

# FLORIDA CITY HUB

## Mobility & Accessibility Study

### EXECUTIVE SUMMARY

MARCH 2021

#### Overview

A Bus Rapid Transit (BRT) station is proposed at SW 344th Street in Florida City as part of the South Dade Transitway. A multimodal mobility hub is envisioned at the station to provide connectivity, mobility, and safety for pedestrians, bicyclists, and transit users. This study identifies the appropriate scale of transportation technology, infrastructure and amenities to facilitate the usage of the BRT station as well as efficient multimodal connections as part of the SMART Moves Program.

#### Community Development Goals

Outreach to local stakeholders was carried out throughout the elaboration of this plan, as well as in previous studies. Consistently, the community has expressed support for the development of a Community Center Hub at SW 344th Street/Palm Drive. Other stated goals include enhancement of transit services and facilities as well as the creation of new jobs. These established goals guided the development of the infrastructure investment recommendations and implementation plan here presented.

Community Desires

Development Goals

Mobility Needs

Mobility Plan

#### Guiding Principles

##### DESIGN



- » Prioritize pedestrians of all abilities through wide and continuous paved paths and enhanced crossings
- » Increase designated bike lane density and intersection safety elements
- »

##### DISTANCE TO TRANSIT



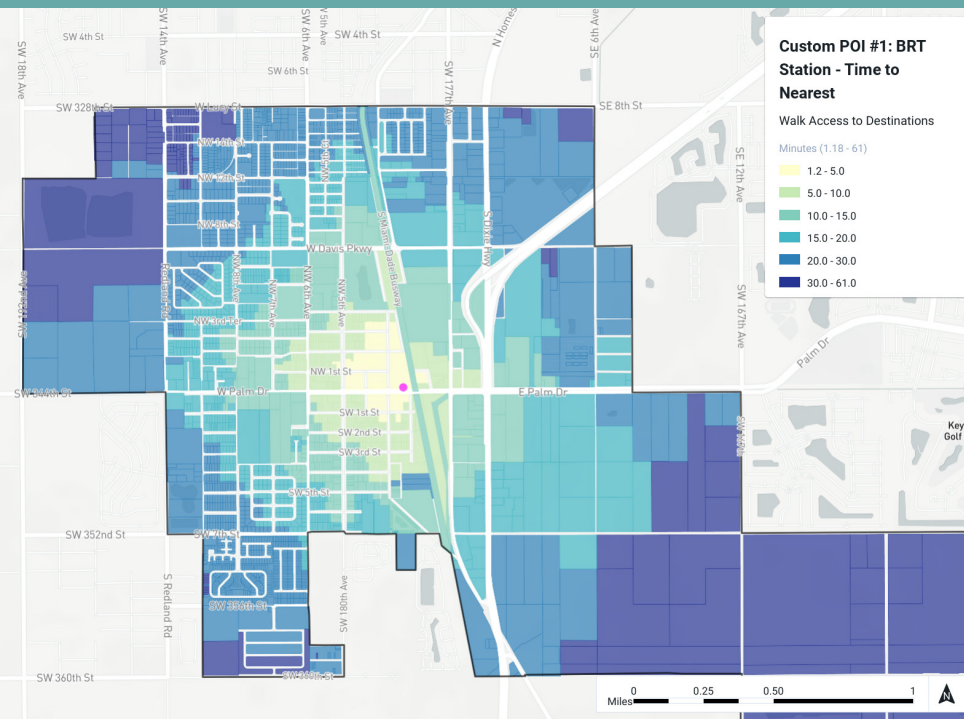
- » Provide continuous bicycle and pedestrian paths from residences and workplaces to BRT station
- » Supplement transit network through on-demand shared mobility

##### DESTINATION ACCESSIBILITY



- » Increase multimodal connectivity and enhance wayfinding to key commercial sites, educational institutes, marketplaces, and recreational areas
- » Encourage development of public and civic land uses near station area

