

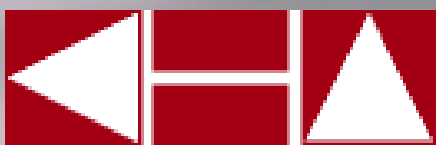
South Miami



2001



City of South Miami Hometown Intermodal Transportation Study



**Kimley-Horn
and Associates, Inc.**



EXECUTIVE SUMMARY



Hometown Intermodal Transportation Study

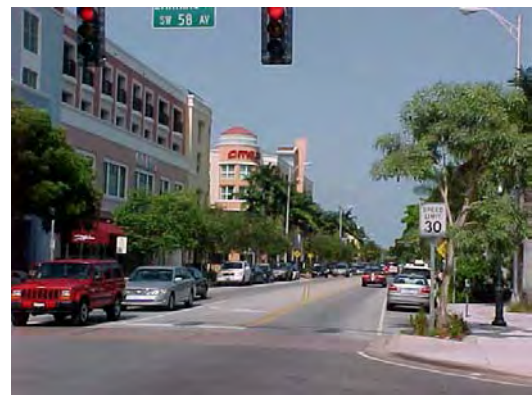
Introduction

The City of South Miami's vision calls for a transportation system that reduces vehicular trips and congestion by providing attractive alternatives to single-occupant vehicles. The purpose of the *Hometown Intermodal Transportation Study* was to develop a multimodal mobility plan for the area surrounding the South Miami Metrorail Station including the "Hometown District," the "Transit Oriented Development District," civic uses, an industrial district, residential neighborhoods, and South Miami and Larkin Hospitals.

Data Collection

Transportation and land use studies were reviewed as an initial effort to provide a foundation for this study. As previous studies were reviewed, relevant data were obtained for utilization in the *Hometown Intermodal Transportation Study*. Additionally, recommendations were noted so that this study may build upon the City's vision and develop consistent strategies.

Traffic data collected by the Florida Department of Transportation (FDOT), the City of South Miami, and in previous traffic studies were compiled in a database. Transit system data were obtained from Miami-Dade Transit (MDT). Bicycle and pedestrian information were obtained from the Miami-Dade Metropolitan Planning Organization (MPO). Additional data were compiled for parking and land use from *The "Hometown Plan" Area 1* and the *City of South Miami Comprehensive Plan*.



Streetscape Improvements Were Implemented on Sunset Drive

Analysis of Existing Transportation and Land Use

The arterial roadways in the "Hometown" study area were found to experience significant congestion. Although the secondary tier of roadways demonstrated a better level of service, as congestion worsens on the arterial roadways, traffic may increase in these corridors degrading their level of service and negatively impacting the quality of life in the "Hometown" study area's neighborhoods.

The South Miami Metrorail Station provides access to Metrorail, which is the heavy rail component of Miami-Dade County's transit system, serves as a hub for several Metrobus routes that operate within the "Hometown" study area, and provides a garage with parking capacity for 1,774 vehicles. Despite this transit service, the mass transit system is focused on regional travel movements and does not offer a high level of mobility for local trips within the "Hometown" study area.

Overall, the "Hometown" study area lacks adequate bicycle facilities in its major roadway corridors and its pedestrian environment is inhospitable. In particular, U.S. 1 acts as a physical and psychological barrier impeding bicycle and pedestrian movement between the "Hometown" study area's activity centers.



EXECUTIVE SUMMARY

Hometown Intermodal Transportation Study



Although Downtown South Miami suffers from a public perception that parking spaces are hard to find, there is actually an abundance of parking. However, many popular destinations have few parking spaces within close proximity and the parking garages and parking lots with available parking spaces typically are not well connected to the popular destinations.

The City of South Miami has created two zoning overlay districts, the Hometown District and the Transit-Oriented Development District (TODD), to promote redevelopment. Regulations for these zoning overlay districts already provide incentives to encourage pedestrian activities and reduce reliance on the automobile through mixed-use development.



U.S. 1 Impedes Bicycle and Pedestrian Movement

Multimodal Transportation Needs and Strategies

Based on an analysis of transportation data and land use patterns, needs in the areas of traffic operations, transit, bicycle/pedestrian movements, neighborhood traffic management, parking, and redevelopment were identified. A number of short and long term multimodal transportation strategies were then identified to address these deficiencies and encourage the use of mass and non-motorized transit in the “Hometown” study area. These strategies were developed into a “project bank” of recommended improvements grouped into the following project types:

- Traffic Capacity/Operations Enhancements
- Transit Improvements
- Bicycle Improvements
- Pedestrian Enhancements
- Neighborhood Traffic Management/Livability
- Parking Improvements
- Land Use, Development, and Redevelopment Opportunities

Implementation Plan

A project comparison system was developed to position the improvements identified in the “project bank” into four prioritization categories. The criteria that were considered in the qualitative evaluation of the “project bank” improvements were:

- Improves Quality of the User’s Experience
- Promotes the Use of Alternative Modes
- Improves Sense of Place
- Discourages Neighborhood Traffic Intrusion
- Improves Safety
- Promotes Favorable Development Pattern
- Satisfies More Than One Project Category



EXECUTIVE SUMMARY

Hometown Intermodal Transportation Study



Projects were assigned a score between 0 and 2 based on their ability to satisfy the evaluation criteria. The scores for the individual evaluation criteria were added together to determine an overall score for each “project bank” improvement. A project comparison matrix was developed to present the results of the evaluation of these improvements and assist in the prioritization of improvements.

The “project bank” improvements were grouped into four categories based on the evaluation presented in the project comparison matrix and the preliminary order of magnitude cost estimates. After the initial grouping of projects into priority levels based on the score obtained in the project evaluation matrix, the preliminary order of magnitude cost estimates were also taken into consideration. Several projects were shifted into a different priority level to allow some lower cost projects that offer immediate benefits to be implemented while funding is secured for some of the higher cost projects. Table ES-1 presents the recommended prioritization schedule for the “project bank” improvements.



**Improved Crossing Are Needed
along the M-Path**

Monitoring Process

A committee comprised of representatives from local agencies and stakeholders should be formed to oversee this study’s recommendations through implementation. Additionally, an annual report should be prepared documenting the status of the implementation of the projects identified in this study. The annual report should include project scheduling, costs, and funding sources. Finally, the phasing of projects should be adjusted over time in response to changing needs in the community.

Conclusion

This study developed a multimodal transportation master plan for the “Hometown” study area. Envisioned are alternative modes of transportation, a network of bicycle and pedestrian facilities, and mixed-use development to reduce vehicular traffic generation.

On July 29, 2002, the South Miami City Commission adopted a resolution accepting the *Hometown Intermodal Transportation Study* as the master plan to guide transportation infrastructure improvements in the “Hometown” study area.

The *Hometown Intermodal Transportation Study* should be used as a tool by the City to assist in the acquisition of funding to implement transportation improvements. The plan demonstrates that the City has a comprehensive vision toward providing multimodal transportation opportunities to reduce reliance on the single-occupant automobile.

Table ES-1
South Miami "Hometown Intermodal Transportation Study"
"Project Bank" Prioritization Schedule

Priority Level	Project Description	Project Evaluation "Score"	Planning Level Cost Estimate
1	Establish Citywide 25-mph Speed Limit for Residential Areas	11	\$30,000
1	Construct U.S. 1 Pedestrian Overpass	10	\$5,000,000
1	Add Sidewalks in Residential Neighborhoods	9	\$600,000
1	South Miami Metrorail Station Joint Development Project	9	n/a ⁽¹⁾
1	Implement Traffic Signal Timing Modifications and Operational Recommendations To Improve Traffic Flow on Sunset Drive and Red Road	7	\$10,000
1	Pedestrian Safety Improvements at Intersections within Study Area	6	\$100,000
1	Create Bicycle Parking Ordinance	5	no cost
1	Total Planning Level Cost Estimate for Priority Level 1 Projects		\$5,740,000
2	Create Network of Pedestrian Paths within Downtown To Provide Better Connections Between Parking Areas and Destinations	10	\$4,000,000
2	Improve M-Path Connection Between the South Miami Metrorail Station and SW 70th Street	8	\$15,000
2	Add Sidewalks in Industrial Area North of South Miami Metrorail Station	8	\$25,000
2	Provide Pedestrian Crossing on Red Road South of Sunset Drive	8	\$15,000
2	Establish Bicycle Education and Safety Programs	5	no cost
2	Total Planning Level Cost Estimate for Priority Level 2 Projects		\$4,055,000
3	Implement Streetscape Improvements in the Hometown Plan Area 2	8	\$1,500,000
3	Add Sidewalks to SW 80th Street	7	\$75,000
3	Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal	7	\$250,000
3	Traffic Calm Residential Neighborhood South of Downtown	7	\$250,000
3	Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue	7	\$100,000
3	Add Bicycle Lanes to Local Roadways	7	\$400,000
3	Total Planning Level Cost Estimate for Priority Level 3 Projects		\$2,575,000
4	Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail	7	\$500,000
4	Pedestrian Safety Improvements at Intersections within Study Area	6	\$100,000
4	Provide Amenities at Bus Stops (i.e. Shelters, Benches, and Transit Information) ⁽²⁾	6	\$150,000
4	Improve Crossing Conditions for Bicyclists Along M-Path	6	\$30,000
4	Implement Operation Improvements at the Intersection of Sunset Drive and SW 62nd Avenue	5	\$200,000
4	Hometown District Parking Garage	5	n/a ⁽¹⁾
4	Madison Square Redevelopment	5	\$150,000
4	Reestablish Circulator Transit Service ⁽³⁾	5	\$300,000
4	Total Planning Level Cost Estimate for Priority Level 4 Projects		\$1,430,000
Total Planning Level Cost Estimate for all Projects			\$13,800,000

Notes:

(1) Project funded by private sector.

(2) Cost for providing amenities at 10 bus stops.

(3) Cost including purchase of one vehicle and costs for operating one route for one year.



CITY OF SOUTH MIAMI HOMETOWN INTERMODAL TRANSPORTATION STUDY FINAL REPORT

Prepared for:

City of South Miami



Miami-Dade MPO



Prepared by:



**Kimley-Horn
and Associates, Inc.**

August 2002

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INTRODUCTION

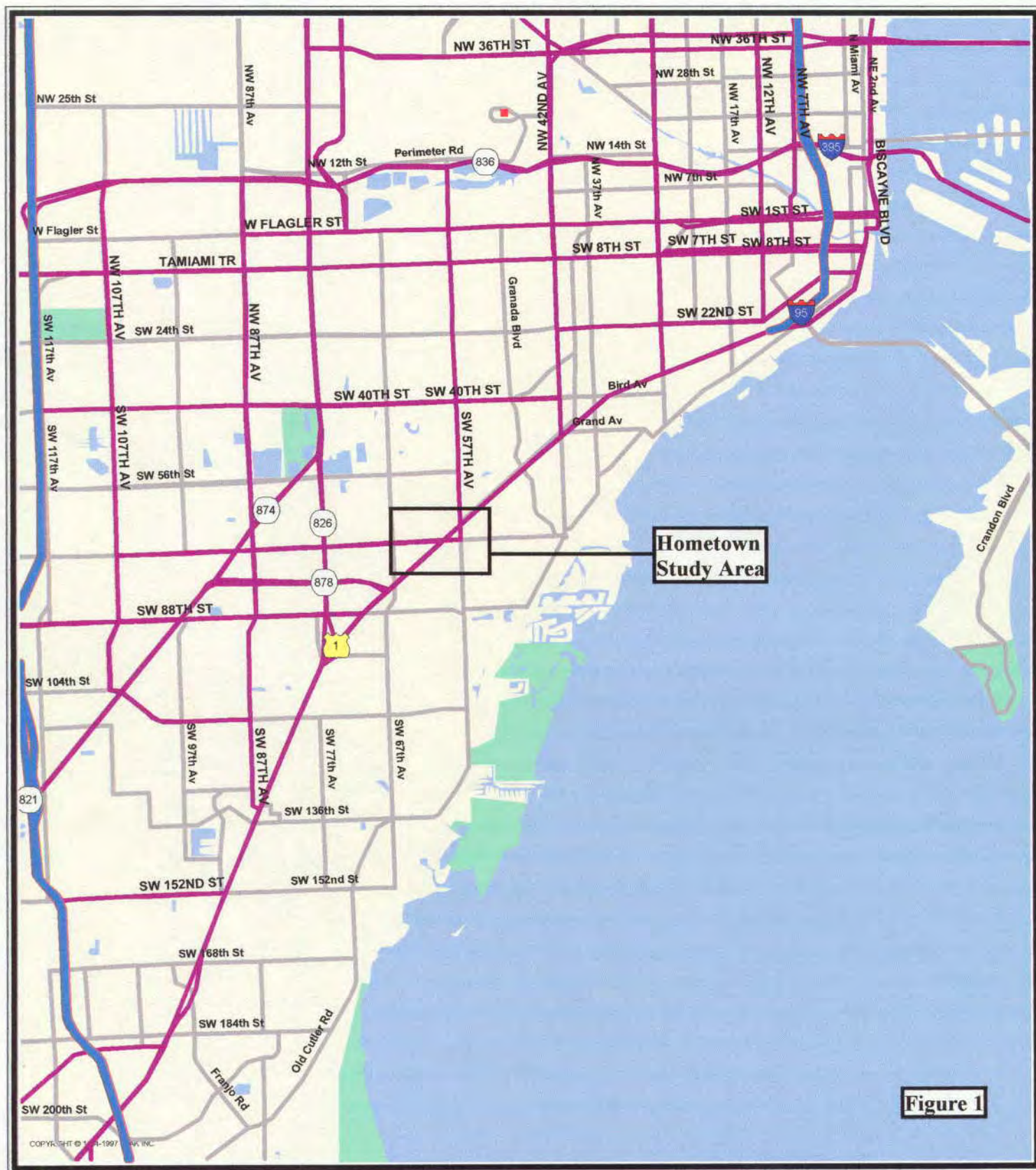
The City of South Miami's vision calls for a transportation system that reduces vehicular trips and congestion by providing attractive alternatives to single-occupant vehicles. In 1993 visioning sessions were conducted for the downtown that resulted in an end product known as the "Hometown Plan." The "Hometown Plan's" primary purpose is to enhance South Miami's community identity and sense of place. Envisioned are alternative modes of transportation, wider sidewalks to accommodate pedestrians, parking as a district-wide resource, and mixed-use development to reduce vehicular traffic generation.

Some aspects of the "Hometown Plan" have already been implemented including traffic calming and streetscape improvements on Sunset Drive, which provide a more favorable pedestrian environment. An overlay zoning district has also been adopted to encourage mixed use/transit oriented development. These measures are now revitalizing the City's central business district (CBD), also known as the "Hometown District." In recognition of these positive changes, South Miami's was recently named an "All American City."

The purpose of this *Hometown Intermodal Transportation Study* was to reevaluate earlier transportation studies and develop a multimodal mobility plan for the area surrounding the South Miami Metrorail Station including the "Hometown District," the "Transit Oriented Development District," civic uses, an industrial district, residential neighborhoods, and South Miami and Larkin Hospitals. The "Hometown" study area represents a major activity center on the Metrorail corridor in need of multimodal transportation solutions. Short and long term strategies were developed to address vehicular circulation and parking, pedestrian/bicyclist movements, and public transportation.

The general location of the "Hometown" study area is illustrated in Figure 1. The "Hometown" study area includes an approximately $\frac{3}{4}$ mile catchment area around the South Miami Metrorail Station and is generally bound by SW 67th Avenue (Ludlam Road) on the west, SW 57th Avenue (Red Road) on the east, SW 80th Street (Davis Road) on the south, and SW 64th Street (Hardee Drive) on the north. Figure 2 presents an aerial view of the study area and identifies the core study area, which represents the "Hometown District."

