MIAMI GARDENS COMPLETE STREETS GUIDELINES

Volume 2: Design Guidelines

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ACKNOWLEDGEMENTS

Prepared by:

UHP
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In collaboration with:

live healthy miami gardens

CITY OF MIAMI GARDENS 2003

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CONTENTS

1.0 Introduction

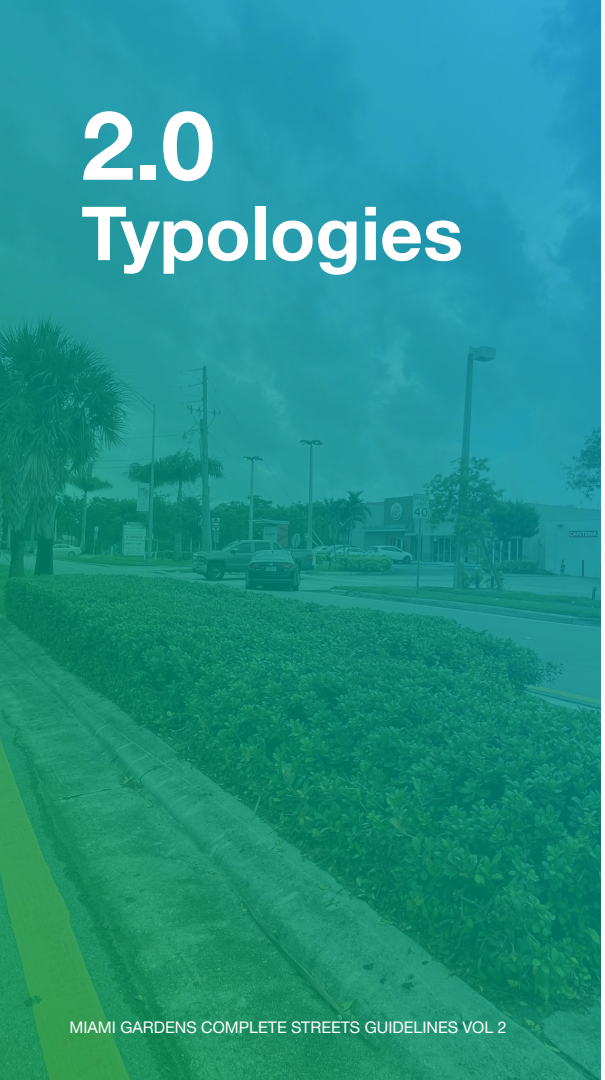
1.1 How to Use this Document

The Design Guidelines found herein have been developed as Volume 2 to the Miami Gardens Complete Streets Guidelines. Volume 1 contains the general guidelines for implementing Complete Streets throughout the many related functions and services within the City. Volume 2, the Design Guidelines, is intended to guide designers in integrating Complete Streets solutions on their projects.

Section 2.0, Typologies provides an overview of the types of Complete Streets corridors considered within the City, their unique characteristics, and specific considerations for each type.

Section 3.0 Design Guidelines provides a review of National and Local Design Guides, and the Design Guidelines developed specifically for the City of Miami Gardens based on the Complete Street Typology found in Section 2.0

2.0 Typologies



2.1 Functional Classification

Miami Gardens' roadways utilize the FDOT Functional Classification system that categorizes streets based on characteristics oriented towards single-occupant motorized vehicles such as traffic volume, speed, and trip distance.[1] These classifications are used as the basis for most transportation planning and design, but due to the sole focus on single-occupant motorized vehicles, these classifications are limited to one mode of transportation and as a result do not account for the experiences of all roadway users, including those using any alternative modes of transportation such as bicyclists, pedestrians, and transit users.

Traditional functional classifications:

- **Arterial** - major roads used for regional travel or travel to major destinations; includes freeways
- **Collector** - includes roads that connect neighborhoods to major destinations or arterials
- **Local Road** - minor roads. Most are unclassified within FDOT's functional classification system

2.2 Land Use Context

Complete Streets introduce a contextual component to roadway classifications by including a the land uses occurring along the street.

Land Use Contexts

Mixed Use - a blend of land uses that may include commercial, residential, offices, and institutional. These areas experience high pedestrian traffic and accommodate multiple modes of transportation.

Commercial - an area with a high concentration of commercial businesses; accommodates a high level of activity throughout the day

Neighborhood - a primarily residential area which includes limited non-residential uses

Institutional - an area with a predominant institutional use such as schools, religious centers, or government facilities. The type of institution will inform activities, type of users, and peak times.

