

# SOUTH DADE TRANSITWAY CORRIDOR

## LAND USE SCENARIO & VISIONING PLANNING



"Provide mobility options for Miami-Dade County residents and visitors and promote economic competitiveness by investing in the County's transportation infrastructure while protecting the environment and maximizing the efficiency of the existing transportation system."

### PROJECT GOALS

This Study for the South Dade Transitway Corridor of the SMART Plan seeks to advance population and employment goals through the development of transit-supportive land uses. The study has sought to respond::

- How do the recommended land use scenarios support the forecasted ridership?
- What land use policy and regulation changes can be recommended to address the community's overall vision, goals, and objectives while supporting transit along the South corridor?
- What are the impacts of the Land Use Scenario Plans to the comprehensive plans at the County and municipal levels?



### Data Gathering

- Identified stakeholders and key participants
- Coordinated work with other related projects
- Compiled and reviewed related studies
- Reviewed best practices used nationwide
- Reviewed data from TPO and partner agencies



### Public Outreach

- Created a Study Advisory Committee (SAC) with public and private stakeholders, and representatives from each municipality that met six (6) times during the process, providing invaluable guidance to the project
- Three planning Charrettes were held in December 2017 providing convenient opportunities for the community to participate. During these sessions, participants created a land use vision for the corridor.



### Land Use Strategies

- Developed a vision for the South Dade Transitway Corridor
- Utilized and refined the results of the scenario planning efforts
- Assessed potential scenarios to best support the Locally Preferred Alternative (LPA)
- Developed a series of station area plans
- Identified possible constraints



### Scenario Building

- Created a scenario development framework to support vision and ridership demand
- Tested and evaluated scenarios
- Identified the need for potential Comprehensive Plan changes
- Prepared an assortment of visualization products to enhance and communicate results
- Developed a coordination plan for future implementation

These steps help the TPO in studying the relationship between transit and land use

**Support for Investment**  
Charrette participants indicated their support for different levels of public and private investment improvements along the Corridor, and the potential effect of these variations on several types of metrics, as seen on this graph

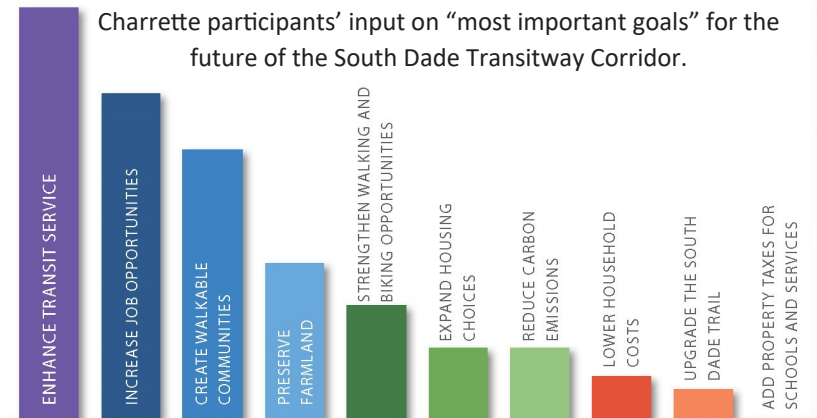
Level of Investment	Metrics				Results
	Economic Development	Environmental Protection	Household Savings	Public & Private Investment	
<b>High</b>  Two or more new City Centers Many new Town Centers Few new Neighborhood Centers					3% in favor of 30% not in favor of
<b>Medium</b>  One or Two new City Centers Some new Town Centers Some new Neighborhood Centers					2% in favor of 19% not in favor of
<b>Low</b>  One or No new City Centers Some new Town Centers Many new Neighborhood Centers					42% in favor of 3% not in favor of

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### PROJECT GOALS

Charrette participants' input on "most important goals" for the future of the South Dade Transitway Corridor.