Project Location Map





Key Locations

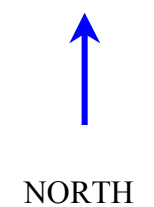
- 1 = South Miami Metrorail Station
- 2 = Shoppes at Sunset Place
- 3 = South Miami Hospital

--- Core Study Area Boundary

Hometown Intermodal Transportation Study, South Miami

Aerial View of Study Area

Figure 2



The following tasks were undertaken in the development of this study:

- Intergovernmental Coordination/Public Involvement
- Review of Previous Work
- Analysis of Existing Transportation and Land Use
- Determination of Transportation Needs
- Development and Prioritization of Transportation Strategies
- Preparation of an Implementation Plan
- Establishment of an Improvement Evaluation Mechanism

A variety of intergovernmental/public involvement activities were conducted throughout the study process to help identify issues that needed to be considered in the study. A study advisory committee was established to perform the dual role of facilitating intergovernmental coordination and representing the interests of the general public. The study advisory committee was comprised of representatives from the following agencies:

- City of South Miami
- Miami-Dade Metropolitan Planning Organization (MPO)
- Miami-Dade Transit (MDT)
- Miami-Dade Public Works Department (PWD)
- Florida Department of Transportation (FDOT)

A series of presentations was made near the conclusion of the study to garner feedback and help build the community consensus necessary to carry the recommendations forward through implementation. These presentations were made to the South Miami City Commission, the Miami-Dade MPO's Transportation Planning Council (TPC), and the Miami-Dade MPO's Transportation Planning Technical Advisory Committee (TPTAC).

Previous and ongoing transportation and land use studies were reviewed to gather information for the study. This effort represented a key study component because a number of studies had previously assessed conditions in the study area and provided recommendations. These previous studies were also the source of transportation data utilized in this study.

The analysis of existing transportation and land use conditions included traffic, transit, bicycle/pedestrian, parking, zoning, and areas with development/redevelopment potential. Included in the analysis of existing traffic conditions are the identification of the primary roadway network (functional classification and number of lanes), traffic volumes, and level of service measurements. Existing transit service in the “Hometown” study area was inventoried to gauge current transit service levels and ridership and identify gaps for targeted improvements. Bicycle and pedestrian facilities, level of service measurements, and pedestrian crash data were evaluated for the “Hometown” study area. The existing parking supply in the study area was inventoried and assessed. Land use conditions were evaluated including the identification of pedestrian activity centers, major employers, and areas with development/redevelopment potential.

Based on an analysis of transportation data and land use patterns, needs in the areas of traffic operations, transit, bicycle/pedestrian movements, neighborhood traffic management, parking, and redevelopment were identified. A number of short and long term multimodal transportation strategies were then identified to address these deficiencies and encourage the use of mass and non-motorized transit in the “Hometown” study area. These strategies were developed into a “project bank” of recommended improvements to satisfy the “Hometown” study area’s mobility needs.

An implementation plan was developed to provide order of magnitude planning level cost estimates for implementing improvements and to assign priority for these improvements. Finally, a monitoring plan was recommended to guide the completion of the multimodal transportation plan developed in this study.

REVIEW OF PREVIOUS/ONGOING STUDIES

Previous and ongoing transportation and land use studies were reviewed to gather information for the South Miami “Hometown Intermodal Transportation Study.” This effort represented a key study component because of the number of studies that have assessed conditions in the study area and provided recommendations. This study utilized relevant data from these recent studies and applied previous findings that are consistent with the City’s vision.

Studies examined as part of the review of previous efforts included:

- The “Hometown Plan” Area 1
- The “Hometown Plan” Area 2
- U.S. 1 Pedestrian Overpass Study
- University Place Alternative “A” Traffic Impact Analysis
- Traffic Calming Analysis North of Sunset Drive
- Downtown Traffic Engineering Study

The findings of these reports are summarized below.

The “Hometown Plan” Area 1

The “Hometown Plan” Area 1 was completed by Dover, Kohl & Partners in January 1993 and was republished in October 1996. The study presents a collection of concepts and drawings envisioned to set the groundwork for defining the future of Downtown South Miami. The “Hometown Plan” is centered on traditional small-town design values and prescribes short-range and long-range actions. The most important concepts in the plan are:

- 1) Downtown is a neighborhood in the making
- 2) Downtown’s streets are its crucial assets and must be treated as people-friendly public spaces
- 3) Downtown must include a full mix of uses including residential
- 4) A district-wide parking approach for downtown will contribute toward making properties developable

- 5) Incorporation of an incentive-driven approach toward development rather than a solely regulatory approach

In November 1992 a charrette was held that included several days of design sessions involving citizens, merchants, property owners, elected officials, City staff, Miami-Dade County officials, and representatives of public agencies such as the Florida Department of Transportation (FDOT) and Miami-Dade Transit (MDT). The purpose of this planning effort was to establish a detailed vision for the area and to adjust existing public policy and/or add new policies to insure that individual projects would contribute to the overall vision.

General principles and policy recommendations included a mixture of land uses, a pedestrian-friendly environment, proper building-to-street proportions, proper setbacks with the idea of a “build-to line,” incentives for mixed-use projects, and an integrated parking system. Five goals were set forth regarding circulation in and around the downtown:

- Improved pedestrian environment on Sunset Drive
- Improved Metrorail access
- Ease of movement without cars
- Traffic calming on SW 73rd Street
- Enhanced the appearance of U.S. 1 as a signature boulevard through South Miami

The “Hometown Plan” Area 2

Dover, Kohl & Partners completed *The “Hometown Plan” Area 2* in November 1994. This study addressed the neighborhood north and west of U.S. 1. The study area was bound by U.S. 1 to the south, Miller Drive to the north, SW 62nd Avenue to the west, and Red Road to the east. The “Hometown Plan 2” envisions a sustainable community of traditional neighborhoods.

Design and policy principles set forth in the “Hometown Plan” were extended to “Area 2.” Specific proposals for Sunset Drive included narrowing travel lanes, widening sidewalks, landscaping, and encouraging redevelopment with buildings positioned close to the street. Improved Metrorail access was recommended by re-orienting the U.S. 1 crosswalk to provide a shorter crossing distance.

U.S. 1 Pedestrian Overpass Study

The South Miami Metrorail Station functions as the City's mass transportation hub providing access to Metrorail and Metrobus. The Metrorail station also has an underutilized five-level parking garage that could be used as an additional parking source for Downtown South Miami. As the City's commercial district has become a vibrant mixed-use downtown, the City has focused attention on promoting mass transportation and convenient pedestrian movement as techniques for alleviating vehicular congestion within the downtown and neighboring residential districts.

The City of South Miami wants to link land uses on either side of U.S. 1 by providing safe and convenient pedestrian access across U.S. 1, thus increasing the viability of the Metrorail station parking garage as an additional source of parking for downtown. However, U.S. 1 acts as a physical and psychological barrier to pedestrians that impedes the City from fully benefiting from the mass transportation and parking opportunities at the Metrorail station.

M.C. Harry & Associates, Inc. investigated potential locations and configurations for a pedestrian overpass to connect between the South Miami Metrorail Station, its parking garage to the west, and Downtown South Miami to the east of U.S. 1. Three potential alternatives for a pedestrian overpass were identified and evaluated.

- **Scheme "A"** (South Platform) situates one vertical circulation tower at the south end of the Metrorail's passenger-loading platform and the other tower on the northeast corner of U.S. 1 and Sunset Drive. The towers are linked by elevated bridge elements totaling approximately 280 linear feet. The estimated construction cost for this alternative is \$4,571,232.
- **Scheme "B"** (Central Platform) situates one vertical circulation tower at the center of Metrorail's passenger-loading platform and the other tower further north on the east side of U.S. 1 between Sunset Drive and SW 71st Street. This scheme is the most complex because of numerous supports and modifications needed to integrate the overpass with the Metrorail station. The estimated construction cost for this alternative is \$5,555,880.

- **Scheme “C”** (North Platform) situates one vertical circulation tower at the north end of the Metrorail’s passenger-loading platform and the other tower at the northeast corner of U.S. 1 and SW 71st Street. A potential drawback is the possible future expansion of the Metrorail platform that could make this alternative unfeasible. The estimated construction cost for this alternative is \$5,271,771.

The initial analysis determined Scheme “A” is the most viable alternative providing a balance of simplicity, cost, and accessibility. These findings were presented at a workshop held at City Hall on February 29, 2000. Many participants felt the location of the east tower in Scheme “B” was a better solution. As a result, a fourth scheme was developed which is a hybrid of Schemes “A” and “B” with the west tower of Scheme “A” and the east tower of Scheme “B.” The cost of this hybrid scheme is estimated at approximately \$5,000,000.

University Place Alternative “A” Traffic Impact Analysis

The *University Place Alternative “A” Traffic Impact Analysis* was completed in June 2001 by Jackson M. Ahlstedt. The analysis addressed the traffic impacts of a project consisting of 300 apartment units and 10,000 gross square feet of medical office space, along with a 575-space parking garage. The site is located on a vacant lot on the north side of SW 70th Street between SW 59th Place and SW 61st Avenue northwest of the South Miami Metrorail Station.

The project is exempt from concurrency standards due to its location in the redevelopment and infill district. However, level of service analyses were conducted for purposes of identifying specific localized impacts that might require mitigation. The study concluded no roadway modifications are required to accommodate the additional traffic generated by the proposed project.

Data collected for this study that were utilized in the *Hometown Intermodal Transportation Study* include average annual daily traffic (AADT) and peak hour counts obtained from FDOT traffic count stations and turning movement counts collected at two intersections.

Traffic Calming Analysis North of Sunset Drive

The *Traffic Calming Analysis North of Sunset Drive* was completed by Marlin Engineering, Inc. in August 2001. The purpose of this study was to develop a traffic calming plan for the residential neighborhood 1/3 mile west of U.S. 1 bounded by Brewer Canal on the west, SW 62nd Avenue on the east, Sunset Drive on the south, and SW 64th Street on the north. The primary study objectives were to address traffic intrusion and speeding.

Traffic data were collected during May 2001 and two public workshops were held with the residents to initiate dialogue with the community. Results of the analysis indicate a need to implement intersection improvements and install traffic calming devices at numerous locations in the study area. Specific recommendations include:

- Since left turns are prohibited at Sunset Drive and U.S. 1, add a second left-turn lane to the eastbound approach on Sunset Drive at SW 62nd Avenue, add directional signs for U.S. 1 northbound to the eastbound approach on Sunset Drive at the SW 62nd Avenue, and re-stripe the eastbound lanes on Sunset Drive before and after the SW 62nd Avenue intersection. These turn lane and signage modifications will encourage motorists to take the intended route – not utilizing local residential streets - to SW 70th Street to access northbound U.S. 1.
- Construct traffic circles at the following intersections:
 - SW 64th Avenue at SW 68th Street
 - SW 64th Avenue at SW 66th Street
 - SW 63rd Avenue at SW 70th Street
 - SW 63rd Avenue at SW 69th Street
 - SW 63rd Avenue at SW 66th Street
 - SW 62nd Court at SW 68th Street
- Install partial street closure on SW 70th Street west of SW 62nd Avenue.
- Install speed tables north of Sunset Drive on SW 64th Court, SW 63rd Court, and SW 63rd Avenue.
- Install speed tables and narrowing lanes west of SW 62nd Avenue on SW 69th Street and SW 68th Street to create a transition between commercial and residential areas.

Traffic data collected for this study were utilized in the *Hometown Intermodal Transportation Study* include 24-hour volume counts, turning movement counts, speed studies, and vehicle classification counts.

Downtown Traffic Engineering Study

The *Downtown Traffic Engineering Study* is being prepared for the City of South Miami by Kimley-Horn and Associates, Inc. A draft report was completed in April 2001. The primary objectives of this study are twofold: (1) to evaluate traffic patterns and recommend improvements to facilitate flow in the downtown area and (2) to identify the need for traffic calming measures in surrounding residential areas. The study area is bounded by U.S. 1 on the west, Red Road on the east, SW 80th Street on the south, and Sunset Drive on the north.

Recommendations for improving traffic flow in the downtown focus on improving intersection operations, facilitating signal progression, and minimizing queue spill back. Recommendations for residential neighborhoods revolve around quality of life issues – maintaining the character of the neighborhood.

Traffic data collected for this study that were utilized in the *Hometown Intermodal Transportation Study* include machine traffic counts, turning movement counts, vehicle classification counts, and speed studies collected in May 2000.

Summary

Transportation and land use studies were reviewed as an initial effort to provide a foundation for the *Hometown Intermodal Transportation Study*. As the previous studies were reviewed, relevant data was noted for utilization in the *Hometown Intermodal Transportation Study*. Recommendations were noted so that this study may build upon the City's vision and develop consistent strategies. The City's vision calls for a transportation system that provides attractive alternatives to single-occupant vehicles.

ANALYSIS OF EXISTING TRANSPORTATION AND LAND USE

This section of the report summarizes the collection of data and the analysis of existing transportation and land use conditions in the “Hometown” study area including traffic, transit, bicycle/pedestrian, parking, zoning, and areas with development/redevelopment potential.

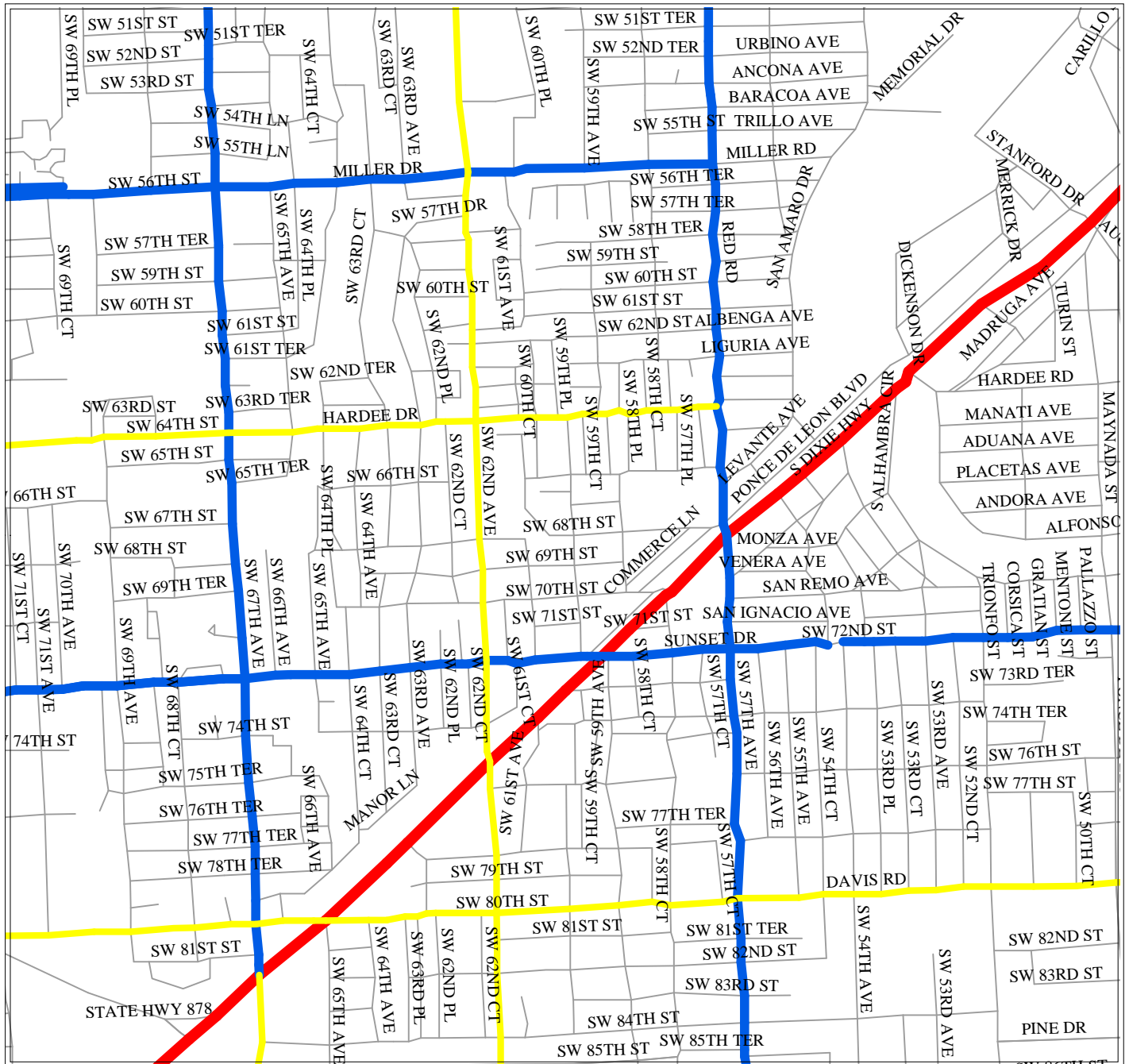
Existing Traffic Conditions

Existing traffic conditions were assessed in the “Hometown” study area to assess demand on the existing street network and identify deficient roadway segments. Traffic data collected by the Florida Department of Transportation (FDOT), the City of South Miami, and in previous traffic studies in the “Hometown” study area were compiled in a database. Included in the analysis of existing traffic conditions were the identification of the primary roadway network (functional classification and number of lanes), traffic volumes, and level of service measurements.

