Miami-Dade County

2005 Park and Ride Lot Plan

Prepared for:

Florida Department of Transportation
District VI

December 2005

Prepared by:

Gannett Fleming
ENGINEERS AND PLANNERS

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INTRODUCTION

In 1993, the Florida Department of Transportation (FDOT) District 6 developed a countywide Park-and-Ride Plan for Miami-Dade. The plan identified 24 future Park-and-ride locations for both short- and long- term development. The purpose of this study is to update the 1993 plan for Miami-Dade County and evaluate potential park-and-ride needs in Northern Monroe County.

As defined in Chapter 341 F.S., the State Park-and-Ride program was established in 1982 in response to vehicles constantly parking on roadways. The goal of the State Park-and-Ride program was to provide organized and safe parking for these vehicles as well as reduce the number of vehicle trips by single occupant vehicles. Originally, park-and-ride lots were constructed on public right-of-ways, park lands, and state owned lands. This program provides a methodology for the purchase/leasing of private land and the promotion and monitoring of park-and-ride lots. In addition, the park-and-ride lot program is an important part of the commuter assistance program because it encourages the use of transit, carpools, and vanpools, by promoting safe and convenient locations for commuters to leave their cars.

The 2005 Park-and-Ride Plan includes all of Miami-Dade County as well as the northern portion of Monroe County. The 2005 Park-and-Ride Plan includes an evaluation of existing Park-and-ride lots in Miami-Dade County and identifies future park-and-ride lots within the study area.

1993 Dade County Park & Ride Lot Plan

The 1993 Dade County Park & Ride Lot Plan, prepared for the Florida Department of Transportation, was organized into three phases: the short term plan, the intermediate plan, and the long range plan.

Short Term Plan

The short-term plan covered a five-year period, consistent with the County and State work programs. The purpose of the short term plan was to address the need for current and near-term congestion relief and to assist in maximizing the capacity of existing transportation facilities. The 1993 short term plan identified fourteen (14) new park-and-ride facilities along the following five (5) corridors:

- US-1/South Dixie Highway (5 facilities)
- NW 27th Avenue Corridor (2 facilities)
- Biscayne Boulevard Corridor (2 facilities)
- Western Corridor (4 facilities)
- Miami Beach: Convention Center Area (1 facility)

Intermediate Plan

The intermediate plan identified five additional facilities not included in the short-term plan. The intermediate plan was based on the development of other potential park-and-ride facilities in order to add capacity to western routes in conjunction with roadway expansion.

The intermediate plan identified three areas for potential park-and-ride facilities. The first area identified two potential park-and-ride locations to serve commuters in the western county and relieve congestion on SR-826. The second area identified one potential park-and-ride location contingent on the extension on SR-874. The third area identified two potential park-and-ride locations in Miami Beach.

Other potential lots were analyzed, however, were not included in the final recommendations due to lack of demand or a suitable location.

Long Range Plan

The long-range portion of the park-and-ride plan identified potential corridors for park-and-ride development based on the Metro-Dade County 2010 Transportation Plan (adopted in 1990) for the identification of corridors that had the potential for park-and-ride development. The long-range plan was contingent on the development of the multi-modal corridors that were analyzed in a previous Transitional Corridors Study, which evaluated alternative transportation modes along specific corridors. The location of potential park-and-ride facilities depended on recommendations from the Transitional Corridors Study. The corridors were chosen with the intent to support different modes of transit including priority bus lanes, express busways, light rail transit, and extensions to Metrorail. The six corridors included in the long-range portion of the plan were:

- South: Dadeland South Metrorail Station to Homestead/Florida City
- Kendall: Dadeland North Metrorail Station to SW 137th Avenue
- North: Dr. Martin Luther King Jr. Metrorail Station to NW 215th Street
- Northeast: Downtown Miami to NE 199th Street
- Beach: Downtown Miami to 71st Street on Miami Beach
- West: Downtown Miami to Florida International University at the Homestead Extension of the Florida Turnpike (HEFT) with direct connection or branch service to MIA

The long range component of the plan also included a park-and-ride lot in conjunction with the extension of the Metrorail from Okeechobee Metrorail Station to SR-826 and to the Miami Multimodal terminal.

Results

Of the 24 recommended park-and-ride lots recommended in the 1993 Park & Ride Plan, two were constructed: the Palmetto Metrorail Station and SW 152nd Street park-and-ride lots. In addition, since 2002, three park-and-ride facilities not identified in the 1993 Plan

have been added to the Miami-Dade County System: 168th St. Park-and-Ride Lot, 120th St. Park-and-Ride Lot, and Culmer Metrorail Station, adding more than175 spaces to the Miami-Dade Park-and-Ride System.

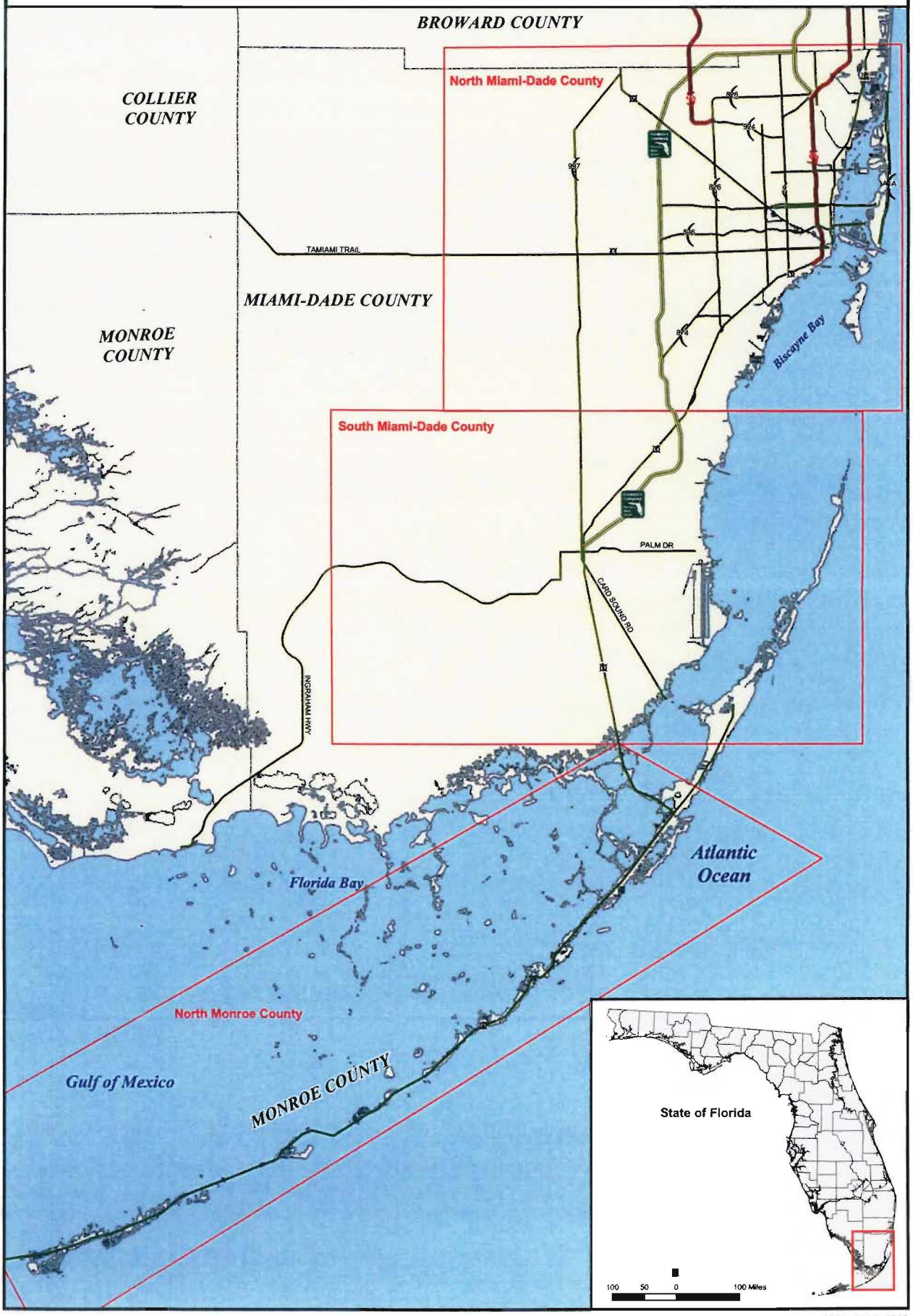
Study Area

The study area for the 2005 Park-and-Ride Plan includes all of Miami-Dade County and the northern portion of Monroe County, to mile marker (MM) 50. The northern portion of Monroe County is included in this study because the Miami-Dade Transit currently operates a bus route between the two counties. It is important to include this portion of Monroe County as well as southern Miami-Dade County in order to identify possible park-and-ride locations for the comprehensive transit system. A map of the study area boundary is shown in **Figure 1**.

FDOT District 6 - Park and Ride Plan
Study Area Boundary
Figure 1

Gannett Fleming

5 2.5 0 5 10 Miles



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2005 Scope of Work

The 2005 Park-and-Ride Plan was organized into four tasks, which are briefly described below.

Task One: Existing Conditions & Facility Site Improvement

This task identified enhancements to the existing park-and-ride facilities to improve the entire transit system. Previous annual Park-and-Ride Facility Inspection Reports for Miami-Dade County were reviewed in addition to field surveys and other relevant studies, in order to make recommendations to the existing lots and to improve the overall effectiveness of the existing park-and-ride system.

Task Two: New Site Location Studies

This task was performed in three steps. The first step identified a comprehensive list of potential corridors and areas that were suited for park-and-ride facilities. These corridors and areas were generally based on the Miami-Dade People's Transportation Plan, as well as other transportation plans in the area including the Transit Development Program (TDP) and the Miami-Dade Long Range Transportation Plan. The list of potential areas was sent to the Steering Committee for review and reflects their recommendations. The Steering Committee was formed to guide the development process of the 2005 Park-and-Ride Plan. The second step was to identify specific sites within the corridors and areas identified in step one. Sites were chosen according to the criteria outlined in the *State Park-and-Ride Lot Program Planning Manual* (Planning Manual). Once a list of sites was chosen, it was sent to the Steering Committee for final selection. The third step was to perform an estimation of lot demand and space for potential sites identified during step two.

Task Three: Impact Assessment

This task assessed the impacts associated with the proposed park-and-ride facilities identified in Task 2. The assessment evaluated vehicle miles of travel, vehicle emissions, fuel consumption, and travel time.

Task Four: Economic Analysis & Project Justification

This task consisted of performing an economic analysis of recommended park-and-ride improvements. The methodology described in the Planning Manual consists of the following steps: benefit, cost and effectiveness measures; economic analysis of park-and-ride facilities; improvements to the existing system; and a justification report.

TASK ONE: EXISTING CONDITIONS

The 2005 Miami-Dade County Park-and-Ride system consists of thirty-two (32) park-and-ride facilities located in Miami-Dade County, Florida; no existing Park-and-ride lots are provided in the northern portion of Monroe County. Currently there are more than 10,000 parking spaces split among the thirty-two (32) park-and-ride facilities (5 parking garages and 27 surface lots). Each park-and-ride lot is used by a variety of patrons to either access public transportation or participate in carpooling. Many of the existing park-and-ride lots are associated with one or more of the following public transportation systems: Metrorail, MetroBus, Tri-Rail, and/or the Busway. Other park-and-ride lots not associated with public transit are used to assist in carpooling on I-95, Florida's Turnpike, and SR 874. **Figure 2** shows the 2005 +park-and-ride facilities in Miami-Dade County, Florida.

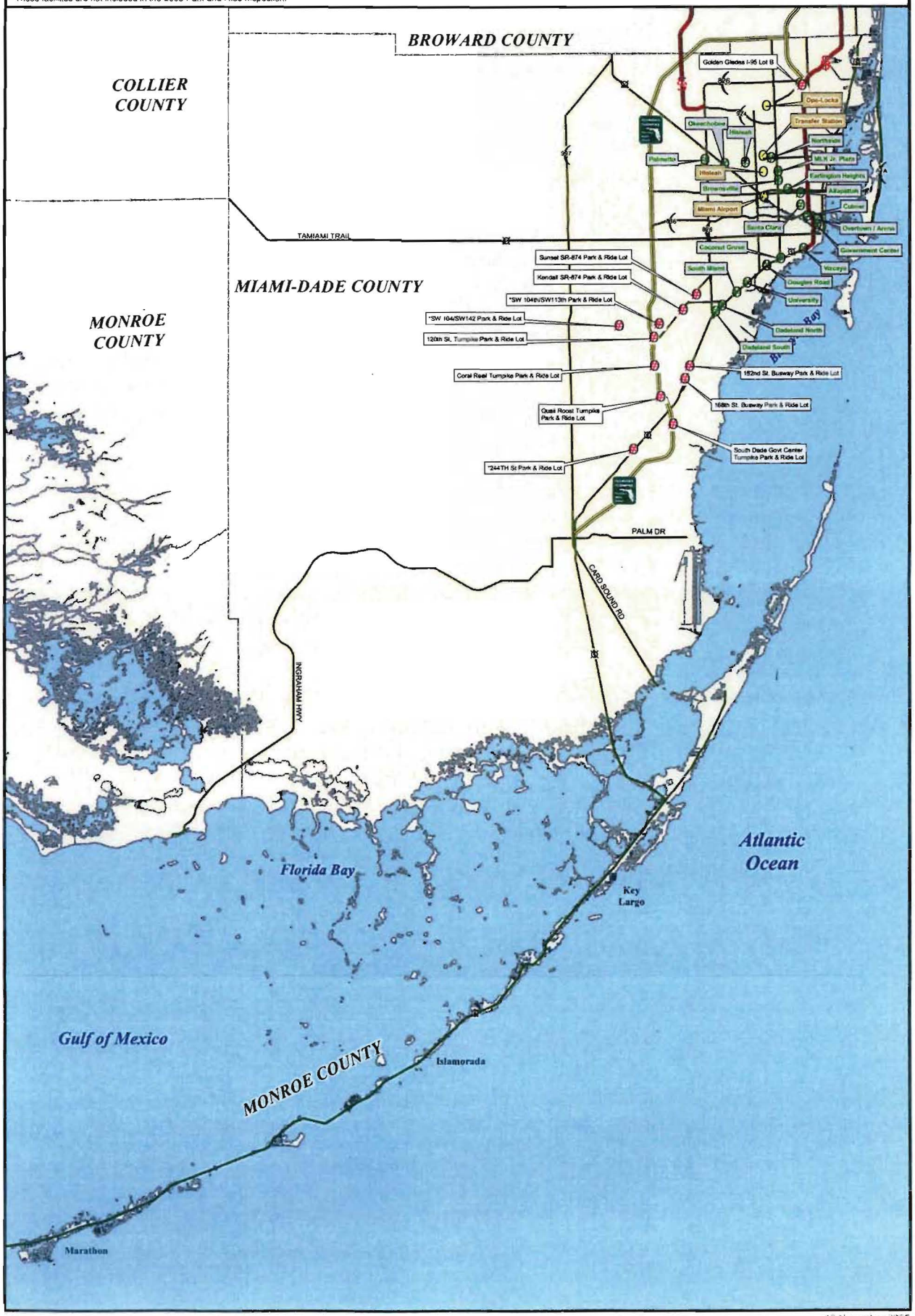
FDOT District 6 - Park and Ride Plan
Existing Park and Ride Facilities
Figure 2

Legend

- Existing Metrorail Station / PnR Lot
- Existing Park and Ride Lot
- Existing Tri-Rail Station / PnR Lot
- Arterial
- Interstate
- Turnpike

5 2.5 0 5 10 Miles

* These facilities are not included in the 2005 Park-and-Ride Inspection.



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Data Collection

Field data was collected in order to determine the performance level of each park-and-ride facility. In Miami-Dade County, park-and-ride facility inspections are conducted on an annual basis, Tuesday through Thursday between the hours of 9:30 AM and 3:30 PM. The information needed to evaluate existing park-and-ride lots for this study included:

- Number of short-term, long-term, and handicapped spaces (identified during 2005 annual park-and-ride facility inspections)
- Number of parked vehicles in short-term, long-term, and handicapped spaces (facility inspections)
- Number of illegally parked vehicles (facility inspections)
- Pavement condition inventory (facility inspections)
- Traffic control device inventory (facility inspections)
- Number and types of complaints from applicable agencies
- Number and types of accidents related to the park-and-ride facility from applicable agencies
- Inventory of land use on property adjacent to the site (field survey)
- Accessibility of facility to transit (field survey)

Occupancy counts were conducted at each park-and-ride facility in order to determine the level of utilization. The number of occupied spaces divided by the total number of parking spaces determined the level of utilization for each lot. Also, an inventory of illegally parked vehicles was collected and included in the total number of occupied spaces.

The pavement condition at each park-and-ride facility was observed in order to identify any facilities that needed maintenance. Raises, holes, and cracks in the pavement were noted at this time. Additionally, any faded striping was also identified.

Traffic control devices were inventoried in order to determine accessibility to each park-and-ride facility. The evaluation also included an inventory of traffic control devices adjacent to the site that have an impact on site access.

Complaints and accident data was collected for each facility as a way of identifying potential issues and problems occurring at a particular site. This information was collected from county public works, county and city traffic engineers, public offices, and county or city police departments.

Land uses adjacent to the park-and-ride facilities were identified up to 1,000 ft. away. Land use was classified as residential, commercial, industrial, or public uses. This information was acquired during the 2005 annual park-and-ride facility inspection.

Transit services were identified in order to determine the types of transportation available at each facility. The types of transit services offered in Miami-Dade include: local/express bus service (MetroBus), Metrorail, Metromover, the Busway, and Tri-Rail. Bike racks, the number of bikes, and pedestrian access were also evaluated.

In order to identify specific issues and to provide an overall project record of the conditions at the time of inspection, color photographs were taken of each facility.

Evaluation

Existing park-and-ride facilities were evaluated according to the Planning Manual. The evaluation process was broken into two components: operating deficiencies and lot utilization. Performance evaluation criteria as identified in the Planning Manual were applied once the primary data was collected.

Operating Deficiencies

Once the park-and-ride evaluations were completed, critical operating deficiencies since 2002 were identified. Critical operating deficiencies include security, pavement, traffic control device maintenance, accidents, poor circulation, and illegal parking related issues. Facilities that have a critical operating deficiency should have each issue corrected as soon as possible. Information regarding operating deficiencies was acquired during the annual park-and-ride lot field inspections. **Table 1** shows the performance evaluation criteria recommended in the Planning Manual for the identification of operating deficiencies and potential corrective actions.

