Miami-Dade Transportation Planning Organization

Kimley»Horn

SW 244TH STREET HUB (PRINCETON STATION)

MOBILITY & ACCESSIBILITY STUDY

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prepared for:

TPO
Miami-Dade Transportation Planning Organization

prepared by:

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March 2021

Table of Contents

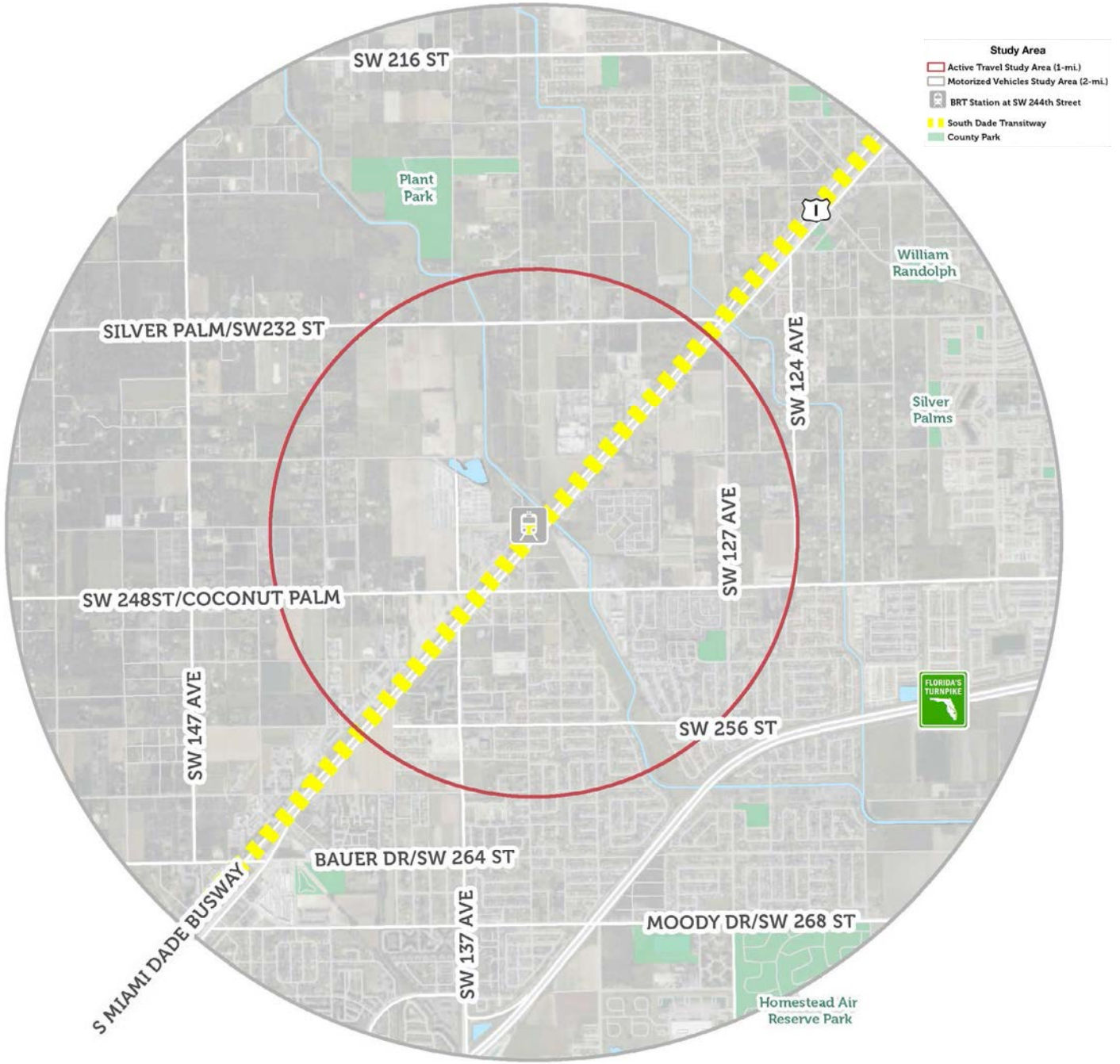
1 INTRODUCTION

Overview

A Bus Rapid Transit (BRT) station is proposed to be located at the SW 244th Street Park-and-Ride on the South Dade Transitway. To support station area accessibility and development potential, opportunities for multimodal connectivity must be strategically considered. In this regard, the Transportation Planning Organization (TPO) is conducting this Mobility Hub Study to deliver a strategic implementation plan to help achieve a comprehensive mobility network within the study area. The strategic recommendations for multimodal connectivity presented in this study create a plan to support access to the station and more broadly the development potential of the surrounding Princeton and Naranja communities as part of the SMART Moves Program.

Study Area

The study area for the SW 244th Street mobility hub is defined by a two-mile travel shed with the existing bus station as the focal point (**Map 1**). The travel shed is further categorized according to an active travel area and a motorized travel area. The active travel area is limited to a one-mile radius from the SW 244th Street Station that focuses on existing pedestrian and bicycle infrastructure. The motorized travel area consists of everything within a two-mile radius of SW 244th Street station to focus on overall connectivity with the station for autos and shuttle and transit services.

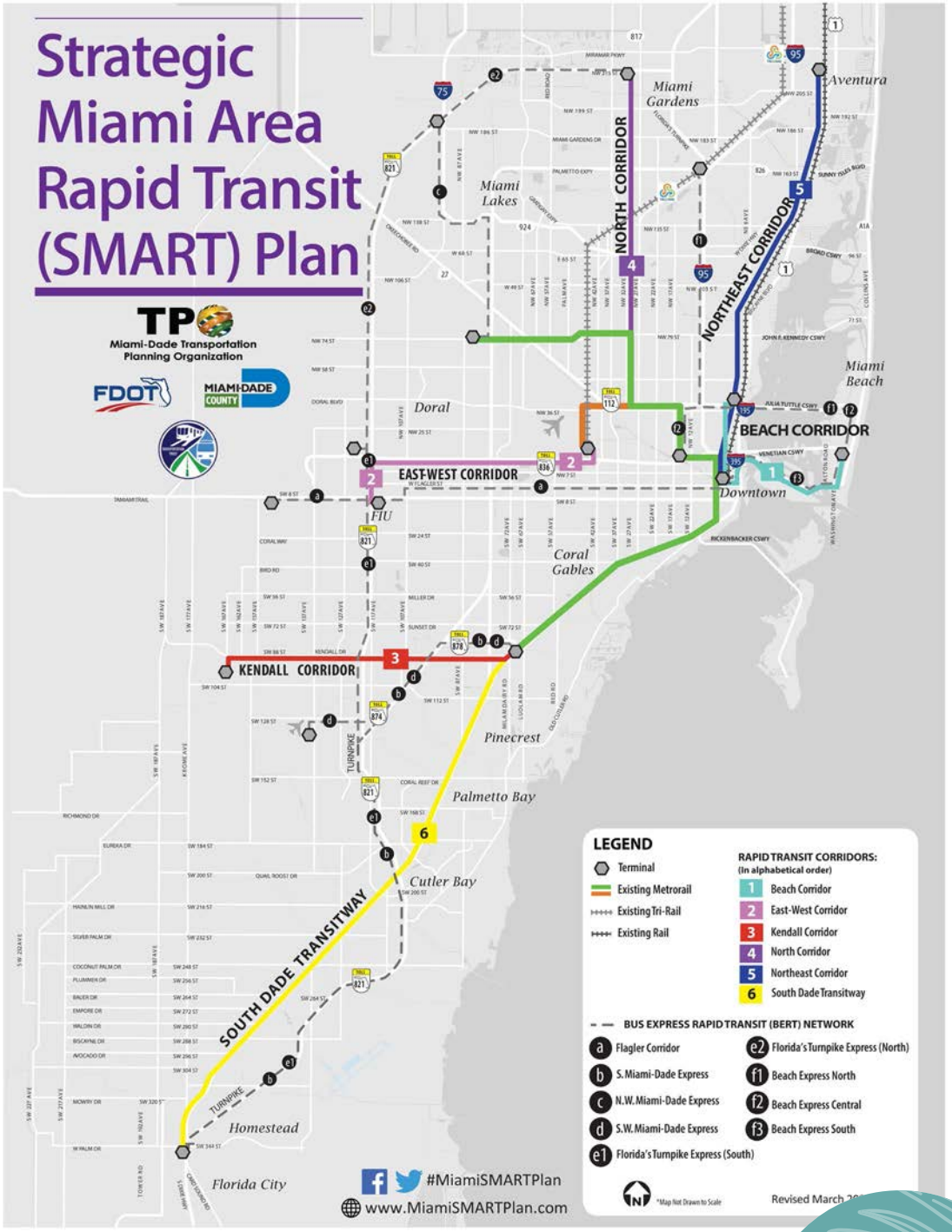


Map 1. Study Area

The Planning Process

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

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



2 LITERATURE REVIEW

The SW 244th Street Mobility Hub Study benefits from and builds upon the findings and recommendations of extensive transportation and land-use studies and analyses completed for the South Dade Transitway Corridor as part of the Strategic Miami Area Rapid Transit (SMART) Plan Initiative. Recommendations to facilitate multimodal connectivity and accessibility for the SW 244th Street station and neighboring communities is presented wherever available. A number of documents prepared by the Miami-Dade County Department of Transportation and Public Works (DTPW), Miami-Dade Transportation Planning Organization (TPO) and other agencies related to the SMART Plan for the South-Dade Transitway were obtained and reviewed for this study.

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

Documentation reviewed as part of this study includes:

- SMART Plan Corridor Inventory South Dade Transitway Corridor (2017)
- DTPW's South Corridor Rapid Transit Project Preliminary Engineering and Environmental Report (2018)
- SMART Plan South Dade Transitway Corridor Land Use Scenario and Visioning Planning Study (2019)
- SMART Plan South Dade Transitway Corridor Economic Development Study (2019)
- Miami Dade County Transit Development Plan Major Update (2019)
- Princeton Community Urban Center (PCUC) District (2015)
- First and Last Mile Options, Miami-Dade MPO (2015)
- The First/Last Mile Options with High Trip Generator Employers Study (2017)

SMART Plan Corridor Inventory South Dade Transitway Corridor (2017)

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

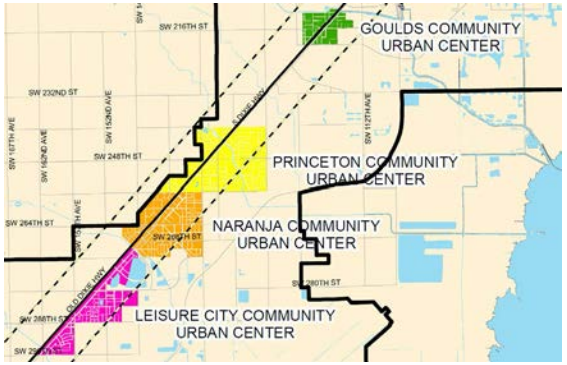
Findings

The findings for the existing station area at SW 244th Street are presented below.

Existing Land Use | Land use along the corridor consists mainly of commercial functions, but the surrounding half-mile buffer area is primarily residential. Between SW 232nd Street and SW 264th Street the Urban Development Boundary (UDB) encroaches into the buffer area, resulting in decreased density and a preponderance of agricultural and undeveloped land.

Zoning | Zoning typically follows the same patterns as land use, but in the South Dade Transitway Corridor this is heavily affected by the presence of unique zoning categories, the Urban Center District (UCD) and the Traditional Neighborhood Development (TND) District. These districts use a system which blends traditional functional zoning and form-based zoning, with the goal of developing into dense, walkable mixed-use environments.

- There are seven **Urban Center Districts** within the South Dade Transitway Corridor: Cutler Ridge Metropolitan UCD, Downtown Kendall UCD, Goulds Community UCD, Leisure City Community UCD, Naranja Community UCD, Perrine Community UCD, and the Princeton Community Urban Center. The Urban Center District for SW 244th Street is the Princeton Community Urban Center which has their own regulating plan, containing the streets types, sub-districts, land use, building heights, designated open spaces, new streets, bike routes, and density plans.



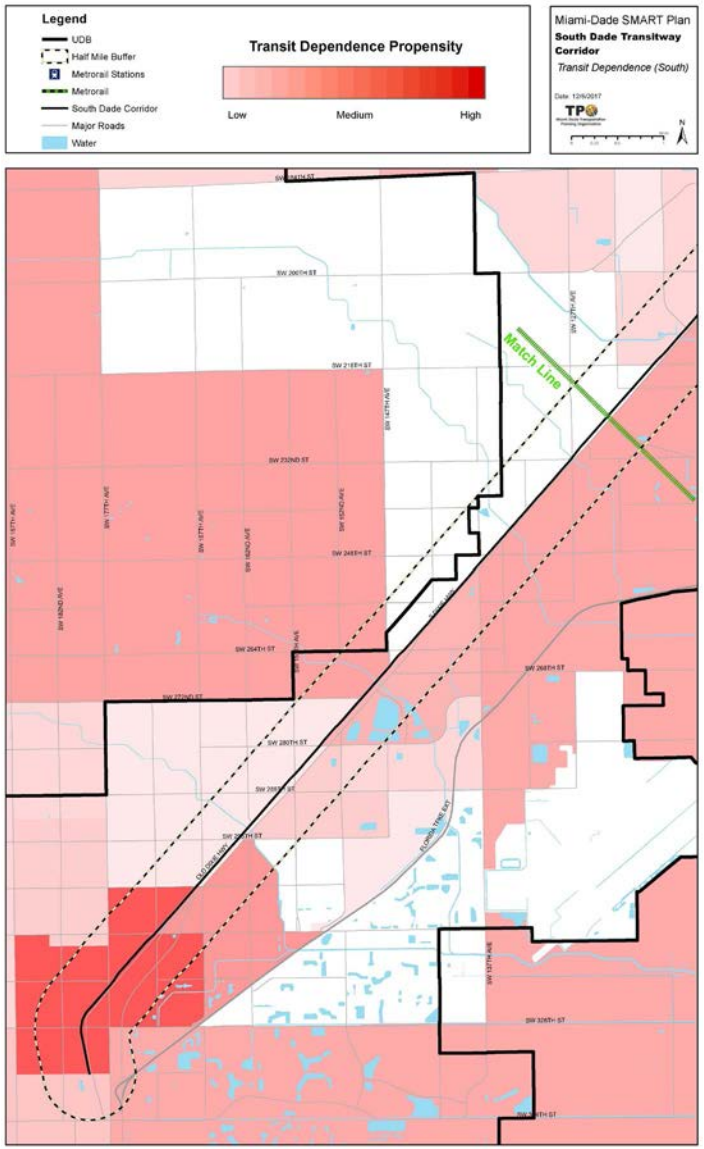
- There is one **Traditional Neighborhood Development District** located near the study area Naranja Lakes, which straddles the east and west sides of the corridor between SW 256th and SW 272nd Streets. The Naranja Lakes Community Redevelopment Area (CRA) was established to fund the construction of fully walkable, downtown area, workplace, a variety of residential types, and civic buildings. If allowed to proceed, the development would be named Mandarin Park and would include 520 residential units, 87,600 square feet of commercial space, and three acres of public space. In 2017, the CRA was significantly expanded, now reaching as far north as SW 232nd Street. The Naranja CRA now overlaps with the Princeton Community Urban Center.

Population and Employment Density | The corridor was evaluated in three segments: northern, central, and southern. Population density increases as you transition from the northern segment of the corridor to the central and south segments. Although land use is less intensively developed, the residential developments are concentrated in multifamily units and smaller single-family housing parcels. The Princeton Community UCD is one of the fastest growing census tracts in Miami-Dade County–having experienced significant growth in the past decade. There is ample opportunity for further growth.

Average Household Income | A pattern can be seen in the southern one-third of the corridor, where the southeast side of U.S. 1 has a higher density of lower income residents while the northwest side of the corridor is low density but higher average income. Low income housing is predominantly concentrated on the central and southern portions of the corridor, which includes the SW 244th Street station area.

Transportation System | The Transitway is a two-lane undivided roadway that is used exclusively by the Department of Transportation and Public Works (DTPW) buses and emergency response vehicles.

- The Transitway runs parallel to **U.S. 1**, a six-lane divided urban principal arterial with a posted speed limit of 45 miles per hour. There are 49 signalized intersections and a total of 30 bus stations along the Transitway. The corridor development pattern has created a north-south commuting patterns, traffic volumes increase steadily from south to north along the corridor. Along the U.S. 1 roadway corridor most crashes occur at major intersections.
- The **South Dade Rail Trail,** also known as Bike Route M, is a 20.5-mile paved pathway that runs adjacent and parallel to the South Dade Transitway for its entire length from SW 344th Street in Florida City to Dadeland South Station. On its northern end, it is expected that the trail will connect to the proposed Underline at Dadeland Station. Presently, there are no bicycle facilities that connect or cross the South Dade Rail Trail at SW 244th Street.
- **Transit Dependence Propensity** was calculated for the South Dade Transitway Corridor based on four contributing classifications: Low Income Households (under $25k / year), Zero Car Households, aged over 65 years, Minority (any ethnicity that is not 'white, non-Hispanic'). The areas surrounding the existing SW 244th Street station scored high on all metrics, particularly the area east of the Transitway Corridor.



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

The Preliminary Engineering and Environmental Report analyzes the natural and built environment and provides information to recommend a Locally Preferred Alternative (LPA) for the South Corridor for selection by the Miami-Dade County TPO. Four build alternatives in addition to the No-Build Scenario were selected for further evaluation in this study: Bus Rapid Transit (BRT), Heavy Rail Transit (HRT)/ Metrorail at-grade, Light Rail Transit (LRT), and Connected and Autonomous Vehicles (CAV). The objective of all four alternatives is to provide a transit service investment that improves travel time from Homestead/Florida City to Downtown Miami in approximately one hour and maximize the market area served by the Transitway.

Findings & Recommendations

The recommended LPA is the BRT alternative that would convert the existing Transitway into a full-service BRT operation with the following key elements:

- Bi-directional service
- Branded vehicles and iconic stations
- Pre-paid fares for speedy boarding
- Real-time arrival information
- Near-level boarding
- Overlaid service with BRT All Stop, BRT Limited Stop and BRT Zonal Express service
- Transit signal pre-emption and intersection crossing gate arms
- Peak period service at 10-minutes and off-peak at 15-minutes (due to overlaying some segments of the corridor would have service every two to three minutes in the peak hours)
- Maintains all stop service to all 30 existing stations along the Transitway
- Circulator and feeder bus plan
- Shared-use bicycle/pedestrian path for the entire 20 miles
- Span of service would be from 5:30 AM until 12:30 AM; BRT All Stop 24-hour operation remains
- This project aims at the gold standard of BRT quality, as defined by the Institute for Transportation and Development Policy (ITDP)

The proposed improvement will have 13 BRT stations and two (2) terminals, including a BRT station at SW 244th Street which will serve the Princeton Community. Each BRT station will have the key elements of a premium transit service including:

- Weather protection
- Passenger protection, safety and security elements
- Video surveillance
- Near-level boarding for BRT
- Off-Board fare collection/Ticket Vending Machines
- Fare control/turnstiles
- Next vehicle arrival displays and technology
- Emergency call stations
- Passenger seating
- Information kiosks
- Space for Art in Public Spaces
- Accommodation for a shared use path for pedestrians and bicyclists

This study also identifies specific station area needs, deficiencies and offers recommendations for the proposed SW 244th/Princeton Station, including:

- **Deficiency -** Parking demand exceeds the parking capacity at the SW 244th Street Park-and-Ride (PnR) lot. Current capacity for this PnR lot is 217 vehicles.
- **Need -** A Feeder Bus Network was proposed to support the BRT service. The Princeton Circulator (Circulator #8) will service the study area. The peak hours of operation for this service will be 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, with a peak hour headway of 10 minutes. Off-peak hours will be 9:00 AM to 3:00 PM and 6:00 PM to 7:30 PM with a 15-minute headway.
- **Recommendation -** Traffic impacts will be managed through a combination of adaptive traffic signal technology, traffic signal timing revisions and targeted off-peak direction diversion of transit vehicles to parallel facilities.

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

The Land Use Scenario and Visioning Plan for the South Dade Transitway Corridor provides the technical basis for the development of transit supportive land uses along the corridor.

Findings & Recommendations

This study included a series of Charrettes with the community, a Study Advisory Committee (SAC), a thorough review of the Comprehensive Plans of the corridor municipalities and Miami-Dade County, and modeling for population and employment estimates. Some of the findings most directly related to SW 244th Street are listed below. Population, employment, and ridership estimates represent a half mile radius centered on the station location.

- Because this area is sparsely developed, the opportunities for pedestrian connectivity must be strategically considered. Some existing residential areas already have a complete internal sidewalk infrastructure but need to be better connected to the larger area framework. There are significant opportunities for enhanced bicycle connectivity.

- Key intents identified for the Station Area based on its existing and future conditions are as follows:
  - This proposed Princeton Station at 244th Street is located within unincorporated Miami-Dade County in its entirety, with a portion of the land within the Station Area actually falling outside the UDB. The southeastern half of the station area is within the designated Princeton Community Urban Center.
  - Based on current densities and intensities under Land Use designations for the Station Area, estimates for the year 2040 forecast:
    - Total Potential Population = 19,307
    - Total Potential Employment = 9,801
  - The development and redevelopment capacity provided by the UDC designation mean that this Station Area could not just easily meet but greatly exceed the Preferred Vision population and employment projections without any changes to land use policy or land use patterns.
  - Currently there are approximately 18,000 daily transit boardings along this corridor, removing many car trips from South Dixie Highway (U.S. 1). Average weekday boardings for the preferred vision scenario at SW 244th Street is 1,700 passengers.

Station Area Profile

Total Acreage:
502 acres (0.785 sq. mi.)
Population (2015):
2,779
Population Preferred Vision:
8,608
Employment (2015):
252
Employment Preferred Vision:
2,708

- Concentrate activity along key corridors
- Create areas where life is not auto-centric
- Link well with local and regional public transportation; and,
- Optimize land use efficiency while preserving open space

- Recommended High Investment Potential Future Uses for the SW 244th Street Station include:
  - Redland Market Village
  - Restaurants
  - Apartments
  - Workforce housing
  - School
  - Public Square
  - Offices
  - Retail
  - Variety of Dining and Shopping

South Dade Transitway Economic Mobility and Accessibility (December 2019)

This study recommends accessibility improvements in the South Dade Transitway corridor and estimates the economic impact of the land use recommendations from the Land Use Scenario and Visioning Planning Study. All the population and employment increases, recommended accessibility improvements, and estimated economic benefits discussed in this study are within the half mile radius surrounding the 15 stations recommended for this SMART Corridor. The 15 stations were examined across an array of measures to identify for further study the three stations with the greatest potential for transit success. Station 9 – SW 244th Street was one of the three stations recommended for further study.

Findings & Recommendations

Stations with greatest potential for transit success

- Station 8 – SW 112th Ave / Southland Mall in Cutler Bay
- Station 9 – SW 244th Street in unincorporated Miami Dade County
- Station 13 – Miami-Dade College in Homestead

The evaluation criteria used to select the top three stations included the following analyses:

- Projected Transit Boarding
- Number of Transit Routes and Modes Served
- Accessibility by Walking, Bicycle and Automobile
- Potential Future Population and Employment within the Walk, Bicycle and Vehicle/ Circulator Travel Sheds
- Place Making Potential
- Public Acceptance of Transit Oriented Development (TOD) Principles; and
- Redevelopment Potential

Within the three station areas, by the year 2040, the additional annual ad valorem tax revenue is estimated at $40 million, and the additional annual retail spending estimated at $46 million.

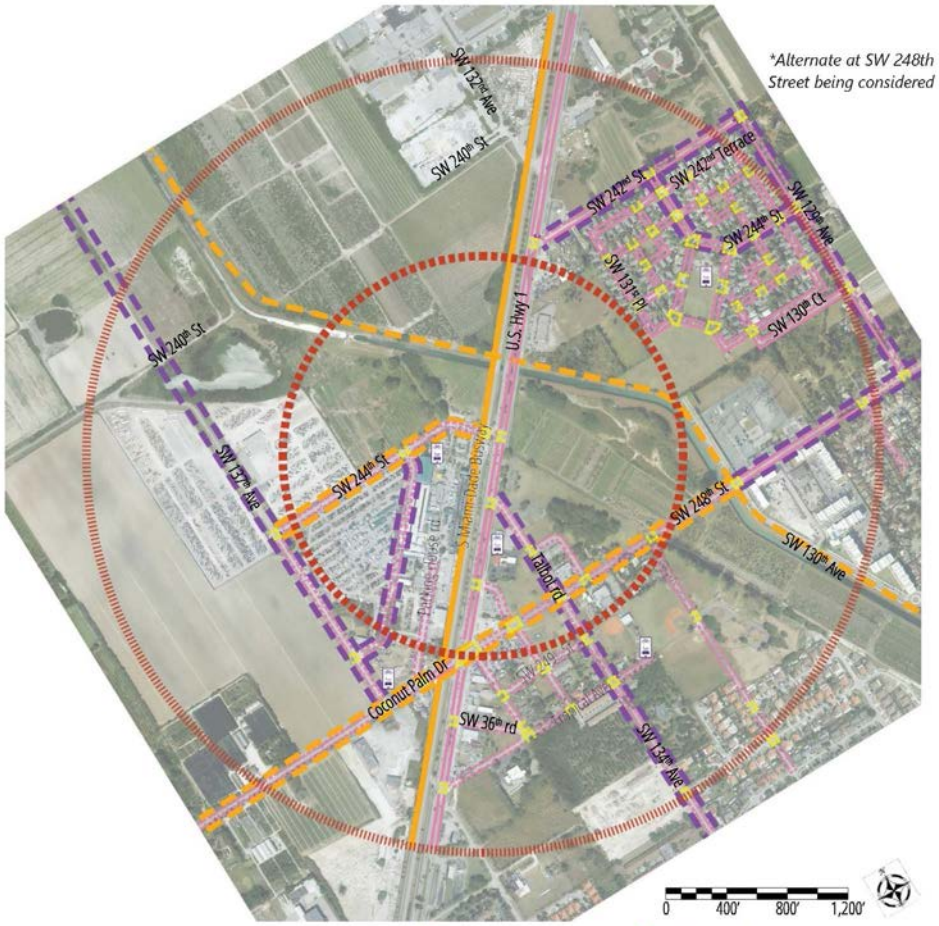
The incremental ad valorem tax revenue was calculated for each station based on their development potential, which a given municipality can leverage to fund designated capital improvement programs through strategies like Tax Increment Financing (TIF).

The SW 244th Street Station has an estimated annual incremental ad valorem tax revenue surpassing $11,200,000 and an estimated net new annual retail expenditure of over $12,900,000.

The study estimated that 70 percent of future housing would be multi-family. Based upon prospective housing values, median household income at SW 244th Street Station was estimated to be $70,000.

In addition, multimodal infrastructure improvements were recommended for SW 244th Street Station. The station area diagram maps show how the area within a 5- and 10-minute walking radius around the identified Transitway station could develop to improve the walkability, bikeability, and general appeal of the location.

Existing Bike Lane
Proposed Bike Lane (5' min painted buffer)
Existing Bike Path
Proposed Bike Path
Crosswalk
Walkable Street - Existing Sidewalk
Walkable Street - Proposed Sidewalk
Proposed Mode & Ride Share (Bike / Scooter / Ride Share Location)
Opportunity Site
Civic Building
Plaza
Blocks
Trees



Existing Bike Lane
Proposed Bike Lane (5' min painted buffer)
Existing Bike Path
Proposed Bike Path
Walkable Street - Existing Sidewalk
Walkable Street - Proposed Sidewalk
Crosswalk
5-Minute Walk
10- Minute Walk
Proposed Mode & Ride Share (Bike / Scooter / Ride Share Location)

The estimated cost for the proposed facilities and infrastructure at SW 244th Street Station was $5 million.

Miami-Dade Transit Development Plan Major Update (2019)

The Transit Development Plan (TDP) Major Update presents both funded and unfunded transit needs in Miami-Dade County to create a framework for transit improvements that can be implemented within a 10-year planning horizon. The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program. A TDP major update is required every five years and TDP annual updates are required in the interim years.

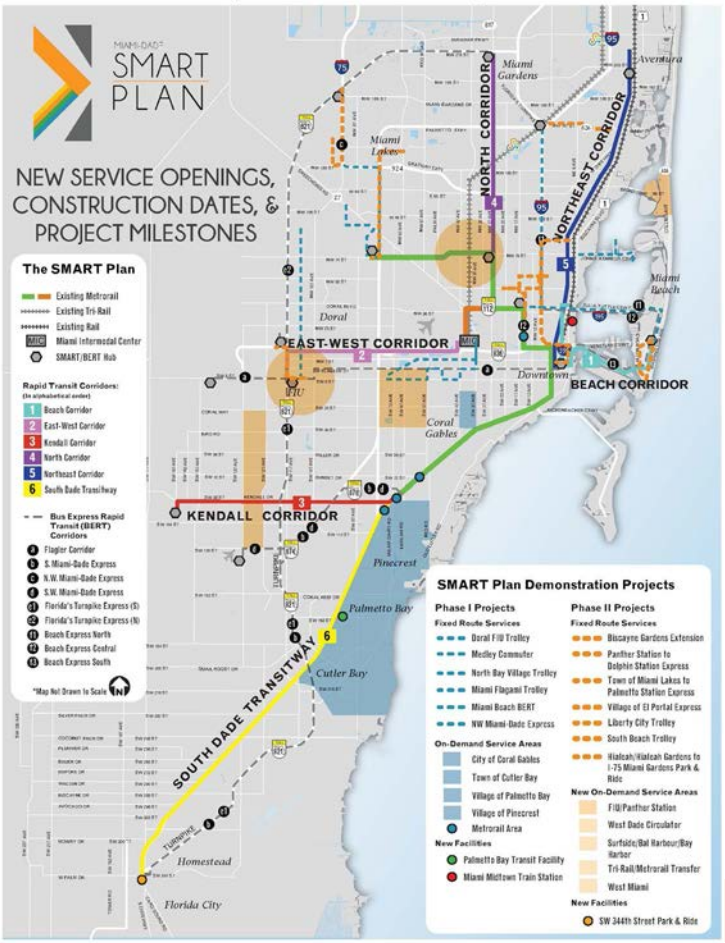
Findings & Recommendations

The prioritization of the South Dade Transitway Corridor among the SMART Plan corridors was made possible in part because of already-existing TOD supportive land use regulations. BRT is scheduled to begin operation by 2022.

Presently, Route 248 New Princeton Circulator operates 60 minutes, weekdays from 6:00AM to 8:00PM in the area. To date, no SMART Plan Demonstration Projects have been implemented within the study area.

Major transit improvements expected to be completed in the future year 2029 scenario include 4 routes of the South Dade Transitway and two Bus Express Rapid Transit (BERT) routes as shown below and illustrated on the adjacent graphic:

- South BRT - limited stops
- South BRT - North Xpress
- South BRT - Mid Xpress
- South BRT - South Xpress
  - The BRT is scheduled to begin operation by 2022.
- BERT B – South Miami Dade Express
- BERT E1 – Turnpike Express South
  - The two BERT corridors that will support the area, the Miami-Dade Express and the Florida's Turnpike South Express, will utilize Florida's Turnpike.
  - BERT Routes B is anticipated to begin service in 2020 and Route E1 is expected to begin service in 2022.
- The SW 244th Street Station and PnR lot will be an unfunded capital project for FY 2020-2029. This project will increase the number of leased parking spaces from 96 spaces to 111 spaces. The project has an estimated capital cost of $2,500,000.

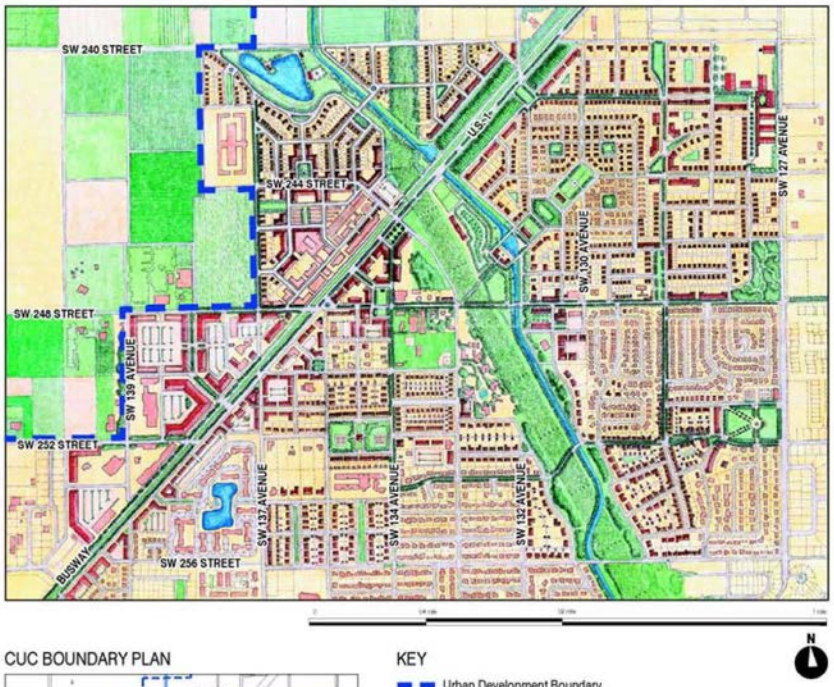


Princeton Community Urban Center (PCUC) District Regulations (2015)

The Princeton Community Urban Center District was adopted into the zoning code in 2006 by Ordinance 05-146. Although this document did not form part of the original literature review, it was later added in recognition of the importance of the formalized action taken that recognizes and adopts principles of smart growth and TOD for the SW 244th Street Station Area.

Findings & Recommendations

The Princeton Community Urban Center Boundary Plan extends from the northwest corner of the intersection of SW 256th Street and SW 127th Avenue, then north along the west side of SW 127th Avenue to the south side of SW 240th Street, then west along the south side of SW 240th Street to the Urban Development Boundary (UDB) line, as of the effective date of this ordinance, then south, east and west along the UDB to the north side of SW 256th Street, then east along the north side of SW 256th Street to the west side of SW 127th Avenue.



