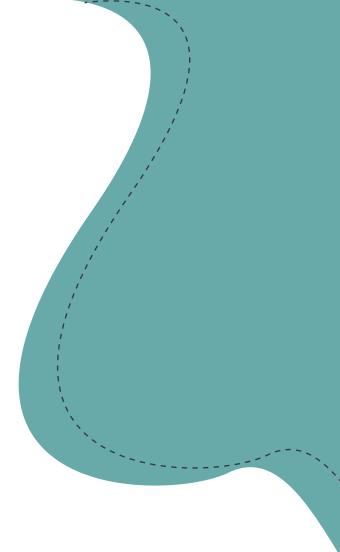


# FLORIDA CITY HUB Mobility and Accessibility Study

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.

The preparation of this report has been funded in part from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the USDOT.



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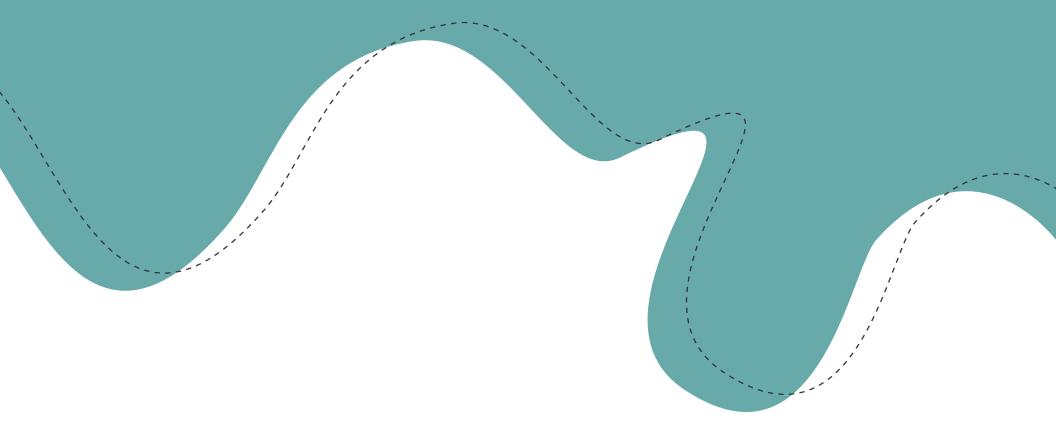
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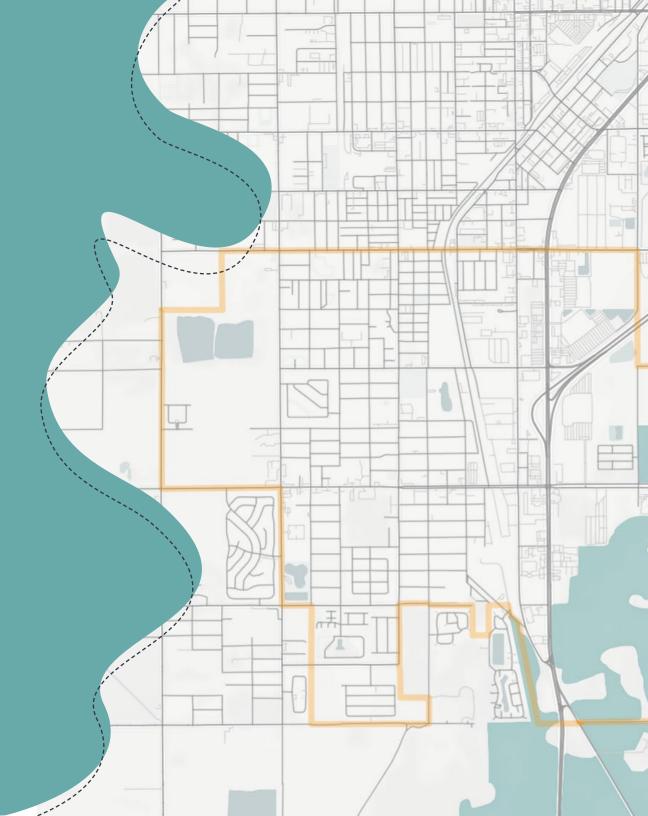


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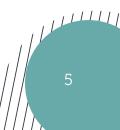


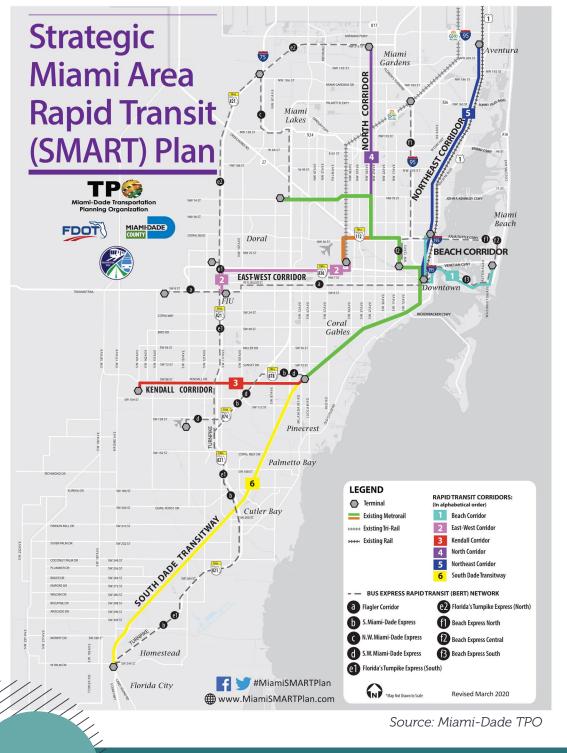
# **FLORIDA CITY**

Florida City has been an agricultural cornerstone of the State of Florida throughout its long history. The city, which is the southernmost in mainland United States, is a gateway to the Florida Keys effectively connecting Miami-Dade County and Monroe County. Even from its earliest days, the City was planned and structured as a small, self-sufficient town that relied on the then-operational FEC railway to transport its staple products to the rest of the region. Today, the South Dade Transitway runs along this corridor, providing a direct connection to Downtown Miami.

## **Justification for Study**

A Bus Rapid Transit (BRT) system along the South Dade Transitway is being advanced as part of the SMART Moves Program. The Park-and-Ride Terminal Station for the South Dade Transitway BRT is proposed to be located at Palm Drive/SW 344th Street in Florida City. To support the accessibility to the proposed station and the development potential at the station area, the Transportation Planning Organization (TPO) conducted this Mobility and Accessibility Study within the City to achieve a comprehensive mobility network. This report identifies the appropriate scale of transportation technology, infrastructure and amenities to facilitate the usage of the BRT station as well as efficient multimodal connections.





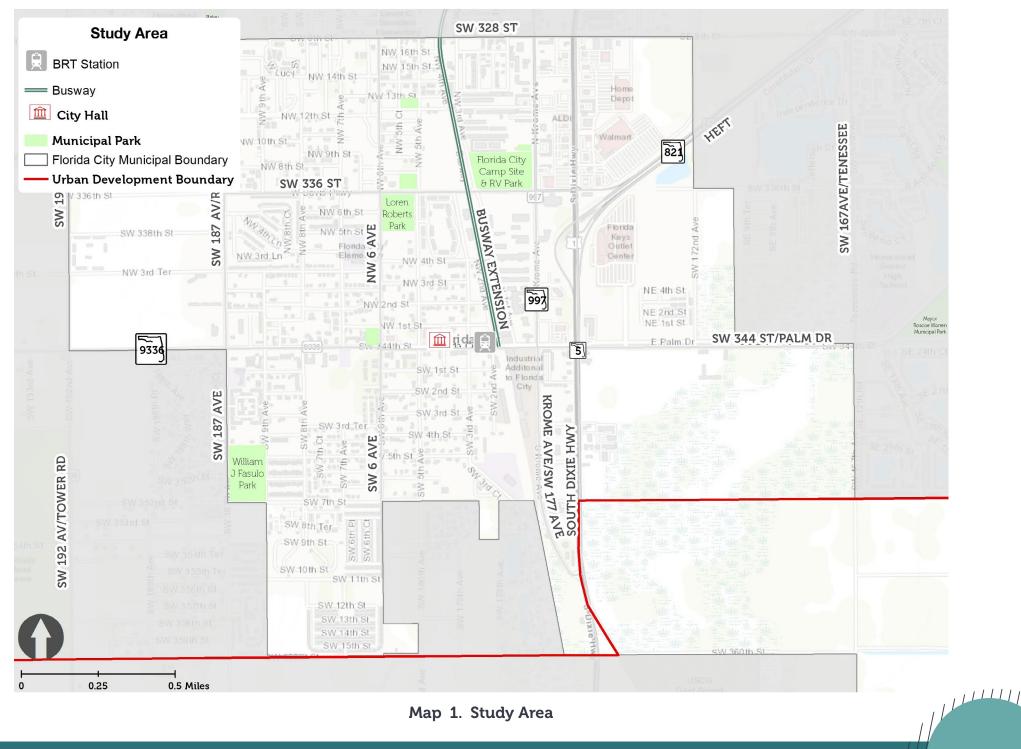
# **Study Area**

The study area for the Florida City Mobility Hub is defined by the Florida City Municipal Boundary as shown on **Map 1**. Within the City, the Busway system currently extends from SW 328 th Street to the terminal station at Palm Drive/SW 344th Street. A Park-and-Ride surface lot is also present at the station.

# **The Planning Process**

To successfully identify the transportation needs of the community, this study followed a multi-faceted approach to form a robust plan of improvements. The planning process involved, among other efforts, the following:

- Stakeholder coordination, outreach and input
- Evaluation of previous studies as well as proposed and planned developments
- Site visits and field review
- Inventory of existing conditions
- Analysis of multimodal accessibility and connectivity challenges and opportunities
- Development of multimodal transportation investment recommendations
- Production of conceptual renderings for visualization of proposed improvements
- Evaluation of potential impacts of proposed recommendations
- Establishment of an Implementation Plan for the proposed recommendations



# **Stakeholder Engagement and Input**

Stakeholder input was captured through a public outreach campaign throughout the duration of this study. A Stakeholder Advisory Group (SAG) with strategic partners was formed to convene and provide input at different stages of development of this study. In addition, a survey was created and distributed in Florida City in English, Spanish, and Creole to better understand local travel behavior patterns and preferences for mobility improvement investments.

#### Study Advisory Group (SAG)

Among the stakeholders that joined the SAG, there was representation from the following agencies:

- Miami-Dade Transportation Planning Organization (TPO)
- Florida City Community Redevelopment Agency (CRA)
- Florida City Community Development/Planning and Zoning Departments
- Strategic Planning and Engineering Divisions of the Miami-Dade County Department of Transportation and Public Works (DTPW)
- Miami-Dade Regulatory and Economic Resources (RER)
- District Six Planning and Transit Departments OF THE Florida Department of Transportation (FDOT)

The input received from SAG members was essential to the development of a vision for the area and ultimately the transportation recommendations presented by this mobility plan.

#### **Public Outreach Materials**

To raise awareness among the community about the development of this study, several outreach materials were created and distributed through different channels. Below is a summary of this effort.

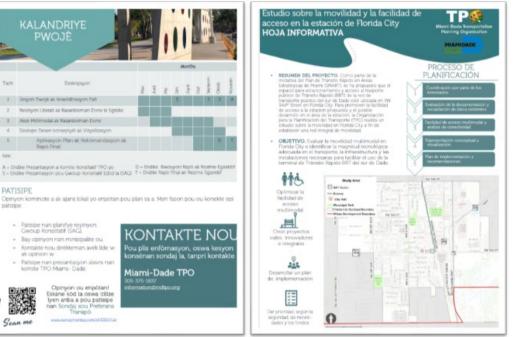




#### **Project Fact Sheets**

Fact Sheets summarizing the purpose of this study and encouraging public input were distributed to SAG members, and consequently to the public through different channels. To further the extent of this effort, the fact sheet were also produced in Spanish and Creole.

#### **Project Fact Sheets**



9



#### **Poster Boards**

Poster Boards in English, Spanish, and Creole were created and displayed throughout multiple bus stops in the study area to promote the outreach effort. The locations where these boards were installed, listed below, were chosen strategically to target local groups and transit users. The posters remained in displayed between July and October 2020.

- SW 268 ST & SW 145 AV
- SW 157 AV & SW 300 ST
- SW 142 AV & SW 268 ST
- SW 152 AV & SW 280 ST
- SW 147 AV & SW 284 ST
- SW 152 AV & SW 288 ST
- SW 288 ST & US 1
- SW 268 ST & SW 125 AV
- SW 268 ST & SW 137 AV
- SW 132 AV & #28600

#### **Online Survey**

A survey instrument was designed to capture existing travel patterns as well as transportation concerns and preferences of the local community. Versions of the Transportation Preferences Survey were made available through the online platform SurveyMonkey in English, Spanish and Creole. The survey remained open between April and November 2020. It should be noted that the survey was administered in the midst of the COVID-19 Pandemic.

#### **Mail-In Surveys**

In addition to the online surveys, paper versions of the surveys were also produced to reach populations with limited web access. The resulting tri-fold surveys were distributed with pre-paid postage to key locations throughout the City as detailed in the table below. A link to the survey was also provided to vendors of the Florida Keys Outlet Mall for electronic distribution.

#### **Mail-In Survey Distribution**

Location	English	Spanish	Creole
Homestead Library	50	50	50
FL City Hall	150	150	150

#### Mail-In Surveys

#### **Survey Results**

This section presents a summary of the responses received for the Transportation Preferences Survey and provides an analysis of the results.



# WHAT RESIDENTS HAD TO SAY...

- "The Homestead area definitely needs more bike paths. Why don't they build a bike path going out to Biscayne national park? It would be a beautiful ride!"
  - "Better and larger bus stops. Sometimes 15 people are waiting at a bus stop."
  - » "Need turn signals on Krome & W Palm. Need right turn only lane at W Palm and US 1 to be enforced. Need bike lanes. Need more transportation options between Florida City and Homestead Area."



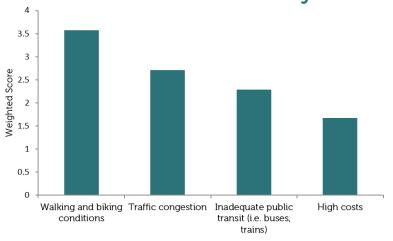
# What is your most common mode of transportation?

99

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

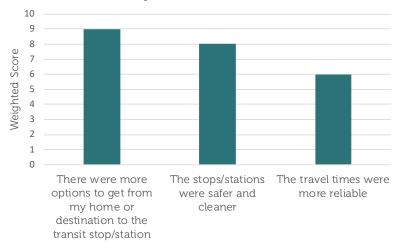
# Where would you walk if you lived in a more walkable community?

- **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?

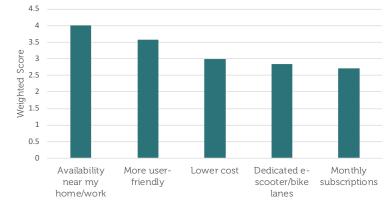
#### I would ride public transit more if ...



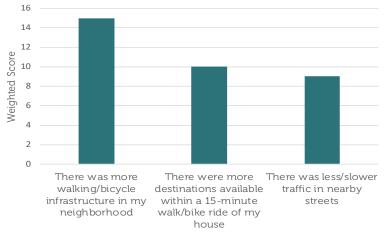
Other choices receiving fewer votes included:

- » 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
- » More people did it
- End-of-trip facilities such as lockers or showers were available at my destination

# 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:

- » 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

# LITERATURE REVIEW

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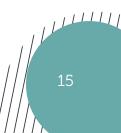


This study benefits from and builds upon the findings and recommendations of extensive transportation and land-use studies and analyses completed as part of the Strategic Miami Area Rapid Transit (SMART) Plan Initiative. Information directly pertaining to Florida City is presented wherever possible. Key findings and recommendations for the larger South Dade Transitway corridor are also documented to form a comprehensive picture of existing conditions within the local and regional network.

In addition, industry-recognized best practices, case studies, and guidance documents for first and last mile mobility as well as Transit-Oriented Development (TOD) were consulted and utilized during the development of a project methodology for this study.

Documentation reviewed as part of this study includes:

- SMART Plan Corridor Inventory South Dade Transitway Corridor
- South Corridor Rapid Transit Project Preliminary Engineering and Environmental Report
- SMART Plan South Dade Transitway Corridor Land Use Scenario & Visioning Planning Study
- SMART Plan South Dade Transitway Corridor Economic Mobility and Accessibility Study
- Miami Dade County DTPW Transit Development Plan Major Update
- Miami-Dade County Shared Mobility Study
- The First/ Last Mile Options with High Trip Generator Employers Study



## Smart Plan Corridor Inventory South Dade Transitway Corridor (2017)

#### **Purpose**

The South Dade Transitway is one of six key rapid transit corridors which together form the Strategic Miami Area Rapid Transit (SMART) Plan. The information presented in this report documents existing socioeconomic, demographic, and land use conditions within half a mile of the South Dade Transitway corridor. It is important to understand how these factors may impact travel behavior along to develop a plan for the transit network. This study also conducts a thorough research on current state, county and local plans within a half-mile of the South Dade Transitway to determine existing needs and deficiencies. Addressing these needs comprehensively can create the proper conditions for transit-oriented development to succeed along the corridor.

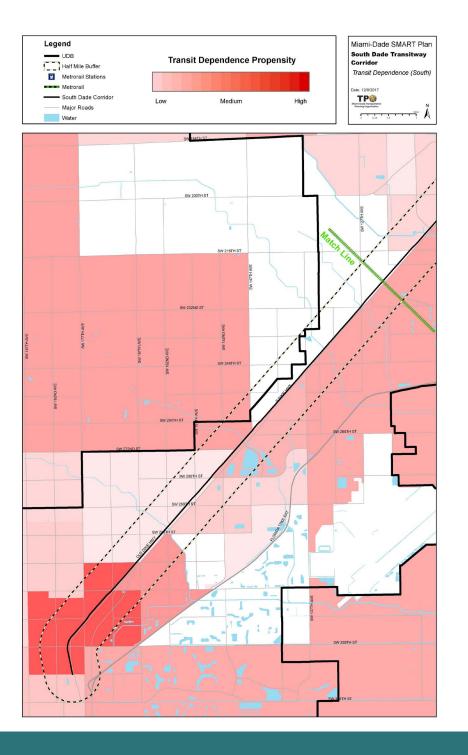
#### **Findings**

**Land Use** – Land uses have a diverse mix of residential and commercial uses in the commercial cores of Florida City, although land use density is low. Due to the low density and low total population of Florida City, no Transit Oriented Development is expected in reaction to actions taken regarding the South Dade Transitway. There is one Traditional Neighborhood Development (TND) District, Naranja Lakes, which straddles the corridor between SW 232 Street and SW 288 Street and is administered by the Naranja Lakes Community Redevelopment Agency (CRA).

