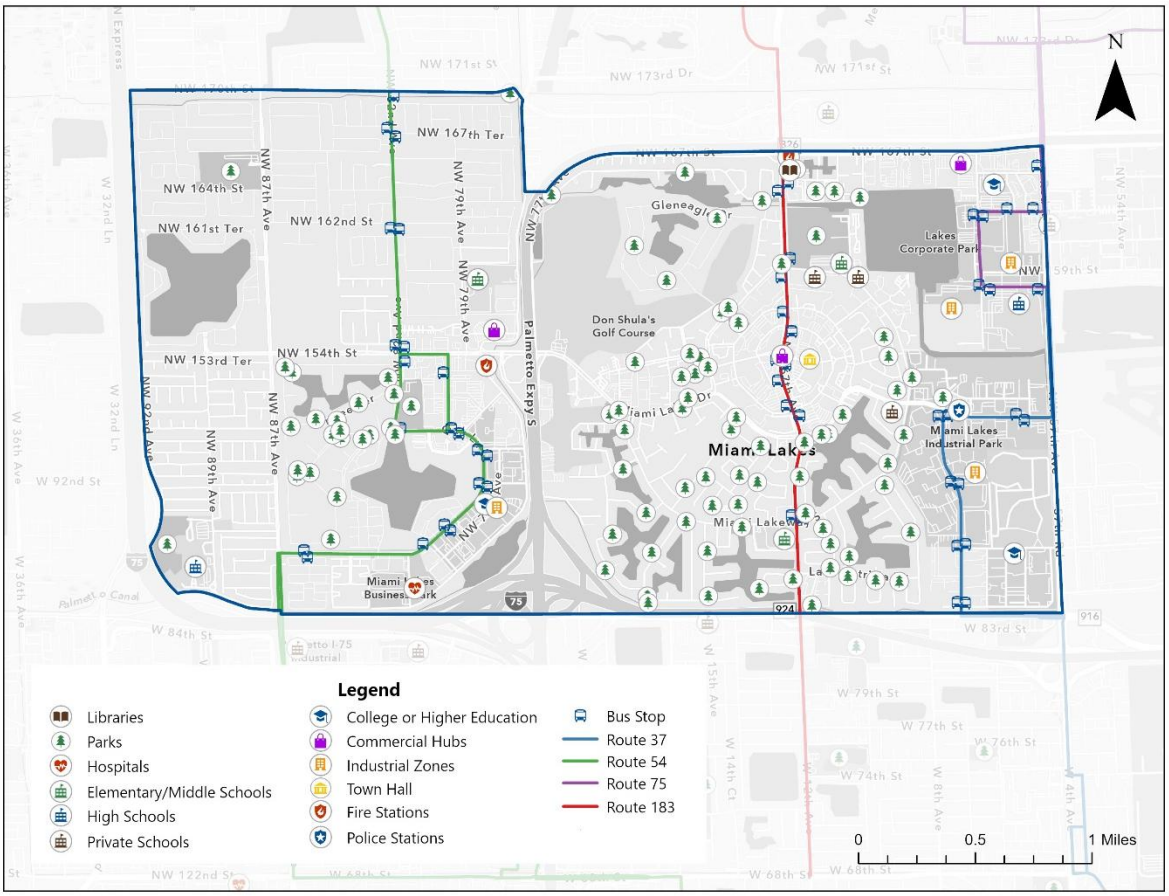
While the Freebee on-demand service expands transit coverage beyond fixed-route arterial corridors, operational characteristics influence its effectiveness as a long-term mobility solution. Average waiting times in the 20–26-minute range indicate that the service functions best as a supplemental circulator rather than a high-frequency alternative to fixed-route transit. For riders making timed transfers or commuting during peak periods, variability in response time may affect reliability and trip planning flexibility.

In addition, reliance on a geofenced, app-based service does not eliminate the need for accessible fixed stops, continuous pedestrian infrastructure, and high-quality corridor improvements. Freebee helps address spatial coverage gaps, but long-term transit effectiveness depends on stronger integration between on-demand service, fixed-route corridors, and areas with higher transit propensity. Ensuring alignment between demand patterns and infrastructure investment remains essential to supporting equitable and reliable transit access across the town

This corridor-focused alignment limits walkable access for residents located beyond the immediate frontage of arterial roadways. Large portions of interior neighborhoods require indirect walking routes to reach bus stops, often involving crossings of wide arterial corridors. The configuration of SR 826/Palmetto Expressway further reinforces this pattern, concentrating transit access at limited crossing points and reducing seamless connectivity between the eastern and western portions of the town.

The spatial distribution of routes reflects a regional commuting framework rather than a fine-grained local mobility network. As a result, first- and last-mile access becomes a critical determinant of whether transit is practical for many residents.

Map 3- 6: Bus routes and points of interest in Miami Lakes



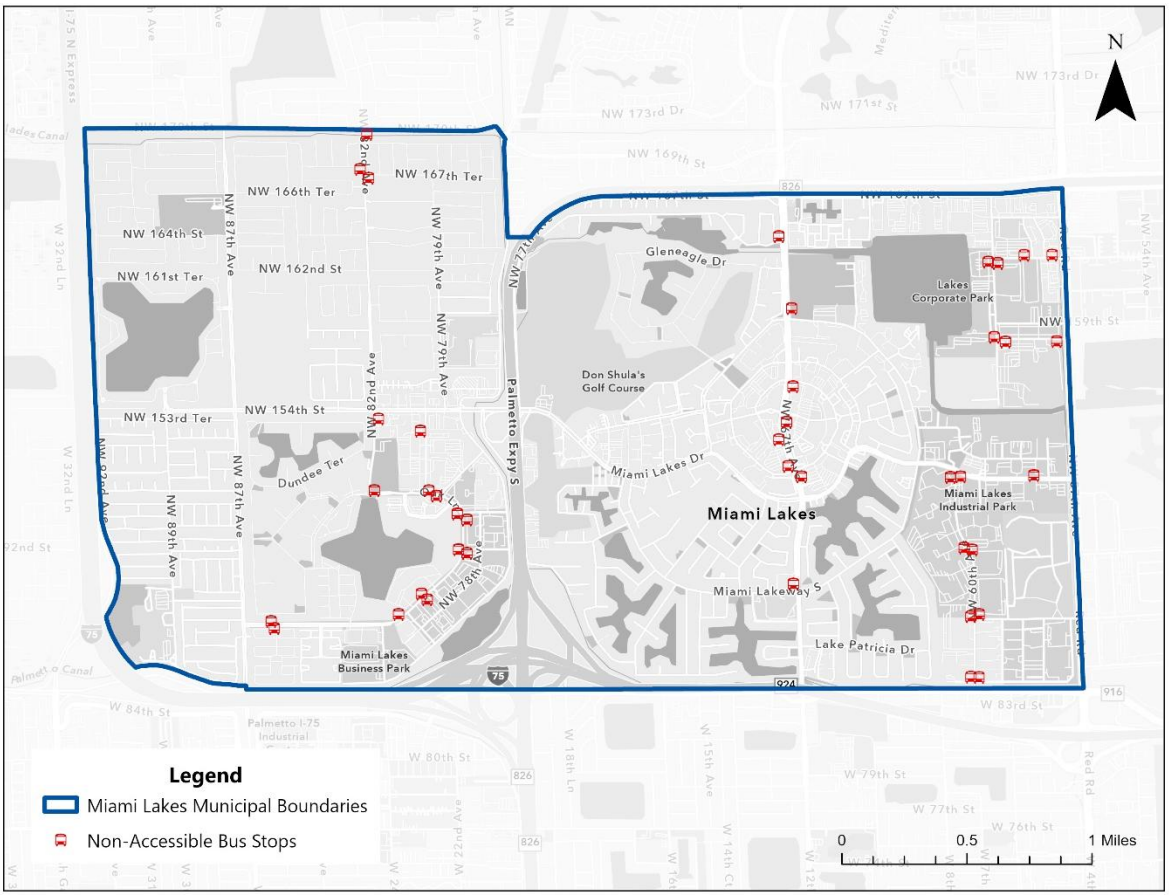
3.3.2 Infrastructure Deficiencies

Transit stop conditions present one of the most significant constraints to effective service within Miami Lakes. **Of the 52 bus stops across town, only 21% are currently accessible, and even among these, basic comforts like shelters and benches are inconsistently available**. This lack of uniformity not only affects rider comfort but also creates barriers for individuals with limited mobility, older adults, and those exposed to Florida's intense heat and unpredictable weather. As shown on **Map 3- 7**, non-accessible bus stops are present along the routes serving Miami Lakes, underscoring the need for targeted improvements to meet ADA and PROWAG requirements

Amenity distribution further illustrates disparities in stop conditions. **Approximately 27% of stops lack both a shelter and bench, and an additional 27% provide only a bench**. Only a limited share of stops includes full amenity combinations such as shelter, seating, and trash receptacles. This uneven provision of infrastructure affects rider comfort and usability, particularly for individuals who rely on transit daily or who have limited mobility.

Collectively, these conditions indicate that stop infrastructure quality, rather than route availability alone, is a defining constraint of the transit system. Accessibility compliance and amenity consistency are necessary components of improving overall transit functionality and equity.

Map 3- 7: Non-accessible bus stops in Miami Lakes



3.3.3 First- and Last-Mile Access

The effectiveness of fixed-route transit in Miami Lakes is strongly influenced by first- and last-mile conditions. While arterial corridors provide route coverage, access to bus stops is often constrained by incomplete pedestrian infrastructure, limited crossing opportunities, and environmental exposure.