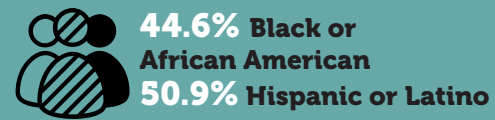
# Accessibility & Connectivity



Recommendations were formulated in response to identified accessibility and connectivity challenges and opportunities. Data collection and analysis efforts encompassed site visits as well as a geospatial evaluation of the study area, including:

- » Inventory and gap analysis of existing sidewalks and bike lanes
- » Walking accessibility analysis
- » Evaluation of transit service
- » Development of a sociodemographic profile
- » Review of land use and zoning regulations

## Florida City Quick Facts



**33.8%**  
**Born outside US**



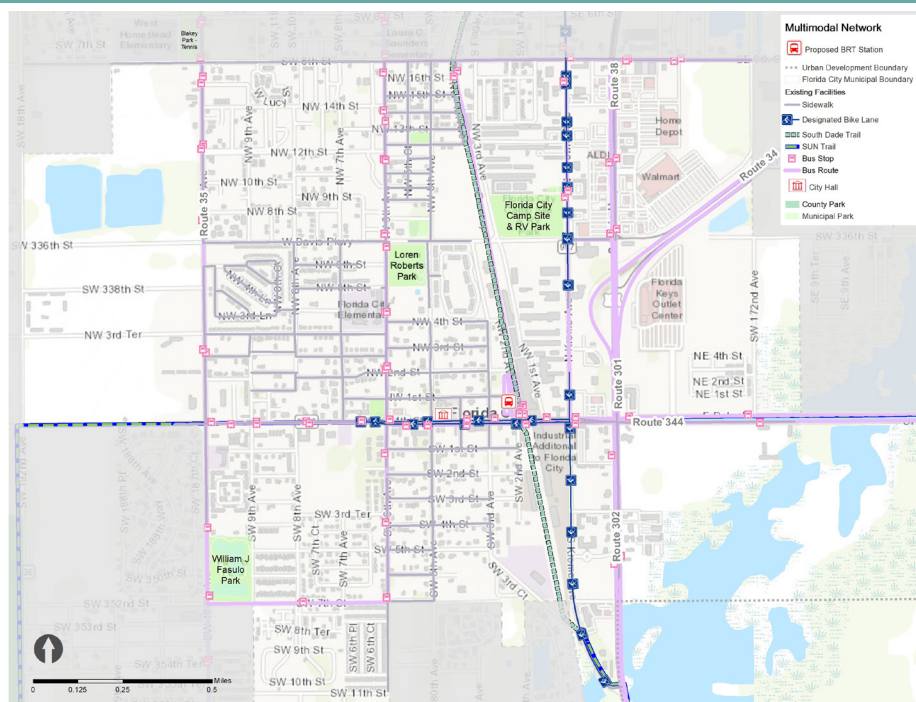
**26.2%**  
**Home owners**



**24.9%**  
**Carpool to Work**



**10.2%**  
**Take Public Transit**



## Multimodal Network Challenges & Opportunities

- » Need for safety elements at key intersections
- » Existing obstacles in pedestrian access to the station
- » Insufficient pedestrian amenities, including shade trees, benches, and lighting
- » Lack of comprehensive bicycle network
- » Low density and few multi-family developments
- » Access to station directly correlates with access to job opportunities

# Stakeholder Outreach & Input

A Public Outreach Campaign was conducted to capture local expertise, including a Stakeholder Advisory Group (SAG) which convened and provided input throughout the duration of this study. Stakeholder representation in the SAG included members of the Miami-Dade Transportation Planning Organization (TPO), Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation (FDOT) District Six, Florida City Community Redevelopment Agency (CRA), and the Florida City Community Development/Planning and Zoning Department.

## What Residents Had To Say . . .

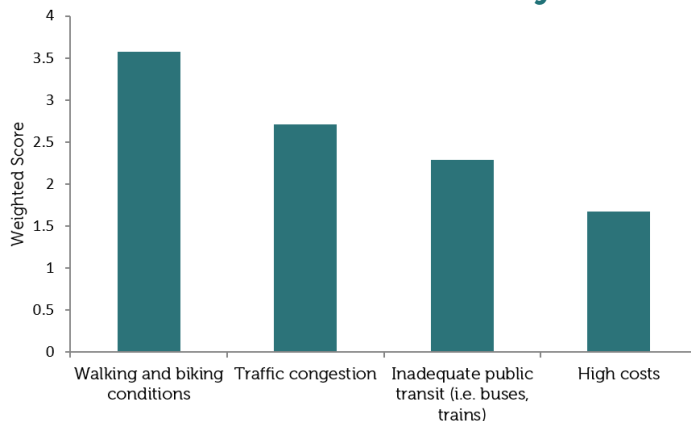
### What is your most common mode of transportation?