Roadway Network

For transportation planning purposes roadway facilities are grouped by functional classification to help define the roadway’s character. In urban areas the hierarchy of the functional system consists of principal arterials, minor arterials, collectors and local streets. Principal arterials primarily serve through traffic and carry the highest traffic volumes; minor arterials augment principal arterials at a somewhat lower level of mobility; collector roadways carry lower traffic volumes and provide a connection between high traffic corridors and the local street network; local streets provide access to adjacent land uses.

Figure 3 presents the functional classification of the “Hometown” study area’s roadway network. The *City of South Miami Comprehensive Plan* and the *Miami-Dade County Comprehensive Development Master Plan* identify four arterial and three collector roadways within the “Hometown” study area. These facilities are described below:



Legend

- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets



Hometown Intermodal Transportation Study, South Miami

Roadway Functional Classifications

Figure 3



**Kimley-Horn
and Associates, Inc.**

- Principal Arterial
 - U.S. 1 (South Dixie Highway) – This six lane divided facility runs diagonally through the City from southwest to northeast and primarily serves regional through traffic movements.
- Minor Arterials
 - Sunset Drive – This facility provides east-west access through the downtown commercial district and also carries a significant amount of through traffic. Sunset Drive is a four-lane divided facility west of U.S. 1, a two-lane facility with on-street parking east of U.S. 1, and on both sides of U.S. 1 is designated as a historic highway.
 - Ludlam Road – This undivided two-lane facility runs in the north-south direction and marks the west boundary of the study area. Within the “Hometown” study area Ludlam Road is bordered primarily by residential land use.
 - Red Road – This facility runs in the north-south direction through the downtown commercial district and generally marks the east boundary of the study area. Red Road consists of two lanes through the study area with the exception of a short segment on the north leg of its intersection with U.S. 1, where the road expands to a four-lane section.
- Collectors
 - SW 80th Street – This two-lane facility runs in the east-west direction through a residential area and marks the southern boundary of the “Hometown” study area.
 - Hardee Drive – This two-lane facility runs in the east-west direction through a residential area and marks the northern boundary of the “Hometown” study area.
 - SW 62nd Avenue (Paul Tevis Road) – This facility runs in the north-south direction through a residential area south of U.S. 1 and through the “Hospital District” north of U.S. 1. SW 62nd Avenue consist of two lanes south of U.S. 1 and four lanes north of U.S. 1.

In addition to these arterials and collectors, South Miami has a supporting local residential street system that forms a grid network throughout the community. The configuration of the grid

network provides convenient access and circulation alternatives, but also cultivates cut-through traffic in the residential neighborhoods as congestion grows on arterials and collectors.

Traffic Volumes

Traffic count data compiled for roadways in the “Hometown” study area were multiplied by FDOT’s seasonal adjustment factor for Miami-Dade County to determine average annual daily traffic (AADT). Adjusting daily traffic counts by seasonal factors allows data collected during one portion of a year (i.e. peak season) to be accurately compared to data collected during another portion of a year (i.e. off-peak season). Table 1 on the following page presents AADT volumes for the primary roadways in the “Hometown” study area.

Level of Service

Level of Service (LOS) is a quality measure describing operational characteristics within a traffic stream generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. The level of service for a roadway is represented by one of the letters A through F, with LOS A representing the best operating conditions and LOS F the worst. Analytical methods specified in the *Highway Capacity Manual* (HCM 2000) establish methodologies to approximate level of service based upon quantitative measures such as maximum flow rates, volume-to-capacity ratios, and travel speeds.

Adopted Level of Service Standard

Policy makers set the level of service standards for specific roadways as a means of maintaining a level of comfort and convenience for the public. The South Florida Regional Planning Council (SFRPC) and FDOT recommend maintaining LOS D as the standard for roadways within the urbanized area of South Florida. Major roadway widening would be required for many facilities in South Miami to attain a LOS D standard. However, roadway widening would result in higher volumes of traffic that would adversely affect the character of South Miami, and has not proven to be a long-term solution to improving level of service and curbing congestion. Therefore, the City adopted in its comprehensive plan LOS F as the standard for principal arterials, minor arterials, and collectors within its limits.

Existing Level of Service

The existing level of service for the major roadways in the “Hometown” study area was determined based upon the maximum flow rates provided in FDOT’s *1998 Level of Service Handbook*, which provides generalized level of service tables. These service volume tables estimate the number of vehicles a facility can carry at various levels of service for a particular classification and number of lanes. The analysis relied upon “Table 5-4” from FDOT’s *1998 Level of Service Handbook*, which provides daily volume thresholds.

Table 1 presents the existing AADT volumes and level of service measurement for major roadways within the “Hometown” study area.

Table 1: AADT and LOS for Major Roadways

Roadway	Location	Facility Type	AADT	Level of Service
U.S. 1 (SR 5)	South of Red Road	6LD	81,500	F
SW 70 th Street	East of SW 61 st Ave.	2L	6,200	D
Sunset Drive (SR 986)	West of U.S. 1	4LD	29,500	D
Sunset Drive (SR 986)	East of SW 58 th Ave.	2L	16,400	F
SW 73 rd Street	East of SW 58 th Ave.	2L	5,900	D
Ludlam Road	North of Sunset Dr.	2L	12,000	D
SW 62 nd Avenue	South of SW 79 th St.	2L	4,300	C
SW 62 nd Avenue	South of SW 69 th St.	4LD	14,700	C
SW 59 th Place	South of SW 69 th St.	2L	7,100	D
Red Road (SR 959)	North of Sunset Dr.	2L	24,500	F
Red Road (SR 959)	North of U.S. 1	2L	23,500	F

Results of the level of service analysis demonstrate poor traffic conditions on the arterial roadways in the “Hometown” study area. These facilities play a primary role in the countywide traffic circulation system and carry a high percentage of through trips. The secondary tier of roadways, which service more trips with origins and destinations within the “Hometown” study area, demonstrate a better level of service. However, as congestion worsens on the arterial roadways, cut-through traffic may increase on the collector roadways degrading their level of service and negatively impacting quality of life and livability along these corridors.

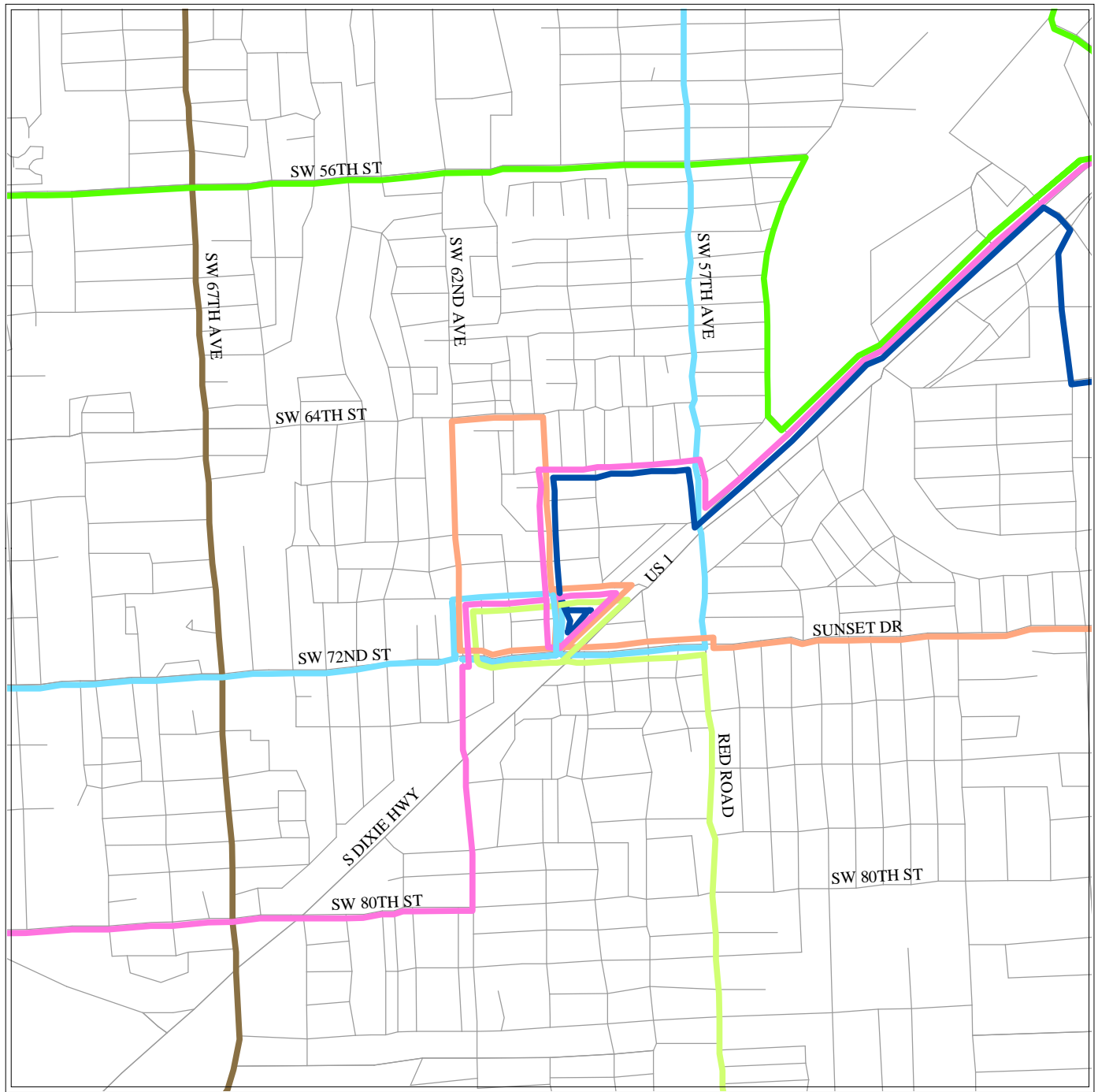
Existing Transit Service

Existing transit service in the “Hometown” study area was inventoried to gauge current transit service levels and ridership and identify gaps for targeted improvements. Transit service is provided primarily by Miami-Dade Transit (MDT), which operates the 16th largest public transit system in the United States and the largest transit system in Florida. MDT’s transit services in the “Hometown” study area include the Metrobus bus system and the Metrorail rapid transit system. Transit information obtained from MDT was supplemented with additional information from the *City of South Miami Comprehensive Plan* and the University of Miami Parking and Transportation Division.

Bus Service

The “Hometown” study area is currently serviced by seven Metrobus routes operated by MDT and a shuttle service operated by the University of Miami. The South Miami Metrorail Station serves as a hub for several of the Metrobus routes. The alignments of the Metrobus routes are illustrated in Figure 4 and each route is described below:

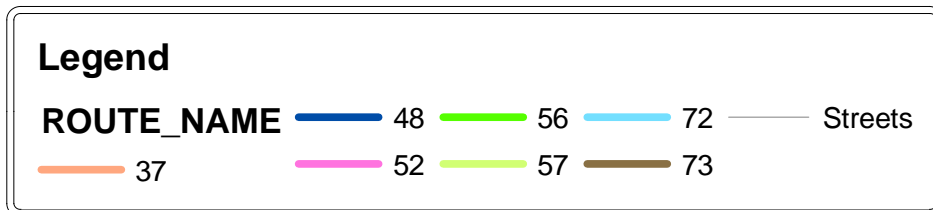
- **Metrobus Route 37** enters the South Miami central business district (CBD) from the east along Sunset Drive and accesses the South Miami Metrorail Station. Route 37 operates Monday through Friday on 30 minute headways during daytime hours and 60 minute headways during evening hours. Weekend service is via a hybrid route, which combines portions of Routes 37 and 72. The weekend service operates on 60 minute headways.
- **Metrobus Route 48** enters the “Hometown” study area from the northeast on U.S. 1 and accesses the South Miami Metrorail Station. Route 48 operates Monday through Friday on 60 minute headways, but does not provide weekend service.
- **Metrobus Route 52** enters the “Hometown” study area from the northeast on Ponce De Leon Boulevard and accesses the South Miami Metrorail Station. Route 52 operates Monday through Friday on 30 minute headways during peak daytime hours



Hometown Intermodal Transportation Study, South Miami

Miami-Dade Transit
MetroBus Routes

Figure 4



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and on 60 minute headways during off-peak and evening hours. Weekend service operates on 60 minute headways.

- **Metrobus Route 56** skirts the perimeter of the “Hometown” study running along Ponce De Leon Boulevard and San Amaro Drive adjacent to the University of Miami before heading west on Miller Drive. Route 56 operates Monday through Friday on 60 minute headways, but does not provide weekend service.
- **Metrobus Route 57** enters the South Miami CDB from the south on Red Road and proceeds west on Sunset Drive to access the South Miami Metrorail Station. Route 57 operates Monday through Friday on 60 minute headways, but does not provide weekend service.
- **Metrobus Route 72** enters the “Hometown” study area from the west on Sunset Drive and accesses the South Miami Metrorail Station. Route 72 operates Monday through Friday on 30 minute headways during peak daytime hours and 60 minute headways during off-peak daytime periods. Weekend service is via a hybrid route, which combines portions of Routes 37 and 72. The weekend service operates on 60 minute headways.
- **Metrobus Route 73** skirts the perimeter of the “Hometown” study area running north-south along Ludlam Road. Route 73 operates seven days a week on 60 minute headways.
- The **Hurry ‘Cane Sunset Shuttle Route** connects the University of Miami with the Shoppes at Sunset Place and also stops at Publix Supermarket on Monza Avenue. This free shuttle route operates during the University of Miami’s Fall and Spring terms on Friday and Saturday evenings from 8:00 PM to 2:00 AM on 20 to 30 minute headways. The shuttle route originates on the University of Miami campus and stops at the campus parking garage before proceeding to the Shoppes at Sunset Place and Publix.

In addition to the bus routes described above, the City of South Miami in the past has provided a rubber-tired trolley service connecting the “Hometown District” with the South Miami Metrorail Station. This service is currently suspended while a more effective route is being developed.

Listed in Table 2 are service and performance data for the Metrobus routes serving the “Hometown” study area. This information was obtained from Metrobus route schedules, the *2001 Transit Development Program Update* prepared by MDT, and *Miami-Dade Transit Ridership Technical Reports* prepared by MDT for the period from January 2000 to July 2001.