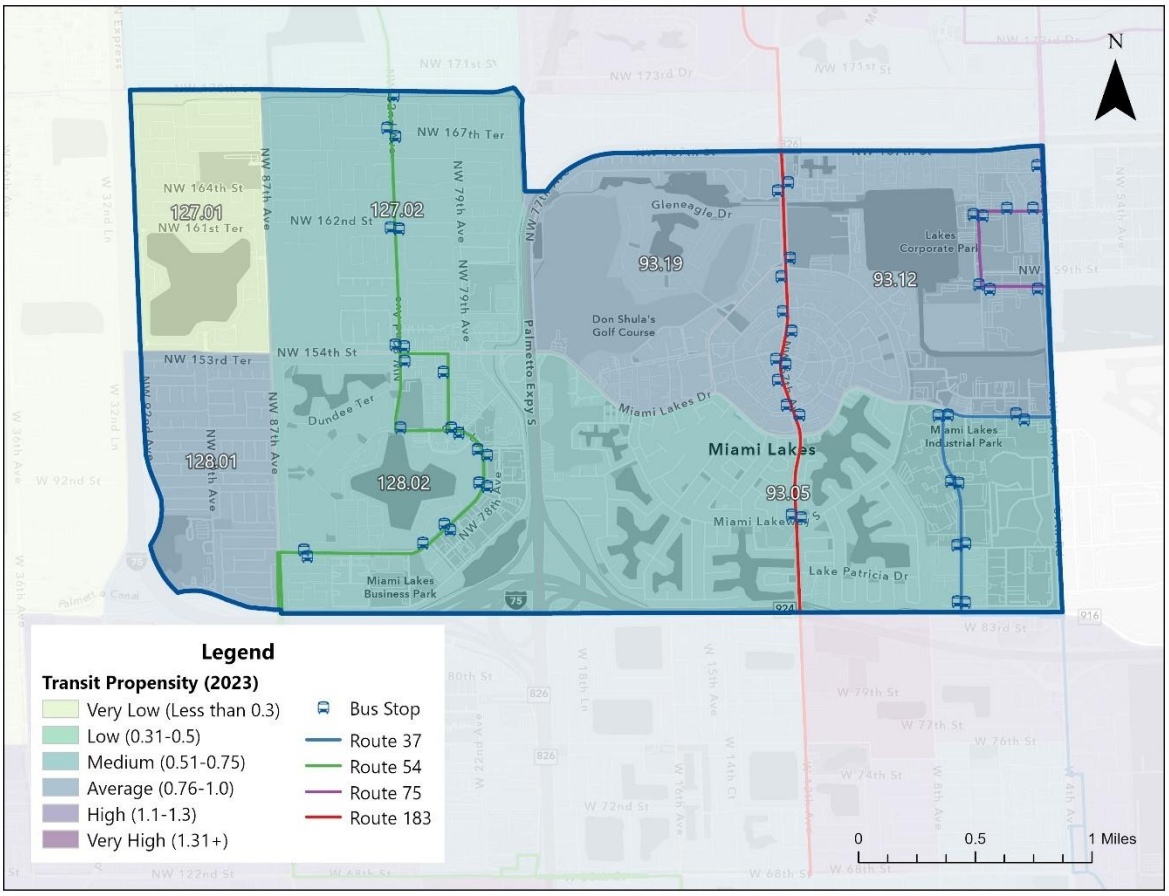
Intersection geometry and arterial design further influence transit accessibility. Major corridors such as NW 154 Street, NW 67 Avenue/Ludlam Road, and NW 82 Avenue carry higher traffic volumes and feature multiple travel lanes, extended crossing distances, and frequent turning movements.

The barrier effect of SR 826/Palmetto Expressway further constrains east-west movement. Crossing opportunities are limited to interchange locations, which prioritize vehicular throughput

and often lack continuous shade, refuge areas, or pedestrian-scaled design features. This condition reduces seamless connectivity between neighborhoods and transit corridors located on opposite sides of the expressway.

Beyond infrastructure, demographic and land use characteristics influence transit demand potential. The Transit Propensity analysis evaluates factors such as population density, employment concentration, age distribution, and vehicle ownership to identify areas with higher likelihood of transit use. As shown in **Map 3- 8**, areas exhibiting elevated transit propensity are concentrated near major corridors and in proximity to multifamily residential and employment centers.

Map 3- 8: Transit propensity by census tract in Miami Lakes



Environmental exposure also influences first- and last-mile conditions. Tree canopy mapping indicates that several arterial and industrial corridors, where many bus stops are located, exhibit limited shade coverage. In these areas, heat vulnerability is compounded by impervious surface concentration and minimal buffering from travel lanes. Riders accessing stops along these corridors may face extended exposure during peak heat conditions, particularly at stops without shelters.

Collectively, these factors demonstrate that transit usability is not solely dependent on route alignment or frequency. The quality, continuity, and safety of pedestrian connections to and from bus stops directly determine the practicality of transit for many residents

3.4 Roadway

The roadway network within Miami Lakes serves both local circulation and regional through movement, particularly along corridors adjacent to SR 826/Palmetto Expressway and I-75. While much of the network operates within acceptable thresholds, several arterial corridors and interchange approaches exhibit operational stress under existing and projected conditions.

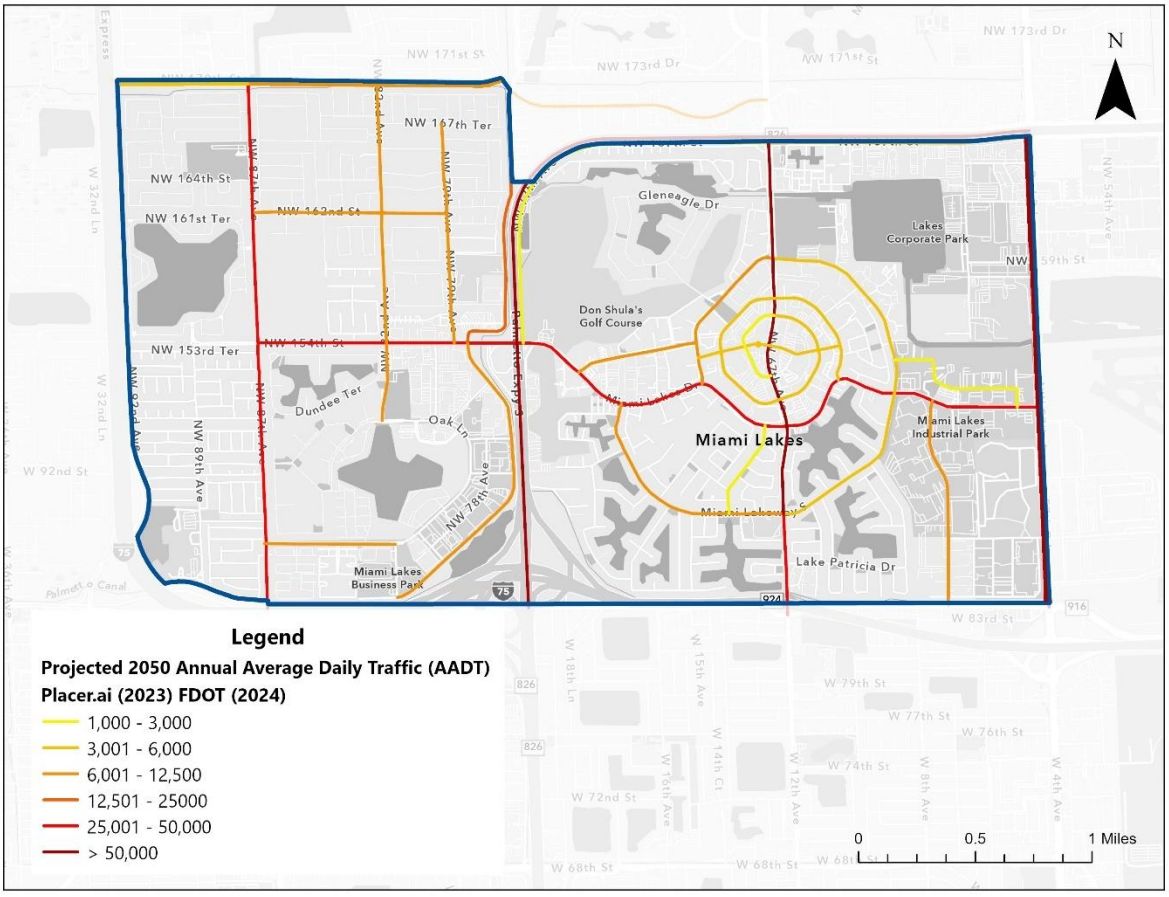
3.4.1 Capacity and Operational Constraints

Roadway performance analysis shows that several of Miami Lakes' primary arterial corridors are operating under moderate to elevated demand during peak travel periods. Existing AADT volumes illustrate the town's dual role as both a local circulation network and a regional through-movement corridor. Major adjacent facilities, including SR 826/Palmetto Expressway, which carries more than 12,000 trucks per day, and I-75, which approaches 17,000 trucks per day in addition to substantial commuter flows, exert direct operational influence on the town's roadway network. These high-volume regional facilities shape traffic conditions at critical interchange approaches within Miami Lakes' municipal boundaries.

Within the town itself, key arterials such as NW 154 Street, NW 67 Avenue/Ludlam Road, and NW 82 Avenue function as the primary east–west and north–south connectors and carry the highest levels of local traffic. V/C ratio analysis indicates that several segments along these corridors are operating near—or in some cases exceeding—desirable thresholds during peak periods. Consistent with adopted LOS standards, corridors west of SR 826 are expected to maintain LOS D or better, while segments east of the Palmetto within the Urban Infill Area may operate at LOS E. Segments approaching a V/C ratio of 0.90 or higher signal limited operational flexibility and reduced resilience to incidents, special events, or fluctuations in travel demand.

Forecasted traffic conditions were developed using SERPM 9, the regional travel demand model maintained by the Miami-Dade TPO. Model outputs for base-year and horizon-year conditions yield a compounded annual growth rate of approximately 1.12% through 2050 for Miami Lakes. While this growth rate is moderate compared to broader countywide averages, the cumulative effect over a 25-year planning horizon results in notable increases in corridor-level volumes. As illustrated in **Map 3- 9**, even incremental annual growth can substantially elevate peak-period V/C ratios, especially on corridors already operating near capacity, highlighting the importance of proactive, multimodal planning to maintain acceptable performance levels and network reliability.

Map 3- 9: Projected 2050 Volume-to-Capacity ratio in Miami Lakes



Interchange approaches to SR 826/Palmetto Expressway exhibit heightened sensitivity to projected growth due to their dual role in accommodating regional through traffic and local access movements. As volumes increase, operational pressure at ramp terminals and adjacent signalized intersections is expected to intensify, reinforcing the importance of corridor-level performance monitoring and intersection optimization. Together, existing AADT volumes, V/C performance indicators, adopted LOS thresholds, and long-range growth projections demonstrate that roadway needs are driven less by widespread system failure and more by concentrated corridor-level constraints along primary arterials and interchange nodes.

3.4.2 Network Structure and Operational Performance

The town's roadway hierarchy is concentrated along a limited number of arterial corridors, with NW 154 Street serving as the primary east-west spine and NW 67 Avenue/Ludlam Road, NW 82 Avenue, and SR 823/NW 57 Avenue/Red Road serving as principal north–south connectors. Collectors and local roads primarily provide neighborhood access and are not designed to absorb significant through traffic, resulting in limited redundancy when arterials experience congestion.

The presence of SR 826/Palmetto Expressway creates a physical and operational divide within the town, with crossing opportunities concentrated at interchange nodes. This configuration funnels

traffic through a limited number of signalized intersections, increasing turning movements and operational complexity during peak periods.

Industrial corridors, particularly those serving the Miami Lakes Industrial Park, introduce additional network pressure due to higher driveway density and heavy vehicle activity. These conditions reduce effective capacity and increase friction along segments that already function as primary connectors. Together, concentrated arterial dependence, limited east–west redundancy, interchange-focused crossings, and projected traffic growth contribute to corridor-level operational constraints within the roadway network.