CUC BOUNDARY PLAN

Street Development Parameters included in this zoning include:

- Street trees shall have a minimum diameter of six (6) inches at time of planting.
- Permanent irrigation is required.
- Tree grates shall have a minimum area of twenty-four (24) square feet; tree planters shall have a minimum area of thirty-two (32) square feet; continuous landscape strips shall have a minimum width of six (6) feet in the Center Sub-district, eight (8) feet in the Edge Sub-district.
- In all Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of arterials, boulevards and Main Street; in Core and Center Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of minor streets.
- Bike lanes shall be four (4) feet in width when adjacent to curb or swale; five (5) feet in width when adjacent to a parking lane.
- The minimum required width of one-lane/one-way travel lanes shall be determined by the Department of Public Works, Waste Management and Fire Rescue Department on a case-by-case basis during the Administrative Site Plan Review process (ASPR).

First and Last Mile Options, Miami-Dade MPO (August 2015)

This document explores First / Last Mile (FLM) connectivity options and their potential travel behavior impacts within the larger transit network in the context of Miami-Dade County. "Last and first mile" are terms used to describe the difficulty in getting people to and from a transportation hub. This document was in the form of a presentation which summarizes the different travel modes that may be used to complete that leg of a journey.

Findings & Recommendations

A review of existing conditions identified challenges at existing transportation hubs including capacity constraints at park-and-rides, a somewhat disconnected municipal circulator and limited jitney network, and an incomplete bicycle and pedestrian network. These challenges are of particular significance given the following findings in regards mode of access and egress in Miami-Dade County:

- Nearly a third of Metrorail riders access stations by car; only 6 percent use to destinations.
- Nearly 95% of all Metrobus riders walk to bus stops.
- Nearly 1 in 3 riders walk to Metrorail station; 2 in 3 walk from station to destination.

Several strategies are presented in this document to address the challenges, including:

- Creating new park-and-ride and multi-modal terminals
- Encouraging density and access through zoning
- Improvements to supportive networks

This research served as the foundation for coordinated transit access in corridor planning and further studies on how first and last mile connectivity may impact factors such as ridership.

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

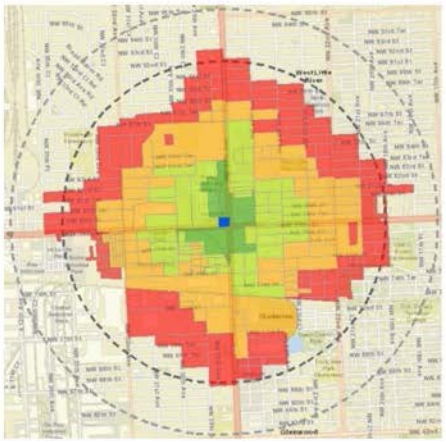
This research study introduces the concepts of FLM mobility and provides practical, implementable strategies for deployment in the developed and planned corridors for the SMART Plan high-capacity transit investments. A toolkit of strategies for FLM mobility is presented and discussed in detail.

Findings & Recommendations

Key findings of the study include:

- While the focus of TOD has been the ¼ -mile walking distance, research implies that time is a more direct measure that is perceived by travelers, and motivates transit access decisions. The time is 5 to 10 minutes for any modal option, and includes delay time.
- Bicycle travel is now augmented by a variety of new modes that are personal, often human powered (active) but increasingly battery-electric. It is also supported by the increasing presence of bike sharing.
- Vehicular travel to transit is also augmented by technology and the potential of battery electric vehicles. Careful development of strategies is needed to support vehicular FLM so as not to increase vehicular primary trips.
- Transit FLM is also augmented by autonomous technology and battery electric propulsion.

An implementation plan for the FLM strategies is presented and case studies are analyzed to demonstrate how the toolbox of strategies can be implemented in the short and long term.



The South Dade Transitway, and specifically 211th Street Station, is one of the cases studied. The emphasis of this case study is to improve the pathway from the perspective of access, and therefore, the primary emphasis is on pedestrian travel initially. A GIS-based Accessibility Model is used to estimate the destinations reachable by a given set of origins in a given travel time. The cumulative number of jobs and population that are accessible to the South Dade Civic Center centroid were calculated and categorized by walk times. The analysis emphasizes how lack of elements such as sidewalks directly impacts the number of people who have or lack access to the transit corridor.

3 Stakeholder Input

Stakeholder Outreach

Outreach efforts were undertaken through the duration of the study to better understand the local travel behavior patterns, and preferences for mobility improvement investments for the SW 244th Street mobility and neighboring communities. While the COVID-19 pandemic certainly presented challenges to actively engage the community, various approaches were undertaken to engage the community and obtain public and stakeholder input to overcome these limitations.

The outreach efforts applied for the SW 244th Mobility Hub Study include an establishment of a Study Advisory Committee, the development and administration of a travel preferences survey as well as efforts to obtain input from adjacent activity centers located throughout the Study Area. Furthermore, the input obtained during the course of the study proved to be invaluable and facilitated the development of recommendations and the preparation of an implementation plan.

An overview of each of the different types of public and stakeholder engagement methods is provided.

Study Advisory Group (SAG)

Members

A SAG was assembled with the assistance of the Miami-Dade TPO to include various public and private stakeholders. Representatives from the following organizations participated on the SAG throughout the duration of the mobility hub study include the following:

- Miami-Dade Transportation Planning Organization (TPO)
- Florida Department of Transportation (FDOT)
- Miami-Dade Department of Transportation & Public Works (DPTW)
- Miami-Dade Regulatory and Economic Resources (RER)
- Naranja Community Redevelopment Agency (CRA)
- Silver Palms - Somerset Schools
- Redland Market Village
- Kimley-Horn and Associates

The SAG convened at different stages throughout the development of this plan to share their vision for the area, provide local knowledge regarding future developments in the area, examine existing conditions, and discuss the proposed recommendations. In addition, the SAG was essential to the distribution and dissemination of the Transportation Preferences Survey.

Transportation Preferences Survey

A survey instrument was designed to capture existing travel patterns as well as transportation concerns and preferences of the local community. The input received served to guide the recommendations presented in **Chapter 5**. The following pages detail the survey distribution methods utilized and summarize the results obtained.

Survey Promotion and Distribution

Versions of the Transportation Preferences Survey were made available through the online platform SurveyMonkey in English, Spanish and Creole. The survey remained open between April and November 2020. It should be noted that the survey was administered in the midst of the COVID-19 Pandemic.

To effectively direct the public to the website, several outreach materials were produced and distributed, as detailed below.

Poster Boards

Poster Boards in English, Spanish, and Creole were created and displayed at multiple bus stops throughout the study area to provide a project overview and promote the outreach effort. The locations where these boards were installed, listed below and shown in the map to the right, were chosen strategically to target local communities. Posters were displayed between September and November 2020.

- SW 200 ST & SW 112 CT
- SW 117 AV & SW 196 ST
- SW 197 ST & SW 114 AV
- SW 220 ST & SW 113 CT
- SW 112 AV & SW 211 ST
- SW 112 AV & SW 220 ST
- SW 112 AV & SW 248 ST
- SW 112 AV & SW 232 ST


OUTFRONT
Take Our Survey
Responda Nuestra Encuesta
Pran Sondaj Nou An
SW 244th Street (Princeton) Hub Mobility & Access Study
Project Overview
Purpose
Be Involved
Contact Us
Resumen Del Proyecto
Objetivo
Participe
Contactenos
Apèsi Sou Projè
Objektif
Patisipe
Kontakte Nou
Miami-Dade TPO
305-375-4507
Scan Me!

Fact Sheets

Fact Sheets summarizing the purpose of this study and encourage public input were distributed to SAG members, and consequently to the public through Through emails and posting on the Miami-Dade TPO webpage. To further the extent of this effort, the fact sheet were also produced in Spanish and Creole.

Mail-In Surveys

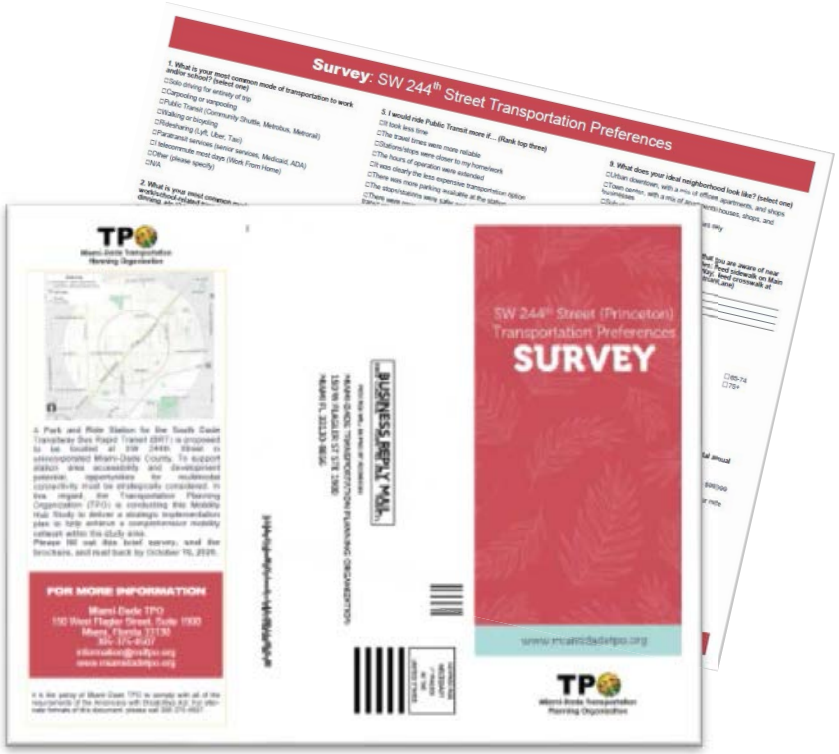
In addition to the online transportation preference surveys, paper versions of these surveys were also produced to reach populations with limited web access. The resulting tri-fold surveys were distributed with pre-paid postage to key locations throughout the area such as the Redland Market Village, South Dade Regional Library and Naranja Library.

Fact Sheet Design

Mail-In Survey Distribution

Location	English	Spanish	Creole
Redland Market Village	200	200	200
South Dade Regional Library	100	100	100
Naranja Library	50	50	50

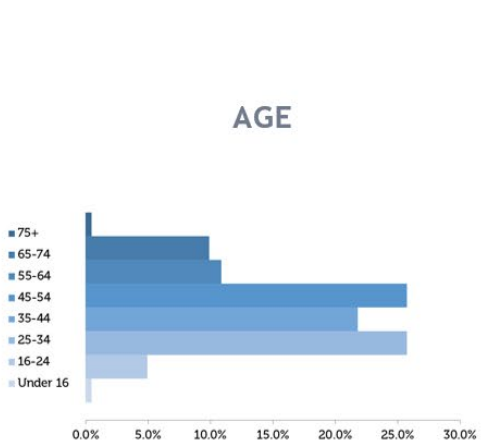
Mail-In Survey Instrument



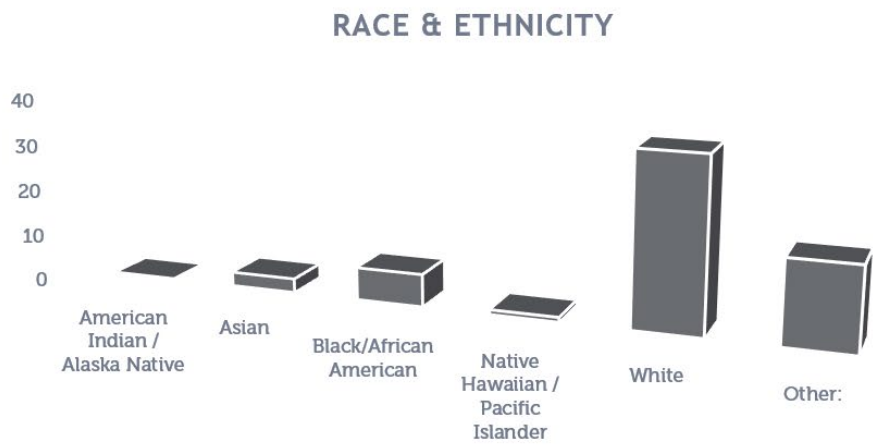
Transportation Preference Survey Results

This section presents a summary of the responses received for the Transportation Preferences Survey and provides an analysis of the results. Two hundred and one responses were received throughout the survey. More than three quarters of the surveys received were in Spanish. The graphics below depict the sociodemographic profile of respondents, according to self-reported characteristics such as age, ethnicity, and household income. The sample group has characteristics similar to those found throughout the study area according to the Sociodemographic Profile presented in **Chapter 5**.

RESPONDENTS PROFILE

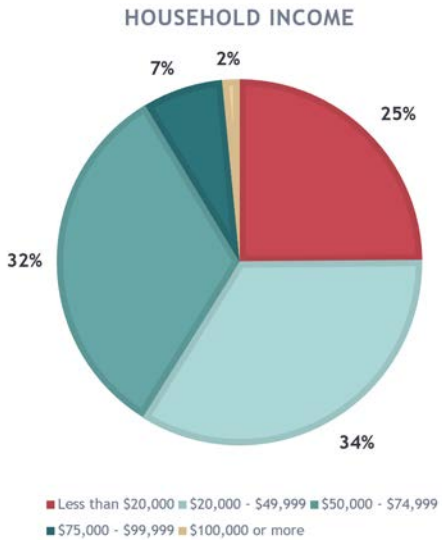


» Median Age Group: 35-44 years old



» 90% Hispanic or Latino

» 77% of survey responses in Spanish



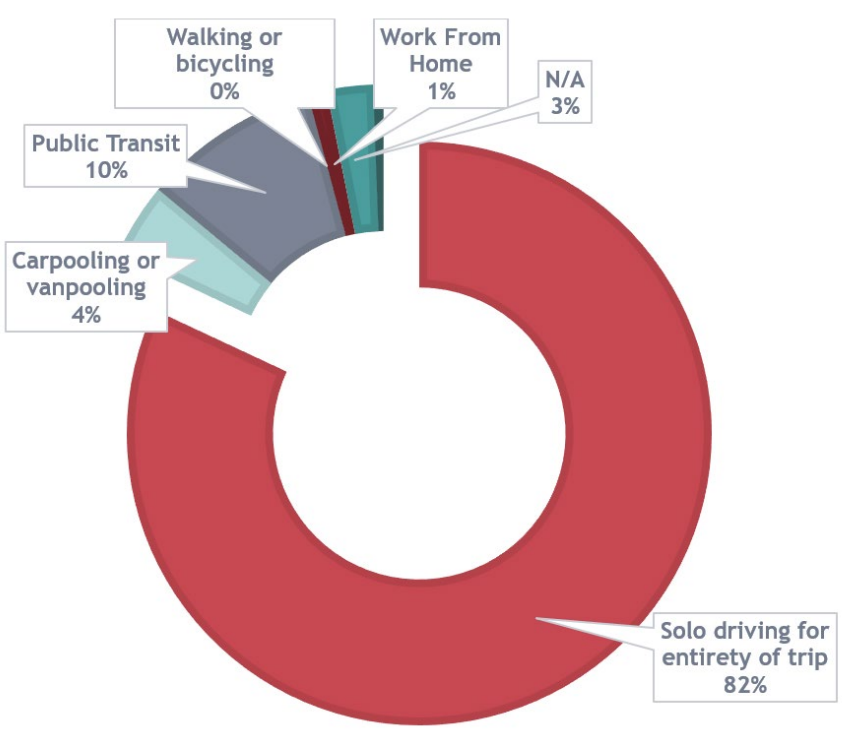
» Median household income range: $20,000 - $49,999

What Residents Had To Say...

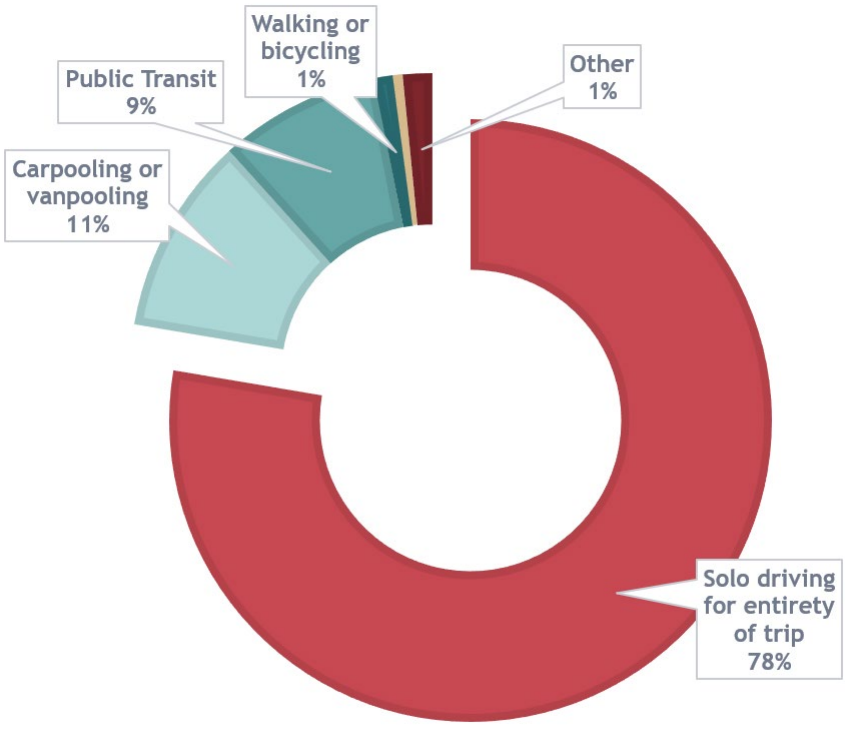
- *"We need a hub with more security, parking, connecting bus stops, scooters, sidewalks and bike lanes."*
- *"The bike path along the busway is not maintained."*
- *"Needs sidewalks, better decoration, illumination, cyclist ways."*
- *"Make the street feels like a part of a habitable city not like a landing track."*
- *"Bathrooms are needed to keep people from using the back of the station as a bathroom."*
- *"Provide safe access points and points of interest such as shopping."*

What is your most common mode of transportation?

Respondants were asked to rank their most common mode of transportation for commuting and non-commuting trips to sample existing modal share patterns in the area. In line with historical countywide data, the predominant mode of transportation for all trips is driving solo for the entirety of the trip. Nonetheless, about 10% of trips were completed by transit, signaling high rates of transit dependency in the area. Carpooling also spikes for non-work related trips (11%). A small fraction of respondents reported walking and bicycling for recreational trips, while none reported using this mode to complete commuting trips.



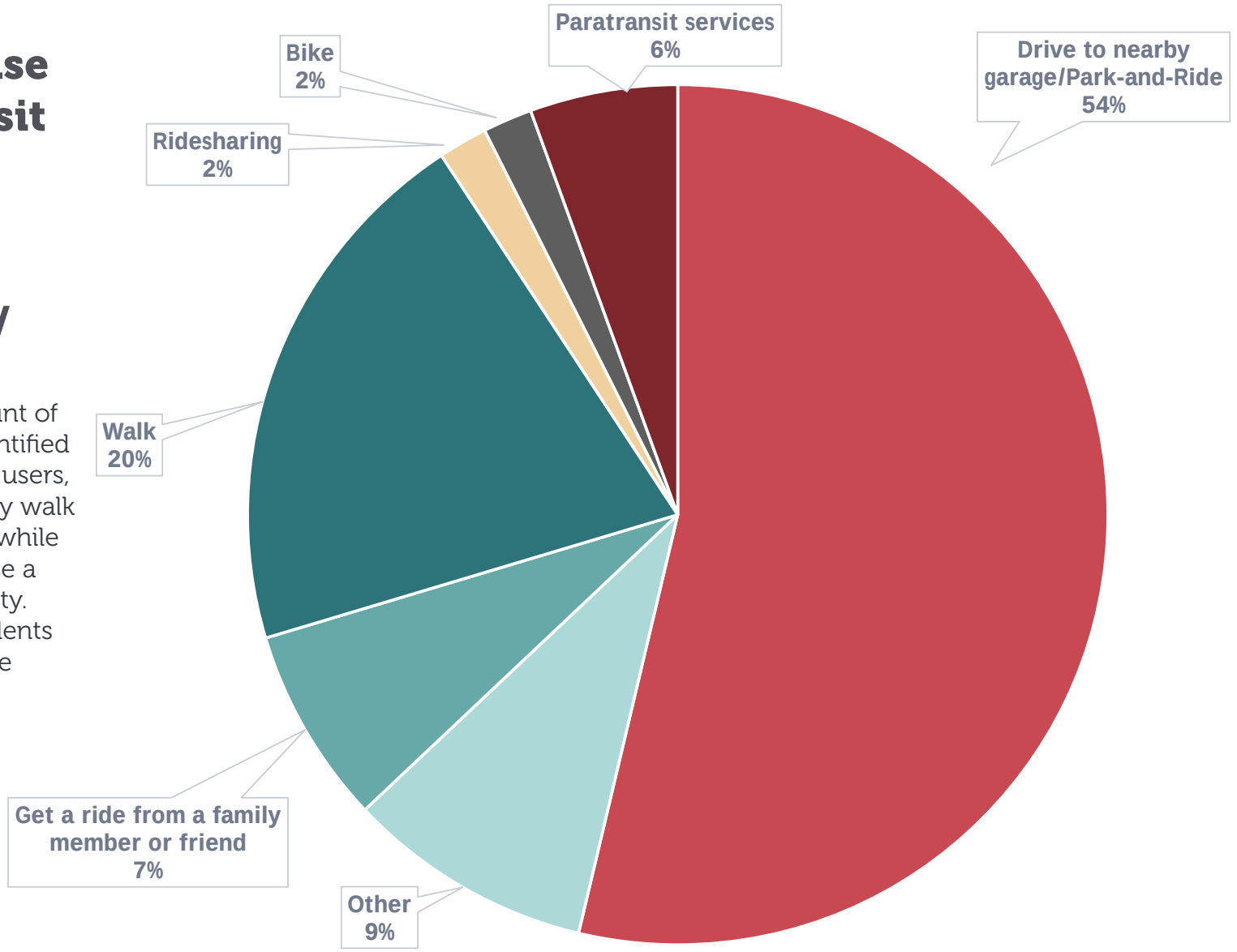
Work Trips



Non-Work Trips

When you use Public Transit how do you normally access your transit stop/ station?

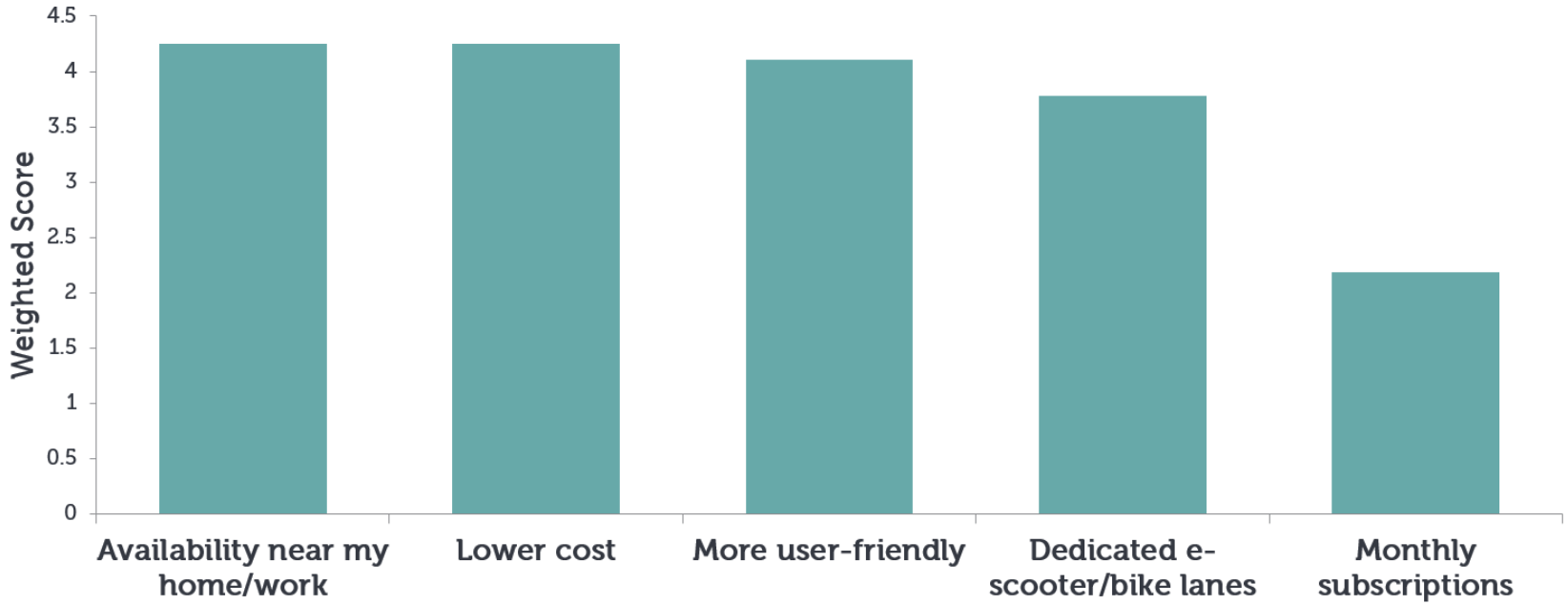
Out of the total amount of respondents who identified themselves as transit-users, 20% said they typically walk to access the station while approximately 15% use a form of shared mobility. About half of respondents reported driving to the station.



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

(Rank 1-5, where 5 is your most preferred and 1 is your least preferred)

As micromobility and microtransit become increasingly popular choices for completing first and last mile trips, the respondents were asked to rank what would make this mode of transportation more appealing to them. Factors relating to availability, cost, user-friendliness, and existence of dedicated infrastructure ranked fairly similarly across the spectrum of responses.



I would ride Public Transit more if...

(Rank top three)

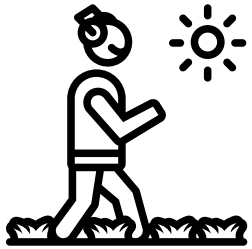
1. The stops/stations were safer and cleaner (63%)
2. It took less time (20%)
3. Stations/stops were closer to my home/work (5%)

Other options receiving fewer votes included:

- The travel times were more reliable
- The hours of operation were extended
- It was clearly the less expensive transportation option
- There was more parking available at the station
- There were more options to get from my home or destination to the transit stop/station

I would walk and bike more if...

(Rank top three)



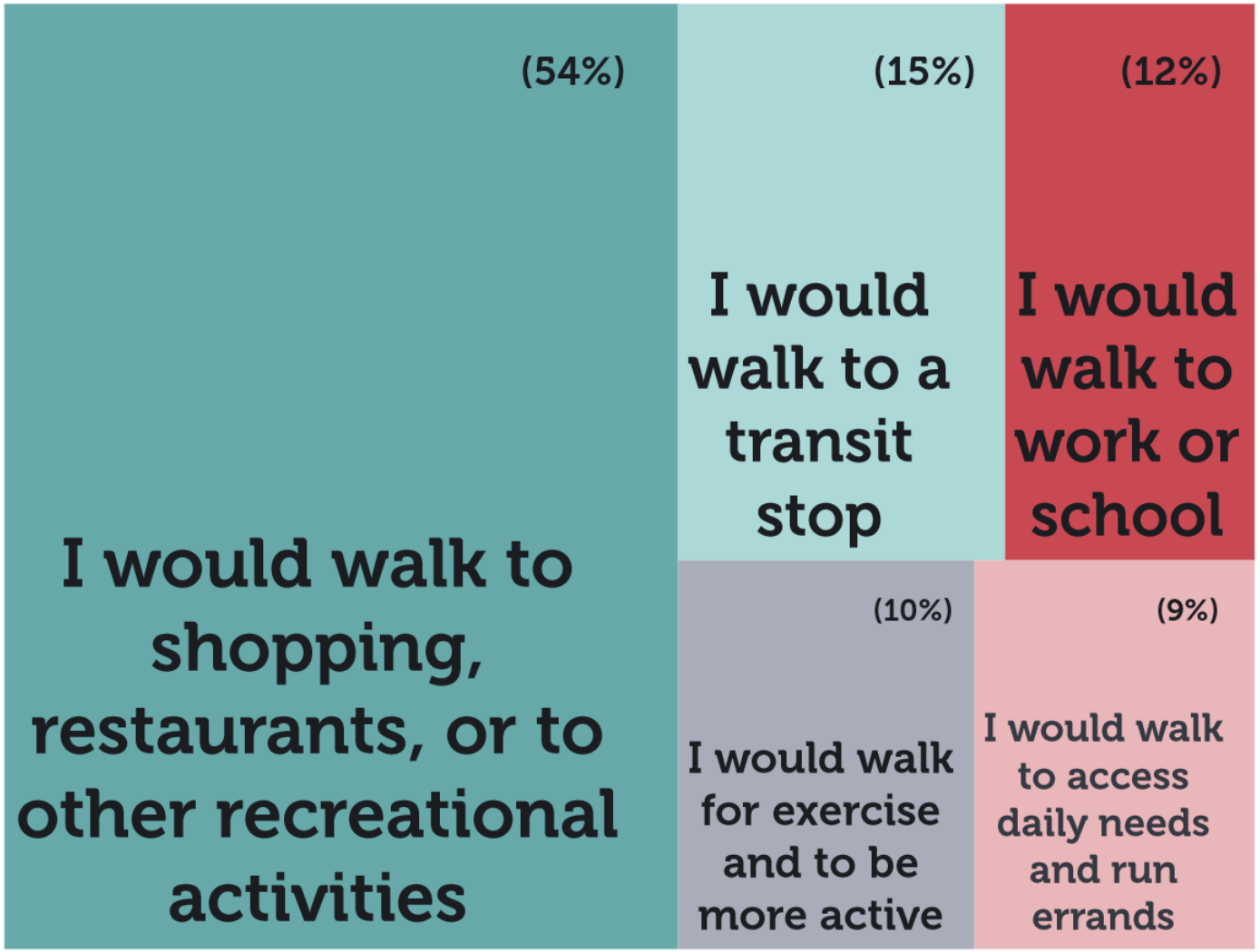
1. There was more walking/bicycle infrastructure in my neighborhood (49%)
2. There were more destinations available within a 15-minute walk/bike ride of my house (23%)
3. It was safer/more secure (15%)

Other options receiving fewer votes included:

- There was less/slower traffic in nearby streets
- Trees gave more shade to the sidewalks/bicycle lanes
- There were many interesting things to look at while walking in my neighborhood
- There were end-of-trip facilities such as lockers or showers available at my destination
- More people did it

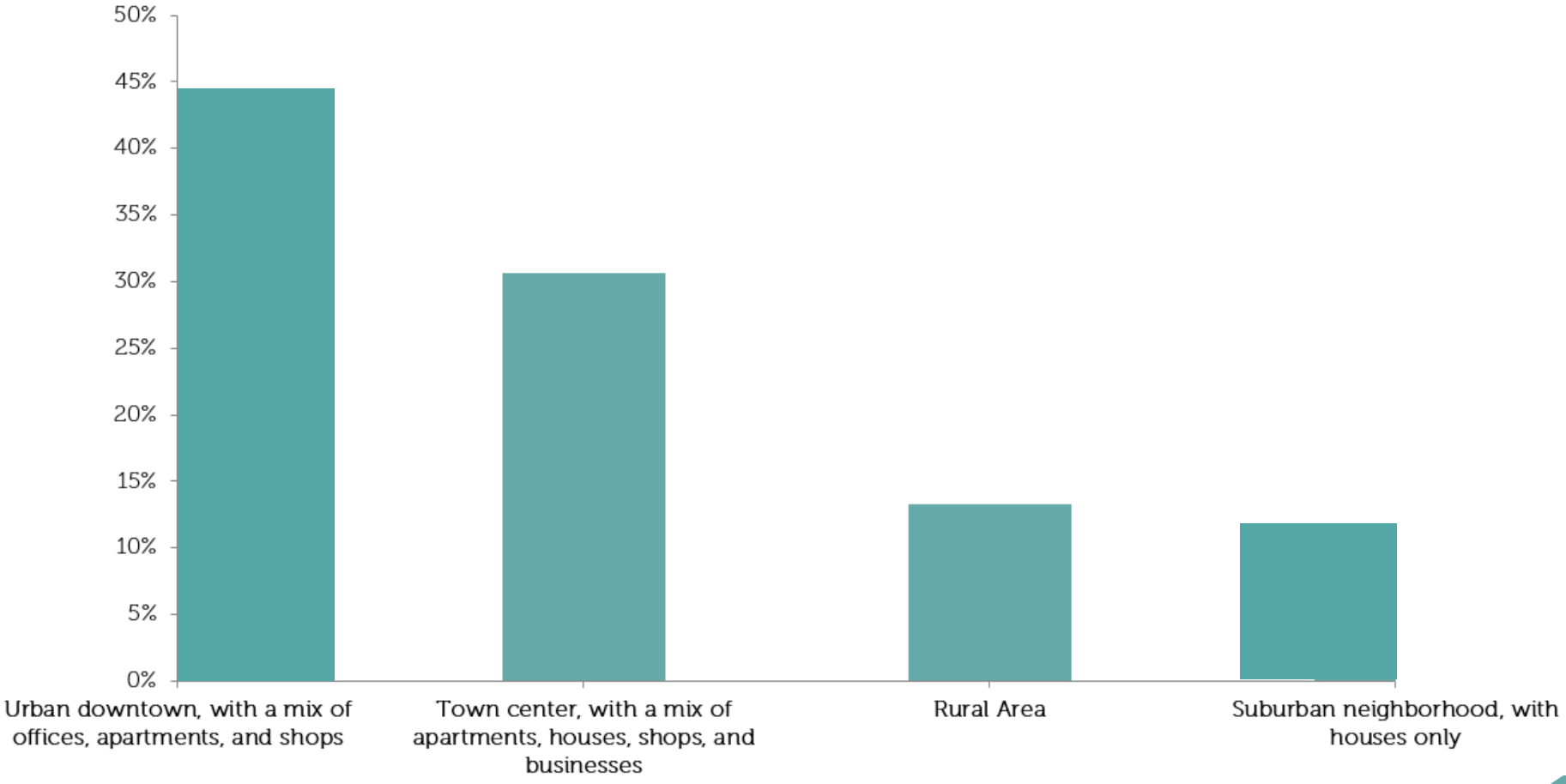
Where would you like to walk if you lived or currently live in a walkable community?