Table 1
Performance Evaluation Criteria - Operating Deficiencies

Performance Measure	Suggested Operating Standard	Potential Corrective Actions
Complaints	Number based on nature of complaints	Based on nature of complaints
Accidents/traffic safety	>1 per year	Traffic engineering measures
Pavement conditions	Unsatisfactory	Patch, repave or reconstruct
Signing conditions	Unsatisfactory	Replace, add new signs
Illegal parkers	>3 per month	Increase enforcement
Security	>1 incident per year	Increase enforcement

Source: State Park and Ride Lot Program Planning Manual (2001)

Complaints

No complaints were noted regarding the park-and-ride system.

Accidents/traffic safety

No accidents/traffic safety issues were noted regarding the park-and-ride system.

Unsatisfactory Pavement Conditions
Environmental conditions have caused pavement markings to fade at select park-and-ride facilities. The following lots need to be re-striped:

- Brownsville Metrorail Station
- Coconut Grove Metrorail Station
- Culmer Metrorail Station
- Earlington Heights Metrorail Station
- Hialeah Tri-Rail Metrorail Station
- Northside Metrorail Station
- Okeechobee Metrorail Station

Unsatisfactory Signage Conditions
The following facilities need signs due to lack of proper signage, or existing signs have faded overtime:

- Allapattah Metrorail Station (need ADA signs)
- Brownsville Metrorail Station (need pedestrian signs & signs are faded)
- Culmer Metrorail Station (no park-and-ride signs)
- Golden Glades Lot A (need ADA signs)
- Hialeah Metrorail Station (need Stroller and ADA signs)
- Northside Metrorail Station (ADA signs faded)
- Okeechobee Metrorail Station (need ADA signs)

Illegal Parking / Security Issues
Illegal parking was found at a few park-and-ride facilities during the 2005 Annual Park-and-Ride Inspection. The Hialeah Tri-Rail/Metrorail Station has had illegally parked cars at this facility for the past two years due to a lack of general parking spaces.

- Hialeah Tri-Rail/Metrorail Station- 4 Illegally parked cars, *2005 Inspection* (6 Illegally parked cars, *2004 Inspection*)
- Quail Roost Park-and-Ride Lot – Dump truck abandoned in the lot, *2005 Inspection*
- South Miami Metrorail Station – Boat with Trailer taking up two spaces, *2005 Inspection*

Overall, the park-and-ride facilities in Miami-Dade County have very few security issues. Two park-and-ride lots in particular have had reported incidents within the past two years: 152nd Street and 168th Street park-and-ride lots. In 2003, the 152nd Street park-and-ride lot had two incidents of crime and two incidents of non-crimes[1]. Only one incident of crime occurred in 2004, which is a decrease from the previous year. The number of non-crimes remained at two. In 2003, one incident of crime and three incidents of non-crimes were reported at the 168th Street park-and-ride lot. In 2004, the number of crimes at the 168th Street park-and-ride lot increased to six and the number of non-crimes decreased to two.

[1] Non-crime incidents are accidents or injuries in which no criminal activity was involved.

General Maintenance
In addition to the criteria identified in the Planning Manual, there are several lots that require general maintenance to improve the overall look and performance of the lot. Based on the 2005 Annual Park-and-Ride Inspection, the following park-and-ride lots require general maintenance:

- Brownsville Metrorail Station (maintenance of landscaping, remove dumpster in lot)
- Coconut Grove Metrorail Station (garbage containers blocking parking spaces)
- Culmer Metrorail Station (remove dumpster in lot)
- Hialeah Metrorail Station (raised pavement in lot, cars drive though pedestrian walkway)
- Okeechobee Metrorail Station (dumpster and debris taking up parking spaces)
- South Miami Metrorail Station (boat and debris are taking up spaces)

Existing Lot Utilization

Each park-and-ride facility was classified into one of the following categories based on the percent occupancy:

- Unsatisfactory Operation (Underutilized) – Park-and-ride facilities that operate at an unsatisfactory (<10% occupancy) level have two possible actions: close the site and hold for future use, or dispose of the property. Closing a facility is based on two factors: inability to implement corrective action at a facility and availability to provide parking alternative parking for existing users.
- Marginal Operation – Facilities that operate marginally (10% to 60% occupancy) can be improved with the addition of amenities or increased transit service. Actions that can improve conditions at a park-and-ride facility include:
    - New or increased in transit service
    - Access improvements
    - Increased security
    - Construction of transit amenities (bus stops or shelters)
    - Improved promotion
- Satisfactory Operation – Facilities are operating at a level (60% to 80% occupancy) that requires no corrective action to increase usage.
- Over-Utilization – Facilities that are over-utilized (> 100% occupancy) could discourage possible park-and-ride participants. Raising parking rates, relocating customers to nearby facilities, and decreasing stall width are a couple of ways to remedy the over-utilization of a park-and-ride facility. Another way to remedy this issue is to expand an existing facility, or construct a new facility, however this may be costly.

Annual Park-and-Ride Facility Inspections since 2002 were reviewed in order to understand the facility conditions and occupancy trends for the Miami-Dade County Park-and-Ride System. The current park-and-ride system consists of more than 10,000

parking spaces split among thirty-two (32) park-and-ride facilities (5 parking garages and 27 surface lots). The four-year occupancy average for all 32 facilities is 67%.

Each facility was assessed according to criteria outlined in **Table 2** and classified into one of four categories related to utilization. **Table 3** shows the occupancy count and facility assessment for the 2005 Annual Park-and-Ride Facility Inventory. Additionally, the average space count, average occupancy, and average percent occupancy between 2002 and 2005 are also shown in **Table 3**.

Table 2
Performance Evaluation Criteria - Lot Utilization

Assessment	Performance Measure	Suggested Operating Standard	Potential Corrective Actions
Unsatisfactory operation	Parked vehicles Percent utilization	<10 vehicles <10 percent	Close Dispose
Marginal operation	Parked vehicles Percent utilization	10-20 vehicles 10-60 percent	Added transit service Transit amenities Added promotion Improve access Improve security
Satisfactory operation	Parked vehicles Percent utilization	>20 vehicles 60-80 percent	None Needed
Over-utilized	Percent utilization Facility size	>80 percent >30 spaces	Modify geometrics, striping Expand Construct new site

Source: State Park and Ride Lot Program Planning Manual (2001)

Table 3
Occupancy Summary by Facility

Station Name	2005 Count				Average (02-05)		
	General Spaces[1]	Spaces Occupied	Percent Occupied	Facility Assessment[2]	General Spaces	Spaces Occupied	Percent Occupied
Metrorail Stations							
Allapattah Metrorail Station	67	23	34%	Marginal	68	13	20%
Brownsville Metrorail Station	430	10	2%	Unsatisfactory	430	12	3%
Coconut Grove Metrorail Station	194	91	47%	Marginal	198	86	44%
Culmer Metrorail Station	28	8	29%	Marginal	28	4	14%
Dadeland North Metrorail Station	2100	2098	100%	Over-utilized	2100	2015	96%
Dadeland South Metrorail Station	1100	1098	100%	Over-utilized	1105	1056	96%
Douglas Road Metrorail Station	191	191	100%	Over-utilized	200	161	83%
Dr. M.L. King Jr. Metrorail Station	59	34	58%	Marginal	59	34	58%
Earlington Heights Metrorail Station	95	42	44%	Marginal	95	43	46%
Hialeah Metrorail Station	220	125	57%	Marginal	271	111	43%
Northside Metrorail Station	282	162	57%	Marginal	286	158	55%
Okeechobee Metrorail Station	1137	817	72%	Satisfactory	1213	704	58%
Overtown/Arena Metrorail Station[3]	N/A	N/A	N/A	**Under Const.**[3]	61	50	83%
Palmetto Metrorail Station	678	164	24%	Marginal	683	150	22%
Santa Clara Metrorail Station[4]	N/A	N/A	N/A	**Lot Closed**[4]	129	52	39%
South Miami Metrorail Station	1800	1135	63%	Satisfactory	1800	1024	57%
University Metrorail Station	188	134	71%	Satisfactory	181	153	84%
Vizcaya Metrorail Station	116	77	66%	Satisfactory	100	48	47%
Sub Total	**8685**	**6209**	**71%**		**8508**	**5730**	**67%**
Tri-Rail Stations							
Golden Glades Tri-Rail Station Lot A	1036	711	69%	Satisfactory	1061	709	67%
Hialeah Market Tri-Rail Station	67	12	18%	Marginal	67	9	13%
Hialeah Tri-Rail Metrorail Station[5]	37	41	111%	Over-utilized[5]	40	42	105%
Miami Airport Tri-Rail Station	163	116	71%	Satisfactory	212	93	46%
Opa-Locka Tri-Rail Station	64	21	33%	Marginal	66	25	37%
Sub Total	**1367**	**901**	**66%**		**1446**	**877**	**61%**
Turnpike Park-and-Ride Lots							
Coral Reef Turnpike Park & Ride Lot	92	23	25%	Marginal	95	26	27%
Quail Roost Turnpike Park & Ride Lot[6]	N/A	N/A	N/A	**Inactive**[6]	N/A	N/A	N/A
South Dade Gov't Ctr. Turnpike Park & Ride Lot[6]	N/A	N/A	N/A	**Inactive**[6]	N/A	N/A	N/A
120 St. Turnpike Park & Ride Lot	11	0	0%	Unsatisfactory	11	0	0%
Sub Total	**103**	**23**	**22%**		**98**	**26**	**27%**
SR-874 Park-and-Ride Lots							
Kendall SR 847 Park & Ride Lot[6]	N/A	N/A	N/A	**Inactive**[6]	N/A	N/A	N/A
Sunset SR 847 Park & Ride Lot[6]	N/A	N/A	N/A	**Inactive**[6]	N/A	N/A	N/A
Sub Total	**N/A**	**0**	**0%**		**0**	**0**	**0%**
Busway Park-and-Ride Lots							
168 St. Busway Park & Ride Lot	140	140	100%	Over-utilized	142	125	88%
152 St. Busway Park & Ride Lot	121	121	100%	Over-utilized	103	105	103%
Sub Total	**261**	**261**	**100%**		**210**	**199**	**95%**
I-95 Park-and-Ride Lots							
Golden Glades I-95 Lot B[7]	N/A	N/A	N/A	**Const. Storage**[7]	N/A	N/A	N/A
Sub Total	**0**	**0**	**0%**		**0**	**0**	**0%**
Total	**10416**	**7394**	**71%**		**10262**	**6832**	**67%**

[1]Stroller and HDCP spaces are not included in general spaces.

[2]Facility Assessment was determined by the percent occupied in the 2005 Annual Inspection.

[3]Facility closed during the 2005 Annual Inspection - based analysis on average instead.

[4]Facility will no longer provide parking at this location (per guard - 2005 Annual Inspection).

[5]Additional vehicles are illegally parked in the lot due to lack of general spaces

[6]Lot is not currently in use but still classified as a park-and-ride lot.

[7]Facility is closed and is currently being used as storage space for the I-95 sound wall construction project.

The following park-and-ride facilities are classified as **Unsatisfactory** in operation, operating below 10% occupancy:

- Brownsville Metrorail Station
- 120 St. Turnpike Park & Ride Lot

The following park-and-ride facilities are classified as **Marginal** in operation, 10-60 percent of capacity:

- Allapattah Metrorail Station

- Coconut Grove Metrorail Station
- Culmer Metrorail Station
- Dr. MLK Jr. Metrorail Station
- Earlington Heights Metrorail Station
- Hialeah Metrorail Station
- Northside Metrorail Station
- Palmetto Metrorail Station
- Hialeah Market Tri-Rail Station
- Opa-Locka Tri-Rail Station
- Coral Reef Turnpike Park & Ride Lot

Facilities that are classified as **Satisfactory** in operation, 60-80 percent occupancy, are listed below:

- Okeechobee Metrorail Station
- South Miami Metrorail Station
- University Metrorail Station
- Vizcaya Metrorail Station
- Golden Glades Tri-Rail Station Lot A
- Miami Airport Tri-Rail Station

The following facilities are classified as **Over-utilized**, operating at more than 80 percent of capacity:

- Dadeland North Metrorail Station
- Dadeland South Metrorail Station
- Douglas Road Metrorail Station
- Hialeah Tri-Rail Metrorail Station
- 168 St. Busway Park & Ride
- 152 St. Busway Park & Ride

The following facilities were not assessed because each facility was labeled as inactive, closed, or were used as construction storage:

- Overtown/Arena Metrorail Station (Under Construction)
- Santa Clara Metrorail Station (Lot is Closed)
- Quail Roost Turnpike Park & Ride Lot (Inactive Lot)
- South Dade Gov't Center Turnpike Park & Ride Lot (Inactive Lot)
- Kendall SR 847 Park & Ride Lot (Inactive Lot)
- Sunset SR 847 Park & Ride Lot (Inactive Lot)
- Golden Glades I-95 Lot B (Construction Storage)

Park-and-Ride lots classified as Unsatisfactory or Over-utilized present the greatest need for improvements. While lots that are classified as Marginal require some attention, those classified as Unsatisfactory either require major improvements or disposal. Likewise, those that are classified as Over-utilized require further analysis regarding the feasibility of expansion or need for an additional lot nearby.

Table 4 summarizes the recommended actions for existing park-and-ride lots based on the 2005 Annual Park-and-Ride Inspection.

Table 4
Recommendations for Operating Deficiencies

Unsatisfactory Operation	
Brownsville Metrorail Station	• Replace signage • Improve pavement (condition and markings) • Replace landscaping • Research possibilities for public/private partnership for development in vicinity of this station
120 St. Turnpike Park & Ride Lot	• Promote this lot through new signage and notices to carpool and vanpool service companies
Marginal Operation	
Allapattah Metrorail Station	• Improve drainage • Replace signage • Improve pavement (condition and markings) • Replace landscaping • Improve lighting • Research possibilities for public/private partnership for development in vicinity of this station
Coconut Grove Metrorail Station	• Improve signage • Improve pavement (condition and markings) • Replace landscaping • Improve lighting • Promote this station through special events in Coconut Grove • Research possibilities for public/private partnership for development in vicinity of this station
Culmer Metrorail Station	• Improve signage • Improve pavement (condition and markings) • Improve lighting • Research possibilities for public/private partnership for development in vicinity of this station
Earlington Heights Metrorail Station	• Improve pavement (condition and markings)
Hialeah Metrorail Station	• Improve pavement (condition and markings) • Improve signage
Northdale Metrorail Station	• Improve pavement (condition and markings) • Improve signage • Research possibilities for public/private partnership for development in vicinity of this station
Palmetto Metrorail Station	• Improve pavement markings
Hialeah Market Tri-Rail Station	• Improve pavement (condition and markings) • Improve signage
Opa-Locka Tri-Rail Station	• Consider public restrooms for this facility • Provide bus route schedule information
Coral Reef Turnpike Park & Ride	• Promote this lot with carpool/vanpool groups • Implement measure to reduce cut-thru traffic
Over-utilized	
Dadeland North Metrorail Station	• Research possibilities for expanding this facility
Dadeland South Metrorail Station	• Research possibilities for expanding this facility
Douglas Road Metrorail Station	• Research possibilities for expanding this facility
Hialeah Tri-Rail Metrorail Facility	• Improve pavement condition • Increase parking enforcement • Research possibilities for expanding this facility
168 St. Busway Park & Ride	• Research possibilities for expanding this facility
152 St. Busway Park & Ride	• Research possibilities for expanding this facility

Source: 2005 Annual Park-and-Ride Inspection

TASK TWO: NEW LOCATION SITE STUDIES

The identification of potential park-and-ride locations was based on a three step process:

- Area Identification
- Site Identification
- Lot Demand Estimation

Each step is described in detail in the following sections.

Area Identification

The first step in the site selection process was to identify areas suitable for park-and-ride lots. The methodology outlined in the Planning Manual was used to guide the area identification process. Four general evaluation criteria were used to identify possible area locations:

- Existing premium transit service and park-and-ride lots
- Committed premium transit service improvements
- 2030 Population density
- 2030 Roadway level-of-service (LOS)

Existing express bus routes, MAX routes, and the Busway were used to identify areas that would be suitable for park-and-ride development. The areas surrounding the following premium routes were considered for potential park-and-ride development:

- 27th Avenue MAX
- Bird Road MAX
- Biscayne MAX
- Busway
- Card Sound Express
- Coral Reef MAX
- Coral Way MAX
- Dade/Monroe Express
- Flagler MAX
- Ludlam MAX
- Saga Bay MAX

The location of the 32 existing park-and-ride locations and extent of use were also considered.