**Population and Employment Density** – Unlike existing land use, population density increases as you transition from the northern segment of the corridor to the central and south segments. Although the land is less intensively developed, the residential developments are concentrated in multifamily units and smaller single-family housing parcels.

**Average Household Income** – A pattern can then be seen in the southern one-third of the corridor, where the southeast side of U.S. 1 has a higher density of lower income residents while the northwest side of the corridor is low density but higher average income. Low income housing is predominantly concentrated on the central and southern portions of the corridor.

**Transportation System –** The corridor development pattern has created a north-south commuting patterns, traffic volumes increase steadily from south to north along the corridor. The project corridor south of SW 152nd Street is within a Miami-Dade County hurricane evacuation zone. South of SW 200th Street, the project corridor is also within the Turkey Point Nuclear Power Plant's



ten-mile Emergency Planning Zone. Besides U.S.. 1, there are only three other north-south facilities connecting the southern portion of Miami-Dade County, Krome Avenue (SR 997), the Homestead Extension of the Florida's Turnpike (HEFT) and Old Cutler Road.

Outside of the South Dade Transitway Corridor, there is minimal transit service coverage providing last-mile connections. Route 301 (Dade-Monroe Express) runs from the Transitway Terminus at Florida City to Marathon providing a southern extension of the Transitway.

**Greenways** – The South Dade Rail Trail is a 20.5-mile paved pathway that runs adjacent and parallel on the west side of the South Dade Transitway for its entire length from SW 344th Street in Florida City to Dadeland South Station.

**Transit Dependence Propensity** – Based on four contributing classifications: Low Income Households (under \$25k / year), Zero Car Households, Aged over 65 years, Minority (any ethnicity that is not 'white, non-Hispanic'). Florida City scored high in Transit Dependence Propensity.

Capital Improvements projects in Florida City include the widening and resurfacing of SW 344th Street east of U.S. 1.

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### South Corridor Rapid Transit Project Preliminary Engineering & Environmental Report (2018)

#### **Purpose**

This report provided information for the selection of a Locally Preferred Alternative (LPA) for the South Corridor by the Miami-Dade County TPO. Four build alternatives in addition to the No-Build were selected for evaluation in this PD&E study: Bus Rapid Transit (BRT), Heavy Rail Transit (HRT)/ Metrorail at-grade, Light Rail Transit (LRT), and Connected and Autonomous Vehicles (CAV). The overall target for all four alternatives was to develop transit services that could provide an overall travel time from Homestead/Florida City to Downtown Miami in approximately one hour and to maximize the market area served by the Transitway. In August 2018 the Miami -Dade TPO Governing Board adopted resolution #31-18, selecting BRT as the most feasible mode of transportation for this corridor.

#### **Recommendations**

The recommended alternative is the BRT Service alternative. This alternative is composed of four independent BRT lines along the corridor: BRT Express North from Dadeland South Metrorail station to SW 168th Street, BRT Xpress North from Dadeland South Metrorail station to SW 344 St, BRT Limited from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid from Dadeland South Metrorail station to SW 344 St and BRT Xpress Mid

ROW. Instead, the BRT vehicles will enter into the PnR facility, which will be improved to provide level boarding for passengers. Additional enhancements at this terminal facility include restrooms, a waiting room and a small retail facility.

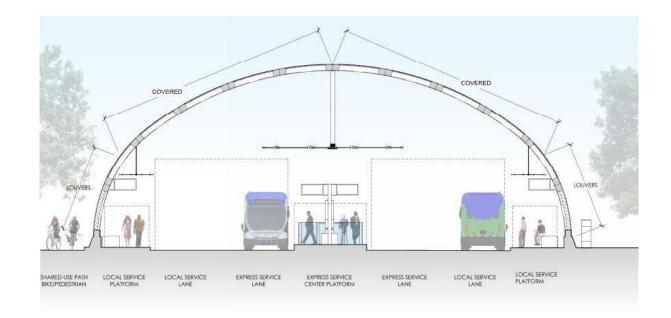
Design geometrics of the BRT alignment and stations were developed with the capability to accommodate a future HRT system. The stations are important civic spaces that add positively to the urban landscape, and their function will be to increase ridership. These iconic stations can also provide excellent opportunities for Transit Oriented Development (TOD) to develop along the corridor. All of the stations would have the key elements of a premium transit service including:

- Weather protection
- Passenger protection, safety and security elements
- Video surveillance
- Level Boarding for HRT and Near-level boarding for BRT
- Off-Board fare collection/Ticket Vending Machines
- Fare control/turnstiles
- Next vehicle arrival displays and technology
- Emergency call stations
- Passenger seating

- Information kiosks
- Space for Art in Public Spaces
- Accommodation for a shared use path for pedestrians and bicyclists

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- LED lightning
- Wi-Fi Connection
- Advertising opportunities
- Ornamental shade trees



# South Dade Transitway Corridor Land Use Scenario and Visioning Planning (2019)

#### **Purpose**

The Land Use Scenario & Visioning Plan for the South Dade Transitway Corridor provides the technical basis for the development of transit supportive land uses along the corridor. The corridor will serve to facilitate the movement of passengers to and from South Miami-Dade to the urban core of Downtown Miami and, also within the Corridor.

#### **Findings**

This study included a series of Charrettes with the community, a Study Advisory Committee (SAC), a thorough review of the Comprehensive Plans of the corridor municipalities and Miami-Dade County, and modeling for population and employment estimates. Some of the findings are listed below.

- This Station Area is the Terminus of the South Dade Transitway at SW 344 Street in Florida City. The majority of the area east of the Busway is designated either commercial and industrial use.
- Stations were classified as either Neighborhood Center and Town Center as discussed with the public during the charrette process. The station at 344th Street was classified as a Town Center.
- The top three goals identified for this station were:
  - » Create New Jobs
  - » Enhance Transit Service
  - » Protect Farms
- The land where the Busway terminal is located today is designated a combination of Commercial and Low-Medium Density Residential future land use categories. Both designations are designed to provide for low intensity development, and do not encourage compact, vertically or horizontally integrated mixed-use development.
- The area designated industrial includes several produce packing houses including the important Florida City State Farmers Market.
- Consistency in the City of Florida City Comprehensive Development Master Plan between the Future Land Use Map and the Zoning map is weak relative to the goals and policies of encouraging a more urban and intense mix of uses in the downtown area.
- The maximum residential density in any base zoning district is 15 dwelling units (du)/net acre; the maximum possible residential density that can be granted by the City Commission in planned mixed use districts 35 du/acre.

# • There is a lack of connectivity between the east and west portions of the Station Area. The only east/west connectivity is via SW 344 Street/ Palm Drive which is only one of two connections within the 10-minute walk radius.

• Average weekday boardings for the preferred vision scenario at SW 344th Street was estimated at 923 passengers.

Recommended Moderate Investment Potential Future Uses:

- Restaurants
- Single Family Homes
- Government Center
- Shopping Center
- Industrial/Warehouse
- Offices
- Apartments
- Retail

Based on current Densities and Intensities under Land Use designations for the Station Area:

- » Total Potential Population = 3,243
- » Total Potential Employment = 12,294

The Commercial and Industrial designations provide an overabundance of capacity, which fully developed, would allow employment that greatly exceeds the Preferred Employment Vision.

However, changes are needed to Land Uses since population Preferred Vision goal is not met. The lower residential densities do not provide the capacity necessary for transit supportive residential uses and should be reexamined by the City.

The City of Florida City should consider increasing densities for transit supportive residential or mixed use near the busway in order to provide for a more balanced mix of uses and additional housing opportunities.

Station Area Profile



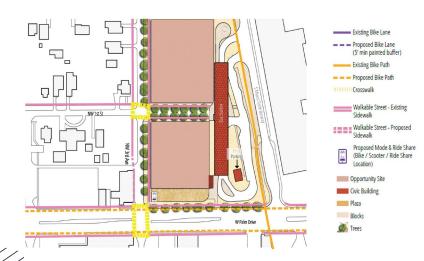
## SMART Plan South Dade Transitway Corridor Economic Mobility and Accessibility (2019)

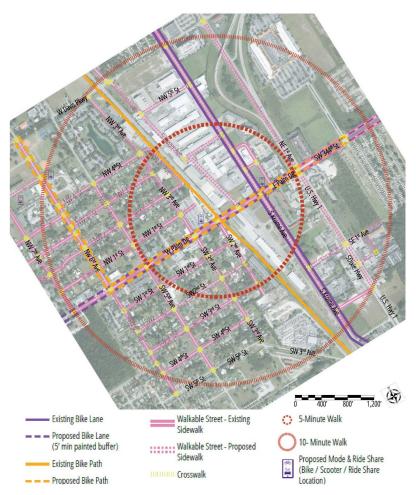
#### Purpose

This study recommended accessibility improvements in the South Dade Transitway corridor and estimate the economic impact of the land use recommendations from the Land Use Scenario & Visioning Planning Study. All the population and employment increases, recommended accessibility improvements, and estimated economic benefits discussed in this study are within the half mile radius circles surrounding the fifteen stations recommended in the Rapid Transit Project.

#### **Findings**

The southern portion of Miami-Dade County has the fastest population growth in the County and is projected to experience a 50 percent increase in population and 65 percent increase in employment by 2040.





The station area diagram maps show how the area within a 5- and 10-minute walking radius around the identified Transitway station could develop to improve the walkability, bikeability, and general appeal of the location.

# Miami-Dade Transit Development Plan Major Update (2019)

#### Purpose

Presents both funded and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon.

#### Findings & Recommendations

This corridor stretches approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway to the SW 344th Street Parkand-Ride/Transit Terminal Facility. BRT is scheduled to begin operation by 2022.

Committed Bus Service Adjustments include Route 34 – Add trip northbound from 344 St P&R at 6:40a to address overcrowding.

Bus Express Rapid Transit (BERT) Network:

• South Miami-Dade Express – Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm.

2029 and Beyond Projects Transit Vision Plan:

- US-1 bus only grade separations at all intersections including and south of 98 St with at-grade stations
- SW 344 Street South (Tomato Plant) Acquire 17 acres of land located south of SW 344th Street and west of Krome Avenue, adjacent to the existing SW 344 Street Park-and-Ride at the southern end of the Transitway for a TOD project.
- Enhance all off-street bus stops (i.e.., malls, parks, libraries, hospitals, etc..) to include new shelters and passenger amenities
- Improve Pedestrian and Bicycle connections to the Transitway stations



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## First Mile - Last Mile Options with High Trip Generator Employers (2015-2017)

#### **Purpose**

To introduce the concepts of First / Last Mile (FLM) mobility and provide practical, implementable strategies for deployment in the developed and planned corridors for the SMART Plan high-capacity transit investments.

#### **Findings**

The largest growth of FLM options is through the rapid expansion of networked car sharing (such as Uber, Lyft, Via), pod-based car sharing located at transit stations, and privately-owned and operated bicycle sharing in docked or dockless models with significant bike availability at transit stations.



#### First Last Mile Tool Kit Strategies

#### Pedestrian

- Transit Access Pedestrian Survey (Short Term)
- Transit Access Pedestrian Audit (Short Term)
- Adequate Sidewalks (Short Term)
- Enhanced Crosswalks (Short Term)
- Diagonal Crossings (Short Term)
- Midblock Crosswalks (Short and Midterm)
- Signal Operations (Short Term)
- Pedestrian Lighting (Midterm)
- Pedestrian Path Network (Short Term)
- Barrier Bridges (Short Term)
- Pedestrian Amenities (Midterm)
- Way Finding (Midterm)

#### **Bike Board & Skate**

- Transit Access Bike & Skate Survey (Short Term)
- Bike & Skate Transit Access Audit (Short Term)
- Bike, Board & Skate Continuous Path (Short Term)
- Vehicular Travel Lane Width (Midterm)
- Bicycle & Rolling Lanes (Short Term)
- Shared ROW & Bicycle Boulevards (Short Term)
- Signal Operations (Short Term)
- Barrier Overpasses & Underpasses (Short Term)
- Carriage on Transit Vehicles Bikes (Short Term)
- Transit Station Bicycle Storage (Midterm)
- Transit Station Bicycle Sharing (Midterm)
- Transit Station Bicycle Station (Midterm)
- Station Area Short-Term Bicycle Parking (Midterm)

• Board & Skate Access (Short Term)

#### Vehicular

- Person Trip Capacity Methodology (Short Term)
- Transit Station Pick-Up & Drop Off (Long Term)
- Station Area Pick-Up & Drop-Off (Midterm)
- Station Cars Midterm/On-going V5. Plug-In Electric Station Cars (Midterm)
- NEV Station Cars (Midterm)
- Car Share Parking Policies and Fees (Short Term)
- NEV Prioritization (Midterm)
- AV Infrastructure (Long Term)
- Transit Station Parking (Midterm)

#### Transit

- Transit Signal Priority (Short Term)
- Queue Jumps and Bottleneck By-Passes (Midterm)
- Exclusive Bus Lanes (Midterm)
- Level-Boarding Transit Area Bus Stops (Midterm)
- Level-Boarding Transit Station Bus Stop (Midterm)
- Micro Transit (Short Term)
- Advanced Group Rapid Transit (Long Term)
- Aerial Cable Transit (ACT) (Long Term)

#### **Transit Oriented Development**

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• Land Use Planning (Short Term)

## Miami-Dade County Shared Mobility Study (2019)

#### **Purpose**

This Study summarizes the opportunity for emerging modes, such as microtransit, micromobility, ridesourcing (transportation network companies (TNCs)), carpooling, carsharing, and the evolution of autonomous, connected, and electric vehicles.

#### Findings & Recommendations

The Shared Mobility Benefits Calculator explores the benefits of transit, car share, bike share, and rideshare. By selecting a target vehicle reduction percentage and a proposed mix of shared modes, one can identify potential decreases in VMT, GHG, emissions, and savings on personal vehicle transportation costs. The table below presents the total current vehicles, potential vehicle reduction, and additional units needed per mode as calculated by the SUMC model for the City of Miami. In addition, these results were applied to the SMART corridors based on the ratio of total vehicles as compared to Miami. The results show that transit commuters and rideshare/carpool must increase by the greatest number, followed by car share and bike share respectively.

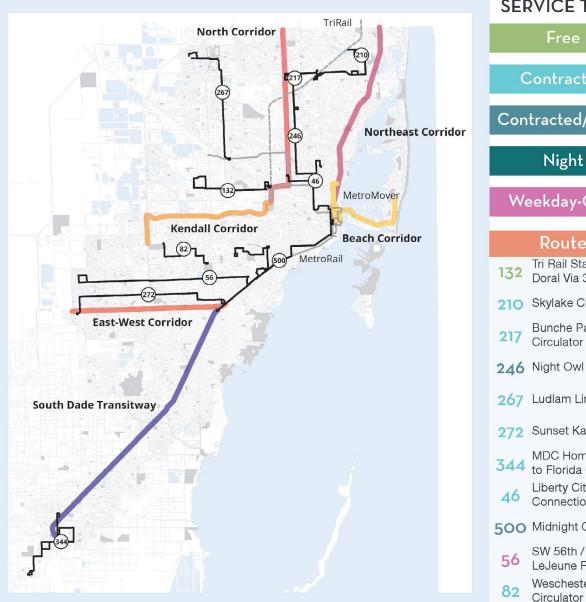
Potential increases in shared mode fleets to accommodate reduction in personal vehicles in South Dade Corridor

Current	32% Reduction	Additional units needed per mode to reach reduction		luction	
Total Vehicles	Total Vehicles Reduced	Transit Commuters	Car Share Vehicles	Shared Bikes	Ridesharers/ Carpoolers
42,086	13,523	3,782	957	699	1,853

The study calculated a potential reduction in personal vehicle transportation costs arising from a 32% reduction of vehicle fleet within the City of Miami of approximately \$248,866,900.

A productivity analysis of DTPW's non-express bus routes shows that for 14 of the fixed routes, it would be more cost effective to provide service via TNCs. This analysis is a starting point for identifying candidate routes for consideration of potential partnerships with shared mobility services to provide service during low-ridership periods at a reduced cost. Fixed transit routes with highest potential for cost savings via shift to rideshare or Microtransit are presented in the map below.

#### FIXED TRANSIT ROUTES WITH HIGHEST POTENTIAL FOR COST SAVINGS VIA SHIFT TO RIDESHARE OR MICROTRANSIT





# CHALLENGES AND OPPORTUNITIES



### **Accessibility and Connectivity**

This study aims to provide recommendations to facilitate and enhance the introduction of rapid transit in Florida City. The recommendations provided in **Chapter 4** were formulated in response to the accessibility and connectivity challenges and opportunities found throughout the development of this study. As thus, this chapter provides an overview of the study area from an accessibility and connectivity perspective based on thorough geospatial analysis of the urban form and existing networks in Florida City. Furthermore, challenges and opportunities are outlined in accordance with the development scale appropriate for this type of Mobility Hub.

The analysis was based upon the collection of available data and field observations of mobility options and multimodal infrastructure.

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#### Mobility Hub Typology

The planning and design of a mobility hub responds to the existing local conditions, including demographics, travel patterns, and urban form patterns. Often, as rapid transit becomes more embedded in a community and Transit-Oriented Development (TOD) strategies take root, the significance of a hubs within the regional network increases. In other cases, as an area increases in population and ridership, the mode of transit needed to serve that community may evolve, prompting changes to the station area. The Florida Department of Transportation (FDOT) has issued extensive guidance on transit-supportive planning to support significant investments in multimodal systems in Florida. The Florida TOD Guidebook (2012), in specific, defines Mobility Hub Place Types based on Activity, Accessibility, and Community Context. Three three station typologies are identified: Regional, Community, and Neighborhood Centers. Each mobility hub type has associated development targets appropriate for the development scale proposed at the hub.

#### **Development Goals**

Extensive outreach to the community was carried out throughout the development of this plan, as well as in previous studies, to understand the development goals of Florida City. In public charettes conducted as part of the Land Use Visioning Study, community members identified Community Center as the desired typology for the Florida City BRT Station Hub. Members of the SAG also expressed support for the Community Center Hub Typology.