Table 2: Metrobus Route Information

Route	Hours of Operation	Headway (minutes) ⁽¹⁾	Daily Ridership	Passengers per Revenue Hour
Weekday Service				
37	4:45 AM – 12:15 AM	30/30	3,565	28.42
48	5:00 AM – 8:30 PM	60/60	552	12.63
52	5:00 AM – 11:30 PM	30/60	1,210	16.79 ⁽²⁾
56	5:00 AM – 8:30 PM	30/60	1,060	16.79 ⁽²⁾
57	7:00 AM – 7:00 PM	60/60	1,686 ⁽³⁾	26.22 ⁽³⁾
72	5:00 AM – 9:00 PM	30/60	1,686 ⁽³⁾	26.22 ⁽³⁾
73	5:30 AM – 10:30 PM	30/60	2,118	25.33
Saturday Service				
37	5:45 AM – 12:00 AM	60	2,424 ⁽⁴⁾	32.32 ⁽⁴⁾
52	5:45 AM – 11:15 PM	60	NA ⁽⁵⁾	NA ⁽⁵⁾
72	6:15 AM – 8:15 PM	60	2,424 ⁽⁴⁾	32.32 ⁽⁴⁾
73	6:00 AM – 8:30 PM	60	822	20.15
Sunday Service				
37	5:45 AM – 11:30 PM	60	1,883 ⁽⁴⁾	29.84 ⁽⁴⁾
52	6:00 AM – 11:30 PM	60	NA ⁽⁵⁾	NA ⁽⁵⁾
72	6:15 AM – 8:00 PM	60	1,883 ⁽⁴⁾	29.84 ⁽⁴⁾
73	9:15 AM – 6:30 PM	60	341	13.07

Notes:

- (1) Peak/off-peak
- (2) Revenue hour statistics reported together for Metrobus Routes 52 and 56
- (3) Weekday ridership and revenue hour statistics reported together for Metrobus Routes 57 and 72
- (4) Weekend ridership and revenue hour statistics reported together for Metrobus Routes 37 and 72
- (5) Weekend ridership and revenue hour statistics not listed for Metrobus Route 52 in *Miami-Dade Transit Ridership Technical Reports*

Metrorail Service

Metrorail is the heavy rail component of Miami-Dade County's transit system. Metrorail is a 21-mile, elevated rapid transit system that runs from Kendall through South Miami to downtown Miami and continues to the Civic Center/Jackson Memorial Hospital area and Hialeah. The 21 Metrorail stations are spaced about one-mile apart. Metrorail interfaces with the Metromover automated people-mover system that serves downtown Miami at the Government Center and Brickell Stations, and with Tri-Rail which provides connections to Broward and Palm Beach Counties at the Tri-Rail Metrorail Station.

Metrorail operates from 5:00 AM to 12:00 AM seven days a week. Trains arrive every six minutes during weekday rush hours, every 15 minutes at midday, and every 30 minutes after 8 PM. Weekend Metrorail service runs every 20 minutes until 8:00 PM, after which trains arrive every 30 minutes. These service hours are extended when special late evening events take place in downtown Miami.

The "Hometown" study area is served by the South Miami Metrorail Station, which is located northwest of the intersection of Sunset Drive and U.S. 1. The station serves as a hub for several Metrobus routes that operate within the "Hometown" study area. A five-level garage at the station provides parking capacity for 1,774 vehicles.

The Metrorail system carried approximately 47,300 passengers per average weekday in 2001. Data obtained from *Miami-Dade Transit Ridership Technical Reports* indicate that daily boardings at the South Miami Metrorail Station in 2001 represented approximately 3,000 passengers on weekdays, 1,500 passengers on Saturdays, and 1,000 passengers on Sundays.

A joint development project has been initiated for the South Miami Metrorail Station to create a mixed-use project using the area surrounding the station and the space above the rear of the garage. A lease agreement with Hometown Station, Ltd. has been completed for the project and the development will be implemented in four phases:



- **Phase I:** Hometown Station, Ltd. will assume responsibility for the management and operation of the Metrorail garage. The garage will be refurbished to improve its efficiency, aesthetics, and physical condition, and Hometown Station, Ltd. will be responsible for the cost of managing and operating the garage. On April 14, 2001, Hometown Station, Ltd. assumed management of the Metrorail garage.
- **Phase II:** Approximately 98,000 square feet of commercial/office space will be developed.
- **Phase III:** Approximately 13,000 square feet of retail space will be developed.
- **Phase IV:** Approximately 150,000 square feet of commercial space will be built above the existing garage.

U.S. 1 acts as a barrier to pedestrians and impedes the City from fully benefiting from the mass transportation and parking opportunities at the South Miami Metrorail Station. A pedestrian overpass is being considered that would provide an elevated bridge from the proposed mixed-use development and parking garage at the station and continue east over U.S. 1 to the northeast corner of Sunset Drive and U.S. 1. The City is still evaluating plans for the proposed pedestrian overpass.

Existing Bicycle/Pedestrian Conditions

Bicycle and pedestrian conditions in the “Hometown” study area were evaluated using data provided by the Miami-Dade Metropolitan Planning Organization (MPO). The Miami-Dade Long Range Transportation Plan for the Year 2025 places special emphasis on meeting the needs of individuals that walk or bike for mobility. Additionally, cycling and walking are the most popular outdoors recreational activities for Florida residents.

An inventory of existing conditions for all roads included in the long-range plan transportation model’s street network was conducted in order to determine the bicycle and pedestrian levels of service and the need for bicycle and pedestrian facility improvements. This section summarizes the identification of existing bicycle and pedestrian facilities, level of service measurements, and pedestrian crash data for the “Hometown” study area.

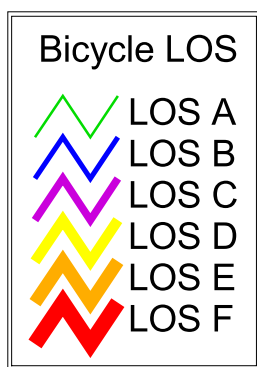
Bicycle Facilities and Level of Service

A growing number of cyclists use the bicycle as a means of commuting to stores, work, or other locations. An inventory of existing and planned bikeways within the “Hometown” study area was obtained from the Miami-Dade MPO to assess the existing conditions for bicycle travel. If the goal is to encourage more bicycle riding as part of the transportation mix, bicycle-accessible roads must be provided. Studies indicate that "on-road" bicycle facilities, which include paved shoulders, wide curb-lanes, and bike lanes, have a higher safety index than dedicated paths. Overall, the “Hometown” study area lacks adequate bicycle facilities in its major roadway corridors, although bicycle lanes have been identified for future installation along SW 80th Street, Sunset Drive, Ludlam Road, and Red Road.

Bicycle level of service measurements were obtained from the Miami-Dade MPO, which has assigned level of service (LOS) A through F to all arterial and collector streets within the “Hometown” study area. Level of service was calculated based on the following six factors: (1) traffic volumes, (2) percentage of trucks in the traffic stream, (3) posted speed limit, (4) pavement width and number of travel lanes, (5) pavement condition, and (6) presence of a shoulder or bicycle lane. Figure 5 presents the bicycle level of service results for the “Hometown” study area.

The highest bicycle level of service attained within the “Hometown” study area is LOS C, but most of the corridors are rated LOS D or lower.

Not all cyclists ride comfortably in mixed traffic; children and some adult riders may prefer more separation. Dedicated bicycle facilities are required to accommodate the needs of these cyclists and can also serve the needs of utilitarian riders if properly designed. The M-Path is a dedicated bicycle facility within the “Hometown” study area that runs parallel to U.S. 1 under the Metrorail. The portion of the M-Path between the South Miami Metrorail Station and SW 70th Street has been targeted for improvements to address blind corners and the sharing of a fire station’s driveway. The M-Path extends northeast to the Brickell area; however, south of Ludlam Road there is a gap between the M-Path and the South Dade Trail, which runs in the U.S. 1 Busway corridor.



Hometown Intermodal Transportation Study, South Miami

Bicycle Level of Service



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Figure 5

Pedestrian Environment

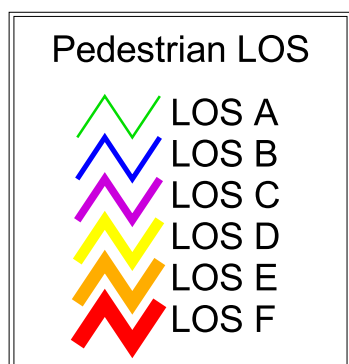
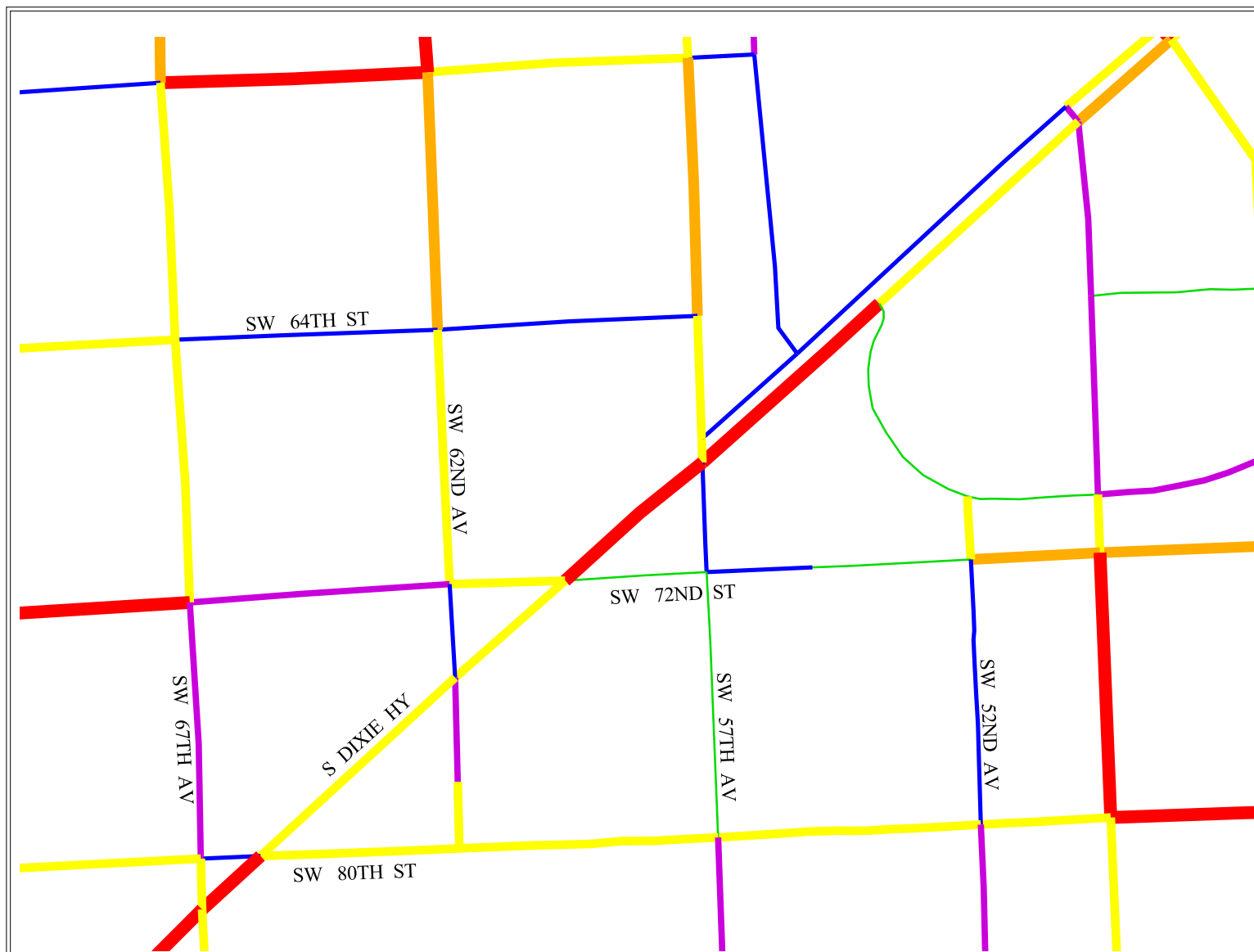
Walking is a cornerstone and key to an urban area's transportation system. Every trip begins and ends with walking, yet walking is often the forgotten mode. If the proper pedestrian environment is provided, walking offers a practical transportation choice that provides benefits for both individuals and their communities. The potential for increased walking is enormous; ¼ of all trips in the United States are less than one mile in length.

Features that contribute to making communities walkable include providing wide sidewalks, buffers between the edge of pavement and the sidewalk, and trees to shade walking routes. Slowing traffic, narrowing streets to reduce pedestrian crossing distance, and incorporating pedestrian features (signage, crosswalks, and adequate pedestrian phases at signals) into roadway design also make communities more walkable.

An inventory of existing pedestrian facilities undertaken by the Miami-Dade County MPO found the majority of arterial and collector roadways in the “Hometown” study area have a sidewalk on at least one side of the street. However, sidewalk deficiencies were identified along SW 80th Street and portions of U.S. 1, and the inventory found that less than 25 percent of the surveyed corridors have shade trees. Additionally, U.S. 1 acts as a physical and psychological barrier impeding pedestrian movement between the “Hometown” study area’s activity centers on either side because of its expansive design, high traffic volumes, and orientation to the needs of the automobile. To address this problem, the City is considering plans for a pedestrian overpass extending over U.S. 1 from the South Miami Metrorail Station to the northeast corner of Sunset Drive and U.S. 1.

Pedestrian level of service measurements were obtained from the Miami-Dade MPO, which has assigned level of service (LOS) A through F to all arterial and collector streets within the “Hometown” study area. Level of service was calculated based on the following five factors: (1) lateral separation between pedestrians and motor vehicle traffic, (2) traffic volumes, (3) posted speed limit, (4) percentage of trucks in the traffic stream, and (5) frequency of driveways along the corridor.

Figure 6 presents the pedestrian level of service results for the corridors evaluated by the Miami-Dade MPO. The methodology produced ratings that appear questionable for segments of several



**Hometown Intermodal
Transportation Study,
South Miami**

Pedestrian Level of Service

Figure 6

corridors including SW 80th Street between U.S. 1 and Red Road (LOS D despite unfavorable environment for crossing by pedestrians), U.S. 1 between SW 80th Street and Sunset Drive (LOS D despite difficulty faced by crossing pedestrians), and especially Red Road between SW 80th Street and Sunset Drive (LOS A despite unfavorable environment for crossing by pedestrians).

Sidewalks are not provided along many local streets within the “Hometown” study area, such as the residential neighborhood south of the downtown and the industrial area east of U.S. 1 and north of the South Miami Metrorail Station. The lack of pedestrian facilities fosters reliance on the automobile even for short trips within walkable distances.

Pedestrian Crash Data

Miami-Dade County has a high pedestrian crash rate in comparison to other parts of the nation, and non-motorized crashes account for 40 percent of all traffic fatalities in the county each year. Pedestrian crash data was obtained from the Miami-Dade MPO to identify high crash locations in the “Hometown” study area. According to the data, twelve pedestrian accidents occurred in the area between 1996 and 1999. One crash on U.S. 1 south of Sunset Drive resulted in a fatality and three of the crashes resulted in incapacitating injuries. Three pedestrian crashes occurred in or near the intersection of Sunset Drive and Red Road, where there is a high level of pedestrian activity.

Parking Assessment

Downtown South Miami suffers from a public perception that parking spaces are hard to find, but actually there is an abundance of parking. However, a problem exists where there is a perceived problem. This perception is likely related to the following four factors:

1. Many popular destinations have few parking spaces within close proximity including the restaurant area along SW 59th Avenue (Dorn Avenue), Sunset Drive between U.S. 1 and 58th Avenue, Red Road south of Sunset Drive, and the areas surrounding South Miami Hospital and Larkin Community Hospital.
2. South Miami’s blocks and lots are small, which leaves little room for parking spaces. The grid of streets and blocks was platted during a time when the town fostered the agricultural community surrounding its train station along the Florida East Coast

Railway and there was little use of automobiles. Adding to the problem of reduced space for parking, U.S. 1 runs diagonal to the street grid causing irregular shaped lots and blocks.

3. Many of South Miami's patrons come from suburban areas that have oversized parking lots directly in front of their destinations. These people are not accustomed to walking from their parking spaces without having their destination within view. Many patrons will not complain about walking 500 feet or more across a large surface parking lot if they can see the business' sign or front door. In South Miami parking might be close by, but the walk is often down a street or around a corner.
4. The parking garages and parking lots with available parking spaces typically are not well connected to the active pedestrian areas. The pathways and routes from areas with abundant parking are not "pedestrian friendly." These routes often leave the pedestrian unprotected from the natural elements and there are obstacles in some places. Examples of underutilized parking facilities that are in close proximity but are not well connected to destinations include the South Miami Metrorail Station parking garage and the First National Bank of South Miami, where free parking is available after banking hours.

The City of South Miami and the Red/Sunset Merchants Association have made efforts over the last ten years to address some of these problems and improvements have been implemented, but additional steps are still required to educate the public and provide better links between parking areas and final destinations.