Most people reported a preference for walking for recreational purposes to commercial sites and open spaces. Another 15% reported they would walk to a transit stop, presumably to access some other regional destination.



What does your ideal neighborhood look like?

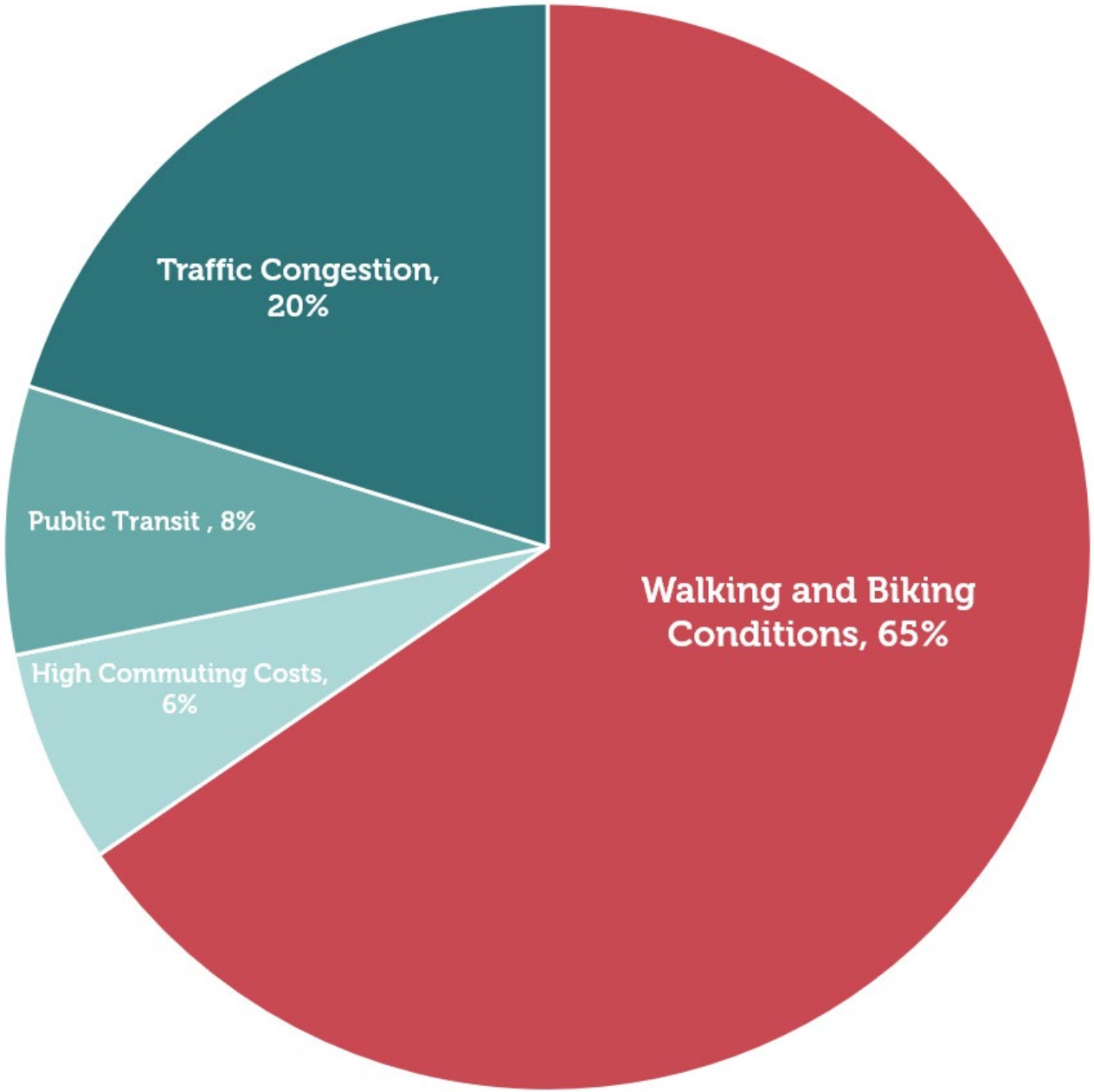
When asked what their ideal neighborhood looked like, most people prefered a combination of uses and housing options either in an urban downtown or town center type of community.



What are your top concerns about transportation in SW 244 Street (Princeton)?

Nearly two thirds of participants ranked "walking and biking conditions" as their top concern regarding transportation in the Princeton neighborhood.

Traffic congestion ranked second with a more modest 20% of responses.



Transportation Preference Survey Conclusions

The intent of the Transportation Preferences Survey was to capture sample data on existing travel patterns and understand the desires and needs of the community. A majority of the people interviewed reported driving to the existing Busway stop at SW 244th Street, and very minimal walking or bicycling for all trip purposes. Nonetheless, many respondents expressed a desire for increasing the number of trips completed by these last two modes, should the infrastructure be improved to provide better connectivity while making this activity safer and more secure. It can be extrapolated that a shift in modal share can be expected should walking and biking conditions be improved throughout the area. A desire for walkable urbanized development was also made evident from survey responses. Write-in comments noted a need for increased lighting, bathroom facilities, and enhanced maintenance within the station stop.

4 CHALLENGES AND OPPORTUNITIES

Accessibility and Connectivity

This study aims to prepare the Princeton Station community for the successful introduction of rapid transit. The recommendations provided in **Chapter 5** were formulated in response to the accessibility and connectivity challenges and opportunities found in the station area.

Accessibility evaluates the ability of all residents to access and benefit from public spaces, services and transportation investment strategies regardless of ability, age, race, gender, sexual orientation or any other defining characteristic. Accordingly, connectivity evaluates the ability of people to access the entire city through a variety of transportation options.

This chapter assesses existing multimodal connectivity and accessibility conditions for SW 244th Street Princeton BRT Station with the neighboring developments and surrounding communities. The analysis is based upon the collection of available data and field observations of mobility options and connectivity infrastructure. The information on the following pages provides an overview of the project limits as well as identifies challenges and opportunities to be addressed through the development of recommendations that will lead to the preparation of an implementation plan.

Mobility Hub Typology

Not all mobility hubs serve the same function within the transportation system. Rather, the planning and design of each mobility hub responds to existing local conditions, including demographics, travel patterns and urban form. Over time, as premium transit becomes more embedded in the community and Transit-Oriented Development (TOD) strategies begin to come to fruition, a hub may change its significance within the network thus changing typology. Moreover, as an area increases in population and ridership, the mode of transit and hub may evolve as a result.

The Florida Department of Transportation (FDOT) has issued extensive guidance on planning for the introduction of TOD in Florida. The Florida TOD Guidebook (2012) defines Mobility Hub Place Types based on Activity, Accessibility, and Community Context identifying three station typologies: Regional, Community, and Neighborhood Centers.

Previous studies and public outreach efforts - including station specific charettes conducted during the

Local stakeholders consulted during this study through a Study Advisory Group (SAG) discussed the significance of the Community Center typology and agreed upon it as the guiding vision for the SW 244th Street Mobility Hub.

The TOD Guidebook defines Community Centers as sub-regional or local centers of economic and community activity. Residential densities in Community Centers are typically lower than residential densities in Regional Centers, but there is a more balanced distribution between residential (45%) and employment uses. Block sizes, lot coverage, and development intensities and densities all tend to be moderate, and more intense and dense development is concentrated within walking distance of the hub. Parking is typically structured and located close to the transit station.

The table below shows the Station Area and Site Level Targets identified for Community Centers.

Regional Center

Community Center

Neighborhood Center

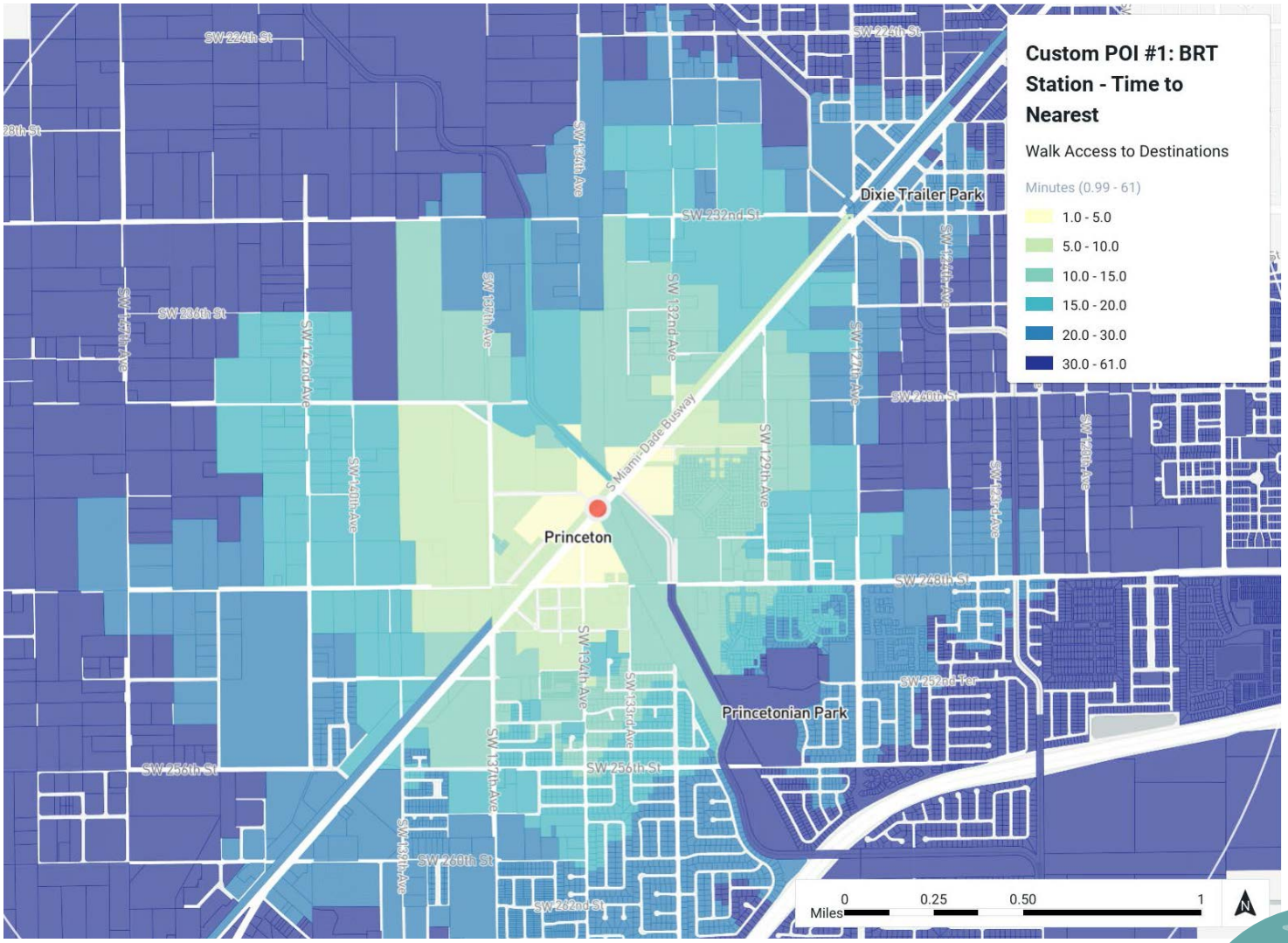
Transit Station Area Definition

A walking accessibility geospatial analysis was conducted to define three levels of proximity to the station area according to walking distance (**Map 2**).

Transit Core Area is defined by the 10-minute walk, roughly 1/4 of a mile from the station. Multimodal infrastructure to support walking is fundamental in this area.

The Transit Neighborhood refers to those areas extending up to a 20-mins walking distance away from the station. Since walking distance is considerably longer in the outskirts of the Transit Neighborhood, strategies to facilitate bicycling and shared mobility options to the station tend to have the most success.

The Transit Supportive Area is beyond the 20-mins walk from the station.

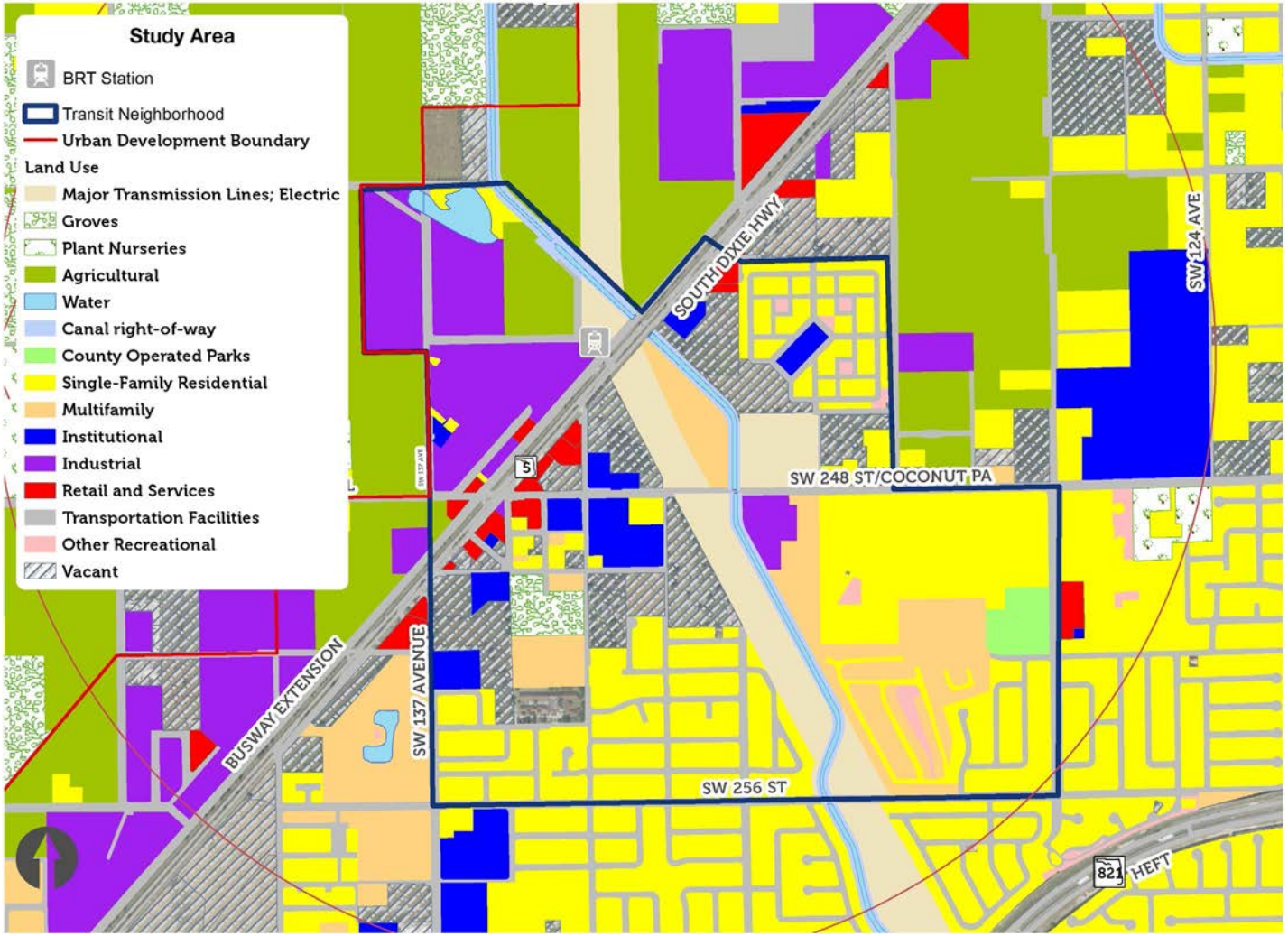


Map 2. Walk Accessibility to BRT Station

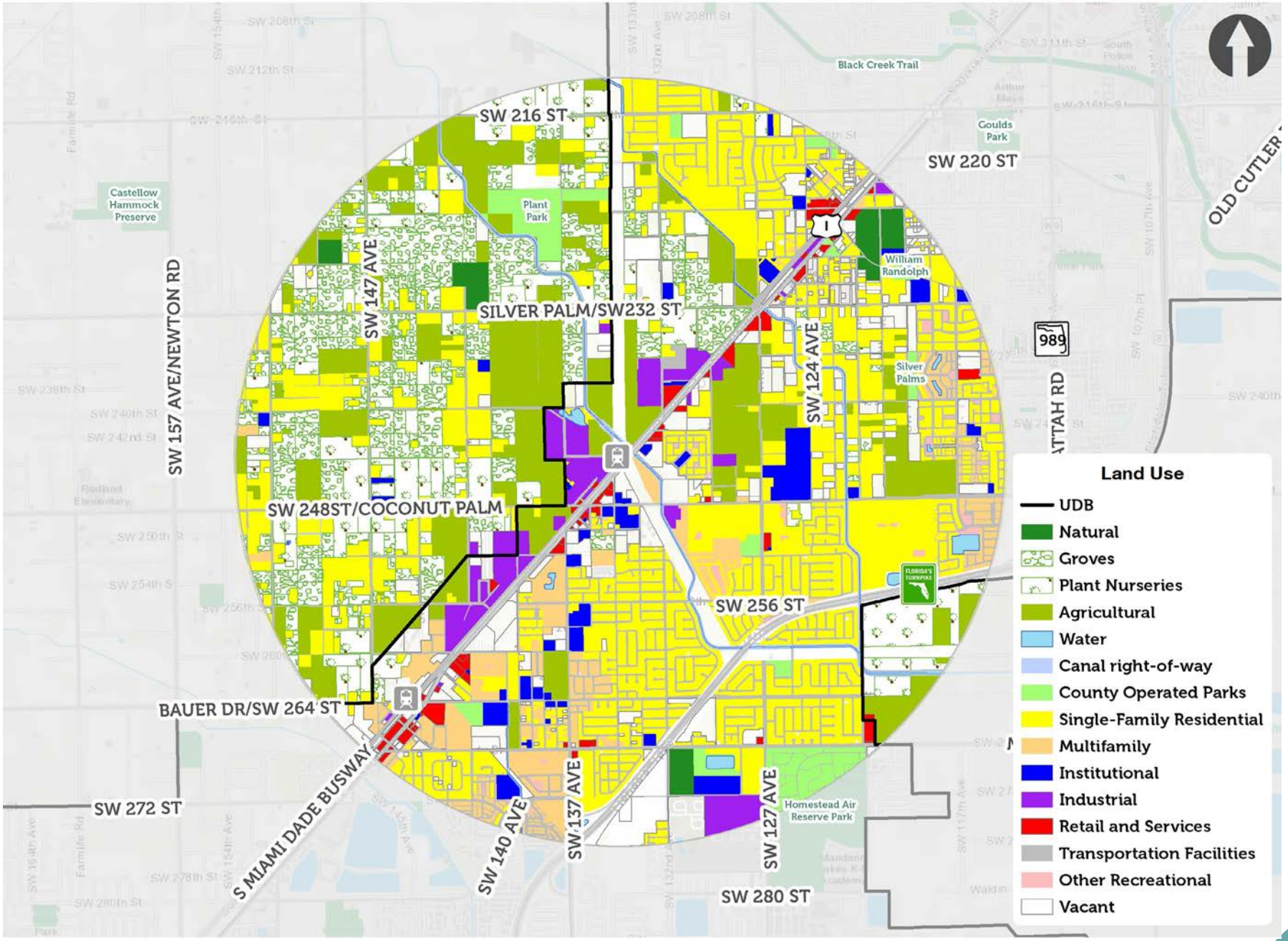
Land Use

The existing land use designation within the study area are shown in **Map 3 and 4**. The areas directly adjacent to the station are comprised primarily of industrial and agricultural uses, as well as a Florida Power & Light (FPL) utility easement that passes directly through the study area. Directly adjacent to US-1 on both sides of the roadway is a high concentration of industrial and retail/services. Single-family residential homes dominate the transit neighborhood east of the busway, with a scattering of multifamily housing. A number of vacant lots remain within the transit neighborhood.

A defining land use feature is the encroachment of the Urban Development Boundary (UDB) within the study area. Most of the development west of the Busway falls outside of the UDB, where most of the agricultural land is located as well as an abundance of vacant land in the form of groves and some more single-family residences. The boundary was adopted by the Board of County Commissioners (BCC) and it identifies the area where urban development may occur. The Department of Transportation and Public Works is precluded from operating transit services outside of the UDB.



Map 3. Land Use - Transit Neighborhood



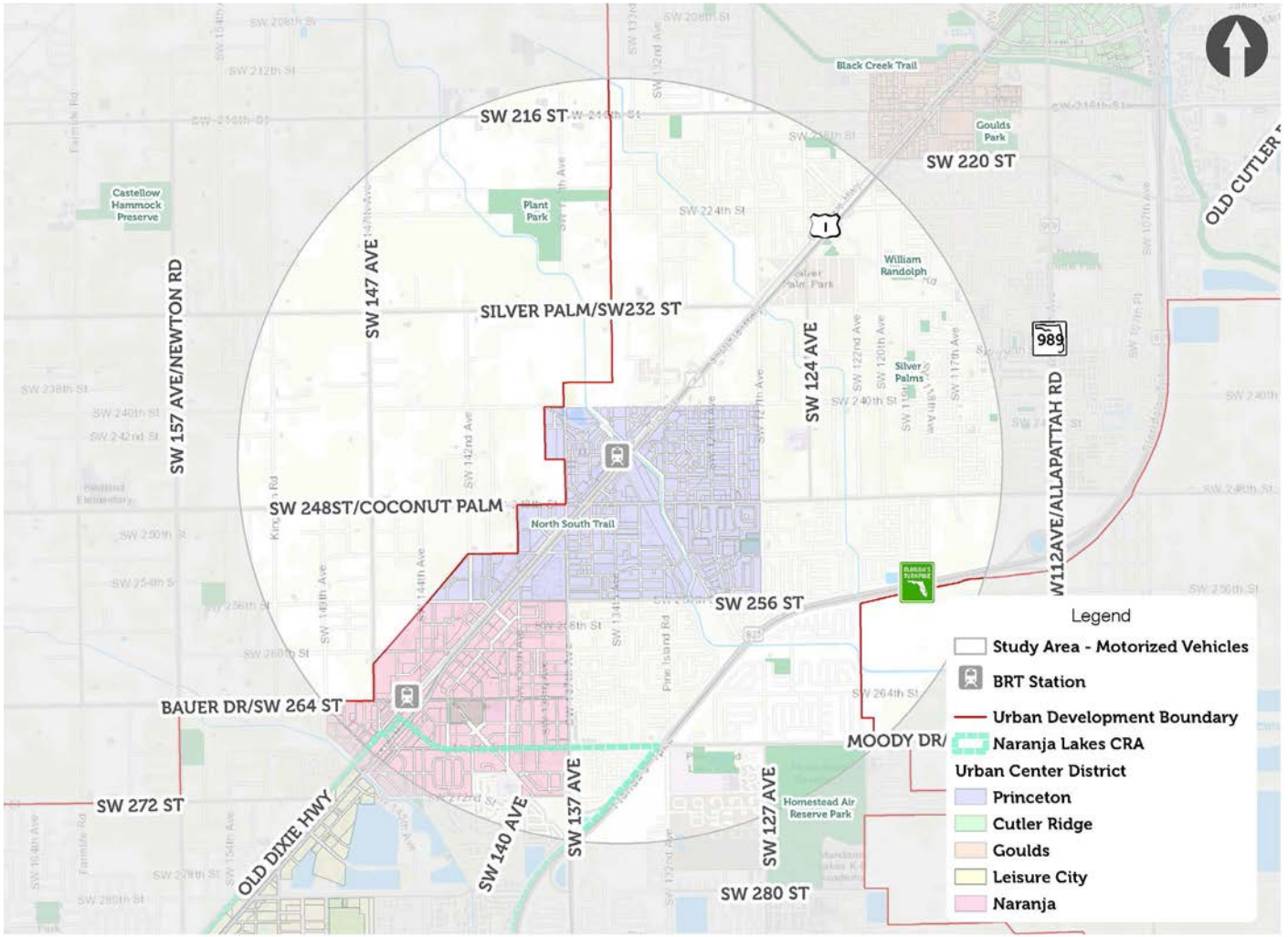
Map 4. Land Use - Study Area

Zoning

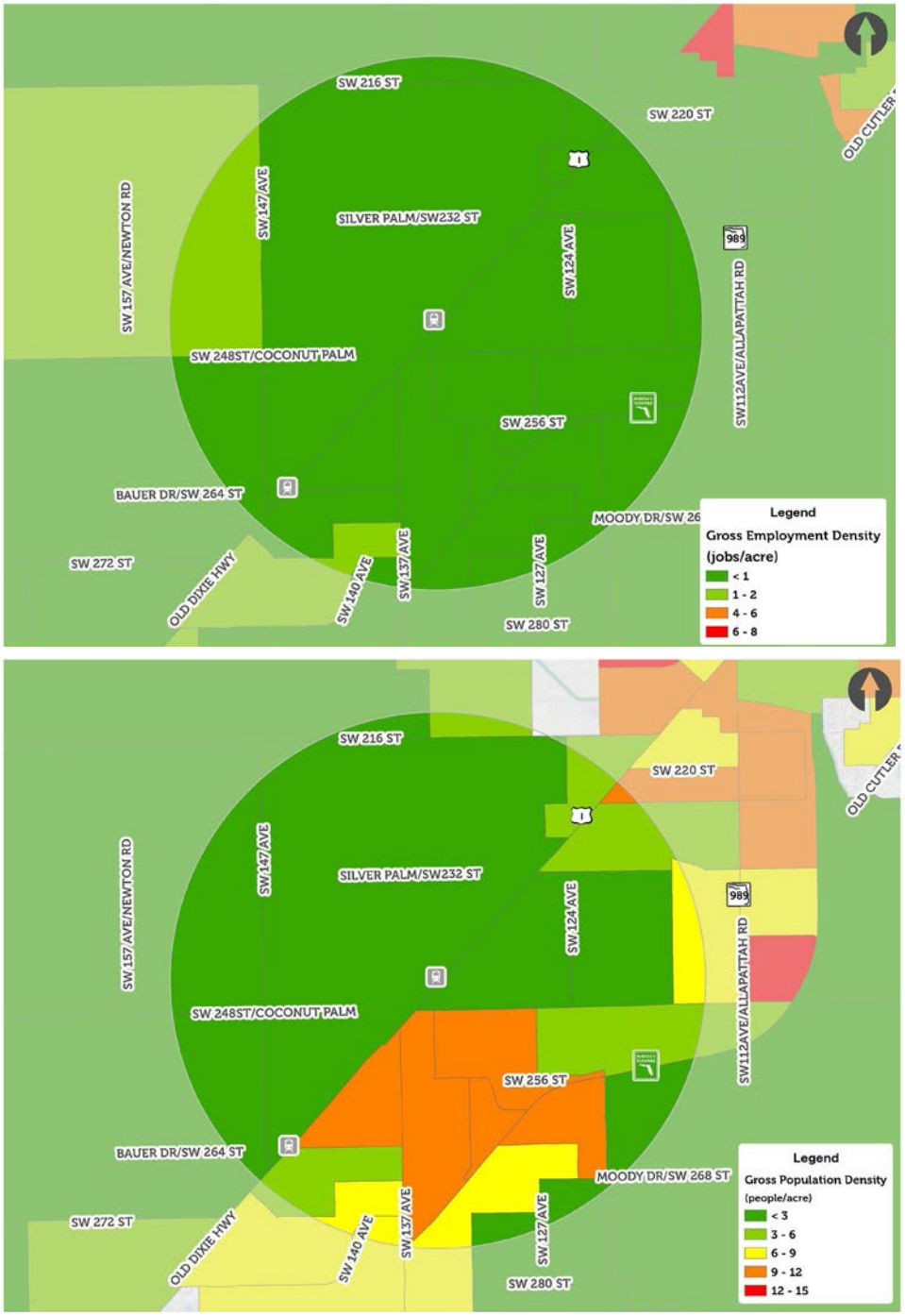
In addition to land use, there are two main zoning designations that impact the urban form and therefore mobility within the study area: Urban Center District (UCD) and Community Redevelopment Area (CRA) (**Map 5**).

UCDs are areas designated by the County's Comprehensive Plan to develop over time into multi-use districts characterized by high quality urban design. There are two primary UCDs within this study area: Princeton and Naranja. The area within the boundaries of an urban center is divided in three Sub-districts: Core, Center and Edge. The highest density and intensity within an urban center shall be allocated to the Core Sub-districts, a mixed-use area adjacent to the transit station.

The northern tip of the Naranja Lakes Community Redevelopment Agency (CRA) is also in within the study boundaries. The CRA was created in 2002, and expanded north in 2018. The CRA is an urban initiative with the purpose of stimulating and guiding the redevelopment of the Naranja Lakes area creating better neighborhoods to live, work and play.



Map 5. Zoning



Map 6. Population and Employment Density

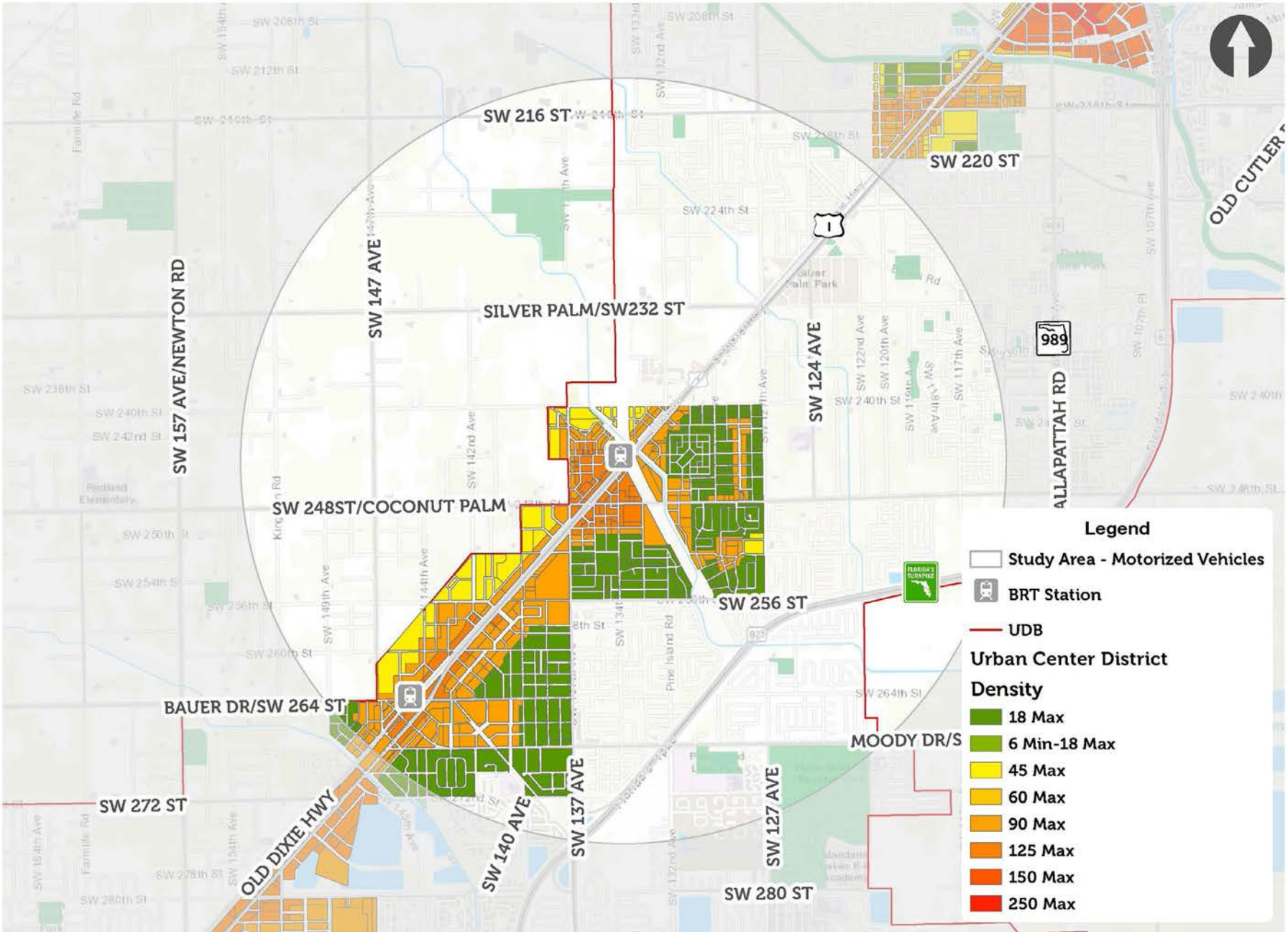
Density

There is no direct correlation between employment density and population density within the study area according to data collected in the 2010 census (**Map 6**). A steady value of less than 2 jobs per acre is seen throughout the majority of the area. Employment opportunites are available within the commercial, retail, industrial, and institutional sectors. Redland Market Village, which is directly adjacent to the proposed station is a significant jobs generator expected to continue to grow according to existing redevelopment and expansion plans.

The population within the area - including mid-rise residential communities - is concentrated east of the Busway/US-1, and correlates with the established UCDs. West of the UDB, the development pattern is composed of mainly lower density single-family neighborhoods. Northeast of the study area there is a high concentration of jobs and population, both stemming from US-1.

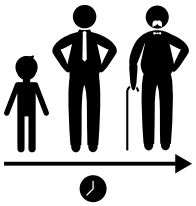
Due to the UCD designation, the allowed maximum densities near the transit station are considerably higher than presently observed, with a maximum of 150x in the transit core area (**Map 7**).

Development opportunities are abundant in the study area given the maximum allowed densities and number of existing vacant lots.