Transit plans were reviewed to identify planned future rail, Bus Rapid Transit (BRT) and premium bus service expansions (including express bus service, MAX routes, and the Busway). The following transit plans were reviewed:

- People's Transportation Plan (2002)
- Transportation Improvement Program (2004)
- Transit Development Program (2004)

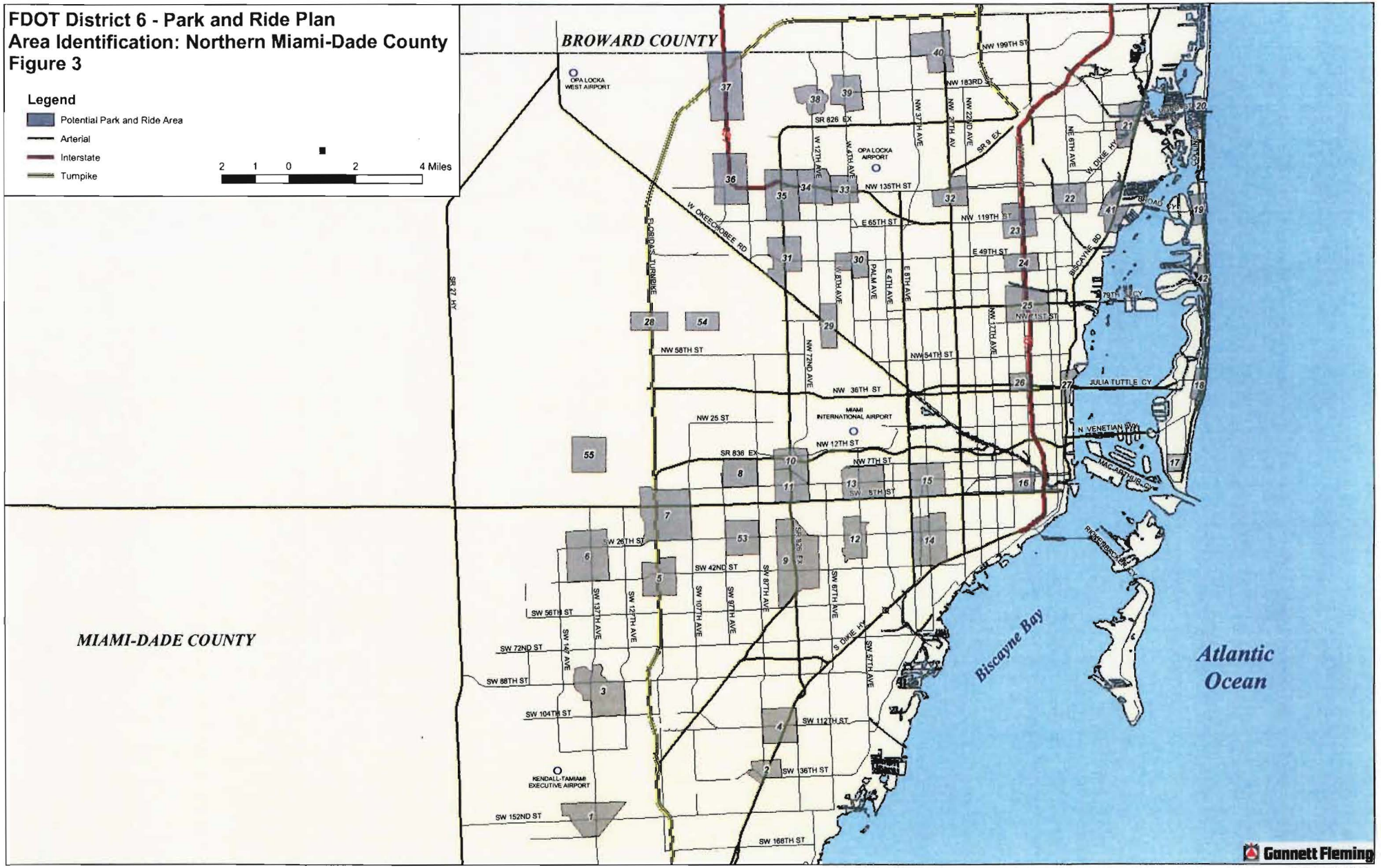
Based on the review, the following corridors were identified as suitable for future park-and-ride development:

- Miami Intermodal Center to Earlington Heights Metrorail Station
- Baylink
- Kendall Corridor
- Northeast Corridor
- Douglas Road Corridor
- Rail Extension to Florida City
- North Corridor
- East-West Corridor (Segment 1 and 2)
- 7 Avenue MAX (2006)
- Beach MAX (2006)
- Red Road MAX (2006)
- 79 Street MAX (2005)
- 80 Street MAX (2007)
- 96 Street MAX (2007)
- Western Express (2007)

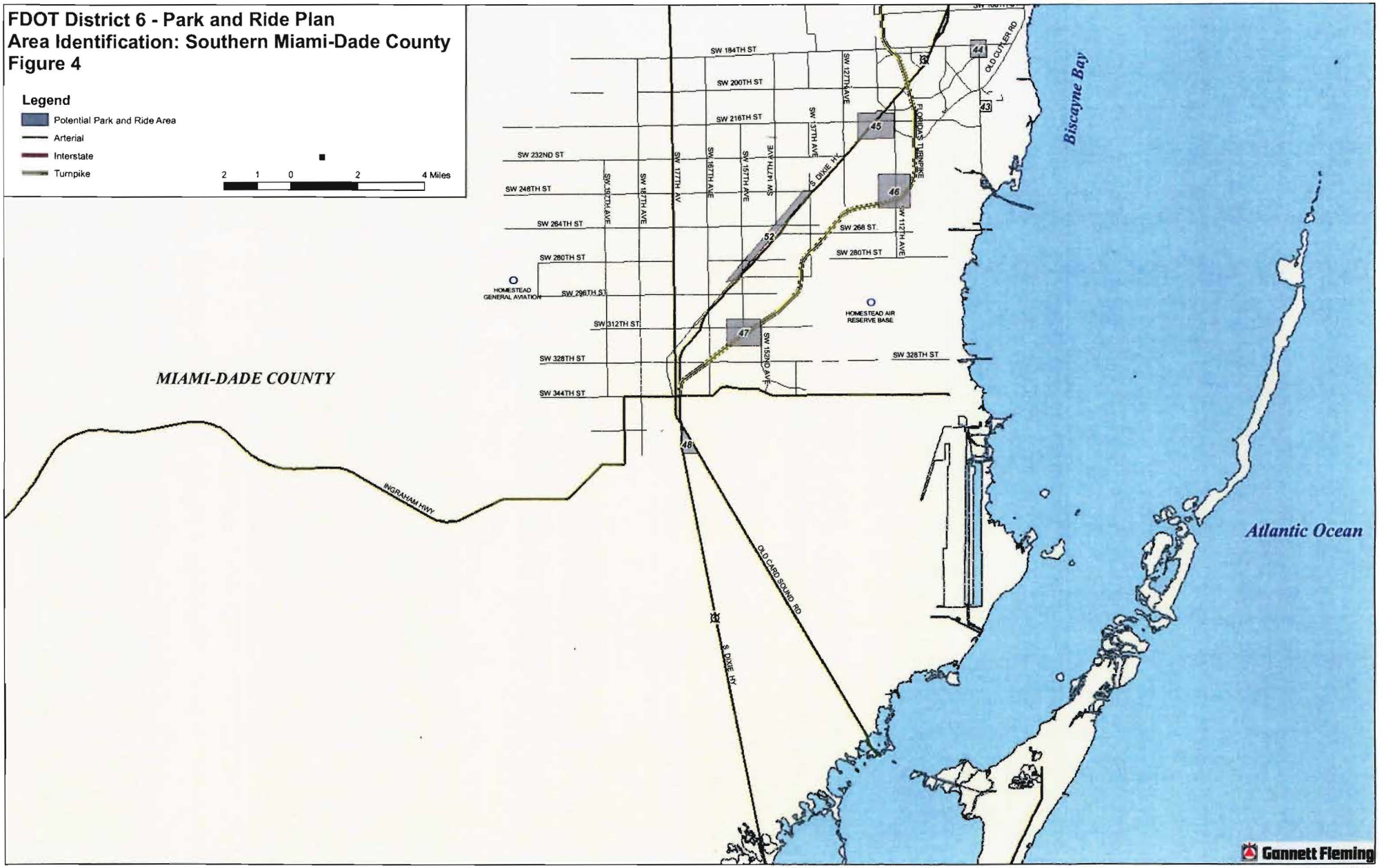
In addition to existing and future transit service, 2030 population density and roadway LOS were also analyzed. Areas with a high population density (defined as a minimum of 2,000 dwelling units within 2 miles of lot) combined with a poor LOS (defined as an LOS E or worse) were also identified as potential park-and-ride areas and considered for further analysis.

The list of areas identified based on transit service, population and LOS was provided to the Steering Committee for review and input. Several additional areas were added to the list for further analysis based on local knowledge. A total of 55 areas were identified for future analysis. **Figures 3 – 5** depict the final selected park-and-ride areas within Miami-Dade and Northern Monroe counties. **Tables 5 – 7** identify the general boundary for each area.

FDOT District 6 - Park and Ride Plan
Area Identification: Northern Miami-Dade County
Figure 3



FDOT District 6 - Park and Ride Plan
Area Identification: Southern Miami-Dade County
Figure 4



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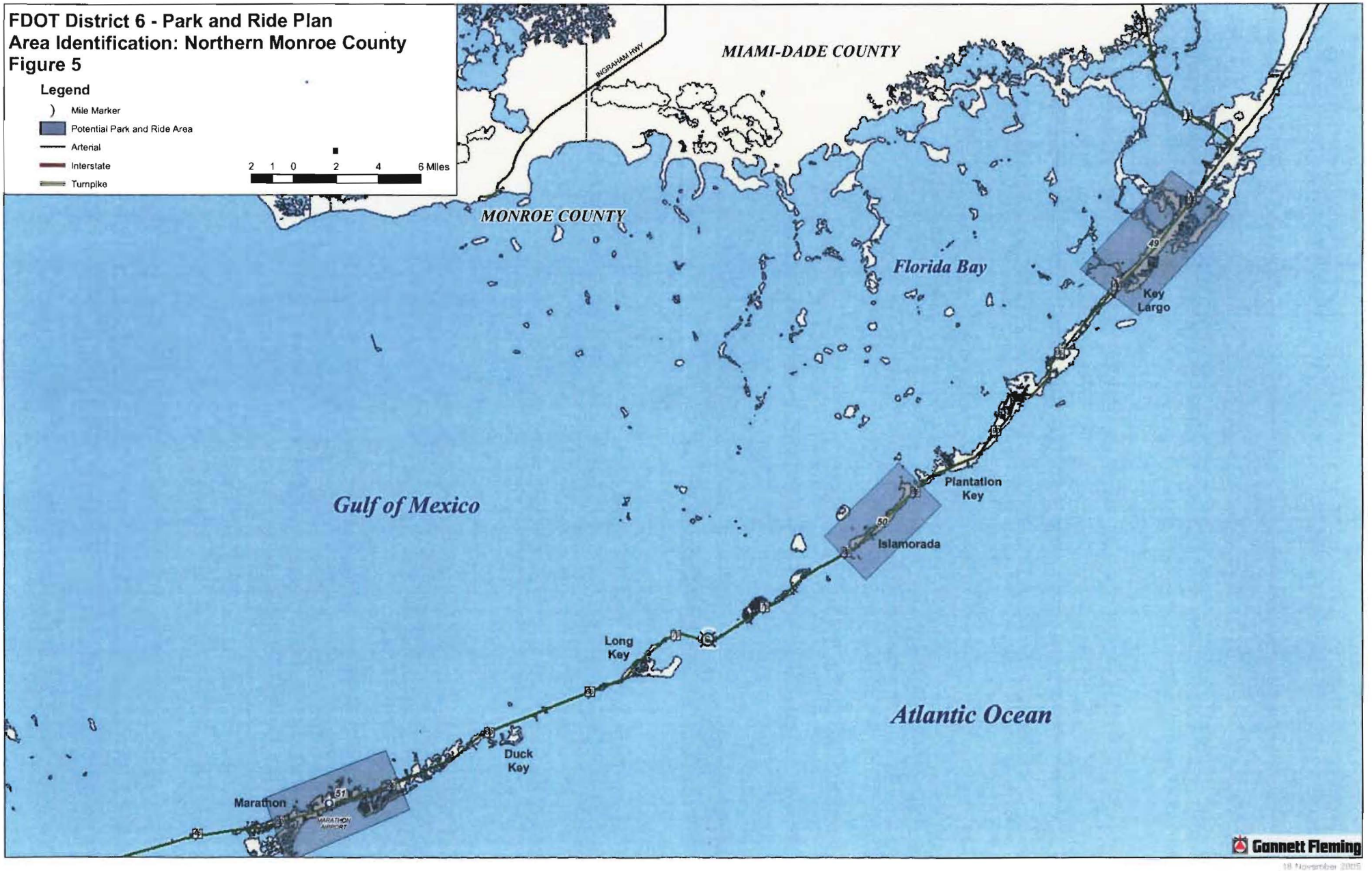

FDOT District 6 - Park and Ride Plan
Area Identification: Northern Monroe County
Figure 5
Legend
Mile Marker
Potential Park and Ride Area
Arterial
Interstate
Turnpike
2 1 0 2 4 6 Miles
INGRAHAM HWY
MIAMI-DADE COUNTY
MONROE COUNTY
Florida Bay
Gulf of Mexico
Atlantic Ocean
Key Largo
Plantation Key
Islamorada
Long Key
Duck Key
Marathon
MARATHON AIRPORT
49
50
51
Gannett Fleming

Table 5
Potential Areas in Northern Miami-Dade County

Area ID	Area Boundary			
	North	South	East	West
1	Seaboard Coast Line RR	SW 160th St	Seaboard Coast Line RR	Black Creek Canal
2	SW 128th St	SW 139th Terr./Canal	SW 83rd Ave	SW 92nd Ave
3	N Kendall Dr/SW 133rd Ave/SW 82nd St	SW 104th St	SW 127th Ave	SW 142nd Ave/SW 137th Ave
4	SW 104th St	SW 124th St	SW 77th Ave	SW 87th Ave
5	Coral Way	SW 47th St	SW 107th Ave	SW 127th Ave
6	SW 18th St	SW 42nd St	SW 132nd Ave	SW 142nd Ave
7	W Flagler St	SW 24th St	SW 107th Ave	SW 122nd Ave
8	Dolphin Expy	W Flagler St	NW 87th Ave	NW 97th Ave
9	Coral Way	SW 48th St/S Dade Expy/SW 56th St	Canal/SW 72nd Ave	SW 82nd Ave
10	NW 12th St	Northwest Blvd/NW 7th St	NW 72nd Ave	NW 79th Ave
11	Northwest Blvd/NW 7th St	SW 8th St	Tamiami Canal Rd	SW 79th Ave
12	Coral Way	N Waterway Dr	Alhambra Ct	SW 63rd Ave
13	NW 7th St	SW 8th St	NW 49th Ave	SW 61st Ave
14	SW 16th St	Bird Rd/S Dixie Hwy	SW 32nd Ave	SW 42nd Ave
15	NW 7th St	SW 8th St	SW 32nd Ave	SW 42nd Ave
16	NW 3rd St	SW 8th St	NW 6th Ave	SW 12th Ave
17	11th St	5th St	Ocean Dr	Alton Rd
18	W 44th St	W 34th St	Collins Ave	Prairie Ave
19	Balfour Dr	94th St	Collins Ave	Bal Bay Dr
20	172nd St	Sunny Isles Blvd	Collins Ave	N Bay Rd
21	NE 172nd St	NE 151st St	Biscayne Blvd	NE 15th Ave
22	NE 135th St	NE 121st St	NE 10th Ave	Griffin Blvd
23	NW 127th Ave	NW 111th St	NW 2nd Ave	NW 10th Ave

Table 5 (continued)
Potential Areas in Northern Miami-Dade County

Area ID	Area Boundary			
	North	South	East	West
24	NW 103rd St	NW 95th St	NW 2nd Ave	NW 10th Ave
25	Canal	NW 71st St	N Miami Ave	NW 10th Ave
26	NW 46th St	NW 36th St	I-95	John Henry Peavy Jr Ave
27	NE 46th St	NE 29th St	Biscayne Bay	NE 2nd Ave
28	1/4 mile North of NW 74th St	1/4 mile South of NW 74th St	NW 112th Ave	NW 122nd Ave
29	W 29th St	Bluebird Ave	W 8th Ave	W 12th Ave
30	Canal	W 44th Pl/W 44th St	Palm Ave	W 8th Ave
31	W 68th St	W 56th St/NW 103rd St	W 16th Ave	W 24th Ave
32	141st St	NW 131st St	NW 22nd Ave	NW 32nd Ave
33	NW 142nd St	W 77th St	W 2nd Ct/Opa-Locka Airport	W 8th Ave
34	Miami Lakeway S	W 76th St	W 8th Ave	W 16th Ave
35	NW 146th St	W 68th St	W 16th Ave	W 24th Ave
36	Miami Lakes Dr W	W 76th St	NW 87th Ave	NW 97th Ave
37	NW 202nd St	NW 170th St	NW 87th Ave	NW 97th Ave
38	Miami Gardens Dr	NW 68th Ave	Mediterranean Ave	NW 68th Ave
39	NW 191st St	NW 173rd Dr	NW 52nd Ave	NW 62nd Ave
40	NW 207th St	NW 191st St/NW 196th Ln	NW 24th Ave/NW 26th Ave	NW 37th Ave/NW 32nd Ave
41	NE 135th St	NE 105th St	N Bayshore Dr/Biscayne Bay	Florida East Coast RR
42	79th St	67th St	Atlantic Ocean	Dickens Ave/SW 162 Ave
53	SW 16th Avenue	SW 32nd Avenue	SW 87th Avenue	Flagler Street
54	1/4 North of 74th St	1/4 mile South of 74th St	NW 97th Ave	NW 107th Ave
55	1/2 mile North of SR-836 Ext.	1/2 mile South of SR-836 Ext.	1/2 mile E of SW 137th St.	1/2 mile W of SW 137th St.

Table 6
Potential Areas in Southern Miami-Dade County

Area ID	Area Boundary			
	North	South	East	West
43	Old Cutler Rd.	SW 212th St	SW 85th Ave	SW 87th Ave
44	SW 182nd Terrace	SW 188th St	SW 83rd Ave	SW 92nd Ave
45	Canal	SW 220th St	Allapattah Rd	SW 120th Ave
46	SW 240th St	SW 256th St	FL Turnpike/SW 107th Ave	SW 117th Ave
47	Campbell Dr NE 11th St	Canal	Kingman Rd	SW 162nd Ave
48	US HWY 1/Card Sound Rd	SW 364th St	Card Sound Rd	US Hwy 1/Dixie Hwy
52	SW 248th Street	SW 196th Street	1-mile east of S Dixie Hwy	1-mile west of S Dixie Hwy

Table 7
Potential Areas in Northern Monroe County

Area ID	Area Boundary	
	Key	Mile Marker
49	Key Largo	MM 100 to 105
50	Islamorada	MM 80 to 85
51	Marathon Key (near the Airport)	MM 50 to 55

Site Selection

The second step site selection process was to identify specific site locations within the areas identified in the previous step. An inventory of candidate sites was created through aerial photography, field reconnaissance and the help of local officials. Properties such as vacant lots, churches, easements and civic centers that are not utilized during peak business hours were considered as potential park-and-ride sites. In some cases, suitable lot locations could not be found within the areas identified. Of the 55 areas identified in step 1, 25 areas were eliminated because a suitable parcel was not available for park-and-ride use. Out of the remaining 30 areas, 61 specific site locations were identified.

Each potential lot was rated and ranked based on an established set of evaluation criteria. The criteria identified in the Planning Manual were used as a foundation for the evaluation. The criteria were modified slightly based on the availability of data and recommendations from the Steering Committee. Each of the 61 potential park-and-ride sites was evaluated based on following criteria:

- Location Considerations
  - Traffic Volumes
  - Premium Transit Service
  - Proximity to a Traffic Bottleneck
  - Site Visibility
  - Accessibility
  - Proximity to other Park-and-Ride Facilities
  - Commuter Driving Distance
  - Bicycle Access
- Site Considerations
  - Impact to Local Community
  - Potential for Site Expansion
  - Availability of Adjacent On-Street Parking
  - Security
- Economic Considerations
  - Land Cost
  - Ease of Acquisition
  - Development Cost

Each criterion was assigned 4, 7, or 10 points depending on how well the site met the criterion, with 10 being the most desirable rating. A detailed description of each criterion is provided in **Appendix A**. In addition, each criterion was assigned a weight by the Steering Committee based on their relative importance. **Table 8** depicts the final criteria, associated point scale and weight used in the site evaluation process.