As such, the Florida City BRT Station Hub is envisioned to be developed as a local center for economic and community activity. Supportive strategies to achieve this development goal include:

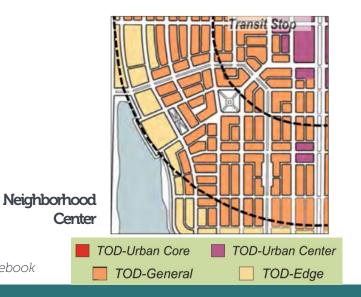
- Placing more intense and dense developments within walking distance of the transit station
- Encourage moderate block sizes, lot coverage, and development intensities and densities near transit station
- Locate structured parking close to the transit station
- Promote a balanced mix of uses between residential and employment within walking distance of the transit station



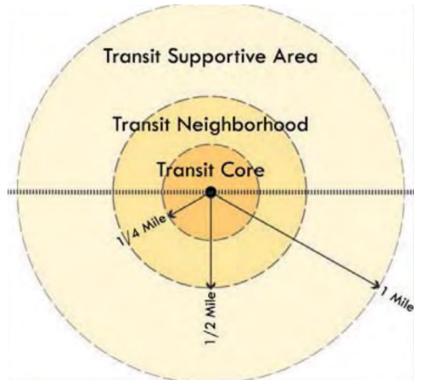


Community Center

Source: FDOT TOD Guidebook



Florida City Hub Mobility & Access Study | Challenges and Opportunities



Source: FDOT TOD Guidebook

### **Transit Area Definition**

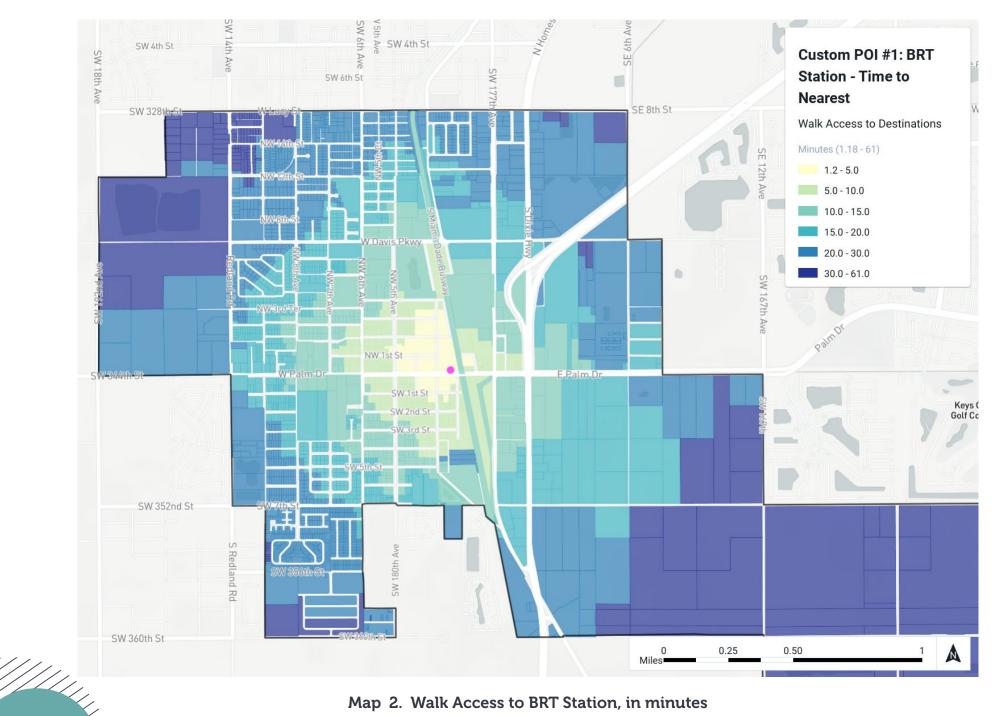
Transportation investment strategies and policies recommended by this study were partly determined by the level of proximity to the Florida City BRT Station from different areas within the city. Three levels of proximity are typically recognized as shown in the graphic to the left: Transit Core, Transit Neighborhood, and Transit Supportive Area.

#### Walk Accessibility

A walking accessibility geospatial analysis was conducted to define three levels of proximity to the station area according to walking distance. The analysis, which is presented in **Map 2**, allows rapid assessment of the proximity of each parcel in the City to the proposed Florida City BRT Station. The proximity calculation is based on a road and walk path network and is reported in minutes.

Promoting walking trips to and from stations and other uses within station areas can be fundamental to the success of the transit station.

- The **Transit Core Area** is defined by the 5 and 10 minute walk from the BRT Station.
- The **Transit Neighborhood** is within a maximum 20-minute walk from the BRT Station.
- Areas beyond the 20-minute walk and within 2 miles of the station are considered part of the Transit Supportive Area.





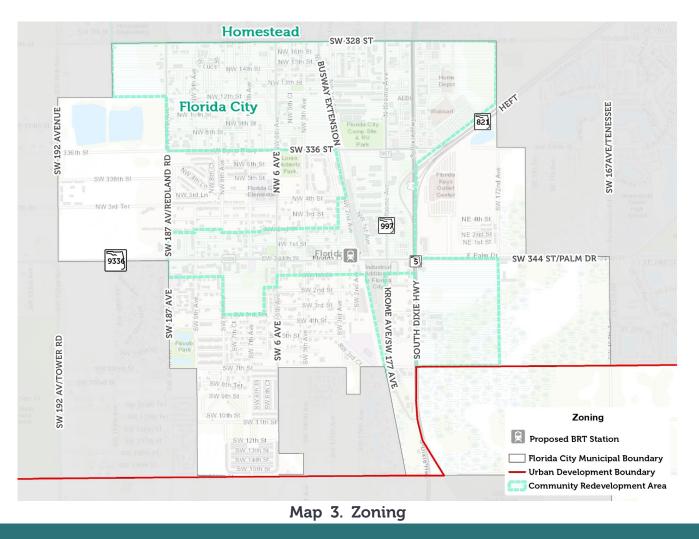
# Land Use and Zoning

### Zoning

A defining zoning characteristic of the study area is the proximity to the Urban Development Boundary (UDB), which encroaches into the Municipal Boundary, as seen on **Map 3**.

#### **Community Redevelopment Area (CRA)**

The Florida City's Community Redevelopment Agency (CRA) was created in 1995 and expanded in 2009 (**Map 3**). During the period from 2003 through 2017, the City's CRA expended nearly \$2,000,000 in increment revenue to create public infrastructure on US 1, Krome Avenue, East Lucy Street, and Palm Drive, as a direct incentive to businesses to locate there.



#### Land Use

The Future Land Use Map of Florida City is seen in **Map 4**. The station area is characterized by a separation of residential uses west of the Busway and nonresidential uses to the east. Palm Drive/SW 344th Street is a key commercial corridor in the City. No land is currently designated as Town Centre Mixed-Use, despite being a designation incorporated in the City's Comprehensive Plan. The *South Dade Transitway Land Use Inventory Study* analyzed the future land use designations in Florida City and determined significant changes are needed for the station area to reach the preferred vision scenario.

A summary of the Future Land Use designations in the Florida City CRA is shown in **Table 1**. For reference, FDOT Mix-of-Use Targets for Community Center Hubs are shown in **Table 2**.

Land Use Category	Total Acreage	Total (%)
Low Density Residential0-6 DU/AC	93.84	13%
Low Medium Density Residential 0-10 DU/AC	103.55	15%
Medium Density Residential 0-15 DU/AC	56.53	8%
Medium-High Density Residential 0-20 DU/AC	3.52	1%
Community Mixed Use	14.66	2%
Commercial	287.35	41%
Parks and Recreation	12.85	2%
Industrial	101.50	14%
Institutional and Public Facilities	5.37	1%
Conservation	24.36	3%
	703.53	100%

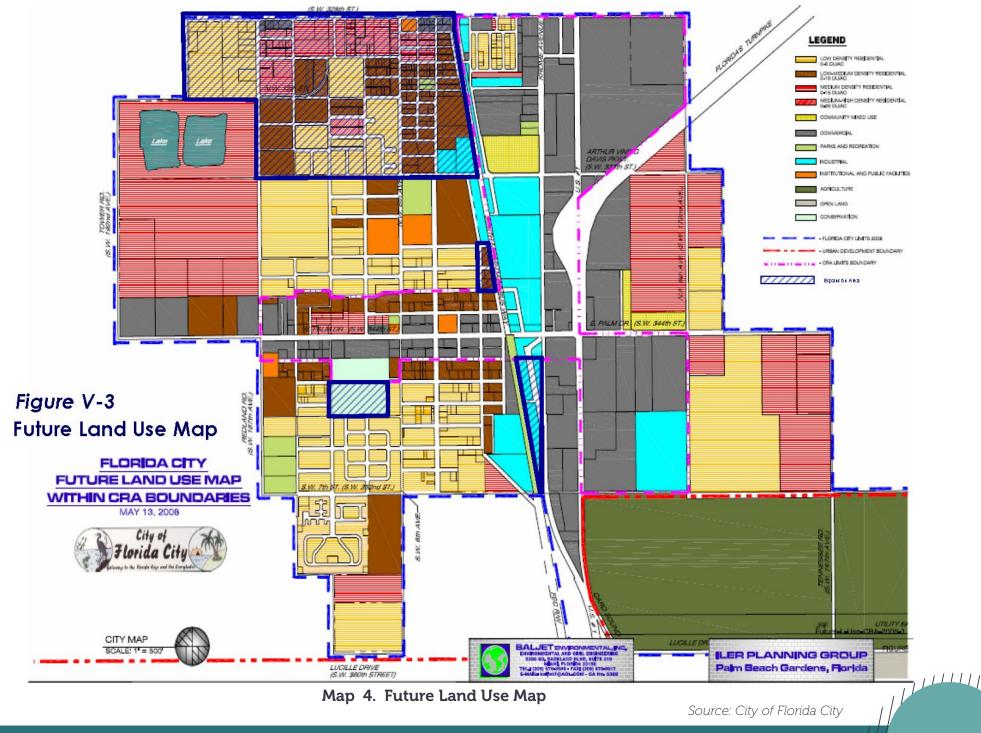
#### Table 1. CRA Future Land Use

Mix of Use Targets for TOD Station Areas (at build-out)					
TOD Place Type	Residential Percentage	Nonresidential Percentage			
Regional Center	35%	65%			
Community Center	45%	55%			
Neighborhood Center	75%	25%			

#### Table 2. Mix-of-Use Targets

Source: FDOT TOD Guidebook

Source: SMART Plan Inventory South Dade



<sup>3&</sup>lt;u>5</u>



Map 5. Population Density

Map 6. Employment Density

#### Density

The area directly adjacent to the transit station is characterized by low density single-family residential neighborhood to the west and industrial warehouses to the east. Overall, the 2010 Census reported low levels of both residential and employment density in Florida City as seen in **Maps 5 and 6**. The highest concentration of employment is directly north of the station area at 8-20 jobs per acre. Population is more heavily concentrated west of the busway although not directly adjacent to the station. New and ongoing construction of multi-family housing units was evident during the field review, particularly south of Palm Drive.

The Land Use Visioning Study found that throughout the city, the maximum residential density in any base zoning district is 15 net dwelling units per acre (du/net per acre). In addition, the maximum allowed residential density in planned mixed use districts permitted by the city is 35 du/acre; noting that no land is currently designated as Town Centre Mixed-Use in the Future Land Use Map.

As population growth throughout Miami-Dade continues to increase, there is an opportunity for Florida City to plan its growth sustainably by adopting transit-oriented development policies. As noted in the South Dade Transitway Land Use Inventory study, significant action is needed for Florida City to reach the population and employment totals of the preferred scenario vision.

Target densities and intensities recommended by FDOT for Community Centers are shown in Tables 3 and 4.

#### Table 3. Density Targets for Transit Core Area by Mode

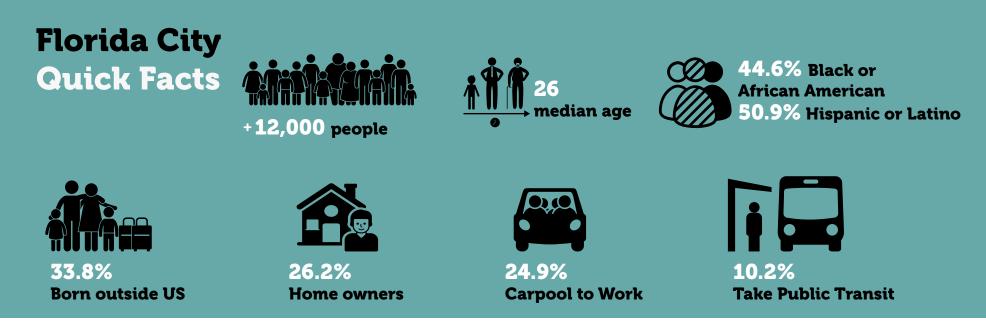
Minimum Net Density Standards for Transit Core of Station Area			
TOD Place Type	Heavy Rail	Commuter/Light Rail	BRT/Bus
Regional Center	85 du/ac	55 du/ac	30 du/ac
Community Center	60 du/ac	40 du/ac	20 du/ac
Neighborhood Center	15 du/ac	12 du/ac	10 du/ac

Source: FDOT TOD Guidebook

Average Minimum Density Standards for Transit Neighborhoods [and Transit Supportive Areas]			
TOD Place Type	Heavy Rail	Commuter/Light Rail	BRT/Bus
Regional Center	25 du/ac	15 du/ac	10 du/ac
Community Center	20 du/ac	12 du/ac	7 du/ac
Neighborhood Center	10 du/ac	8 du/ac	6 du/ac

### Table 4. Density Targets for Transit Neighborhood by Mode



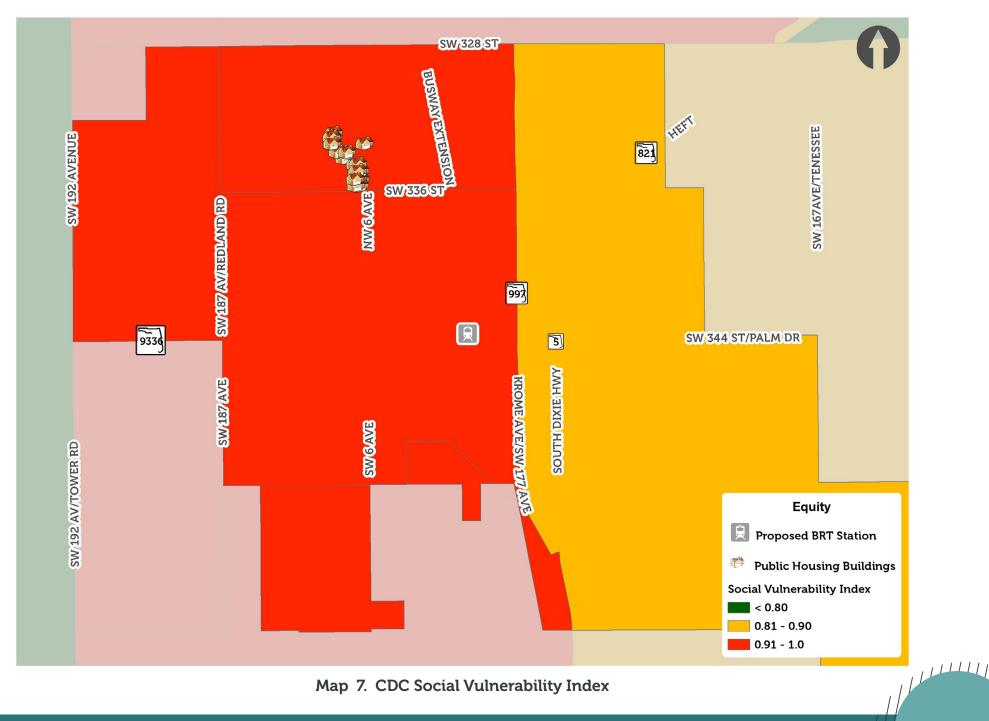


# **Demographic Profile**

In 2018, American Community Survey (ACS) estimated a population in Florida City surpassing 12,000 residents. The city is a historically minority-majority community, with 50.9% of the residents identifying as Hispanic or Latino and another 44.6% as Black or African American Alone. Roughly 4,100 residents - approximately 33.8% of the population - were born outside of the United States. Commonly spoken languages include English, Spanish, and Creole. The city also has a predominantly young population, at 26.4 years the median age is considerably lower than the countywide median age of 40.1 years. In 2017, it was reported that only 26.2% of the housing units were occupied by their owner, a number notably low when compared to the national home ownership average of 63.9%. As seen on **Map 7**, there is a concentration of Public Housing Buildings in the northwest quadrant of the city, although none directly adjacent to the proposed station.

# **Place and Health**

The Centers for Disease Control and Prevention (CDC) maintains a Social Vulnerability Index (SVI) which ranks each census tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing. This index, which identifies communities that may be most impacted by hazardous events such as disease outbreaks, identifies the core of the residential neighborhoods in Florida City as highly vulnerable (**Map 7**).



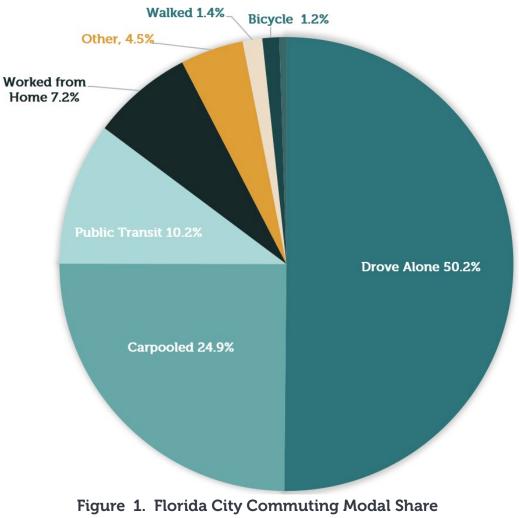
# **Multimodal Network**

#### **Commuter Transportation**

The most common method of travel for workers in Florida City is driving solo (50.2%), followed by those who carpool (24.9%) and those who use public transit (10.2%) according to ACS 5-year estimates (**Figure 1**) Countywide averages throughout Miami-Dade are shown below for reference:

- Miami-Dade County Drove Alone 76.5%
- Miami-Dade County Carpooled 8.7%
- Miami-Dade County Public Transit 4.5%
- Miami-Dade County Bike 0.58%
- Miami-Dade County Walked 1.93%

The significant higher levels of transit and shared mobility travel in Florida City as compared to the countywide averages, indicate higher levels of transit-dependency and a readiness by the community to embrace multimodal and transit investment programs.