Industrial - an area with a high concentration of industrial uses; peak times typically during the day

2.3 Streets

The roadway classifications under the FDOT functional classification are traffic-engineering oriented terms. For the purposes of this document, the following, more familiar terms to describe street types shall be used in the Mlami Gardens Complete Streets Typology.

2.4 Complete Streets Typology

The below Complete Street Typology references both the land uses of the context surrounding the roadway, and the characteristics and scale of the roadway itself. The following pages provide details about each type of Complete Street, and can be used to determine the type of Complete Street that will be improved by a project.

Subsequently, Section 4.0 Design Guidelines provides designers and planners with an array of Complete Streets Solutions per Complete Street Type to assist in strategizing what design solutions are most suitable and of highest priority for the project.

Street - a one to two lane roadway and the smallest scale and most common of roadways within the City. Streets are typically used to connect neighborhood areas from driveways to avenues and boulevards.

Boulevard - a four to six lane major roadway, divided by a median, and used for traveling to and from major destinations or towards freeways for regional travel. This is the largest scale of roadway within urban street networks.

Avenue - a three to four lane roadway, sometimes divided by a median or including a two-way left turn middle lane. This is a mid-scale roadway primarily connecting neighborhoods to boulevards or neighborhood non-residential destinations.

LAND USE CONTEXT	+	STREET TYPE
MIXED USE		BOULEVARD
COMMERCIAL		AVENUE
NEIGHBORHOOD		STREET
INSTITUTIONAL		
INDUSTRIAL		

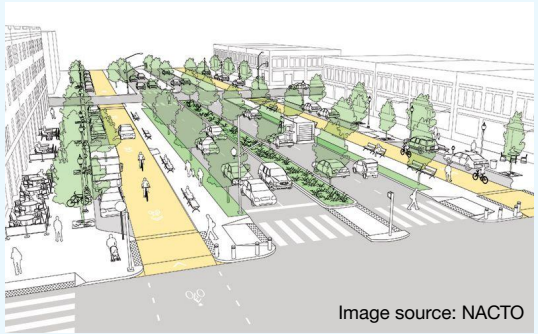


Image source: NACTO

MIXED USE BOULEVARD

A 4- to 6-lane roadway divided by a median in a mixed use area. These roadways are likely to be utilized by travelers on longer distance trips of a regional scale.

These corridors are dynamic environments that accommodate both large-scale transportation uses such as major single-occupant vehicle, transit, and long-distance bicycle routes, as well as pedestrian traffic and activities due to the diversity of uses.


Image source: NACTO

MIXED USE AVENUE

A 2- to 4-lane road divided by a median or two-way left turn lane in a mixed use area.

These corridors must also accommodate a diversity of uses, but are less likely to include major truck routes and other regional travelers. These mid-scale roadways in mixed use areas provide ample opportunities for creating vibrant urban pedestrian centers due to their decreased intensity and interfacing with motorized vehicle traffic, but proximity to boulevards and larger-scale mixed uses.


Image source: NACTO

MIXED USE STREET

A 1- to 2-lane undivided road in a mixed use area.

These corridors are the smallest scale of roadways in mixed use areas and will combine mixed use are characteristics with areas that transition to other areas of the City that surround the larger mixed use area. Mixed Use streets provide the least intensity of motorized traffic use, and may provide unique and safe opportunities for pedestrian and bikeways if parallel to boulevards.

COMMERCIAL BOULEVARD

A roadway with more than 4 lanes, typically a 6-lane road, divided by a median in an area with mostly commercial uses.

This corridor provides the largest scale of commercial uses and experiences a large volume of traffic that may include major truck routes. Major users include commercial users or employees, bicyclists and pedestrians connecting to major transit routes, and users connecting to a limited access highway.

COMMERCIAL AVENUE

A 2 to 4-lane road divided by a median or two-way left turn lane in an area with mostly commercial uses.

This corridor experiences mid-level volumes of traffic and may include small scale commercial uses that predominantly serve surrounding neighborhoods. These corridors provide access to major transit routes and are also better suited to bicyclists and pedestrians than boulevards for city-scale and lengthier travel.

COMMERCIAL STREET

A 1- to 2-lane undivided road in an area with mostly commercial uses.

This is the smallest of commercial corridors, and is often used to connect neighborhoods to commercial avenues and boulevards. They may also be seen as entryways to larger commercial complexes with freestanding stores near the roadway and larger box stores to the rear of a shopping center.