Table 8
Point System for Site Selection

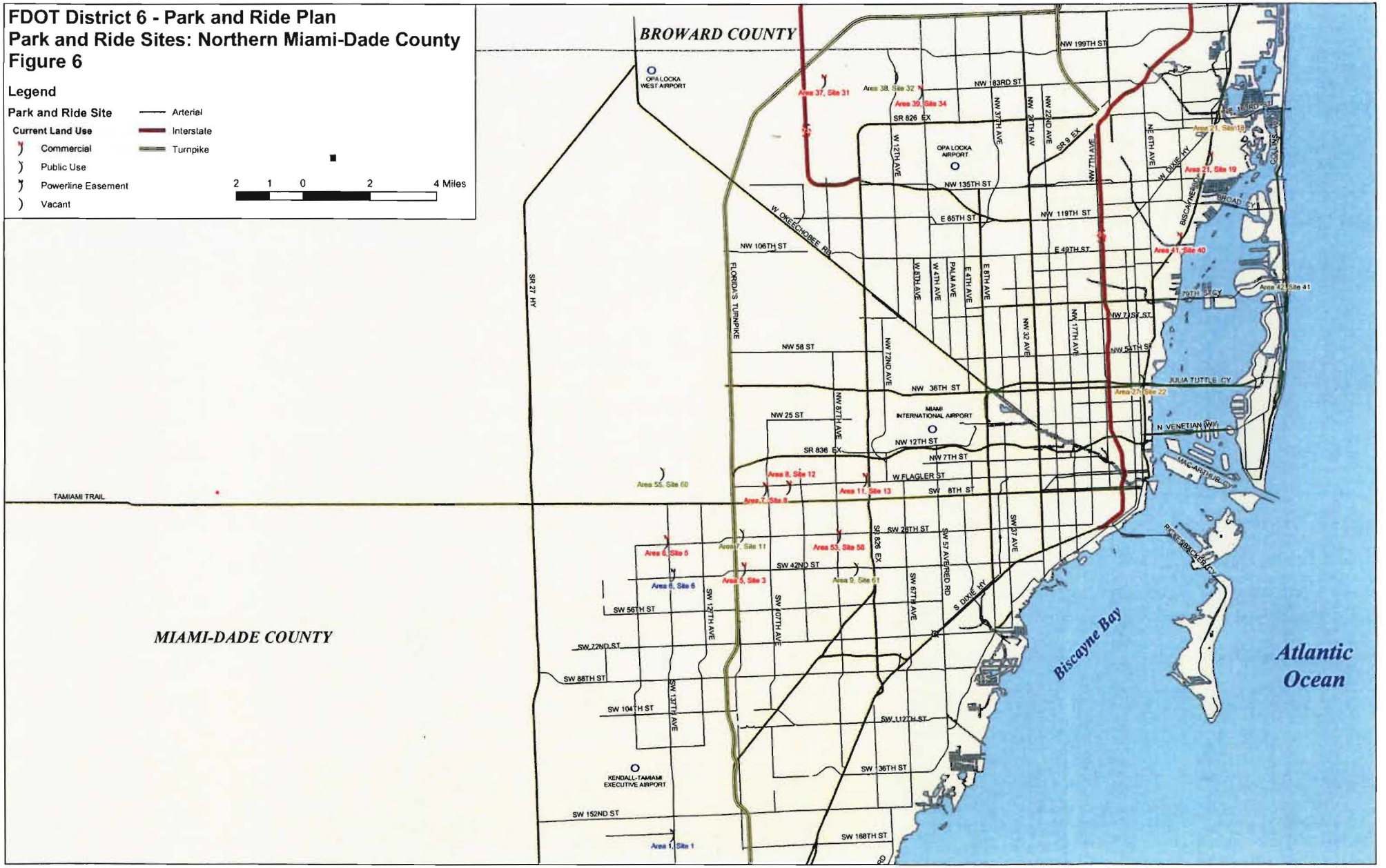
Factor	Point Value	Criteria	Weighted Average
Location Criteria			
Within a High Volume Corridor	10 7 4	Within 1/4 mile of site Within 1/2 mile of site Within 1 mile of site	15%
Premium Transit Service Potential	10 7 4	Along a transit line Within 1/4 mile of a transit line Within 1/2 mile of a transit line	10%
Outside Major Bottleneck	10 7 4	Within 1/2 mile Within one mile Within two miles	5%
Visibility of Site	10 7 4	Clearly Visible Partially Visible Not Visible	7%
Access to the Park-and-Ride Facility	10 7 4	Excellent (on a major arterial) Good (just off a major arterial) Fair (on local residential roads)	12%
Other Park-and-Ride Competition	10 7 4	No Competition Possible Competition Definite Competition	3%
Commuter Driving Distance to Lot	10 7 4	1-3 miles 4-5 miles 7-10 miles	5%
Bike Route Access	10 7 4	Bike Route at Site Bike Route Within 1 mile Bike Route Within 3 miles	4%
Site Consideration			
Adverse Impact on Local Comm.	10 7 4	Minimal Some Serious	3%
Site Expansion Potential	10 7 4	Excellent Good Fair	3%
Parking Capacity Adj. Streets	10 7 4	No Parking Available Some Parking Available Considerable Available	1%
Parking Security	10 7 4	No need for added security Fence and Gate Needed Attendant Needed	6%
Economic Considerations			
Land Cost	10 7 4	Lease or No Cost Medium Cost High Cost	10%
Ease of Land Acquisition	10 7 4	Shared Use Public Use Private Use	8%
Development Cost	10 7 4	Existing Developed Site Minimal Cost Substantial Cost	8%

Each lot was evaluated based on the above criteria and the weighted score was calculated for each site. The highest score a site could receive was a 10, indicating the most suitable site for a park-and-ride facility. A draft ranked list based on results of the technical evaluation of 60 potential sites was sent to the Steering Committee for review and comment. Based on the Steering Committee comments, a final list of sites for further analysis was created, including an additional site at Tropical Park. **Table 9** identifies the 25 sites chosen for further analysis based on the recommendations by the Steering Committee, including three sites located in northern Monroe County. The location of each site is depicted in **Figures 6 – 8**. **Appendix B** shows the rating for each potential park-and-ride site.

Table 9
PnR Sites

Area ID	Site ID	Location	Site Score
41	40	Biscayne Blvd & NE 107 St (NW Quad)	9.89
21	19	Biscayne Blvd & NE 143 St (NE Quad)	9.63
21	18	Biscayne Blvd & NE 163 St (NE Quad)	8.61
27	22	Biscayne Blvd & NE 38 St (NW Quad)	7.94
42	41	Collins Ave & 72 St (NW Quad)	9.11
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	9.32
38	32	NW 67 Ave & NW 188 St (NE Quad)	8.31
37	31	NW 87 Ave & NW 186 St (NE Quad)	9.21
55	60	NW 137 Ave & NW 6 St (NW Quad)	8.40
11	13	SR-826 & Flagler St (NW Quad)	9.21
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)	N/A
53	58	SW 87 Ave & SW 24 St (SE Quad)	9.89
8	12	SW 99 Ct & Flagler St (SE Quad)	9.21
7	8	SW 107 Ave & Flagler St (SW Quad)	9.66
7	11	SW 114 Ave & SW 24 St (NW Quad)	7.43
5	3	SW 114 Ave & SW 40 St (NW Quad)	9.47
6	5	SW 137 Ave & SW 26 St (NW Quad)	9.21
6	6	SW 137 Ave & SW 42 St (NE Quad)	8.91
1	1	SW 137 Ave & SW 160 St (SW Quad)	8.76
45	43	US-1 & SW 216 St (NW Quad)	5.97
52	54	US-1 & SW 264 St (NW Quad)	6.16
52	53	US-1 & SW 280 St (NW Quad)	6.19
51	52	US-1 & 95 St. (Marathon Airport)	7.67
50	51	US-1 & Founders Park Dr.	7.53
49	50	US-1 & Atlantic Blvd (Waldorf Plaza)	7.75

FDOT District 6 - Park and Ride Plan
Park and Ride Sites: Northern Miami-Dade County
Figure 6



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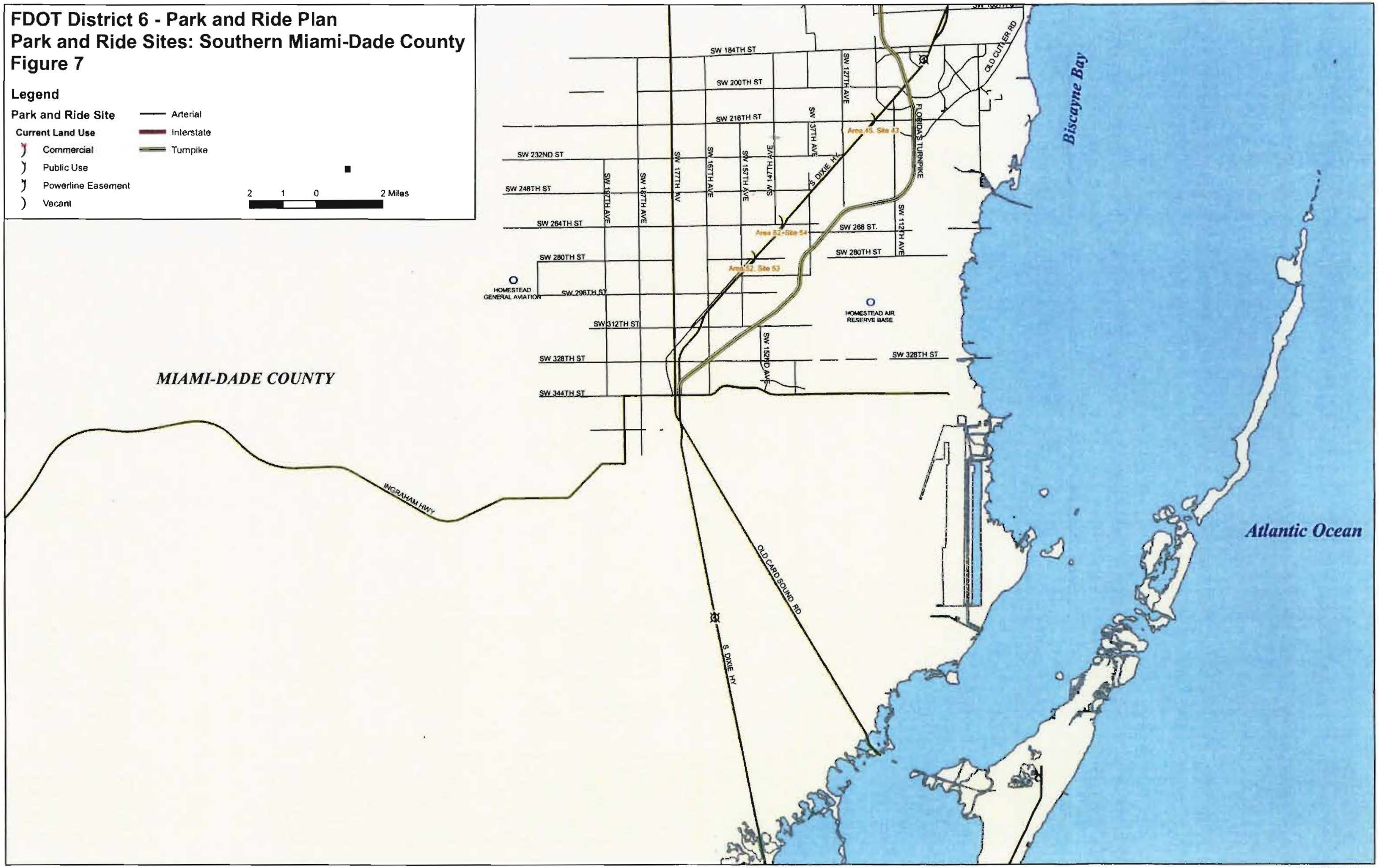
FDOT District 6 - Park and Ride Plan
Park and Ride Sites: Southern Miami-Dade County
Figure 7



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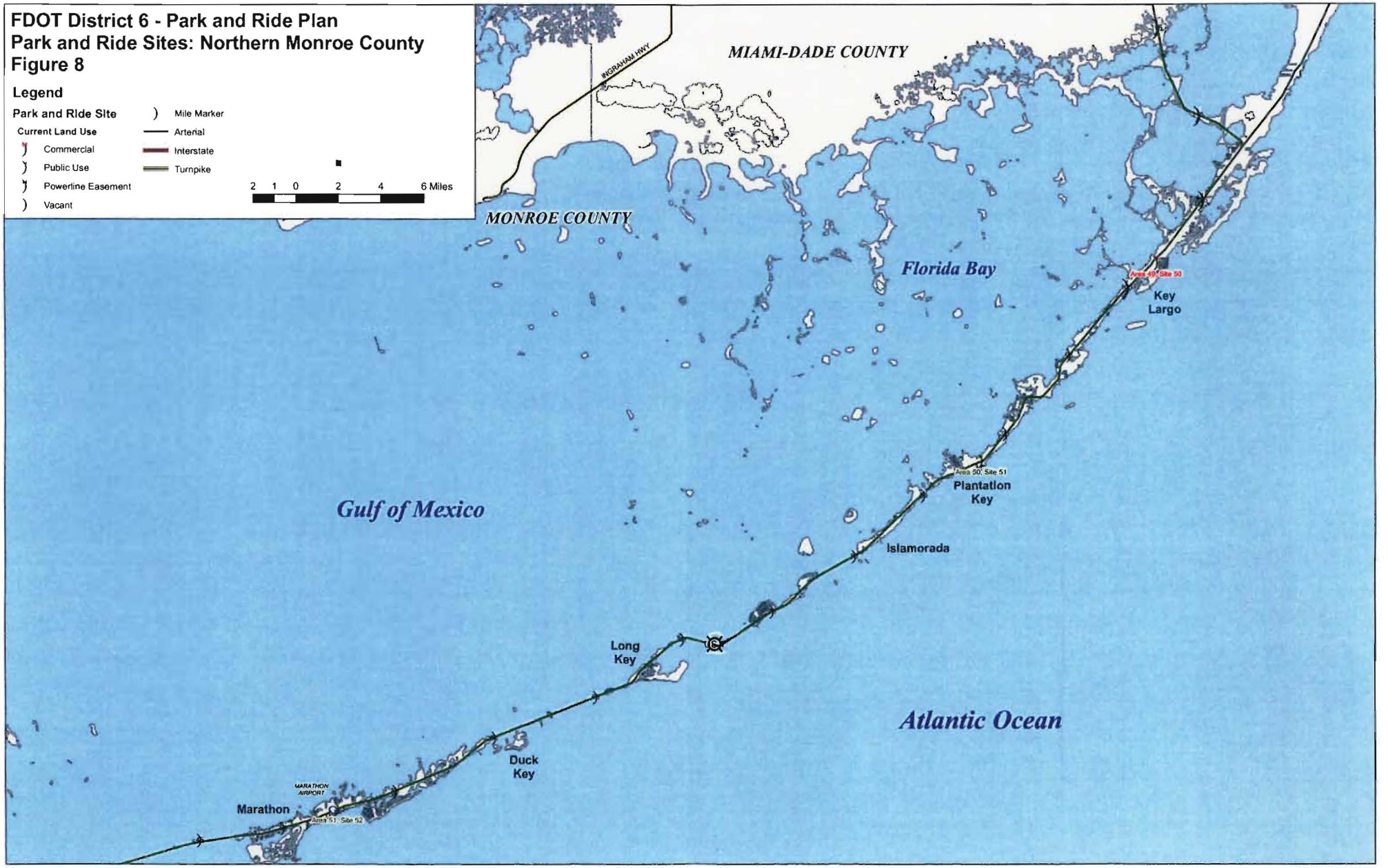
FDOT District 6 - Park and Ride Plan
Park and Ride Sites: Northern Monroe County
Figure 8



19 November 2008

Demand and Facility Size Estimation

The final step in the site selection process was to calculate demand for each of the 25 sites identified in step 2. Each site was classified as Urban Corridor or Urban Fringe based on the criteria established in the Planning Manual and outlined in **Table 10**. All but four of the potential park-and-ride sites were classified as Urban Corridor. The three sites located in Northern Monroe County and one site located in area 55 in Miami-Dade County were classified as Urban Fringe facilities. Two methodologies were used to calculate demand based on the lot classification.

Table 10
Lot Type Criteria for PnR Facilities

Lot Type	Criteria	Standards
Urban Corridor	Corridor Level-of-service	Level-of-Service E or worse
	Corridor Traffic	50,000 ADT (based on 100-space facility)
	Service Area Dwelling Units	>2,000 dwelling units within 2 miles of lot
	Distance from Employment Center	>10 miles
Urban Fringe	Access corridor to urban area	Arterial with 4 lanes or greater
	Employment concentrations	>10,000 employees per employment center
	Location within urban area	Vicinity of urban area boundary
	Vicinity of shopping centers	> 3/4 mile from commute route

Source: State Park and Ride Lot Program Planning Manual (2001)

Lot demand estimation was calculated for 2030 conditions. The required data for sites located in Miami-Dade County were extracted from the 2030 Miami-Dade Transportation Planning Model (MTPM). 2030 conditions for sites located in Monroe County were extrapolated from applicable existing data.

Urban Fringe Facilities

A total of four park-and-ride facilities were classified as urban fringe. One park-and-ride facility in Miami-Dade County, located in area 55 (depicted on **Figure 3**) was classified as urban fringe. This facility is not associated with any existing or planned transit improvements. Projected traffic volumes from the 2030 MTPM and appropriate K and D factor from the Planning Manual were used to estimate parking demand at this facility. An adjustment factor of 1.25 was applied to the estimated parking demand to reflect an 80% occupancy rate, which is the recommended satisfactory occupancy rate in the Planning Manual.

All three park-and-ride facilities identified in Monroe County were classified as urban fringe. These facilities are associated with an existing transit route (Dade-Monroe Express). Projected 2030 traffic volumes were not available for Monroe County therefore existing traffic counts from the 2000 Florida Traffic Information CD-ROM were used. The Florida Traffic Information CD-ROM provides average annual daily traffic (AADT) counts for locations throughout the state of Florida. Average annual daily traffic counts near the park-and-ride sites were extracted and a seasonal factor from the Florida Traffic Information CD-ROM was applied to the counts to reflect peak season

traffic. Along with the seasonal traffic counts, associated K and D Factors from the Florida Traffic Information CD-ROM near each park-and-ride facility were used to estimate 2030 demand. A growth factor based on the increase in dwelling units was applied to the 2000 demand estimates to project demand to 2030. The future project number of dwelling unites was not available for Monroe County. 1990 and 2000 census data was used to calculate the percent growth in dwelling units between 1990 and 2000 and then extrapolated to the year 2030. To check the reasonableness of the growth factor, the growth in dwelling units between 2000 and 2030 from the MTPM was also calculated. Projected growth was similar for both counties and a factor of 29% was applied to the 2000 estimates to calculate 2030 demand. An adjustment to reflect an 80% occupancy rate was also added.

Table 11 shows the demand estimation and number of acres needed to accommodate the projected demand for the four park-and-ride sites classified as urban fringe facilities.