Map 7. UCD Maximum Allowed Densities

Socioeconomic
Quick Facts

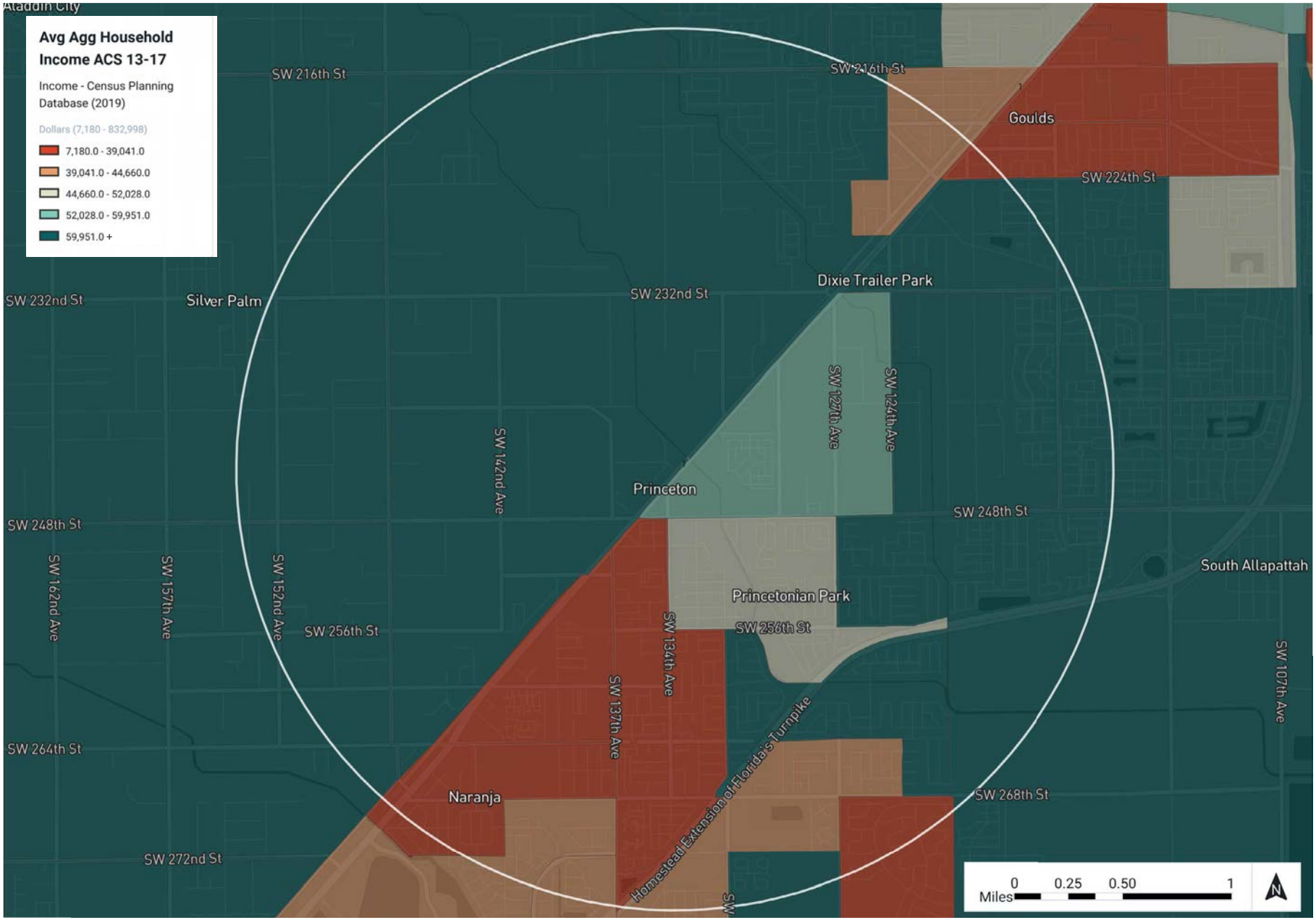


Median Age
32

Cars per Household
1.6

Home Ownership Rate
56.3%

Median Property Value
$193,700



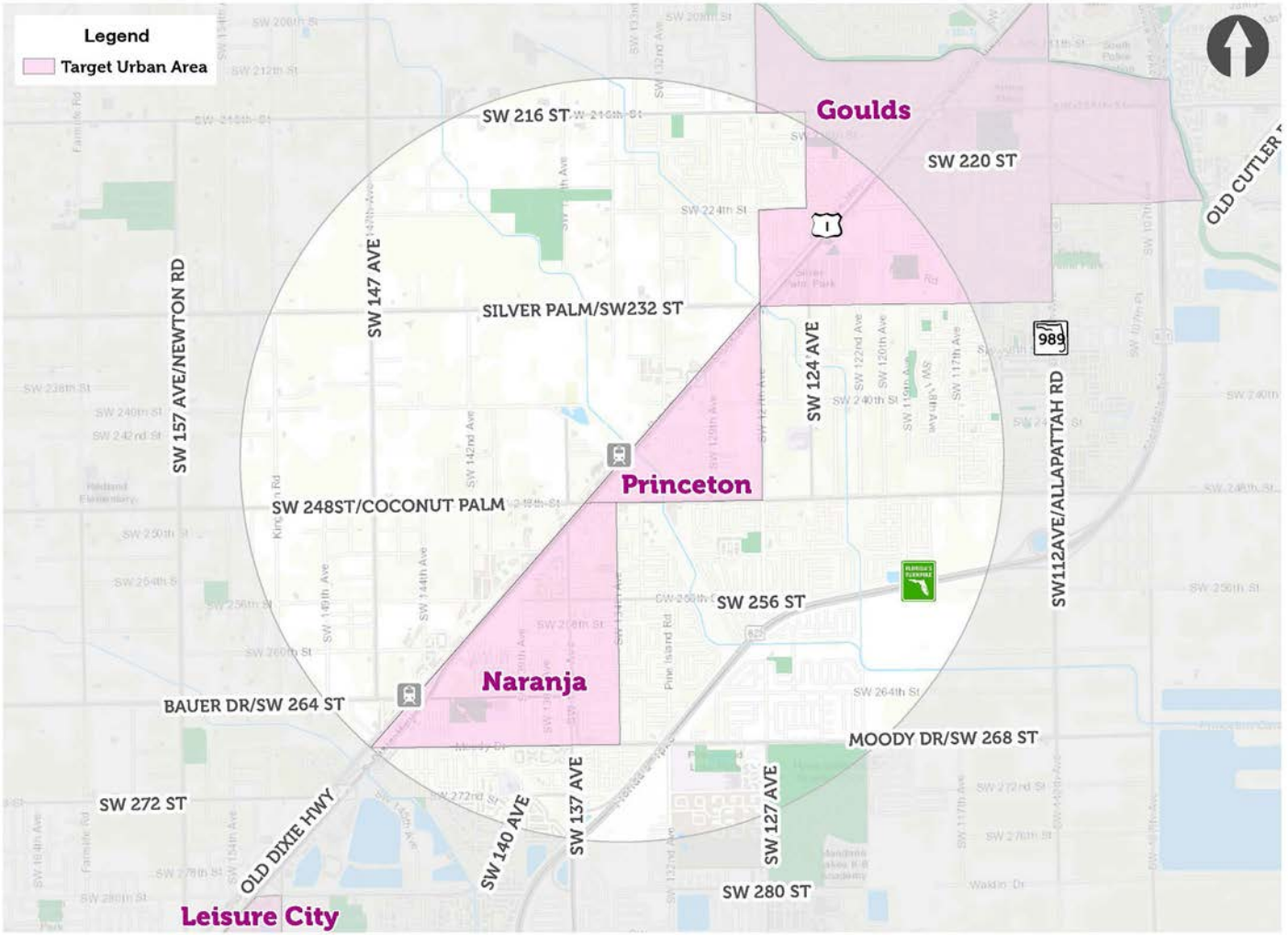
Map 8. Average Household Income

There is a significant divide in average household income east and west of the busway as evident in **Map 8.**

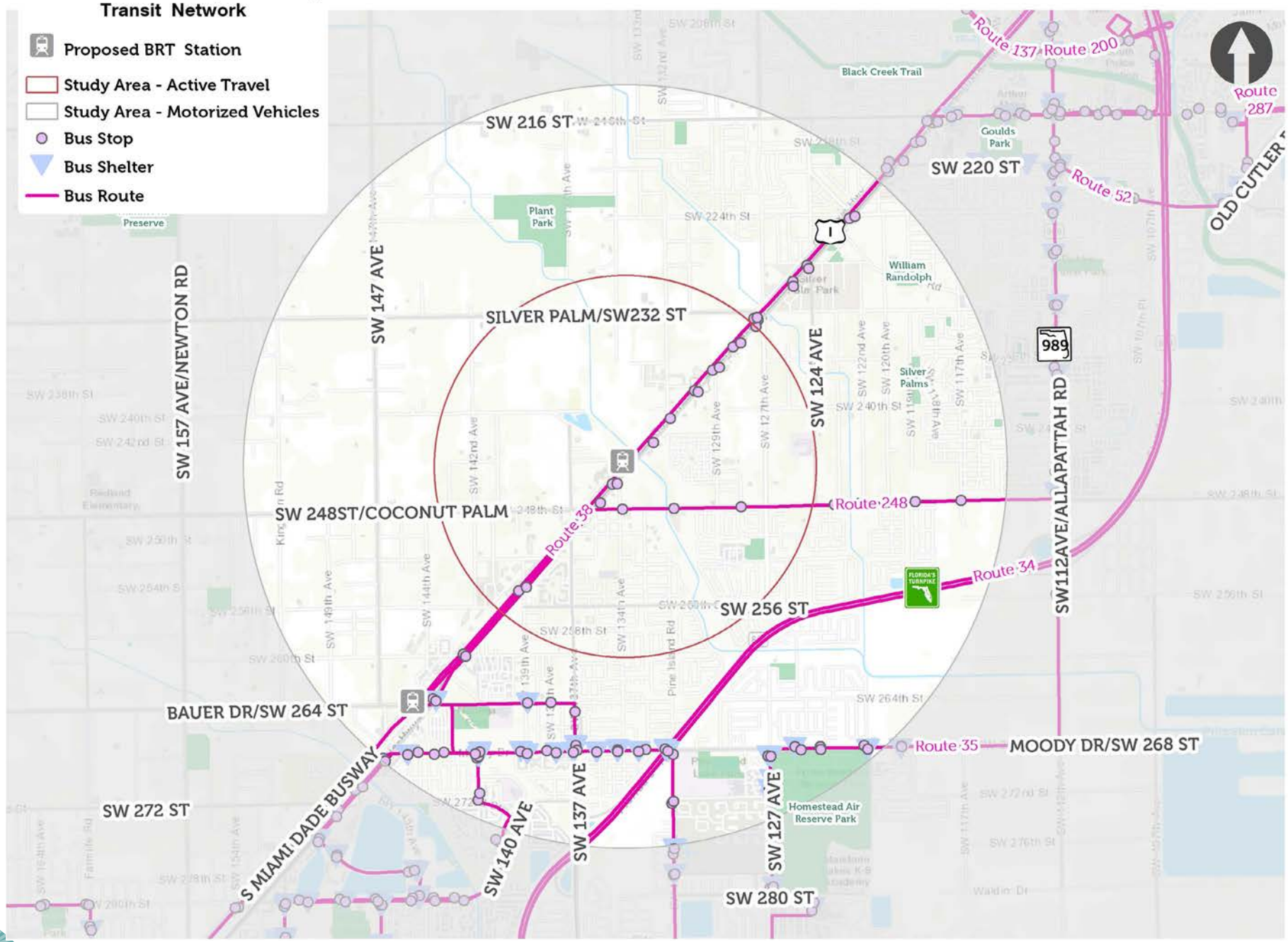
There are three Target Urban Areas (TUAs) parallel to the Transitway in this area, as seen in **Map 9**. These are the Princeton, Goulds, and Naranja TUA as identified by Miami-Dade County's Economic Development Fund, which is funded from the voter-approved Building Better Communities General Obligation Bond.

These areas consist of predominantly low-income and depressed areas. A dedicated funding source exists to spur economic development that attracts major new business to the community and creates high-impact jobs.

The Economic Development Fund allots $75 million for countywide projects, and may reimburse up to $15 million per project for public infrastructure improvements in these areas such as road construction and water and sewer lines, among others.



Map 9. Target Urban Areas



Map 10. Existing Transit Network

Multimodal Network

Transit Network

The two primary Metrobus routes that operate within the area are Route 248 Princeton Circulator and Route 38 Busway MAX **(Map 10)**. The Princeton Circulator operates with a 60 minutes headway, weekdays from 6:00 AM to 8:00 PM. Route 38 operates 24 hours a day, 7 days a week. The majority of bus stops within the study area lack shelters.

Metrobus regular fare is $2.25 and the discounted rate is $1.10. The Transportation Disadvantaged Program provides EASY Cards to homeless, children and families at risk, vocational training, and rehabilitation residents.

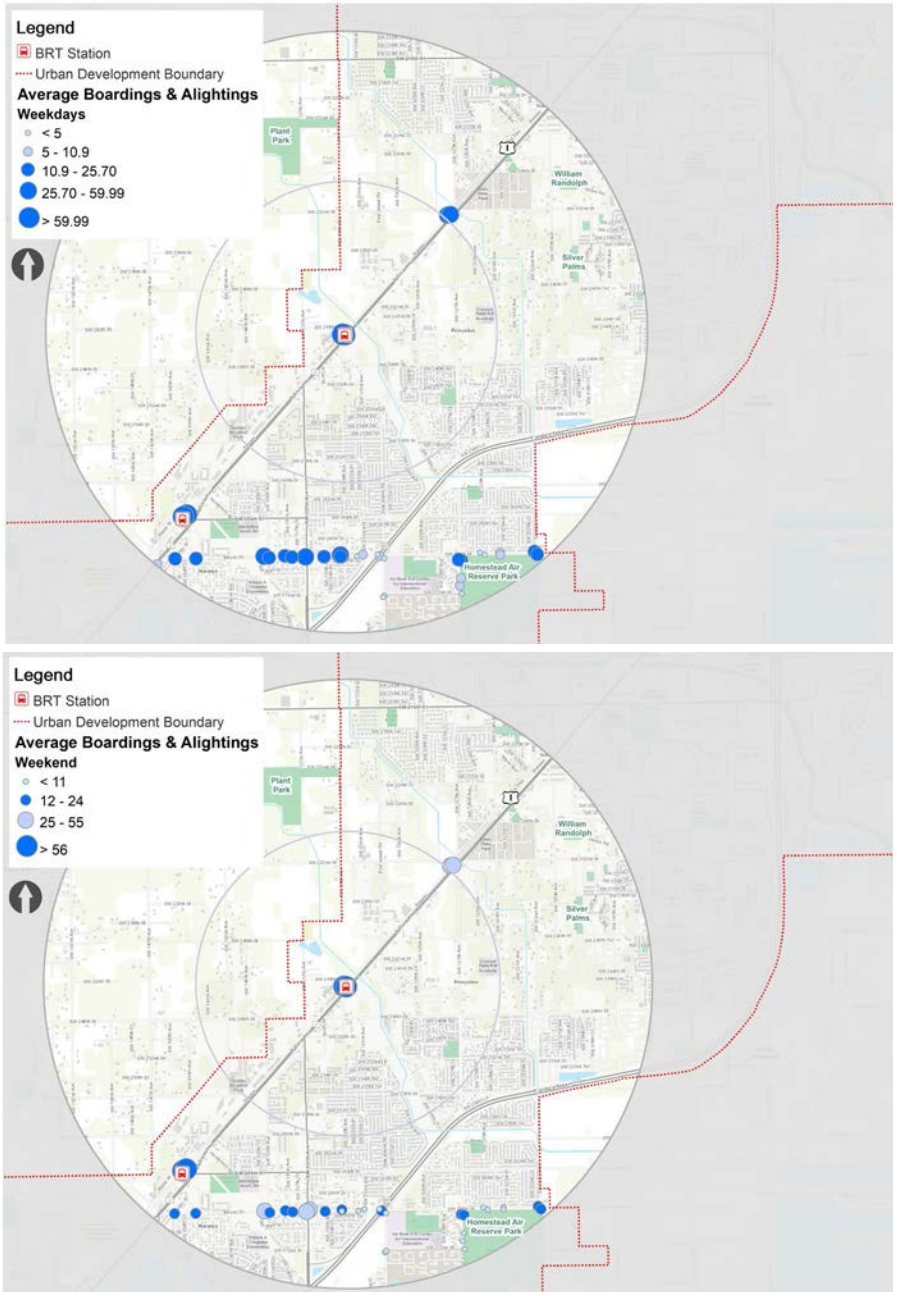
The SW 244th Street (Princeton) Station area lies wholly within unincorporated Miami-Dade County. A Park-and-Ride facility exists at this location, with capacity for 217 vehicles.

Sample Travel Data – Ridership

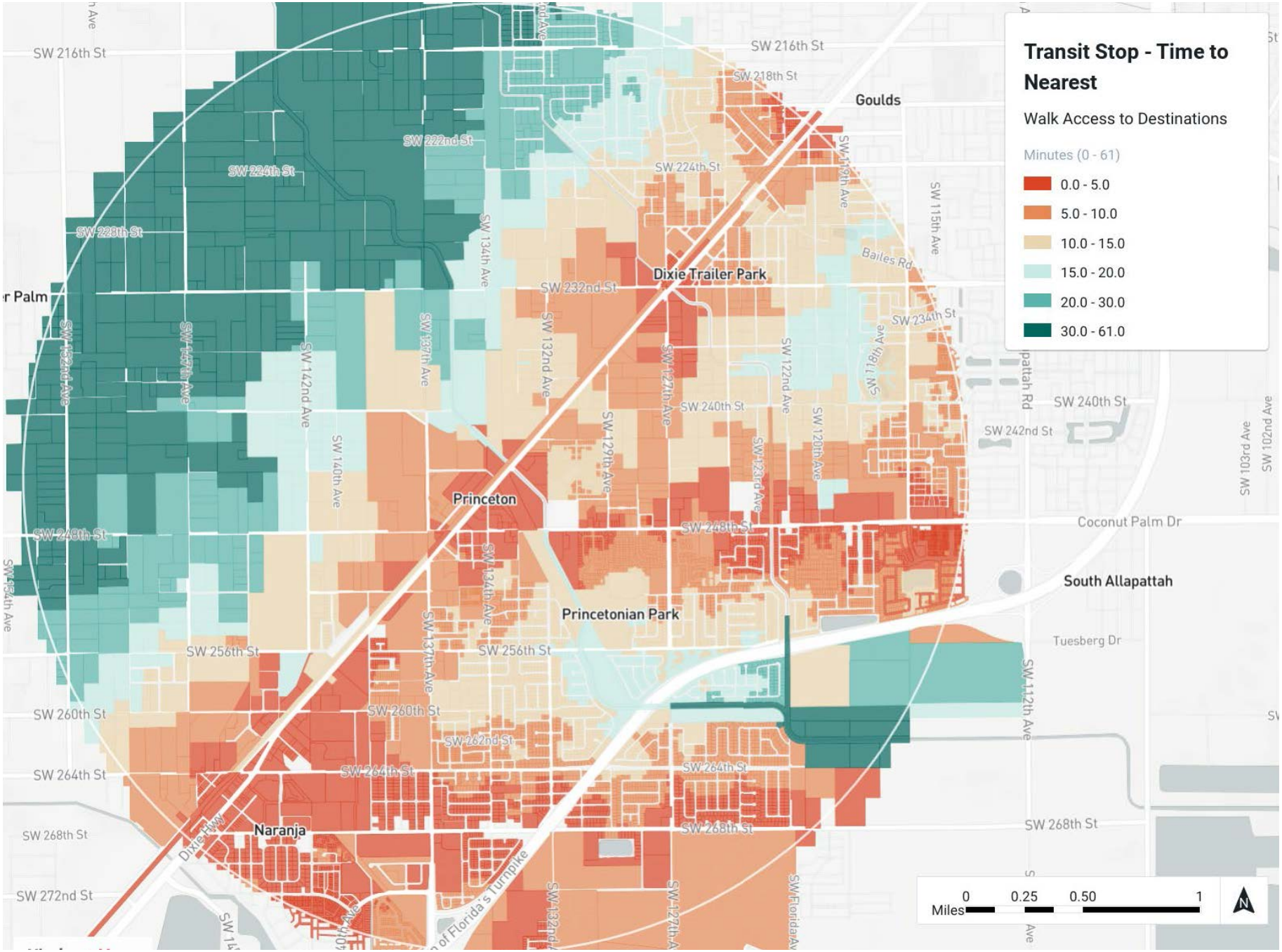
An analysis of boardings and alighting was conducted using sample data for a three months period (March-June) in 2018 for the average weekday and weekend **(Map 11)**. Higher ridership is observed at the two proposed BRT stations within the study area. Significant activity also occurs at SW 232nd Street and along SW 268th Street.

Walk Access to Transit

Map 12 shows the distance in minutes required to walk from any given parcel in the study area to the nearest transit stop. As expected, the area outside the UDB has much longer walking times than those areas within it. Moreover, walking time to transit may be improved throughout the Transit Neighborhood by enhancing the multimodal connections to the stops.



Map 11. Weekday and Weekend Ridership

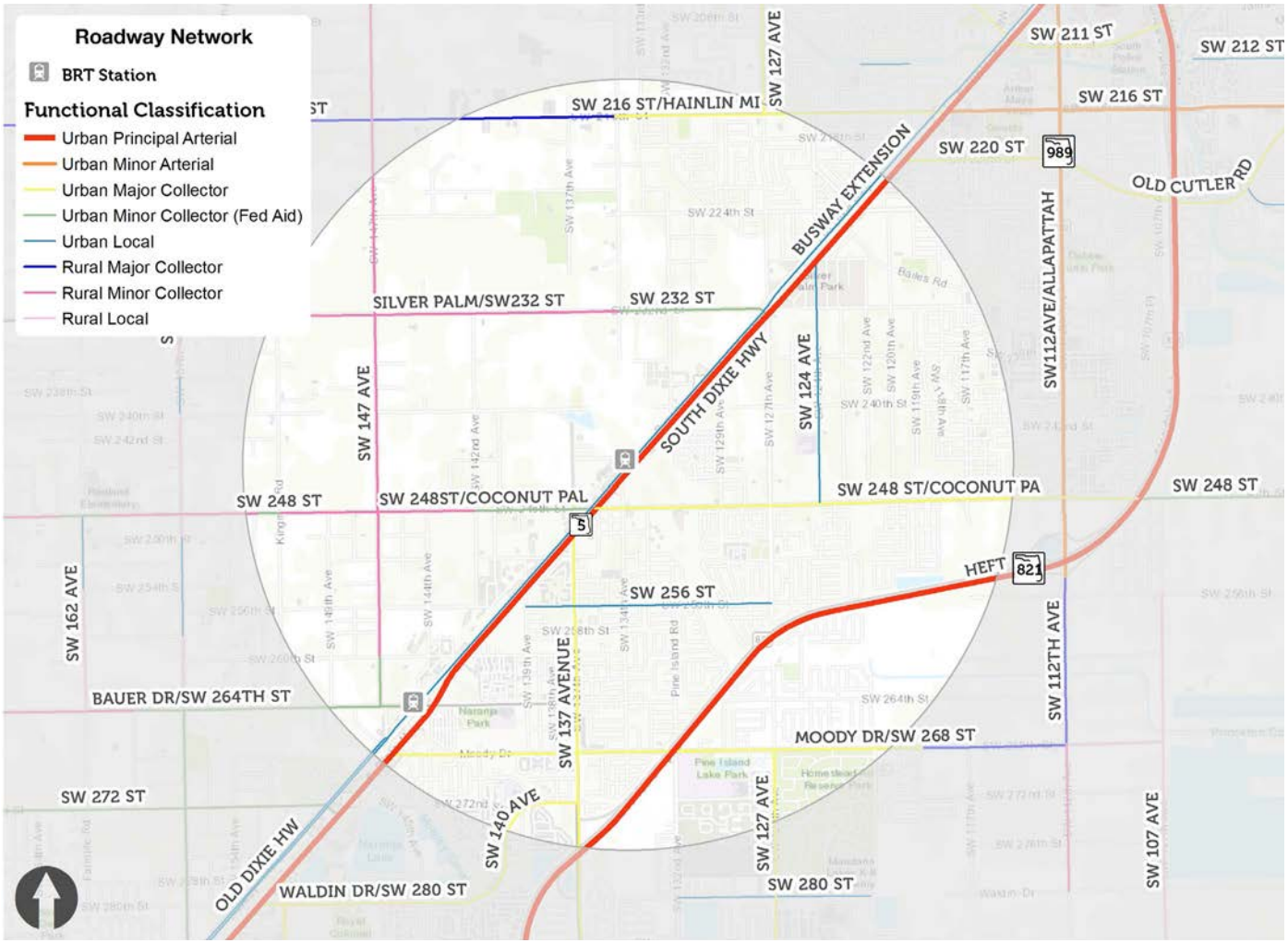


Map 12. Walk Access to Transit

Roadway Network

PCUC Street Network

The prescribed network of existing and planned streets for the Princeton Community Urban Center (PCUC) District is shown in **Appendix A**. The PCUC defines specific design standards to each street type according to their function and context.



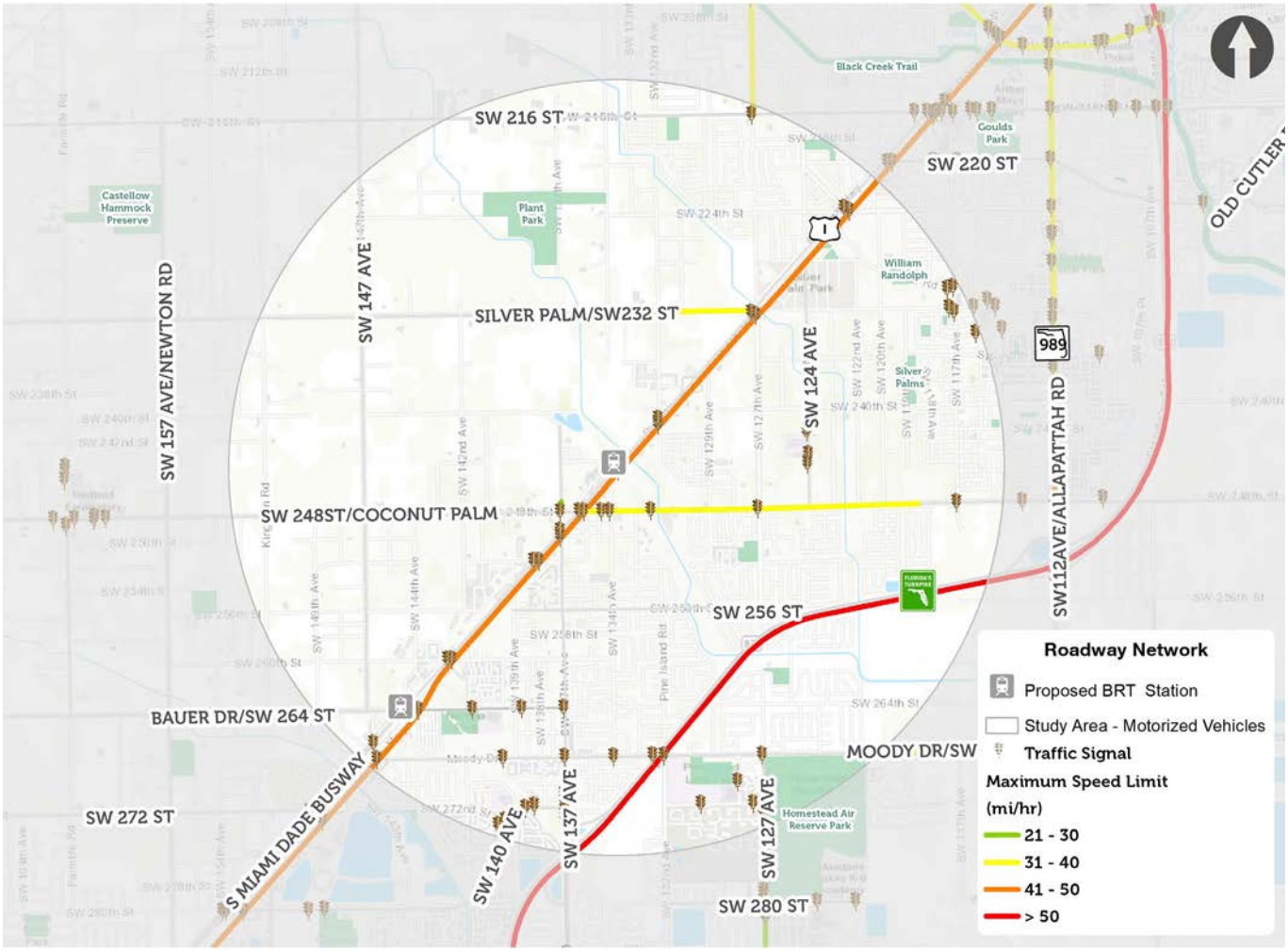
Map 13. Functional Classification

Functional Classification

There are two principal arterials running through the study area, SR-821/Florida's Turnpike and SR-5/US-1. Major collectors include SW 248th Street, SW 268th Street, and SW 137th Avenue (**Map 13**).

Maximum Speed Limit

US-1 offers a high speed limit of 45mph through the center of the study area. In the southeast portion runs a segment of Florida's Turnpike offering speeds in excess of 50mph. SW 248th Street/ Coconut Palm and Silver Palm/SW 232 Street offer speeds between 31 and 40 mph (**Map 14**).



Map 14. Speed Limits

Congestion Analysis

The Regional Integrated Transportation Information System (RITIS) platform makes use of Here Technologies data which aggregates third-party Big Data/Probe Data to provide insight into how traffic changes over time on public roadways. The RITIS Bottleneck tool identifies roadway segments experiencing reduced speeds and delays due to a reoccurring operational influence or a nonrecurring impacting event. Roadways within two (2) miles of the SW 244th Street Mobility Hub were evaluated using the Bottleneck Ranking and Congestion Scan tools in RITIS.

The time period for the SW 244th Street Mobility Hub study was defined as Tuesday through Thursday from February 2019 to April 2019 using FDOT's 2018 Peak Season Factor Category Report.