3.5 Freight

Freight activity in Miami Lakes is concentrated along corridors that connect industrial and warehouse land uses to regional highway facilities. As shown in **Map 3- 10**, the town is located adjacent to corridors designated within the National Highway Freight Network (NHFN), reinforcing its functional role within regional goods movement. While these facilities provide strong regional connectivity, freight circulation within the town relies primarily on arterial corridors that were not formally designated as local freight routes.

Map 3- 10: Town of Miami Lakes and the National Freight Highway Network

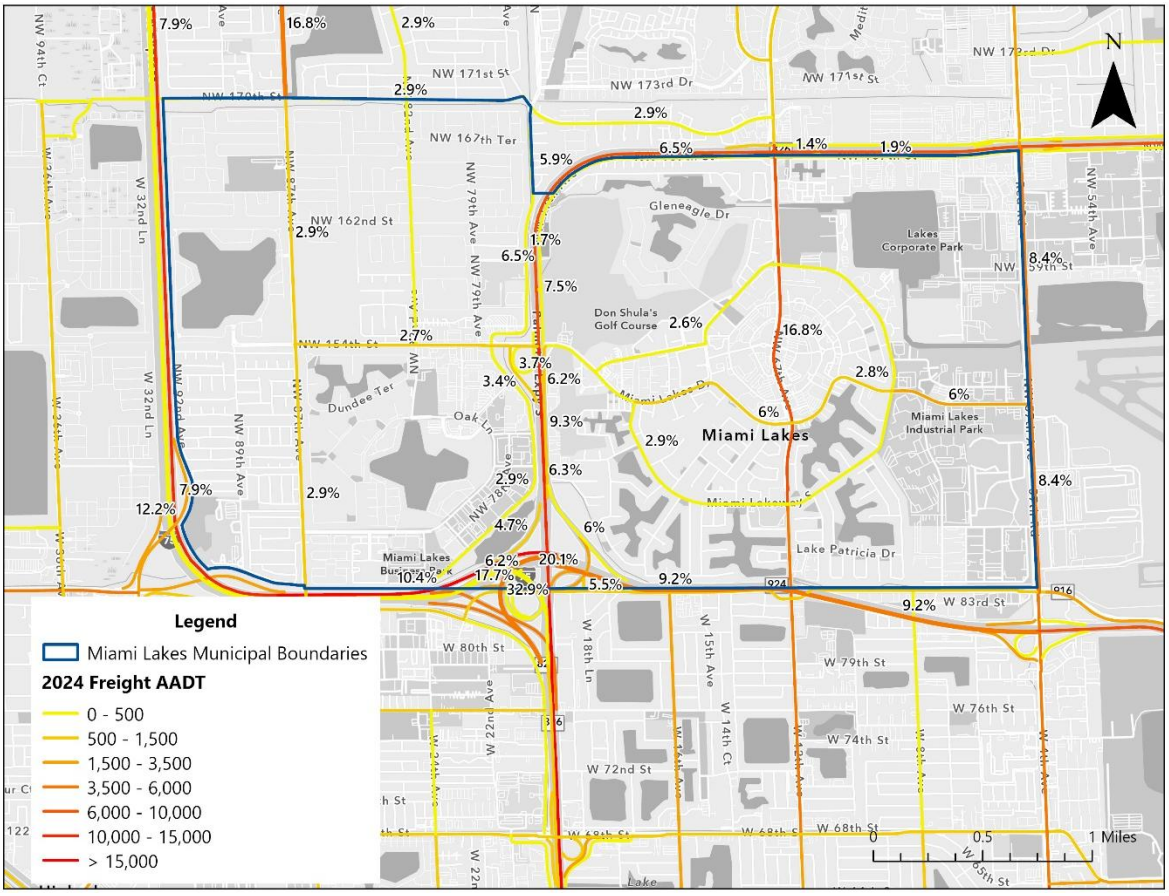


3.5.1 Freight Network and Route Constraints

Freight movement is funneled through a limited number of arterial connectors serving the Miami Lakes Industrial Park and surrounding employment areas. Freight nodes identified in the **Needs Assessment** highlight key intersections that function as transition points between industrial access roads and regional facilities. However, the absence of formally designated local freight routes creates routing ambiguity and may increase heavy vehicle presence along corridors not specifically designed for sustained freight activity.

Map 3- 11 illustrates corridors where truck volumes represent a notable share of overall traffic. Segments with truck percentages exceeding five percent of total traffic indicate corridors where heavy vehicle presence materially influences operational characteristics. These corridors must accommodate turning radii, driveway access, and freight maneuvering within environments that also serve commuter and multimodal traffic. Without clearly defined freight routing hierarchy at the local level, industrial access movements are concentrated along a small number of arterials, increasing exposure to congestion and intersection delay during peak periods.

Map 3- 11: Freight AADT in Miami Lakes



3.5.2 Corridor Exposure and Operational Interaction

Freight-intensive corridors within the town serve multiple transportation functions simultaneously. Arterials such as SR 823/NW 57 Avenue/Red Road and other industrial connectors accommodate heavy vehicle turning movements, regional through traffic, local commuter trips, and multimodal activity within the same right-of-way. This overlap increases operational complexity, particularly at signalized intersections and driveway-dense segments serving warehouse and commercial parcels.

Industrial access corridors are characterized by frequent curb cuts, wider turning radii, and higher proportions of heavy vehicle movements. These geometric conditions, while necessary for freight operations, reduce effective roadway capacity and introduce friction during peak travel periods. When heavy vehicles enter or exit industrial parcels, acceleration and deceleration patterns can influence traffic flow along adjacent segments.

At key nodes near interchange approaches, the convergence of regional traffic and industrial access movements further compound operational demand. Even where volumes remain within acceptable thresholds overall, localized delay and queuing can occur due to turning conflicts and signal cycle constraints. As a result, corridor-level freight exposure is less about systemwide congestion and more about concentrated operational interaction along specific connectors.

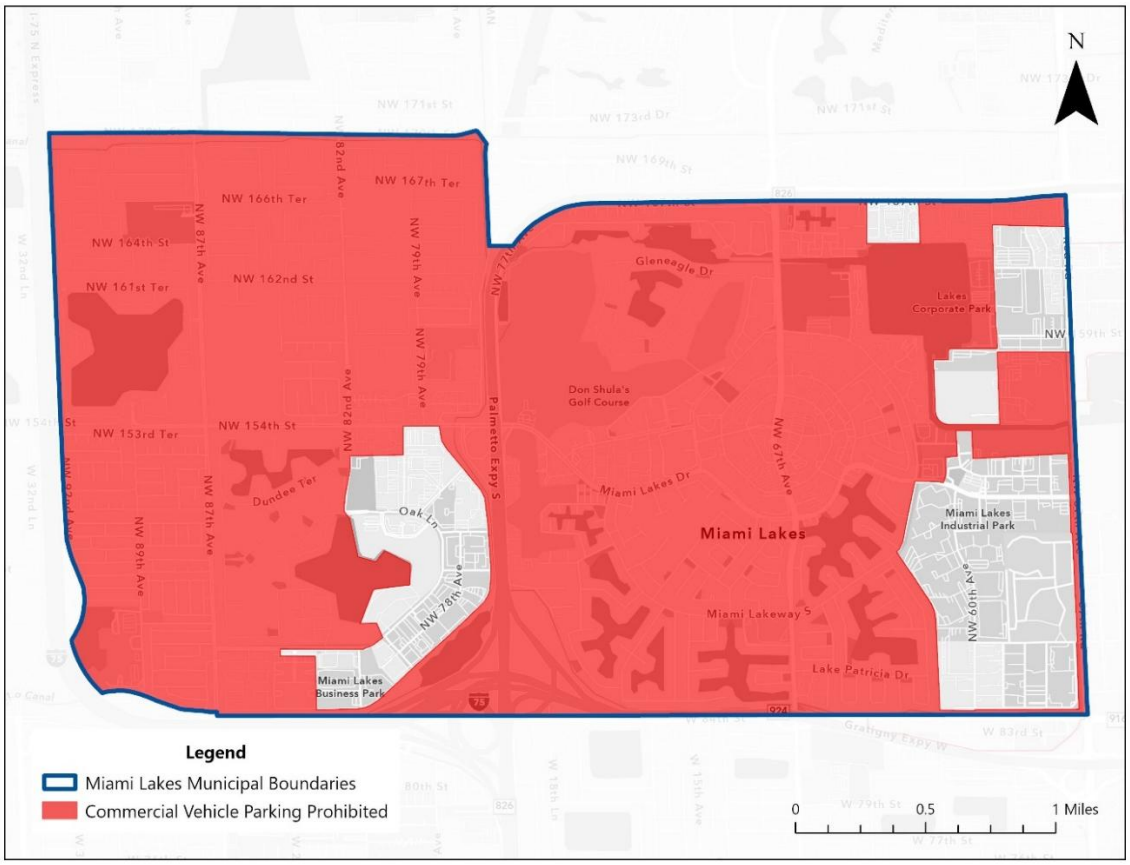
3.5.3 Truck Parking and Regulatory Constraints

Truck parking availability presents a localized but significant operational challenge within Miami Lakes. As shown in **Map 3- 12**, large portions of the town prohibit commercial vehicle parking under existing land-use regulations. While these restrictions help protect residential neighborhoods and mixed-use areas from noise, visual impacts, and incompatible activity, they also limit the availability of formal on-street parking or short-term staging locations for heavy vehicles serving local industrial parcels.

Miami Lakes' industrial districts generate steady freight activity, yet no designated truck parking or staging facilities exist within municipal boundaries. This creates a clear mismatch between the intensity of industrial land uses and the freight-support infrastructure needed to serve them effectively. In the absence of dedicated parking areas, freight operators often rely on short-term curbside loading, off-site private facilities, or staging locations outside the town altogether. These work-around practices can reduce operational efficiency, increase circulation within industrial blocks, and place additional pressure on adjacent jurisdictions.

This disconnect underscores an important regional issue: **Miami Lakes serves as a freight-generating employment center but lacks the infrastructure necessary to safely and efficiently accommodate truck parking and staging needs**. As the town considers future mobility and land-use strategies, addressing this gap will be critical to supporting local industries, reducing conflicts between freight and residential areas, and improving overall freight network performance.

Map 3- 12: Prohibited zones for commercial vehicle parking in Miami Lakes



3.6 Summary of Needs Assessment

The **Needs Assessment** confirms that while Miami Lakes benefits from strong regional connectivity and an established roadway framework, the transportation system is not yet aligned with the town's long-term safety, multimodal, and growth objectives. Addressing documented gaps, as illustrated in **Figure 3-1**, will require structural improvements that move beyond isolated fixes toward a coordinated, performance-driven mobility strategy.