Table 11
Urban Fringe Demand Estimation

Area ID	Site ID	Location	2030 Demand	At 80% Occ.[1]	Acres Needed[2]
55	60	NW 137th Ave. and NW 6th St.	149	187	1.29
49	50	Atlantic Blvd. and US-1 (Waldorf Plaza)	30	38	0.26
50	51	Founders Park Dr. and US-1	27	34	0.23
51	52	95th St. and US-1 (Marathon Airport)	27	34	0.23

[1]Factor of 1.25 (Planning Manual) applied to 2030 demand to achieve an 80% occupancy rate

[2]300 sq. ft. per space (Planning Manual)

Urban Corridor Facilities

Demand estimation for the remaining 21 selected sites classified as urban corridor facilities was calculated using the 2030 MTPM. Projected transit boardings at each park-and-ride site was extracted from the model. Ridership results were reviewed to ensure that projections were reasonable. To determine park-and-ride demand, mode choice splits were applied to estimate transit riders that access transit using an automobile versus those that walk to the transit stop. Sixty-nine percent (69%) of all transit riders walk to the park-and-ride lot and board transit while the remaining 31% access transit via private automobile. Auto access is further divided into park-and-ride and kiss-and-ride users. Seventy-four percent of auto access users park their vehicles while 26% are dropped off. The number of park-and-ride spaces for each lot was estimated by applying percent auto access to total ridership and then applying the percent park-and-ride to the auto access results.

In addition to those that park-n-ride, spaces required for kiss-n-ride users must also be considered. The Planning Manual recommends that a 10% factor be applied to the total number of park-and-ride spaces in order to estimate the number of spaces required to accommodate kiss-and-ride users. This default value was used over the KnR split identified in the 2030 MTPM because not all kiss-and-ride users will access that lot at the same time.

Finally, as with Urban Fringe lots, the Planning Manual recommends that new park-and-ride facilities should maintain an occupancy rate of 80%, therefore, a factor of 1.25 was applied to the total number of park-and-ride spaces required.

Table 12 shows the results of the MTPM mode splits and the total demand at each park-and-ride facility.

Table 12
Urban Corridor Demand Estimation

Area ID	Site ID	Location	Boardings	ResultingPnR Spaces[1]	80% Occupancy[2]	KnR[3]	Total Spaces Needed[4]	Total Size (Acres)[5]
41	40	Biscayne Blvd & NE 107 St (NW Quad)	56	13	16	1	17	0.12
21	19	Biscayne Blvd & NE 143 St (NE Quad)	18	4	5	0	5	0.03
21	18	Biscayne Blvd & NE 163 St (NE Quad)	85	19	24	2	26	0.18
27	22	Biscayne Blvd & NE 38 St (NW Quad)	14	3	4	0	4	0.03
42	41	Collins Ave & 72 St (NW Quad)	538	124	155	12	167	1.15
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	276	64	80	6	86	0.59
38	32	NW 67 Ave & NW 188 St (NE Quad)	155	36	45	4	49	0.34
37	31	NW 87 Ave & NW 186 St (NE Quad)	159	36	45	4	49	0.34
11	13	SR-826 & Flagler St (NW Quad)	84	19	24	2	26	0.18
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)	32	7	9	1	10	0.07
53	58	SW 87 Ave & SW 24 St (SE Quad)	246	56	70	6	76	0.52
8	12	SW 99 Ct & Flagler St (SE Quad)	141	33	41	3	44	0.30
7	8	SW 107 Ave & Flagler St (SW Quad)	282	64	80	6	86	0.59
7	11	SW 114 Ave & SW 24 St (NW Quad)	308	70	88	7	95	0.65
5	3	SW 114 Ave & SW 40 St (NW Quad)	45	10	13	1	14	0.10
6	5	SW 137 Ave & SW 26 St (NW Quad)	513	118	148	12	160	1.10
6	6	SW 137 Ave & SW 42 St (NE Quad)	10	2	3	0	3	0.02
1	1	SW 137 Ave & SW 160 St (SW Quad)	198	45	56	5	61	0.42
45	43	US-1 & SW 216 St (NW Quad)	268	61	76	6	82	0.56
52	54	US-1 & SW 264 St (NW Quad)	137	31	39	3	42	0.29
52	53	US-1 & SW 280 St (NW Quad)	220	50	63	5	68	0.47

[1]PnR spaces calculated based on auto access (31%) and % of auto access that drive and park (74%) from the 2030 Miami-Dade Transportation Planning Model

[2]PnR spaces adjusted to achieve 80% occupancy rate (Planning Manual)

[3]KnR based on 10% of PnR demand (Planning Manual)

[4]Total of PnR Spaces = 80% occupancy + KnR Spaces

[5]300 sq. ft. per space (Planning Manual)

TASK THREE: IMPACT ASSESSMENTS / EFFECTIVENESS MEASURES

The construction of a park-and-ride lot has many social and environmental benefits. Park-and-ride facilities assist in the reduction of the number of cars on the road, which in turn reduces emissions and fuel consumption, and improves travel time through a reduction in congestion. The purpose of the impact assessment is to determine the extent of benefits from each proposed park-and-ride facility. The results of this section assisted in the selection of park-and-ride sites for both short and long term development.

Methodology

Miami-Dade County Sites

An impact assessment of each potential park-and-ride lot was conducted to determine the impacts that each facility will have in the Miami-Dade area. The Planning Manual identifies seven steps to conduct a lot impact analysis:

- Step 1: Identify major travel paths from the PnR lot to major destination area(s)
- Step 2: Segmentation of travel paths and computation of segment data
- Step 3: Before and after average operating speeds for congested road segments
- Step 4: Estimate annual VMT reduction by major travel path
- Step 5: Estimate reduction in auto fuel consumption
- Step 6: Estimate emission reductions
- Step 7: Calculate travel time savings

Step 1: Identification of Major Travel Paths – Travel paths from each park-and-ride lot to each major destination area were determined using the 2030 MTPM. Major travel paths were selected based on the shortest amount of travel time from the park-and-ride lot to each destination area. Based on employment, two major destinations were chosen for this analysis: Miami International Airport (MIA) and Miami's Central Business District (CBD). Even though it is reasonable to assume that users will travel more than one path to the destination area, the Planning Manual recommends one route per destination.

The number of cars traveling to the Miami International Airport or to Miami's Central Business District was determined by calculating the proportion of trips from the park-and-ride lot to each destination area from the 2030 MTPM. This proportion was applied to the unadjusted park-and-ride demand number to estimate the number of trips to each destination area.

Step 2: Segmentation of Travel Paths – Travel paths from each park-and-ride lot to each destination area were divided into segments based on facility type. Freeways, HOV lanes, toll facilities, and on/off ramps were considered freeways. All other roads were considered arterials.

Step 3: Before and After Operating Speeds for Congested Segments – This step consisted of developing before and after operating speeds for the segments identified in

Step 2. The purpose of this step is to determine if operating speeds will be improved with the implementation of a park-and-ride facility. Time and distance were extracted from the 2030 MTPM and used to calculate operating speeds in the before and after condition. Once the operating speeds were calculated, they were rounded. Based on the information from the 2030 MTPM, the park-and-ride facilities had no significant impact on operating speeds in the after condition; therefore, the same operating speeds were used for both before and after condition.

Step 4: Estimate Annual VMT Reduction – The annual reduction in vehicle miles of travel (VMT) was calculated for each travel path identified in Step 1. The annual reduction in VMT is calculated by multiplying the reduction in daily vehicle trips (parked vehicles) by the average distance from the park-and-ride lot to the destination area. Results were multiplied by an annual factor of 233 for urban corridor lots or 213 for urban fringe lots. The total is then multiplied by 2 to reflect total roundtrip travel.

Step 5: Reduction in Auto Fuel Consumption – Updated auto fuel consumption rates from the US EPA and US Department of Energy's 2003 Fuel Efficiency Guide were used to calculate the reduction in auto fuel consumption due to park-and-ride lots. The average fuel consumption rate for automobiles on freeways and arterials is located in **Table 13**.

The distance from each park-and-ride lot to each destination area was calculated on a segment by segment basis. Segments were determined based on a change in facility type from arterial to freeway. Auto fuel consumption rates for arterials and freeways were applied to each segment. Total reductions for all segments was summed and multiplied by the total park-and-ride demand to determine total one way, daily reduction. The total was multiplied by 2 to account for roundtrip travel. Finally, the total daily reduction was multiplied by an annual factor of 233 for urban corridor lots and 213 for urban fringe lots to estimate annual reduction in auto fuel consumption. Transit consumption rates and transit volume was not used to calculate the change in fuel consumption because this study does not recommend a change in transit service.

Step 6: Estimation of Emission Reductions – This step estimated emission reductions for carbon monoxide (CO), volatile organic compounds (VOC), and nitrogen oxide (NOX) at various speeds for automobiles. EPA Mobile Source Emission Factor Model (Mobile 6.2) was used to produce emission rates at various speeds for the 2030 design year. The emission rates produced from Mobile 6.2 are shown in **Table 14**.

Table 13
2006 Average Auto Fuel Consumption

Facility	gallons/mile
Arterial	0.0403
Freeway	0.0537

Source: US EPA & US Dept. of Energy's 2006 Fuel Economy Guide

Table 14
2030 Auto Emission Rates (grams/mile)

Speed (MPH)	CO	VOC	NOX
10	7.394	0.639	0.401
15	6.156	0.492	0.344
20	5.487	0.418	0.321
25	5.218	0.381	0.307
30	5.259	0.355	0.303
35	5.638	0.338	0.316
40	6.155	0.327	0.343
45	6.155	0.327	0.343
50	6.155	0.327	0.343
55	6.155	0.327	0.343
60	6.155	0.327	0.343

Source: Mobile 6.2, EPA

Auto emission rates were calculated on a segment by segment basis. The operating speeds from each segment were used to determine the emission rates for CO, VOC, and NOX. These emission rates were first multiplied to the number of vehicles removed from the segment. The emission rates were then multiplied by the segment length. A factor of 2 was multiplied to the emission rates to calculate daily savings and then a factor of 233 for urban corridor lots and 213 for urban fringe lots was used to convert the rates to an annual basis. This annual rate was then divided 907,184 to convert grams to US tons. This park-and-ride plan does not include the addition of transit service, therefore, increased bus volume was not calculated in this analysis.

Step 7: Travel Time Savings – Travel time savings were calculated to reflect the changes in vehicle-hours of travel (VHT) and person-hours of travel (PHT). These two savings are calculated by travel path, meaning from the park-and-ride lot to each destination area. The reduction in VHT is calculated by multiplying the number of vehicles removed from the travel path by travel time for the travel path. A factor of 2 was multiplied to the total travel time to calculate daily VHT savings and then a factor of 233 for urban corridor lots and 213 for urban fringe lots was used to convert the time to an annual basis.

The reduction in PHT is calculated by multiplying the number of vehicles removed from the travel path by the travel time for the travel path. The travel time is then multiplied by a default auto occupancy factor of 1.2 (Planning Manual). A factor of 2 was multiplied to the total travel time to calculate daily PHT savings and then a factor of 233 for urban corridor lots and 213 for urban fringe lots was used to convert the time to an annual basis.

The results of the impact assessments for the urban corridors lots are shown in **Table 15**.

Table 15
Impact Assessment Summary - Annual Savings

Area ID	Site ID	Location	VMT[1]	Fuel Consumption (gallons)[2]	CO (tons/year)[3]	VOX (tons/year)[3]	NOX (tons/year)[3]	VHT (hours)[4]	PHT (hours)[5]
41	40	Biscayne Blvd & NE 107 St (NW Quad)	65,520	2,861	0.430	0.024	0.024	1,746	2,095
21	19	Biscayne Blvd & NE 143 St (NE Quad)	23,710	1,071	0.155	0.009	0.009	677	813
21	18	Biscayne Blvd & NE 163 St (NE Quad)	122,372	5,605	0.798	0.045	0.045	3,458	4,150
27	22	Biscayne Blvd & NE 38 St (NW Quad)	7,824	330	0.052	0.003	0.003	193	231
42	41	Collins Ave & 72 St (NW Quad)	687,853	28,392	4.491	0.254	0.252	18,678	22,414
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	479,533	20,366	3.201	0.175	0.179	12,008	14,409
38	32	NW 67 Ave & NW 188 St (NE Quad)	299,759	12,709	2.004	0.109	0.112	7,437	8,925
37	31	NW 87 Ave & NW 186 St (NE Quad)	316,731	13,678	2.092	0.116	0.117	8,033	9,639
55	60	NW 137 Ave & NW 6 St (NW Quad)	766,110	32,590	5.079	0.280	0.284	20,263	24,315
11	13	SR-826 & Flagler St (NW Quad)	48,366	2,277	0.307	0.018	0.017	1,279	1,535
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)	26,753	1,165	0.175	0.010	0.010	657	789
53	58	SW 87 Ave & SW 24 St (SE Quad)	209,663	9,307	1.363	0.077	0.076	5,168	6,202
8	12	SW 99 Ct & Flagler St (SE Quad)	123,975	4,488	0.792	0.046	0.044	3,039	3,647
7	8	SW 107 Ave & Flagler St (SW Quad)	271,342	12,049	1.778	0.100	0.100	7,097	8,517
7	11	SW 114 Ave & SW 24 St (NW Quad)	345,632	15,779	2.238	0.128	0.126	9,105	10,926
5	3	SW 114 Ave & SW 40 St (NW Quad)	55,268	2,322	0.369	0.020	0.021	1,303	1,563
6	5	SW 137 Ave & SW 26 St (NW Quad)	783,588	35,126	5.136	0.287	0.287	18,970	22,763
6	6	SW 137 Ave & SW 42 St (NE Quad)	14,847	642	0.098	0.005	0.006	374	449
1	1	SW 137 Ave & SW 160 St (SW Quad)	369,687	16,187	2.448	0.135	0.137	8,954	10,745
45	43	US-1 & SW 216 St (NW Quad)	641,924	27,239	4.270	0.234	0.239	15,265	18,318
52	54	US-1 & SW 264 St (NW Quad)	412,321	17,781	2.785	0.149	0.155	9,592	11,510
52	53	US-1 & SW 280 St (NW Quad)	697,369	30,436	4.701	0.253	0.262	16,741	20,090
51	52	US-1 & 95 St. (Marathon Airport)	419,661	22,536	2.847	0.151	0.159	8,442	10,130
50	51	US-1 & Founders Park Dr.	311,368	16,720	2.113	0.112	0.118	6,555	7,866
49	50	US-1 & Atlantic Blvd (Waldorf Plaza)	451,151	24,227	3.061	0.163	0.171	9,558	11,469

[1]Vehicle Miles of Travel

[2]Average fuel consumption rates from US Environmental Protection Agency and US Department of Energy's 2006 Fuel Economy Guide

[3]2030 Emission rates from EPA Mobile Source Emission Factor Model (Mobile 6.2)

[4]Vehicle-hours of travel

[5]Person-hours of travel

Monroe County Sites

Data needed to calculate the site impacts for the Monroe County sites in 2030 were not readily available; therefore the following assumptions were made estimate the VMT reduction, fuel savings, emission reductions, and VHT and PHT reductions.

For the purpose of this assessment three major destination areas were chosen for each of the three park-and-ride facilities in Monroe County. The following destinations were chosen for each park and ride site:

1. 95th Street and US-1 (Marathon)
    a. Big Pine Key
    b. Islamorada
    c. Key Largo
2. Founders Park Drive and US-1 (Islamorada)
    a. Marathon
    b. Key Largo
    c. Florida City
3. Atlantic Blvd. and US-1 (Key Largo)
    a. Marathon
    b. Islamorada
    c. Florida City

Once the destination areas were determined for each site, the parking demand at each facility was divided among the destination areas. Using the 2000 Census Bureau, employment data from each destination area was acquired. The total number of employees within the 3 areas was summed to calculate the percent of employees within each area. These percents were applied to the park-and-ride demand to divide the demand among the three destination areas.

Mileage from each park-and-ride lot to each destination area was acquired from Mapquest.com. The park-and-ride lot to geographical center of each city (destination area) was used to estimate mileage. Operating speeds were calculated by taking the distance (Mapquest.com) and dividing it by the estimated time (from Mapquest.com) from the park-and-ride lot to the destination area. The result was an average operating speed.

Once this data was acquired, the impact assessments for these three sites were calculated by following the steps outlined in the impact assessment methodology for the Miami-Dade County sites.

Table 15 also identifies the results of the impact assessments for each park-and-ride facility located in Monroe County.

TASK FOUR: ECONOMIC ANALYSIS & PROJECT JUSTIFICATION

In addition to the benefits identified in the impact assessment, an economical analysis was conducted to estimate the financial benefit of a given park-and-ride site. Two factors are considered in the economic analysis to identify which lots would provide the biggest economical benefit:

- User Benefits
  - Travel Time Savings
  - Vehicle Operation Savings
  - Reduced Accident Savings
  - Transit Fares
- Project Costs
  - Annual Operation and Maintenance Cost
  - Capital Costs
  - Signage Cost
  - Construction Cost
  - Engineering Cost
  - Land Cost

The Planning Manual recommends using a series of default values to estimate the costs and benefits at each facility. All units in the Planning Manual are expressed in 1989 prices. In order reflect 2005 dollars, a 3% annual inflation rate was applied as recommended by the Planning Manual. This analysis uses 2005 as the design year in order to choose sites for short term implementation.

User Benefits

User benefits are expressed in monetary units to reflect user savings. Four user benefit factors are calculated in this section:

- Travel Time Savings
- Vehicle Operation Savings
- Reduced Accident Savings
- Transit Fares

Travel Time Savings

Travel time savings was calculated by multiplying the value of time savings (in hours) by the reduction in person-hours of travel (**Table 15**). This number reflects the cost of time that each person saves due to the construction and use of the park-and-ride facility. A value of $8.02 (2005 dollars) was used for the cost of travel time (Planning Manual). The PHT from the Impact Assessment section of the report for each park-and-ride facility was used in this calculation.

Vehicle Operation Savings

Vehicle operation savings was calculated by multiplying the reduction in VMT (**Table 15**) by the unit cost of vehicle operation as identified in the Planning Manual. This number reflects the amount of savings from the total number of vehicles parked at the park-and-ride facility. A value of $0.20 (1989 prices) was used and expanded to 2005 dollars resulting in $0.32 per vehicle mile.

Reduced Accident Savings

Accident Savings was calculated by multiplying the VMT **(Table 15)** by the unit cost of accidents as identified in the Planning Manual. This number reflects the savings in terms of loss of income, injury, and value of property related to property damage. The Planning Manual recommends a value of $0.17 per vehicle mile (1989 prices). This value was expanded to 2005 resulting in $0.27 per vehicle mile.

Transit Fares

Transit fare benefits were calculated by multiplying the transit fare by annual ridership. This number reflects the amount of revenue that is generated per year by the construction of the park-and-ride facility. A value of $1.50 was used for MAX routes and a value of $1.85 was used for Express routes. For the purpose of this analysis, all park-and-ride users are assumed to be new transit riders. Annual ridership was calculated by multiplying the total the number of park-and-ride users by a factor of 250. Daily ridership was not calculated for the three sites in the Florida Keys, so an annual factor was applied to the number of parked cars generated at each site. A factor of 250 was used for the Dade-Monroe Express.