NEIGHBORHOOD BOULEVARD

A 4-lane or more road divided by a median in an area with mostly residential and small-scale neighborhood uses.

This is the largest corridor within neighborhood areas, and may experience peaks and lows of vehicular traffic due to few non-residential uses and use by commuters. These roads provide opportunities for residents to enjoy physical activity in times of decreased traffic, and access to major transit routes for commuters.

NEIGHBORHOOD AVENUE

A 2 to 4-lane road divided by a median or two-way left turn lane in an area with mostly residential and small-scale neighborhood uses.

These avenues are the mid-scale corridors in neighborhood areas. Due to limited instances of non-residential uses and being a smaller-scale corridor than boulevards, these avenues can support safer options for biking and pedestrian routes than can help increase physical activity.

NEIGHBORHOOD STREET

A 1- to 2-lane undivided road in an area with mostly residential and other small-scale neighborhood uses.

These corridors are the smallest scale of neighborhood roadways. They experience limited vehicular traffic at lower speeds and provide accessible public space near homes for engaging in physical activities like biking and walking.

INSTITUTIONAL BOULEVARD

A 4-lane or more roadway divided by a median in an area with a prominent community-oriented or institutional use(s).

These boulevards are major roadways adjacent to institutional uses. Major institutional locations have high demand for multimodal travel infrastructure, but boulevards experience higher speeds and traffic volume than other corridors.

INSTITUTIONAL AVENUE

A 2- to 4-lane road divided by a median or two-way left turn lane in an area with a prominent community-oriented or institutional use(s).

Institutional avenues provide major access points for travelers moving to and from an institution. These corridors have high demand for multimodal travel infrastructure while accommodating slower traffic than boulevards

INSTITUTIONAL STREET

A 1- to 2-lane undivided road in an area with a prominent community-oriented or institutional use(s).

These streets are located near smaller institutional uses or in the interior property areas of larger institutions. At larger institutions, higher pedestrian and bicycle traffic can often be anticipated. These corridors may support small-scale transit within the institution and connecting to surrounding areas.

INDUSTRIAL BOULEVARD

A 4-lane or more roadway divided by a median in an area with mostly industrial uses.

Industrial boulevards serve a high number of large vehicles and often allow higher speeds. Due to the nature of industrial activities, they may have fewer peak traffic hours than commercial areas. These corridors are major routes for commuters traveling to and from these employment centers, including transit users and bicyclists.

INDUSTRIAL AVENUE

Typically a 2 to 4-lane road divided by a median or two-way left turn lane in an area with mostly industrial uses.

These avenues connect larger boulevards and destinations within the industrial areas. They accommodate large vehicles, but require slower speeds than boulevards. As employment centers, these slower speed corridors are preferred to boulevards for commuters and benefit from multimodal solutions.

INDUSTRIAL STREET

A 1- to 2-lane undivided street in an area with mostly industrial uses.

Industrial streets are the smallest and most common roadways in industrial areas. They are most likely to provide access points to businesses, therefore these corridors benefit from multimodal infrastructure that supports first/last mile trips, including bike parking and transit connections.

3.0 Design Guidelines

3.1 National & Local Design Guides

Complete Streets designs require shifting roadway design focus from predominantly motorized vehicles to designing for other travel modes, diverse users (within and without a vehicle), and the uses occurring along the roadway. As Complete Streets has grown over the years, design guides and standards have been developed to assist designers in successfully implementing Complete Streets.

The design guides and standards shown to the right include solutions for specific groups, different travel modes, and context sensitive design approaches. This resource list has been provided by the City as a starting point, but there may be other resources available or that become available as the Complete Streets movement continues to develop. The City recommends that those implementing Complete Streets follow industry trends to ensure the City's Complete Streets efforts remain up to date.

The Design Guidelines shown in Sections 3.2 - 3.4 include elements that can be further reviewed for recommended applications and design considerations on the NACTO website within the NACTO guides listed to the right.

- Active Design Miami: Design & Policy Strategies for Healthier Communities[2]
- American Disabilities Act (ADA) Standards for Accessible Design[3]
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide[4]
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide[5]
- National Association of City Transportation Officials (NACTO) Transit Street Design Guide[6]
- Miami-Dade County Age Friendly Initiative[7]
- AASHTO, Guide for Planning, Designing, and Operating Pedestrian Facilities[8]
- AASHTO, Guide for the Development of Bicycle Facilities[9]
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach[10]

3.2 Using the Design Guidelines for the City of Miami Gardens

The following two sections present the City's Design Guidelines for implementing Complete Streets as envisioned based on the City's goals for the community and the unique characteristics of the Complete Streets Typologies found within the City and covered in the previous chapter.