Existing Parking Supply

When examining an aerial photo of the "Hometown" study area (see Figure 2), one noticeable feature is that many of the largest structures are parking garages. Also quite obvious are the open spaces between buildings that are predominately paved surface parking lots. The availability of parking by area is summarized below.

Hometown District

As part of the "Hometown Plan" report, all the parking spaces were counted for this area and compared to the gross square footage of the existing buildings in 1992. An interesting discovery

was found; the overall area has more available parking spaces than normally is required by typical suburban parking codes. Figure 7 presents calculations that demonstrate this area has a surplus of over 800 parking spaces, when shared parking is considered.

Although parking in the “Hometown District” has not been reexamined as part of this study, the findings are likely still valid today despite a few new buildings and businesses in the area. The Shoppes at Sunset Place has more square footage than the former Bakery Centre, but the size of the parking garage has also increased. In fact, the Shoppes at Sunset Place’s parking garage has an abundance of available parking spaces during regular business hours and the management now offers monthly parking passes to local businesses. SunTrust Bank renovated the Robert’s Western Wear building on U.S. 1, but reduced the square footage approximately 1,000 square feet to improve its parking lot. Two new buildings, the Amster Building and the Starbucks Building, have added approximately 10,000 gross square feet of retail, restaurant, and office uses, but these additions have done little to exhaust the overall area’s parking surplus.

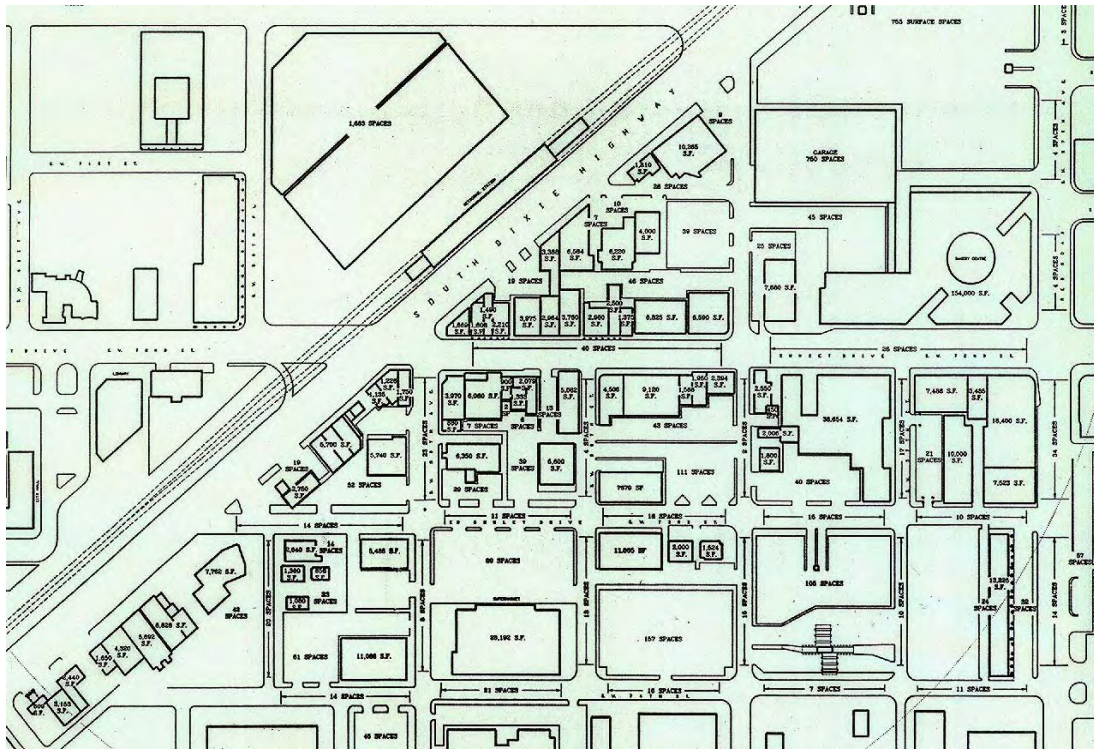
Coral Gables

Ample parking exists in the business district along San Ignacio Avenue, San Remo Avenue, and Venera Avenue. On-street metered spaces are typically available at various times of the day and the larger office buildings all have parking garages for their tenants and patrons. Most of the businesses in this area are closed after normal business hours, yielding more available parking spaces during the evening.

Unincorporated Miami-Dade County

The area south of Sunset Drive and east of Red Road appears to have parking problems. The demand generated by Gardner’s Market (gourmet grocer) and Chicken Kitchen exceeds the available parking spaces in front of these stores. Parking is available west of Red Road, but pedestrians are reluctant to park on the other side of Red Road and walk across the street because the area is not pedestrian friendly.

Figure 7 - Parking Calculation for the “Hometown District”



This map was used to calculate existing square footages and parking spaces. The original map is 24” x 36”.

Calculations excerpted from the *Hometown Plan* dated January 20, 1993.

Land Use	Existing Sq.Ft. or # of Units	Parking Required (Current Code)
Retail	308,070	1027
Office	118,561	474
Restaurant	21,422	214
Apartments	(9 units)	14
Ice Cream Parlor	960	7
Optical\Dr. Office	7,620	38
Dance Studio	2,000	8
Bakery Center (retail)	134,000	670
Cinema (1400 seats)	20,000	350
TOTAL	619,323	2,802 SPACES

Parking Supply within District:

On-Street	407 Spaces
Off-Street	1,913 Spaces
Garages	750 Spaces
TOTAL	3,070 SPACES

Surplus: 268 Spaces

Shared Parking Requires: 2,204 Spaces (21% fewer)

Surplus w/ Shared Parking: 866 Spaces

Figures do not include 1,774 spaces at the Metrorail station, of which +/-1,000 are regularly used.

North of Sunset Drive and West of U.S. 1

The area north of Sunset Drive and west of U.S. 1 has a growing number of office and medical buildings each with their own parking garages. The garages in these buildings are typically small, which deters some patrons from utilizing them and places a high demand for on-street spaces. Based on field review, these garages have available spaces during midday. An attendant charges \$2 to park in a vacant lot west of SW 62nd Avenue and north of Sunset Drive to the east of Sunset Club Apartments, which accommodates some of the areas parking demand.

South of Sunset Drive and West of U.S. 1

The area south of Sunset Drive and West of U.S. 1 is dominated by South Miami's City Hall, the South Miami Hospital, and Interval International. These entities represent the "Hometown" study area's largest employers. South Miami Hospital has added a new parking garage and appears to have constructed more spaces than are currently needed, because spaces are now being leased to Interval International. Interval International is also leasing spaces in the South Miami Metrorail Station garage.

Future Parking Facilities

Planning is underway for a new parking garage in the Hometown District, which will be built as a joint development project between the City of South Miami and a private developer. The project is also expected to include ground floor commercial retail. This development will be located at the site of one of the City's existing surface parking lots on SW 73rd Street between SW 58th Court and SW 58th Avenue. The total number of parking spaces that will be provided has not been determined.

Land Use Characteristics

The "Hometown" study area is one of few areas in Miami-Dade County where a person can subsist without an automobile, as most daily needs can be satisfied within walking distance. The functionality of the land use pattern and the physical relationship of buildings and streets was fostered in the early agricultural settlement from which South Miami grew and has endured over the years through a strong sense of community investment, pride, and tradition. Sunset Drive

functions as the community's "Main Street." Between U.S. 1 and Red Road, Sunset Drive is lined with one to four story shopfront buildings that contain retail on the ground floor and office, residential units, and additional retail on the upper floors. This "Main Street" segment of Sunset Drive is a vibrant area with an abundance of street level pedestrian activity.

Overlay Zoning Districts

The City of South Miami has created two zoning overlay districts to promote redevelopment while preserving the City's "small town character." These two districts, the Hometown District and the Transit-Oriented Development District (TODD), include provisions for the enhancement of pedestrian activities and the creation of a community identity. The Hometown District Overlay Ordinance was adopted in 1993 and applies to a triangular shaped area that is bound by U.S.1 on the north and west, SW 74th Street on the south, and Red Road on the east. The TODD was created in 1997 and includes the area west of U.S. 1 surrounding the South Miami Metrorail Station. Figure 8 illustrates the location of these districts.

The regulations for these zoning overlay districts provide the following incentives to encourage pedestrian activities:

1. Increase arcades and awnings on buildings to provide shade and shelter for pedestrians.
2. Increase residential development to make the sidewalks active with people for longer hours of the day and evening, which will add natural surveillance to the streets and provide more patrons to foster the economic viability of local businesses.
3. Accommodate outdoor dining for restaurants to activate the sidewalks.
4. Accommodate a mixture of land uses so that a wide variety of daily needs can be satisfied, and places to work and live can be located, within a short walk or bike ride.
5. Improve pedestrian access to the South Miami Metrorail Station.



Key Locations

1 = South Miami Metrorail Station

2 = Shoppes at Sunset Place

3 = South Miami Hospital

--- Hometown District

--- Transit-Oriented Development District

Hometown Intermodal Transportation Study, South Miami

Zoning Overlay Districts



NORTH

Figure 8



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Pedestrian Activity Centers

The most active pedestrian environment in the “Hometown” study area is the “Hometown District” bisected by the “Main Street” portion of Sunset Drive between U.S. 1 and Red Road. The residential neighborhood west of U.S. 1 and north of Sunset Drive also has an abundance of pedestrian activity. Other concentrations of pedestrian activity include the TODD surrounding the South Miami Metrorail Station and the “Hospital District.”

Major Employers

Most of South Miami’s businesses generally have a small number of employees. The largest employers in the City include:

- **South Miami Hospital** located at SW 73rd Street and SW 62nd Avenue
- **Larkin Community Hospital** located at SW 70th Street and SW 62nd Avenue
- **City of South Miami** with City Hall located on Sunset Drive just west of U.S. 1
- **Interval International** which is a travel resort industry located with 24-hour operation on Sunset Drive and SW 62nd Place

South Miami also houses several banking institutions including the First National Bank of South Miami, SunTrust, Washington Mutual, First Union, Bank of America, and BankUnited. These banking institutions contribute to various programs sponsored by the City and various local organizations such as the Chamber South and the South Miami Rotary Club.

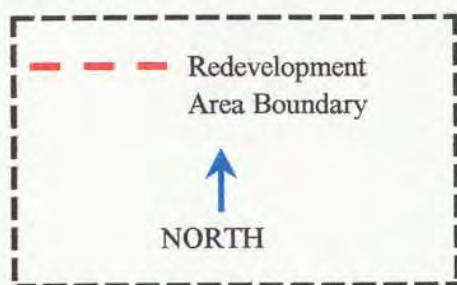
Areas with Development/Redevelopment Potential

The “Hometown” study area is primed for redevelopment. Most properties were initially developed with single story buildings, many of which still exist today despite permitted heights of four stories in the Hometown District and eight Stories in the TODD. In the past parking requirements have limited building size; however, the Hometown District and TODD overlay zoning districts provide reduced parking requirements for buildings with mixed uses and for buildings with good connections to the South Miami Metrorail Station.

The South Miami Community Redevelopment Agency (CRA) was established in 1997 in order to rehabilitate, conserve, and redevelop a 185 acre “Redevelopment Area,” which is generally bound by SW 62nd Avenue on the west, Red Road on the east, Sunset Drive on the south, and SW 62nd Street to the north. Figure 9 illustrates the location of the “Redevelopment Area,” which includes parts of the Hometown District and the TODD, and the residential neighborhood west of U.S. 1. The CRA’s mission is to improve the economic strength and appearance of the “Redevelopment Area.” The City of South Miami also implemented a tax increment finance (TIF) district with the same boundaries as the “Redevelopment Area” to provide funding for projects including (1) infrastructure improvement, (2) landscape/streetscape, (3) infill and new housing, (4) vacant commercial building rehabilitation, and (5) a commercial/retail facade improvement.

Redevelopment/development projects in the “Hometown” study area in the early stages include:

- SW 73rd Street Parking Garage – This joint development project will be located on SW 73rd Street between SW 58th Court and SW 58th Avenue and will include ground floor commercial retail in addition to parking.
- South Miami Metrorail Station – This joint development project will create a mixed-use development in the area surrounding the station and above the parking garage. The development will be implemented in four stages and will consist of commercial/retail and office space.
- University Heights - This development will consist of 300 apartment units and 10,000 gross square feet of medical office space, along with a 575-space parking garage. The project site is located on a vacant lot northwest of the South Miami Metrorail Station on the north side of SW 70th Street between SW 59th Place and SW 61st Avenue.



Hometown Intermodal Transportation Study, South Miami

South Miami CRA Redevelopment Area

Figure 9



**Kimley-Horn
and Associates, Inc.**

Summary

Traffic data collected by the Florida Department of Transportation (FDOT), the City of South Miami, and in previous traffic studies were compiled in a database and analyzed. The arterial roadways in the “Hometown” study area were found to experience significant congestion. Although the secondary tier of roadways demonstrate a better level of service, as congestion worsens on the arterial roadways, traffic may increase in these corridors degrading their level of service and negatively impacting quality of life.

The “Hometown” study area is currently serviced by seven Metrobus routes and a shuttle service operated by the University of Miami. These Metrobus Routes generally run on arterial or collector roadways and operate on 30 or 60 minute headways during the week and on 60 minute headways during the weekend. The South Miami Metrorail Station provides access to Metrorail, which is the heavy rail component of Miami-Dade County’s transit system. The station also serves as a hub for several Metrobus routes that operate within the “Hometown” study area and a garage at the station provides parking capacity for 1,774 vehicles.

Bicycle conditions in the “Hometown” study area were evaluated using data provided by the Miami-Dade Metropolitan Planning Organization (MPO). Overall, the “Hometown” study area lacks adequate bicycle facilities in its major roadway corridors. The M-Path, which runs parallel to U.S. 1 under the Metrorail, is the only dedicated bicycle facility within the “Hometown” study area.

An inventory of existing pedestrian facilities undertaken by the Miami-Dade County MPO found that the majority of arterial and collector roadways in the “Hometown” study area have a sidewalk on at least one side of the street. However, pedestrian deficiencies were identified along SW 80th Street, Red Road, and U.S. 1. In particular, U.S. 1 acts as a physical and psychological barrier impeding pedestrian movement between the “Hometown” study area’s activity centers. Additionally, sidewalks are not provided along many local streets, such as the residential neighborhood south of the downtown and the industrial area east of U.S. 1 and north of the South Miami Metrorail Station.

Downtown South Miami suffers from a public perception that parking spaces are hard to find, but actually there is an abundance of parking. This perception is likely related to several factors

including (1) many popular destinations have few parking spaces within close proximity, (2) South Miami's blocks and lots are small, which leaves little room for parking spaces, (3) many of South Miami's patrons come from suburban areas that have oversized parking lots directly in front of their destinations, and (4) the parking garages and parking lots with available parking spaces typically are not well connected to the popular destinations. One area that does appear to have a parking shortage is the commercial area south of Sunset Drive and east of Red Road.

The City of South Miami has created two zoning overlay districts, the Hometown District and the Transit-Oriented Development District (TODD), to promote redevelopment. Regulations for these zoning overlay districts provide incentives to encourage pedestrian activities.

The South Miami Community Redevelopment Agency (CRA) was established to improve the economic strength and appearance of a "Redevelopment Area" that includes parts of the Hometown District and the TODD. The City of South Miami also implemented a tax increment finance (TIF) district with the same boundaries as the "Redevelopment Area" to provide funding for improvement projects.

The objective of the next phase of the study will be to determine transportation deficiencies based on the data that was collected and analyzed in this technical memorandum. Short and long term multimodal transportation and urban design strategies will then be developed to address these deficiencies. In later stages these strategies will be prioritized, a schedule for implementation will be developed, and a monitoring and improvement evaluation program will be established.

MULTIMODAL TRANSPORTATION NEEDS AND STRATEGIES

Based on an analysis of transportation data and land use patterns, needs in the areas of traffic operations, transit, bicycle/pedestrian movements, neighborhood traffic management, parking, and redevelopment were identified. A number of short and long term multimodal transportation strategies were then identified to address these deficiencies and encourage the use of mass and non-motorized transit in the “Hometown” study area. These strategies were developed into a “project bank” of recommended improvements to satisfy the “Hometown” study area’s mobility needs.