Table 16 shows the user benefits for each park-and-ride facility.

Table 16
Annual User Benefits

Area ID	Site ID	Location	Travel Time Savings	Vehicle Operation Savings	Accident Savings	Transit Fares[2]	Total Annual User Benefits[3]
41	40	Biscayne Blvd & NE 107 St (NW Quad)	$16,809	$21,028	$17,874	$4,875	$50,836
21	19	Biscayne Blvd & NE 143 St (NE Quad)	$6,522	$7,610	$6,468	$1,500	$19,100
21	18	Biscayne Blvd & NE 163 St (NE Quad)	$33,295	$39,274	$33,383	$7,125	$98,827
27	22	Biscayne Blvd & NE 38 St (NW Quad)	$1,857	$2,511	$2,134	$1,125	$5,378
42	41	Collins Ave & 72 St (NW Quad)	$179,836	$220,760	$187,646	$46,500	$541,742
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	$115,615	$153,901	$130,816	$24,000	$376,332
38	32	NW 67 Ave & NW 188 St (NE Quad)	$71,608	$96,205	$81,774	$13,500	$236,087
37	31	NW 87 Ave & NW 186 St (NE Quad)	$77,340	$101,652	$86,404	$16,650	$248,746
55	60	NW 137 Ave & NW 6 St (NW Quad)[1]	$195,092	$245,875	$208,994	$0	$649,962
11	13	SR-826 & Flagler St (NW Quad)	$12,312	$15,523	$13,194	$7,125	$33,904
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)	$6,330	$8,586	$7,298	$2,625	$19,589
53	58	SW 87 Ave & SW 24 St (SE Quad)	$49,761	$67,289	$57,196	$21,000	$153,246
8	12	SW 99 Ct & Flagler St (SE Quad)	$29,262	$39,788	$33,820	$12,375	$90,495
7	8	SW 107 Ave & Flagler St (SW Quad)	$68,333	$87,085	$74,022	$24,000	$205,440
7	11	SW 114 Ave & SW 24 St (NW Quad)	$87,666	$110,927	$94,288	$26,250	$266,631
5	3	SW 114 Ave & SW 40 St (NW Quad)	$12,542	$17,738	$15,077	$3,750	$41,607
6	5	SW 137 Ave & SW 26 St (NW Quad)	$182,642	$251,485	$213,762	$44,250	$603,639
6	6	SW 137 Ave & SW 42 St (NE Quad)	$3,601	$4,765	$4,050	$750	$11,666
1	1	SW 137 Ave & SW 160 St (SW Quad)	$86,211	$118,647	$100,850	$16,875	$288,834
45	43	US-1 & SW 216 St (NW Quad)	$146,978	$206,019	$175,116	$22,875	$505,239
52	54	US-1 & SW 264 St (NW Quad)	$92,352	$132,330	$112,481	$11,625	$325,538
52	53	US-1 & SW 280 St (NW Quad)	$161,189	$223,814	$190,242	$18,750	$556,494
51	52	US-1 & 95 St. (Marathon Airport)	$81,280	$134,686	$114,483	$12,488	$317,961
50	51	US-1 & Founders Park Dr.	$63,112	$99,930	$84,941	$12,488	$235,495
49	50	US-1 & Atlantic Blvd (Waldorf Plaza)	$92,023	$144,792	$123,074	$13,875	$346,014

[1]Park-and-ride site is a carpool only facility; therefore, transit fare is not calculated

[2]Annual cost for transit use for PnR users

[3]Total Annual User Benefits = Travel Time Savings + Vehicle Operation Savings + Accident Savings - Transit Fares

Project Costs

The following costs are associated with the construction of a park-and-ride facility:

- Annual Operation and Maintenance
- Capital Cost
    - Signage
    - Construction
    - Engineering
    - Land Cost (Purchase or Lease)

Average unit costs were provided in the Planning Manual. Unit costs were expanded to 2005 prices based on an annual inflation rate of 3%.

Annual Operation and Maintenance Cost

These costs are associated with operation and maintenance of the facility (patchwork/ pavement replacing, striping, landscaping, garbage removal, utility charges, etc.). A value of $60.00 (1989 prices) per space from the Planning Manual was used to estimate this cost. The value was expanded to reflect 2005 dollars resulting in $96.28 per space.

Capital Cost

Capital cost is the sum of signage, construction, engineering, and land.

Signage

In order for a park-and-ride lot to be properly utilized, signs are needed to guide users to the lot. The cost of signs for each park-and-ride lot was determined first by assigning each lot to one of two classifications: arterial lot or expressway lot.

Arterial park-and-ride lots are more than a ½ mile from the nearest expressway. The cost of signs for this type of lot was acquired from Miami-Dade Transit (MDT). The average cost for signs at a park-and-ride lot located on an arterial is $5,500. This cost included way-finding signs, regulatory signs, designation signs, and a 6' X 4' sign at the facility entrance.

Park-and-ride facilities that are less than a ½ mile from the nearest expressway was designated an expressway lot. The cost for signs at a park-and-ride lots located near the express will cost $35,000. This cost was developed by comparing the cost of signage for lots adjacent to arterials ($3,100) from the previous park-and-ride report with the current cost of signs ($5,500) from MDT. There was a 44% increase in the cost of signs for arterial park-and-ride lots. This percent increase was applied to the cost of signs for park-and-ride facilities located near an expressway ($24,000) from the previous report.

Construction Cost
Construction cost assumed that only select facilities needed pavement, structures, drainage, etc. The Planning Manual recommends a value of $2,000 (1989 price) per space which was expanded to reflect 2005 dollars. In 2005 prices, the cost is $3,209.40 per space. Most facilities that were joint-use did not require construction. Facilities that would be located on vacant parcel, power line easements, or unimproved areas required construction costs.

Engineering Cost
Engineering costs are associated with the development of designs, layouts, surveys, appraisals, and final design. A default value of 20% (from Planning Manual) was applied to the total construction for those applicable sites.

Land Cost (Purchase or Lease)
Depending on the location of each park-and-ride facility, sites will be leased or purchased. The Planning Manual recommends $12.00 (1989 dollars) per space for lease costs. This value was expanded to 2005 dollars resulting in $19.26 per space.

Five sites were vacant and would need to be purchased. The cost of land for these sites was determined by utilizing the Miami-Dade Property Assessors web site to extract the assessed value of each parcel.

The total projects costs are shown in **Table 17**.

Table 17
Project Costs

Area ID	Site ID	Location	Annual O & M	Signage[4]	Construction / Engineering Costs	Land	Total Project Cost
41	40	Biscayne Blvd & NE 107 St (NW Quad)[1]	$1,637	$5,500	$0	$8,184	$15,321
21	19	Biscayne Blvd & NE 143 St (NE Quad)[1]	$481	$5,500	$0	$2,407	$8,388
21	18	Biscayne Blvd & NE 163 St (NE Quad)[3]	$2,503	$5,500	$100,133	$2,459,945	$2,568,082
27	22	Biscayne Blvd & NE 38 St (NW Quad)[2]	$385	$5,500	$15,405	$1,138,438	$1,159,728
42	41	Collins Ave & 72 St (NW Quad)[1]	$16,079	$5,500	$0	$80,395	$101,975
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)[1]	$8,280	$5,500	$0	$41,401	$55,182
38	32	NW 67 Ave & NW 188 St (NE Quad)[1]	$4,718	$5,500	$0	$23,589	$33,807
37	31	NW 87 Ave & NW 186 St (NE Quad)[1]	$4,718	$35,000	$0	$23,589	$63,307
55	60	NW 137 Ave & NW 6 St (NW Quad)[2]	$18,005	$35,000	$720,189	$90,024	$863,218
11	13	SR-826 & Flagler St (NW Quad)[1]	$2,503	$35,000	$0	$12,517	$50,020
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)[1]	$963	$35,000	$0	$4,814	$40,777
53	58	SW 87 Ave & SW 24 St (SE Quad)[1]	$7,317	$5,500	$0	$36,587	$49,405
8	12	SW 99 Ct & Flagler St (SE Quad)[1]	$4,236	$5,500	$0	$21,182	$30,918
7	8	SW 107 Ave & Flagler St (SW Quad)[1]	$8,280	$5,500	$0	$41,401	$55,182
7	11	SW 114 Ave & SW 24 St (NW Quad)[1]	$9,147	$35,000	$0	$45,734	$89,881
5	3	SW 114 Ave & SW 40 St (NW Quad)[1]	$1,348	$35,000	$0	$6,740	$43,088
6	5	SW 137 Ave & SW 26 St (NW Quad)[1]	$15,405	$5,500	$0	$77,026	$97,931
6	6	SW 137 Ave & SW 42 St (NE Quad)[2]	$289	$5,500	$11,554	$1,444	$18,787
1	1	SW 137 Ave & SW 160 St (SW Quad)[2]	$5,873	$5,500	$234,928	$29,366	$275,667
45	43	US-1 & SW 216 St (NW Quad)[3]	$7,895	$5,500	$315,805	$357,200	$686,400
52	54	US-1 & SW 264 St (NW Quad)[3]	$4,044	$5,500	$161,754	$150,428	$321,726
52	53	US-1 & SW 280 St (NW Quad)[3]	$6,547	$5,500	$261,887	$277,778	$551,712
51	52	US-1 & 95 St. (Marathon Airport)[1]	$3,274	$5,500	$0	$16,368	$25,142
50	51	US-1 & Founders Park Dr.[1]	$3,274	$5,500	$0	$16,368	$25,142
49	50	US-1 & Atlantic Blvd (Waldorf Plaza)[1]	$3,659	$5,500	$0	$18,294	$27,452

[1]Land is joint-use, no construction or engineering needed

[2]Land is joint-use, construction and engineering needed

[3]Land would need to be purchased

[4]Cost of signs for facilities less than 1/2 miles from expressway is $35,000; facilities greater than 1/2 miles from expressway is $5,500 (MDT)

Cost / Benefit Analysis

The cost/benefit analysis was calculated by dividing the user benefits by the annual project costs. A cost/benefit ratio great than $1 per space is considered justified for park-and-ride implementation. While user benefits are already in annual units, project costs must be translated into annual units requiring additional calculations.

Residual Value

Residual value is the value of the land after the improvement at the end of the analysis period. For the purpose of this study, the analysis period was assumed to equal the life cycle; therefore the residual value equals the cost of land.

Annual Project Costs

In order to calculate the cost/benefit, project costs must be converted to an annual cost. This was done by applying two factors: capital recovery and sinking fund. The capital recovery factor was based on a discount rate of 7% (Planning Manual) which converts the present construction costs to an annual basis. The sinking fund factor was also based on a discount rate of 7% (Planning Manual) and converts residual values (land cost or lease) to an annual basis. Once these factors were determined, the annual project cost for each park-and-ride facility was computed:

$$PC = O\&M + (CC * CR) - (RC * SF)$$

where:

- PC: Annualized total project cost
- O&M: Total Annual Operation and Maintenance Cost
- CC: Total Capital Costs
- RC: Residual Value
- CR: Capital Recovery Factor
- SF: Sinking Fund Factor

The result of the cost/benefit analysis for each park-and-ride facility is shown in **Table 18.**

Table 18
Cost/Benefit Ratio - Annual

Area ID	Site ID	Location	Total User Benefits[1]	New Transit Riders[2]	O&M Cost	Capital Cost	Residual Value	Total Project Cost[3]	Benefit / Cost Ratio
41	40	Biscayne Blvd & NE 107 St (NW Quad)	$50,836	3,250	$1,637	$1,174	$129	$2,682	18.96
21	19	Biscayne Blvd & NE 143 St (NE Quad)	$19,100	1,000	$481	$679	$38	$1,122	17.03
21	18	Biscayne Blvd & NE 163 St (NE Quad)	$98,827	4,750	$2,503	$220,154	$38,893	$183,764	0.54
27	22	Biscayne Blvd & NE 38 St (NW Quad)	$5,378	750	$385	$99,484	$17,999	$81,870	0.07
42	41	Collins Ave & 72 St (NW Quad)	$541,742	31,000	$16,079	$7,371	$1,271	$22,179	24.43
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	$376,332	16,000	$8,280	$4,025	$655	$11,650	32.30
38	32	NW 67 Ave & NW 188 St (NE Quad)	$236,087	9,000	$4,718	$2,496	$373	$6,841	34.51
37	31	NW 87 Ave & NW 186 St (NE Quad)	$248,746	9,000	$4,718	$5,028	$373	$9,372	26.54
55	60	NW 137 Ave & NW 6 St (NW Quad)	$649,962	0	$18,005	$72,528	$1,423	$89,110	7.29
11	13	SR-826 & Flagler St (NW Quad)	$33,904	4,750	$2,503	$4,077	$198	$6,383	5.31
9	61	SW 82 Ave & SW 40 St/Bird Rd (SE Quad)	$19,589	1,750	$963	$3,416	$76	$4,303	4.55
53	58	SW 87 Ave & SW 24 St (SE Quad)	$153,246	14,000	$7,317	$3,612	$578	$10,350	14.81
8	12	SW 99 Ct & Flagler St (SE Quad)	$90,495	8,250	$4,236	$2,290	$335	$6,191	14.62
7	8	SW 107 Ave & Flagler St (SW Quad)	$205,440	16,000	$8,280	$4,025	$655	$11,650	17.63
7	11	SW 114 Ave & SW 24 St (NW Quad)	$266,631	17,500	$9,147	$6,928	$723	$15,352	17.37
5	3	SW 114 Ave & SW 40 St (NW Quad)	$41,607	2,500	$1,348	$3,582	$107	$4,823	8.63
6	5	SW 137 Ave & SW 26 St (NW Quad)	$603,639	29,500	$15,405	$7,082	$1,218	$21,269	28.38
6	6	SW 137 Ave & SW 42 St (NE Quad)	$11,666	500	$289	$1,587	$23	$1,853	6.29
1	1	SW 137 Ave & SW 160 St (SW Quad)	$288,834	11,250	$5,873	$23,151	$464	$28,560	10.11
45	43	US-1 & SW 216 St (NW Quad)	$505,239	15,250	$7,895	$58,223	$5,648	$60,470	8.36
52	54	US-1 & SW 264 St (NW Quad)	$325,538	7,750	$4,044	$27,260	$2,378	$28,926	11.25
52	53	US-1 & SW 280 St (NW Quad)	$556,494	12,500	$6,547	$46,781	$4,392	$48,936	11.37
51	52	US-1 & 95 St. (Marathon Airport)	$317,961	6,750	$3,274	$1,876	$259	$4,891	65.01
50	51	US-1 & Founders Park Dr.	$235,495	6,750	$3,274	$1,876	$259	$4,891	48.15
49	50	US-1 & Atlantic Blvd (Waldorf Plaza)	$346,014	7,500	$3,659	$2,042	$289	$5,411	63.94

[1]From Table 16

[2]All PnR users assumed to be new transit riders; no transit riders indicate a carpool-only facility

[3]Total Project Cost = O&M Cost + Capital Cost - Residual Value

MIAMI-DADE PARK-AND-RIDE LOT PLAN

The Future Miami-Dade Park-and-Ride Lot Plan was divided into two planning phases. The first phase, the Short Term Plan, plans for the construction of park-and-ride lots over a five-year period (2005-2010). The second phase, the Long Term Plan, plans for the construction of park-and-ride facilities for 2010 and beyond.

Before the park-and-ride facilities were categorized into the two plans, a series of variables were analyzed to determine the time of implementation for each park-and-ride lot:

- 2030 Demand
- Site Score
- Cost Benefit Ratio

2030 parking demand was first used to determine which facilities would generate the most users. The sites were ranked on a scale of 1 to 25 with 1 showing the highest demand of all the park-and-ride lots.

The Site Selection score was also considered. The score considered a series of variables including location, site and economic considerations. The sites were ranked on a scale of 1 to 25 with 1 being identified with the most desirable site.

The last variable that was considered to determine the implementation of each site was the cost benefit ratio. The cost benefit ratio determines which sites will have the most economic benefit. The sites were ranked on a scale of 1 to 25, with 1 having the most economic benefit.

Once the park-and-ride sites were ranked based on the variables above, the rankings were averaged. This average was then used to determine which sites should be classified into short term and long term implementation. In addition to using this ranking, the timeframe for transit improvements were also considered.

Four park-and-ride sites were eliminated from the plan due to low parking demand. The short and long term plans were review by the Steering Committee for any changes. The following is the recommended Short Term and Long Term Plan.

Short Term Plan (2005-2010)

Based on the analysis, 10 park-and-ride facilities were identified for the Short Term Plan. This plans calls for the construction of park-and-ride facilities that are consistent with proposed transit improvements and to relieve parking demand

Collins Ave & 72 St

The proposed lot located at Collins Avenue and 72 Street should be developed in conjunction with the implementation of the Beach MAX Route. This route, which is scheduled for operation in 2006, will offer service to downtown Miami with 15-minute headways during the morning and evening weekday peaks. By 2030, a total of 167

spaces will be needed at this facility. This will be a joint use facility and the respective agency responsible for this site will need to be contacted.

NW 57 Ave & Miami Gardens Dr
The proposed lot located at NW 57 Avenue and Miami Gardens Drive should be developed in conjunction with the implementation of the Red Road MAX. This MAX route, which is scheduled for operation in 2006, will offer service to the Pembroke Pines Mall and the Hialeah Metrorail Station with 15-minute headways during the morning and evening weekday peaks. By 2030, a total of 86 parking spaces will be needed at this site. The will be a joint use facility and the respective agency will need to be contacted.

NW 67 Ave & NW 188 St
The proposed lot located at NW 67 Avenue and NW 188 Street should be developed in conjunction with proposed headway improvements for the Ludlam Max in 2006. This MAX route offers service to the Okeechobee Metrorail Station with 15-minute headways scheduled for 2006 during the morning and evening peaks. By 2030, a total of 49 parking spaces will be needed. This will be a joint use facility and coordination with Miami-Dade County Parks and Recreation will be needed.

NW 87 Ave & NW 186 St
The proposed lot located at NW 87 Avenue and NW 186 Street should be developed in conjunction with the implementation of the Western Express in 2007. This express route will offer service between Sawgrass Mills Outlet Mall and the Palmetto Metrorail Station with 15-minute headways in the morning and evening weekday peaks. A total of 49 parking spaces will be needed by 2030. This will be a joint use facility; therefore, the agency responsible for the site will need to be contacted.

Coral Way Corridor
Three sites are proposed for the Coral Way Corridor. This corridor is currently served by the Coral Way MAX. This MAX route offers service to the Douglas Road Metrorail Station with proposed morning and evening weekday peak headways of 15 minutes. The following sites are recommended:

- SW 87 Ave & SW 24 St
- SW 114 Ave & SW 24 St
- SW 137 Ave & SW 26 St

By 2030, a total of 331 parking spaces will be needed. Implementation of these lots should be done in conjunction with the proposed headway improvements that are scheduled for 2006.