### PREFERRED TECHNOLOGY

## WHAT IS BRT?

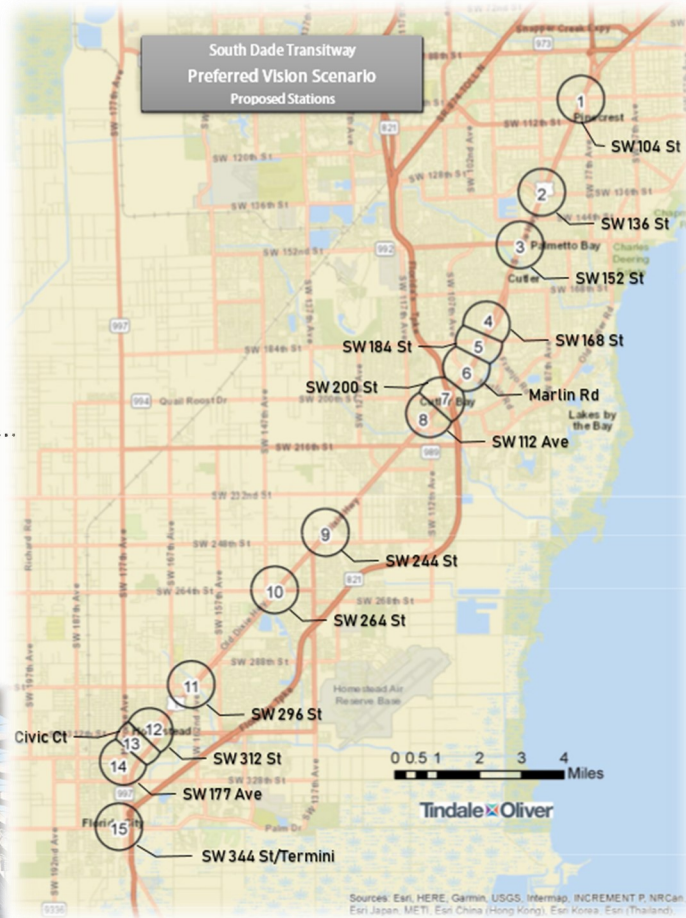
Bus Rapid Transit (BRT) provides fast, comfortable, and frequent transit service. Current and future South Dade Corridor Transitway riders will enjoy this upgraded experience. BRT is one of the technologies that could be used to implement rapid transit service in key, heavily traveled corridors. BRT is intended to move a lot of people quickly and efficiently.



**MODERN AND  
COMFORTABLE**

**FAST CONVENIENT AND  
RELIABLE**

- Latest Energy Efficient Technologies
- Spacious Interiors
- Enhanced Stations
- Amenities like Wi-Fi, Bike Racks, and Benches
- Dedicated Lanes and Signal Priority
- Frequent Service
- Real Time Travel Information
- Level Boarding
- Off-board Fare Collection



This corridor extends for approximately 20-miles from the Dadeland South Metrorail Station to SW 344th Street at the corridor's southernmost terminus and includes +/- 20,000 parcels within the Villages of Pinecrest and Palmetto Bay, Town of Cutler Bay, City of Homestead, Florida City, and Unincorporated Miami-Dade County. The Study resulted in a Preferred Vision Scenario with land use strategies for fifteen (15) planned BRT station areas.

### 2015-2040 Preferred Vision Scenario for Station Areas (At Buildout)

The preferred vision scenario along the corridor for year 2040 is the result of a detailed scenario development, evaluation, and selection process. The Study makes general recommendations for creating balanced residential opportunities to support Miami-Dade County's transit investment. Here below is the employment and population forecasted:



Projected Population Increase:  
**72,905 (2040) to 97,421 (2040 Vision)**

Projected Employment Increase:  
**60,197 (2040) to 79,859 (2040 Vision)**

Projected Average Weekday Corridor Boardings:  
**31,000 to 33,000**

An Increase  
of 24,516

An Increase  
of 19,662

**Land Use & Transportation**  
Neighborhood Character and Quality of Life

**Parks & Recreation**  
Fun Activities and Beautiful Surroundings

**Transit**  
Creating Connections

**Pedestrian & Trails**  
Connecting People and Neighborhoods