Bottleneck Ranking

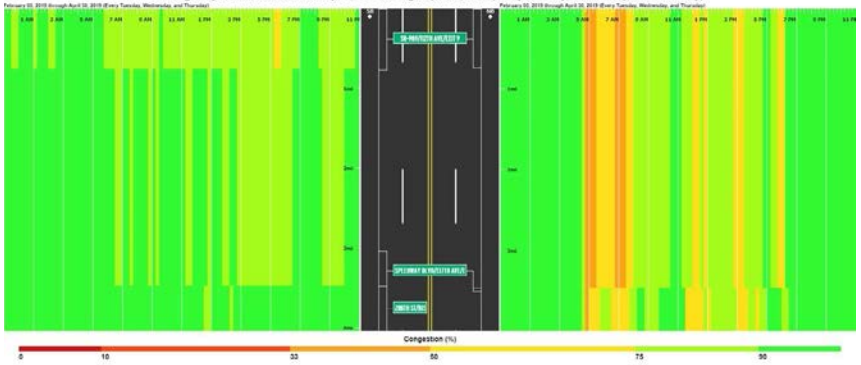
The RITIS Bottleneck tool output results were ranked using a composite metric, Total Delay. Total Delay is defined as the sum of queue lengths over the duration of the bottleneck, weighted by the difference between free-flow travel time and observed travel time multiplied by the average daily volume, adjusted by a day-of-the-week factor. A time spiral graph is provided with each bottleneck to show a graphical representation of queue length and frequency. Combining the ranking and the time spirals allowed for the elimination of bottlenecks that have low total delay, queue length, and queue duration. Initially, 117 bottlenecks were identified by RITIS. Using the above criteria 26 of those 117 bottlenecks showed enough delay, queue length, queue duration, or a combination of the three to warrant closer inspection. All of these 26 bottlenecks took place within the following six (6) corridors throughout the SW 244th study area:

- SR-821 (Florida's Turnpike)
- SW 127th Avenue
- US-1
- Old Dixie Highway
- SW 137th Avenue
- SW 216th Street

Map 15. Congestion Scan Corridors

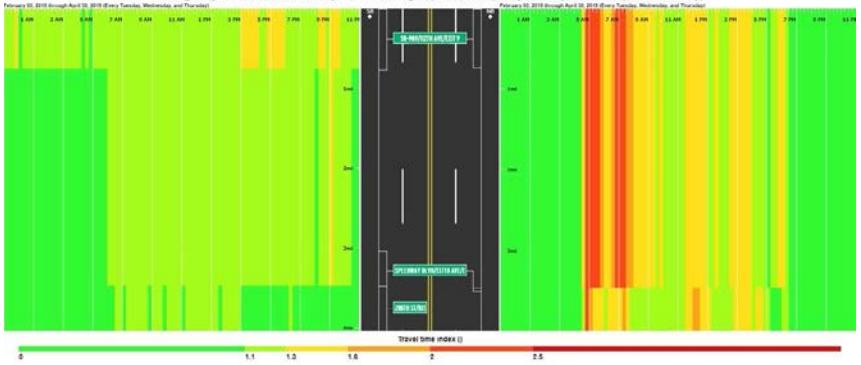
Congestion for SR-821 between 288Th St/Biscayne Dr/Exit 5 and SR-989/112Th Ave/Exit 9 using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



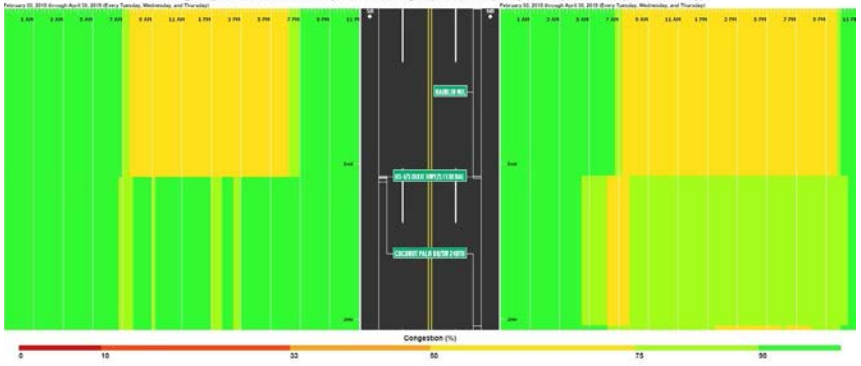
Travel time index for SR-821 between 288Th St/Biscayne Dr/Exit 5 and SR-989/112Th Ave/Exit 9

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



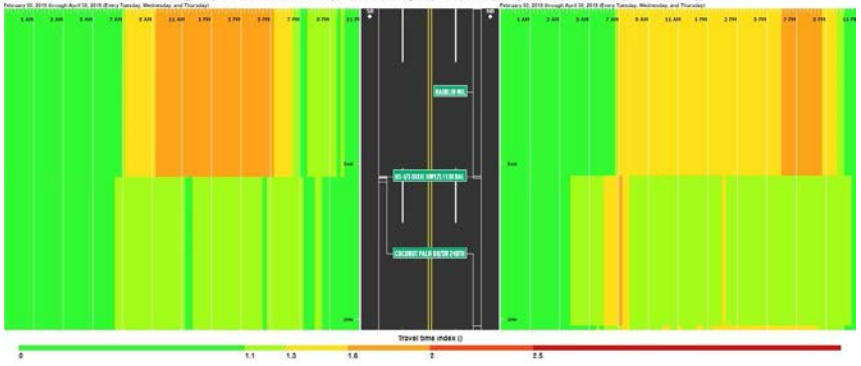
SW 127TH AVE between Coconut Palm Dr/Sw 248Th St and Hainlin Mill Dr/Sw 216Th St

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



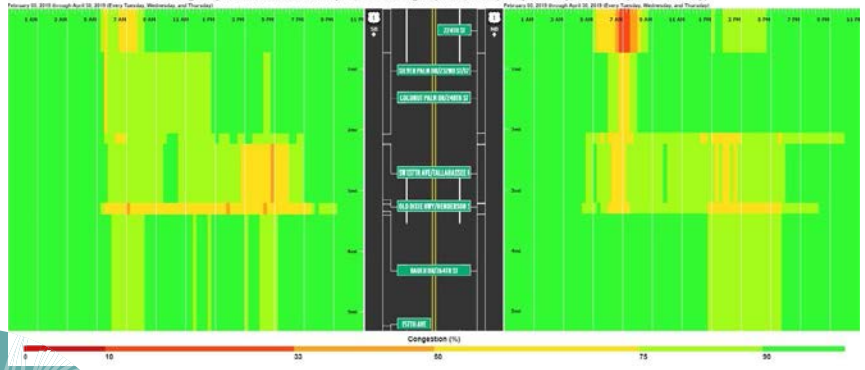
SW 127TH AVE between Coconut Palm Dr/Sw 248Th St and Hainlin Mill Dr/Sw 216Th St

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



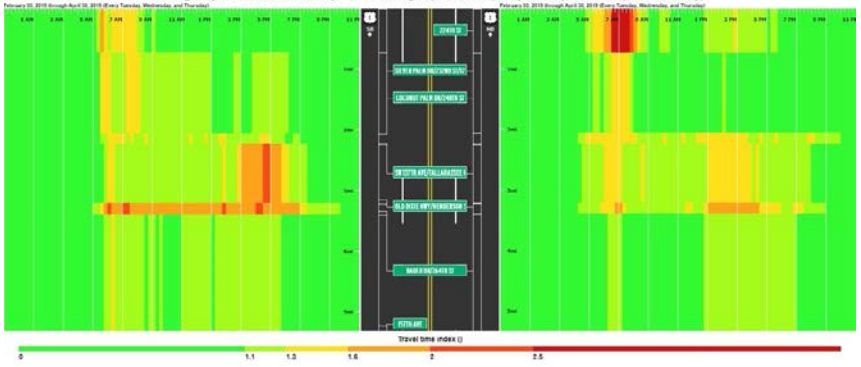
Congestion for US-1 between Avocado Dr/296Th St and 224Th St using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



Travel time index for US-1 between Avocado Dr/296Th St and 224Th St using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



Congestion Scan

The Congestion Scan tool was used to further evaluate each of the six (6) corridors at a more granular level (**Map 15**). The input parameters for the Congestion Scan tool includes the limits of each corridor and time period (Tuesdays, Wednesdays, and Thursdays during February 2019 to April 2019). The following output results (see **Appendix C**) were selected and documented for each of the six (6) corridors located within the two-mile study area:

- Congestion (expressed as a percentage). This represents the measured speed as a percentage of free flow speed.
- Travel Time Index (TTI). Which represents the ratio of travel time in a peak period to travel time in free flow conditions. Meaning, a TTI of 1.5 would indicate that a 30-minute free-flow trip would take 45 minutes in the peak period.

The RITIS analysis for the roadways within the SW 244th Street Mobility Hub provides valuable information on area wide congestion and more specifically illustrates contributing segments and bottlenecks. The more general data output of Total Delay allowed for an initial categorization of roadway network, giving the basis to continue all other analysis. Data such as queue length and maps of the bottlenecks gave a better understanding of the Total Delay which allowed for a further narrowing of study segments. With those study segments in mind, the Congestion Scan showed how much and what type of congestion these segments received. Each of the previously identified (6) corridors are presented to include a bottleneck illustration as well as congestion analysis results.

SR-821 (Florida's Turnpike)

The Congestion Percentage for SR-821 happens primarily at SR-989/SW 112th Avenue and Speedway Boulevard/SW 137th Avenue in both directions. Southbound there is an AM peak from 5:45 AM to 9:00 AM with congestion between 65% and 41%. There are multiple peaks in the PM period with a lesser extent of congestion, between 74% and 67%, that can be seen in Figure 3. Northbound the congestion is minor, only dropping below 75% for a thirty-minute period at 6:15 PM

The TTI shows more significant congestion at the same locations and time periods. In the Northbound direction it peaks between 2.4 and 2 TTI from 5:45 AM to 8:30 A.M and between 1.3 and 1.5 TTI in the PM period. In the Southbound direction the AM period has light congestion with the PM period showing signs of slightly more congestion. From 4:00 PM to 7:00 P.M there is a TTI between 1.3 and 1.4 TTI.

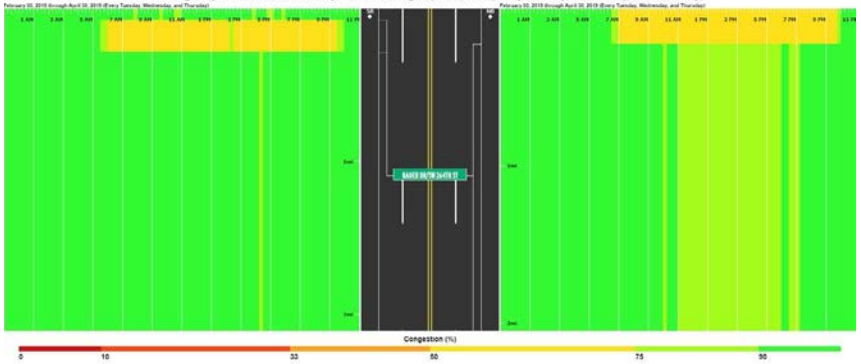
SW 127th Avenue

The congestion percentage for SW 127th Avenue is moderate in both directions, between 74% and 62%. Northbound the congestion occurs throughout the whole day at Hainlin Mill Drive, from 7:17 AM to 8:45 AM at US-1, and from 2:00 PM to 9:00 PM at Coconut Palm Drive. Northbound it occurs at US-1 throughout most of the day.

The TTI shows delay in the same locations and time of day but has peaks of heavier congestion. Northbound there is a peak at Hainlin Mill 7:00 PM to 9:45 PM with a TTI of 1.6. Southbound the peak is much more pervasive happening from 10:15 AM to 6:15 PM also at 1.6 TTI.

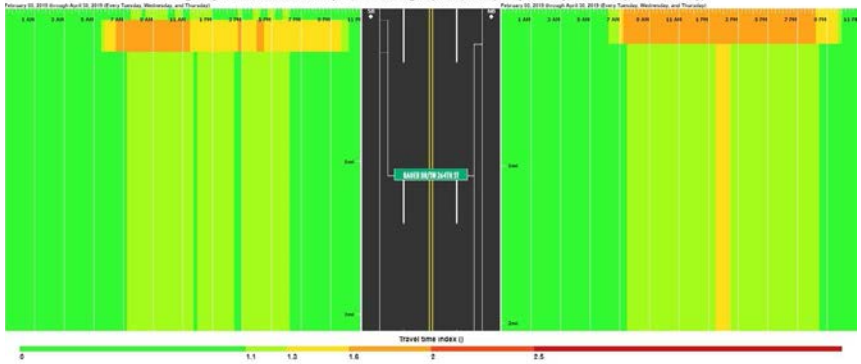
OLD DIXIE HWY/W DIXIE HWY between Avocado Dr/Sw 296Th St and US-1/S Dixie Hwy/Henderson Dr

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



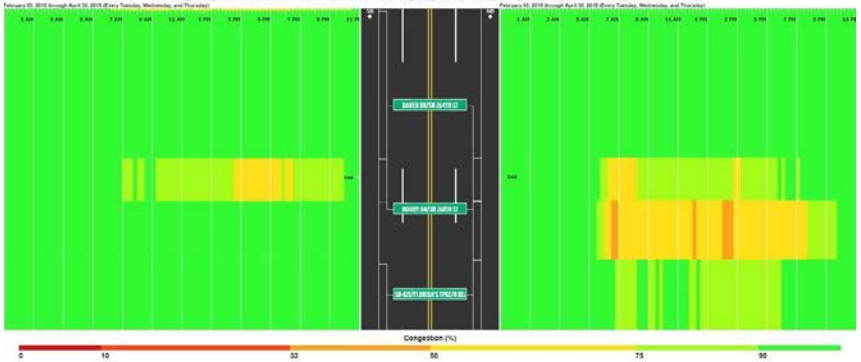
OLD DIXIE HWY/W DIXIE HWY between Avocado Dr/Sw 296Th St and US-1/S Dixie Hwy/Henderson Dr

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



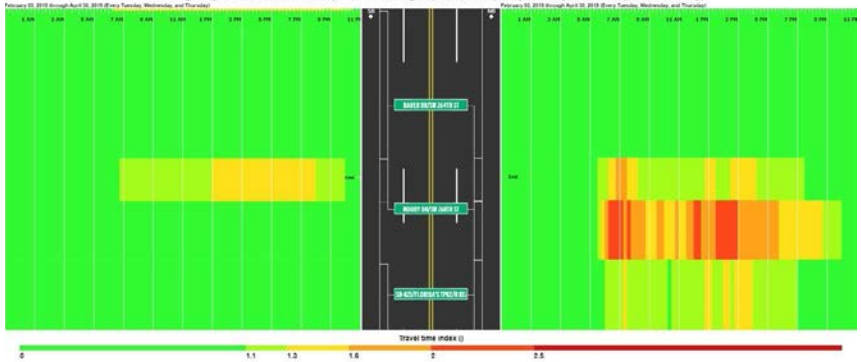
Congestion for SW 137TH AVE using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



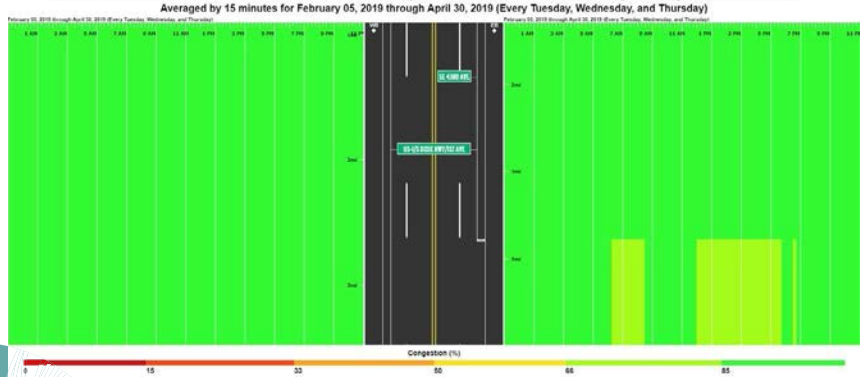
Travel time index for SW 137TH AVE using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



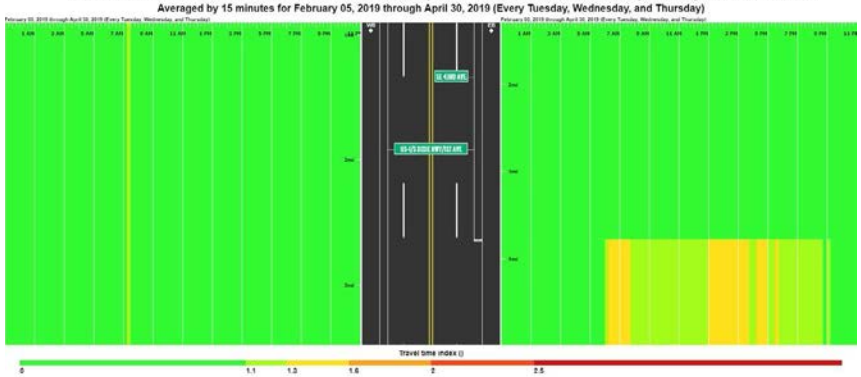
PALM DR/SW 344TH ST between US-1/S Dixie Hwy/1St Ave and Se 43Rd Ave/Speedway Blvd/137Th Ave

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



PALM DR/SW 344TH ST between US-1/S Dixie Hwy/1St Ave and Se 43Rd Ave/Speedway Blvd/137Th Ave

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



US-1

The congestion percentage for US-1 peaks strongly in the Northbound direction at SW 224th Street from 7:30 AM to 8:45 AM reaching 45%. Southbound the intersection with Bauer Drive/SW 246th Street has the most consistent showing of congestion.

The TTI shows the same patterns as the congestion percentage but to a more significant degree. The Northbound peak occurs at the same location and time period with a TTI between 2.5 and 3.3. Southbound Bauer Drive/SW 246th Street has a TTI between 2.1 and 1.6 over the same timeframe the congestion percentage. There is an additional Northbound peak from 4:00 PM and 6:45 PM at Old Dixie Highway between 2.1 and 1.6 TTI.

Old Dixie Highway

The congestion percentage for Old Dixie Highway occurs consistently throughout the whole day in both directions. Northbound it occurs at US-1 from 8:00 AM to 10:45 PM increasing to 70%. Southbound it occurs at Bauer Drive/SW 246th Street from 7:00 AM to 10:30 PM.

For TTI the Northbound direction shows the same location and time period as congestion percentage with a TTI between 1.8 and 1.6. The Southbound direction also shows the same location and time period as congestion percentage however, there is also peak from 7:30 AM to 12:30 PM with a TTI between 1.7 and 1.6.

SW 137th Avenue

The congestion percentage for SW 137th Avenue has Northbound congestion at Moody Drive/SW 268th Street from 7:30 AM to 8:45 PM with peaks from 7:30 AM to 8:00 AM and 3:00 PM to 3:45 PM ranging between 49% and 44%, respectively. Southbound the congestion occurs at US-1 primarily from 2:45 PM to 7:30 PM between 67% and 73%.

Travel Time Index shows heavy delays in the Northbound direction at Moody Drive/SW 268th Street with a peak of 2 TTI from 7:15 AM to 8:45 AM and of 2.2 to 2 TTI from 2:30 PM to 4:00 PM Southbound is more moderate with a TTI between 1.3 and 1.4 occurring at the same location and time period as the congestion percentage.

SW 216th Street

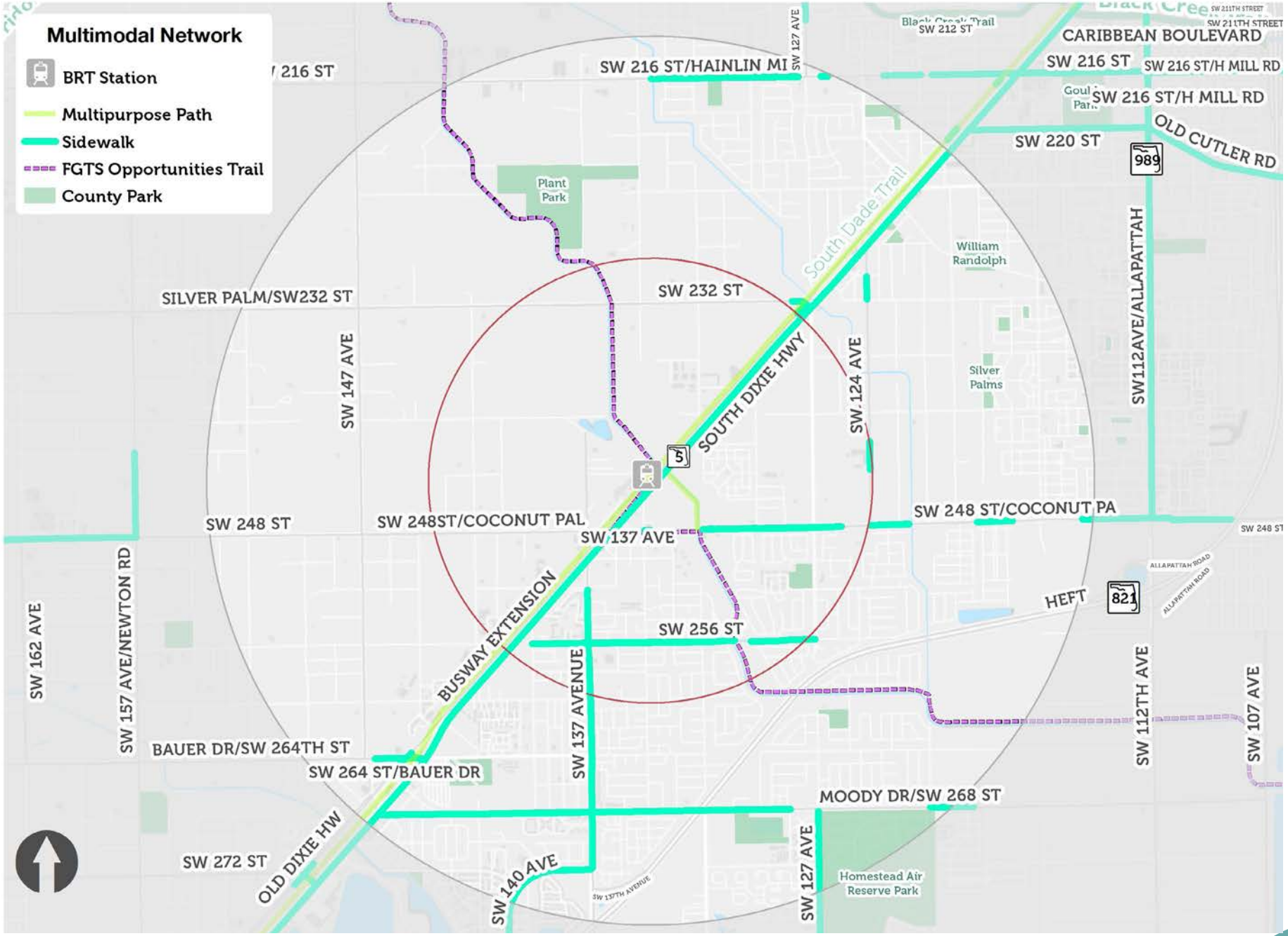
This portion of SW 216th Street runs from Naranja Road to SW 124th Avenue. The congestion percentage for SW 216th Street in both directions is light, never going above 80%.

Travel Time Index for both directions is also light. There are brief peaks, however. Northbound at SW 127th Avenue from 5:30 PM to 6:00 PM with a TTI of 1.3. Southbound at Naranja Road there is a 15-minute peak at 4:45 PM of 1.3 TTI.

Active Travel Network

The South Dade Trails runs parallel to the Transitway providing regional connection to downtown Miami to the north and Florida City to the south (image to the left). Within the study area, this trail serves as the spine of the pedestrian and bicycle networks **(Map 16)**.

The Florida Greenways and Trails System Plan identifies an opportunity trail known as the Princeton Trail, which - if built - would provide northwest-southeast connectivity throughout the entire study area **(Map 16)**. To date only a small segment between US-1 and SW 248th Street has been built, by private developers, along the Princeton Canal (image below).



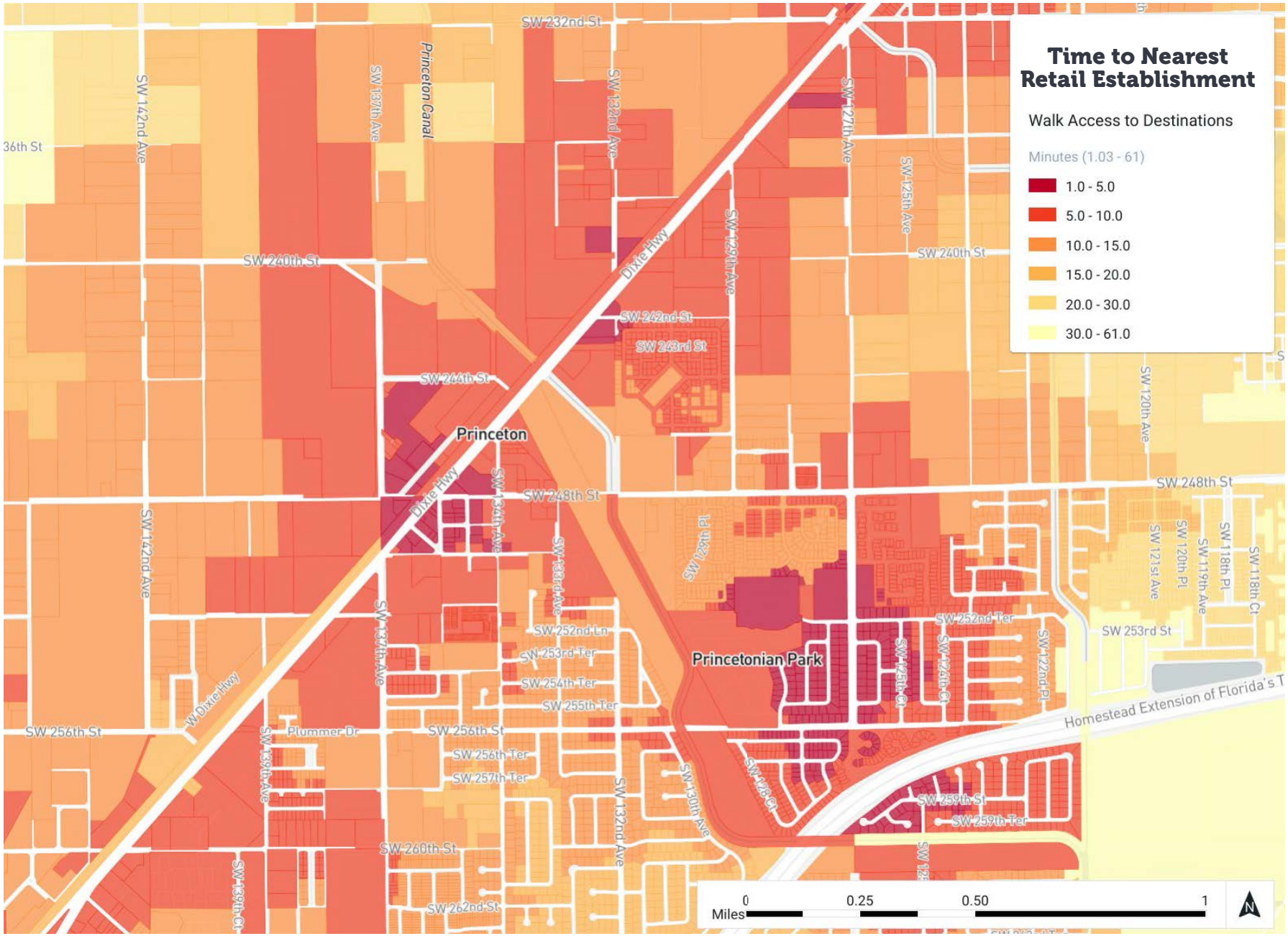
Map 16. Existing Active Travel Network

Multimodal Connectivity

A sidewalk inventory and gaps analysis was conducted as part of this study. There are significant connectivity gaps in the sidewalk network, both within the study area and leading up to the station. Main bus corridors, such as Route 248, also have gaps in sidewalk connectivity, thus limiting access to transit (**Map 16**). Other areas of concern include routes to the local schools. Other obstacles and challenges to pedestrian access to the station observed during field reviews include: obstructions in the sidewalk path, lack of green infrastructure including shade trees, drainage issues, driveways no longer in use, and poor lighting. Presently, no other designated bicycle facilities exists in the area.

Access to Opportunity

The ability to easily and safely access places of employment, education, and recreation from the station adds immense value to nearby communities. **Map 17** shows the walking distance in minutes to retail establishments from any given parcel in the Transit Neighborhood. While areas directly adjecent to US-1 have greatest access, the walking distance increases considerably from nearby residential neighborhoods. Enhancing multimodal access from these communities to centers of potential employment can have significant impacts in the overall walkability of the neighborhood and ability of residents to complete their journeys efficiently without having to resort to solo driving.



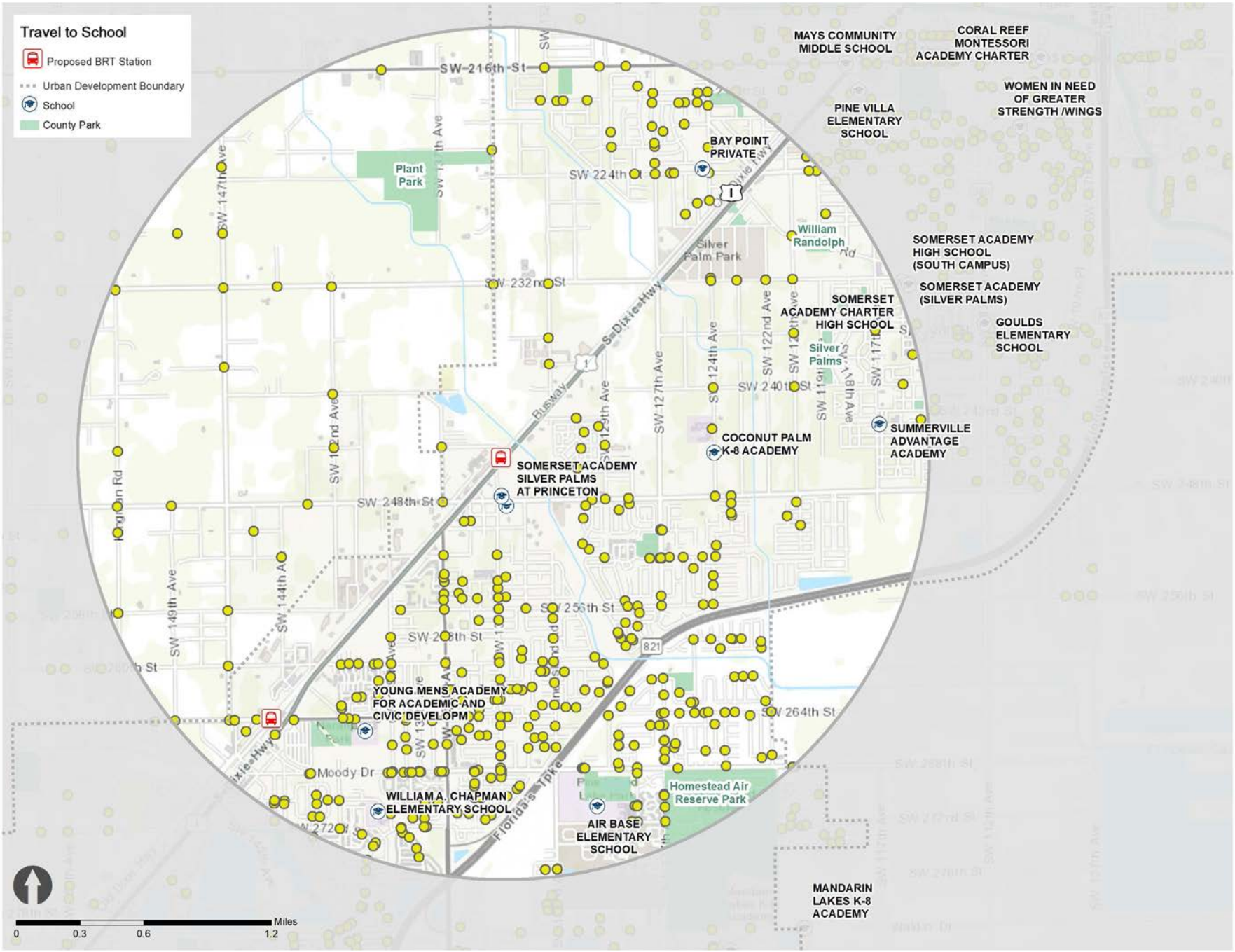
Map 17. Walking Access to Retail

Access to Education

There are a number of public, charter, and private schools within the study area, including Somerset Academy Charter High School, William A Chapman Elementary School, and Air Base K-8 Center. The nearest public high school is Miami Douglas Macarthur South Senior High School, which is outside of the Princeton Neighborhood limits.

There is a large number of school bus stops in the southern portion of the area, concentrated around the schools and the residences **(Map 18)**. There is a similar concentration just northeast of the study area. Bus stops are less densely located in the transit core area as well as west of the transitway. There are significant gaps in the sidewalk network leading up to these schools.

During the SAG meetings, Somerset Academy shared their development plans to build an athletic stadium and add other educational facilities to their Princeton campus. Students from as far south as Florida City are known to use the Busway to reach these educational opportunities.



Map 18. Travel to School

Built Environment Evaluation

Based on the accessibility and connectivity analysis of existing conditions, this study identifies a set of guiding principles and strategies that would best position the community to benefit from the introduction of rapid transit. As an induced demand, transportation choices and travel patterns may be influenced through changes to the built environment. An assessment of the built environment was conducted to determine the infrastructure investment opportunities and policy interventions that would have the largest impact to help achieve the vision of the Princeton Community Center Hub.

The guiding principles presented below were formulated in response to the key issues and areas of concern identified through the assessment of the Built Environment presented in this chapter, and inform the recommendations shown in **Chapter 5**.

5 VISION AND RECOMMENDATIONS

Multimodal Infrastructure Improvements

The Built Environment Assessment formed the basis for the improvement strategies recommended by this study, as listed in **Table 2** (page 80) and represented visually in **Map 19** (page 73) . Recommendations were formulated in response to the accessibility and connectivity challenges and opportunities found throughout the development of this study, site visits, and from the input received from the community.

Pedestrian Infrastructure

Many of the strategies recommended by this study seek to enhance walkability near the BRT Station and throughout the Transit Neighborhood. Specific recommendations include:

- Closing sidewalk network gaps in the Transit Core Area
- Reconstructing and widening sidewalks in accordance with ADA and PCUC design standards, including minimum width standards as specified in the below table.

Table 1. PCUC Sidewalk Width Standards

Street Type	Minimum Width
U.S. 1	5’
Main Street	Core: 10’ Center: 8’
Busway Frontage	5’
Pedestrian Passage	20’

- Prioritizing pedestrian-oriented designs that include amenities such as bicycle parking, lighting, and wayfinding
- Coordinating with transit agency for security improvements
- Reconstructing and expanding the sidewalk from the Princeton Trail to the intersection crossing at SW 244th Street

Bicycle Infrastructure

- Building the trail identified by the Florida Greenways and Trail System Plan, the Princeton Trail, as well as other new multiuse paths
- Adding dedicated bicycle facilities at SW 134th Avenue and SW 248th Street
- Resurfacing and enhancing the South Dade Trail

Toolkit for Improved Access

Numerous interventions could improve access to the BRT Station area. Additional bus bays and shelters throughout the Transit Neighborhood and a multimodal station design would allow for the non-dedicated bus system to be better integrated into the existing roadway network. Treatments to be considered at key intersections include:

- Texturized intersection treatments
- Enhanced crossings for high pedestrian visibility
- Median enhancements and mid-block crossings with special pavement treatments
- Dedicated bicycle crossings
- Pedestrian refuge islands
- Bicycle parking and repair stations
- Bus stop amenities including weather-protective shelters
- Improved drainage

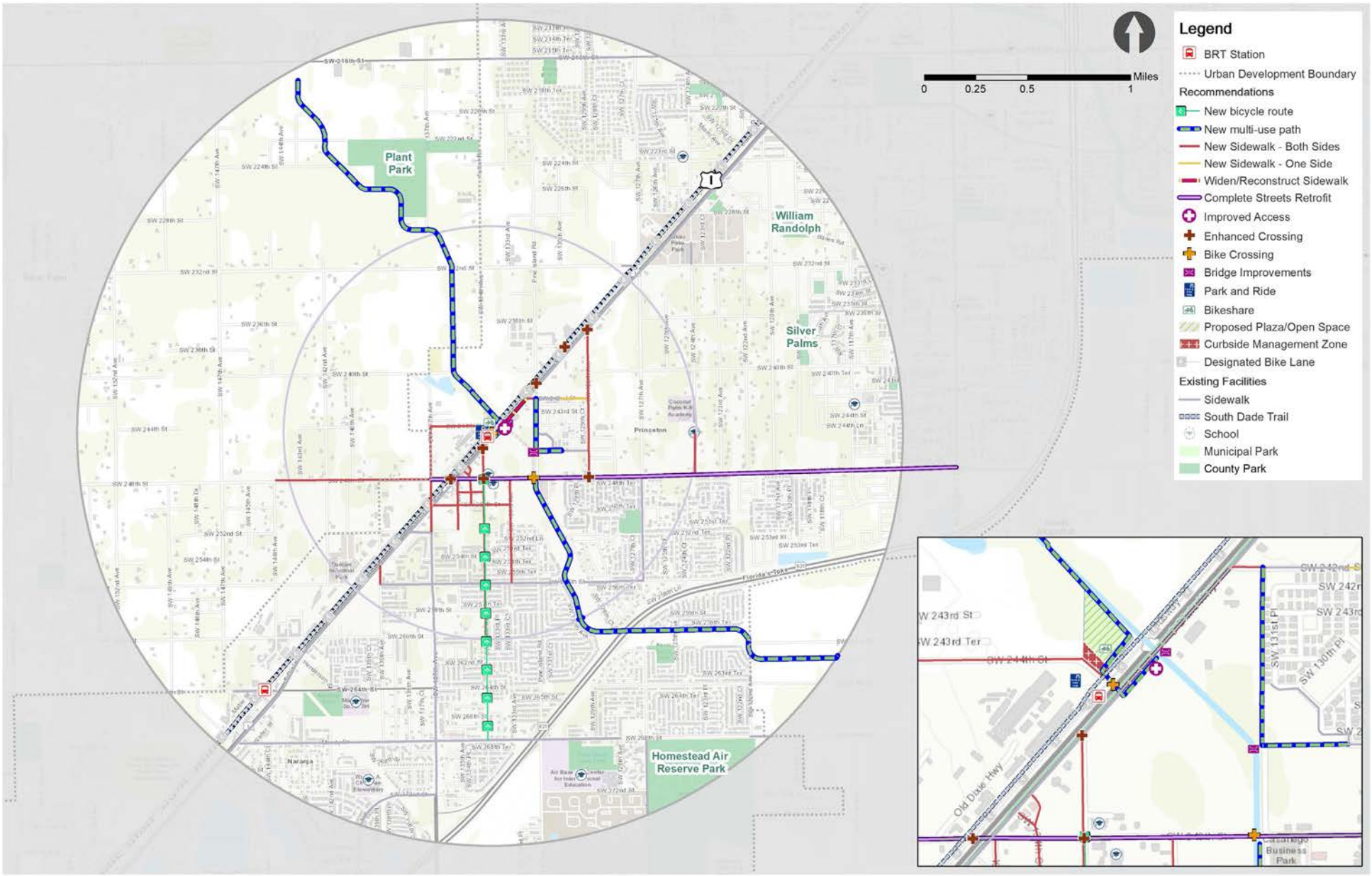
Complete Streets Retrofit

- Retrofit SW 248th Street as a multimodal, transit supportive corridor connecting the BRT Station with nearby schools, commercial attractions and residences
- Enhancements include closing sidewalk gaps, adding designated bicycle facilities, weather-protected bus shelters and extensive landscaping

Shared Mobility

- Provide dedicated space for Kiss-n-Ride, ridesharing and microtransit
- Integrate carsharing and bikesharing programs in the station
- Curbside Management Zone
- TNC & Microtransit Pick-Up/Drop-Off Zone

These transportation investment strategies are represented spatially in **Map 19** and listed in **Table 2**, as well as exemplified visually through two conceptual renderings on the following pages.