US-1 & SW 216 St
The site proposed for the US-1 corridor is located at US-1 & SW 216 Street and is served by the Busway MAX. This route offers service between Florida City and the Dadeland South Metrorail Station with 15-minute headways in the morning and evening weekday

peaks. The implementation of this site should be done to relieve the congested park-and-ride lots along the US-1 corridor. By 2030, this site will need 82 parking spaces.

US-1 Corridor (Monroe County)
There are two sites for the US-1 corridor in Monroe County: US-1 and 95 Street (Marathon), and US-1 & Atlantic Blvd (Key Largo). These sites will be served by the Dade-Monroe Express, which offers service between Marathon and Florida City. Together, these sites will require 72 parking spaces by 2030. These facilities should be implemented once a lease agreement can obtained from the respective agencies.

Long Term Plan (2010-2030)

The long term plan consists of 11 park-and-ride lots. This plans calls for the construction of park-and-ride facilities that are consistent with proposed transit and roadway improvements.

Biscayne Blvd Corridor
Biscayne Blvd is a major northern corridor that connects the northern Miami area to downtown Miami. This corridor is heavily traveled and is currently served by the Biscayne MAX. This bus route offers service between Aventura Mall and the CBD Bus Terminal with 20-minute headways during the morning and evening weekday peaks. According to the People's Transportation Plan, Biscayne Boulevard is identified as a Rapid Transit Corridor for 2026. The following sites are recommended in conjunction with this transit improvement:

- Biscayne Blvd & NE 107 St
- Biscayne Blvd & NE 163 St

Collectively, the sites will need 43 parking spaces by 2030. Due to the low demand from these sites, these lots should be constructed inconjunction with the implementation of the Rapid Transit Corridor.

NW 137 Ave & NW 6 St
The proposed site at NW 137 Avenue and NW 6 Street is Miami-Dade Public School property and will be a joint use site. The site should be developed in conjunction with the extension of SR-836 to NW 137 Avenue. This site will need 87 parking spaces.

Flagler Street Corridor
Three sites are proposed for the Flagler Street Corridor. The Flagler Street Corridor is currently served by the Flagler MAX. This bus route offers service to downtown Miami with 15-minutes headways during the morning and evening weekday peaks. Flagler Street is also identified for Bus Rapid Transit (BRT). The three sites recommended for the Flagler Street Corridor are:

- SR-826 & Flagler St
- SW 99 Ct & Flagler St
- SW 107 Ave & Flagler St

The construction of the three park-and-ride sites will total 156 parking spaces. Construction of these park-and-ride sites should be done in conjunction with the implementation of BRT.

SW 114 Ave & SW 40 St
This proposed site, located at SW 114 Avenue and SW 40 Street, is currently served by the Bird Road MAX. The Bird Road MAX offers bus service to the Dadeland North Metrorail Station with 20-minute headways during the morning and evening weekday peaks. Improved peak headways from 20 to 15 minutes are scheduled for 2006. In addition to the transit improvement, this site will be located on a proposed Rapid Transit Corridor which is scheduled for operation in 2018. The 2030 demand projects that this lot will need to accommodate 14 park-and-ride spaces. This site should be constructed in conjunction with the development of the Rapid Transit Corridor that is tentatively scheduled for implementation in 2018.

SW 137 Ave & SW 160 St
The proposed site at SW 137 Avenue and SW 160 Street which is located in a power line easement is currently served by the Coral Reef MAX. This bus route offers service to the Dadeland South Metrorail Station with 15-minute headways in the morning and evening weekday peaks. By 2030, this site will need 61 parking spaces. The construction of the park-and-ride should be done once a lease agreement can be established between Miami-Dade County and the respective power company.

US-1 Corridor (Miami-Dade County)
The two sites identified for the US-1 corridor in Miami-Dade County are currently served by the Busway MAX. This bus route offers service to the Dadeland South Metrorail Station every 15 minutes during the morning and evening weekday peaks. The following sites were identified for the long term plan:

- US-1 & 264 St
- US-1 & 280 St

Collectively, these two sites will need 100 parking spaces for park-and-ride users by 2030. These sites should be constructed once demand at the existing facilities reaches a parking occupancy of 80%.

US-1 & Founders Park Drive
This proposed site at US-1 and Founders Park Drive is served by the Dade-Monroe Express. This bus route offers service between Marathon and Florida City seven days a week. This site will need 34 parking spaces to accommodate the 2030 parking demand. Construction of this facility should be done when demand at the Marathon and Key Largo facilities in the short term plan reach a parking occupancy of 80%.

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Appendix A

Site Selection-
Evaluation Criteria

Potential park-and-ride sites are ranked according to the point system outlined by the Planning Manual. The ranking process is divided into the following five categories:

- Location Criteria
- Site Considerations
- Economic Considerations
- Potential Users Cost
- Potential Users Time

The last two items are not included in the point rating system because user time and cost does not easily translate into the point system. Each category has a list of factors that are assigned points which are used to determine the most desirable lots.

Location Criteria

The following factors are used to determine both positive and negative features of potential park-and-ride sites.

Within a High Volume Corridor (from Miami 2030 Model) – The average daily trips (ADT) of 50,000 or greater within a specified distance to the site were rated. The following points were assigned to each facility:

50,000 ADT	*50,000 ADT*	*50,000 ADT*
Within ¼ mile of site	*Within ½ mile of site*	*Within 1 mile of site*
10 Points	7 Points	4 Points

Premium Transit Service Potential – Sites that are located near any premium transit services were identified and rated by the distance to each potential lot. A premium transit service includes: the Metrorail, the Busway, and express bus service. The following rating was used:

Along	*Within ¼ mile of*	*Within ½ mile of*
Transit line	*Transit line*	*Transit line*
10 Points	7 Points	4 Points

Outside a major bottleneck (from Miami 2030 Model) – Sites that are located upstream were measured. This was conducted by measuring the mileage from the upstream arterial congestion to the potential park-and-ride lot. The following points were assigned to each facility:

Within	*Within*	*Within*
½ Mile	*One Mile*	*Two Miles*
10 Points	7 Points	4 Points

Visibility of Site – A site must be visible in order to attract users to the park-and-ride lot. The site should be visible from the freeway or a major arterial that is used by the commuter. The following points were assigned to each facility based on site visibility:

Clearly	*Partially*	*Not*
Visible	*Visible*	*Visible*
10 Points	7 Points	4 Points

Access to the Park-and-Ride Facility – A potential facility should have good access from the roadway to the site in order to encourage the use of the lot. The following point system was used to rate access:

Excellent	*Good*	*Fair*
(On a major arterial)	*(Just off a major arterial)*	*(On local residential roads)*
10 Points	7 Points	4 Points

Other Park-and-Ride Competition – Potential sites located near other park-and-ride facilities might prevent existing or future lots from generating sufficient occupancy levels. Park-and-ride competition was rated as follows:

No Competition	*Possible Competition*	*Definite Competition*
10 Points	7 Points	4 Points

Commuter driving distance to the lot – Commuters do not like to drive a considerable distance from their home to a park-and-ride facility. The following points were assigned to each potential lot based on the average distance to and from their home:

1-3 Miles	*4-5 Miles*	*7-10 Miles*
10 Points	7 Points	4 Points

Bike Route Access (from Miami 2030 Model) – Bicycle routes that were in close proximity to a potential park-and-ride facility were assign points. Bike route access was rated by the following:

Bike Route At Site	*Bike Route Within 1 Mile*	*Bike Route Within 3 Miles*
10 Points	7 Points	4 Points

Site Considerations

The following site consideration factors were reviewed in order to select lots that are best suited for park-and-ride development.

Impact on the Local Community – Park-and-ride facilities can be viewed in both a positive and negative way by local communities. Some communities prefer not to have additional traffic generators, while other communities welcome any method that reduces traffic and promotes energy/fuel conservation. The following point system was used to rate the impact on local communities:

Minimal	*Some*	*Serious*
10 Points	7 Points	4 Points

Site expansion potential – Successful park-and-ride facilities can exceed the original parking capacity. Expansion opportunities should be investigated at each lot in the event that this occurs. Site expansion was rated as follows:

Excellent	*Good*	*Fair*
10 Points	7 Points	4 Points

Parking Capacity – Daytime parking capacity on adjacent and nearby streets should be surveyed in order to determine if people prefer parking on the street and walking to the park-and-ride facility, rather than parking at the facility. The following points were assigned to rate parking capacity:

No Parking Available	*Some Parking Available*	*Considerable Available*
10 Points	7 Points	4 Points

Parking Security – Security is an important issue at any park-and-ride facility. If a facility is in a questionable area, then fencing or an attendant will be needed. The following points were used for parking security:

No Need For Added Security	*Fence and Gate Needed*	*Attendant Needed*
10 Points	7 Points	4 Points

Economic Considerations

These are the most critical factors when determining potential park-and-ride sites. The availability of capital funding for the construction of a new site, or the time that it takes to acquire land are all factors that should be considered for potential lots.

Land Cost – The cost of land is an important factor when determining a suitable park-and-ride site. If there is an opportunity to use public land rather than construct a parking lot, then that factor should be given consideration. If land will need to be purchased, the value of land will vary. The following point system was used:

Lease or No Cost (Churches, Strip Malls)	Medium Cost ($0 to $100,000)	High Cost ($100,001 and up)
10 Points	7 Points	4 Points

Ease of Land Acquisition – The time that it takes to acquire land is also taken into consideration, especially when time is a factor. The following was used to rate land acquisition:

Shared Use *<3 months* (Strip Malls, Churches)	*Public Use* *6 months* (Airports, Parks, PL Easements)	*Private Use* *12 months* (Vacant Parcels)
10 Points	7 Points	4 Points

Develop Cost – Costs to develop each potential lot should be conducted and compared to other potential facilities. The following was used:

Existing (Developed Site)	Minimal Cost (Improve existing site)	Substantial Cost (Construct new facility)
10 Points	7 Points	4 Points

Appendix B

Site Scores

Summary of Site Score for Demand Estimation

Area ID	Site ID	Location	Current Use	Current/Future Transit Use	Site Rating	Lot Type	Current P B Rou
41	40	Biscayne Blvd & NE 107 St (NW Quad)	K Mart Lot	P B	9.89	UC	Biscayne MAX
53	58	SW 87 Ave & SW 24 St (SE Quad)	K Mart Lot	P B	9.89	UC	Coral Way MAX
7	8	SW 107 Ave & Flager St (SW Quad)	W. Flagler Plaza	P B	9.66	UC	Flagler MAX
9	61	SW 40th St/Bird Rd. & SW 82nd Ave (SE Quad) [1]	Tropical Park	P B	N/A	UC	Coral Way MAX
21	19	Biscayne Blvd & NE 143 St (NE Quad)	Target Lot	P B	9.63	UC	Biscayne MAX
5	3	SW 114 Ave & SW 40 St (NW Quad)	West Bird Plaza	P B / C P	9.47	UC	Bird Road MAX
7	11	SW 114 Ave & SW 24 St (NW Quad)	Tamiami Park	P B	7.43	UC	Coral Way MAX
1	1	SW 137 Ave/Lindred Rd & SW 160 St (SW Quad)	Powerline Easement	P B	8.76	UC	Coral Reef MAX
39	34	NW 57 Ave & Miami Gardens Dr (SW Quad)	Sears Lot	P B	9.32	UC	
6	5	SW 137 Ave & SW 26 St (NW Quad)	Shopping Center	P B	9.21	UC	Coral Way MAX
8	12	SW 99 Ct & Flagler St (SE Quad)	Church Lot	P B	9.21	UC	Flagler MAX
11	13	SR-826 & Flagler St (NW Quad)	Mall of Am Lot	P B / C P	9.21	UC	Flagler MAX
37	31	NW 87 Ave & NW 186 St (NE Quad)	Strip Mall	P B / C P	9.21	UC	
38	32	NW 67 Ave & NW 188 St (NE Quad)	Park Lot	P B	8.31	UC	Ludlam MAX
42	41	Collins Ave & 72 St (NW Quad)	City Lot -	P B	9.11	UC	79th Street MAX
52	53	US-1 & SW 280 St (NW Quad)	Vacant	B	6.19	UC	Busway FI/MAX
52	54	US-1 & SW 264 St (NW Quad)	Vacant	B	6.16	UC	Busway FI/MAX
45	43	US-1 & SW 216 St (NW Quad)	Vacant	B	5.97	UC	Busway FI/MAX
27	22	Biscayne Blvd & NE 38 St (NW Quad)	Vacant	P B	7.94	UC	Biscayne MAX
6	6	SW 137 Ave & SW 42 St (NE Quad)	Powerline Easement	P B	8.91	UC	Bird Road MAX
21	18	Biscayne Blvd & NE 163 St (NE Quad)	Vacant Bldg	P B	8.61	UC	Biscayne MAX
55	60	NW 137 Ave & NW 6 St (NW Quad)	M-D Cty Public Sch	P B	8.40	UF	
49	50	Atlantic Blvd & US-1 (Waldorf Plaza)	Shopping Center	P B	7.75	UF	Dade-Monroe Exp
50	51	US-1 & Founders Park Dr.	Park	P B	7.53	UF	Dade-Monroe Exp
51	52	US-1 & 95th St. (Marathon Airport)	Airport Lot	P B	7.67	UF	Dade-Monroe Exp

[1] Facility recommended by the Steering Committee after site inspections were conducted; therefore, site inspection not conducted

Summary of Site Score (not included in the demand estimation)						
Area ID	Site ID	Location	Current Use	Current/Future Transit Use	Site Rating	Lot Type
40	37	NW 27 Ave & NW 199 Ave (EW Quad)	Miami-Dolphins Lot	P B	8.75	UC
7	10	SW 25 Terr & SW 26 St (NE Quad)	Strip Mall	P B	8.67	UC
6	4	SW 142 Ave & SW 26 St (NE Quad)	Church Lot	P B	8.61	UC
11	14	SR-826 & Flagler St (SW Quad)	Vacant	P B / C P	8.39	UC
32	27	NW 27 Ave & NW 135 St (NE Quad)	Fenced Lot	P B	8.28	UC
21	20	Biscayne Blvd & NE 143 St (NE Quad)	Vacant	P B	8.24	UC
32	26	NW 27 Ave & Opa Locka Blvd (NW Quad)	Old KFC (Vacant)	P B	8.16	UC
53	56	SW 92 Ave & SW 24 St (NW Quad)	Vacant	P B	8.09	UC
32	25	NW 27 Ave & NW 135 St (SW Quad)	Old Eckerd (Vacant)	P B	8.01	UC
33	28	NW 57 Ave & SR-924 (NE Quad)	Vacant	P B / C P	8.05	UC
11	15	SW 76 Ave & Flagler St (SW Quad)	Vacant	P B / C P	7.98	UC
40	38	NW 27 Ave & NW 191 St (NW Quad)	Vacant	P B	7.98	UC
40	36	NW 27 Ave & NW 199 Ave (SE Quad)	Vacant	P B	7.98	UC
33	29	NW 57 Ave & NW 119 St (NE Quad)	Vacant	P B	7.86	UC
49	50	Atlantic Blvd & US-1 (Waldorf Plaza)	Shopping Center	P B	7.75	UC
40	35	NW 27 Ave & NW 199 Ave (SW Quad)	Vacant	P B	7.86	UC
35	30	Palmetto Expy & W 68th St (SW Quad)	Right-of-Way	P B / C P	7.74	UC
14	16	SW 37 Ave & Almeria Ave (SW Quad)	Vacant	P B	7.68	UC
27	21	Biscayne Blvd & NE 37 St (NW Quad)	Vacant	P B	7.74	UC
46	45	SW 112 Ave/Allapatah Rd & SW 256 St (NW Quad)	Vacant	C P	7.20	UF
46	46	SW 112 Ave/Allapatah Rd & SW 256 St (NE Quad)	Vacant	C P	7.20	UF
28	23	NW 112 Ave & NW 74 St (NE Quad)	Vacant	C P	6.85	UF
28	24	NW 114 Ave & NW 74 St (NW Quad)	Vacant	C P	6.78	UF
54	59	NW 107 Ave & NW 74 St (SW Quad)	Vacant	C P	6.78	UF
6	7	SW 147 Ave & SW 42 St (NE Quad)	Vacant	P B	6.50	UC
48	48	US-1 & Old Card Sound Rd	Vacant	P B	6.29	UC
48	49	US-1 & E Palm Dr (SW Quad)	Vacant	P B	6.25	UC
45	44	US-1 & SW 216 St (SW Quad)	Vacant	B	5.56	UC
47	47	Newton Rd & SW 312 St. (NE Quad)	Vacant	C P	5.20	UF
53	57	SW 87 Ave & SW 24 St (NW Quad)	Winn Dixie Sh Ctr	P B	9.69	UC
53	55	SW 94 Ct & SW 24 St (NW Quad)	Powerline Easement	P B	9.10	UC
7	9	SW 107 Ave & Flager St (NW Quad)	Legend Plaza	P B	9.47	UC
41	39	Biscayne Blvd & NE 123 St (SE Quad)	RK Town Center	P B	9.36	UC
21	17	Biscayne Blvd & NE 151 St (NE Quad)	FIU Ent.	P B	9.10	UC
5	2	FL Turnpike & SW 40 St (NE Quad)	Vacant	P B / C P	9.10	UC
39	33	NW 57 Ave & NW 173 Dr (SW Quad)	Old Walmart Lot	P B	9.21	UC
42	42	Collins Ave & 69 St (SW Quad)	Publix Lot	P B	9.06	UC

P B = Premium Bus
C P = Carpool
B = Busway
P B / C P = Premium Bus / Carpool

N/S Street
SW 137 Ave
E/W Street
SW 160 St

(SW Quad)

Area #	1
Site #	1
Date:	18-Jul

Current Use (Vacant, Etc.)	PL Easement

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.69

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**8.76**

	North	South	East	West
Surrounding Land Uses	C/R	Rural	C/R	R

Lot Type
UC

N/S Street
FL Turnpike (On-Ramp)
E/W Street
SW 40 St

(NE Quad)

Area #	5
Site #	2
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**9.1**

	North	South	East	West
Surrounding Land Uses	R	C	C	R

Lot Type
UC/CP

N/S Street
SW 114 Ave
E/W Street
SW 40 St

(NW Quad)

Area #	5
Site #	3
Date:	18-Jul

Current Use (Vacant, Etc.)	Sh Plaza

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.72

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.47**

	North	South	East	West
Surrounding Land Uses	R	R	C	R/C

Lot Type
UC/CP

N/S Street
SW 142 Ave
E/W Street
SW 26 St

(NE Quad)

Area #	6
Site #	4
Date:	18-Jul

Current Use (Vacant, Etc.)	Church Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	7	0.15	1.07
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.31