**66%** drive solo to work or school  
**22%** commute through public transit to work or school

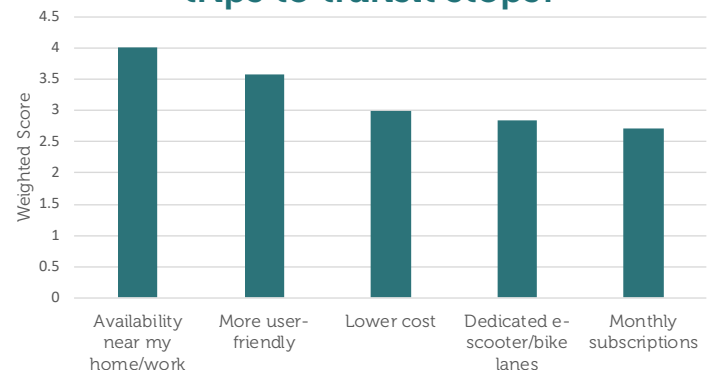
### Where would you walk if you lived in a more walkable community?

**56%** would walk to shopping, restaurants, or to other recreational activities  
**33%** would walk to work or school

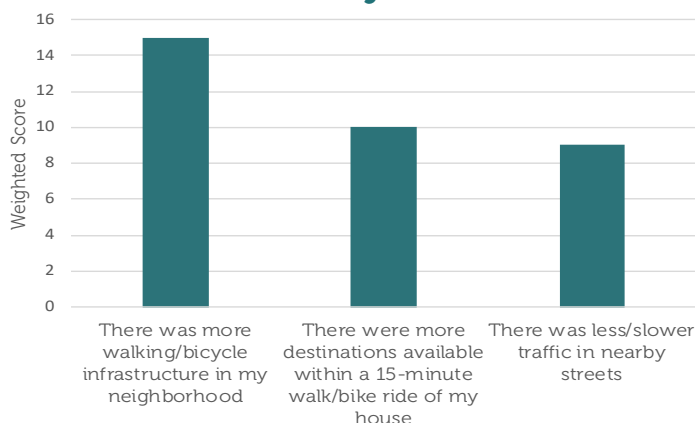
### What are your top transportation concerns in Florida City?



### What would make you consider using microtransit to complete local trips or trips to transit stops?



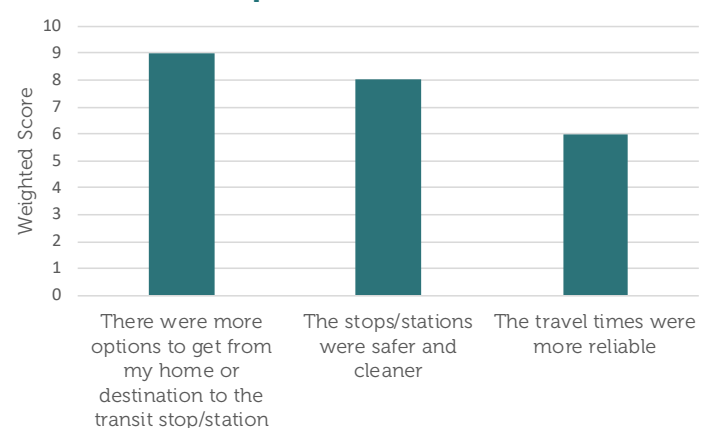
### I would walk/bicycle more if . . .