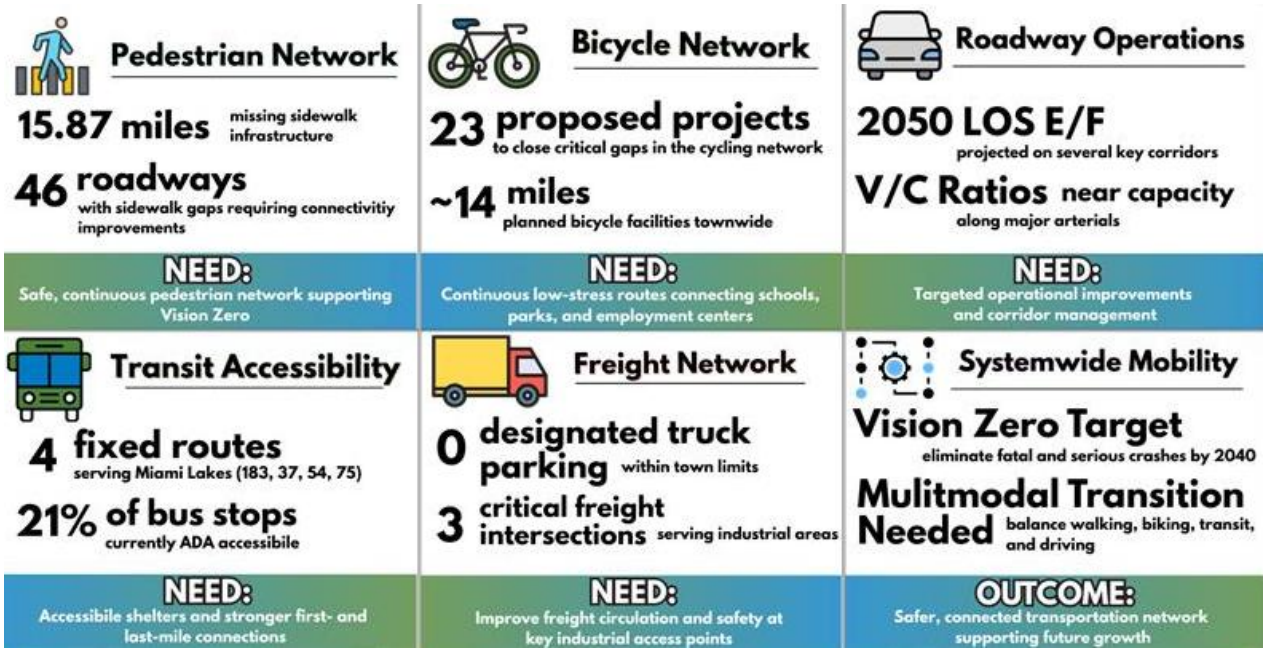
Across all modes, the town's primary need is to transition from a corridor-dependent, vehicle-dominant system to a balanced network that improves safety outcomes, strengthens multimodal continuity, and proactively manages projected 2050 demand. Key mobility needs include:

- **Completing and upgrading active transportation networks**, including closing approximately 15.87 miles of sidewalk gaps across 46 deficient roadways and advancing a continuous, low-stress bicycle system with improved destination connectivity.
- **Enhancing transit accessibility and reliability**, including infrastructure upgrades at fixed route stops (routes 183, 37, 54, and 75), first- and last-mile improvements, and strategic service planning to better align with transit propensity patterns.

- **Managing corridor operations under projected growth**, particularly along segments expected to approach LOS E/F by 2050, through targeted signal optimization, access management, and multimodal safety countermeasures.
- **Strengthening freight accommodation and industrial mobility**, including addressing the absence of designated truck parking and reinforcing safe operations at key freight corridors and intersections.

Collectively, these needs define a clear implementation mandate: **prioritize multimodal continuity, accessibility compliance, operational resilience, and safety performance to ensure Miami Lakes' transportation system remains functional, equitable, and growth-ready over the planning horizon.**

Figure 3-1: Summary of Needs Assessment by mode in Miami Lakes





RECCOMENDED PROJECTS AND STRATEGIES

4 Recommended Projects and Strategies

This section translates the documented deficiencies, crash patterns, infrastructure gaps, and unimplemented projects identified in the **Data Collection and Analysis** and **Needs Assessment** reports into a set of actionable, implementable recommendations. Each recommendation directly responds to quantified gaps, such as missing sidewalks, bicycle facilities, ADA and PROWAG deficiencies, and inadequate transit amenities, as well as unfunded or unbuilt projects carried forward from the 2004 TMP. Additionally, corridor-level operational concerns identified through the analysis are addressed through targeted, context-sensitive strategies. Collectively, these recommendations provide a clear path toward improving safety, mobility, accessibility, and system performance throughout the town.

4.1 Closing the Gaps: The Sidewalk Connectivity Program

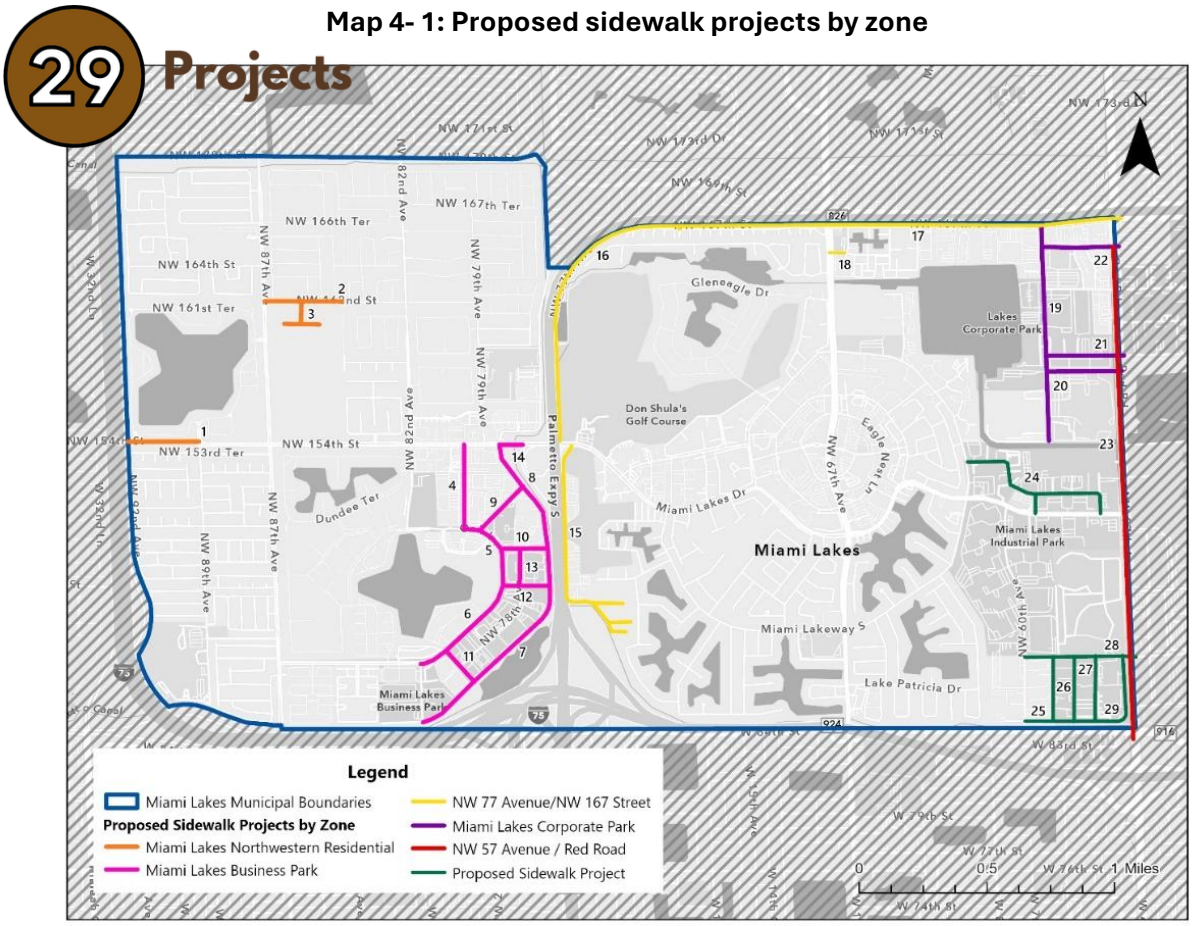
Miami Lakes is committed to building a safe, accessible, and connected transportation network that serves all roadway users. Although the Town already benefits from an extensive sidewalk system, several critical gaps continue to limit connectivity and walkability. To address these challenges, Miami Lakes has launched a comprehensive sidewalk improvement program consisting of 29 strategically selected projects distributed across six geographic zones, illustrated in **Map 4- 1**. Organizing projects by zone allows construction activities to be efficiently coordinated within localized areas, optimizing resources and minimizing impacts on nearby residents and businesses. The program's six project zones include:

- Northwestern Residential Sidewalk Improvements
- Miami Lakes Business Park Sidewalk Improvements
- NW 77 Avenue / NW 167 Street Sidewalk Improvements
- Miami Lakes Corporate Park Sidewalk Improvements
- NW 57 Avenue / Red Road Sidewalk Improvements
- Miami Lakes Industrial Park Sidewalk Improvements

Together, these zones represent a townwide investment of **$18,083,657.59**. Cost estimates were developed using a standardized FDOT-based methodology, applying consistent assumptions across all projects. This approach ensures transparency, comparability, and defensible budgeting for prioritization and future funding pursuits.

The **Needs Assessment** underscores that completing the sidewalk network is a foundational requirement for improving pedestrian connectivity. Analysis identified **46 roadways with insufficient or missing sidewalks, requiring approximately 15.87 miles of new sidewalk infrastructure to close the remaining system gaps**. The recommended program directly responds to these documented deficiencies, ensuring that Miami Lakes advances a strategic, equitable, and comprehensive approach to enhancing pedestrian mobility throughout the town.

Map 4- 1: Proposed sidewalk projects by zone



The town's climate resilience strategy for pedestrian infrastructure prioritizes expanded tree canopy, heat mitigation, and improved stormwater management to enhance safety and comfort along walking routes. Key actions include updating the town's tree canopy assessment to target high-traffic corridors, coordinating with regional programs such as *Million Trees Miami*, and incorporating durable, low-maintenance species into priority areas near schools, parks, transit stops, and commercial corridors. Policy updates to support tree preservation and low-impact development practices will reinforce these efforts.