Source: ACS 5-year estimates

# **Transit Network**

#### **Transit Routes**

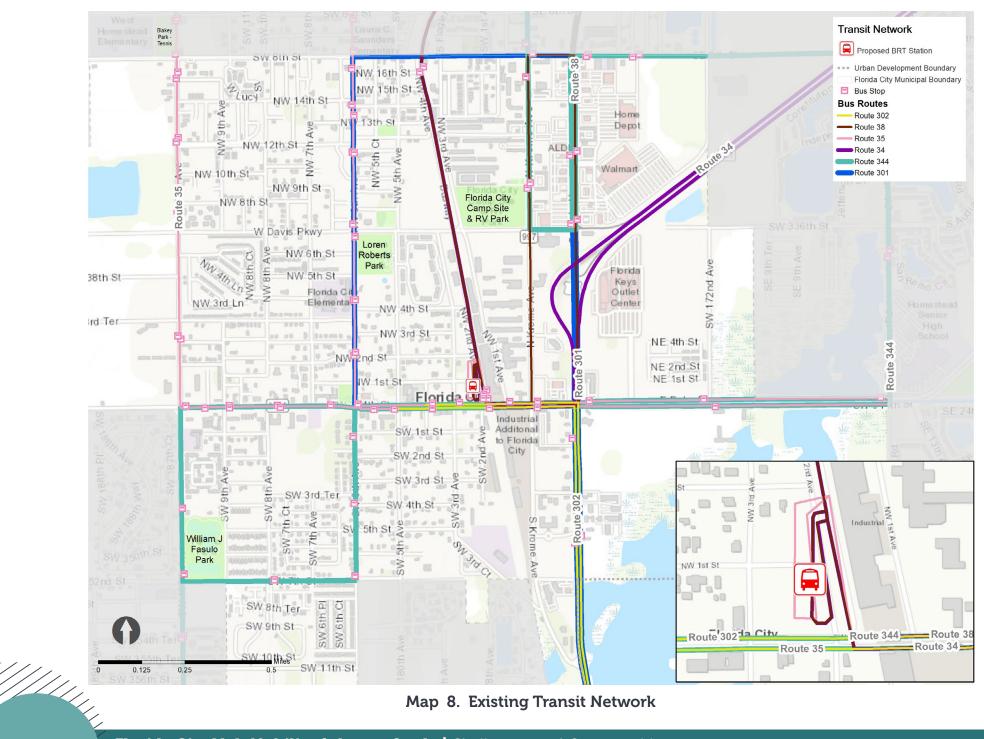
The existing transit routes in Florida City are shown in **Map 8**. Characteristics of the network include:

- Local riders rely primarily on Route 34 along the Florida Turnpike and Route 38 along the Busway to access regional destinations as well as places of employment
- Many local riders depend on southbound transit trips into Monroe County for employment
- DPTW confirmed during the SAG Meetings that Route 38 has strong weekend ridership
- Palm Drive/SW 344th Street and 6th Avenue are also key transit corridors in the city, providing connectivity to the Florida Keys Outlet Mall and downtown Homestead
- The most requested service feature in the city is to improve frequency of local bus routes
- A trolley service operates within close proximity in Homestead
- There is no current or planned municipal circulator proposed for Florida City in the latest major update of the Transit Development Plan (TDP)

### **Transit Stop Areas**

Weather-protective shelters and benches are provided at multiple locations throughout the city. However, accessibility issues were observed in field reviews, including non-ADA compliant facilities, path obstructions, and lack of connections to the nearest sidewalk. DTPW operations confirmed that few people currently bike as a first and last mile option around the community given a lack of connective facilities.





Map 8. Existing Transit Network



Map 9. Sample Weekday Ridership

Map 10. Sample Weekends Ridership

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### Ridership

An analysis of boardings and alighting was conducted using sample data for a three months period (March-June) in 2018 for the average weekday and weekend. **Maps 9 and 10** identify areas with higher ridership using the sample data. The highest concentration of boardings and alightings both during the week and on weekends is seen along Palm Drive/SW 344th Street. Davis Parkway provides connection between two other intersections with high ridership activity NW 6th Avenue and US-1.

Notably, the sample data precedes any changes in ridership onset by the COVID-19 pandemic. In August 2020 Metrobus ridership dropped by 41% throughout Miami-Dade County as compared to the previous year. It will take time and data to fully assess the direct impact of the pandemic on the transit-dependent populations of Florida City.

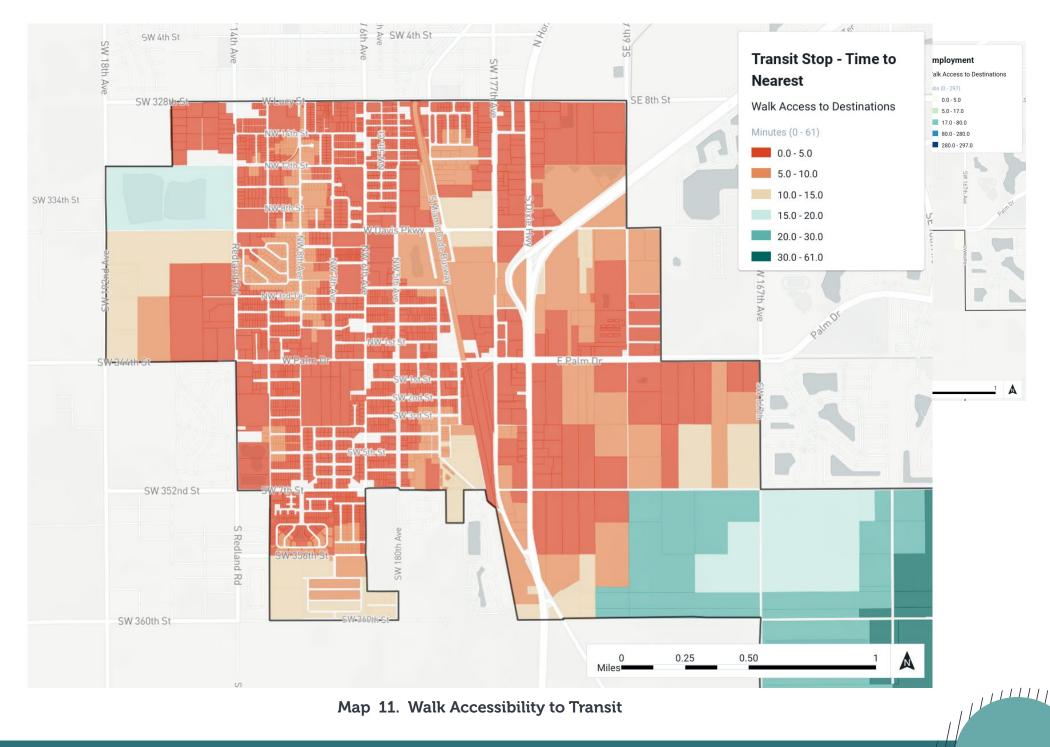


### **Transit Accessibility**

An analysis of walking accessibility for all transit stops was conducted, as shown in **Map 11**. Nearly every parcel within the UDB is within a 15-minute walk of a transit stop. The city's compact urban form allows for relatively short walking and biking distances facilitating the effectiveness of transit services.

Nonetheless, there are multiple reasons including cost, quality and hours of service, frequency, destination accessibility, and inadequate or insufficient first and last mile infrastructure that could make transit a non-viable alternative for Florida City residents.

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#### Accessibility at Proposed BRT Station

Currently, there is a Park-and-Ride surface lot in operation at the Palm Drive/SW 344th Street Busway station with capacity for 448 vehicles.

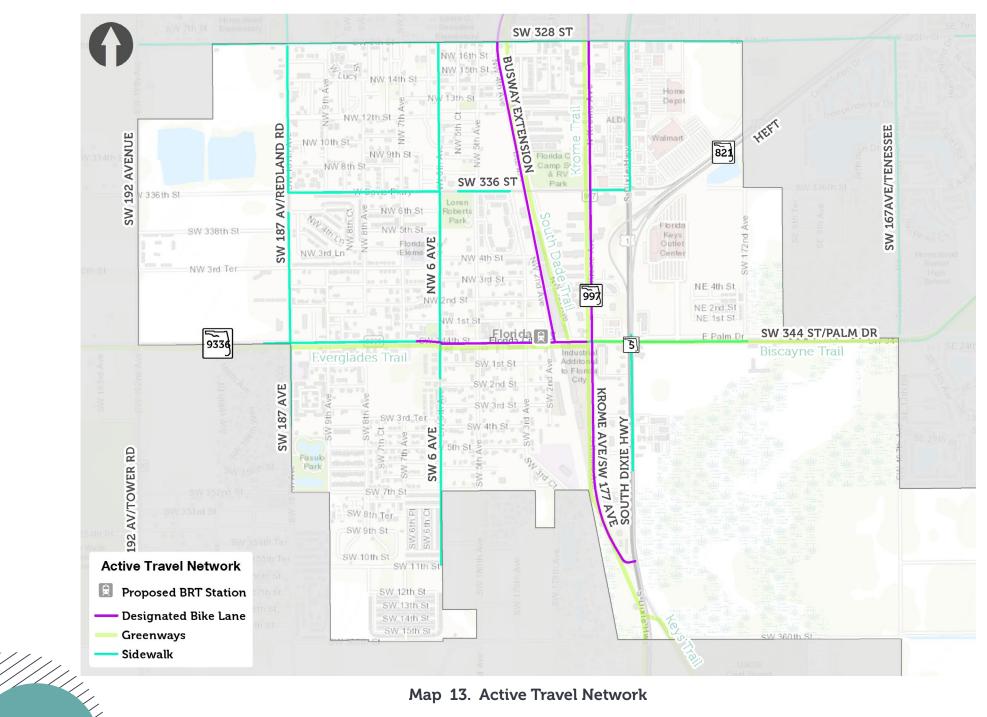
Bicycle racks are provided throughout the area but there are no nearby secured, weatherprotective storage facilities.

Pedestrian access to the station and Park-and-Ride lot is provided on Palm Drive/SW 344th Street at a mid-block location between the Busway and 3rd Avenue. There is no mid-block crossing at this location. The nearest crossing is approximately 180 feet east at the South Dade Trail.

Desire lines observed during field reviews at the southwest corner of the Park-and-Ride lot (Palm Drive/SW 344th Street and NW 3rd Avenue) indicate a preference by locals for that location as an access point to the station. This intersection of Palm Drive is unsignalized with no marked crosswalks or bicycle crossings.







#### Map 13. Active Travel Network





### **Active Travel Network**

#### Sidewalk Gaps Analysis

Data for existing sidewalk and bicycle infrastructure along major roadways was made available by the county and is presented in **Map 13**. To supplement to this analysis, a geospatial sidewalk inventory was conducted in the Transit Neighborhood. Gaps on the sidewalk network were identified and presented as sidewalk recommendations in **Chapter 4**.

49



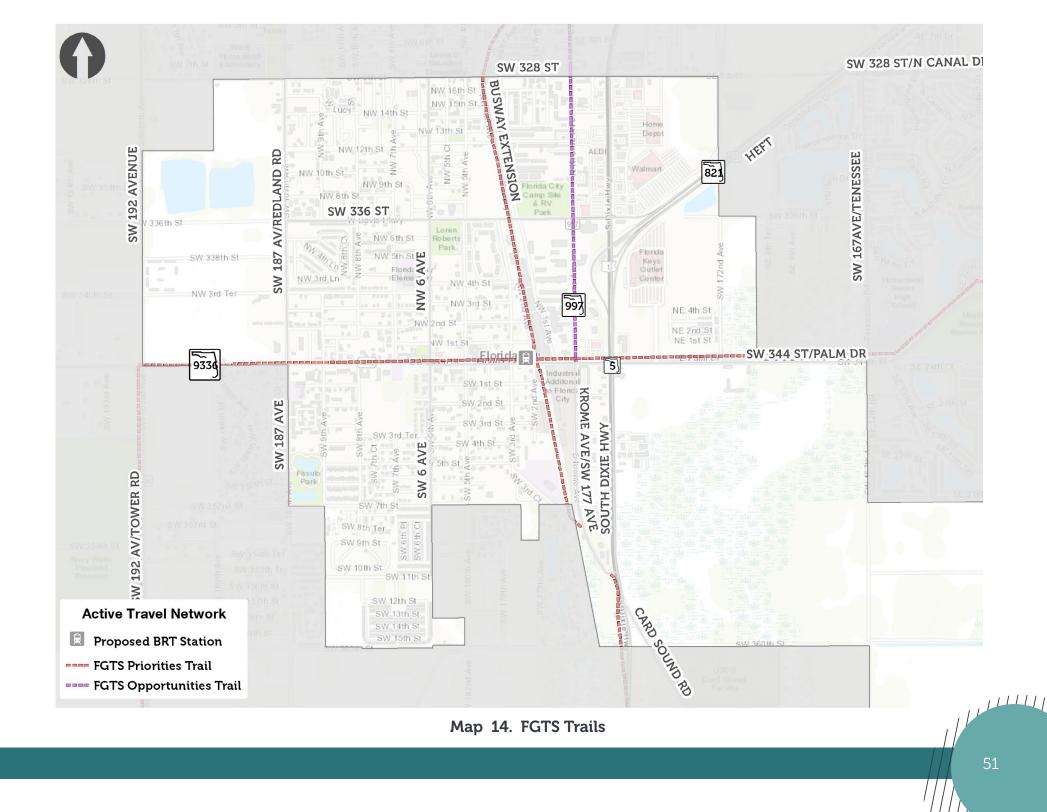
South Dade Trail approaching BRT Station/Park-and-Ride Lot, facing north

Desire path created by locals at South Dade Trail and NW 2nd Street

#### **Existing and Planned Trails**

The South Dade Trail provides direct north-south pedestrian and bicycle connectivity to the station (**Map 14**). However, poor trail conditions were reported by multiple stakeholders through the public outreach campaign. Cracks on the pavement, little protection from the elements, no nighttime illumination, and no separation from the travel lanes of the Busway were observed during the field reviews. A fence currently separates the South Dade Trail from adjacent neighborhoods, however locals have created openings at NW 2nd Street for easier access.

Another planned trail of the Florida Greenways Trail System (FGTS) Plan within the study area is the Everglades-Biscayne Trail (**Map 14**). Right-of-Way constrains exists along portions of Palm Drive/SW 344th Street, which should be examined in detailed should this project advance to a design stage.





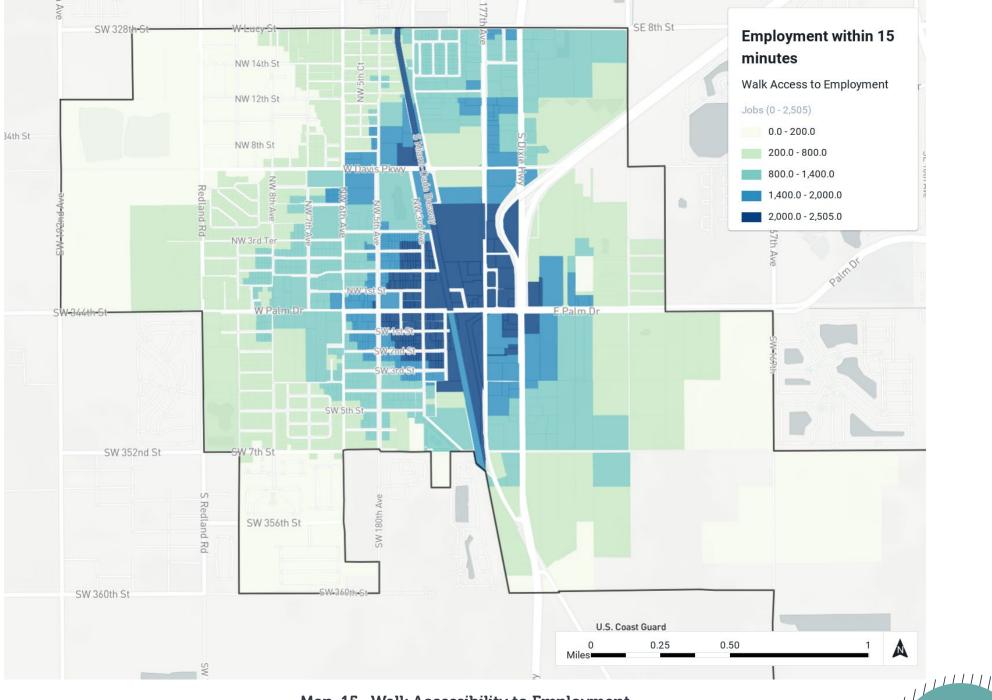


### Access to Opportunity

The ability to access the station offers an immense value to disadvantaged communities. **Map 15** shows the number of jobs available within a 15-min walk of any given parcel in the city. The map, which mirrors **Map 2**, indicates that proximity to the station correlates with increased access to a wider array of job opportunities.

Although presently there is no infrastructure for nonmotorized vehicles to access the **Florida Keys Outlet Mall**, another local center of employment on Palm Drive/SW 344th Street, it was communicated by SAG members that the City is in the process of improving access to the mall through a project that will add sidewalks and bike lanes.

The City also noted that it is currently in the process of selling the **Florida City Camp Site and RV Park** property on W. Davis Parkway/SW 336th Street and S. Flagler Avenue to convert it into a residential development, to respond to a need for affordable housing. Enhanced connectivity to South Dade Trail and Busway Station was requested.