Other choices receiving fewer votes included:

- » Trees gave more shade to the sidewalks/bicycle lanes
- » There were many interesting things to look at while walking/biking
- » It felt safer/more secure
- » End-of-trip facilities such as lockers or showers were available at my destination
- » More people did it

### I would ride public transit more if . . .



Other choices receiving fewer votes included:

- » Stations/stops were closed to my home/work
- » The hours of operation were extended
- » It was clearly the less expensive transportation option
- » There was more parking available at the station
- » It took less time



# A hub full of opportunities

## PROPOSED

Palm Drive (SW 344th Street)  
at Busway, looking southeast



## Pedestrian

Enhancing walkability to the station and throughout the Transit Neighborhood (20-min walk from the station) is an essential element of this plan, including:

- » Continuous sidewalk network
- » Improved trail access
- » ADA accessibility ramps
- » Wayfinding and signage
- » Weather-protective shelters
- » Pedestrian amenities and open spaces

## Shared Mobility

- » Supplement transit network through on-demand shared mobility
- » Integrate bikesharing program in the station and Outlet Mall
- » Improve frequency of local bus routes
- » Study feasibility of local trolley services or microtransit program to connect to Homestead trolley route
- » Promote multiple and complementary land uses in the Transit Core Area (10-min walk to station)



EXISTING



## EXISTING

### Bicycle

Another main strategy proposed by this plan is to increase the density of the bicycle network that connects residential neighborhoods to the BRT station, transit stops, and employment centers, including:

- » Build strategic bicycle network
- » Resurface and enhance South Dade Trail
- » Study feasibility of Biscayne-Everglades SUN Trail
- » Extend trail network and connections
- » Bicycle parking and repair stations
- » Green color pavement for bicycle crossings is not included in the 2021 FDOT Design Manual (FDM). This treatment would require special approval from FDOT. The Underline has implemented this treatment for bicycle crossings and it's shown here to reflect a corridor-wide consistency.



### Intersection Safety Elements

- » Texturized intersection treatments
- » Enhanced crossings for high pedestrian visibility
- » Dedicated bicycle crossings
- » Pedestrian refuge islands
- » Bicycle parking and repair stations
- » Bus stop amenities including

## Safer streets for today and tomorrow



PROPOSED

NW 4th Street @ NW 3rd Avenue, looking east



## Transportation Investment Recommendations

Recommendations were formulated in response to the accessibility and connectivity challenges and opportunities found throughout the development of this study, site visits, and from the input received from the community.

### Short-Term (1-2 years)

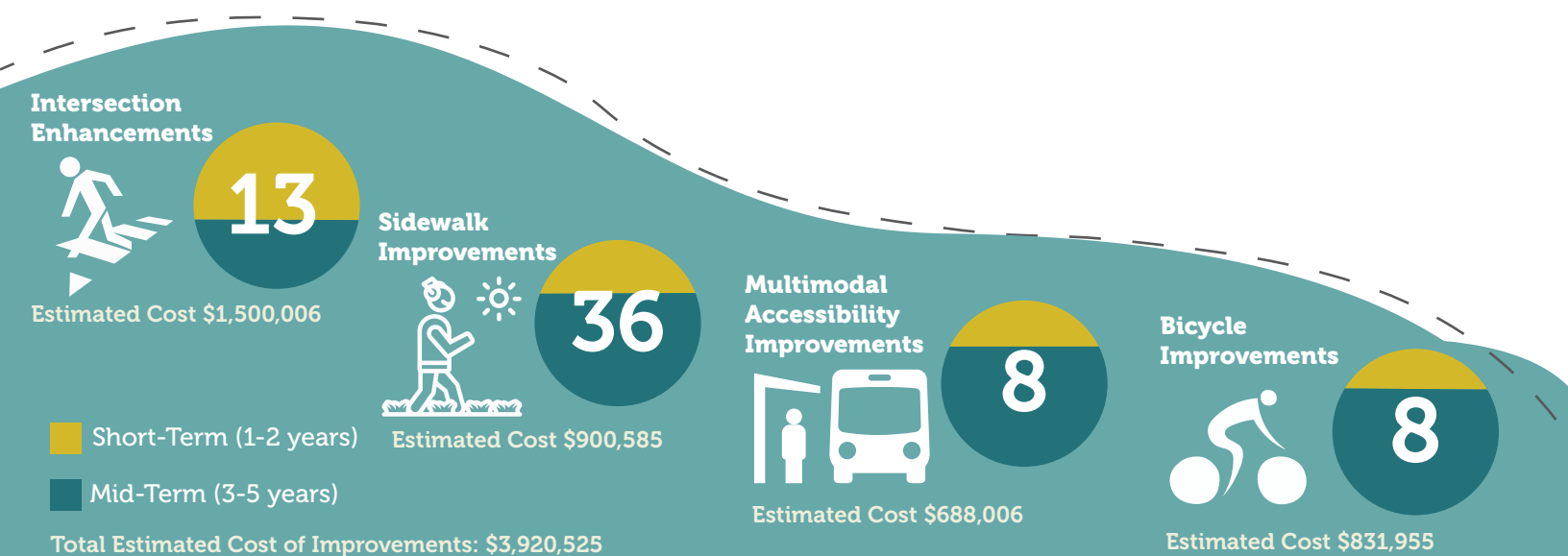
These represent “quick fix” improvements that can provide immediate safety and operational improvements at a lower cost in the Transit Core Area.