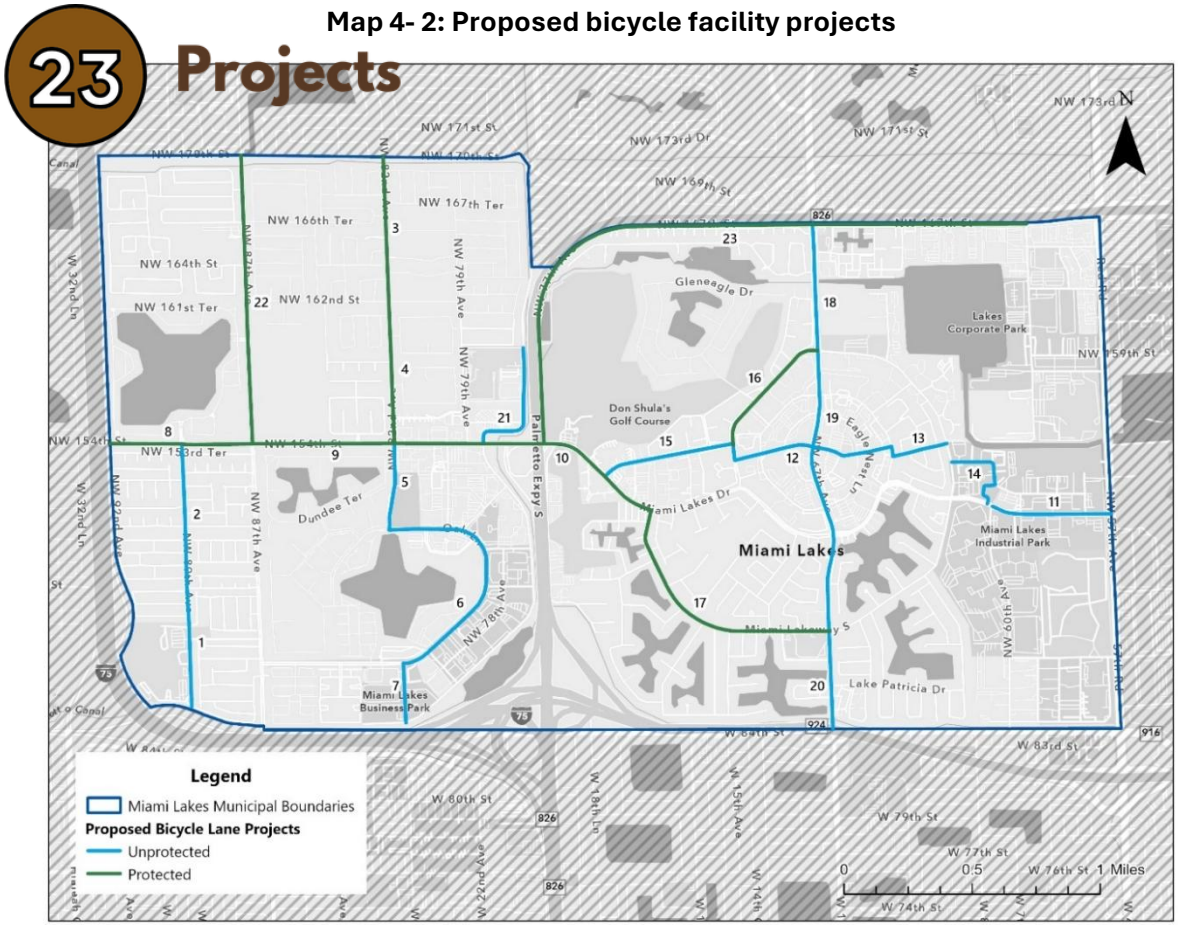
Complementary measures include integrating permeable materials, landscaped buffers, rain gardens, and raised crosswalks to reduce heat and improve drainage. The town should also establish accessible cooling sites, such as shaded rest areas, covered bus stops, and hydration stations, along key pedestrian corridors. Together with pedestrian safety countermeasures identified in the Vision Zero Safety Action Plan, these strategies strengthen the resilience, safety, and long-term sustainability of Miami Lakes' pedestrian network.

4.2 Connected by Design: Miami Lakes Bicycle Vision

Miami Lakes is moving toward a more connected, safer, and healthier future by expanding its bicycle network in ways that reflect the town's long-standing commitment to multimodal mobility.

The proposed bicycle facility projects, shown in **Map 4- 2**, are designed to stitch together missing links in the current system, create safer and more intuitive routes for cyclists, and elevate active transportation as a practical, sustainable alternative to driving.

Map 4- 2: Proposed bicycle facility projects



As Miami Lakes continues expanding its bicycle network, the community stands to gain significant mobility, safety, and quality-of-life benefits. Protected bike lanes reduce conflicts between cyclists and vehicles, particularly along high-traffic corridors where safety concerns are most acute, while a more connected system improves access between neighborhoods, schools, parks, commercial areas, and major employment centers. The network also strengthens first- and last-mile connections to regional transit, supporting public health, lowering household transportation costs, and reducing emissions. Collectively, these improvements enhance the overall livability of Miami Lakes and contribute to its long-term economic vitality.

The recommended program includes **23 projects totaling approximately 14 miles of new bicycle facilities**, representing an estimated **$45.2 million investment**. The plan introduces a mix of protected and unprotected bike lanes: **protected lanes will be used where right-of-way allows to provide physical separation from traffic, while unprotected lanes will be used in more constrained areas to maintain continuity and dedicated space for cyclists**. Project selection focuses on closing critical network gaps, improving connections between residential

and commercial areas, enhancing access to schools, parks, civic destinations, and transit stops, and integrating previously completed segments into a cohesive system.

Key activity centers—including the Miami Lakes Educational Center, Main Street, Miami Lakes Business Park, and Lakes Corporate Park—will become more accessible as both north–south and east–west routes are strengthened. These improvements not only support safe, local mobility but also integrate seamlessly with Miami-Dade County's broader regional transit and trail networks.

4.3 Comfort on the Move: Miami Lakes Bus Stop Enhancements

Miami Lakes' transit recommendations focus on enhancing accessibility, comfort, and first-/last-mile connectivity at the stops most likely to generate and sustain ridership. While the Town is already served by several bus routes, many existing stops lack ADA-compliant boarding pads, shelters, or basic amenities, conditions that reduce overall rider comfort, limit accessibility for individuals with mobility challenges, and discourage regular use. To target investments where they will have the greatest impact, the town applied a PICK matrix (Proceed, Investigate, Consider, Keep for Consideration), evaluating each stop based on ADA and PROWAG compliance, lighting, sidewalk connectivity, bicycle access, and underlying transit demand.

This screening process identified **11 high-priority stops**, including seven that lack both shelters and ADA-compliant boarding areas. These seven stops were advanced as the town's initial improvement program, shown in **Map 4- 3**. The program's estimated cost of **$1.29 million** covers construction, engineering, and contingency allowances, developed using a standardized FDOT-based cost methodology to ensure consistency, accuracy, and defensible budgeting.

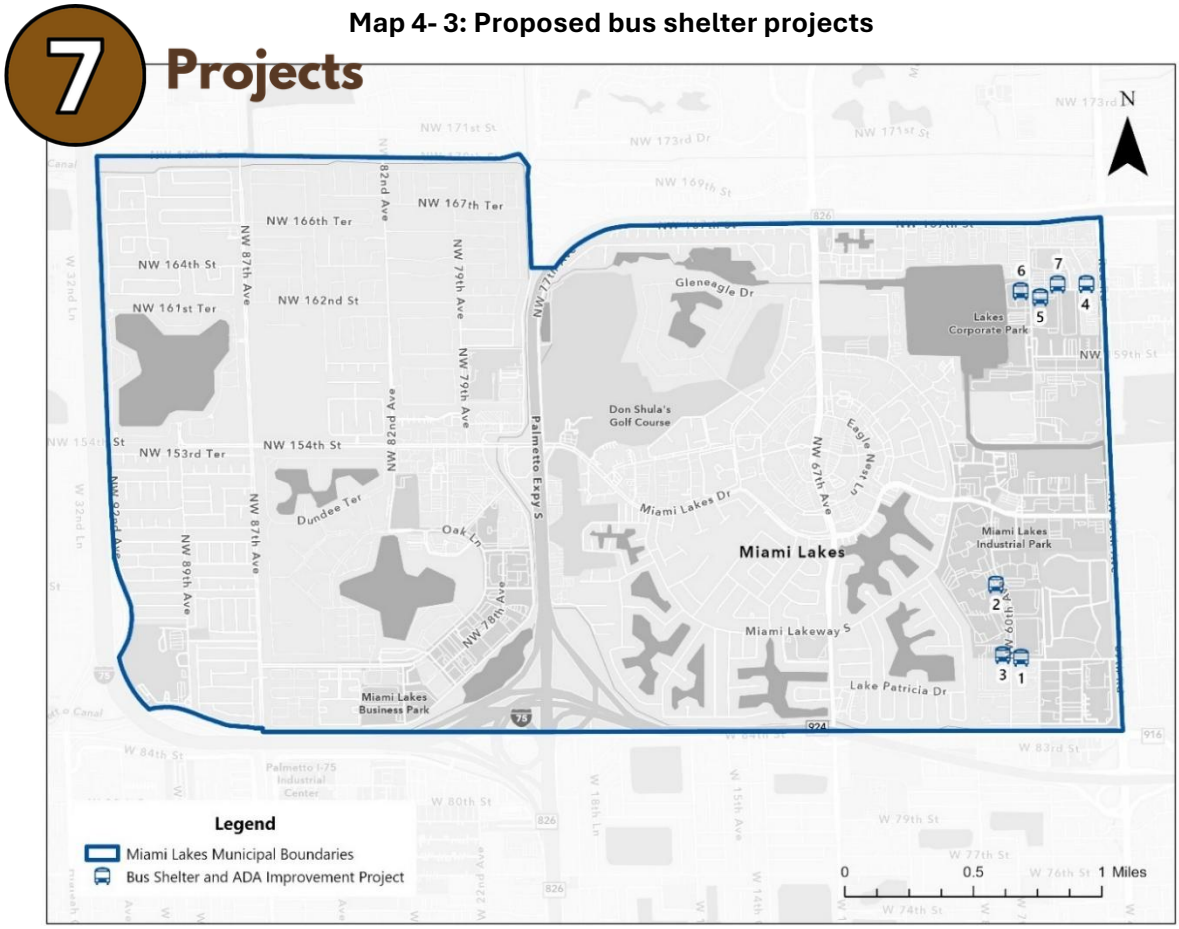
Program delivery is strategically focused in areas with the strongest ridership potential and employment activity. In the Industrial Park, improvements along NW 60 Avenue will support workers traveling to and from major job centers, while in the Corporate Park, upgrades along NW 59 Avenue/NW 163 Street will enhance access to offices, commercial destinations, and surrounding neighborhoods. These locations also serve important regional transit connections: NW 60 Avenue stops are served by route 37, a major north–south transit spine linking Miami Lakes to key regional hubs, while Corporate Park stops are served by route 75, providing vital east–west connectivity across town and to broader county destinations.

Findings from the **Needs Assessment** reinforce these priorities. The town's transit propensity analysis shows that demand potential varies throughout Miami Lakes, and it highlights locations where high need aligns with poor accessibility or limited amenities. The Propensity–Accessibility framework, paired with the PICK methodology, provides a scalable structure for future investments, allowing Miami Lakes to prioritize stops where improved first- and last-mile conditions will yield the greatest mobility gains and promote equitable transit access.