These Design Guidelines include a priority system for the Complete Streets elements that vary based on the type of Complete Street. The level of adherence to these Design Guidelines will be reviewed as part of the project's or plan's standard review processes for all Complete Streets projects or plan components.

The City Design Guidelines have been formatted for ease of reference and use as follows:

- Section 4.3 Design Guidelines by Complete Streets Component
- Section 4.4 Design Guidelines by Complete Streets Typology

3.3 Design Guidelines by Complete Streets Component

This format allows for reference to all the Design Guidelines based on the function of the Complete Streets element, and includes a Pedestrian Component, Bicycle Component, and a Motorized Vehicle Component. The Motorized Vehicle Component includes transit vehicle elements. This format may be helpful for systems planning, such as for transit networks or bike and pedestrian master planning.

Pedestrian Component

LEGEND

Required | High Priority | Med. Priority | Low Priority | Not Applicable

Complete Street Typologies		Recommended Min. Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
Mixed Use	Boulevard	12'								
	Avenue	10'								
	Street	8'								
Commercial	Boulevard	8'								
	Avenue	8'								
	Street	6'								
Neighborhood	Boulevard	7'								
	Avenue	6'								
	Street	6'								
Institutional	Boulevard	10'								
	Avenue	8'								
	Street	6'								
Industrial	Boulevard	8'								
	Avenue	6'								
	Street	6'								

Bicycle Component

LEGEND

Required | High Priority | Medium Priority | Low Priority | Not Applicable

Complete Street Typologies		Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Boxes	Bike Fix-It Stations
Mixed Use	Boulevard									
	Avenue									
	Street									
Commercial	Boulevard									
	Avenue									
	Street									
Neighborhood	Boulevard									
	Avenue									
	Street									
Institutional	Boulevard									
	Avenue									
	Street									
Industrial	Boulevard									
	Avenue									
	Street									

Motorized Vehicle Component

LEGEND

Required | High Priority | Medium Priority | Low Priority | Not Applicable

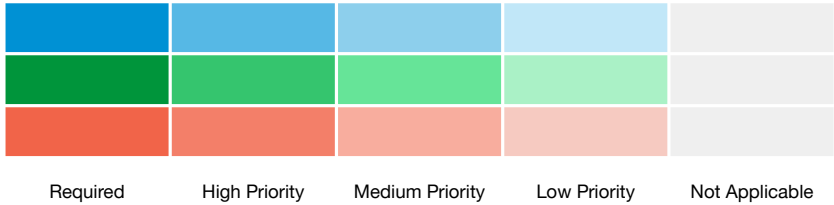
Complete Street Typologies		Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
Mixed Use	Boulevard	11'									
	Avenue	10'									
	Street	10'									
Commercial	Boulevard	11'									
	Avenue	11'									
	Street	10'									
Neighborhood	Boulevard	10'									
	Avenue	10'									
	Street	9'									
Institutional	Boulevard	11'									
	Avenue	10'									
	Street	9'									
Industrial	Boulevard	12'									
	Avenue	12'									
	Street	11'									

1. Refer to the NACTO Guidelines on "Lane Width" to determine if a wider outside lane can be used in combination with recommended lane widths shown above on multilane roads serving as major truck routes.
2. Refer to the "City of Miami Gardens Guidelines for Traffic Calming" for additional guidance on selecting and implementing these traffic-calming measures.

3.4 Design Guidelines by Complete Streets Typology

This format allows for reference to all the applicable Design Guidelines based on the Complete Streets Typology of specific streets. This format is most helpful for capital projects along a corridor or to guide design development along the street side areas of a project site. Private developers of site-specific projects will find this format most useful in planning and designing their project's frontage areas.