Type of Improvement	Facility Name	Limits	Estimated Cost
Missing Sidewalk Gaps (Both Sides)	NW 4th Street	NW 5th Avenue to NW 3rd Avenue	\$23,480
	SW 2nd Street	SW 3rd Avenue to SW 2nd Avenue	\$24,750
	NW 3rd Avenue	Davis Parkway to NW 4th Street	\$78,010
	NW 2nd Street	NW 3rd Avenue to NW 2nd Avenue	\$18,930
Missing Sidewalk Gaps (One Side)	NW 5th Avenue	NW 4th Street to north of NW 4th Street	\$7,170
	NW 4th Street	NW 3rd Avenue to NW 2nd Avenue	\$4,730
	NW 2nd Avenue	NW 4th Street to NW 2nd Street	\$24,130
	NW 4th Street	east of NW 5th Avenue to NW 5th Avenue	\$8,660
	NW 4th Street	west of NW 5th Avenue to NW 5th Avenue	\$7,280
	NW 3rd Avenue	NW 3rd Street to NW 2nd Street	\$13,430
	SW 2nd Avenue	SW 3rd Street to SW 2nd Street	\$12,100
	NW 5th Avenue	north of NW 4th Street to NW 4th Street	\$6,240
	NW 5th Avenue	W Davis Parkway to north of NW 4th Street	\$28,940
	SW 5th Street	SW 5th Avenue to SW 3rd Avenue	\$27,690
	SW 6th Avenue	NW 6th Street	\$9,900
Improved Pedestrian Access (i.e. paving, entrance monument, signage)	South Dade Trail	NW 2nd Street	\$20,000
	South Dade Trail	NW 4th Street	\$20,000
	Palm Drive	NW 3rd Avenue	\$20,000
Intersection Safety Elements (i.e. special emphasis crosswalks, bicycle crossing, pedestrian refuge island)	SW 344th Street/W Palm Drive	Miami-Dade Busway	\$300,000
Intersection Safety Elements (i.e. special emphasis crosswalks, flashing beacons)	SW 344th Street	NW 3rd Avenue	\$100,000
Intersection Safety Elements (i.e. special emphasis crosswalks)	SW 344th Street	Near SW 8th Avenue	\$100,000
	SW 344th Street	SW 5th Avenue	\$100,000
	SW 344th Street	NW 4th Avenue	\$100,000
	SW 344th Street	Florida Keys Outlet Mall Entrance	\$100,000
Bikeshare	FL Outlet Mall		\$60,000
	BRT Station		\$60,000
Resurfacing and Maintenance	South Dade Trail	SW 238th Street to S Krome Avenue/SW 177th Court Intersection	\$215,700
Wayfinding	BRT Station	Transit Neighborhood	\$8,000
<b>Total:</b>			<b>\$1,499,140</b>