Beyond stop-level upgrades, the **Needs Assessment** recommends several service planning actions to address structural gaps in the network. These include evaluating a fixed east–west transit connection to complement existing services, coordinating with neighboring municipalities to expand regional coverage, and developing a Transit Development Plan (TDP) to document service gaps, establish performance metrics, and enhance eligibility for external funding.

Additional operational refinements, such as adjusting stop placement where appropriate, implementing ADA and PROWAG accessibility upgrades, and adding safe pedestrian crossings where paired stops lack adequate connectivity, will further strengthen the town's ability to provide a safe, reliable, and user-friendly transit network.

Map 4- 3: Proposed bus shelter projects



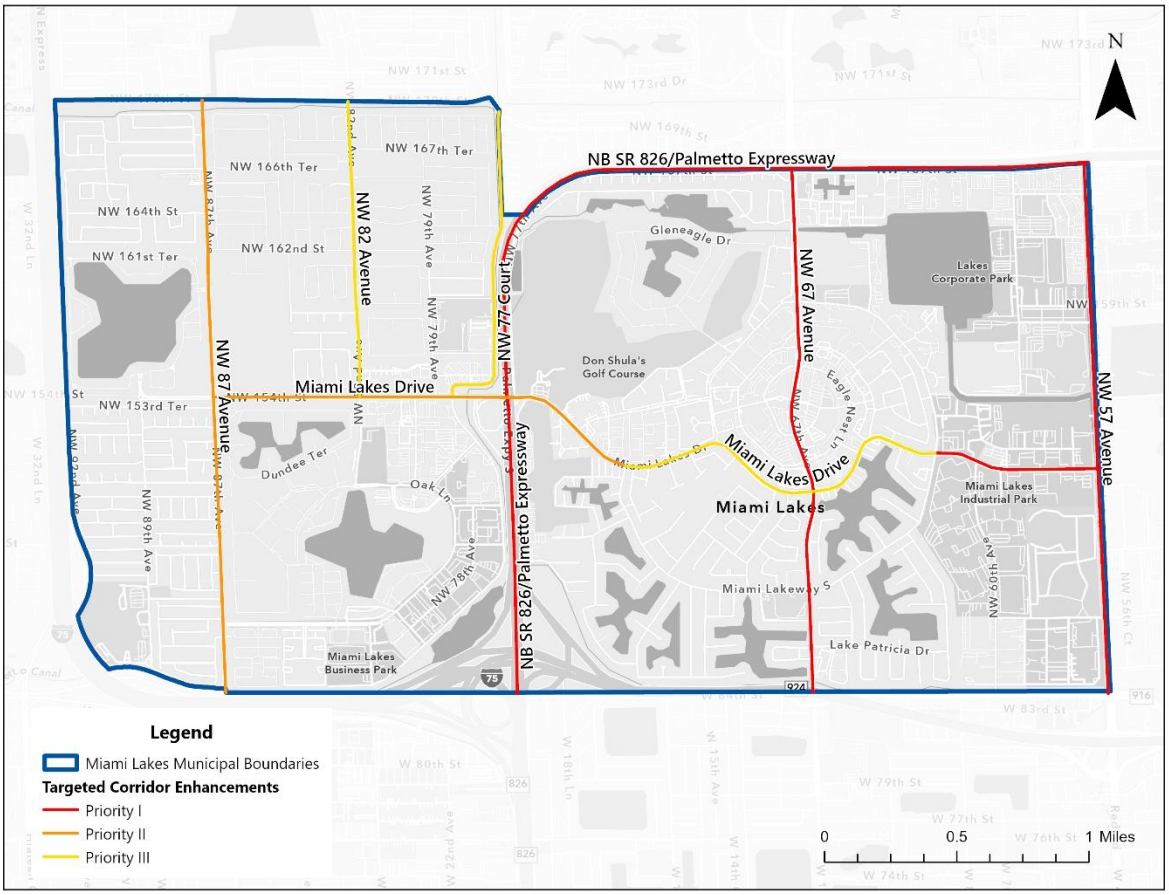
Collectively, these improvements position Miami Lakes to deliver a more accessible and resilient mobility system that better serves residents, workers, and visitors while supporting long-term transportation, equity, and sustainability goals.

4.4 Traffic Hotspots: Targeted Corridor Enhancements

Miami Lakes' traffic recommendations center on addressing the operational and safety challenges identified through existing conditions analysis and projected 2050 performance. As traffic volumes increase and several corridors begin to approach or exceed acceptable levels of service, the Town has focused on strengthening safety, improving multimodal mobility, and maintaining reliable operations along its most constrained roadway segments. The resulting Capacity and Operations Program blends corridor-level operational strategies with targeted safety countermeasures, particularly along segments included in the High-Injury Network. Together, these improvements aim to reduce crash risk, support first- and last-mile travel, and preserve mobility as demand grows.

To guide implementation, corridors were organized into three priority tiers, shown in **Map 4- 4**, based on SERPM 9 forecasts and operational need.

Map 4- 4: Priority Corridors



Priority I corridors represent the locations with the highest anticipated strain—segments expected to operate at LOS E or F by 2050. This includes Miami Lakes Drive between Miami Lakeway South and Red Road, key portions of NW 67 Avenue/Ludlam Road, SR 823/NW 57 Avenue/Red Road between NW 138 Street and NW 167 Street, and segments of the SR 826/Palmetto Expressway that connect I-75, Miami Lakes Drive, and SR 823/NW 57 Avenue/Red Road.

Along these corridors, the recommendations focus on substantial operational and safety upgrades such as improved lighting, enhanced signal conspicuity through LED and full-column flashing beacons, strengthened crosswalk visibility, and the addition of raised channelizing islands where warranted. Several locations, such as the Eagle Nest Lane/Bull Run Road intersection and the NW 154 Street interchange area, are also identified for more detailed operational studies. SR 823/NW 57 Avenue/Red Road receives additional attention due to its regional function, with proposed improvements including refined signal timing, turn-phase evaluations, improved lane guidance, dynamic speed feedback signs, and the development of an access management strategy to reduce conflict points.

Priority II corridors address locations where conditions are expected to remain generally acceptable but operate close to capacity, often with volume-to-capacity ratios approaching 1.0. In these areas, the emphasis shifts toward improving visibility, managing speed, and addressing localized deficiencies in traffic control and pedestrian safety. Enhancements may include installing flashing beacons on signal heads, upgrading crosswalk striping at high-demand locations, refining lane guidance for major turning movements, and implementing targeted operational evaluations at intersection hotspots such as NW 79 Court. Additional pedestrian-focused refinements—such as improving separation from traffic or adjusting roadside fencing to maintain refuge space—help strengthen comfort and safety along these corridors.

Priority III corridors contain segments where operations remain stable but safety, maintenance, and pedestrian protection needs justify continued attention. Along these roadways, improvements focus on restoring or upgrading existing infrastructure, such as replacing worn pavement markings and missing raised pavement markers, refreshing crosswalks, installing guardrail where shared-use paths run adjacent to curves, refining turning movements through directional medians, and ensuring curb ramps meet ADA and PROWAG standards. Speed management continues to play a role at this tier, with recommendations for additional speed limit signage and dynamic speed feedback devices where appropriate.

Although all recommendations have been developed at a planning level, each corridor concept will require a feasibility study to confirm technical approach, operational benefits, and cost before moving into design. Early coordination with Miami-Dade DTPW Traffic Signals and Signs (TS&S) and FDOT Traffic Operations will be essential, particularly along County- and State-maintained facilities, to ensure feasibility and jurisdictional alignment. Feasibility study costs will vary by corridor complexity; for example, a typical traffic operational study may cost approximately $25,000 per intersection, with more extensive analyses needed for longer corridors such as SR 823/NW 57 Avenue/Red Road.

Overall, this program provides a pathway for Miami Lakes to proactively manage its transportation system, ensuring that roadway operations, safety, and multimodal access continue to meet community needs well into the future.

4.5 Freight Forward: Safe Logistics for Miami Lakes

Miami Lakes' freight recommendations focus on improving the safe and efficient movement of goods in a way that aligns with the Town's broader mobility, safety, and multimodal goals. Building on the *Comprehensive Vision Zero Safety Action Plan (CVZSAP)* and supported by the town's FY 2025 Safe Streets and Roads for All (SS4A) Supplemental Planning Grant award, the program establishes a data-driven framework to better understand and address freight-related safety and operational challenges. The federal funding will allow Miami Lakes to conduct deeper technical analyses, refine project justification, and ensure that freight mobility considerations are fully integrated with pedestrian, bicycle, and roadway safety strategies as part of a unified TMP.

A central component of this effort is the development of a detailed **Freight Operations and Safety Assessment**. This corridor-level analysis will evaluate how freight vehicles move through the network, including weaving patterns, turning movements, driveway access density, queue formation, and turn-lane spillback—factors that can contribute to rear-end or angle collisions. The assessment will incorporate local traffic counts, vehicle classification data, conflict-point

mapping, gap-acceptance analysis, and geometric reviews to determine where improvements such as turn-lane extensions, signal timing adjustments, access management strategies, or geometric refinements may be warranted. The study will also account for the operating characteristics of heavy vehicles, such as turning radii, acceleration and braking profiles, and storage length needs, to ensure roadway designs safely accommodate freight without compromising multimodal safety.

The town will also conduct focused reviews of key modal intersections and major freight corridors within industrial and commercial areas. These evaluations will examine swept-path adequacy using truck design vehicles, verify whether curb radii and lane widths meet freight needs, assess whether signal phasing provides safe turning opportunities for trucks, and identify potential conflict points involving pedestrians and bicyclists. Geometric considerations, such as loading configurations, curbside activity, driveway spacing, and opportunities for driveway consolidation, will be analyzed to reduce operational friction and improve travel reliability for both freight and general traffic.

Successful implementation of these strategies will rely on structured engagement with local industry. To ensure freight solutions reflect operational realities, the town will convene a **Freight and Industrial Business Forum**, bringing together logistics operators, warehouse managers, and freight-dependent businesses to discuss access needs, safety concerns, and delivery constraints. In parallel, a **Freight Safety Task Force**, comprising municipal staff, industry representatives, and regional partners, will provide technical guidance, review analytical findings, and coordinate recommendations across transportation, land use, and economic development areas. Through this combination of technical analysis and coordinated stakeholder input, Miami Lakes is positioned to advance a freight system that supports economic activity while strengthening roadway safety and operational performance for all users.

4.6 Policy and Program Initiatives

Infrastructure investments alone will not fully resolve Miami Lakes' transportation challenges. To complement the recommended capital improvements, the town should adopt a coordinated set of policies and programs that guide long-term decision-making, encourage multimodal travel, and respond to changing mobility needs. These initiatives build on ongoing efforts while introducing new tools that reinforce and extend the recommendations of the TMP.

A key focus area involves expanding the town's extreme heat mitigation strategies. Strengthening or formalizing an Adopt-A-Tree Program, integrating canopy requirements into zoning and development review, and prioritizing shaded corridors, particularly near schools, parks, transit stops, and commercial areas, would improve comfort and safety for pedestrians and cyclists. These efforts are expected to reduce urban heat island effects, support public health, enhance neighborhood character, and increase the appeal and value of shaded, walkable corridors.