Map 19. Proposed Improvements

EXISTING

SW 244th Street at Busway, looking northwest

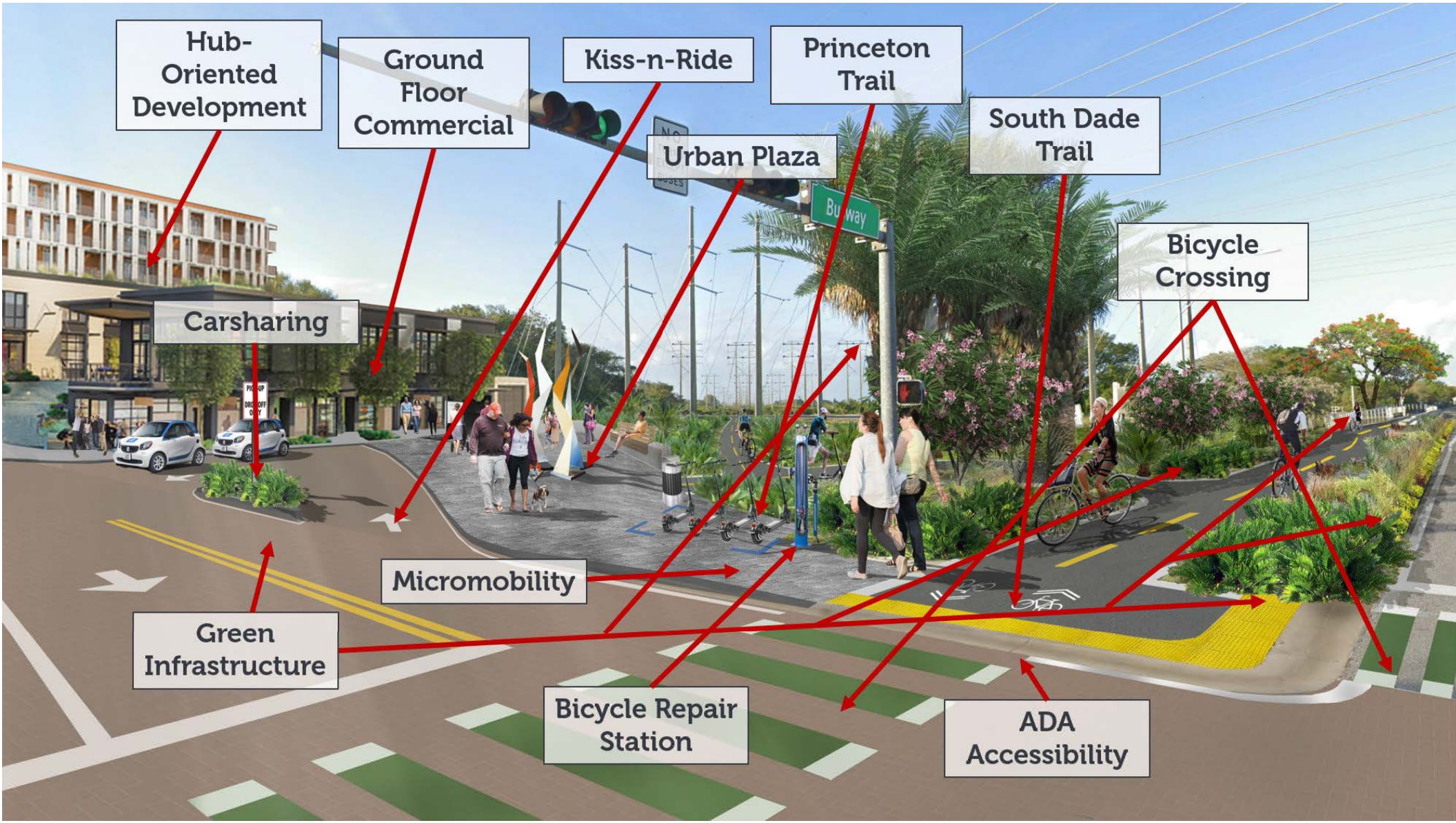
CREATING A SENSE OF PLACE

SW 244th Street at US-1, looking southeast

PROPOSED

(See Page 79
for more details)

PRIORITIZING SAFETY



Green color pavement for bicycle crossings is not included in the 2021 FDOT Design Manual (FDM). This treatment would require special approval from FDOT. The Underline has implemented this treatment for bicycle crossings and it's shown here to reflect a corridor-wide consistency.

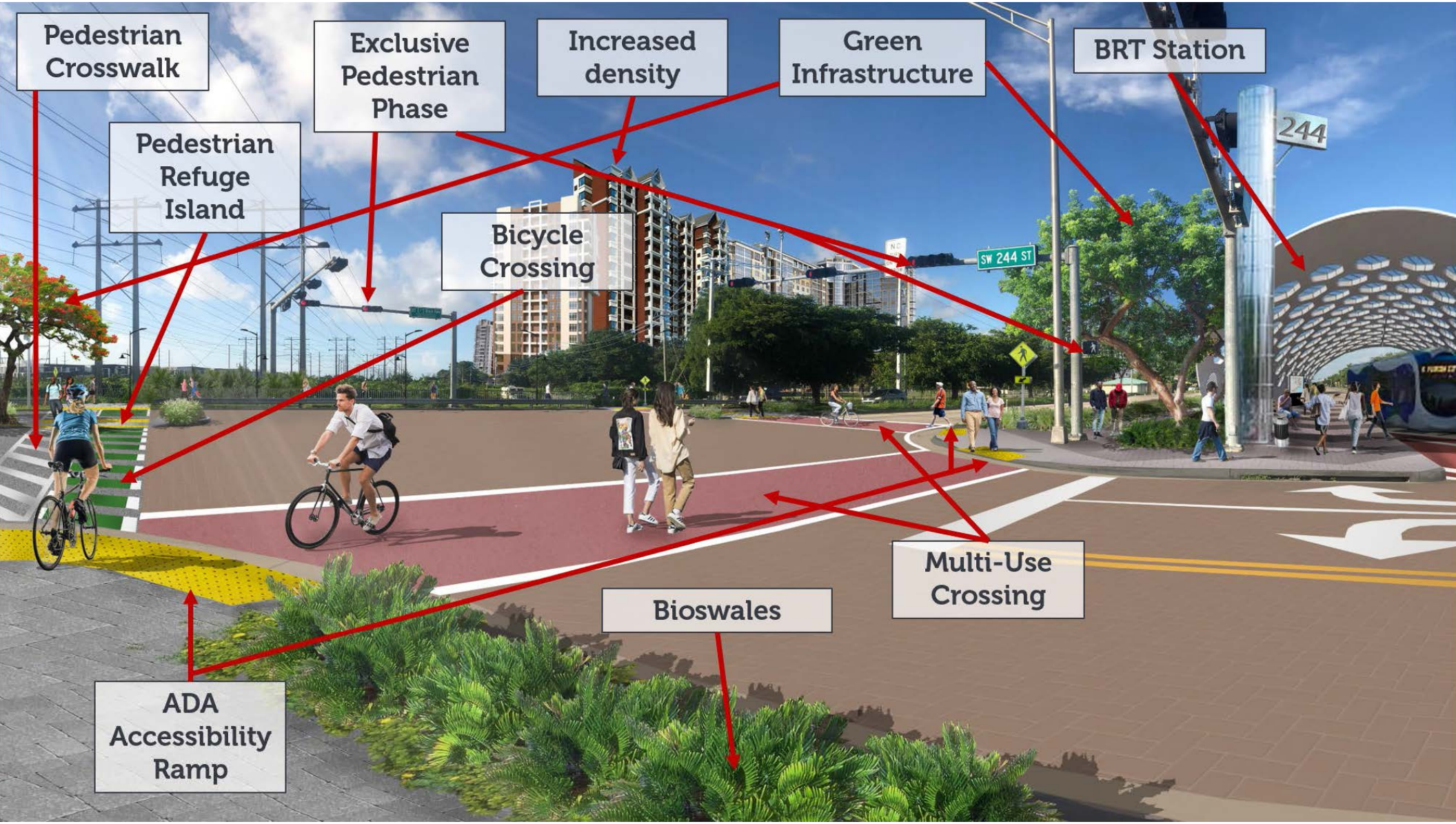

Pedestrian Crosswalk
Exclusive Pedestrian Phase
Increased density
Green Infrastructure
BRT Station
Pedestrian Refuge Island
Bicycle Crossing
SW 244 ST
244
Multi-Use Crossing
Bioswales
ADA Accessibility Ramp

Table 2. Transportation Investment Recommendations

Type of Improvement	Facility Name	Limits
Missing Sidewalk Gaps (Both Sides)	SW 244th Street	SW 137th Avenue to US 1
	SW 124th Avenue	SW 248th Street to Coconut Palm Academy
	SW 137th Avenue	SW 252nd Street to SW 244th Street
	SW 248th Street	SW 144th Avenue to east of Packing House Road
	Talbot Road/SW 134th Street	US 1 to SW 260th Street
	North Street	SW 248th Street to SW 252nd Street
	SW 250th Street	US 1 to SW 133rd Avenue
	SW 242nd Street	US 1 to SW 132nd Avenue
	SW 242nd Street	SW 130th Avenue to SW 129th Avenue
	SW 139th Street	US 1 to SW 256th Street
	SW 129th Avenue	US 1 to SW 248th Street
	SW 134th Court	SW 250th Street to US-1
	SW 134th Court Extension	SW 134th Court to US-1
	SW 249th Street	North Street to SW 134th Avenue
	SW 133rd Avenue	SW 248th Street to SW 256th Street
Sidewalk reconstruct/widening	US 1	SW 242nd Street to SW 244th Street
Conventional Bicycle Lanes	SW 134th Avenue	SW 248th Street to SW 268th Street/Moody Drive
South Dade Trail Resurfacing and Maintenance	South Dade Trail	SW 232nd Street to SW 264th Street
New FGTS Trail (Phase 1)	FGTS Princeton Trail	SW 248th Street to SW 261st Street
New FGTS Trail (Phase 2)	FGTS Princeton Trail	SW 216th Street to US 1
New Multiuse Path	SW 132nd Avenue	SW 242nd Street to Princeton Trail
New Multiuse Path	SW 130th Court	SW 130th Court to Princeton Trail
Bikeshare Station	BRT Station	

Table 2. Transportation Investment Recommendations (continued)

Type of Improvement	Facility Name	Limits
Enhanced Crossings Treatments (i.e. median refuge islands, raised crosswalks, flashing beacons, midblock pedestrian signal)	US 1	SW 244th Street
	US 1	SW 248th Street
	US 1	Pine Island Road
	US 1	Talbot Road
	US 1	SW 129th Avenue
	South Dade Transitway	SW 238th Street
Complete Streets Retrofit	SW 248th Street	SW 137th Avenue to 112th Avenue
Microtransit Service	BRT Station	Transit Supportive Area
Bus Shelters	Bus Stops	Transit Neighborhood
Wayfinding Improvements	Transit Core Area	Transit Neighborhood
Lighting Improvements	Transit Core Area	Transit Neighborhood
Landscape Improvements	Transit Core Area	Transit Neighborhood

6 Implementation Plan

Implementation Plan and Next Steps

Implementation of the transportation investment recommendations presented by this study is proposed to be carried out in two main phases as described below and shown in **Tables 3 and 4**.

Short-Term Transit Area Enhancements (1-2 years)

- These improvements represent "quick fixes" that can significantly enhance safe access to the station and can usually be implemented at a lower cost.
- The majority of these improvements are located in the Transit Core Area and Transit Neighborhood.
- Multimodal safety improvements near schools were prioritized.
- Most of the improvements within the immediate station area could be considered short-term

Mid-Term Streetscape and Multimodal Improvements (3-5 years)

- Includes streetscape design elements such as texturized intersection treatments, street furniture and extensive landscaping.
- This category also includes larger scale investments for new multiuse paths which will provide direct multimodal access from nearby residences to the transit station, and which will be extended in the long term.
- Includes investment in areas outside active travel network or farther away from station.

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

Lastly, a review and analysis of potential funding source options is presented in this chapter.

Transportation Investment Recommendations

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

Table 3. Short Term Enhancements (1-2 years)

Type of Improvement	Facility Name	Limits	Length (mi.)	Estimated Cost
Missing Sidewalk Gaps (Both Sides)	SW 244th Street	SW 137th Avenue to US 1	0.30	$101,200
	SW 124th Avenue	SW 248th Street to Coconut Palm Academy	0.20	$67,700
	SW 137th Avenue	SW 252nd Street to SW 244th Street	0.51	$174,400
	SW 248th Street	SW 144th Avenue to east of Packing House Road	0.80	$273,500
	Talbot Road/SW 134th Street	US 1 to SW 260th Street	0.90	$309,200
	North Street	SW 248th Street to SW 252nd Street	0.25	$84,600
	SW 250th Street	US 1 to SW 133rd Avenue	0.38	$129,200
	SW 242nd Street	US 1 to SW 132nd Avenue	0.05	$17,600
	SW 242nd Street	SW 130th Avenue to SW 129th Avenue	0.13	$22,400
	SW 139th Street	US 1 to SW 256th Street	0.09	$31,400
	SW 129th Avenue	US 1 to SW 248th Street	0.71	$243,700
	SW 134th Court	SW 250th Street to US-1	0.17	$59,800
	SW 134th Court Extension	SW 134th Court to US-1	0.05	$16,500
	SW 249th Street	North Street to SW 134th Avenue	0.12	$42,700
	SW 133rd Avenue	SW 248th Street to SW 256th Street	0.50	$171,700
Sidewalk reconstruct/widening	US 1	SW 242nd Street to SW 244th Street	0.24	$28,100
Conventional Bicycle Lanes	SW 134th Avenue	SW 248th Street to SW 268th Street/Moody Drive	1.27	$127,200
South Dade Trail Resurfacing and Maintenance	South Dade Trail	SW 232nd Street to SW 264th Street	2.73	$356,800
Enhanced Intersection Improvements	US 1	SW 244th Street	n/a	$300,000
	US 1	SW 248th Street	n/a	$150,000
Wayfinding improvements	Multiple locations	Transit Neighborhood	n/a	$8,000
		Total		**$2,715,700**

Table 4. Mid Term Improvements (3-5 years)

Type of Improvement	Facility Name	Limits		Estimated Cost
Missing Sidewalk Gaps	SW 248th Street	US 1 to 133rd Avenue	0.14	$23,600
	SW 248th Street	west of 133rd Avenue to east of waterway	0.24	$40,300
	SW 248th Street	SW 129th Avenue to SW 128th Avenue	0.13	$22,300
	SW 248th Street	east of SW 128th Avenue to east of SW 127th Avenue	0.20	$33,700
	SW 248th Street	SW 127th Avenue to east of SW 124th Avenue	0.26	$89,100
	SW 248th Street	SW 124th Avenue to SW 123rd Avenue	0.10	$34,800
Enhanced Crossings Treatments (i.e. median refuge islands, raised crosswalks, flashing beacons, midblock pedestrian signal)	US 1	SW 129th Avenue	n/a	$100,000
	US 1	Pine Island Road	n/a	$100,000
	US 1	Talbot Road	n/a	$100,000
	SW 248th Street	SW 134th Court	n/a	$100,000
	SW 248th Street	SW 129th Avenue	n/a	$100,000
	SW 248th Street	E of SW 133rd Avenue	n/a	$100,000
	South Dade Transitway	SW 238th Street	n/a	$100,000
New FGTS Trail (Phase 1)	FGTS Princeton Trail	SW 248th Street to SW 261st Street	2.13	$694,800
New FGTS Trail (Phase 2)	Princeton Trail	SW 216th Street to US 1	2.34	$764,800
New Multiuse Path	SW 132nd Avenue	SW 242nd Street to Princeton Trail	0.25	$83,100
New Multiuse Path	SW 130th Court	SW 130th Court to Princeton Trail	0.12	$40,500
Bus Shelters	Bus Stops	Transit Neighborhood	n/a	$200,000
Bikeshare Station	BRT Station		n/a	$58,080
Landscaping Improvements	Transit Core Area	Transit Neighborhood	n/a	$200,000
Lighting Improvements	Transit Core Area	Transit Neighborhood	n/a	$300,000
		Total		**$3,285,100**

Potential Funding Sources

An overview of funding opportunities is provided in this section to include various public and private sources. These identified funding sources can assist with the implementation of proposed capital improvement and service investment recommendations as presented in this report. Specifically, each funding program is summarized according to the Federal, State and local (Miami-Dade County) level. In addition, various alternative and value capture funding mechanisms are identified for consideration.

Federal Funding Sources

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

Integrated Mobility Innovation (IMI) Program

The objective of the IMI program is to fund projects that demonstrate innovation, effective approaches, practices, and technologies to enhance public transportation effectiveness, promote safety and improve a traveler's experience. Three areas of focus for IMI funding are:

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

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

Competitive Pilot Program for Transit Oriented Development (TOD) Planning

The Pilot Program for TOD Planning provides funding to local communities that integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Programmed funding must be used for comprehensive planning efforts that examine ways to improve economic development and transit ridership, foster multimodal connectivity and accessibility, improve transit access for bicycles and pedestrians, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

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

Better Utilizing Investment to Leverage Development (BUILD) Grant Program

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

innovation strategies related to technology, financing and project delivery.

The maximum award per project is $25 million, which allows up to $15 million in program funding for planning purposes. The total awarded amounts per state cannot exceed $150 million. The FY 2021 omnibus spending bill provides significant funding at $1 billion for the BUILD Grant program.

State Funding Sources

The State of Florida provides funding programs for multimodal project improvements that enhance transit, bicycle and pedestrian access and connectivity. A description of these funding sources is provided to describe both eligible projects as well as those that have been funded by FDOT that could facilitate the implementation of the SW 244th Street Mobility Hub Study recommendations.

Public Transit Block Grant Program

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

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

Innovation and Service Development Grant Program

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

Projects must meet one of the following objectives:

- Increase access to and from job training, employment, and health care for the transportation disadvantaged;
- enhance regional connectivity and cross-county mobility; or
- reduce the difficulty in connecting transportation disadvantage persons to a transportation hub and their final destination.

Marketing in public transit systems are also eligible for Service Development Grant Programing. Projects that seek this funding are required to be included in an FDOT approved TDP.

Transportation Alternatives (TA) Program

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

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

Safe Routes to Schools

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

the safety needs of children already walking or biking to school.

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

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

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

Local Funding Sources

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

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

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

Alternative Financing Sources

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

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

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

Miami-Dade Transportation Planning Organization

Kimley»Horn

APPENDIX A

Article XXXIII(M), Chapter 33, Code of Miami-Dade County, Florida

Princeton Community Urban Center (PCUC) District

The Princeton Community Urban Center District was adopted into the zoning code in 2006 by Ordinance 05-146. This district was subsequently amended in 2006, 2007, and 2015 by ordinances 06-10, 07-96, and 15-132. This document is formatted for clarity in text and graphics. For the official adopted article, refer to the Code of Miami-Dade County published by the Municipal Code Corp., available online at *www.municode.com*.

Sec. 33-284.98 Purpose, intent and applicability.

A. The regulations contained in this chapter and Chapter 18A, Landscape Code, Code of Miami-Dade County, Florida, shall apply to this article, except as otherwise added to or modified herein.

B. The Illustrative Master Plan (Figure 1), illustrates the citizens' vision and may be used to interpret this article. Where the Illustrative Master Plan conflicts with the text of this article, the text shall govern.

C. The boundaries shown in Figure 1 shall constitute the Princeton Community Urban Center Boundary Plan and are generally described as follows: from the northwest corner of the intersection of SW 256 Street and SW 127 Avenue, then north along the west side of SW 127 Avenue to the south side of SW 240 Street, then west along the south side of SW 240 Street to the Urban Development Boundary (UDB) line, as of the effective date of this ordinance, then south, east and west along the UDB to the north side of SW 256 Street, then east along the north side of SW 256 Street to the west side of SW 127 Avenue. The exact location of the UDB line as of the effective date of this ordinance (Nov. 27, 2015) is on file with the Department of Regulatory and Economic Resources. An approximate delineation of the UDB line is depicted in the Illustrative Master Plan and in the Regulating Plans.

   A more detailed legal description of the boundaries follows:

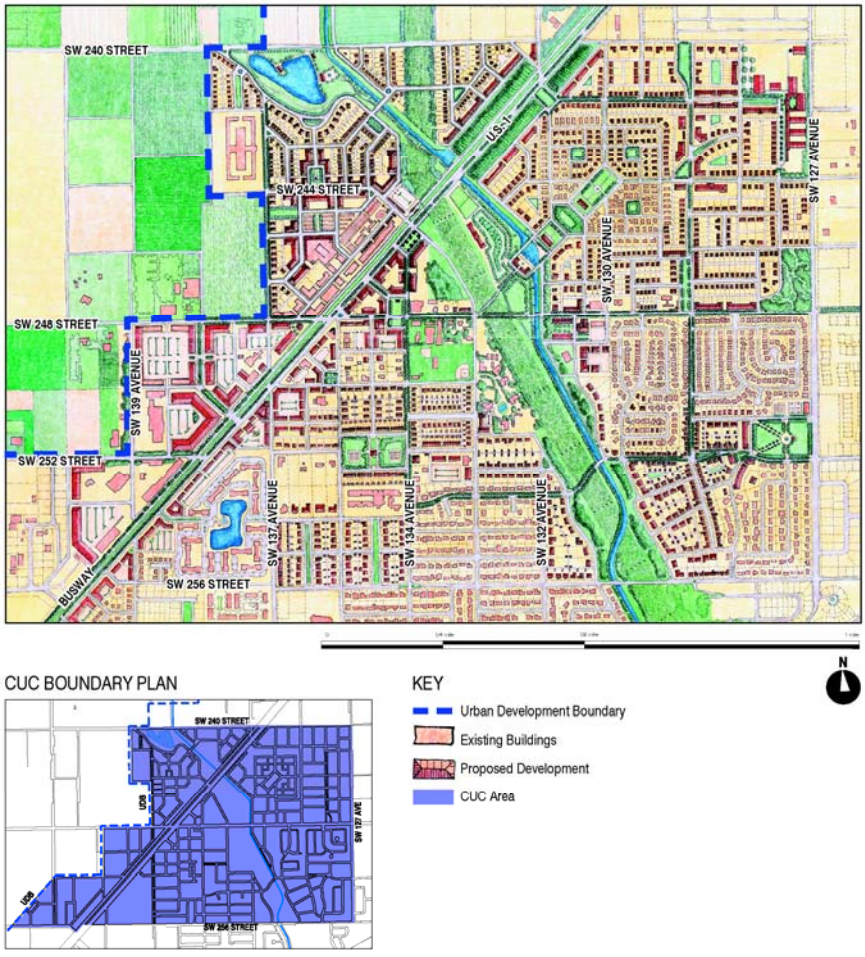
   Beginning at the centerline of the intersection of SW 127th Avenue and SW 256th Street of section 26-56-39, thence North, along the centerline of SW 127th avenue to the intersection with the centerline of SW 240th Street, thence west along the centerline of SW 240 Street to the intersection with the centerline of SW 137 AVE the (UDB). Thence continue west along the centerline of SW 240 Street for 542' + to a point (theoretical UDB). Thence on an assumed bearing S00-44-41W for 1440' + to a point. Thence N89-26-32E for 542' + to the centerline of SW 137 AVE. Thence south along the centerline of SE 137 AVE to the intersection with the centerline of SW 248 Street. Thence west along centerline of SW 248 Street to the intersection with the centerline of SW 139 AVE. Thence south along the centerline of SW 139 AVE to the intersection with the centerline of SW 252 Street. Thence west along the centerline of SW 252 Street to the intersection with the centerline of SW 142 AVE. Thence on an assumed bearing S41-03-51W for approximately 1737' + to the centerline of the intersection of SW 256 Street. Thence east along the centerline of SW 256 Street for 1563' + to the intersection with the Centerline of Packing House Road. Thence on an assumed bearing S50-44-50E for approximately 371.65' + to the centerline of State Hwy # 5. Thence NE/ly along the centerline of the State HWY # 5 for 334.99 + to a point. Thence east for 427.30 + to the centerline of SW 139 Ave. Thence east along the centerline of SW 256 ST to the point of beginning. (The intersection with the centerline of SW 127 AVE).

D. Full scale maps of the Illustrative Master Plan presented in Figure 1, as well as all the Regulating Plans and Street Development Parameters

figures in this article, are on file with the Miami-Dade Department of Planning and Zoning.

E. No provision in this article shall be applicable to any property lying outside the boundaries of the Princeton Community Urban Center District (PCUC) as described herein. No property lying within the boundaries of the PCUC shall be entitled to the uses or subject to the regulations provided in this article until an application for a district boundary change to PCUC has been heard and approved in accordance with the provisions of this chapter.

Figure 1: Illustrative Master Plan



Sec. 33-284.99 Princeton Community Urban Center District (PCUC) Requirements.

Except as provided herein, all developments within the PECUC shall comply with the requirements provided in Article XXXIII(K), Urban Center District Regulations, of this code.

Sec. 33-284.99.1. Uses.

Except as provided herein, all permitted, conditionally permitted, and temporary uses within the PCUC shall comply with Article XXXIII(K) of this code.

A. Permitted Uses. The following uses shall be permitted.

1. The following uses in the Marketplace Special District (SD) area:

a. outdoor produce markets

b. all uses permitted in the IU-1 zoning district

c. in the Core and Center Sub-districts only, on lots fronting on SW 244 Street , all uses permitted in the Arts District (AD)

2. The following uses in the Arts District (AD) area:

a. Live-work buildings with the following uses:

(1) for the residential area: multiple family apartment units when vertically integrated with other lawful uses in work space area

(2) for the work space area:

(i) all uses permitted in the workshop portion of a live-work unit in the ID area provided under Sec. 33-284.83(C) footnote [17]

b. uses permitted in the Industrial District (ID) area.

c. when contiguous to a property located in the Marketplace Special District (SD) that is under the same ownership, all uses permitted in the SD District.

3. The following uses in the Utilities District (UD) area:

a. all uses permitted in the GU zoning district, excluding residences and permanent storage.

b. plant nurseries.

B. Conditionally Permitted Uses.

1. In the Marketplace Special District (SD) area, an entertainment center shall be permitted if approved after public hearing pursuant to section 33-311(A)(3) of this code, provided that the following conditions are also satisfied:

a. The site contains a minimum of 5 net acres and a maximum of 20 net acres.

b. A landscaped buffer of 25 feet is provided along all property lines, allowing only access and egress therein, except that facilities with frontages along SW 244 Street and US 1/Busway shall comply with the Building Placement and Design Parameters.

c. All buildings are setback a minimum of 30 feet from all property lines except along SW 244 Street.

2. In the Industrial District (ID) area, all uses permitted in the IU-2 zoning district, only if approved after public hearing pursuant to section 33-311(A)(3) of this code..

Sec. 33-284.99.2. The Regulating Plans.

The Regulating Plans shall consist of the following controlling plans as defined and graphically depicted in this section:

A. The Street Types Plan, which establishes a hierarchy of street types in existing and future locations. The five Street Types and the hierarchy of streets (from most important to least important in accommodating all types

of activity) are U.S. 1, Main Street, Boulevard, Minor Street, and Service Road.

B. The Sub-districts Plan, which delineates 3 Sub-districts: Core, Center and Edge. These Sub-districts shall regulate the allowable intensity of development in accordance with the Comprehensive Development Master Plan and this article.

C. The Land Use Plan, which delineates the areas where specified land uses and development of various types and intensities shall be permitted.

D. The Density Plan, which designates areas with minimum and maximum residential densities.

E. The Building Heights Plan, which establishes the minimum and maximum allowable number of stories.

F. The Designated Open Space Plan, which designates open spaces. The designated open spaces shall be controlled by anchor points.

G. The New Streets Plan, which shows the location and the number of new streets needed to create the prescribed network of streets within each Urban Center District. All new A streets shall be required in the same general location as shown on the New Streets Plan. All B streets shall be located as provided in Section 33-284.86(F) of this code.

H. The Bike Route Plan, which depicts the designated bike routes, including the bike facility requirements if any, which shall be shown in all development plans.

