



MIAMI, FL

TOTAL POPULATION
441003

POPULATION DENSITY
12359.9

TOTAL AREA (sq. miles)
35.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Miami
High Speed Roads with Bike Facilities	47%	4%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	10%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 98 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5 /10

KEY OUTCOMES

	Average Silver	Miami
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.9%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	565
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	12



KEY STEPS TO SILVER

- » Miami has an extensive road network that includes many high speed roads. Given the size of Miami's road network there needs to be a strategy for bicycle investments that utilizes low-cost bicycle lanes where appropriate and targeted areas for more intensive investments that can create neighborhood-scale networks that are safe and comfortable for people of all ages and abilities. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood-scale networks can serve as nodes for a larger community-scale network.
- » Miami reported a higher than average percentage of high speed roads and a lower than average percentage of low speed roads. This suggests that traffic calming may be pervasively needed to create areas where people feel safe and comfortable bicycling and walking. Small differences in speed can have dramatic effects on the safety of people who walk and bike.
- » Your application reported that Miami will update the current 2008



Bicycle Plan by 2018. Now is a great time to work with stakeholders as part of the process of creating a strong plan and support for strong implementation of the plan once it is adopted. Laying the groundwork for potential needs such as dedicated funding for the plan should occur now.

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.
- » Develop outreach methods that specifically target women, seniors, non-English speaking, and low-income communities in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking. This can be helpful for both planning and implementation phases of your next Bicycle Plan.