Additional programs should support the town's growing bicycle network. These include installing secure bicycle parking at parks, schools, transit stops, and commercial centers; providing bike valet services at town events; hosting bicycle safety rodeos and community education programs; and improving wayfinding and signalization for riders. Expanding micromobility parking, such as inverted-U racks, corrals, and secure lockers, will further strengthen first- and last-mile transportation options.

Transit-related policies will also be important as the network evolves. Miami Lakes should develop a TDP in coordination with neighboring municipalities to document service gaps, define performance measures, and position the town for future funding opportunities. Other priorities include evaluating a Northwest Miami-Dade Mobility Hub or Transit Management Association (TMA); installing bus shelters at stops with at least 20 daily boardings; and adding bicycle racks at these stops to improve multimodal access. These efforts would help increase transit ridership, reduce vehicle miles traveled, improve connectivity to the northwest region of Miami-Dade County, and provide stronger east-west circulation within the town.

Given Miami Lakes' industrial and commercial areas, freight-related policies will play an important supporting role. Recommended actions include designating truck routes, implementing truck parking strategies and enforcement in residential areas, developing an Industrial District Curbside Management Plan, expanding commercial loading zones, and adopting regulations for personal delivery devices (PDDs) and other emerging last-mile technologies. These policies are intended to reduce conflicts between freight and other roadway users while supporting efficient goods movement and business operations.

Additional transportation policies under consideration include evaluating parking management strategies, piloting a Resident Parking Rate Program, developing an EV Charging Station Strategy to guide infrastructure siting and design, and updating the town's Mobility Fee Schedule to reflect recent state legislation and ensure sustained funding for multimodal improvements.

All of these initiatives will be coordinated with existing and ongoing planning efforts, including the Comprehensive Vision Zero Action Plan, the Greenways and Trails Master Plan Update, and the Complete Streets Master Plan Update, to ensure aligned priorities, consistent standards, and a unified long-term transportation strategy for Miami Lakes.

4.7 Summary of Recommended Projects and Strategies

Recommended projects and strategies focus on addressing identified transportation gaps while advancing a safer, more connected, and multimodal mobility network throughout Miami Lakes. The plan prioritizes improvements that enhance pedestrian and bicycle connectivity, strengthen access to transit, and improve operational performance along key corridors. These recommendations respond directly to the deficiencies identified in the **Needs Assessment** and provide a framework for improving safety, accessibility, and overall transportation system performance throughout the town of Miami Lakes.

A major component of the strategy includes expanding the active transportation network through a townwide **Sidewalk Connectivity Program** and a proposed **Bicycle Network Expansion** to close gaps and improve connections between neighborhoods, employment centers, and commercial areas. Additional recommendations include **targeted bus stop accessibility improvements** to enhance transit usability, **corridor-level traffic and safety enhancements** to address operational challenges, and complementary policy initiatives such as freight coordination, bicycle support programs, and tree canopy expansion. Together, these strategies support improved mobility, stronger multimodal connectivity, and long-term transportation resilience for Miami Lakes.



PROJECT PRIORITIZATION AND PHASING

5 Project Prioritization and Phasing

To guide the Town's decision-making and investment priorities over the next 25 years, **Table 5- 1** presents a consolidated set of policies, programs, and actions, organized by implementation timeframe, relevant to the TMP Update goals, and identified lead agencies or partners. **Short-term actions** (1–3 years) focus primarily on initiatives that can be advanced quickly through existing funding sources, ongoing programs, and partnership opportunities with regional and state agencies. **Mid-term actions** (3–5 years) include programmatic efforts that build on early implementation steps and are intended to support and complement emerging infrastructure improvements and multimodal initiatives. **Long-term actions**, while still critical to achieving the town's mobility vision, typically require extended coordination, additional resources, or dependencies on external partners, and therefore have longer planning and delivery horizons.

Table 5- 1: Policies, Programs, Plans and Strategies of the TMP

Description	Action	TMP Goal Addressed	Timeline	Lead
Policy				
Create a Transportation Initiatives Committee to oversee the progress of all proposed actions and strategies	Strategic Planning	Adaptability Safety Neighborhood Connectivity Transportation for All Modes Economic Prosperity	Short-term	Town Council, Town Manager, Planning, and Public Works Departments
Adopt the town's Comprehensive Vision Zero Action Plan, Greenways and Trails Master Plan Update, and Complete Streets Master Plan Update	Strategic Planning	Safety Economic Prosperity	Short-Term	Town Council and Town Manager
Establish a Vision Zero target and goal	Vision Zero and Safety Planning	Safety	Short-term	Town Council and Town Manager
Update the town's Transportation Element to reflect proposed policies of updated plans and for consistency and coherence	Comprehensive Planning	Adaptability Safety Neighborhood Connectivity Transportation for All Modes Economic Prosperity	Mid-term	Town Council, Town Manager, Planning, and Public Works Departments
Update the town's Mobility Fee structure	Strategic Planning	Economic Prosperity	Mid-term	Town Council, Town Manager
Achieve a "*Walk Friendly Community*" designation	Pedestrian	Transportation for All Modes Adaptability	Mid-term	Town Council, Town Manager
Create a Personal Delivery Devices (PDDs) and "*Mobile Carrier Resolution*" for the town	Strategic Planning	Economic Prosperity	Mid-term	Town Council, Town Manager
Designate an advisory board for the proposed SR 924/Gratigny Parkway and NW 67 Avenue/Ludlam Road Partial Interchange	Strategic Planning	Safety Neighborhood Connectivity Economic Prosperity	Short-Term	Town Council, Town Manager
Continue pursuing additional funding for the implementation of proposed projects identified in the updated plans	Strategic Planning	Adaptability Safety Neighborhood Connectivity Transportation for All Modes Economic Prosperity	Short-term	Town Manager, Grants and Government Affairs Department

Description	Action	TMP Goal Addressed	Timeline	Lead
Programs				
Create or expand an "*Adopt-A-Tree*" program.	Pedestrian	Adaptability	Mid-term	Town Manager, Parks and Recreation Department
Host bike rodeos for children, safety workshops, and community rides to build confidence and awareness among new riders	Bicycle	Transportation for All Modes	Short-term	Town Manager, Parks and Recreation Department, Planning, Public Works
Improve bicycle route signage, pavement markings, and signalization to guide cyclists safely through key corridors and intersections	Bicycle	Transportation for All Modes	Mid-term	Town Manager, Planning, Public Works
Coordinate with other stakeholders (e.g. FDOT, Miami-Dade County, Miami-Dade TPO) to integrate bicycle improvements with ongoing sidewalk and bicycle projects	Pedestrian and Bicycle	Transportation for All Modes	Mid-term	Town Manager, Planning and Public Works
Integrate bicycle and micromobility parking strategies	Pedestrian and Bicycle	Transportation for All Modes	Mid-term	Town Manager, Planning and Public Works
Plans/Projects/Actions				
Develop a comprehensive Transit Development Plan in collaboration with adjacent municipalities	Transit	Transportation for All Modes Economic prosperity	Long-term	Town Council, Town Manager
Evaluate the potential development of a Northwest Miami-Dade Mobility Hub or TMA	Transit	Transportation for All Modes Economic prosperity	Long-term	Town Council, Town Manager, Miami-Dade County+
Develop a plan to create designated truck routes that direct freight traffic to corridors better suited for heavy-vehicle movement	Freight	Transportation for All Modes Economic prosperity	Mid-term	Town Council, Town Manager, Miami-Dade County
Incorporate truck parking strategies in residential neighborhoods such as wayfinding, signage, and enforcement	Freight	Transportation for All Modes Neighborhood Connectivity Economic prosperity	Mid-term	Town Council, Town Manager, Planning and Transportation
Foster regional truck parking initiatives and public-private partnerships to develop additional truck parking facilities outside the town boundaries	Freight	Transportation for All Modes Economic prosperity	Long-term	Town Council, Town Manager, Planning and Transportation
Create new strategies and consolidate regulations for curbside management in industrial districts	Freight	Transportation for All Modes Economic prosperity	Mid-term	Town Council, Town Manager, Public Works, Planning and Transportation
Develop curbside management in industrial districts to define loading, unloading, and parking rules	Freight	Transportation for All Modes Economic prosperity	Mid-term	Town Council, Town Manager, Planning and Transportation
Enhance availability and convenience of commercial and utility vehicle loading zones	Freight	Transportation for All Modes	Mid-term	Town Council, Town Manager, Planning and Transportation

Description	Action	TMP Goal Addressed	Timeline	Lead
		Economic prosperity		
Evaluate potential parking management and other measures to oversee operations, enforcement, or planning.	Other transportation initiatives	Economic Prosperity	Long-term	Town Council Town Manager, Planning and Transportation, Procurement
Evaluate potential implementation of a pilot Resident Parking Rate Program	Other transportation initiatives	Economic Prosperity	Mid-term	Town Council Town Manager, Planning and Transportation, Procurement
Develop an EV charging station strategy to integrate guidelines and design standards for future EV infrastructure deployment.	Other transportation initiatives	Adaptability Economic Prosperity	Long-term	Town Council, Town Manager, Public Works



6

FUNDING AND IMPLEMENTATION STRATEGY

6 Funding and Implementation Strategy

The recommendations in this plan include both initiatives that the town can directly program and deliver, as well as others that will require close coordination with neighboring jurisdictions, Miami-Dade County, the Miami-Dade TPO, FDOT, and additional stakeholders such as community-based organizations, school districts, and transit providers. Many of the proposed improvements, particularly those that affect regional mobility, safety, or multimodal connectivity, will benefit from multi-agency partnerships to ensure consistency across jurisdictions and to increase competitiveness for external funding.

A wide range of federal, state, regional, and local funding sources is available for the town to pursue in advancing the projects recommended in this Plan. Most funding sources are competitive and require formal applications; therefore, aligning proposed projects with agency priorities, safety goals, and regional plans will be critical to securing funding. For multi-agency or corridor-level projects, joint applications with regional partners are likely to be more successful and may help demonstrate broader regional benefit and shared commitment.

In addition to external funding, the town may also consider establishing a dedicated local funding mechanism to support transportation and safety improvements. A recurring general-fund allocation, mobility fee adjustment, or other local revenue stream would provide a sustainable source of funding for project development activities and could serve as the required local match for competitive grants. This approach would enhance the town's ability to leverage state and federal dollars and advance priority projects more efficiently.

Potential funding sources include federal programs, typically administered through the FHWA, as well as state programs administered by the FDOT. Additional opportunities may be available through the Miami-Dade TPO, the Citizens' Independent Transportation Trust (CITT), and private or philanthropic partners. Funding sources are summarized in **Table 6- 1**.