Mixed Use Boulevard



Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	12'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Boxes	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	11'									

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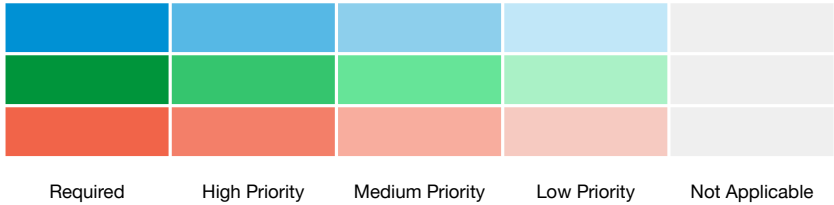
Mixed Use Avenue



Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	10'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Boxes	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	10'									

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Mixed Use Street

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	8'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Boxes**	**Bike Fix-It Stations**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	10'									

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Commercial Boulevard

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	8'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Boxes**	**Bike Fix-It Stations**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	11'									

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Commercial Avenue

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	8'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Boxes**	**Bike Fix-It Stations**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	11'									

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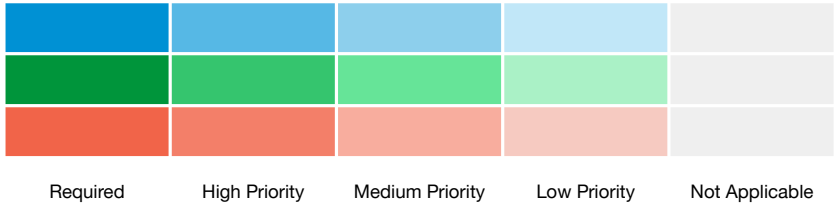
Commercial Street



Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	6'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	10'									

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Neighborhood Boulevard

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	7'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Boxes**	**Bike Fix-It Stations**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	10'									

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Neighborhood Avenue

LEGEND

Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	6'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	10'									

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Neighborhood Street

LEGEND

Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	6'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	9'									

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Institutional Boulevard

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	10'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Fix-It Stations**	**Bike Boxes**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	11'									

1. Refer to the NACTO Guidelines on "Lane Width" to determine if a wider outside lane can be used in combination with recommended lane widths shown above on multilane roads serving as major truck routes.
2. Refer to the "City of Miami Gardens Guidelines for Traffic Calming" for additional guidance on selecting and implementing these traffic-calming measures.

Institutional Avenue

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	8'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Boxes**	**Bike Fix-It Stations**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	10'									

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Institutional Street

LEGEND

Pedestrian Component	**Recommended Minimum Sidewalk Width**	**Pedestrian Lighting**	**Pedestrian Safety Islands**	**Sidewalk Surface Treatment**	**Street Furniture**	**Outdoor Cafe**	**Kiosks**	**Pervious Strips**	**Bioswales**
	6'								

Bicycle Component	**Colored Pavement in Bike Facilities**	**Buffered Bike Lanes**	**Protected Bike Lanes and Cycle Tracks**	**Conventional (Unbuffered) Bike Lanes**	**Bicycle Parking**	**Intersection Crossing Markings**	**Median Refuge Islands**	**Bike Fix-It Stations**	**Bike Boxes**

Vehicle Component	**Recommended Lane Width[1]**	**Curb Extensions** (e.g. chicanes, bus bulb outs)	**Raised Crosswalks[2]**	**Raised Intersection[2]**	**Midblock Crosswalks**	**Dedicated Transit Lanes**	**Transit Shelter**	**Transit Stop Seating**	**Speed Humps/Tables[2]**	**Mini Roundabout[2]**
	9'									

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Industrial Boulevard

LEGEND

Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	8'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Boxes	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	12'									

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Industrial Avenue

LEGEND

Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	6'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Boxes	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	12'									

1. Refer to the NACTO Guidelines on "Lane Width" to determine if a wider outside lane can be used in combination with recommended lane widths shown above on multilane roads serving as major truck routes.
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Industrial Street

LEGEND

Pedestrian Component	Recommended Minimum Sidewalk Width	Pedestrian Lighting	Pedestrian Safety Islands	Sidewalk Surface Treatment	Street Furniture	Outdoor Cafe	Kiosks	Pervious Strips	Bioswales
	6'								

Bicycle Component	Colored Pavement in Bike Facilities	Buffered Bike Lanes	Protected Bike Lanes and Cycle Tracks	Conventional (Unbuffered) Bike Lanes	Bicycle Parking	Intersection Crossing Markings	Median Refuge Islands	Bike Fix-It Stations

Vehicle Component	Recommended Lane Width[1]	Curb Extensions (e.g. chicanes, bus bulb outs)	Raised Crosswalks[2]	Raised Intersection[2]	Midblock Crosswalks	Dedicated Transit Lanes	Transit Shelter	Transit Stop Seating	Speed Humps/Tables[2]	Mini Roundabout[2]
	11'									

1. Refer to the NACTO Guidelines on "Lane Width" to determine if a wider outside lane can be used in combination with recommended lane widths shown above on multilane roads serving as major truck routes.
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