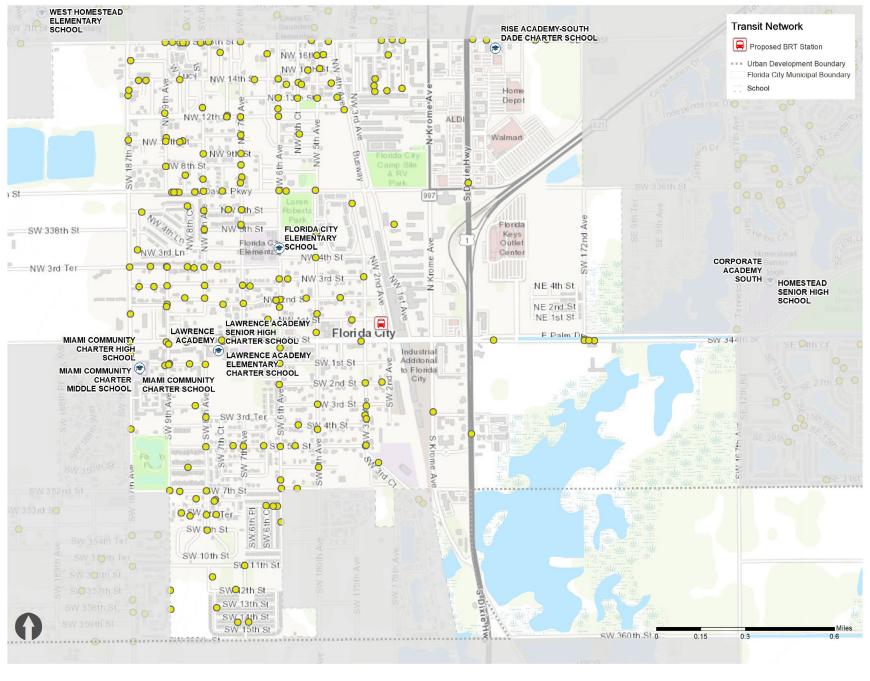


#### **Travel to School**

Public Schools and School Bus Stops are shown in **Map 16**. It was also noted during the SAG meetings that students often commute north to other cities to attend charter and private schools, including Somerset Academy. The city's nearest public high school, Homestead Senior High, is located just outside the city's western municipal boundary on Palm Drive/SW 344th Street and SW 167th Avenue.



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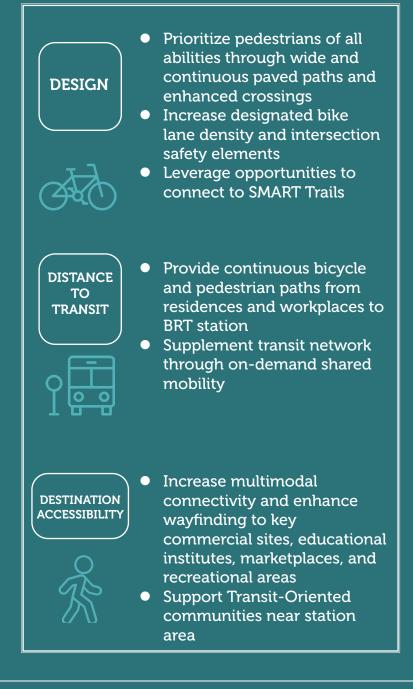
Map 16. Travel to School

# **Build Environment Evaluation**

Based on the accessibility and connectivity analysis of existing conditions, this study identifies a set of guiding principles and strategies that would best position the city to benefit from the introduction of rapid transit.

The vision presented in **Chapter 5** of this plan addresses major urban challenges to mobility, access to opportunity, health, and equity in Florida City. As such, several of the objectives encompassed aim to create socially inclusive spaces and services that serve as a driver of employment and connectivity.

These strategies were formulated in response to the key issues and areas of concern identified through the assessment of the Built Environment presented in this chapter.



**Guiding Principles** 

The recommendations proposed by this study are aimed at improving mobility and connectivity for all identified stakeholders and affected groups. **Table 5** details the potential impacts that proposed strategies could assert upon different stakeholder groups of the Florida City community. While consideration was given to the needs from all groups, there was a prioritization of certain groups, such as public transit users and active travelers. Mostly positive results are expected, both in the short and long term.

#### Table 5. Potential Impacts

Journey Quality	Journey quality will substantially improve for the majority of identified groups and more specifically active travelers and transit dependent groups, minor negative impacts and delays are expected for drivers.	Largely Positive
Safety	Potential reduction in pedestrian and bicyclist injuries and casualties.	Largely Positive
Security	Overall improvement for security is expected.	Largely Positive
Access to services and opportunities	Active travelers will see an improvement in their networks, facilitating access to the public transit system and to educational, employment, and commercial opportunities throughout the Transit Neighborhood and the region.	Largely Positive
Affordability	Improved affordability for transit users and active travelers for purposes of employment and leisure. Higher land values (up to 5%) and more businesses will create higher revenues for the city. Increase in land values will benefit businesses and increase tax revenues, but may negatively affect other groups as rent and property values are likely to also increase.	Slightly Positive
Urban Landscape	Enhanced landscape and townscape due to added vegetation and greenery, including bioswales for improved drainage.	Largely Positive
Regeneration	Attraction of new retail establishments will create new employment opportunities and increase commercial use and revenues.	Largely Positive
Quality of Life	Increase in active travel will increase levels of physical activity. Increase in ridership and active travel may also result in increased physical contact, measures are needed to facilitate social distancing norms.	Slightly Positive

# VISION AND RECOMMENDATIONS



# **Multimodal Infrastructure Improvements**

The Built Environment Assessment formed the basis for the improvement strategies recommended by this study.

# Pedestrian

Enhancing walkability to the station and throughout the Transit Neighborhood is an essential element of this plan. A sidewalk connectivity analysis identified existing gaps in the network in the Transit Core Area. To form a continuous sidewalk network, this plan proposes closing those gaps as illustrated on **Map 17** and following the project limits specified on **Table 6**.

Other recommended improvements to facilitate walking accessibility directly to the BRT station, and throughout the City, include:

- Improving pedestrian and bicycle access to South Dade Trail from BRT Station and the surrounding neighborhood, including wayfinding and an entrance monument
- Improving pedestrian access to BRT Station from corner of Palm Drive/SW 344th Street and NW 3rd Avenue, which also improves connections from BRT Station to Florida Keys Express Bus Routes 301 and 302 since they do not circulate through the station
- ADA Accessibility
- Increasing wayfinding and signage in Transit Core Area
- Enhancing quality of open spaces and adding additional pedestrian amenities including lighting, shade trees, and
- As feasible, building sidewalk with a minimum design standards width of 6 feet

# 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. This strategy presents the most opportunities when expanded beyond the Transit Core, particularly to residential areas that are too far for people to walk but close enough not to warrant a transit transfer. Investment recommendations for enhanced bicycle access include:

- Building a strategic bicycle network to provide connectivity throughout the City
- As feasible, designing key corridors such as NW 6th Avenue and NW 4th Street as twoway cycle tracks to provide accessibility to the BRT Station and the South Dade Trail for less confident bicyclists
- Resurfacing and enhancing the South Dade Trail
- Study feasibility of building segment of the Biscayne-Everglades SUN Trail that traverses the City
- Increasing quantity of end-of-trip facilities including bicycle parking and repair stations

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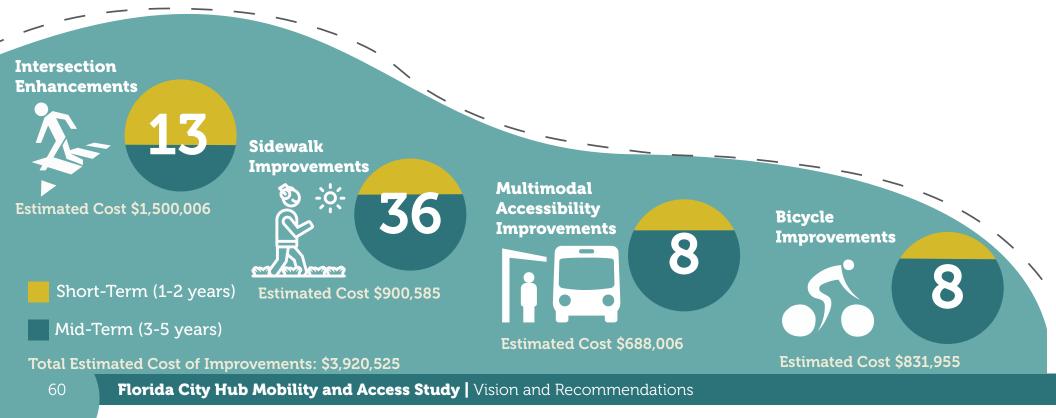
# **Shared Mobility**

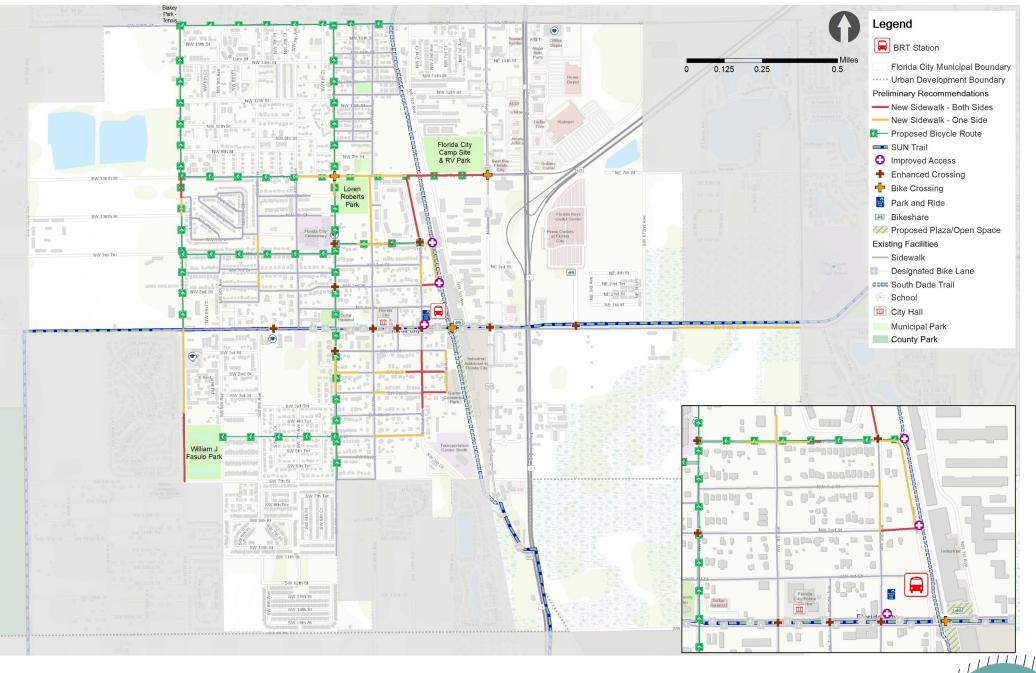
- Exploring potential model for subsidized shared mobility program to provide transit users with first and last connectivity as well as local mobility options with flexible schedule and routing
- Study feasibility of providing a local trolley route or microtransit program that connects to Homestead trolley route
- Integrating bikesharing programs at key locations such as the BRT Station and the Florida Outlet Mall
- Promoting multiple and complementary land uses in the Transit Core Area (10-min walk to station)

# **Intersection Safety Elements**

- Increasing multimodal safety elements at key intersections by adding treatments such as:
  - » Texturized intersection treatments
  - » Enhanced crossings for high pedestrian visibility
  - » Dedicated bicycle crossings
  - » Pedestrian refuge islands

These transportation investment strategies are represented spatially in **Map 17** and listed in **Table 6**, as well as exemplified visually through two conceptual renderings.





Map 17. Transportation Investment Recommendations



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



# A hub full of opportunities

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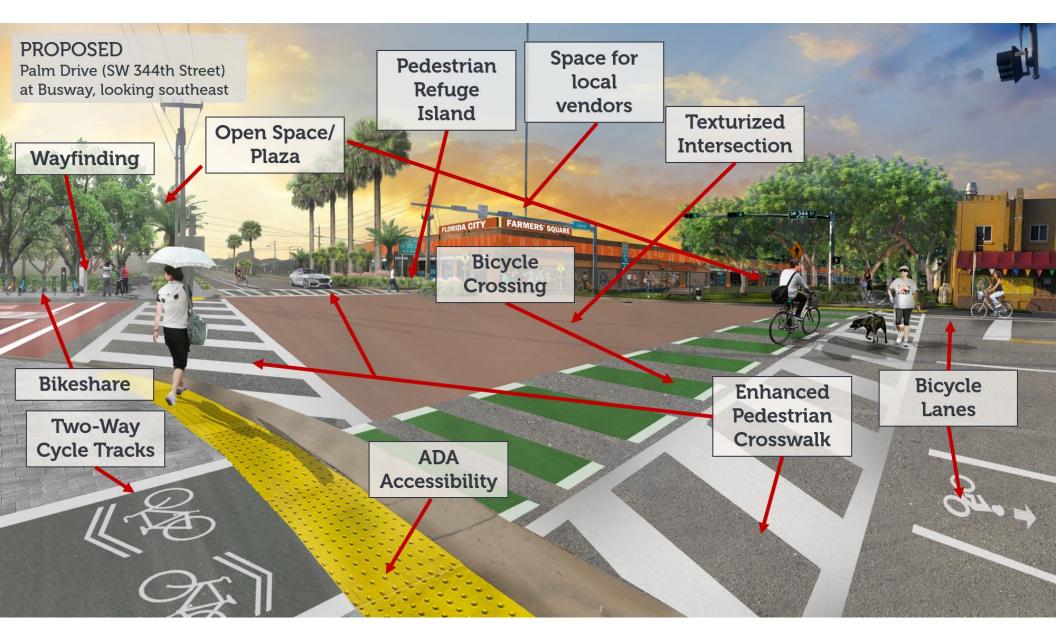
NW 4th Street at NW 3rd Avenue, looking east

# PROPOSED

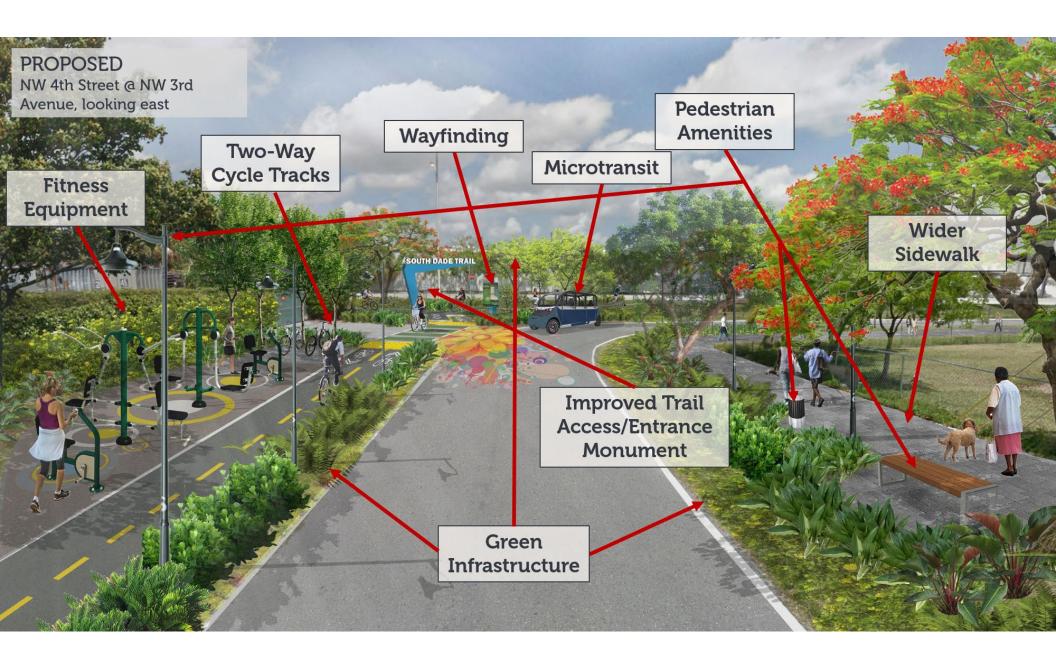
(See Page 67 for more details)

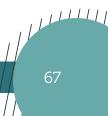
# Safer streets for today and tomorrow

OUTH DADE TRAIL



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.