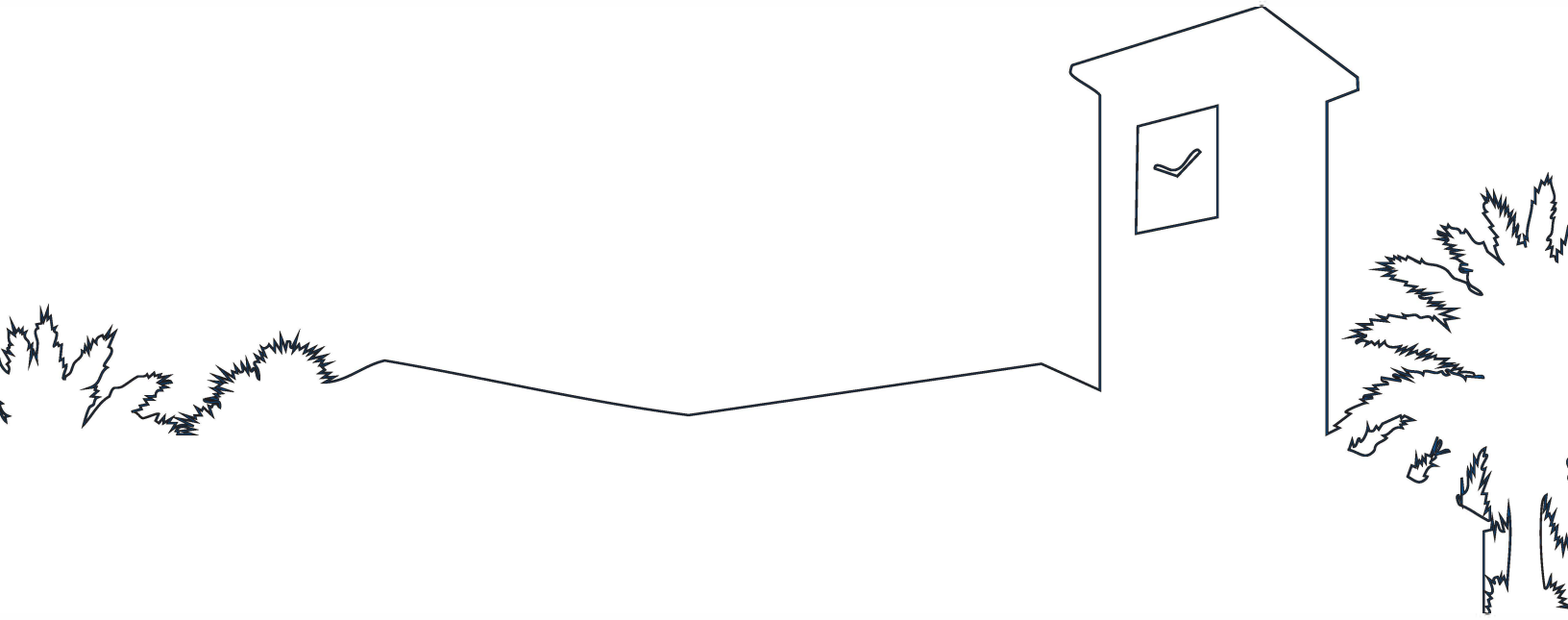
Table 6- 1: Funding resources

Name	Description	Eligible Projects	Funding Structure	Website
Federal Resources				
Transportation Alternatives (TA) Program	Funds projects that support community-based efforts that encourage active transportation and improve mobility for non-drivers by prioritizing non-motorized travel modes to enhance safety, reduce VMT, and strengthen connections between key destinations.	Sidewalks, bicycle lanes, multi-use paths, crosswalks, pedestrian signals, trail development and amenities, environmental mitigation related to transportation projects including stormwater management and habitat restoration	20% local match by sponsoring agency/local government Up to 80% federal funding for eligible project costs	Infrastructure Investment and Jobs Act - Transportation Alternatives (TA) Fact Sheet | Federal Highway Administration
Active Transportation Infrastructure Investment Program (ATIIP)	Competitive grant program established under the Bipartisan Infrastructure Law to accelerate the development of safe, connected active transportation systems across the United States.	Planning, design, engineering of active transportation networks or spines, construction of new active transportation facilities, completion of existing networks, related projects that support walking, biking including safety improvements and connectivity	20% local match by sponsoring agency/local government Up to 80% federal funding for eligible project costs	Active Transportation Infrastructure Investment Program (ATIIP) | US Department of Transportation
Better Utilizing Investments to Leverage Development (BUILD) Program	Competitive discretionary grant that funds surface transportation infrastructure projects with significant local or regional impact, enabling multimodal and multi-jurisdictional investments often difficult to deliver via formula programs.	Highway/bridge projects, public transportation projects, intermodal facilities, culvert/stormwater upgrades that improve resilience and aquatic habitat	Up to 80% federal funding for eligible project costs in urban locations Areas of Persistent poverty/Historically Disadvantaged Communities receive up to 100% federal funding	Better Utilizing Investments to Leverage Development (BUILD) Grant Program | US Department of Transportation
Carbon Reduction Program	Assist states and local governments implement projects that reduce transportation-related carbon emissions. Administered by FHWA, CRP provides funding for strategies that promote multimodal mobility, mode shift, traffic flow optimization, and low-carbon infrastructure investments.	Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and non-motorized users, traffic flow improvements, infrastructure	Formula-based program with funds apportioned to stated and sub-allocated to MPOs and local jurisdictions.	Infrastructure Investment and Jobs Act - Carbon Reduction Program (CRP) Fact Sheet | Federal Highway Administration
State Resources				
FDOT Work Program	The Work Program Work Program is the state's official five-year transportation funding plan. Its purpose is to identify, prioritize, and fund projects that advance safety, mobility, and statewide transportation policies.	Highway construction and bridge maintenance, transit improvements, safety initiatives, and multimodal system enhancements—including bicycle, pedestrian, and multi-use trail projects.	State appropriations, federal aid allocations, and programming at the FDOT district level	Office of Work Program and Budget

Name	Description	Eligible Projects	Funding Structure	Website
FDOT Local Agency Program (LAP)	Through this program, local agencies benefit from increased availability of funding that enables them to advance a wide range of transportation projects, including those on local roads that are not part of the State Highway System (SHS). With access to federal-aid funding, these agencies can invest in improvements while retaining full control over day-to-day project management, ensuring that each effort aligns closely with their own community priorities, needs, and long-term objectives.	Safety enhancements, roadway resurfacing, and the development of bicycle and pedestrian facilities that support active transportation. These efforts may also involve implementing traffic calming strategies to improve neighborhood livability, as well as constructing or rehabilitating essential structures such as bridges and tunnels. Additionally, infrastructure-based Intelligent Transportation System (ITS) projects play a key role in modernizing transportation networks by improving traffic flow, communication, and overall system efficiency.	LAP participants must become "*Certified*". Local agencies are required to perform a series of assessments to ensure financial and staffing capability, as well as ability to comply with Federal and state regulations	https://www.fdot.gov/programmanagement/lp/lap/default.shtm
Regional Resource				
Miami Dade TPO Transportation Improvement Program (TIP)	Specifies transportation improvements for the next five years and is updated every year as required by federal government regulations.	Non-Motorized Projects and Congestion Management Traffic flow improvements Provisions for preferential treatments of high occupancy vehicles, where appropriate Improvements to intersection geometrics Lighting safety projects Other related projects that provide for greater safety and better management of traffic flow		Transportation Improvement Program
Miami Dade TPO LRTP	A 25-year long-range planning horizon plan designed to guide the integrated development, management, and operation of a safe, equitable, and efficient multimodal transportation network throughout Miami-Dade County.	TIP and LRTP are aligned and consistent. Projects are selected based on the alignment with funding source and strategic priorities. Selected projects are listed in the List of Priority Projects (LOPP).	Projects that receive funding are identified as a need based on specific studies that the TPO commissions. After a project has been identified, it is included in the List of Priorities Projects (LOPP)	Long Range Transportation Plan
Miami Dade TPO Municipal Program	Competitive, biannual funding program that supports Miami-Dade County municipalities in conducting transportation planning studies that	Implementation of complete streets • first/last mile connections Connected and autonomous vehicles	Competitive program for municipalities	Unified Planning Work Program

Name	Description	Eligible Projects	Funding Structure	Website
	advance complete streets, first/last-mile connections, emerging mobility technologies, transit-supportive projects, and other priority efforts, with recommended studies incorporated into the UPWP for the upcoming fiscal year.	Transit supportive projects		
		Non-motorized and micro-mobility transportation		
		Other priority projects that enhance connectivity, accessibility, and integration of the entire transportation network		
Miami-Dade CITT Surtax Funding	Supports municipal transportation initiatives and mobility improvements.	Public transit capital projects, municipal transportation initiatives, roadway upgrades, bicycle and pedestrian facilities, neighborhood mobility enhancements, Complete Streets elements, and trail access connections.	80% must be allocated to transportation while 20% must be allocated towards transit. Annual planning and budgeting process is overseen by CITT.	Transportation Trust - People's Transportation Plan - Miami-Dade County
Miami-Dade County Mobility Fee (MIF)	Applies to new developments to fund multimodal transportation improvements in Miami-Dade County	Roadway capacity or safety improvements	Fee revenues	Mobility Fee Ordinance
		Transit enhancements		
		Bicycle and pedestrian infrastructure		
		Construction of non-motorized facilities such as shared-use paths and protected bike lanes		
City Resources				
Bond	Bonds can be approved by voters to fund a range of projects or by the Town Council.	Eligible projects are voted on by the Town Council at their discretion.	Fee revenues	N/A
Miami Lakes Mobility Impact Fee (MIF)	Applies to new development to fund multimodal transportation improvements in Miami Lakes.	Multimodal transportation improvements	Fee Revenues	Ordinance 20-260
Private Resources				
AARP Community Challenge Grant	A grant program to make communities more livable for people of all ages with tangible improvements that jump-start long-term change	New crosswalks, benches, bike lanes, housing designs, and public space enhancements	100% funding for projects that are selected by the organization. Eligible organizations include: • 501(c)(3), 501(c)(4), and 501(c)(6) nonprofit organizations recognized by the IRS • Government entities • Other types of organizations considered on a case-by-case basis.	Announcing the 2026 AARP Community Challenge
		Walking and bicycle audits are also eligible as part of capacity-building microgrants.		
		Enhancing digital connections and digital literacy		
		Strengthening disaster resilience (i.e. disaster preparedness and mitigation)		

Name	Description	Eligible Projects	Funding Structure	Website
Knight Foundation	Support initiatives that bring people together across differences, foster shared experiences, and encourage active participation in community life. These investments help create welcoming environments where individuals can build relationships, develop trust, and engage in meaningful exchanges of ideas, strengthening community connection and a sense of belonging.	Eligible projects are located within Miami-Dade County	100% funding for projects that are selected by the organization	https://knightfoundation.org/



MIAMI LAKES

Growing Beautifully