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		2.05

Total Points	**8.61**

	North	South	East	West
Surrounding Land Uses	R	R/C	R	R

Lot Type
UC

N/S Street
SW 137 Ave
E/W Street
SW 26 St

(NW Quad)

Area #	6
Site #	5
Date:	18-Jul

Current Use (Vacant, Etc.)	Shopping Ctr

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.83

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.88

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.21**

	North	South	East	West
Surrounding Land Uses	R	C	C	R

Lot Type
UC

N/S Street
SW 137 Ave
E/W Street
SW 42 St

(NE Quad)

Area #	6
Site #	6
Date:	18-Jul

Current Use (Vacant, Etc.)	PL Easement

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**8.91**

	North	South	East	West
Surrounding Land Uses	Easement	Easemnt	R	C

Lot Type
UC

N/S Street
SW 147 Ave
E/W Street
SW 42 St

(NE Quad)

Area #	6
Site #	7
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	4	0.15	0.61
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.44

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.50**

	North	South	East	West
Surrounding Land Uses	R	R	R/Sch	R

Lot Type
UC

N/S Street
SW 107 Ave
E/W Street
Flagler St

(SW Quad)

Area #	7
Site #	8
Date:	18-Jul

Current Use (Vacant, Etc.)	Shp Plaza

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.66**

	North	South	East	West
Surrounding Land Uses	C	R	C	R

Lot Type
UC

N/S Street
SW 107 Ave
E/W Street
Flagler St

(NW Quad)

Area #	7
Site #	9
Date:	18-Jul

Current Use (Vacant, Etc.)	Shp Plaza

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.72

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.47**

	North	South	East	West
Surrounding Land Uses	R	C	C	R

Lot Type
UC

N/S Street
SW 25 Terr
E/W Street
SW 26 St

(NE Quad)

Area #	7
Site #	10
Date:	18-Jul

Current Use (Vacant, Etc.)	Strip Mall

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	4	0.15	0.61
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.80

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**8.67**

	North	South	East	West
Surrounding Land Uses	R	R	C	C

Lot Type
UC

N/S Street
SW 112 Ave
E/W Street
SW 24

(NW Quad)

Area #	7
Site #	11
Date:	19-Jul

Current Use (Vacant, Etc.)	Tamiami Park

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	4	0.15	0.61
Premium Transit Service Potential	10	7	4	7	0.10	0.70
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	4	0.07	0.26
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		3.90

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.28

Total Points	**7.43**

	North	South	East	West
Surrounding Land Uses	Public Use	R	Public	R/C

Lot Type
UC

N/S Street
SW 99 Ct
E/W Street
Flagler St

(SE Quad)

Area #	8
Site #	12
Date:	19-Jul

Current Use (Vacant, Etc.)	Church Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	7	0.15	1.07
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		5.34

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.21**

	North	South	East	West
Surrounding Land Uses	R	R	R/Sch	R

Lot Type
UC

N/S Street
SR-826
E/W Street
Flagler St

(NW Quad)

Area #	11
Site #	13
Date:	19-Jul

Current Use (Vacant, Etc.)	M of M Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.35

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.21**

	North	South	East	West
Surrounding Land Uses	R/C	C	R	C

Lot Type
UC/CP

N/S Street
SR-826
E/W Street
Flagler St

(SW Quad)

Area #	11
Site #	14
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.48

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**8.39**

	North	South	East	West
Surrounding Land Uses	C	R	C/R	C

Lot Type
UC/CP

N/S Street
SW 76 Ave
E/W Street
Flagler St

(SW Quad)

Area #	11
Site #	15
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.98**

	North	South	East	West
Surrounding Land Uses	C	R	R	R

Lot Type
UC/CP

N/S Street
SW 37 Ave
E/W Street
Almeria Ave

(SW Quad)

Area #	14
Site #	16
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	7	0.05	0.35
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.76

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		0.92

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.68**

	North	South	East	West
Surrounding Land Uses	R	R	C/R	R

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 151 St

(NE Quad)

Area #	21
Site #	17
Date:	19-Jul

Current Use (Vacant, Etc.)	FIU Ent

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**9.10**

	North	South	East	West
Surrounding Land Uses	Forest	Forest	Forest	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 163 St

(NE Quad)

Area #	21
Site #	18
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant Bldg

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		1.23

Total Points	**8.61**

	North	South	East	West
Surrounding Land Uses	C	C	Forest/C	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 143 St

(NE Quad)

Area #	21
Site #	19
Date:	19-Jul

Current Use (Vacant, Etc.)	Target Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.88

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.63**

	North	South	East	West
Surrounding Land Uses	Vacant/C	C	Forest	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 143 St

(NE Quad)

Area #	21
Site #	20
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.88

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**8.24**

	North	South	East	West
Surrounding Land Uses	Forest	C	Forest	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 37 St

(NW Quad)

Area #	27
Site #	21
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	7	0.05	0.35
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.57

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.18

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.74**

	North	South	East	West
Surrounding Land Uses	C	C	C	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 38 St

(NW Quad)

Area #	27
Site #	22
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	7	0.05	0.35
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.76

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.18

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.94**

	North	South	East	West
Surrounding Land Uses	C	C	C	C

Lot Type
UC

N/S Street
NW 112 Ave
E/W Street
NW 74 St

(NE Quad)

Area #	28
Site #	23
Date:	29-Jul

Current Use (Vacant, Etc.)	Vacant	Wetlands?

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	4	0.10	0.40
Outside Major Bottleneck	10	7	4	4	0.05	0.20
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		4.90

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		0.95

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.85**

	North	South	East	West
Surrounding Land Uses	R	R	Vacant	R

Lot Type
UF

N/S Street
NW 114 Ave
E/W Street
NW 74 St

(SW Quad)

Area #	28
Site #	24
Date:	29-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	4	0.10	0.40
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		4.83

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		0.95

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.78**

	North	South	East	West
Surrounding Land Uses	R	Vacant	R	R

Lot Type
UF

N/S Street
NW 27 Ave
E/W Street
NW 135 St

(SW Quad)

Area #	32
Site #	25
Date:	18-Jul

Current Use (Vacant, Etc.)	Old Eckerd (V)

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	4	0.03	0.10
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.73

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		1.23

Total Points	**8.01**

	North	South	East	West
Surrounding Land Uses	C	C	C/R	C

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
Opa Lock Blvd

(NW Quad)

Area #	32
Site #	26
Date:	18-Jul

Current Use (Vacant, Etc.)	Old KFC (V)

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	4	0.03	0.10
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.88

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		1.23

Total Points	**8.16**

	North	South	East	West
Surrounding Land Uses	C	C	C	R

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
NW 135 St

(NE Quad)

Area #	32
Site #	27
Date:	18-Jul

Current Use (Vacant, Etc.)	Church Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	4	0.03	0.10
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.16

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		2.05

Total Points	**8.28**

	North	South	East	West
Surrounding Land Uses	C	C/R	C	C

Lot Type
UC

N/S Street
NW 57 Ave
E/W Street
SR-924

(NE Quad)

Area #	33
Site #	28
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria

				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.76

Site Consideration

Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.29

Economic Considerations

Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**8.05**

	North	South	East	West
Surrounding Land Uses	Airport	C	Airport	C

Lot Type
UC/CP

N/S Street
NW 57 Ave
E/W Street
NW 119 St

(NE Quad)

Area #	33
Site #	29
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		0.95

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.86**

	North	South	East	West
Surrounding Land Uses	C/R	C/R	R	C

Lot Type
UC

N/S Street
Palmetto Expy
E/W Street
W 68th St

(SW Quad)

Area #	35
Site #	30
Date:	19-Jul

Current Use (Vacant, Etc.)	R o W

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	4	0.07	0.26
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		5.04

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.88

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**7.74**

	North	South	East	West
Surrounding Land Uses	C	C	C	C

Lot Type
UC/CP

N/S Street
NW 87 Ave
E/W Street
NW 186 St

(NE Quad)

Area #	37
Site #	31
Date:	19-Jul

Current Use (Vacant, Etc.)	Strip Mall

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		5.46

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.21**

	North	South	East	West
Surrounding Land Uses	R	R	R	R/C

Lot Type
UC

N/S Street
NW 67 Ave
E/W Street
NW 188 St

(SE Quad)

Area #	38
Site #	32
Date:	19-Jul

Current Use (Vacant, Etc.)	Park Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	4	0.07	0.26
Access to the Park-and-Ride Facility	10	7	4	4	0.12	0.49
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.79

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.28

Total Points	**8.31**

	North	South	East	West
Surrounding Land Uses	R	C	R	R

Lot Type
UC

N/S Street
NW 57 Ave
E/W Street
NW 173 Dr

(SW Quad)

Area #	39
Site #	33
Date:	19-Jul

Current Use (Vacant, Etc.)	Old Walmart

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		5.24

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.48

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.21**

	North	South	East	West
Surrounding Land Uses	C	C	R	R

Lot Type
UC

N/S Street
NW 57 St
E/W Street
Miami Gardens

(SW Quad)

Area #	39
Site #	34
Date:	19-Jul

Current Use (Vacant, Etc.)	Sears Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		5.46

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.32**

	North	South	East	West
Surrounding Land Uses	C/R	Undev/C	R	Undev/R

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
NW 199 Ave

(SW Quad)

Area #	40
Site #	35
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.69

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.18

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.86**

	North	South	East	West
Surrounding Land Uses	C	C	C	R

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
NW 199 St

(SE Quad)

Area #	40
Site #	36
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.69

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.29

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.98**

	North	South	East	West
Surrounding Land Uses	Stadium	Undev	R	R/C

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
NW 199 St

(NE Quad)

Area #	40
Site #	37
Date:	19-Jul

Current Use (Vacant, Etc.)	Miami Dolphins Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	4	0.07	0.26
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.30

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.18

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		2.28

Total Points	**8.75**

	North	South	East	West
Surrounding Land Uses	R	Undev/C	Stadium	R

Lot Type
UC

N/S Street
NW 27 Ave
E/W Street
NW 191 St

(NW Quad)

Area #	40
Site #	38
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.98**

	North	South	East	West
Surrounding Land Uses	Undev/C	R	Undev/C	R

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NW 123 St

(SE Quad)

Area #	41
Site #	39
Date:	19-Jul

Current Use (Vacant, Etc.)	RK Twn Ctr

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	4	0.05	0.20
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.61

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.36**

	North	South	East	West
Surrounding Land Uses	C	C	C	C

Lot Type
UC

N/S Street
Biscayne Blvd
E/W Street
NE 107 St

(NW Quad)

Area #	41
Site #	40
Date:	19-Jul

Current Use (Vacant, Etc.)	K Mart Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.89**

	North	South	East	West
Surrounding Land Uses	R	R/C	C	R

Lot Type
UC

N/S Street
Collins Ave
E/W Street
72 St

(NW Quad)

Area #	42
Site #	41
Date:	19-Jul

Current Use (Vacant, Etc.)	City Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	7	0.15	1.07
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.31

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	4	0.01	0.04
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.30

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.11**

	North	South	East	West
Surrounding Land Uses	R/C	R/C	Park	C

Lot Type
UC

N/S Street
Collins Ave
E/W Street
69 St

(SW Quad)

Area #	42
Site #	42
Date:	19-Jul

Current Use (Vacant, Etc.)	Publix Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		5.57

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.22

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		2.28

Total Points	**9.06**

	North	South	East	West
Surrounding Land Uses	R/C	R/C	Beach	R

Lot Type
UC

N/S Street
US-1
E/W Street
SW 216 St

(SW Quad)

Area #	45
Site #	43
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	4	0.15	0.61
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	4	0.07	0.26
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.02

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.96

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**5.97**

	North	South	East	West
Surrounding Land Uses	Undev	Undev	C	Undev

Lot Type
UC

N/S Street
US 1
E/W Street
SW 216 St

(NW Quad)

Area #	45
Site #	44
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	7	0.05	0.35
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		3.60

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.96

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**5.56**

	North	South	East	West
Surrounding Land Uses	I	Rural	C	R

Lot Type
UC

N/S Street
SW 112 Ave/Allapatah Rd
E/W Street
SW 256 St

(NW Quad)

Area #	46
Site #	45
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	0	0.10	0.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.29

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.20**

	North	South	East	West
Surrounding Land Uses	Undev	Undev	Undev	Undev

Lot Type
UF

N/S Street
SW 112 Ave/Allapatah Rd
E/W Street
SW 256 St

(NE Quad)

Area #	46
Site #	46
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	0	0.10	0.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		4.91

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.29

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**7.20**

	North	South	East	West
Surrounding Land Uses	Undev	Undev	Undev	Undev

Lot Type
UF

N/S Street
Newton Rd
E/W Street
SW 312 St

(SE Quad)

Area #	47
Site #	47
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	4	0.10	0.40
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	7	0.04	0.26
				Location Criteria Total		2.73

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.48

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**5.20**

	North	South	East	West
Surrounding Land Uses	R	C	C	R

Lot Type
UF

N/S Street
US-1
E/W Street
Old Card Sound Rd

(SE Quad)

Area #	48
Site #	48
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.00

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	10	0.04	0.38
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.29

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.29**

	North	South	East	West
Surrounding Land Uses	Undev	Undev	Undev	Undev

Lot Type
UC

N/S Street
US-1
E/W Street
E Palm Drive

(SW Quad)

Area #	48
Site #	49
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.00

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.25**

	North	South	East	West
Surrounding Land Uses	C	C	C	I

Lot Type
UC

N/S Street
Atlantic Blvd
E/W Street
US-1

(Waldorf Plaza)

Area #	49
Site #	50
Date:	18-Jul

Current Use (Vacant, Etc.)	Sh Ctr

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.00

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**7.75**

	North	South	East	West
Surrounding Land Uses	C	R	C/R	C

Lot Type
UF

N/S Street
Founders Park Dr
E/W Street
US-1

(Founders Park)

Area #	50
Site #	51
Date:	18-Jul

Current Use (Vacant, Etc.)	Park Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.00

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	7	0.08	0.53
				Economic Considerations		2.28

Total Points	**7.53**

	North	South	East	West
Surrounding Land Uses	Ocean	R/P	R	P

Lot Type
UF

N/S Street
95 St Ocean
E/W Street
US-1

(Marathon Airport)

Area #	51
Site #	52
Date:	18-Jul

Current Use (Vacant, Etc.)	Airport Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	0	0.05	0.00
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		3.81

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**7.67**

	North	South	East	West
Surrounding Land Uses	R	R	R/C	R/C

Lot Type
UF

N/S Street
US-1
E/W Street
SW 264 St

(NW Quad)

Area #	52
Site #	53
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.43

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.76

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.19**

	North	South	East	West
Surrounding Land Uses	R/C	C	C	R

Lot Type
UC

N/S Street
US-1
E/W Street
SW 280 St

(NW Quad)

Area #	52
Site #	54
Date:	18-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	0	0.15	0.00
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		4.43

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	4	0.06	0.25
				Site Consideration Total		0.73

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.16**

	North	South	East	West
Surrounding Land Uses	C	C	C	C

Lot Type
UC

N/S Street
SW 94 Ct
E/W Street
SW 24 St

(SE Quad)

Area #	53
Site #	55
Date:	19-Jul

Current Use (Vacant, Etc.)	PL Easemnt

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.25

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	7	0.08	0.53
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.83

Total Points	**9.10**

	North	South	East	West
Surrounding Land Uses	R	R	Park	R

Lot Type
UC

N/S Street
SW 92 Ave
E/W Street
SW 24 St

(NW Quad)

Area #	53
Site #	56
Date:	19-Jul

Current Use (Vacant, Etc.)	Vacant

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.06

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**8.09**

	North	South	East	West
Surrounding Land Uses	R	R	C	R

Lot Type
UC

N/S Street
SW 87 Ave
E/W Street
SW 24 St

(NW Quad)

Area #	53
Site #	57
Date:	19-Jul

Current Use (Vacant, Etc.)	Shopping Ctr

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	7	0.07	0.46
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		5.83

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.69**

	North	South	East	West
Surrounding Land Uses	R	R	C	R

Lot Type
UC

N/S Street
SW 87 Ave
E/W Street
SW 24 St

(SE Quad)

Area #	53
Site #	58
Date:	19-Jul

Current Use (Vacant, Etc.)	K Mart Lot

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	10	0.10	1.00
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	10	0.12	1.23
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	10	0.04	0.38
				Location Criteria Total		6.03

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	10	0.06	0.63
				Site Consideration Total		1.36

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**9.89**

	North	South	East	West
Surrounding Land Uses	C	R	R	R

Lot Type
UC

N/S Street
NW 107 Ave
E/W Street
NW 74 St

(NE Quad)

Area #	54
Site #	59
Date:	29-Jul

Current Use (Vacant, Etc.)	Vacant	(For Lease)

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	4	0.10	0.40
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	10	0.03	0.25
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		4.83

Site Consideration						
Adverse Impact on Local Community	10	7	4	7	0.04	0.26
Site Expansion Potential	10	7	4	4	0.04	0.15
Parking Capacity on Adjacent Streets	10	7	4	10	0.01	0.10
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		0.95

Economic Considerations						
Land Cost	10	7	4	4	0.10	0.40
Ease of Land Acquisition	10	7	4	4	0.08	0.30
Development Cost	10	7	4	4	0.08	0.30
				Economic Considerations		1.00

Total Points	**6.78**

	North	South	East	West
Surrounding Land Uses	Vacant	Vacant	Vacant	Vacant

Lot Type
UF

N/S Street
NW 137 Ave
E/W Street
NW 6 St

(NW Quad)

Area #	55
Site #	60
Date:	29-Jul

Current Use (Vacant, Etc.)	Miami-Dade Cty Public School System Bus Facility

Location Criteria				Score	Weight	Total
Within a High Volume Corridor	10	7	4	10	0.15	1.53
Premium Transit Service Potential	10	7	4	4	0.10	0.40
Outside Major Bottleneck	10	7	4	10	0.05	0.50
Visibility of Site	10	7	4	10	0.07	0.65
Access to the Park-and-Ride Facility	10	7	4	7	0.12	0.86
Other Park-and-Ride Competition	10	7	4	7	0.03	0.18
Commuter Driving Distance to Lot	10	7	4	10	0.05	0.50
Bike Route Access	10	7	4	4	0.04	0.15
				Location Criteria Total		4.76

Site Consideration						
Adverse Impact on Local Community	10	7	4	10	0.04	0.38
Site Expansion Potential	10	7	4	7	0.04	0.26
Parking Capacity on Adjacent Streets	10	7	4	7	0.01	0.07
Parking Security	10	7	4	7	0.06	0.44
				Site Consideration Total		1.15

Economic Considerations						
Land Cost	10	7	4	10	0.10	1.00
Ease of Land Acquisition	10	7	4	10	0.08	0.75
Development Cost	10	7	4	10	0.08	0.75
				Economic Considerations		2.50

Total Points	**8.40**

	North	South	East	West
Surrounding Land Uses	C	R	R	R

Lot Type
UF