A. Street Types Plan

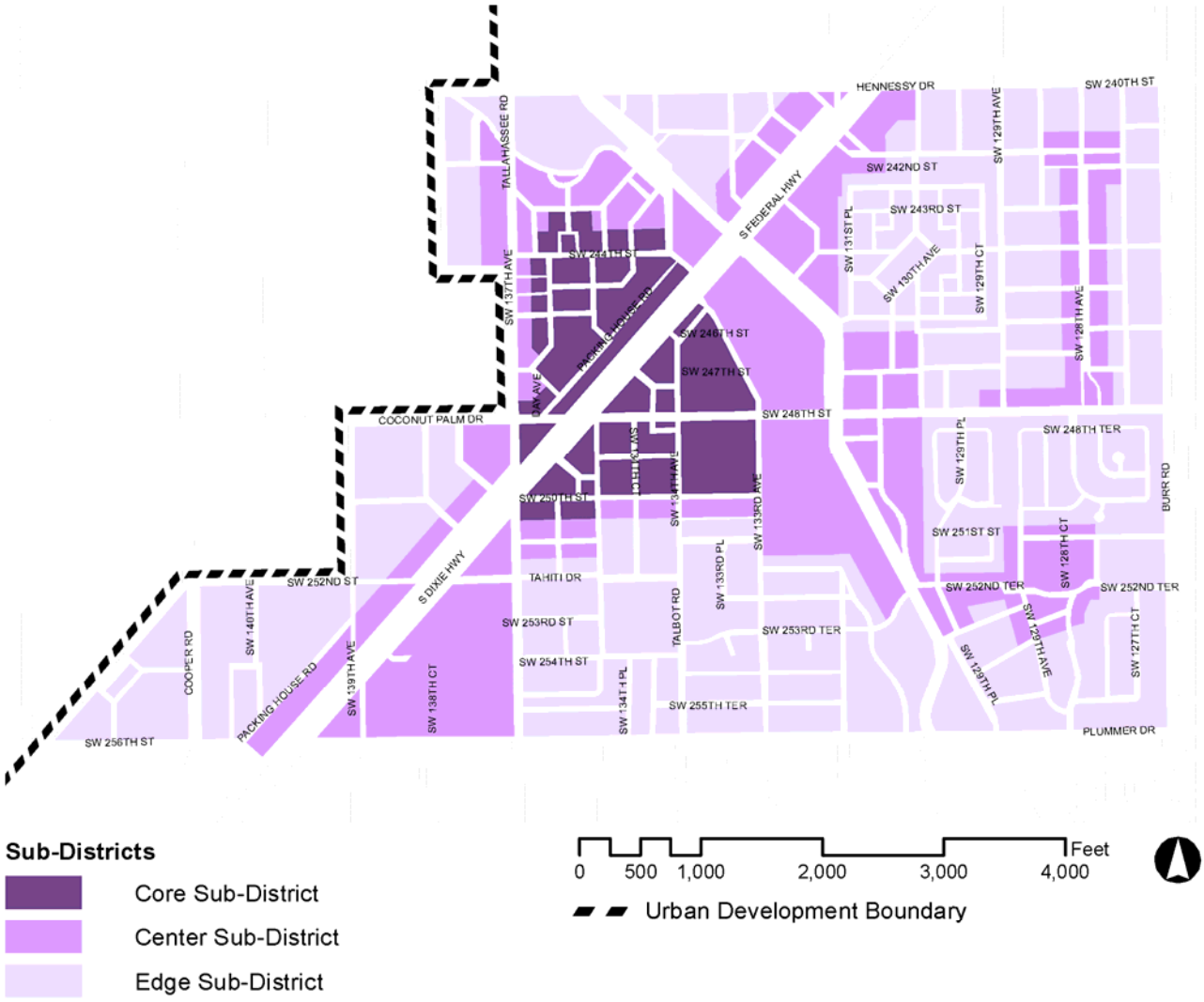
Street Types

- U.S. 1
- Busway
- Main Street
- Boulevard
- Minor
- Busway Frontage
- Pedestrian Passage

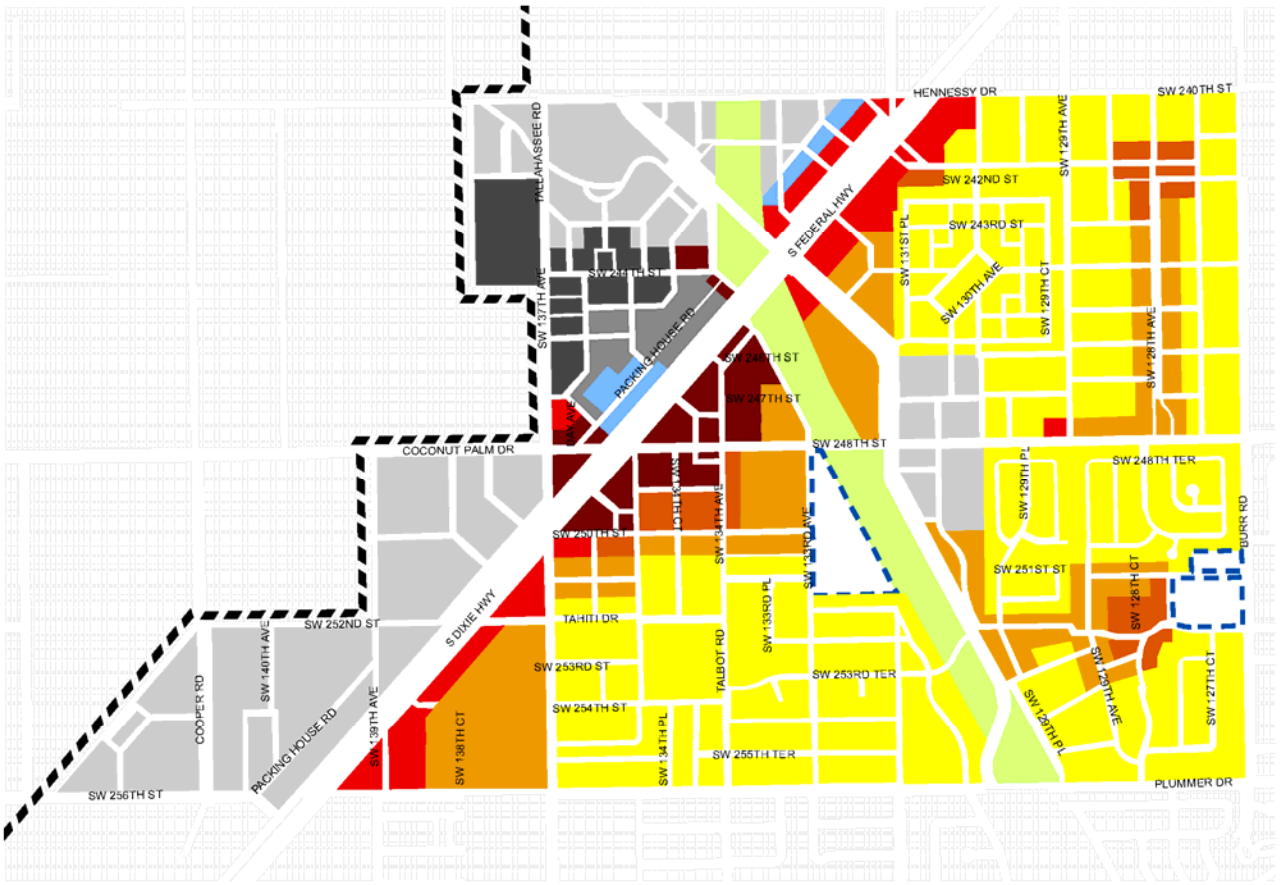
0 500 1,000 2,000 3,000 4,000 Feet

Urban Development Boundary

B. Sub-districts Plan



C. Land Use Plan

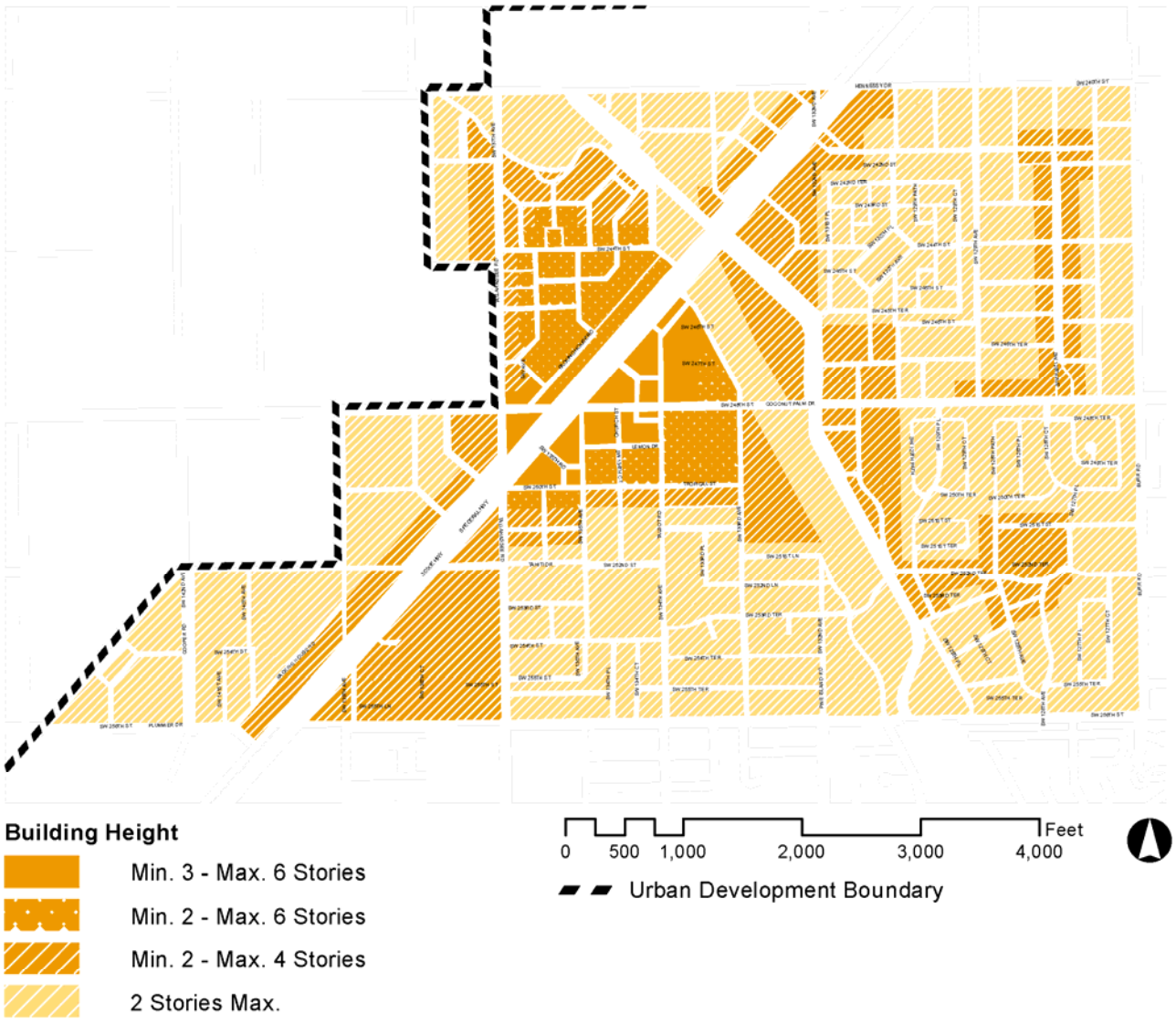


Land Use

- MM Mixed-Use Main Street
- MC Mixed-Use Corridor
- MCI Mixed-Use Corridor/Industrial
- MO Mixed-Use Optional
- RM Residential Modified
- R Residential
- ID Industrial
- SD Special District
- AD Arts District
- Utilities District
- I Institutional

D. Density Plan

E. Building Heights Plan

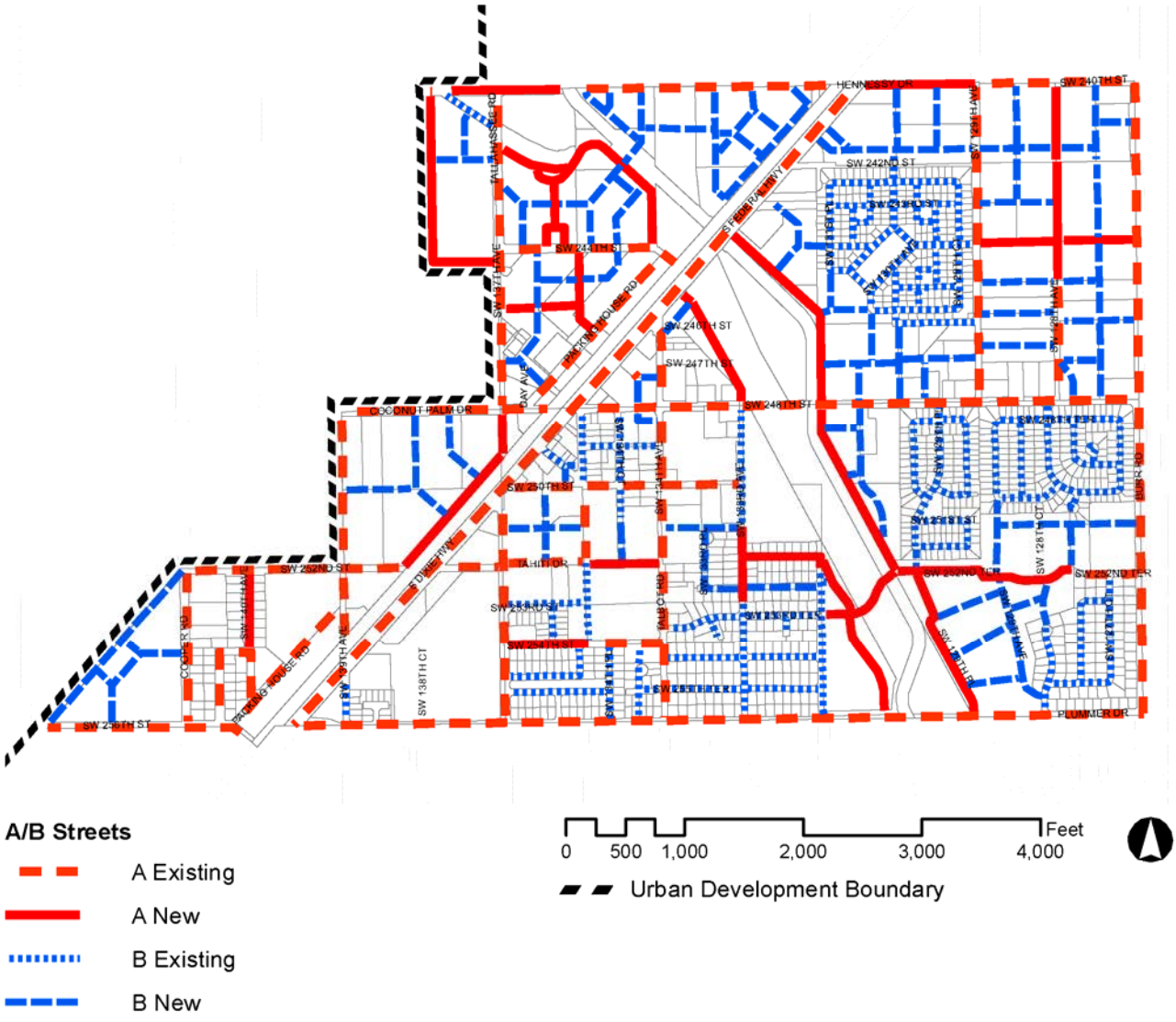


F. Designated Open Space Plan

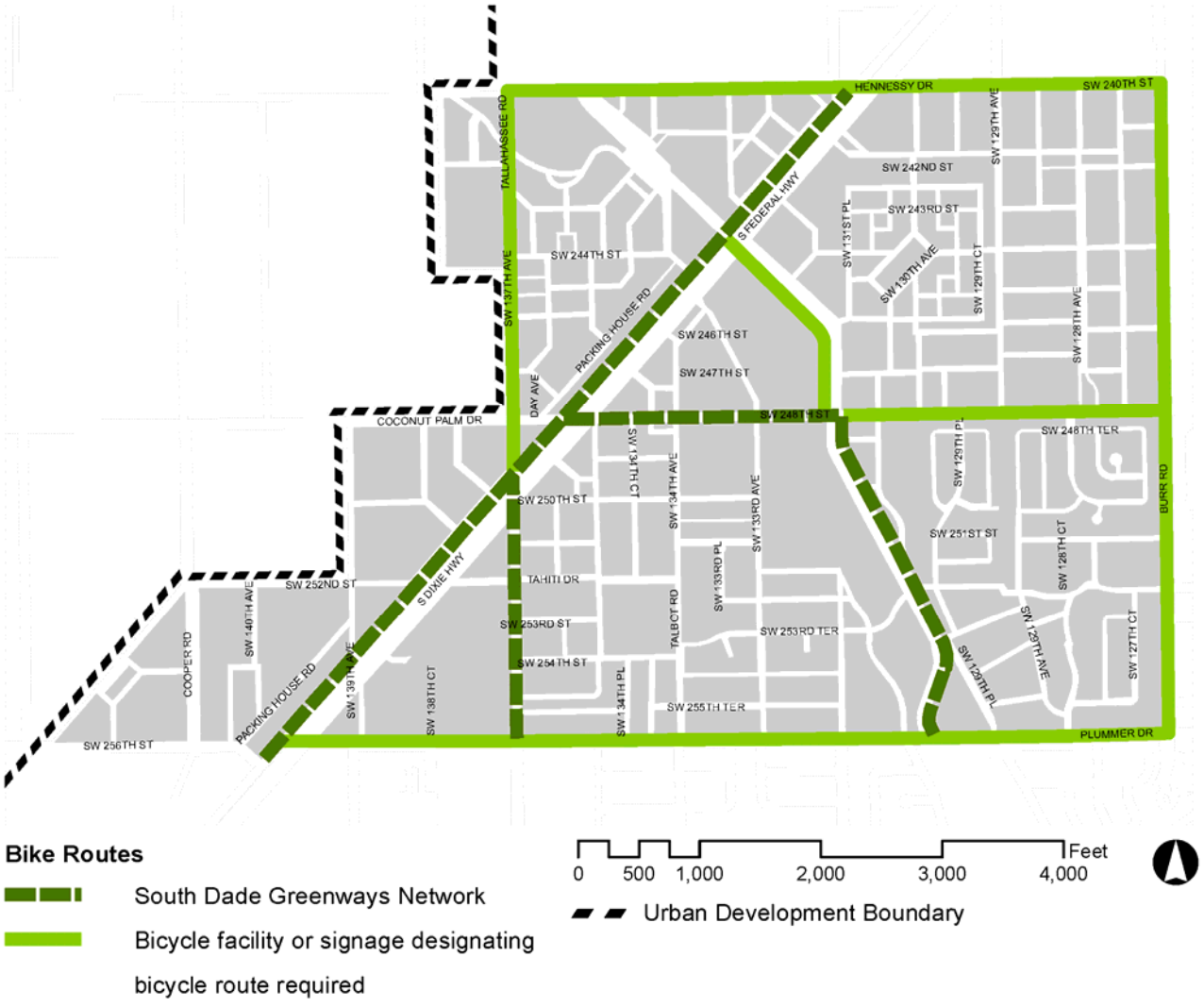
Number	Type	Area (sq. ft.)	Number	Type	Area (sq. ft.)
1	P	12,000	13	G	69,000
2	S	7,000	14	S	23,000
3	S	27,000	15	G	22,000
4	P	4,500	16	G	39,000
5	G	28,000	17	G	45,000
6	S	15,000	18	S	6,500
7	G	7,000	19	G	85,000
8	G	11,000	20	G	17,000
9	G	5,000	21	G	38,000
10	G	7,500	22	G	50,000
11	G	10,000	23	G	80,000
12	S	18,000	24	G	25,000

G: Green, S: Square, P: Plaza
N/A: Not applicable

G. New Streets Plan



H. Bike Route Plan



Sec. 33-284.99.3. Building Placement and Street Type Development Parameters.

A. All new development and redevelopment within the PCUC District shall comply with the Building Placement and Design Parameters as provided in Article XXXIII(K) of this code. Development in the SD area shall comply with the Mixed-Use Multi-Family (2) building placement standard set forth therein..

B. All new development and redevelopment within the PCUC District shall comply with the Streets, Service Roads and Utilities standards in Article XXXIII(K) and as provided herein:

Street type	**Minimum Required Configuration**	
	Core/Center	**Edge**
U.S. 1	As provided in this section	
Main Street	As provided in this section	
Boulevard	Street type 1, parking both sides	Street type 1 or 2
Minor Street	Street type 4, parking one side	Street type 4 or 5
Busway Frontage	As provided in this section	
Pedestrian Passage	As provided in this section	

C. The following setbacks shall be required where a Building Placement Standard in Article XXXIII(K) of this code refers to a Frontage Table:

Frontage Table			
Street type	**Required Setback**		
	Core	**Center**	**Edge**
U.S. 1	6 feet	6 feet	10 feet
Main Street	6 feet	6 feet	10 feet
Boulevard	0 feet	0 feet	10 feet
Minor Street	6 feet	6 feet	10 feet
Busway frontage	6 feet	6 feet	N/A
Pedestrian Passage	0 feet	0 feet	10 or 15 feet
N/A: not applicable			

D. Street Types Development Parameters.

U.S. 1

* Refer to column B in Street Types Table for required landscape elements.

Main Street

* Refer to column B in Street Types Table for required landscape elements.

Busway Frontage

* Refer to column B in Street Types Table for required landscape elements.

** Curb and gutter between the sidewalk and parking/travel lanes may be utilized in place of the valley gutter illustrated.

Pedestrian Passage

* Refer to column B in Street Types Table for required landscape elements.

Street Type	Required Elements							
	A. Sidewalk (Min.)	**B. Landscape [b, c, d]**	**C. Curb/ Gutter [e]**	**D. Parking Lane**	**E. Bike Lane [g]**	**F, G. Travel Lanes [h]**	**H. Curb/ Gutter [e]**	**I. Median/Turn Lane**
U.S. 1 *Core/Center*	5'[a]	Tree grates; tree planters; continuous landscape strip (Center only)	2'	N/A	N/A	12'	2'	6' (Median) 10' (Turn Lane)
Main Street *Core/Center*	Core: 10'[a] Center: 8'[a]	Tree grates; tree planters; continuous landscape strip (Center only)	2'	7'	N/A	11'	2'	10'
Main Street *Edge*	8'[a]		2'	7'	N/A	11'	2'	10'
Busway Frontage *Core/Center*	5'[a]	Tree grates; tree planters	2'	7'	N/A	11'	N/A	N/A
Pedestrian Passage	20'	Tree grates; tree planters	N/A	N/A	N/A	N/A	N/A	N/A
N/A: Not Applicable [#] Footnote (as provided below)								

Footnotes:

a. Landscape area is exclusive of the minimum sidewalk width.

b. Street trees shall have a minimum caliper of six (6) inches at time of planting.

c. Permanent irrigation is required.

d. Tree grates shall have a minimum area of twenty-four (24) square feet; tree planters shall have a minimum area of thirty-two (32) square feet; continuous landscape strips shall have a minimum width of six (6) feet in the Center Sub-district, eight (8) feet in the Edge Sub-district.

e. In all Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of arterials, boulevards and Main Street; in Core and Center Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of minor streets.

g. Bike lanes shall be four (4) feet in width when adjacent to curb or swale; five (5) feet in width when adjacent to a parking lane.

h. The minimum required width of one-lane/one-way travel lanes shall be determined by the Department of Public Works and Waste Management and Fire Rescue Department on a case-by-case basis during the Administrative Site Plan Review process (ASPR).

Sec. 33-284.99.4. - Conflicts with other Chapters and Regulations.

This article shall govern in the event of conflicts with other zoning, subdivision, or landscape regulations of this code, or with the Miami-Dade Department of Public Works Manual of Public Works.

Sec. 33-284.99.5. - Non-conforming Structures, Uses, and Occupancies.

Non-conforming Structures, Uses, and Occupancies shall be governed by the provisions of Section 33-284.89.2 of this chapter.

Miami-Dade Transportation Planning Organization

Kimley»Horn

APPENDIX B

TPO
Miami-Dade Transportation
Planning Organization

A Park and Ride Station for the South Dade Transitway Bus Rapid Transit (BRT) is proposed to be located at SW 244th Street in unincorporated Miami-Dade County. To support station area accessibility and development potential, opportunities for multimodal connectivity must be strategically considered. In this regard, the Transportation Planning Organization (TPO) is conducting this Mobility Hub Study to deliver a strategic implementation plan to help achieve a comprehensive mobility network within the study area.

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

FOR MORE INFORMATION

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

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

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SW 244th Street (Princeton) Transportation Preferences SURVEY

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TPO
Miami-Dade Transportation
Planning Organization

Survey: SW 244th Street Transportation Preferences

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

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

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

- ☐Solo driving for entirety of trip
- ☐Carpooling or vanpooling
- ☐Public Transit (Community Shuttle, Metrobus, Metrorail)
- ☐Walking or bicycling
- ☐Ridesharing (Lyft, Uber, Taxi)
- ☐Paratransit services (senior services, Medicaid, ADA)
- ☐Other (please specify)

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

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

4. What would make you consider using rental e-scooter/bicycle or free on-demand microtransit pool ride services to complete local trips or trips to transit stops/stations? (Rank 1-5, where 1 is your most preferred and 5 is your least preferred)

- ☐Availability near my home/work
- ☐Lower cost
- ☐Dedicated e-scooter/bike lanes
- ☐Monthly subscriptions
- ☐More user-friendly

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

- ☐It took less time
- ☐The travel times were more reliable
- ☐Stations/stops were closer to my home/work
- ☐The hours of operation were extended
- ☐It was clearly the less expensive transportation option
- ☐There was more parking available at the station
- ☐The stops/stations were safer and cleaner
- ☐There were more options to get from my home or destination to the transit stop/station (shuttle, bicycles, e-scooters)
- ☐Other (please specify)_____

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

- ☐There were more destinations available within a 15-minute walk/bike ride of my house
- ☐There was more walking/bicycle infrastructure in my neighborhood (sidewalks/crosswalks/bicycle lanes)
- ☐There was less/slower traffic in nearby streets
- ☐Trees gave more shade to the sidewalks/bicycle lanes
- ☐There were many interesting things to look at while walking in my neighborhood
- ☐It was safer/more secure
- ☐There were end-of-trip facilities such as lockers or showers available at my destination
- ☐More people did it
- ☐Other (please specify)_____

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

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

8. What are your top concerns about transportation in SW 244 Street (Princeton)? (Rank in order: 1=top concern, 4=lowest concern)

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

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

- ☐Urban downtown, with a mix of offices, apartments, and shops
- ☐Town center, with a mix of apartments, houses, shops, and businesses
- ☐Suburban neighborhood, with houses only
- ☐Rural Area

10. Please list transportation needs that you are aware of near SW 244th Street (Princeton)? (Examples: Need sidewalk on Main Street from Bus Avenue to Bicyclist Way; Need crosswalk at intersection of Car Terrace and Pedestrian Lane)

_____
_____
_____
_____

Now tell us about yourself… *(optional)*

11. What is your age?

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

12. What is your gender?

- ☐ Male
- ☐ Female
- ☐Prefer to self-describe: _____

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

- ☐ Less than $20,000
- ☐ $20,000 - $49,999
- ☐ $50,000 - $74,999
- ☐ $75,000 - $99,999
- ☐ $100,000 or more

14. Are you? (check all that apply)

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

15. Are you Hispanic or Latino?

- ☐ Yes
- ☐No

To learn more visit www.miamidadetpo.org

TPO
Miami-Dade Transportation
Planning Organization

Se ha propuesto que la terminal de estacionamiento y acceso al trasporte público de Tránsito Rápido (BRT) de la red de transporte público del sur de Dade esté ubicada en SW 244th Street, área no incorporada del Condado de Miami-Dade. Para promover la facilidad de acceso a la estación propuesta y su posible desarrollo, se deben considerar de manera estratégica las oportunidades de conectividad multimodal. En este sentido, la Organización para la Planificación del Transporte (TPO) realiza un estudio sobre movilidad en un punto central a fin de ayudar a establecer una red integral de movilidad en el área en fase de estudio.

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

PARA MÁS INFORMACIÓN

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

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

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Prioridades de transporte en SW 244th Street (Princeton)

ENCUESTA

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TPO
Miami-Dade Transportation
Planning Organization

Encuesta: Prioridades de transporte en SW 244th Street

1. (Seleccione una opción)
- ☐Manejo solo durante todo el trayecto
- ☐Carro o camioneta compartidos
- ☐Transporte público (ómnibus de enlace comunitario, Metrobús, Metrorail)
- ☐Camino o monto bicicleta
- ☐Transporte compartido (Lyft, Uber, Taxi)
- ☐Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad, Medicaid, ADA)
- ☐Trabajo a distancia la mayor parte del tiempo (trabajo desde la casa)
- ☐Otro (especifique)
- ☐No corresponde

2. ¿Cuál es su modo más común de transporte para ir a lugares que no sean el trabajo o la escuela (hacer mandados, ir de compras, hacer alguna actividad física, ir a cenar, etc.)? (Seleccione una opción)
- ☐Manejo solo durante todo el trayecto
- ☐Carro o camioneta compartidos
- ☐Transporte público (ómnibus de enlace comunitario, Metrobús, Metrorail)
- ☐Camino o monto bicicleta
- ☐Transporte compartido (Lyft, Uber, Taxi)
- ☐Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad, Medicaid, ADA)
- ☐Otro (especifique)

3. Cuando utiliza el transporte público, ¿cómo llega a la parada/ estación de transporte público? (Seleccione todo lo que corresponda)
- ☐Manejo hasta una gasolinera/estacionamiento con acceso al transporte publico cercanos
- ☐Me lleva un familiar o amigo
- ☐Camino
- ☐Monto bicicleta
- ☐Transporte compartido (Lyft, Uber, Taxi)
- ☐Servicio de ruta compartida puerta a puerta (Paratransit) (personas de la tercera edad, Medicaid, ADA)
- ☐No uso transporte público
- ☐Otro (especifique)

4. ¿Qué le haría pensar en usar una *scooter* electrónica/bicicleta de uso compartido o servicio de trasporte por demanda (Microtransit) , como Freebee, para trasladarse localmente o llegar a las paradas/estaciones de transporte público?
(Clasifique las opciones del 1 a 5, por orden de preferencia, con 1 como la más preferida y 5 como la menos preferida por usted)
- ☐Que estén disponibles cerca de mi casa/trabajo
- ☐Que sean de bajo costo
- ☐Que se puedan usar en carriles reservados para *scooters* electrónicas/ bicicletas
- ☐Que tengan una suscripción mensual
- ☐Que sean de uso más fácil

5. Usaría el transporte público con mayor frecuencia, si… (Clasifique las tres opciones principales)
- ☐Se demorara menos tiempo
- ☐Los horarios de traslado fueran más exactos
- ☐Las estaciones/paradas estuvieran más cerca de mi casa/trabajo
- ☐Se extendieran las horas de funcionamiento
- ☐Obviamente fuera la opción de transporte menos cara
- ☐Hubiera más estacionamientos públicos en la estación
- ☐Las paradas/estaciones fueran más seguras y estuvieran más limpias
- ☐Hubiera más opciones para trasladarme de mi casa o destino hasta la parada/estación de transporte público (ómnibus de enlace, bicicletas, *scooters* electrónicas)
- ☐Otro (especifique)_____

6. Caminaría o montaría bicicleta con mayor frecuencia, si… (Clasifique las tres opciones principales)
- ☐Hubiera más lugares a donde ir, a pie o en bicicleta, a una distancia de 15 minutos desde mi casa
- ☐Hubiera una mayor infraestructura para caminar/montar bicicleta en mi vecindario (aceras/cruces de peatones/carriles para bicicletas)
- ☐Hubiera menos tráfico que se desplace a menor velocidad en las calles aledañas
- ☐Hubiera árboles que dieran más sombra en las aceras/carriles para bicicletas
- ☐Hubiera muchas cosas interesantes que ver mientras camino por mi vecindario
- ☐Se sintiera más seguridad/protección
- ☐Hubiera estacionamientos de fin de viaje para bicicletas con taquillas o duchas, en mi lugar de destino
- ☐Más personas lo hicieran
- ☐Otro (especifique)_____

7. ¿Adónde le gustaría caminar si usted viviera o actualmente vive en una comunidad peatonal?
(Seleccione todo lo que corresponda)
- ☐Iría caminando al trabajo o la escuela
- ☐Iría caminando a la parada del transporte público
- ☐Iría caminando a tiendas, restaurantes o a realizar otras actividades recreativas
- ☐Caminaría para ejercitarme y estar más activo(a)
- ☐Iría caminando a buscar las necesidades diarias y a hacer mandados

8. ¿Cuáles son las inquietudes principales que usted tiene sobre el transporte en SW 244 Street (Princeton)? (Clasifique según el orden: 1=inquietud principal, 4=inquietud menor)
- ☐Condiciones inseguras e incómoda para caminar y montar bicicleta
- ☐Costos elevados
- ☐Transporte público inadecuado (p. ej., autobuses, trenes)
- ☐Congestión vehicular

9.Para usted, ¿cómo sería el vecindario ideal? (Seleccione una opción)
- ☐*Downtown* urbanístico, con una mezcla de oficinas, apartamentos y tiendas
- ☐Vecindario suburbanos, con una mezcla de apartamentos, casas, tiendas y negocios
- ☐Vecindario suburbano, con casas solamente
- ☐Área rural

10. Sírvase enumerar las necesidades de transporte que usted conozca existen en SW 244th Street (Princeton). (Ejemplos: Se necesita aceras en Main Street, desde Bus Avenue hasta Bicyclist Way; se necesita cruce peatonal en la intersección de Car Terrace y Pedestrian Lane)

_____
_____
_____
_____

Ahora, cuéntenos sobre usted… (opcional)

11. ¿Cuál es su edad?

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

12. ¿Cuál es su género?
- ☐ Masculino
- ☐ Femenino
- ☐Prefiero autodescribirme como: _____

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

☐ menos de $20,000	☐ $75,000 - $99,999
☐ $20,000 - $49,999	☐ $100,000 or more
☐ $50,000 - $74,999	

14. ¿Usted es? (marque todo lo que corresponda)
- ☐ Indoamericano/Nativo de Alaska
- ☐ Asiático
- ☐ Negro/Afroamericano
- ☐ Nativo de Hawái/Isleño del Pacífico
- ☐ Blanco
- ☐ Otra raza: _____

15. ¿Usted es hispano o latino?
- ☐ Sí
- ☐No

Para obtener más información, visite www.miamidadetpo.org

Òganizasyon Pla-
nifikasyon Transpò
Miami-Dade

TPO
Miami-Dade Transportation Planning Organization

Yo pwopoze yon estasyon *Park and Ride* pou Wout Otobis Transpò Rapid (BRT) South Dade (BRT) nan SW 244th Street nan Konte Miami-Dade ki pa enkòpore. Pou sipòte aksè a zòn estasyon an ak devlopman potansyèl, yo dwe konsidere estratejikman opòtinite pou koneksyon multimodal. Nan sans sa a, Òganizasyon Planifikasyon Transpò (TPO) ap fè etid Sant Mobilite sa a pou livre yon plan aplikasyon estratejik pou ede reyalize yon rezo mobilite konplè nan zòn etid la.

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

POU PLIS ENFÒMASYON

Miami-Dade TPO
150 West Flagler Street, Suite 1900
Miami, Florida 33130
305-375-4507
information@mdtpo.org
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SW 244th Street (Princeton)
Sou Preferans Tranpò
SONDAJ

www.miamidadetpo.org

TPO
Miami-Dade Transportation Planning Organization
Òganizasyon Planifikasyon Transpò Miami-Dade

Survey: SW 244th Street Transportation Preferences

1. Ki mwayen transpò ki pi komen ou itilize pou ale travay ak/oswa lekòl? (chwazi youn)

☐Kondwi sèl pandan tout vwayaj la
☐Kovwatiraj oswa minibis
☐Transpò Piblik (Navèt Kominotè, Metrobus, Metrorail)
☐Apye oswa bisiklèt
☐Transpò patikilye pataje (Lyft, Uber, Taxi)
☐Sèvis transpò adapte (sèvis pou granmoun aje, Medicaid, ADA)
☐Mwen travay a distans nan pifò jou yo (Travay Lakay)☐Lòt (tanpri espesifye)
☐Pa Aplikab

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

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

3. Lè w sèvi ak Transpò Piblik, kijan ou nòmalman gen aksè a arè/ estasyon transpò piblik? (chwazi tout sa ki aplikab) ☐Kondwi ale nan garaj/Park-and-Ride ki tou pre a ☐Jwenn yon woulib nan men yon manm fanmi oswa yon zanmi
☐Apye
☐A bisiklèt
☐ Transpò patikilye pataje (Lyft, Uber, Taxi)
☐ Sèvis transpò adapte (sèvis pou granmoun aje, Medicaid, ADA)
☐ Mwen pa itilize transpò piblik
☐ Lòt (tanpri espesifye)

4. Ki sa ki ta fè ou konsidere sèvi avèk yon mobilèt elektrik/bisiklèt pataje oswa sèvis mikwotranzit tankou Freebee fè vwayaj lokal yo oswa vwayaj nan arè/estasyon transpò piblik?