# **Transportation Investment Recommendations**

Table 6. Transportation Investment Recommendations

Type of Improvement	Facility Name	Limits
Missing Sidewalk Gaps (Both Sides)	NW 4th Street	NW 5th Avenue to NW 3rd Avenue
	SW 2nd Street	SW 3rd Avenue to SW 2nd Avenue
	NW 3rd Avenue	Davis Parkway to NW 4th Street
	Davis Parkway	NW 3rd Avenue to Krome Avenue
	S Redland Road	north of SW 348th Street to SW 7th Street
Missing Sidewalk Caps (Both Sides)	SW 3rd Avenue	north of SW 4th Street to SW 1st Street
	SW 2nd Street	SW 3rd Avenue to west of SW 3rd Avenue
	SW 3rd Street	SW 3rd Avenue to SW 2nd Avenue
	Redland Road	south of NW 6th Street to NW 6th Street
	NW 2nd Street	NW 3rd Avenue to NW 2nd Avenue
	NW 5th Avenue	NW 4th Street to north of NW 4th Street
	NW 4th Street	NW 3rd Avenue to NW 2nd Avenue
	NW 2nd Avenue	NW 4th Street to NW 2nd Street
	NW 4th Street	east of NW 5th Avenue to NW 5th Avenue
	NW 4th Street	west of NW 5th Avenue to NW 5th Avenue
	NW 3rd Avenue	NW 3rd Street to NW 2nd Street
	SW 2nd Avenue	SW 3rd Street to SW 2nd Street
Missing Sidewalk Gaps (One Side)	NW 5th Avenue	north of NW 4th Street to NW 4th Street
	NW 5th Avenue	W Davis Parkway to north of NW 4th Street
	SW 5th Street	SW 5th Avenue to SW 3rd Avenue
	Redland Road	W Davis Parkway to NW 6th Street
	SW 6th Avenue	north of SW 2nd Street to south of SW 2nd Str
	SW 2nd Street	east of SW 5th Avenue to SW 3rd Avenue
	SW 2nd Avenue	SW 1st Street to north of SW 2nd Street
	NW 8th Avenue	NW 4th Street to NW 3rd Terrace

### Table 6 Continued

Type of Improvement	Facility Name	Limits
	SW 2nd Street	SW 5th Avenue to east of SW 5th Avenue
	SW 2nd Street	east of SW 6th Avenue to SW 6th Avenue
	SW 6th Avenue	SW 1st Street to SW 3rd Street
	SW 3rd Street	SW 5th Avenue to east of SW 5th Avenue
	NW 8th Avenue	NW 3rd Street to NW 2nd Street
Missing Sidewalk Gaps (One Side)	S Redland Road	W Palm Drive to north of SW 348th Street
	Redland Road	NW 6th Street to W Davis Parkway
	W Davis Parkway	NW 7th Avenue to NW 5th Avenue
	W Davis Parkway	NW 5th Avenue to NW 3rd Avenue
	Palm Drive	east of SW 172nd Avenue to SW 167th Avenue
	SW 6th Avenue	NW 6th Street
Improved Pedestrian Access	South Dade Trail	NW 2nd Street
	South Dade Trail	NW 4th Street
	Palm Drive	NW 3rd Avenue
Enhanced Crossing	SW 344th Street/W Palm Drive	Miami-Dade Busway
	SW 344th Street/W Palm Drive	Near SW 8th Avenue
	SW 344th Street/W Palm Drive	SW 5th Avenue
Intersection Safety Elements (i.e. special emphasis crosswalks, bicycle crossing, flashing beacons, etc.)	SW 344th Street/W Palm Drive	NW 4th Avenue
	SW 344th Street/W Palm Drive	NW 3rd Avenue
	SW 344th Street/Palm Drive	Florida Keys Outlet Mall Entrance
	NW 6th Avenue	SW 1st Street
	NW 6th Avenue	NW 2nd Street
	E Palm Drive	N Krome Avenue
	NW 6th Avenue	NW 4th Street
	NW 4th Street	NW 3rd Avenue
	W Davis Parkway	N Krome Avenue
	W Davis Parkway	NW 6th Avenue

# Table 6 Continued

Type of Improvement	Facility Name	Limits	
	NW 4th Street	South Dade Trail to NW 6th Avenue	
	Davis Parkway	Redland Road to SW 177th Avenue/Krome	
	Redland Road	SW 328th Street (City Limit) to Palm Drive	
Bicycle Improvements	SW 6th Avenue	SW 328th Street (City Limit) to SW 7th Street/SW	
Bicycle Improvements		352nd Avenue	
	NW 3rd Terrace	Redland Road to SW 6th Avenue	
	SW 5th Street	SW 9th Avenue to SW 6th Avenue	
	Lucy Street/8th Street	Redland Road to South Dade Trail	
Dikeebara	FL Outlet Mall		
Bikeshare	BRT Station		
Description and Maintenance	Courth Dodo Troil	SW 238th Street to S Krome Avenue/SW 177th Court	
Resurfacing and Maintenance South Dade Trai	South Dade Trail	Intersection	
Lighting Improvements	Transit Core Area	Surrounding Neighborhood	
Landscaping Improvements	Transit Core Area	Surrounding Neighborhood	
Wayfinding	BRT Station	Transit Neighborhood	



# IMPLEMENTATION PLAN

### **The Implementation Plan**

The recommendations presented in the previous chapter 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. Implementation of these recommendations is proposed to be carried out in two main phases as described below:

- Short Term (1-2 years)
  - These improvements represent "quick fixes" that can significantly enhance safe access to the station
  - » These improvements can be implemented at a lower cost than Mid-Term projects
  - The majority of these improvements are located in the Transit Core Area and Transit Neighborhood
  - » Multimodal safety improvements near schools were prioritized.
  - » The majority of these improvements are located in the Transit Core Area
- Mid-Term (3-5 years)
  - These include design elements such as intersection pavement treatments, lighting improvements and extensive landscaping
  - Some elements, such as station shelters, lighting, and pavement materials, may consistent along the entire Transit Neighborhood, while other elements including light fixtures and configurations, pavement patterns, and tree species are distinct.
  - This phase also includes extensive bicycle infrastructure improvements which will provide direct multimodal access from nearby residences and key commercial sites to the transit station
  - » Includes investment in areas in the Transit Neighborhood and beyond

Planning-level cost estimates were prepared for each investment recommendation in each of the two phases of implementation, as shown in the following pages. Estimated costs were derived from industry sources including FDOT's Cost Per Mile Models for Long Range Estimating.

An overview and analysis of potential funding source options is also presented in this chapter.

### **Transportation Investment Recommendations**

Projects were prioritized based on the criteria identified above. In addition, ease of implementation, estimated costs, and impacts to safety and accessibility were taken into consideration in the phasing of proposed projects.

Type of Improvement	Facility Name	Limits	Approx. Length (mi.)	Estimated Cost
	NW 4th Street	NW 5th Avenue to NW 3rd Avenue	0.07	\$23,480
Missing Sidewalk Gaps (Both Sides)	SW 2nd Street	SW 3rd Avenue to SW 2nd Avenue	0.07	\$24,750
Missing Sidewalk Caps (Both Sides)	NW 3rd Avenue	Davis Parkway to NW 4th Street	0.23	\$78,010
	NW 2nd Street	NW 3rd Avenue to NW 2nd Avenue	0.06	\$18,930
	NW 5th Avenue	NW 4th Street to north of NW 4th Street	0.04	\$7,170
	NW 4th Street	NW 3rd Avenue to NW 2nd Avenue	0.03	\$4,730
	NW 2nd Avenue	NW 4th Street to NW 2nd Street	0.14	\$24,130
	NW 4th Street	east of NW 5th Avenue to NW 5th Avenue	0.05	\$8,660
	NW 4th Street	west of NW 5th Avenue to NW 5th Avenue	0.04	\$7,280
Missing Sidewalk Gaps (One Side)	NW 3rd Avenue	NW 3rd Street to NW 2nd Street	0.08	\$13,430
	SW 2nd Avenue	SW 3rd Street to SW 2nd Street	0.07	\$12,100
	NW 5th Avenue	north of NW 4th Street to NW 4th Street	0.17	\$6,240
	NW 5th Avenue	W Davis Parkway to north of NW 4th Street	0.04	\$28,940
	SW 5th Street	SW 5th Avenue to SW 3rd Avenue	0.16	\$27,690
	SW 6th Avenue	NW 6th Street	0.06	\$9,900
Improved Pedestrian Access (i.e.	South Dade Trail	NW 2nd Street	n/a	\$20,000
paving, entrance monument,	South Dade Trail	NW 4th Street	n/a	\$20,000
signage)	Palm Drive	NW 3rd Avenue	n/a	\$20,000
Intersection Safety Elements (i.e. special emphasis crosswalks, bicycle crossing, pedestrian refuge island)	SW 344th Street/W Palm Drive	Miami-Dade Busway	n/a	\$300,000

#### Table 7. Short-Term Improvements (1-2 years)

## Table 7 Continued Short-Term Improvements (1-2 years)

Type of Improvement	Facility Name	Limits	Approx. Length (mi.)	Estimated Cost
Intersection Safety Elements (i.e. special emphasis crosswalks, flashing beacons)	SW 344th Street/W Palm Drive	NW 3rd Avenue	n/a	\$100,000
	SW 344th Street/W Palm Drive	Near SW 8th Avenue	n/a	\$100,000
Intersection Safety Elements (i.e.	SW 344th Street/W Palm Drive	/ 344th Street/W Palm Drive SW 5th Avenue		\$100,000
special emphasis crosswalks)	SW 344th Street/W Palm Drive NW 4th Avenue		n/a	\$100,000
	SW 344th Street/Palm Drive	Florida Keys Outlet Mall Entrance	n/a	\$100,000
Dilyophore	FL Outlet Mall		n/a	\$60,000
Bikeshare	BRT Station		n/a	\$60,000
Resurfacing and Maintenance	South Dade Trail	SW 238th Street to S Krome Avenue/SW 177th Court Intersection	1.65	\$215,700
Wayfinding	BRT Station	Transit Neighborhood	n/a	\$8,000
		Total:		\$1,499,140

## Table 8. Mid-Term Improvements (3-5 years)

Type of Improvement	Facility Name	Limits	Approx. Length (mi.)	Estimated Cost
	Davis Parkway	NW 3rd Avenue to Krome Avenue	0.27	\$92,310
	S Redland Road	north of SW 348th Street to SW 7th Street	0.22	\$76,150
Missing Sidewalls Cana (Dath Sides)	SW 3rd Avenue	north of SW 4th Street to SW 1st Street	0.19	\$64,370
Missing Sidewalk Gaps (Both Sides)	SW 2nd Street	SW 3rd Avenue to west of SW 3rd Avenue	0.05	\$16,800
	SW 3rd Street	SW 3rd Avenue to SW 2nd Avenue	0.08	\$27,800
	Redland Road	south of NW 6th Street to NW 6th Street	0.06	\$9,990

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#### Table 8 Continued Mid-Term Improvements (3-5 years)

Type of Improvement	Facility Name	Limits	Approx. Length (mi.)	Estimated
	Redland Road	W Davis Parkway to NW 6th Street	0.07	\$11,20
	SW 6th Avenue	north of SW 2nd Street to south of SW 2nd Street	0.03	\$6,58
	SW 2nd Street	east of SW 5th Avenue to SW 3rd Avenue	0.10	\$17,84
	SW 2nd Avenue	SW 1st Street to north of SW 2nd Street	0.03	\$5,70
	NW 8th Avenue	NW 4th Street to NW 3rd Terrace	0.06	\$11,07
	SW 2nd Street	SW 5th Avenue to east of SW 5th Avenue	0.08	\$13,94
	SW 2nd Street	east of SW 6th Avenue to SW 6th Avenue	0.08	\$12,94
Missing Sidewalk Gaps (One Side)	SW 6th Avenue	SW 1st Street to SW 3rd Street	0.14	\$23,56
	SW 3rd Street	SW 5th Avenue to east of SW 5th Avenue	0.04	\$6,88
	NW 8th Avenue	NW 3rd Street to NW 2nd Street	0.04	\$7,49
	S Redland Road	W Palm Drive to north of SW 348th Street	0.28	\$47,78
	Redland Road	NW 6th Street to W Davis Parkway	0.07	\$22,40
	W Davis Parkway	NW 7th Avenue to NW 5th Avenue	0.24	\$41,40
	W Davis Parkway	NW 5th Avenue to NW 3rd Avenue	0.11	\$18,99
	Palm Drive	east of SW 172nd Avenue to SW 167th Avenue	0.41	\$69,94
	NW 6th Avenue	SW 1st Street	n/a	\$100,00
	NW 6th Avenue	NW 2nd Street	n/a	\$100,00
	E Palm Drive	N Krome Avenue	n/a	\$100,00
Intersection Safety Elements (i.e.	NW 6th Avenue	NW 4th Street	n/a	\$100,00
special emphasis crosswalks)	NW 4th Street	NW 3rd Avenue	n/a	\$100,00
	W Davis Parkway	N Krome Avenue	n/a	\$100,00
	W Davis Parkway	NW 6th Avenue	n/a	\$100,00
	NW 4th Street	South Dade Trail to NW 6th Avenue	0.32	\$103,13
	Davis Parkway	Redland Road to SW 177th Avenue/Krome	1.02	\$101,57
	Redland Road	SW 328th Street (City Limit) to Palm Drive	1.02	\$101,68
Bicycle Improvements	SW 6th Avenue	SW 328th Street (City Limit) to SW 7th Street/SW 352nd Avenue	1.51	\$151,03
	NW 3rd Terrace	Redland Road to SW 6th Avenue	0.51	\$50,72
	SW 5th Street	SW 9th Avenue to SW 6th Avenue	0.38	\$37,91
	Lucy Street/8th Street	Redland Road to South Dade Trail	0.70	\$70,22
Lighting Improvements	Transit Core Area	Surrounding Neighborhood	n/a	\$300,00
Landscaping Improvements	Transit Core Area	Surrounding Neighborhood	n/a	\$200,00
	÷	Total:		\$2,421,39

## **Potential Funding Sources**

### **Federal Funding Sources**

The U.S Department of Transportation offers a number of funding programs for multimodal infrastructure projects as administered through the Federal Transit Administration (FTA). A majority of these type of projects are funded through discretionary grant programs as described below. The Federal government awards discretionary grants to states and other eligible recipients through a competitive application and evaluation processes. Unlike formula grants, there is no set allotment for a given geographic area and individual projects compete against other projects nationwide.

#### Better Utilizing Investment to Leverage Development (BUILD) Grant Program

The BUILD Grant Program is a highly competitive USDOT program which supports capital cost investments in road, rail, transit, and port projects that have a significant local or regional impact. Eligible activities for project funding include planning, environmental analysis, feasibility studies as well as design. The primary selection criteria for project evaluation include safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. Secondary criteria that are considered involve an applicant's ability to demonstrate innovation strategies related to technology, financing and project delivery.

The maximum award per project is \$25 million, which allows up to \$15 million in program funding for planning purposes. Between 2009 and 2017, the then-known Transportation Investment Generating Economic Recovery (TIGER) Grant Program provided \$5.1 billion to 421 projects throughout the U.S. The FY 2021 omnibus spending bill provides significant funding at \$1 billion for the BUILD Grant program.

#### **Integrated Mobility Innovation (IMI) Program**

FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience. Three areas of focus for IMI funding are:

- Mobility on Demand demonstrations;
- Strategic Transit Automation Research; and,
- Mobility Payment Integration.

Projects are evaluated according to five criteria: project impact and outcomes; innovation; transferability and technology; project approach; and, team capacity and experience. In 2020, FTA allocated \$20 million in grant funding for the IMI program.

### Mobility On Demand (MOD) Sandbox Program

The MOD Sandbox Demonstration Program provides a venue through which integrated MOD concepts and solutions – supported through local partnerships – are demonstrated in real world settings. The grant funds project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities.

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#### **Competitive Pilot Program for Transit Oriented Development (TOD) Planning**

The Pilot Program for TOD Planning supports FTA's mission of improving public transportation by providing funding to local communities that integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Programmed funding must be used for comprehensive planning efforts that examine ways to improve economic development and transit ridership, foster multimodal connectivity and accessibility, improve transit access for bicycles and pedestrians, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. Planning projects are required to include an entire transit corridor rather than individual station locations and areas.

In 2019, Miami-Dade County was selected and awarded \$1.04 million from the FTA's Pilot Program for TOD Planning. This funding it to be used for TOD planning at 16 existing stations along the 20-mile South-Dade Transitway corridor between the Dadeland south Metrorail Station and SW 344th Street in Florida City to include SW 244th Street location.

### **State Funding Sources**

#### **Transportation Alternatives (TA) Program**

The TA program is intended to fund small scale multimodal improvement projects to include bicycle and pedestrian facilities, recreational trails, and safe routes to schools. Eligible activities for funding are planning, design and construction of infrastructure related projects such as sidewalks, pedestrian and bicycle signals, traffic calming, lighting, and other safety related improvements.

Projects are awarded based upon a competitive application process with funding amounts capped at \$1 million per project phase and application cycle.

#### **Safe Routes to Schools**

The State of Florida's Safe Routes to School program is designed to assist communities with addressing school transportation needs by encouraging more students to walk or bike to school. The program objective is to fund projects that advance planning, development, and implementation of projects that improve safety, reduce automotive traffic and improve air quality. In addition, the program seeks to address the safety needs of children already walking or biking to school.

Since 2015, approximately \$7 million in project allocations is funded from FDOT annually according to the 2019 Florida Safe Routes to School Strategic Plan.

#### **County Incentive Grant Program (CIGP)**

The CIGP was created for the purpose of providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS. By statute, the program covers 50% of capital costs. Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan TPO Plan, and applicable local government comprehensive plans.

The FDOT Five-Year Work Program total for CIGP is \$4.5 - \$4.7M annually.

### **Public Transit Block Grant Program**

The block grant funds may be used for eligible capital and operating costs of public transit providers upon the completion of an FDOT approved Transit Development Plan (TDP). Funds may also be used for eligible transit capital costs such as park and ride facilities, intermodal terminals as well as passenger amenities at station locations. Projects shall be consistent with applicable approved local government comprehensive plans. State participation is limited to 50% of the non-federal share of capital projects.

Miami-Dade DTPW prepares a TDP annually with a TDP Major Update every five-years that provides strategic direction on eligible transit capital, service and state of good repair investment projects.

### **Innovation and Service Development Grant Program**

The program objective is to provide initial funding for special projects through a competitive application and selection process. Eligible projects are those that involve the use of new technologies; services; routes or service frequencies to improve and/or expand public transit services.

Projects must meet one of the following objectives:

- Increase access to and from job training, employment, and health care for the transportation disadvantaged;
- Enhance regional connectivity and cross-county mobility; or

• Reduce the difficulty in connecting transportation disadvantage persons to a transportation hub and their final destination. Marketing in public transit systems are also eligible for Service Development Grant Programing. Projects that seek this funding are required to be included in an FDOT approved TDP.

### Local Funding Sources

#### **Peoples Transportation Plan Sales Tax Revenue**

On November 5, 2002, a half-penny sales tax was approved by Miami-Dade County voters for the purposes of implementing the People's Transportation Plan (PTP). The PTP sales tax proceeds are designated for the implementation of transit, roadway, and neighborhood improvement projects throughout Miami-Dade County.

Miami-Dade County has provided a non-federal (local) match of \$100 million to the South Corridor Rapid Transit project. These funds match the 2020 Federal Small Starts contribution of \$99 million.

### **Developer Contributions**

In-kind or monetary contributions from a developer to facilitate construction of a project that may result in a positive impact on property values. This is often negotiated to reflect the benefit the developer derives from a project. The project sponsors often request contributions early, allowing sponsors to better leverage other sources. These may be applied to fill the gaps in funding for both capital and operating costs.

### **Alternative Financing Sources**

In addition to conventional funding sources, there is a broad range of financial assistance approaches to advance TOD, including:

- Sliding-scale impact fees to reduce required infrastructure costs
- Decreased parking requirements, which reduce construction costs
- Provision of density bonuses
- Varied tax incentives (e.g., tax abatements, tax-increment financing, tax-exempt bonds, enterprise zones)

### Transportation Infrastructure Improvement District (TIID)

In 2018, the Miami-Dade Board of County Commissioners adopted a resolution establishing a TIF framework for rapid transit corridors in the County. The legislation covers the existing Metrorail corridor, and the six proposed SMART Plan corridors to include the South Corridor Rapid Transit Project.

The TIID covers buffers within a half-mile of the existing Metrorail corridor and the proposed SMART Plan. If a parcel or property falls partially within the TIID, the entirety of that parcel is deemed to be located within the district. TIID funds may be used to fund the development, construction, maintenance and/or operation of the SMART Plan projects.

#### **Tax Increment Financing (TIF)**

This funding source allows the capture of incremental changes in property, sales or other taxes that occur in excess of a set threshold or limit within a specified investment district. Through capital investment incremental value is captured resulting from economic growth and increases in property value. Initially, revenue is small and grows in significance over a period of time such as five to 10 years.