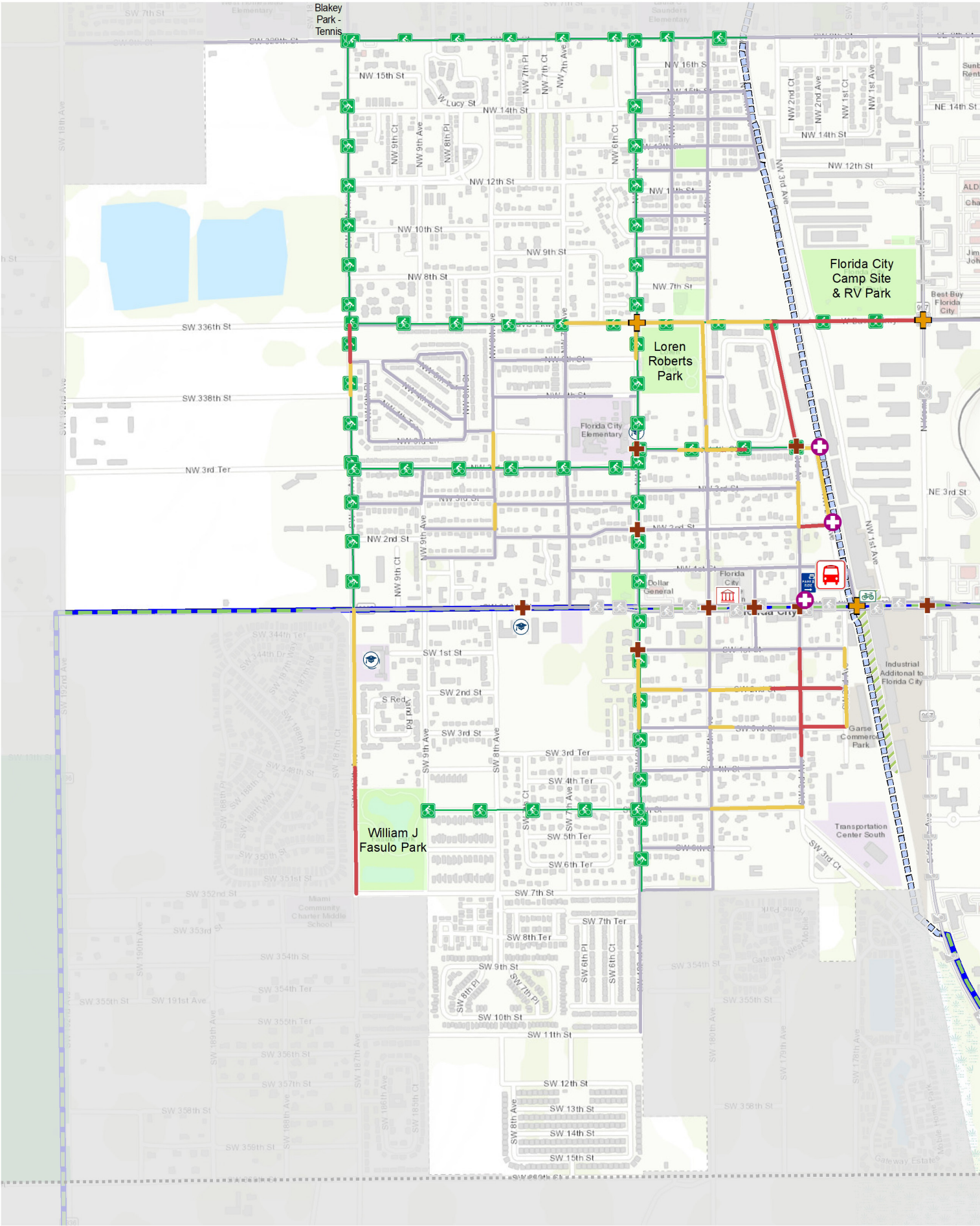
### Mid-Term (3-5 years)

These include design elements such as texturized pavements, street furniture and extensive landscaping. Although some elements, such as station shelters, lighting, and pavement materials, are consistent along the entire Transit Neighborhood, other elements – light fixtures and configurations, pavement patterns, and tree species – are distinct.

