

It's a City Street, Not a Superhighway

Written by Erik Bojnansky - BT Senior Writer
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When it comes to Biscayne Boulevard, FDOT might beg to differ



early four years ago, Miami Upper Eastside activists championed a set of proposals that would add medians, landscaping, and on-street parking to the MiMo Biscayne Boulevard Historic District.

Known as the MiMo Streetscape Visioning Plan, it was drawn up by two University of Miami architecture professors. Its purpose: Find ways to slow down traffic along Biscayne Boulevard, between 61st and 77th streets, in order make it safer for pedestrians to cross the street, and to increase business for local merchants operating in that area.

At first it seemed the street improvements were a done deal. Engineers from the Florida Department of Transportation, the official custodian of Biscayne Boulevard, appeared to be receptive. (See “[Boulevard Vision: Slow Down, Park, Shop](#),” August 2010.)

But FDOT ultimately rejected the plans. Their main objection was the installation of medians, which engineers argued would obstruct local residents trying to drive out of their neighborhoods.

“The department conducted a study to evaluate the placement of medians on the corridor,” FDOT spokesman Brian Rick says in an e-mail to the *BT*. “The study concluded there would be impacts that would result in additional travel distances for residents who live east and west of Biscayne Boulevard.” Rick says the medians would have other detrimental consequences as well, but by deadline did not address FDOT’s objection to additional parallel parking.

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