# Take Our Survey Responda Nuestra Encuesta Pran Sondaj Nou An

Florida City Hub Mobility & Access Study

# Miami-Dade Transportation Planning Organization



## Project Overview

The Transportation Planning Organization (TPO) is conducting a Mobility Hub Study to identify needed improvements that will make access to transit easier.

## Resumen Del Proyecto

La Organización para la Planificación del Transporte (TPO, por sus siglas en inglés) está realizando un estudio de movilidad con el objetivo de identificar las mejoras necesarias que facilitarán el acceso al

## Apési Sou Projé

Òganizasyon Planifikasyon Transpò (TPO) ap fè yon etid Sant Mobilite pou idantifye amelyorasyon ki va fasilite aksè pi fasil a transpò piblik.

## Purpose

To evaluate multimodal mobility in Florida City, and to identify the appropriate scale of transportation technology, infrastructure and amenities needed to facilitate the usage of the South Dade Transitway BRT Terminal Station.

## **Be Involved**

Input from the community and local agencies is important to this plan. Here are ways for you to connect and be involved:

» Provide input through your municipality

transporte público.

# Objetivo

Evaluar la movilidad multimodal en Florida City e identificar la magnitud tecnológica adecuada en el transporte, la infraestructura y las instalaciones necesarias para facilitar el uso de la terminal de Tránsito Rápido BRT del sur de Dade.

## Participe

Los comentarios de la comunidad y las agencias locales son importantes para este plan. A continuación, algunas de las maneras de participar:

» Expresar sus comentarios a través de su municipio

# Objektif

Pou evalye mobilite mIltimodal nan FloridA City, epi pou idantifye echèl apwopriye teknoloji transpò, enfrastrikti ak ekipman nesesè pou fasilite itilizasyon Tèminal Transitway South Dade BRT.

## Patisipe

Opinyon kominote a ak ajans lokal yo enpòtan pou plan sa a. Men fason pou ou konekte epi patisipe:

» Bay opinyon nan minisipalite ou.
» Kontakte nou dirèkteman avèk lide w ak opinion w.

- » Contact us directly with your ideas and input
- » Attend future presentations to Miami-Dade TPO committees.

## Contact Us

For more information or questions regarding the survey, please contact:

Miami-Dade TPO 305-375-4507 information@mdtpo.org

- » Contactarnos directamente con sus ideas y comentarios.
- » Asistir a presentaciones futuras de los comités TPO de Miami-Dade.

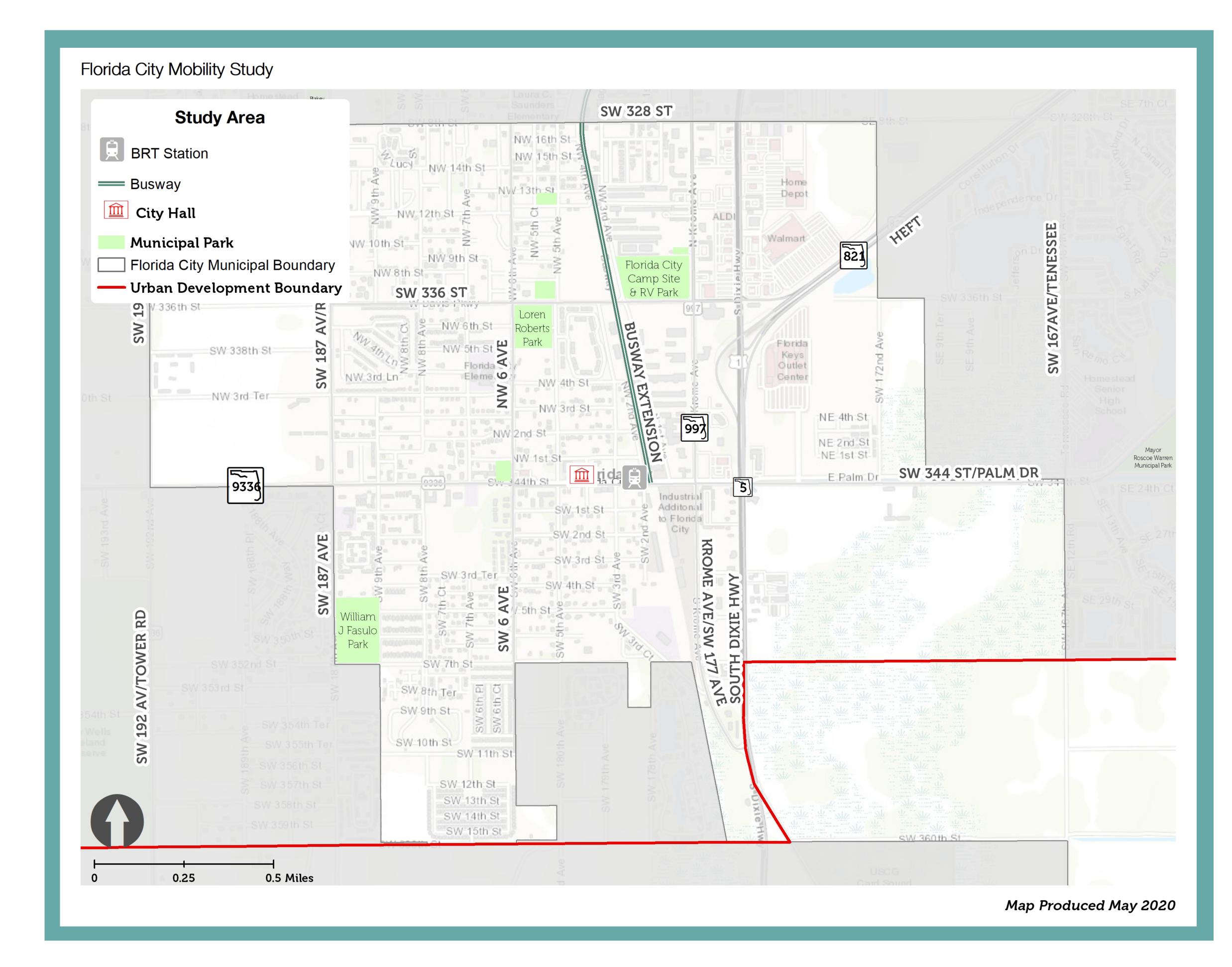
## Contáctenos

Para obtener más información o hacer preguntas sobre el estudio, póngase en contacto con: **Miami-Dade TPO** 305-375-4507 information@mdtpo.org » Patisipe nan prezantasyon alavni nan komite TPO Miami-Dade.

## Kontakte Nou

Pou plis enfòmasyon, oswa kesyon konsènan sondaj la, tanpri kontakte:

## Miami-Dade TPO 305-375-4507 information@mdtpo.org





Your opinion matters! Scan the code or

# use the link below to participate in the **Transportation Preferences Survey**

¡Su opinión cuenta! Escanee el código y use el enlace a continuación para participar en el **Estudio de Preferencia de Transporte** 

Opinyon ou enpòtan! Eskane kòd la oswa itilize lyen anba a pou patisipe nan **Sondaj sou Preferans Transpò a** 



## Spanish





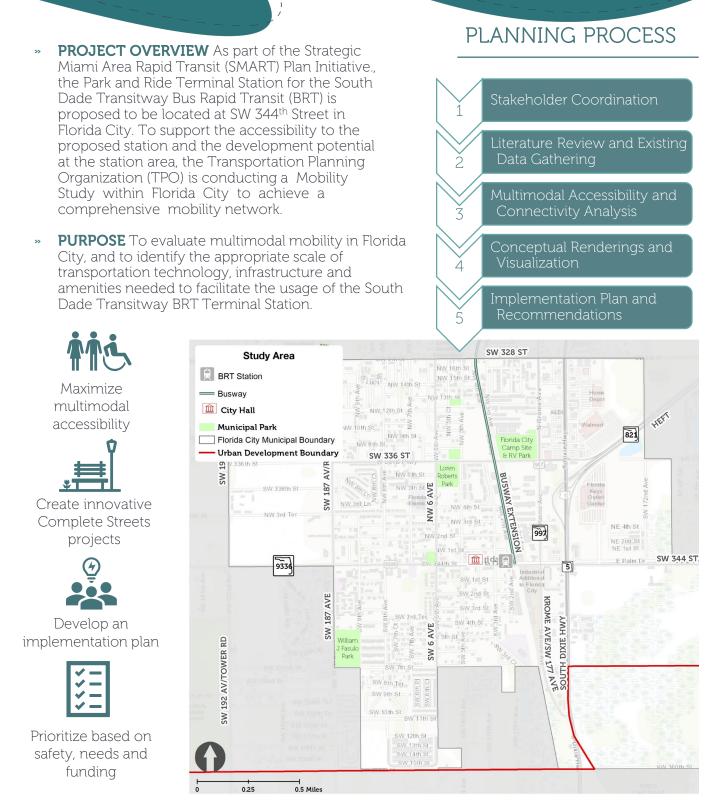
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## Florida City Hub Mobility & Access Study FACT SHEET



#### MIAMIDADE



## PROJECT SCHEDULE

		Months								
Task	Description	March	April	May	June	July	August	September	October	November
1	Project Management and Stakeholder Coordination				S			S	S	А
2	Literature Review and Existing Data Gathering									
3	Multimodal Accessibility and Data Collection									
4	Develop Conceptual Renderings and Visualization									
5	Implementation Plan, Recommendations and Final Report								D	F
Notes										

A = Indicates Presentation to TPO Advisory Committees S = Indicates Presentation to Study Advisory Group (SAG) D = Indicates Draft Report and Executive Summary F = Indicates Final Report and Executive Summary

## BE INVOLVED

Input from the community and local agencies is important to this plan. Here are ways for you to connect and be involved:

- Participate in the planned Study Advisory Group (SAG) meetings.
- Provide input through your municipality.
- Contact us directly with your ideas and input.
- » Attend future presentations to Miami-Dade TPO committees.



Your opinion matters! Scan the code or use the link below to participate in the Transportation Preferences Survey

## CONTACT US

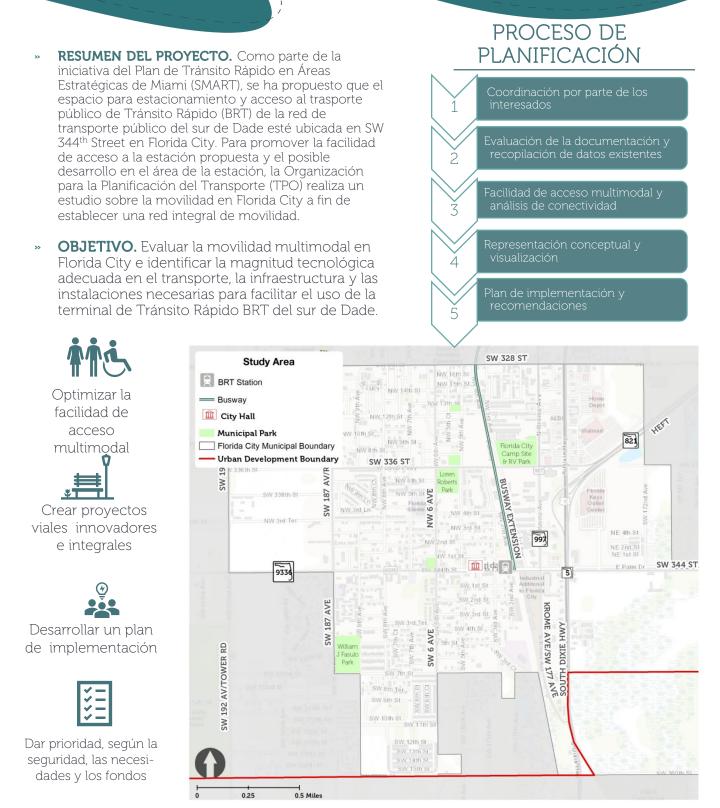
For more information or questions regarding the survey, please contact:

## Miami-Dade TPO

305-375-1837 information@mdtpo.org Estudio sobre la movilidad y la facilidad de acceso en la estación de Florida City **HOJA INFORMATIVA** 



MIAMIDADE



## CALENDARIO DEL PROYECTO

	Tarea	Descripción	Marzo	Abril	Mayo	Junio	Julio	Agosto	Septiembre	Octubre	Noviembre
		Gestión del proyecto y coordinación por parte de los interesados				S			S	S	А
	2	Evaluación de la documentación y recopilación de datos existentes									
	3	Facilidad de acceso y recopilación de datos									
	4	Desarrollo de la representación conceptual y visualización									
	5	Plan de implementación, recomendaciones e informe final								D	F
1	Notas:										

A = Indica la presentación de los Comités Asesores del TPO S = Indica la presentación del Grupo Asesor del Estudio (SAG) D = Indica el informe preliminar y el resumen ejecutivo

F = Indica el informe final y el resumen ejecutivo

Meses

## PARTICIPE

Los comentarios de la comunidad y las agencias locales son importantes para este plan. A continuación, algunas de las maneras de participar:

- » Participar en las reuniones previstas del Grupo Asesor del Estudio (SAG).
- » Expresar sus comentarios a través de su municipio
- » Contactarnos directamente con sus ideas y comentarios.
- » Asistir a presentaciones futuras de los comités TPO de Miami-Dade.



¡Su opinión cuenta! Escanee el código y use el enlace a continuación para participar en el Estudio de Preferencias de Transporte

www.surveymonkey.com/r/HKZWD5S

## CONTÁCTENOS

Para obtener más información o hacer preguntas sobre el estudio, póngase en contacto con:

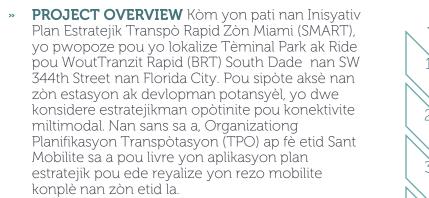
## Miami-Dade TPO

305-375-1837 information@mdtpo.org

## Etid Sant Mobilite ak Aksè Florida City FICH DESKRIPTIF



MIAMIDADE



**OBJEKTIF** Pou evalye mobilite mIltimodal nan FloridA City, epi pou idantifye echèl apwopriye teknoloji transpò, enfrastrikti ak ekipman nesesè pou fasilite itilizasyon Tèminal Transitway South Dade BRT.





Maksimize Aksesibilite Miltimodal



Kreye Pwojè Inovan Ri Konplè



Devlope yon aplikasyon plan



Bay priyorite apati sekirite, bezwen ak finansman



## KALANDRIYE PWOJÈ

		MOTILIIS								
Tach	Deskripsyon	Mas	Avril	Me	Jen	Juyè	Out	Septanm	Oktòb	Novanm
1	Jesyon Pwojè ak Kowòdinasyon Pati				S			S	S	А
2	Revizyon Literati ak Rasanbleman Done ki Egziste									
3	Aksè Miltimodal ak Rasanbleman Done									
4	Devlope Desen konseptyèl ak Vizyalizasyon									
5	Aplikasyon Plan ak Rekòmandasyon ak Rapò Final								D	F
Nòt:										

A = Endike Prezantasyon a Komite Konsiltatif TPO yo S = Endike Prezantasyon pou Gwoup Konsiltatif Edtid la (SAG) F = Endike Rapò Final ak Rezime Egzekitif

D = Endike Bwouyon Rapò ak Rezime Egzekitif

Month

## PATISIPE

Opinyon kominote a ak ajans lokal yo enpòtan pou plan sa a. Men fason pou ou konekte epi patisipe:

- Patisipe nan planifye revinyon Gwoup Konsiltatif (SAG).
- Bay opinyon nan minisipalite ou.
- Kontakte nou dirèkteman avèk lide w ak opinion w.
- Patisipe nan prezantasyon alavni nan komite TPO Miami- Dade.



Opinyon ou enpòtan! Eskane kòd la oswa itilize lyen anba a pou patisipe nan Sondaj sou Preferans Transpò

## KONTAKTE NOU

Pou plis enfòmasyon, oswa kesyon konsènan sondaj la, tanpri kontakte :

## Miami-Dade TPO

305-375-1837 information@mdtpo.org





As part of the Strategic Miami Area Rapid Transit (SMART) Plan Initiative, the Park and Ride Terminal Station for the South Dade Transitway Bus Rapid Transit (BRT) is proposed to be located at SW 344th Street in Florida City. To support the accessibility to the proposed station and the development potential at the station area, the Transportation Planning Organization (TPO) is conducting a Mobility Study within Florida City to achieve a comprehensive mobility network.

Please fill out this brief survey, seal the brochure, and mail back by October 31, 2020.

#### FOR MORE INFORMATION

Miami-Dade TPO 150 West Flagler Street, Suite 1900 Miami, Florida 33130 305-375-4507 information@mdtpo.org www.miamidadetpo.org

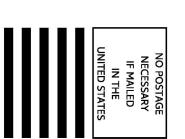
It is the policy of Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For alternate formats of this document, please call 305-375-4507.