Traffic Capacity/Operations Enhancements

This portion of the “project bank” identifies improvements to address capacity deficiencies in the “Hometown” study area. Although the primary focus of this study was to identify strategies to increase the use and maximize the efficiency of mass transit and alternative modes, several traffic capacity/operations enhancements were deemed necessary. In particular, both Sunset Drive and Red Road experience recurring congestion, so operational enhancements to enhance traffic flow are recommended on these facilities. Without operational enhancements, as congestion worsens on these arterials cut-through traffic will increase in surrounding residential neighborhoods negatively impacting quality of life for the local residents.

The recommended traffic capacity/operations enhancements for the “Hometown” study area are presented in Figure 10 and include the following:

1. Implement traffic signal timing modifications and operational recommendations from the Downtown Traffic Engineering Study to improve traffic flow on Sunset Drive and Red Road. The recommendations affect the following intersections:
 - SW 73rd Street at Red Road – Restrict eastbound traffic to right-turn only
 - Sunset Drive at SW 58th Avenue – Implement minor adjustments to signal timing
 - Sunset Drive at Red Road – Implement signal timing modifications

Project Bank

South Miami Intermodal Study

Traffic Capacity/Operations Enhancements

1. Implement Traffic Signal Timing Modifications and Operational Recommendations to Improve Traffic Flow on Sunset Drive and Red Road
2. Implement Operational Improvements at the Intersection of Sunset Drive and SW 62nd Avenue

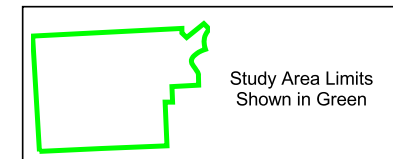


Figure 10

2. Implement operational enhancements at the intersection of Sunset Drive and SW 62nd Avenue including adding a second eastbound left-turn lane and directional signage for U.S. 1 northbound. These improvements will encourage eastbound motorists seeking to access U.S. 1 northbound – eastbound left-turns are prohibited at the intersection of Sunset Drive and U.S. 1 – to turn left off Sunset Drive at SW 62nd Avenue and access U.S. 1 via SW 70th Street. Reducing the amount of through traffic on Sunset Drive between SW 62nd Avenue and U.S. 1 may contribute to a more attractive pedestrian environment along Sunset Drive in the vicinity of City Hall, the public library, and the South Miami Metrorail Station.

Transit Improvements

This portion of the “project bank” identifies transit improvements for the “Hometown Study Area.” Existing transit service provided by Miami-Dade Transit (MDT) includes several Metrobus routes and the Metrorail rapid transit system. The Metrobus routes primarily travel along major thoroughfares and the service focuses primarily on regional travel. The South Miami Metrorail Station functions as the study area’s transit focal point and serves as a hub for the Metrobus routes. Although the County’s transit system provides a transportation alternative, some residents of the “Hometown” study area cannot easily access the system and local trips within the community are not well served.

One option to accommodate trips not served by the County’s transit system is to provide a community transit circulator or shuttle. These types of services can serve local trips within the community and neighborhoods not served by the County’s transit system. The City of South Miami previously provided a circulator service connecting the “Hometown District” with the South Miami Metrorail Station; however, this service was discontinued until a more effective route is developed.

The recommended transit enhancements for the “Hometown” study area include the following:

1. Reestablish circulator transit service. The circulator service should complement the transit service offered by MDT by providing access to the South Miami Metrorail Station and serving local trips within the community, such as shopping and medical trips. A

detailed study is recommended to determine specific route alignments, headways, hours of operation, and other service characteristics.

2. Provide amenities at bus stops such as shelters, benches, and transit information. A variety of amenities can be provided to enhance the attractiveness of public transportation. Designing waiting facilities with amenities that increase passenger's comfort levels and feelings of security can encourage travelers to use public transit. Bus stop locations that are designed with shelters, benches, and lighting can furnish comfortable, safe waiting areas for transit users. Bus stops also can be designed to make transit more convenient, accessible and aesthetically appealing to transit users. Providing items such as transit information kiosks or advanced traveler information systems (ATIS), which provide real-time arrival/departure information to transit users, can further increase the appeal of public transportation.

Bicycle Improvements

Most streets in the “Hometown” study area are primarily designed for motorized vehicles at the expense of non-motorized modes of travel. This component of the “project bank” begins to address bicycle travel as a legitimate mode of travel within South Miami. Currently, the lack of safe, convenient, and appropriate bicycle facilities in the area often leads to bicyclists riding in unsafe conditions. An objective of this study is to increase the number and share of bicycle trips by providing an attractive and safe means for travel. However, the wide range of bicyclists’ abilities and reason for travel must be understood before targeting transportation improvements for bicyclists.

The Florida Department of Transportation’s (FDOT’s) *Bicycle Facilities Planning and Design Book* classifies bicycle travel into two categories, utilitarian and recreational. A utilitarian trip is primarily concerned with reaching a specific destination quickly, with few interruptions. A recreational trip is less concerned with travel time to a specific destination and is more influenced by the presence of attractive, safe paths and the existence of amenities at stops along the way. Specific improvements aimed at bettering the conditions for both trip purposes are identified in the “project bank.”

Bicyclists also differ widely in their abilities and in their preferences for riding environments. In transportation planning, bicyclists are often separated into three levels of bicycling ability. An improvement deemed adequate for one group may not be suitable for another group. Therefore, user profiles are established and basic design features are identified to help local officials target appropriate bicycle improvements. Three profile user groups for bicyclists are:

- **Experienced:** Experienced riders can handle most traffic conditions. Some experienced riders ride mainly for recreation while others use the bicycle for primary transportation. This group is comfortable riding on collector and arterial streets and is best served by direct access destinations via the existing street system. Requirements include sufficient width on the roadway or shoulder so that neither the motorist nor the cyclist needs to change positions when passing.
- **Basic:** The majority of adult or teenage riders are considered basic cyclists. This group uses bicycles too infrequently to develop advanced cycling skills and prefers comfortable direct access to destinations via low volume streets or designated bicycle facilities. Most basic riders ride for recreation; however, for some members of this group bicycles may be the primary means of transportation to school or work.
- **Children:** Children and preteen riders lack experience mixing with vehicular traffic and their bicycle use is primarily for recreation and may be monitored by their parents. This group prefers residential streets with low motor vehicle speed limits and traffic volumes. Well-defined separation of bicycles and motor vehicles on arterial and collector streets is required as a minimum. Ideally, separate bike paths should be provided.

The recommended enhancements to improve the bicycle environment for all cyclists in the “Hometown” study area are presented in Figure 11 and include the following:

1. Improve the M-Path connection between the South Miami Metrorail Station and SW 70th Street. The M-Path is currently missing a segment of trail between SW 70th Street and the South Miami Metrorail Station. Bicyclists, pedestrians, joggers, and in-line skaters are forced to take a circuitous route that includes several blind corners and sharing the fire station driveway west of the Metrorail tracks on SW 70th Street. A more direct

Project Bank

South Miami Intermodal Study

Bicycle Improvements

1. Improve M-Path Connection between the South Miami Metrorail Station & SW 70th Street
2. Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail Station & South Dade Trail
3. Add Bicycle Lanes to Local Roadways
4. Improve Crossing Conditions for Bicyclists along M-Path
5. Establish Educational & Safety Programs
6. Establish Citywide 25-mph Speed Limit for Local Residential Streets
7. Create Bicycle Parking Ordinance

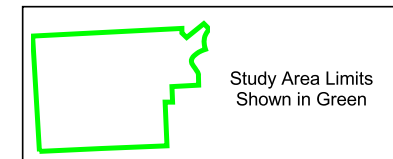


Figure 11

connection could be made between SW 70th Street and Sunset Drive by building a short section of trail between the Metrorail station and rail power plant.

2. Extend the M-Path south of SW 67th Avenue to the Dadeland South Metrorail Station and South Dade Trail. The southern terminus of the M-Path is currently at SW 67th Avenue. Extending this facility south to the Dadeland South Metrorail Station would provide a connection to the South Dade Trail, an existing bicycle trail that runs along the South Dade Busway to Cutler Ridge. One significant challenge associated with extending the M-Path will be crossing the Snapper Creek Expressway.
3. Improve the crossing conditions for bicyclists at intersections along the M-Path. One of the main conflict points between bicyclists and motorists occurs at intersections. When two-way shared use paths are located immediately adjacent to roadways, such as is the case with the M-Path, conflict is intensified. The shift of bicyclists out of the travel lane may create sight distance problems that place a motorist and bicyclist in direct conflict immediately after a vehicle makes a right turn at an intersection. The alignment, crosswalks, and signage at intersections along the M-Path should be examined for measures to improve crossing conditions for bicyclists. In particular, improvements are recommended for the M-Path's intersections with SW 62nd Avenue and Sunset Drive.
4. Add bicycle lanes to local roadways to create a network of bicycle facilities. Bicycle lanes provide a safer environment for the cyclist by increasing the separation between bicycle and motor vehicle and designating an appropriate place for bicycles to be used. Marking a bike lane also changes the way the facility is treated in law. Motorists are not allowed to park, except momentarily, in a bike lane and motorists entering a roadway from a side street are required to yield to bicyclists within a bike lane. In addition, when arterial or collector roadways are not improved for bicycling, many novice (basic) bicyclists are likely to make use of sidewalks. In doing so, they endanger pedestrians and subject themselves and motorists to conflicts that neither is expecting, especially at driveways and intersections.

The need for bicycle lanes within the “Hometown” study area was identified with input from the Miami-Dade Metropolitan Planning Organization (MPO). Additionally, the Miami-Dade Public Works Department provided a potential bicycle corridor map (see

Figure 12) for the City of South Miami. A primary objective in the development of bicycle facilities should be to provide connections to the South Miami Metrorail Station. In general, bicycle lanes should be considered for the following roadways:

- SW 80th Street
- SW 74th Street between SW 61st Avenue and Red Road
- SW 73rd Street between U.S. 1 and Red Road
- SW 70th Street between SW 62nd Avenue and U.S. 1
- Ludlum Road (SW 67th Avenue)
- SW 62nd Avenue between SW 80th Street and U.S. 1
- SW 58th Avenue between of 74th Street and U.S. 1
- SW 57th Avenue (Red Road) between the Snapper Creek Canal and SW 74th Street

The City of South Miami should coordinate with the Miami-Dade MPO and the Miami-Dade County Public Works Department to ensure that bicycle lanes are included as part of future roadway improvement projects.

5. Establish area-wide 25-miles per hour (mph) speed limits for local residential streets. The local grid street network provides residents with short blocks and frequent connections between the neighborhoods and the downtown area, often running parallel to major traffic thoroughfares. Unfortunately, field visits to the “Hometown” study area revealed that a majority of the residential streets in the city are narrow. The limited travel lane width provided on these streets often precludes the addition of bicycle lanes. Nevertheless, these streets may still be attractive to the novice bicyclists (“basic” and “children”) that feel more comfortable on lower volume streets. At speed limits posted below 25 mph, bicyclists could easily mix with the low volume traffic on local residential streets without requiring separate bicycle lanes. In order to provide more balance between travel modes, the City of South Miami should begin efforts to establish a 25-mph speed limit for local streets in residential neighborhoods.
6. Establish educational and safety programs for bicyclists. The City of South Miami should promote and actively participate in existing annual events sponsored by the

Hometown Intermodal Transportation Study, South Miami

Potential Bicycle Network



- Study Area Boundaries
- M-PATH (Existing)
- Potential Bicycle Lanes

Figure 12

Miami-Dade County MPO including Bike Month (May) and Bike to Work Week (in May). The Florida Traffic Safety Education Program sponsored by FDOT teaches school children in 3rd through 5th grades bicycle traffic safety skills.

7. Establish a bicycle parking ordinance. Studies have found that bicycle parking facilities are essential to encourage all types of bicycling. The City of South Miami should consider adopting a bicycle parking ordinance similar to the Miami-Dade County Bicycle Parking Ordinance, which requires that bicycling parking be provided by future commercial and office developments that also provide parking for motor vehicles. Provisions in a newly adopted bicycle parking ordinance could also encourage the retrofitting of existing uses to include bicycle parking, especially within the downtown.

Pedestrian Enhancements

The success of transit and other alternative travel modes are highly dependent on the state of pedestrian facilities and amenities. As a travel mode and recreational activity, walking offers the potential to reduce traffic congestion, improve air quality, and contribute to healthier citizens. In the “Hometown” study area, sidewalk deficiencies and a largely inhospitable pedestrian environment contributes to a reliance on the automobile even for short trips. A goal of this element of the “project bank” is to increase the number and share of walking trips for all trip purposes as a means of (1) increasing personal enjoyment, (2) enhancing the urban quality of life, and (3) reducing vehicular trips on local roadways.

Recommendations to improve the pedestrian environment in the “Hometown” study area are presented in Figure 13 and are summarized below.

1. Add sidewalks in residential neighborhoods. An inventory of existing pedestrian facilities within the “Hometown” study area found that the majority of residential streets do not have sidewalks. Sidewalks increase pedestrian safety by separating pedestrians from vehicular traffic. One recent Federal Highway Administration (FHWA) study cited the presence of sidewalks in residential areas as the physical factor in the roadway environment that has the greatest impact on pedestrian safety.

Project Bank

South Miami Intermodal Study

Pedestrian Improvements

1. Add Sidewalks in Residential Neighborhoods
2. Add Sidewalks in Industrial Area North of South Miami Metrorail Station
3. Add Sidewalks to SW 80th Street
4. Construct U.S. 1 Pedestrian Overpass
5. Pedestrian Safety Improvements at Intersections within Study Area
6. Create Network of Pedestrian Paths within Downtown
7. Provide Pedestrian Crossing on Red Road South of Sunset Drive

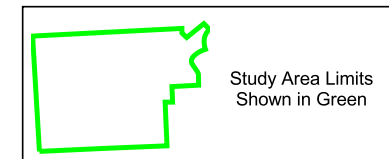


Figure 13

- The City of South Miami should begin exploring options for installing sidewalks on all residential streets within the “Hometown” study area. These sidewalks could provide direct pedestrian connections between residential areas and activity centers such as the downtown and the South Miami Metrorail Station.
2. Add sidewalks in the industrial area north of the South Miami Metrorail Station. The industrial area on the west side of U.S. 1 to the north of SW 70th Street is within the Transit Oriented Design District (TODD) and convenient walking distance to the South Miami Metrorail Station. This general area is beginning to be redeveloped with pedestrian scale projects including the mixed-use joint development venture at the South Miami Metrorail Station and University Place, a residential development planned for the northwest corner of the intersection of SW 70th Street and SW 59th Place. Future roadway improvements to this area should include the addition of sidewalks.
 3. Add sidewalks to SW 80th Street. The opportunity to walk to a destination or along a particular route is completely dependent upon continuous access. Therefore, any gap or interruption in the route will effectively create a barrier to walking. The City of South Miami should target sidewalk improvements along SW 80th Street between SW 57th Avenue (Red Road) and U.S. 1 to begin establishing this route as a pedestrian corridor.
 4. Construct the U.S. 1 pedestrian overpass. U.S. 1 acts as a physical and psychological barrier impeding pedestrian movement between the “Hometown” study area’s activity centers on either side. The City of South Miami is in the process of finalizing conceptual plans for a pedestrian bridge over U.S. 1 that will connect to the South Miami Metrorail Station.
 5. Implement pedestrian safety improvements at intersections within the “Hometown” study area. Intersections, particularly signalized intersections, are the most dangerous part of the roadway network for pedestrians. At signalized intersections, the level of attention given to pedestrians is often a function of motorists’ travel speed, acceptance gap when turning right or left, traffic volumes, and presence and speed of other vehicles at the intersection. Within the “Hometown” study area several intersections designed to efficiently process large amounts of traffic, especially along U.S. 1, create unfavorable conditions for pedestrians.