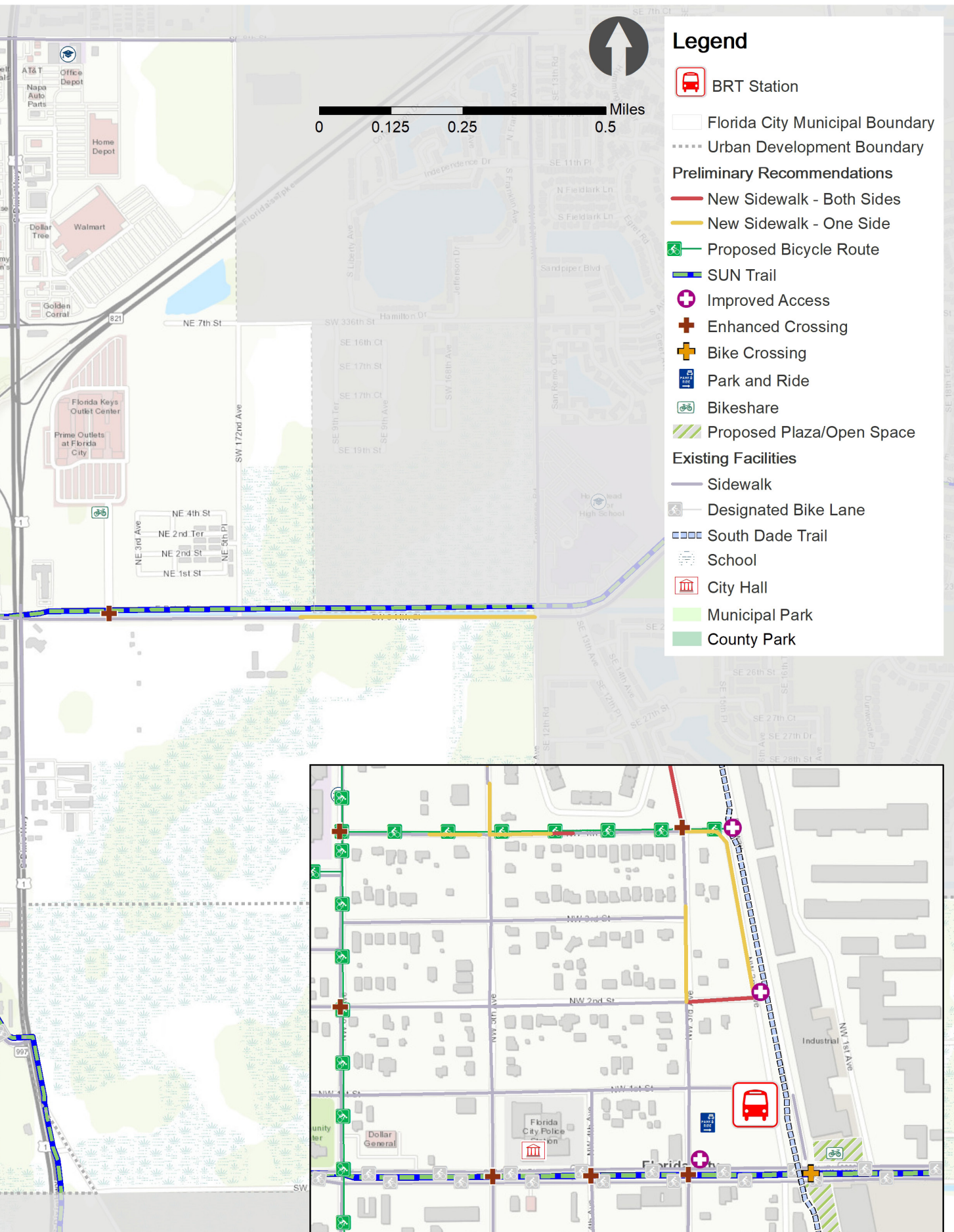
Type of Improvement	Estimated Cost
Missing Sidewalk Gaps	\$605,130
Enhanced Crossing	\$700,000
Bicycle Improvements	\$616,260
Lighting Improvements	\$300,000
Landscaping Improvements	\$200,000
<b>Total:</b>	<b>\$2,421,390</b>



# Mobility Investment Recommendations







# TPO



## Miami-Dade Transportation Planning Organization

The Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade TPO at (305) 375-4507.

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