MIAMI FL 33130-9856

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150 W FLAGLER ST STE 1900

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION



FIRST

USINESS REPLY

MANK-FL

POSTAGE WILL BE PAID BY ADDRESSEE



www.miamidadetpo.org



## Survey: Florida City Transportation Preferences Survey

## 1. What is your most common mode of transportation to work and/or school? (select one)

Solo driving for entirety of trip
Carpooling or vanpooling
Public Transit (Community Shuttle, Metrobus, Metrorail)
Walking or bicycling
Ridesharing (Lyft, Uber, Taxi)
Paratransit services (senior services, Medicaid, ADA)
I telecommute most days (Work From Home)
Other (please specify)
N/A

#### 2. What is your most common mode of transportation for nonwork/school-related trips (running errands, shopping, wellness, dinning, etc.)? (select one)

□Solo driving for entirety of trip

□ Carpooling or vanpooling

Dublic Transit (Community Shuttle, Metrobus, Metrorail)

□Walking or bicycling

□Ridesharing (Lyft, Uber, Taxi)

□ Paratransit services (senior services, Medicaid, ADA) □ Other (please specify)

## 3. When you use Public Transit how do you normally access your transit stop/station? (select all that apply)

Drive to nearby garage/Park-and-Ride
Get a ride from a family member or friend
Walk
Bike
Ridesharing (Lyft, Uber, Taxi)
Paratransit services (senior services, Medicaid, ADA)
I do not use Public Transit
Other (please specify)

#### 4. What would make you consider using a shared e-scooter/ bicycle or microtransit services such as Freebee to complete local trips or trips to transit stops/stations? (Rank 1-5, where 1 is your most preferred and 5 is your least preferred)

□Availability near my home/work

□Lower cost

Dedicated e-scooter/bike lanes

□Monthly subscriptions

☐More user-friendly

#### 5. I would ride Public Transit more if... (Rank top three)

#### □ It took less time

- □The travel times were more reliable
- □Stations/stops were closer 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
- □The stops/stations were safer and cleaner

 $\Box There were more options to get from my home or destination to the transit stop/station (shuttle, bicycles, e-scooters)$ 

□Other (please specify)\_

#### 6. I would walk/bicycle more if... (Rank top three)

□There were more destinations available within a 15-minute walk/bike ride of my house □There was more walking/bicycle infrastructure in my neighborhood

(sidewalks/crosswalks/bicycle lanes)

 $\hfill\square$  There was less/slower traffic in nearby streets

- Trees gave more shade to the sidewalks/bicycle lanes
- $\hfill There were many interesting things to look at while walking in my neighborhood$
- ☐ It felt safer/more secure
- □There were end-of-trip facilities such as lockers or showers available at my destination

☐More people did it

Other (please specify)

## 7. Where would you like to walk if you lived or currently live in a walkable community? (Select all that apply)

I would walk to work or school
I would walk to a transit stop
I would walk to shopping, restaurants, or to other recreational activities
I would walk for exercise and to be more active
I would walk to access daily needs and run errands

### 8. What are your top concerns about transportation in Florida City? (Rank in order: 1=top concern, 4=lowest concern)

Unsafe or uncomfortable walking and biking conditions
 High costs
 Inadequate public transit (i.e. buses, trains)
 Traffic congestion

#### 9. What does your ideal neighborhood look like? (select one)

- □Urban downtown, with a mix of offices, apartments, and shops
- $\Box\mbox{Suburban neighborhood, with a mix of apartments, houses, shops, and businesses$
- □Suburban neighborhood, with houses only

#### □Rural Area

10. Please list transportation needs that you are aware of in Florida City. (Examples: Need sidewalk on Main Street from Bus Avenue to Bicyclist Way; Need crosswalk at intersection of Car Terrace and Pedestrian Lane)

#### Now tell us about yourself ... (optional)

#### 11. What is your age?

Under 16	□35-44	□65-74
16-24	45-54	□75+
25-34	□55-64	

#### 12. What is your gender?

□ Male
 □ Female
 □ Prefer to self-describe: \_\_\_\_\_\_

### 13. Which of the following BEST describes your total annual household income?

□ Less than \$20,000	□ \$75.000 - \$99.999
□ \$20,000 - \$49,999	□ \$73,000 - \$99,999
□ \$50.000 - \$74.999	□ \$100,000 or more

#### 14. Are you? (check all that apply)

American Indian / Alaska Native
Asian
Black/African American
Native Hawaiian / Pacific Islander
White
Other:

15. Are you Hispanic or Latino?

□ Yes □No

To learn more visit www.miamidadetpo.org





Como parte de la iniciativa del Plan de Tránsito Rápido en Áreas Estratégicas de Miami (SMART), se ha propuesto que la terminal de estacionamiento y acceso al trasporte público de Tránsito Rápido (BRT) de la red de transporte público del sur de Dade esté ubicada en SW 344<sup>th</sup> Street en Florida City. Para promover la facilidad de acceso a la estación propuesta y el posible desarrollo en el área de la estación, la Organización para la Planificación del Transporte (TPO) realiza un estudio sobre la movilidad en Florida City a fin de establecer una red integral de movilidad.

Sírvase llenar esta breve encuesta, selle el folleto y envíelo por correo regular antes del 31 de octubre de 2020.

### PARA MÁS INFORMACIÓN

Miami-Dade TPO 150 West Flagler Street, Suite 1900 Miami, Florida 33130 305-375-4507 information@mdtpo.org www.miamidadetpo.org

TPO de Miami-Dade tiene como política cumplir con todos los requisitos de la Ley de Estadounidenses con Discapacidades. Para tener acceso a formatos alternos de este documento, por favor llame al 305-375-4507.

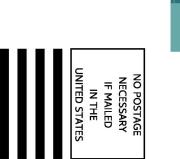
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## ENCUESTA

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## Encuesta: Encuesta sobre prioridades de transporte en Florida City

#### 1. ¿Cuál es su modo de transporte para ir al trabajo y/o escuela? (Seleccione una opción)

□Manejo solo durante todo el travecto Carro o camioneta compartidos Transporte público (ómibus de enlace comunitario. Metrobús. Metrorail) Camino o monto bicicleta □Transporte compartido (Lyft, Uber, Taxi) Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad, Medicaid, ADA) □Trabajo a distancia la mayor parte del tiempo (trabajo desde la casa) Otro (especifique)

□No corresponde

#### 2. ¿Cuál es su modo más común de transporte para ir a lugares que no sean el trabajo o la escuela (hacer mandados, ir de compras, hacer alguna actividad física, ir a cenar, etc.)? (Seleccione una opción)

□ Maneio solo durante todo el travecto

Carro o camioneta compartidos

□Transporte público (ómnibus de enlace comunitario, Metrobús,

Metrorail)

Camino o monto bicicleta

□ Transporte compartido (Lyft, Uber, Taxi) Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad, Medicaid, ADA)

□Otro (especifique)

#### 3. Cuando utiliza el transporte público, ¿cómo llega a la parada/ estación de transporte público? (Seleccione todo lo que corresponda)

□Maneio hasta una gasolinera/estacionamiento con acceso al transporte publico cercanos □Me lleva un familiar o amigo Camino □Monto bicicleta □ Transporte compartido (Lyft, Uber, Taxi) Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad. Medicaid. ADA) □No uso transporte público □Otro (especifique)

#### 4. ¿Qué le haría pensar en usar una scooter electrónica/bicicleta de uso compartido o servicio de trasporte por demanda (Microtransit), como Freebee, para trasladarse localmente o llegar a las paradas/estaciones de transporte público?

#### (Clasifique las opciones del 1 a 5, por orden de preferencia, con 1 como la más preferida y 5 como la menos preferida por usted)

Que estén disponibles cerca de mi casa/trabajo

□Que sean de bajo costo

Que se puedan usar en carriles reservados para scooters electrónicas/ bicicletas

Que tengan una suscripción mensual

Que sean de uso más fácil

5. Usaría el transporte público con mayor frecuencia, si...

#### (Clasifique las tres opciones principales)

□Se demorara menos tiempo

□Los horarios de traslado fueran más exactos □Las estaciones/paradas estuvieran más cerca de mi casa/trabajo Se extendieran las horas de funcionamiento Obviamente fuera la opción de transporte menos cara □Hubiera más estacionamientos públicos en la estación Las paradas/estaciones fueran más seguras y estuvieran más limpias □Hubiera más opciones para trasladarme de mi casa o destino hasta la parada/estación de transporte público (ómnibus de enlace, bicicletas, *scooters* electrónicas) □Otro (especifique)

#### 6. Caminaría o montaría bicicleta con mayor frecuencia, si... (Clasifique las tres opciones principales)

□Hubiera más lugares a donde ir, a pie o en bicicleta, a una distancia de 15 minutos desde mi casa

□Hubiera una mayor infraestructura para caminar/montar bicicleta en mi vecindario (aceras/cruces de peatones/carriles para bicicletas)

□Hubiera menos tráfico que se desplace a menor velocidad en las calles aledañas

□Hubiera árboles que dieran más sombra en las aceras/carriles para bicicletas

□Hubiera muchas cosas interesantes que ver mientras camino por mi vecindario

□Se sintiera más seguridad/protección

□Hubiera estacionamientos de fin de viaje para bicicletas con taquillas o duchas, en mi lugar de destino

□Más personas lo hicieran

□Otro (especifique)

#### 7. ¿Adónde le gustaría caminar si usted viviera o actualmente vive en una comunidad peatonal?

#### (Seleccione todo lo que corresponda)

□Iría caminando al trabajo o la escuela

□Iría caminando a la parada del transporte público

□Iría caminando a tiendas, restaurantes o a realizar otras actividades recreativas

Caminaría para ejercitarme y estar más activo(a)

□Iría caminando a buscar las necesidades diarias y a hacer mandados

#### 8. ¿Cuáles son las inquietudes principales que usted tiene sobre el transporte en Florida City? (Clasifique según el orden: 1=inquietud principal, 4=inquietud menor)

Condiciones inseguras e incómoda para caminar y montar bicicleta □Costos elevados

□Transporte público inadecuado (p. ej., autobuses, trenes)

Congestión vehicular

#### 9.Para usted, ¿cómo sería el vecindario ideal? (Seleccione una opción)

*Downtown* urbanístico, con una mezcla de oficinas, apartamentos y tiendas

□Vecindario suburbanos, con una mezcla de apartamentos, casas, tiendas y negocios

□Vecindario suburbano, con casas solamente

☐Área rural

10. Sírvase enumerar las necesidades de transporte que usted conozca existen en Florida City. (Ejemplos: Se necesita aceras en Main Street, desde Bus Avenue hasta Bicyclist Way; se necesita cruce peatonal en la intersección de Car Terrace y Pedestrian Lane)

#### Ahora, cuéntenos sobre usted... (opcional)

11. ¿Cuál es su edad?

🗆 menos de 16	□35-44	□65-74
16-24	45-54	□75+
25-34	55-64	

#### 12. ¿Cuál es su género?

□ Masculino

Femenino

Prefiero autodescribirme como: \_\_\_\_

#### 13. De las siguientes cifras, ¿cuál es la que MEJOR describe el ingreso anual total de su núcleo familiar?

□ menos de \$20,000	□ \$75.000 - \$99.999
□ \$20,000 - \$49,999	□ \$100.000 o más
□ \$50,000 - \$74,999	□ \$100,000 0 mas

#### 14. ¿Usted es? (margue todo lo gue corresponda)

□ Indoamericano/Nativo de Alaska

☐ Asiático

□ Negro/Afroamericano

□ Nativo de Hawái/Isleño del Pacífico

□ Blanco

Otra raza: \_\_\_\_\_

#### 15. ¿Es usted hispano o latino?

🗌 Sí □No

### Para obtener más información, visite www.miamidadetpo.org



Miami-Dade



Nan kad Inisyativ Plan Estratejik Transpò Rapid zòn Miami la (SMART), yo pwopoze pou Estasyon Teminal Park and Ride pou Wout Otobis Transpò Rapid (BRT) South Dade la plase nan SW 344th Street nan Florida City. Pou sipòte aksè nan estasyon yo pwopoze a ak devlopman potansyèl nan zòn estasyon an, Òganizasyon Planifikasyon Transpò (TPO) ap fè yon Etid Mobilite nan Florida City pou revalize yon rezo mobilite konplè.

Tanpri ranpli sondaj tou kout sa a, fèmen ti liv la, epi voye li pa lapòs pa pi ta pase 31 oktòb 2020.

#### **POU PLIS ENFÒMASYON**

**Miami-Dade TPO** 150 West Flagler Street, Suite 1900 Miami, Florida 33130 305-375-4507 information@mdtpo.org www.miamidadetpo.org

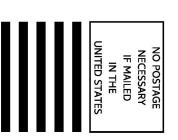
Politik TPO Miami-Dade se respekte tout egzijans Lwa sou Ameriken ki Andikape yo. Pou fòma altènatif dokiman sa a. tanpri rele 305-375-4507.

MIAMI FL 33130-9856

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150 W FLAGLER ST STE 1900

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## Sondaj: Sondaj Preferans Transpò Florida City

- 1. Ki mwayen transpò ki pi komen ou itilize pou ale travay ak/oswa lekòl? (chwazi youn)
- Kondwi sèl pandan tout vwayaj la
- Kovwatiraj oswa minibis
- □Transpò Piblik (Navèt Kominotè, Metrobus, Metrorail)
- □Apye oswa bisiklèt
- □Transpò patikilye pataje (Lyft, Uber, Taxi)
- □Sèvis transpò adapte (sèvis pou granmoun aje, Medicaid, ADA)
- $\Box M {\rm wen}$  travay a distans nan pifò jou yo (Travay Lakay) $\Box L {\rm \dot{o}t}$  (tanpri espesifye)
- □Pa Aplikab

#### Ki mwayen transpò ki pi komen ou itilize pou vwayaj ki pa gen rapò ak travay/lekòl (fè komisyon, fè makèt, byennèt, manje deyò, elatriye)? (chwazi youn)

- □ Kondwi sèl pandan tout vwayaj la
- Kovwatiraj oswa minibis
- Transpò Piblik (Navèt Kominotè, Metrobus, Metrorail)
- Apye oswa bisiklèt
- Transpò patikilye pataje (Lyft, Uber, Taxi)
- Sèvis transpò adapte (sèvis pou granmoun aje, Medicaid, ADA)
- Lòt (tanpri espesifye)

#### 3. Lè w sèvi ak Transpò Piblik, kijan ou nòmalman gen aksè a arè/ estasyon transpò piblik? (chwazi tout sa ki aplikab) □Kondwi ale nan garaj/Park-and-Ride ki tou pre a □Jwenn yon woulib nan men yon manm fanmi oswa yon zanmi

- □Аруе
- □A bisiklèt
- □ Transpò patikilye pataje (Lyft, Uber, Taxi)
- Sèvis transpò adapte (sèvis pou granmoun aje, Medicaid, ADA)
- Mwen pa itilize transpò piblik
- Lòt (tanpri espesifye)
- 4. Ki sa ki ta fè ou konsidere sèvi avèk yon mobilèt elektrik/bisiklèt pataje oswa sèvis mikwotranzit tankou Freebee fè vwayaj lokal yo oswa vwayaj nan arè/estasyon transpò piblik?
- (Klase ant 1 a 5, kote 1 se sa w pi prefere a ak 5 ki se sa ou mwens prefere a)
- □Disponibilite tou pre lakay/travay mwen
- 🗆 Pi ba pri
- □Wout ki la pou mobilèt elektrik/bisiklèt sèlman
- □Abònman chak mwa
- Pi bon pou itilizatè
- 5. Mwen ta monte transpò piblik plis si ... (Klase twa premye yo)
- □ Li te pran mwens tan

- □ Lè yo vwayaj yo te plis fyabe
- □Estasyon/arè yo te pi pre kay/ravay mwen
- □Yo te pwolonje orè fonksyòman yo
- □Li te byen klè ke se te opsyon transpò ki te pi bon mache a
- Te gen plis pakin disponib nan estasyon an
- □Arè/estasyon yo te pi an sekirite ak pi pwòp
- □Te gen plis opsyon pou soti lakay oswa destinasyon mwenpou ale nan arè/ estasyon transpò piblikla (navèt, bisiklèt, mobilèt elektrik)
- Lòt (tanpri espesifye) )\_\_\_\_\_
- 6. Mwen ta mache/pran bisiklèt plis si ... (Klase twa premye yo)⊟Te gen plis destinasyon ki disponib a 15 minit apye/a bisiklèt de lakay mwen an
- □Te gen plis enfrastrikti pou moun apye/a bisiklèt nan katye mwen an (twotwa/ pasaj pou pyeton/wout pou bisiklèt sèlman)
- □Te gen mwens sikilasyon/sikilasyon ki pi dousman nan ri ki tou pre yo
- □Pye bwa te bay plis lonbraj sou twotwa/wout pou bisiklèt yo
- $\hfill\square\ensuremath{\mathsf{Te}}$  gen anpil bagay enteresan pou gade pandan m ap mache nan katye mwen an
- □Li te parèt pi san danje/pi sekirite
- □Te gen enstalasyon fen vwayaj tankou kazye oswa douch disponib nan destinasyon mwen an
   □Plis moun te fè sa
- □ Lòt (tanpri espesifye) )\_\_\_\_\_

### 7. Ki kote ou ta renmen mache si ou te viv oswa ap viv kounye a nan yon kominote moun ka mache ladan (Chwazi tout sa ki aplikab)

- □Mwen ta mache ale travay oubyen lekòl
- □Mwen ta mache ale nan yon arè transpò piblik
- □Mwen ta mache ale nan makèt, restoran, oswa nan lòt aktivite lwazi
- □Mwen ta mache pou fè egzèsis epi pou mwen pi aktif
- □Mwen ta mache pou mwen gen aksè a bezwen chak jou yo epi al fè komisyon

#### 8. Ki pi gwo enkyetid ou genyen sou transpò nan Florida City? (Klase nan lòd: 1 = pi gwo enkyetid, 4 = enkyetid ki pi piti a)

- □Kondisyon pou mache ak monte bisiklèt ki pa sekiritè oswa ki pa konfòtab □Pri elve
- □Transpò piblik ki pa adekwa (sètadi otobis, tren) □Blokis
- 9. A kisa katye ideyal pa w la sanble? (chwazi youn)
- □Zòn lavil, avèk yon melanj biwo, apatman, ak boutik □Katye banlye, ak yon melanj apatman, kay, boutik, ak biznis
- □Katye banlye, avèk kay sèlman
- Zòn Riral

#### 10. Tanpri fè yon lis bezwen nan zafè transpò ou okouran nan Florida City. (Egzanp: Bezwen twotwa sou Main Street soti nan Bus Avenue rive Bicyclist Way; Bezwen pasaj pou pyeton nan entèseksyon Car Terrace ak Pedestrian Lane)

#### Kounye a, pale nou de oumenm... (pa obligatwa)

11. Ki laj ou?

mwens ke	25-34	□55-64
16 ane	35-44	□65-74
16-24	□45-54	□75+

#### 12. Ki sèks ou?

🗆 Gason	
🗆 Fanm	
Prefere	dekri tèt mwen:

#### 13. Kilès nan sa yo ki PI BYEN dekri revni anyèl total lakay ou?

Mwens pase \$20,000	
	🗆 \$75,000 - \$99,999
□ \$20.000 - \$49.999	
,	□ \$100,000 or more
□ \$50,000 - \$74,999	. ,

#### 14. Èske ou se? (tyeke sa ki aplikab)

- □ Endyen Ameriken / Natif Natal Alaska
   □ Azyatikn
   □ Nwa/Afriken Ameriken
   □ Nativf Natal Hawai / Zile Pasifik
   □ Baln
- 🗆 Lòt: \_\_\_\_\_

15. Òske w se Panyòl oswa Latino?

□ YWi □Non

### Pou aprann plis, vizite www.miamidadetpo.org