The City of South Miami should conduct pedestrian safety studies at key intersections within the “Hometown” study area to identify suitable pedestrian safety improvements, beginning with the following intersections:

- U.S. 1 at SW 62nd Avenue
 - Sunset Drive and U.S. 1
 - Sunset Drive and Red Road
6. Create a network of pedestrian paths within the downtown. In order to create an environment that is not reliant on the automobile, pedestrians must be able to move easily and safely within the downtown. This pedestrian friendly environment requires the creation of a pedestrian network that provides continuous access to all areas of the downtown. In the City of South Miami, the short blocks and grid street network provide convenient access to most properties within the downtown. The primary pedestrian system should coincide with the street system; however, more direct connections may be considered between buildings or in alleyways.

Improvements aimed at transforming the existing automobile oriented streets into a more pedestrian friendly environment are already underway in South Miami. Recent streetscape improvements to Dorn Avenue and to Sunset Drive east of U.S 1 have attracted notable attention to the City of South Miami’s efforts to create a pedestrian-oriented downtown. The City of South Miami has also recently completed a streetscape improvement plan for SW 73rd Street between U.S 1 and Red Road. Common design elements for all these streets include wider sidewalks, street trees, better pedestrian crossing opportunities, traffic calming, and enhanced street lighting.

The City of South Miami should continue working towards creating a comprehensive pedestrian network that connects all areas of the downtown. Immediate improvements should be identified that better connect available parking opportunities in the downtown with pedestrian activity centers. Opportunities to connect to the residential neighborhood south of downtown should also be explored.

7. Provide a pedestrian crossing on Red Road south of Sunset Drive. The parking demand generated by businesses on the east of Red Road south of Sunset Drive often exceeds the

available parking supply. Although parking is available on the west side of Red Road, the existing design of Red Road acts as a pedestrian barrier. A pedestrian crossing should be provided on Red Road at SW 73rd Street to accommodate pedestrian needs in this area.

8. Check traffic signal timings to verify that adequate time is allotted for pedestrian crossings. The City of South Miami should evaluate all traffic signals within the study area and work with the Miami-Dade County Public Works Department to ensure that adequate pedestrian walk and clearance time is provided. Also, as a general rule pedestrians are anxious to get back underway within approximately 30 seconds of waiting for a walk indication. Although it is not always practical to accommodate pedestrians with this short of a wait time, every effort should be made to keep the wait to the minimum.

Neighborhood Traffic Management/Livability

This element of the “project bank” was created in response to growing concerns over traffic intrusion into local residential neighborhoods. The predominate street pattern found in the residential neighborhoods is comprised of a grid network providing short blocks and frequent connections to major arterial and collector roadways. This street configuration provides residents and citizens of South Miami convenient access and circulation alternatives, but it also cultivates cut-through traffic in the neighborhoods.

Recommendations for mitigating cut-through traffic and improving the quality of life for residents are summarized below. The locations of these projects are identified in Figure 14.

1. Implement traffic calming measures in the residential neighborhood south of downtown. This neighborhood is generally bound by SW 62nd Avenue on the west, Red Road on the east, SW 80th Street on the south, and SW 74th Street. A conceptual traffic calming plan for this was developed in 2002. The City of South Miami should move forward and begin implementing traffic control measures, especially along SW 58th Avenue and SW 59th Avenue.
2. Implement traffic calming measures in the residential neighborhood north of Sunset Drive and east of the Brewer Canal. This neighborhood is generally bound by the Brewer

Project Bank

South Miami Intermodal Study

Neighborhood Traffic Management/Livability

1. Traffic Calm Residential Neighborhood South of Downtown
2. Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal
3. Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue
4. Implement Streetscape Improvements from Hometown Plan Area 2
5. Establish Citywide 25-mph Speed Limit for Local Residential Streets
6. Add Sidewalks in Residential Neighborhoods

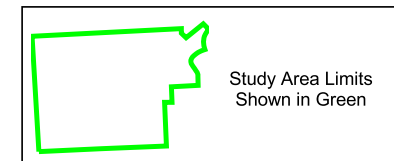


Figure 14

Canal on the west, SW 62nd Avenue on the east, Sunset Drive on the south, and SW 64th Street on the north. A traffic calming plan for this was developed in 2001. The City of South Miami should move forward and begin implementing these traffic control measures to address cut-through traffic problems.

3. Implement traffic calming measures in the residential neighborhood south of Sunset Drive and east of SW 67th Avenue. This neighborhood is generally bound by SW 67th Avenue on the west, SW 62nd Avenue on the east, U.S. 1 on the south, and Sunset Drive on the north. Local residents have raised concerns over the amount of cut-through traffic in their neighborhood. In response, the City of South Miami collected traffic data in the area to determine the extent of the problem. In particular, Manor Lane and SW 63rd Avenue were identified as a cut-through route used to avoid congestion on U.S. 1. The City of South Miami should begin to identify traffic calming solutions to address this problem.
4. Implement streetscape improvements in the “Hometown Plan Area 2.” This neighborhood is generally bound by SW 62nd Avenue on the west, Red Road on the east, U.S. 1 on the south, and Miller Drive on the north. In 1994, the City of South Miami created a vision for improving the quality of life in this neighborhood. The document, known as *The “Hometown Plan” Area 2*, identified several streetscape and traffic calming improvements aimed at creating streets that function as public spaces designed for people, and not just cars. Recommendations from the study include:
 - Plant street trees and implement traffic calming measures along SW 59th Place (Church Street).
 - Plant street trees along Red Road.
 - Plant street trees, build a landscaped median with shade trees where right-of-way is available, and implement traffic calming measures along SW 64th Street (Hardee Drive).
 - Raise the intersection at SW 59th Place and SW 64th Street and add textured paving to help create a public plaza tentatively identified as “Madison Square.”

5. Establish area-wide 25-miles per hour (mph) speed limits for local streets in residential neighborhoods. The City of South Miami should begin efforts to establish a 25-mph speed limit for all residential areas to promote a better balance between the travel modes. The Florida State Uniform Traffic Control Law allows municipalities to set a speed limit of 20- or 25-mph on local streets in residential areas after an investigation determines that such a limit is reasonable. Once this determination is made, it is not necessary to conduct a separate investigation for each residential district (Florida Statutes 316.183(2)).

Aerial photography and a windshield survey found that narrow streets and lack of sidewalks in the “Hometown” study area’s residential neighborhoods force bicyclists and pedestrians to share the road with automobiles. Lower automobile travel speeds allow drivers to better anticipate conflicts and have more time to react to bicyclists and pedestrians (see Figure 15). Research documented by FDOT shows that the speed of the motorist and pedestrian detection is directly correlated. As motorists’ speeds increase, the ability to see a pedestrian, especially at night, drops significantly. Additionally, at speeds posted below 25 mph, bicyclists could better mix with traffic on low volume local streets without requiring separate bicycle lanes.

Parking Improvements

An aerial view of Downtown South Miami reveals that several parking garages are among the downtown’s largest buildings. Also, quite obvious is that a sizable portion of the “Hometown” study area is made up of large surface parking lots, such as at the corner of SW 73rd Street and SW 58th Avenue. The location of several parking facilities is within convenient walking distance to many of the downtown’s popular destinations. However, there is a public perception of a parking shortage because connections between off-site parking facilities and final destination often are not pedestrian friendly.

This element of the “project bank” targets improvements to provide both additional parking in the downtown and better connections between parking facilities and final destinations. Recommendations are presented in Figure 16 and are summarized below.

The driver's focus at different speeds.

A low speed allows drivers to be more aware of their surroundings and to have time to react to other highway users.

The photos show how a driver's focus changes as their speed increases. The setting is a typical downtown in a small Oregon city. Shops and on-street parking line both sides of this 2-lane couplet. The highway is built to "full standard" because of the ample right-of-way.

At the posted speed of 30 mph, many drivers have a difficult time seeing bicyclists and pedestrians, and stopping distance is nearly twice that of 20 mph.

To safely accommodate all users, this highway needs substantial design changes that tell the driver that this is not the open highway it was a few blocks before.

A good start would be wide planting strips with trees to narrow the roadway. A bike lane could be striped. Intersections could be narrowed even further with curb extensions.

When a person is struck by a motor vehicle, they have the following chances of death according to *Killing Speed and Saving Lives*, UK Department of Transportation:



Source: Main Street...When a Highway Runs Through It: A Handbook for Oregon Communities



At 40 mph the driver's focus is on the roadway in the distance.



At 30 mph the driver begins to see things at the road edges in the background.



At 20 mph the foreground comes into focus.



At 15 mph the driver easily sees that this is a place where pedestrians and bicyclists are present.

Figure 15

Project Bank

South Miami Intermodal Study

Parking Improvements

1. Hometown District Parking Garage
2. Provide Better Connections Between Parking Areas and Destinations:
 - Wayfinding Signs
 - Streetscape Improvements
 - Pedestrian Bridge Between Metrorail Station and Sunset Drive
 - Provide Pedestrian Crossing at Red Road South of Sunset Drive

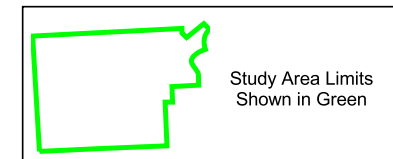


Figure 16

1. Planning is underway for a new parking garage in the Hometown District, which will be built as a joint development project between the City of South Miami and a private developer. The project is expected to include ground floor commercial retail. This facility will be located on the site of an existing surface parking lot on SW 73rd Street between SW 58th Court and SW 58th Avenue. The total number of parking spaces that will be provided has not been determined.
2. Provide better pedestrian connections between parking facilities and final destinations. Although an adequate number of parking spaces exists in Downtown South Miami, the public perception is that convenient parking spaces are hard to find. The problem is that many parking spaces are not well connected to the most popular destinations. Figure 17 shows both the location of parking facilities in the downtown and popular destinations. Four measures to help provide better connections between existing parking and popular destinations are summarized below:

- Wayfinding Signs – A uniform signage program should be introduced that helps visitors quickly find parking opportunities close to their intended destination. Common design elements of the signage program should include parking identification, directional arrows, and nearby destinations that the particular parking facility serves. Care should be given to design a sign package that helps mold an identity for the City of South Miami. Additional signage should be installed at the actual parking facilities that point pedestrians to nearby destinations.
- Streetscape Improvements – Streetscape improvements within the downtown area would provide a more conducive environment for short walking trips between parking facilities and final pedestrian destinations. Potential improvements include wider sidewalks, canopies, street trees, improved pedestrian crossings, traffic calming, and street lighting.

An excellent example of transforming the streetscape into an active pedestrian environment already exists along Dorn Avenue. The City of South Miami has also recently completed a streetscape improvement plan for SW 73rd Street between U.S. 1 and Red Road. These efforts should be expanded to include:

Hometown Intermodal Transportation Study, South Miami

Proximity of Parking Opportunities to Pedestrian Activity Centers




-  Pedestrian Activity Centers
-  Public Surface Parking Lots
-  Parking Garages

Figure 17

- SW 74th Street between Red Road and SW 60th Avenue
 - SW 62nd Avenue between U.S. 1 and SW 70th Street
 - SW 59th Avenue between SW 73rd Street and SW 74th Street
 - SW 58th Avenue between U.S. 1 and SW 74th Street
 - Red Road between SW 74th Street and Sunset Drive
- U.S. 1 Pedestrian Overpass – Construct the U.S. 1 pedestrian overpass to provide a safe connection between the parking garage at the South Miami Metrorail Station and popular destinations on the east side of U.S. 1.
 - Pedestrian Crossing on Red Road south of Sunset Drive – Provide a designated pedestrian crossing on Red Road south of Sunset Drive to provide a connection between available parking on the west side of Red Road and popular destinations on the east side of Red Road.

Land Use, Development, and Redevelopment Opportunities

This element of the “project bank” recognizes the synergy between land use planning and multimodal transportation opportunities. Urban design efforts have been initiated by the City of South Miami to reestablish the area as a place where the automobile ranks behind the overall “livability” of the community. City of South Miami officials should continue to promote goals, policies, and objectives aimed at returning the street to the community. Land use, development, and redevelopment opportunities are presented in Figure 18 and include the following:

1. South Miami Metrorail Station Joint Development Project – A joint development project has been initiated for the South Miami Metrorail Station to create a mixed-use project in the area surrounding the station and the space above the rear of the parking garage. The project will include commercial and office land uses. A lease agreement with Hometown Station, Ltd. has already been completed for the project.
2. University Place – University Place is a residential development planned for the northwest corner of the intersection at SW 59th Place and SW 70th Street. The project will consist of 300 apartment units and a small retail component.

Project Bank

South Miami Intermodal Study

Land Use/Development/Redevelopment

1. South Miami Metrorail Station Joint Development Project
2. University Place
3. Madison Square Redevelopment
4. Miami-Dade Public Housing Redevelopment
5. Hometown District Parking Garage
6. Existing Overlay Districts Promote Future Redevelopment Opportunities:
 - Hometown District
 - Transit Oriented Development District (TODD)
7. Promote Development Efforts in the Community Redevelopment Area (CRA)



- CRA Boundary
- Transit Oriented Development District
- Hometown District

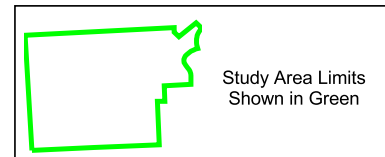


Figure 18

3. Madison Square Redevelopment – The intersection of SW 59th Place and SW 64th Avenue (Hardee Drive) was once a neighborhood center that provided daily needs for local residents including groceries, restaurants, and hair salons. The Hometown Plan Area 2 urban design effort recommended creating a special public plaza at the intersection tentatively called “Madison Square.”
4. Miami-Dade Public Housing Redevelopment – The Miami-Dade Housing Agency currently maintains public housing along SW 59th Place. The Department of Housing and Urban Development (HUD) in Washington has directed local offices to reduce its ownership and management of public housing. HOPE VI, administered through HUD, has helped transform public housing property into privately owned houses and townhouses across the country. The public housing stock in South Miami is a target for future redevelopment.
5. Hometown District Parking Garage – Planning is underway for a new parking garage in the “Hometown District,” which will be built as a joint development project between the City of South Miami and a private developer. The project will include ground floor commercial retail. This development will be located at the site an existing surface parking lots on SW 73rd Street between SW 58th Court and SW 58th Avenue.
6. Promote Future Redevelopment Opportunities – In addition to the specific projects described above, several potential future redevelopment opportunities were identified within the “Hometown” study area. The City of South Miami should consider redevelopment opportunities on the following properties:
 - Properties that are vacant or occupied by single story structures within ½ mile of the Metrorail station unless the City’s Land Development Code or Comprehensive Plan has certain restrictions that deter such redevelopment.
 - All other City or County owned property such as the County’s Public Library, City Hall, and City Police Station. These properties could be redeveloped as public-private ventures that could provide benefit to the City.
 - Properties with houses or apartment buildings in a deteriorated condition in the residential neighborhood west of U.S. 1 and north of Sunset Drive.
 - The City owned parking lot north of Sunset Drive on SW 58th Avenue.

7. Existing Overlay Districts – The City of South Miami has already created two overlay zoning districts within the “Hometown” study area that provide incentives over existing zoning categories to promote the city’s pedestrian oriented goals. The overlay zoning districts include:
- The **Hometown District** is a triangular shaped area bound by U.S. 1 on the north and west, Red Road on the east, and properties just south of SW 74th Street on the south. This zoning district was designated in October 1993.
 - The **Transit Oriented Development District (TODD)** includes the area surrounding the South Miami Metrorail Station on the west side of U.S. 1. This zoning district was designated in April 1997.
8. Promote Development Efforts in the CRA – The City of South Miami has established a Community Redevelopment Agency (CRA) for parts of the Hometown District, Transit Oriented Development District, and the residential neighborhood west of U.S. 1 and north of Sunset Drive. The mission of the CRA is to improve the economic strength and the appearance of the area by pursuing grant money and establishing a tax increment financing (TIF) district.

Summary

A “project bank” of recommended improvements was developed to address transportation deficiencies in the “Hometown” study area and facilitate the use of mass and non-motorized transit. The “project bank” grouped improvements into the following project types:

- Traffic Capacity/Operations Enhancements
- Transit Improvements
- Bicycle Improvements
- Pedestrian Enhancements
- Neighborhood Traffic Management/Livability
- Parking Improvements
- Land Use, Development, and Redevelopment Opportunities

These projects will next be prioritized into an implementation plan that outlines a recommended course of action.

IMPLEMENTATION PLAN

The “project bank” developed in this study identifies a number of projects aimed at creating a transportation system that provides multimodal opportunities to reduce vehicular trips and congestion by providing attractive alternatives to the single-occupant automobile. The first step toward implementing these projects is to develop an implementation plan.

This section of the report provides a methodology for comparing the individual projects against the goals of this study and begins to provide order of magnitude planning level cost estimates for implementing these projects. This information should be used by the City of South Miami to establish a course of action for moving forward with the transportation opportunities presented in the “project bank.”

“Project Bank” Evaluation

Improvements were originally categorized in the “project bank” by type including (1) traffic capacity/operations enhancements, (2) transit improvements, (3) bicycle improvements, (4) pedestrian enhancements, (5) neighborhood traffic management/livability, (6) parking improvements, and (7) land use, development, and redevelopment opportunities. A project comparison system was then developed to position the improvements identified in the “project bank” into four prioritization categories. The criteria that were considered in the qualitative evaluation of the “project bank” improvements were:

- Improves Quality of the User’s Experience: The project makes the experience of the driver, transit passenger, pedestrian, or bicyclist more enjoyable by reducing travel times, improving aesthetics, or providing amenities such as bus stops, signage, or streetscape.
- Promotes the Use of Alternative Modes: The project encourages the use of transit, walking, or bicycling through the improvement or creation of facilities for these modes of travel.
- Improves Sense of Place: The project creates, reinforces, or encourages improvements to the urban fabric aimed at improving the character of the local environment.

- Discourages Neighborhood Traffic Intrusion: The project discourages cut-through traffic affecting local neighborhoods by making cut-through routes less desirable to motorists or improving collector or arterial routes to improve traffic flow on these facilities.

- Improves Safety: The project generally improves transportation safety through such strategies as separating modes of travel or correcting existing deficiencies in how the facility operates.

- Promotes Favorable Development Pattern: The project promotes or facilitates the preferred development patterns and typologies consistent with the objectives of the *Hometown Plan*, Transit Overlay Development District, or Community Redevelopment Area.

- Satisfies More Than One Project Category: The implementation of a single project satisfies multiple project types within the “project bank.” For example, a project could both enhance traffic capacity/operations and neighborhood traffic management/livability by providing increased capacity on a major thoroughfare thereby reducing cut-through traffic in a residential neighborhood.

Projects were assigned a score between 0 and 2 based on their ability to satisfy the evaluation criteria. The scores were determined as follows:

- 0 = The project does not meet or has an unfavorable relationship to the criterion.
- 1 = The project partially meets or has a moderately favorable relationship to the criterion.
- 2 = The project meets or has a favorable relationship to the criterion.

The scores for the individual evaluation criteria were added together to determine an overall score for each “project bank” improvement. A project comparison matrix was developed to present the results of the evaluation of “project bank” improvements and assist in the prioritization of improvements. This project comparison matrix is presented as Table 3.

Table 3
SOUTH MIAMI "HOMETOWN INTERMODAL TRANSPORTATION STUDY"
"Project Bank" Comparison Matrix

	Improves Quality of User's Experience	Promotes Use of Alternative Travel Modes	Improves Sense of Place	Discourages Neighborhood Traffic Into Intrusion	Improves Safety	Promotes Favorable Development Pattern	Satisfies More Than One Project Category	Total Score
Traffic Capacity/Operations Enhancements								
Implement Traffic Signal Timing Modifications and Operational Recommendations To Improve Traffic Flow on Sunset Drive and Red Road	2	0	1	2	1	0	1	7
Implement Operational Improvements at the Intersection of Sunset Drive and SW 62nd Avenue	1	0	1	2	0	0	1	5
Transit Improvements								
Reestablish Circulator Transit Service	1	2	1	0	0	1	0	5
Provide Amenities at Bus Stops (i.e. Shelters, Benches, and Transit Information)	2	2	2	0	0	0	0	6
Bicycle Improvements								
Improve M-Path Connection between the South Miami Metrorail Station and SW 70th Street	2	2	1	0	2	0	1	8
Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail Station and South Dade Trail	2	2	1	0	1	0	1	7
Add Bicycle Lanes to Local Roadways	2	2	1	0	1	0	1	7
Improve Crossing Conditions for Bicyclists along M-Path	1	2	0	0	2	0	1	6
Establish Bicycle Education and Safety Programs	0	2	0	0	2	0	1	5
Establish Citywide 25-mph Speed Limit for Local Residential Streets	1	1	2	2	2	1	2	11
Create Bicycle Parking Ordinance	1	2	1	0	0	1	0	5
Pedestrian Improvements								
Add Sidewalks in Residential Neighborhoods	2	1	2	0	2	1	1	9
Add Sidewalks in Industrial Area North of South Miami Metrorail Station	2	1	1	0	2	1	1	8
Add Sidewalks to SW 80th Street	2	1	1	0	2	0	1	7
Construct U.S. 1 Pedestrian Overpass	2	2	1	0	2	1	2	10
Pedestrian Safety Improvements at Intersections within Study Area	2	1	1	0	2	0	0	6
Create Network of Pedestrian Paths within Downtown	2	1	2	0	1	2	2	10
Provide Pedestrian Crossing on Red Road South of Sunset Drive	2	1	1	0	1	1	2	8
Neighborhood Traffic Management/Livability								
Traffic Calm Residential Neighborhood South of Downtown	1	0	2	2	2	0	0	7
Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal	1	0	2	2	2	0	0	7
Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue	1	0	2	2	2	0	0	7
Implement Streetscape Improvements in the Hometown Plan Area 2	2	0	2	1	1	2	0	8
Establish Citywide 25-mph Speed Limit for Local Residential Streets	1	1	2	2	2	1	2	11
Add Sidewalks in Residential Neighborhoods	2	1	2	0	2	1	1	9
Parking Improvements								
Hometown District Parking Garage	1	0	1	0	0	1	2	5
Provide Better Connections Between Parking Areas and Destinations	2	1	2	0	1	2	2	10
Land Use/Development/Redevelopment								
South Miami Metrorail Station Joint Development Project	1	2	2	0	0	2	2	9
Madison Square Redevelopment	1	0	2	0	0	2	0	5
Hometown District Parking Garage	1	0	1	0	0	1	2	5
Note: The score recorded for each project was based on a qualitative evaluation of how well it satisfied each of the seven evaluation criteria. A point value was assigned to each cell using the following point system: 0 = The project does not meet/has an unfavorable relationship to the criterion. 1 = The project partially meets/has a moderately favorable relationship to the criterion. 2 = The project meets/has a favorable relationship to the criterion.								

“Project Bank” Order of Magnitude Cost Estimates

Preliminary order of magnitude cost estimates were developed for the “project bank” improvements and are presented in Table 4. These cost estimates were generally based on the costs of local projects of similar scale. The purpose of these cost estimates is to assist in the prioritization of the improvements. As the specific projects are developed and what actually needs to be constructed is specifically determined, more detailed engineering cost estimates should be prepared to identify the required funds that should be programmed.

“Project Bank” Prioritization

The “project bank” improvements were grouped into four categories based on the evaluation presented in the project comparison matrix and the preliminary order of magnitude cost estimates. The projects were initially assigned to one of four priority levels based on the scores obtained in the project comparison matrix. Projects earning total scores of 9, 10, or 11 points were classified as Priority Level One Projects; projects earning total scores of 8 points were classified as Priority Level Two Projects; projects earning total scores of 7 points were classified as Priority Level Three Projects; projects earning total scores of 5 or 6 points were classified as Priority Level Four Projects. No projects earned a score higher than 11 points or lower than 5 points.

After the initial grouping of projects into priority levels based on the score obtained in the project evaluation matrix, the preliminary order of magnitude cost estimates were also taken into consideration. The more costly projects generally scored higher in the project evaluation matrix because these larger scale projects tended to satisfy several evaluation criteria, while less costly projects scored lower in the project evaluation matrix because these smaller scale projects tended to satisfy less of the evaluation criteria. Therefore, several projects were shifted into a different priority level to allow some lower cost projects that offer benefits to be implemented while funding is secured for some of the higher cost projects. Table 5 presents the recommended prioritization schedule for the “project bank” improvements.

Table 4
SOUTH MIAMI "HOMETOWN INTERMODAL TRANSPORTATION STUDY"
"Project Bank" Order of Magnitude Cost Estimates

	Order of Magnitude Cost Estimate
Traffic Capacity/Operations Enhancements	
Implement Traffic Signal Timing Modifications and Operational Recommendations To Improve Traffic Flow on Sunset Drive and Red Road	\$10,000
Implement Operational Improvements at the Intersection of Sunset Drive and SW 62nd Avenue	\$200,000
Transit Improvements	
Reestablish Circulator Transit Service	\$300,000 ⁽¹⁾
Provide Amenities at Bus Stops (i.e. Shelters, Benches, and Transit Information)	\$15,000 per location
Bicycle Improvements	
Improve M-Path Connection between the South Miami Metrorail Station and SW 70th Street	\$15,000
Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail Station and South Dade Trail	\$500,000
Add Bicycle Lanes to Local Roadways	\$400,000
Improve Crossing Conditions for Bicyclists along M-Path	\$30,000
Establish Bicycle Education and Safety Programs	no cost
Establish Citywide 25-mph Speed Limit for Local Residential Streets	\$30,000
Create Bicycle Parking Ordinance	no cost
Pedestrian Improvements	
Add Sidewalks in Residential Neighborhoods	\$600,000
Add Sidewalks in Industrial Area North of South Miami Metrorail Station	\$25,000
Add Sidewalks to SW 80th Street	\$75,000
Construct U.S. 1 Pedestrian Overpass	\$5,000,000
Pedestrian Safety Improvements at Intersections within Study Area	\$100,000
Create Network of Pedestrian Paths within Downtown	\$4,000,000
Provide Pedestrian Crossing on Red Road South of Sunset Drive	\$15,000
Neighborhood Traffic Management/Livability	
Traffic Calm Residential Neighborhood South of Downtown	\$250,000
Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal	\$250,000
Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue	\$100,000
Implement Streetscape Improvements in the Hometown Plan Area 2	\$1,500,000
Establish Citywide 25-mph Speed Limit for Local Residential Streets	\$30,000
Add Sidewalks in Residential Neighborhoods	\$600,000
Parking Improvements	
Hometown District Parking Garage	n/a ⁽²⁾
Provide Better Connections Between Parking Areas and Destinations	\$4,000,000
Land Use/Development/Redevelopment	
South Miami Metrorail Station Joint Development Project	n/a ⁽²⁾
Madison Square Redevelopment	\$150,000
Hometown District Parking Garage	n/a ⁽²⁾
Notes:	
(1) Cost including purchase of one vehicle and costs for operating one route for one year.	
(2) Project funded by private sector.	



Table 5
South Miami "Hometown Intermodal Transportation Study"
"Project Bank" Prioritization Schedule

Priority Level	Project Description	Project Evaluation "Score"	Planning Level Cost Estimate
1	Establish Citywide 25-mph Speed Limit for Residential Areas	11	\$30,000
1	Construct U.S. 1 Pedestrian Overpass	10	\$5,000,000
1	Add Sidewalks in Residential Neighborhoods	9	\$600,000
1	South Miami Metrorail Station Joint Development Project	9	n/a ⁽¹⁾
1	Implement Traffic Signal Timing Modifications and Operational Recommendations To Improve Traffic Flow on Sunset Drive and Red Road	7	\$10,000
1	Pedestrian Safety Improvements at Intersections within Study Area	6	\$100,000
1	Create Bicycle Parking Ordinance	5	no cost
1	Total Planning Level Cost Estimate for Priority Level 1 Projects		\$5,740,000
2	Create Network of Pedestrian Paths within Downtown To Provide Better Connections Between Parking Areas and Destinations	10	\$4,000,000
2	Improve M-Path Connection Between the South Miami Metrorail Station and SW 70th Street	8	\$15,000
2	Add Sidewalks in Industrial Area North of South Miami Metrorail Station	8	\$25,000
2	Provide Pedestrian Crossing on Red Road South of Sunset Drive	8	\$15,000
2	Establish Bicycle Education and Safety Programs	5	no cost
2	Total Planning Level Cost Estimate for Priority Level 2 Projects		\$4,055,000
3	Implement Streetscape Improvements in the Hometown Plan Area 2	8	\$1,500,000
3	Add Sidewalks to SW 80th Street	7	\$75,000
3	Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal	7	\$250,000
3	Traffic Calm Residential Neighborhood South of Downtown	7	\$250,000
3	Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue	7	\$100,000
3	Add Bicycle Lanes to Local Roadways	7	\$400,000
3	Total Planning Level Cost Estimate for Priority Level 3 Projects		\$2,575,000
4	Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail	7	\$500,000
4	Pedestrian Safety Improvements at Intersections within Study Area	6	\$100,000
4	Provide Amenities at Bus Stops (i.e. Shelters, Benches, and Transit Information) ⁽²⁾	6	\$150,000
4	Improve Crossing Conditions for Bicyclists Along M-Path	6	\$30,000
4	Implement Operation Improvements at the Intersestion of Sunset Drive and SW 62nd Avenue	5	\$200,000
4	Hometown District Parking Garage	5	n/a ⁽¹⁾
4	Madison Square Redevelopment	5	\$150,000
4	Reestablish Circulator Transit Service ⁽³⁾	5	\$300,000
4	Total Planning Level Cost Estimate for Priority Level 4 Projects		\$1,430,000
Total Planning Level Cost Estimate for all Projects			\$13,800,000

Notes:

(1) Project funded by private sector.

(2) Cost for providing amenities at 10 bus stops.

(3) Cost including purchase of one vehicle and costs for operating one route for one year.



MONITORING PROCESS

An oversight committee comprised of representatives from the following agencies and groups should monitor implementation of the multimodal transportation plan developed in this study:

- City of South Miami
- Florida Department of Transportation (FDOT)
- Miami-Dade County Metropolitan Planning Organization (MPO)
- Miami-Dade Transit (MDT)
- Miami-Dade Public Works Department
- Local area stakeholders such as the Red/Sunset Merchants Association

This oversight committee would be responsible for guiding the development of the recommended master plan improvements through the project development and design process and into construction. The oversight committee could also assist in the identification of funding sources. The oversight committee should also serve as a coordinating forum to ensure that projects are implemented consistent with the vision defined in this study.

An annual report should be prepared documenting the status of the implementation of the projects identified in this study including a project schedule and funding sources. The prioritization of projects may need to be adjusted in response to changing needs in the community.

Projects should also be monitored after implementation to gauge their effectiveness in serving the public's mobility needs. Projects may need to be fine-tuned if they are not accomplishing their objectives.

CONCLUSION

This study developed a multimodal mobility plan for the area surrounding the South Miami Metrorail Station including the City's "Hometown District," the "Transit Oriented Development District," civic uses, an industrial district, residential neighborhoods, and South Miami and Larkin Hospitals. The product of this study was a multimodal transportation master plan for the "Hometown" study area. Envisioned are alternative modes of transportation, a network of bicycle and pedestrian facilities, and mixed-use development to reduce vehicular traffic generation.

A committee comprised of representatives from local agencies and stakeholders should be formed to oversee this study's recommendations through implementation. Additionally, an annual report should be prepared documenting the status of the implementation of the projects identified in this study. The annual report should include project scheduling, costs, and funding sources. Finally, the phasing of projects should be adjusted over time in response to changing needs in the community.

On July 29, 2002, the South Miami City Commission adopted a resolution accepting the *Hometown Intermodal Transportation Study* as the master plan to guide transportation infrastructure improvements in the "Hometown" study area. The City may also consider incorporating the study into its comprehensive plan.

The *Hometown Intermodal Transportation Study* should be used as a tool by the City to assist in the acquisition of funding to implement transportation improvements. The plan demonstrates that the City has a comprehensive vision toward providing multimodal transportation opportunities to reduce reliance on the single-occupant automobile.