(Klase ant 1 a 5, kote 1 se sa w pi prefere a ak 5 ki se sa ou mwens prefere a)

☐Disponibilite tou pre lakay/travay mwen
☐ Pi ba pri
☐Wout ki la pou mobilèt elektrik/bisiklèt sèlman
☐Abònman chak mwa
☐ Pi bon pou itilizatè

5. Mwen ta monte transpò piblik plis si ... (Klase twa premye yo)

☐ Li te pran mwens tan
☐ Lè yo vwayaj yo te plis fyabe
☐Estasyon/arè yo te pi pre kay/ravay mwen
☐Yo te pwolonje orè fonksyòman yo
☐Li te byen klè ke se te opsyon transpò ki te pi bon mache a
☐ Te gen plis pakin disponib nan estasyon an
☐Arè/estasyon yo te pi an sekirite ak pi pwòp
☐Te gen plis opsyon pou soti lakay oswa destinasyon mwenpou ale nan arè/ estasyon transpò piblikla (navèt, bisiklèt, mobilèt elektrik)
☐ Lòt (tanpri espesifye))_____

6. Mwen ta mache/pran bisiklèt plis si ... (Klase twa premye yo)☐Te gen plis destinasyon ki disponib a 15 minit apye/a bisiklèt de lakay mwen an
☐Te gen plis enfrastrikti pou moun apye/a bisiklèt nan katye mwen an (twotwa/ pasaj pou pyeton/wout pou bisiklèt sèlman)
☐Te gen mwens sikilasyon/sikilasyon ki pi dousman nan ri ki tou pre yo
☐Pye bwa te bay plis lonbraj sou twotwa/wout pou bisiklèt yo
☐Te gen anpil bagay enteresan pou gade pandan m ap mache nan katye mwen an
☐Li te parèt pi san danje/pi sekirite
☐Te gen enstalasyon fen vwayaj tankou kazye oswa douch disponib nan destinasyon mwen an
☐Plis moun te fè sa
☐ Lòt (tanpri espesifye))_____

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

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

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

☐Kondisyon pou mache ak monte bisiklèt ki pa sekiritè oswa ki pa konfòtab
☐Pri elve
☐Transpò piblik ki pa adekwa (sètadi otobis, tren)
☐Blokis

9. A kisa katye ideyal pa w la sanble? (chwazi youn)

☐Zòn lavil, avèk yon melanj biwo, apatman, ak boutik
☐Katye banlye, ak yon melanj apatman, kay, boutik, ak biznis
☐Katye banlye, avèk kay sèlman
☐ Zòn Riral

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

_____
_____
_____
_____
____

Kounye a, pale nou de oumenm… *(pa obligatwa)*

11. Ki laj ou?

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

12. Ki sèks ou?

☐ Gason
☐ Fanm
☐Prefere dekri tèt mwen: _____

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

☐ Mwens pase $20,000
☐ $20,000 - $49,999
☐ $50,000 - $74,999
☐ $75,000 - $99,999
☐ $100,000 or more

14. Èske ou se? (tyeke sa ki aplikab)

☐ Endyen Ameriken / Natif Natal Alaska
☐ Azyatikn
☐ Nwa/Afriken Ameriken
☐ Nativf Natal Hawai / Zile Pasifik
☐ Baln
☐ Lòt: _____

15. Òske w se Panyòl oswa Latino?

☐ YWi
☐Non

Pou aprann plis, vizite www.miamidadetpo.org

MIAMI-DADE COUNTY

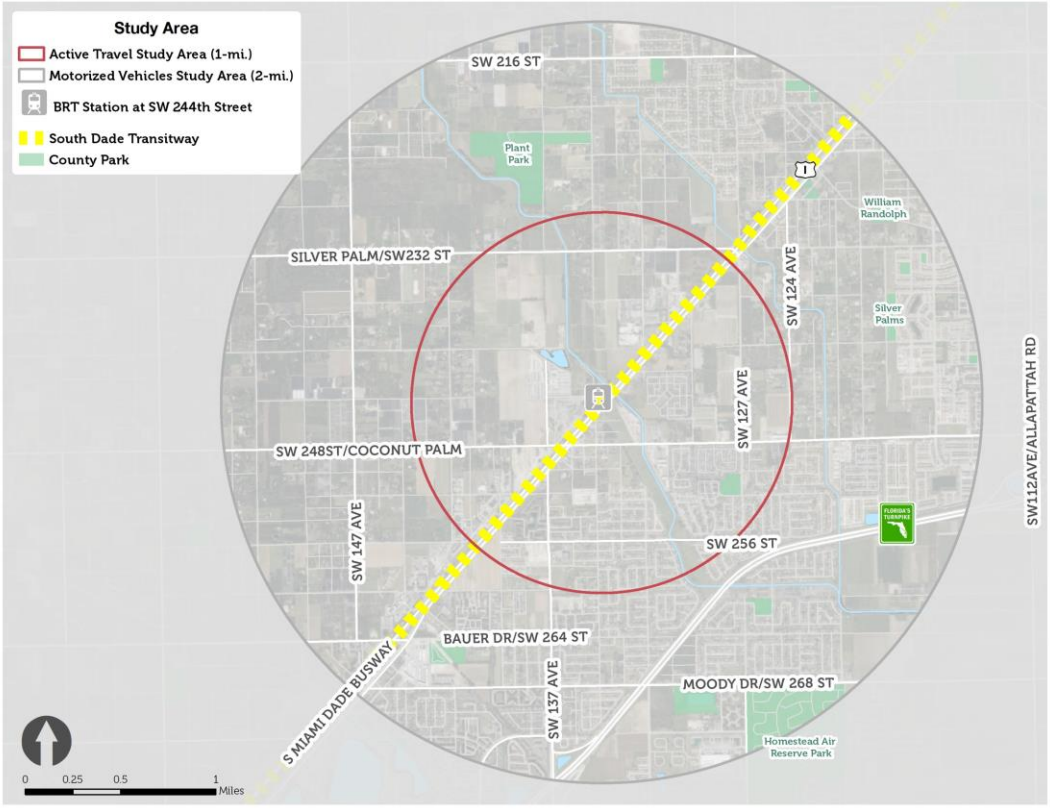
TPO Miami-Dade Transportation Planning Organization

SW 244th Street (Princeton) Hub Mobility & Access Study

FACT SHEET

PROJECT OVERVIEW A Park and Ride Station for the South Dade Transitway Bus Rapid Transit (BRT) is proposed to be located at SW 244th Street in unincorporated Miami-Dade County. To support station area accessibility and development potential, opportunities for multimodal connectivity must be strategically considered. In this regard, the Transportation Planning Organization (TPO) is conducting this Mobility Hub Study to deliver a strategic implementation plan to help achieve a comprehensive mobility network within the study area.

PURPOSE To evaluate station area connectivity, mobility and safety for pedestrians, bicyclists, and transit users. The recommended implementation plan will identify the appropriate scale of transportation technology, infrastructure and amenities to facilitate the usage of a BRT station at SW 244th Street.



PLANNING PROCESS

1. Stakeholder Coordination
2. Literature Review and Data Gathering
3. Multimodal Accessibility Analysis
4. Conceptual Designs and Visualization
5. Implementation Plan and Recommendations

Project Schedule

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

Notes:

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

BE INVOLVED

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

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

Scan me

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

www.surveymonkey.com/r/5P9Z3GJ

CONTACT US

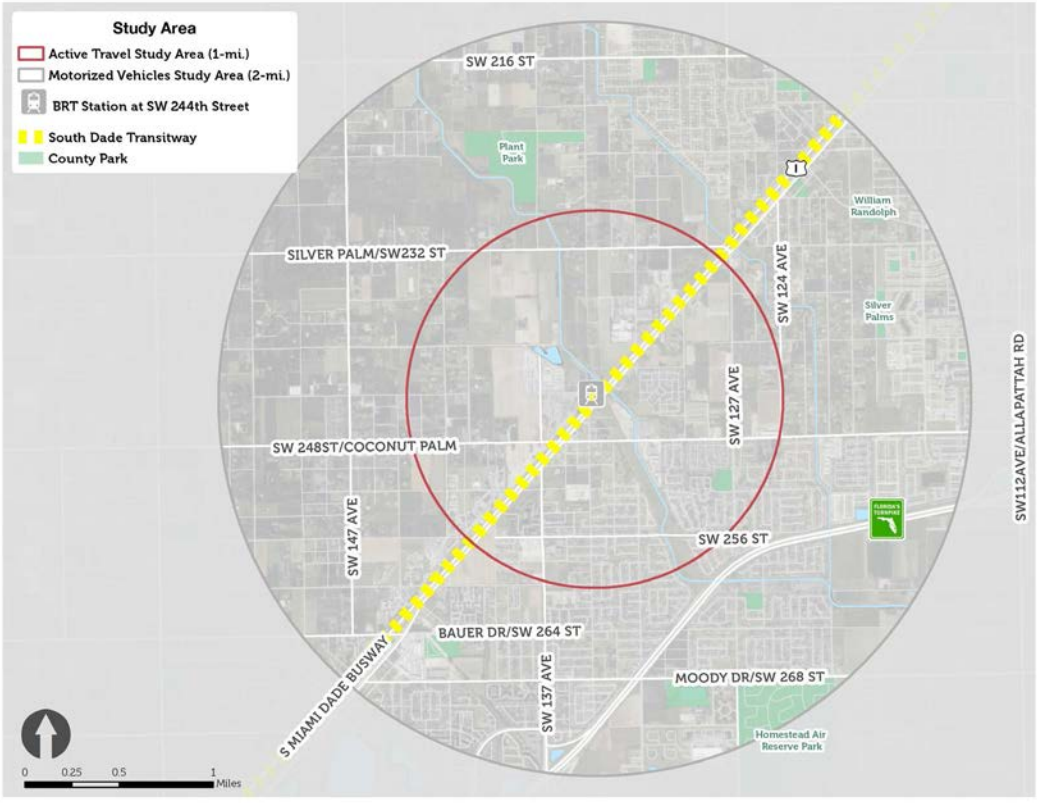
For more information, or questions regarding the survey, please contact:

Miami-Dade TPO
305-375-1837
information@mdtpo.org

Estudio sobre la movilidad y la facilidad de acceso en la estación de SW 244th Street (Princeton) HOJA INFORMATIVA

RESUMEN DEL PROYECTO Se ha propuesto que el espacio para estacionamiento y acceso al trasporte público de Tránsito Rápido (BRT) de la red de transporte público del sur de Dade esté ubicada en SW 244th Street, área no incorporada del Condado de Miami-Dade. A fin de promover la facilidad de acceso y el posible desarrollo en el área de la estación, se deben considerar, de manera estratégica, las oportunidades de conectividad multimodal. En este sentido, la Organización para la Planificación del Transporte (TPO) realiza este estudio sobre movilidad en la estación para concebir un plan estratégico de implementación que ayude a crear una red integral de movilidad en el área en fase de estudio.

OBJETIVO Evaluar la conectividad, la movilidad y la seguridad en el área de la estación para peatones, ciclistas y usuarios del transporte público. En la propuesta del plan de implementación se identifica la magnitud tecnológica adecuada en el transporte, la infraestructura y las instalaciones a fin de facilitar el uso de la estación BRT de SW 244th Street.



PROCESO DE PLANIFICACIÓN

1. Coordinación por parte de los interesados
2. Evaluación de la documentación y recopilación de datos
3. Análisis de la facilidad de acceso multimodal
4. Diseños conceptuales y visualización
5. Plan de implementación y recomendaciones

Calendario del Proyecto

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

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

PARTICIPE

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

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

Scan me

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

www.surveymonkey.com/r/HX88K83

CONTÁCTENOS

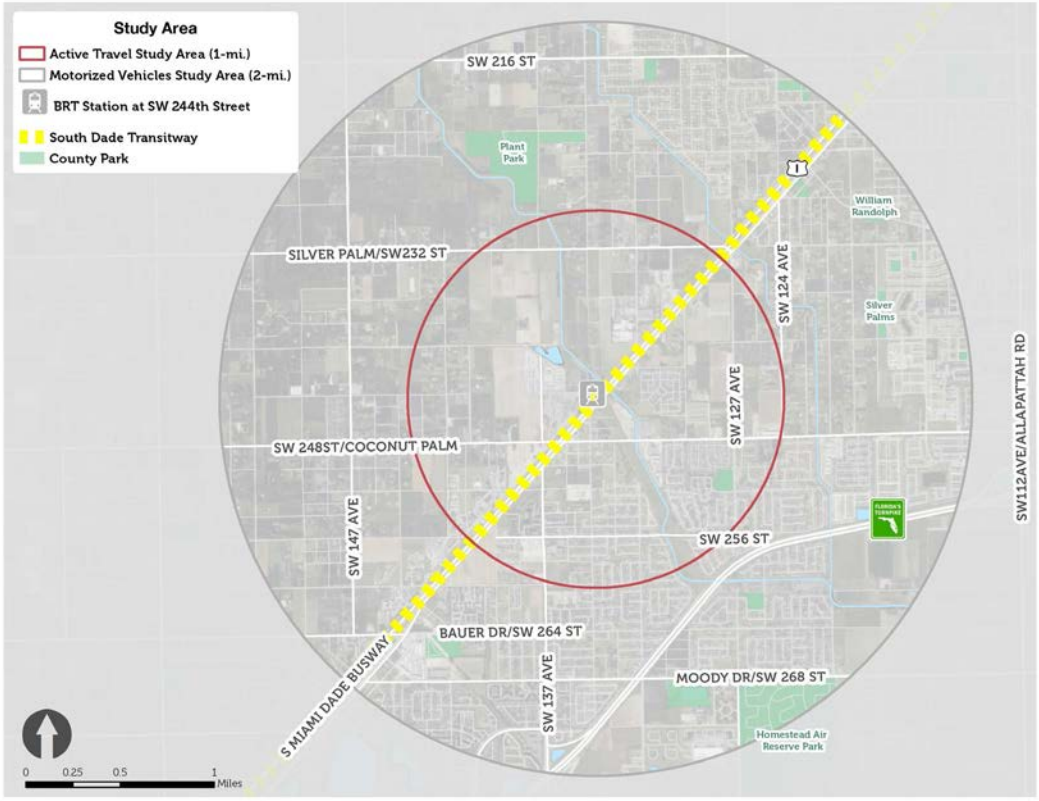
Para obtener más información o hacer preguntas sobre el estudio, póngase en contacto con:

Miami-Dade TPO
305-375-1837
information@mdtpo.org

Etid Sant Mobilite ak Aksè SW 244th Street
FICH DESKRIPTIF

APÈSI SOU PROJÈ Yo pwopoze estasyon *Park and Ride* pou otobis transpò Tranzit Rapid South Dade Transitway (BRT) poze pou yon nan SW 244th Street nan kont Miami-Dade ki pa enkòpore. Pou sipòte aksè nan zòn estasyon ak devlopman potansyèl, yo dwe konsidere estratejikman opòtinite pou konektivite miltimodal. Nan sans sa a, Organizationg Planifikasyon Transpòtasyon (TPO) ap fè etid Sant Mobilite sa a pou livre yon aplikasyon plan estratejik pou ede reyalize yon rezo mobilite konplè nan zòn etid la.

OBJEKTIF Pou evalye konektivite zòn estasyon, mobilite ak sekirite pou pyeton, siklis, ak itilizatè transpò. Plan aplikasyon rekòmande a va idantifye echèl apwopriye teknoloji transpò, enfrastrikti ak ekipman pou fasilite itilizasyon yon estasyon BRT nan SW 244th Street.



PWOSESIS PLANIFIKASYON

1. Kowòdinasyon Pati
2. Revizyon Literati ak rasanbleman Done
3. Analiz Akesibilite Miltimodal
4. Desen konseptyèl ak Vizyalizasyon
5. Aplikasyon Plan ak Rekòmandasyon

Kalandriye Pwojè

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

Nòt:

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

PATISIPE

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

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

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

www.surveymonkey.com/r/H6QFKWH

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KONTAKTE NOU

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

Miami-Dade TPO
305-375-1837
information@mdtpo.org

Take Our Survey
Responda Nuestra Encuesta
Pran Sondaj Nou An

SW 244th Street (Princeton) Hub Mobility & Access Study

Miami-Dade Transportation Planning Organization

MIAMI-DADE COUNTY

Project Overview

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

Purpose

To evaluate station area connectivity, mobility and safety for pedestrians, bicyclists, and transit users. The recommended implementation plan will identify the appropriate scale of transportation technology, infrastructure and amenities to facilitate the usage of a BRT station at SW 244th Street.

Be Involved

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

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

Contact Us

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

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

Resumen Del Proyecto

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

Objetivo

Evaluar la conectividad, la movilidad y la seguridad en el área de la estación para peatones, ciclistas y usuarios del transporte público. En la propuesta del plan de implementación se identifica la magnitud tecnológica adecuada en el transporte, la infraestructura y las instalaciones a fin de facilitar el uso de la estación BRT de SW 244th Street.

Participe

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

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

Contáctenos

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

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

Apési Sou Projé

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

Objektif

Pou evalye konektivite zòn estasyon, mobilite ak sekirite pou pyeton, siklis, ak itilizatè transpò. Plan aplikasyon rekòmande a va idantifye echèl apwopriye teknoloji transpò, enfrastrikti ak ekipman pou fasilite itilizasyon yon estasyon BRT nan SW 244th Street.

Patisipe

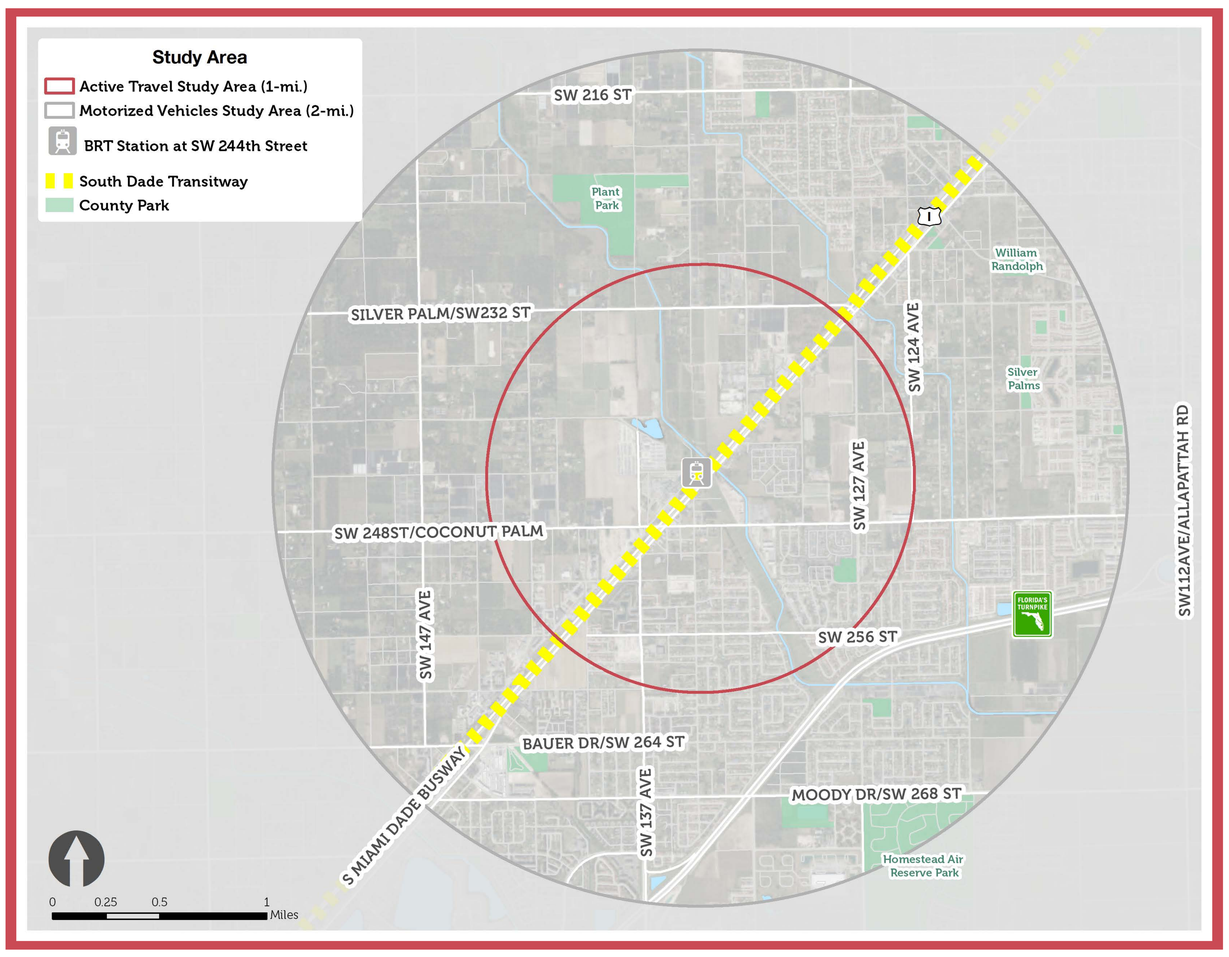
Opinyon kominote a ak ajans lokal yo enpòtan pou plan sa a. Men fason pou ou konekte epi patisipe:

» Bay opinyon nan minisipalite ou.
» Kontakte nou dirèkteman avèk lide w ak opinion w.
» Patisipe nan prezantasyon alavni nan komite TPO Miami-Dade.

Kontakte Nou

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

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



Scan Me!

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

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

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

English
www.surveymonkey.com/r/5P9Z3GJ

Spanish
www.surveymonkey.com/r/HX88K83

Creole
www.surveymonkey.com/r/H6QFKWH

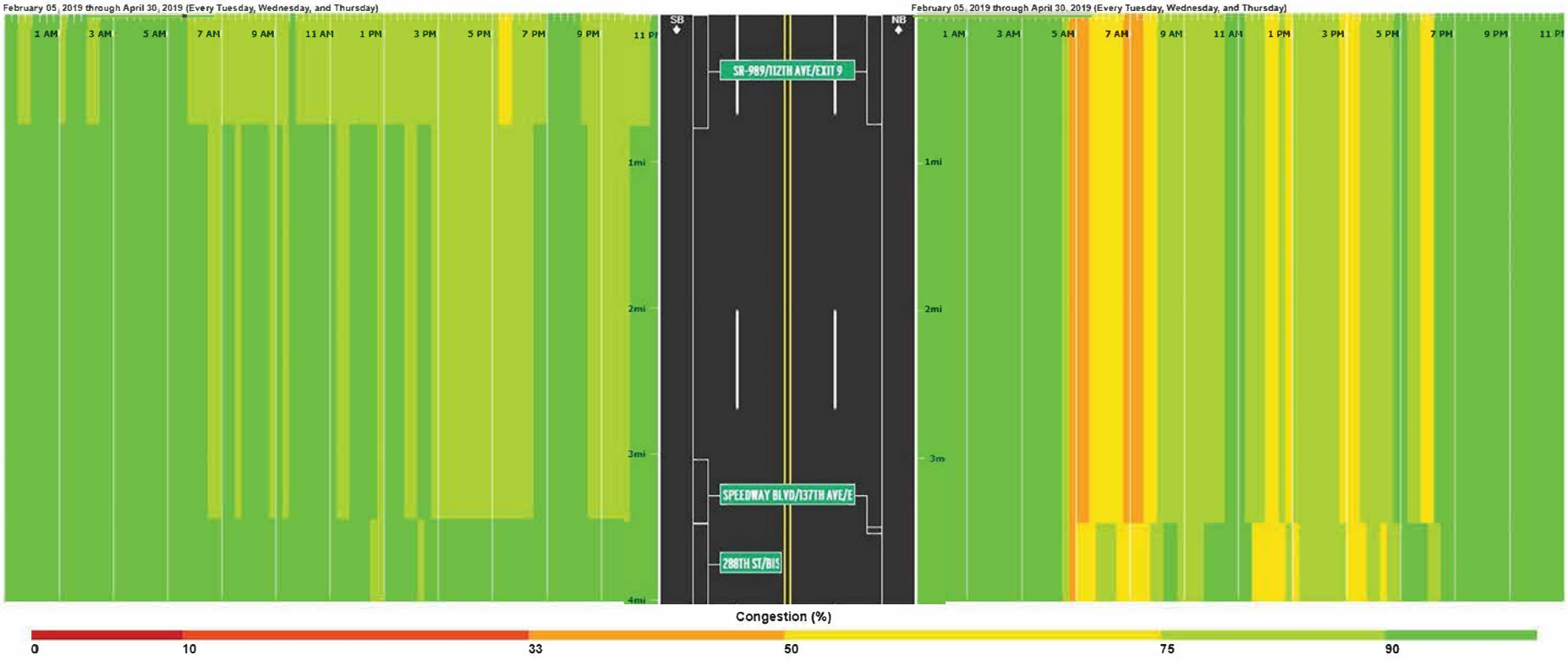
Miami-Dade Transportation Planning Organization

Kimley»Horn

APPENDIX C

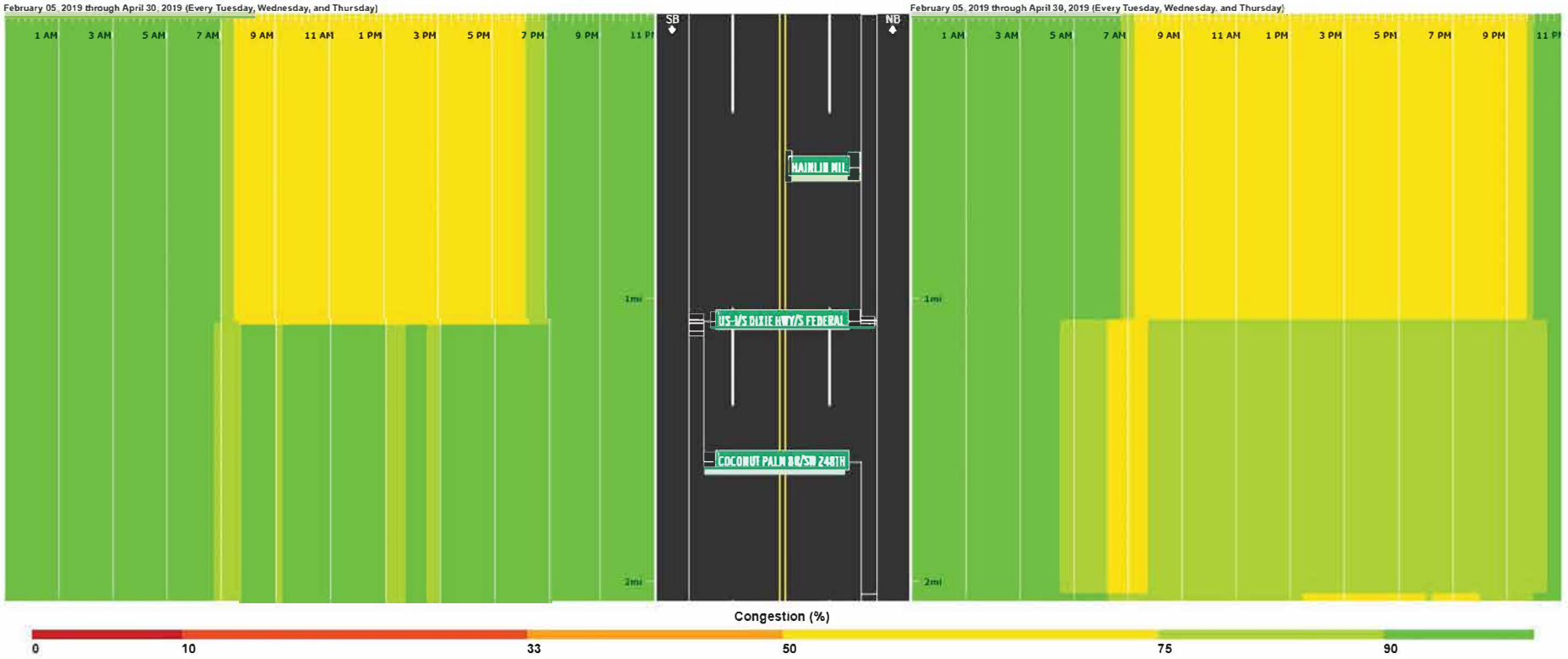
SR-821 between 288Th St/Biscayne Dr/Exit 5 and SR-989/112Th Ave/Exit 9

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



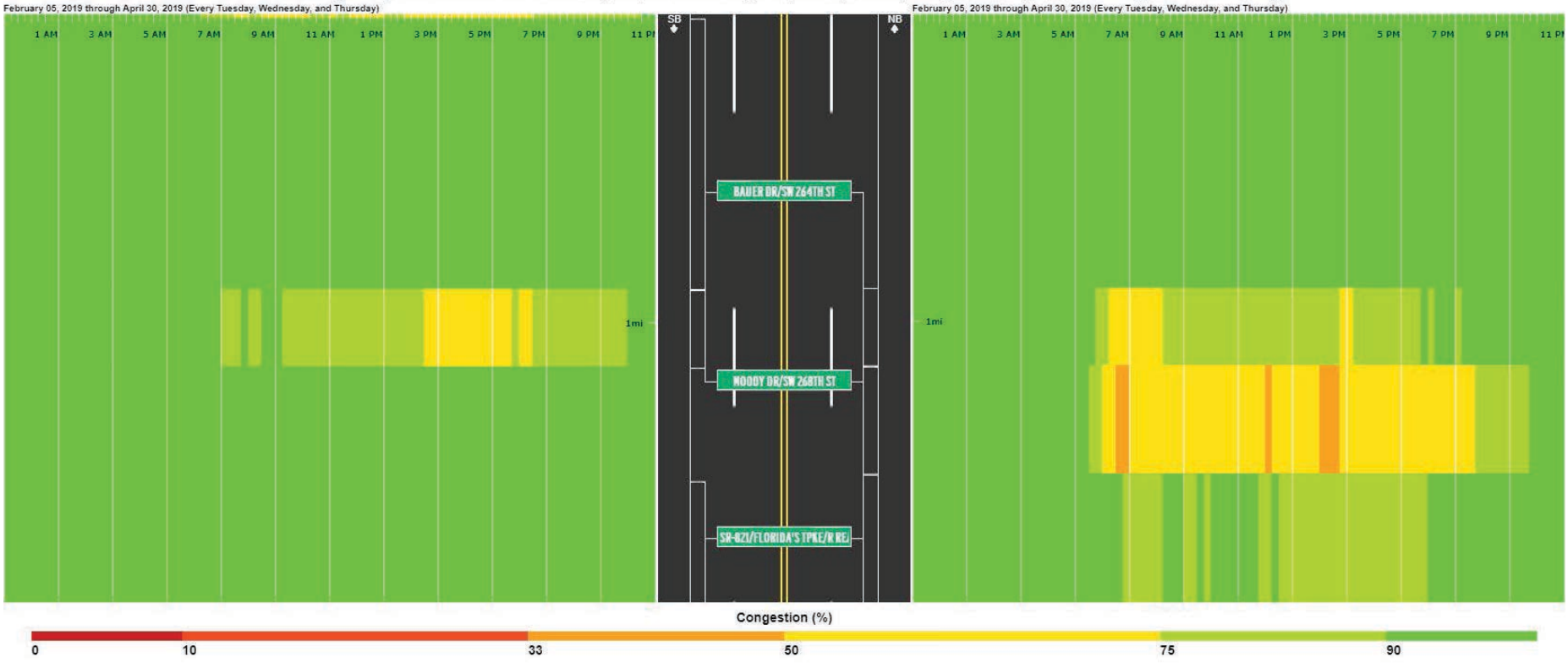
SW 127TH AVE between Coconut Palm Dr/Sw 248Th St and Hainlin Mill Dr/Sw 216Th St

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



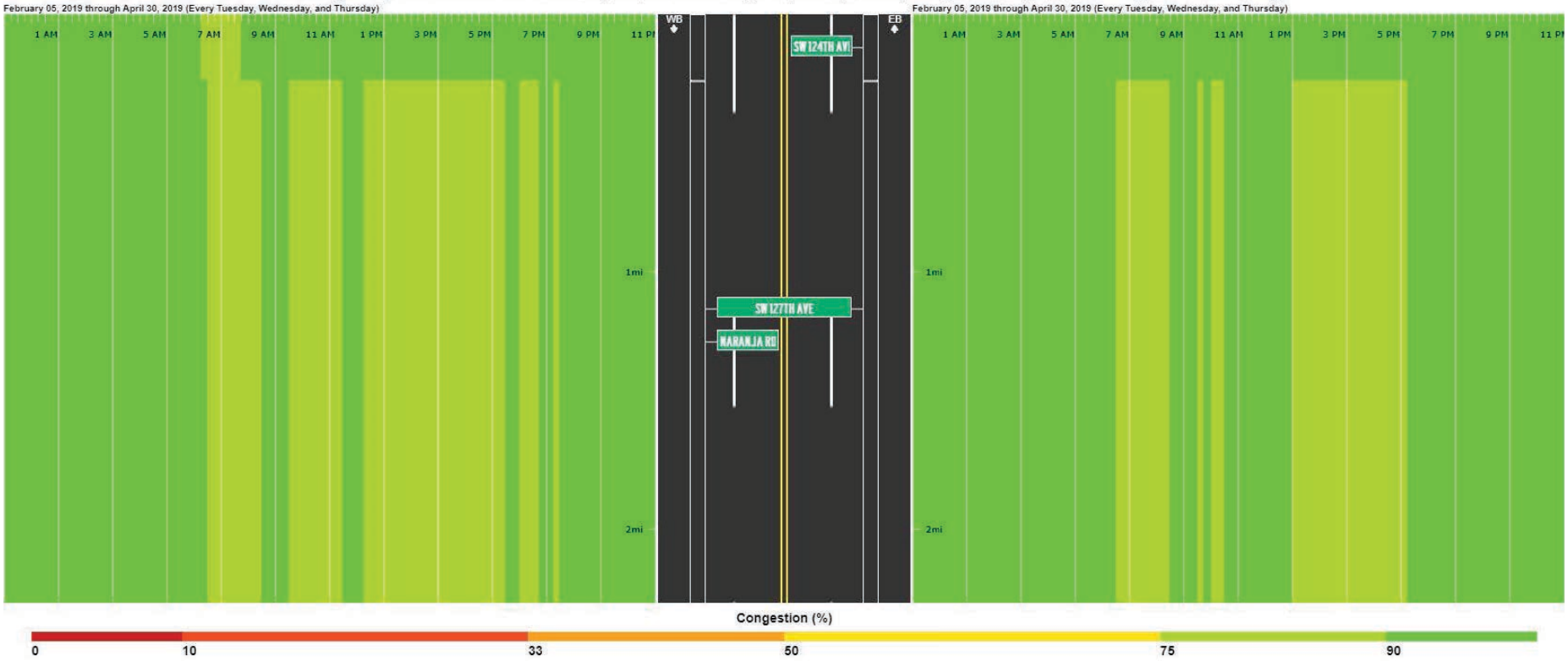
Congestion for SW 137TH AVE using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



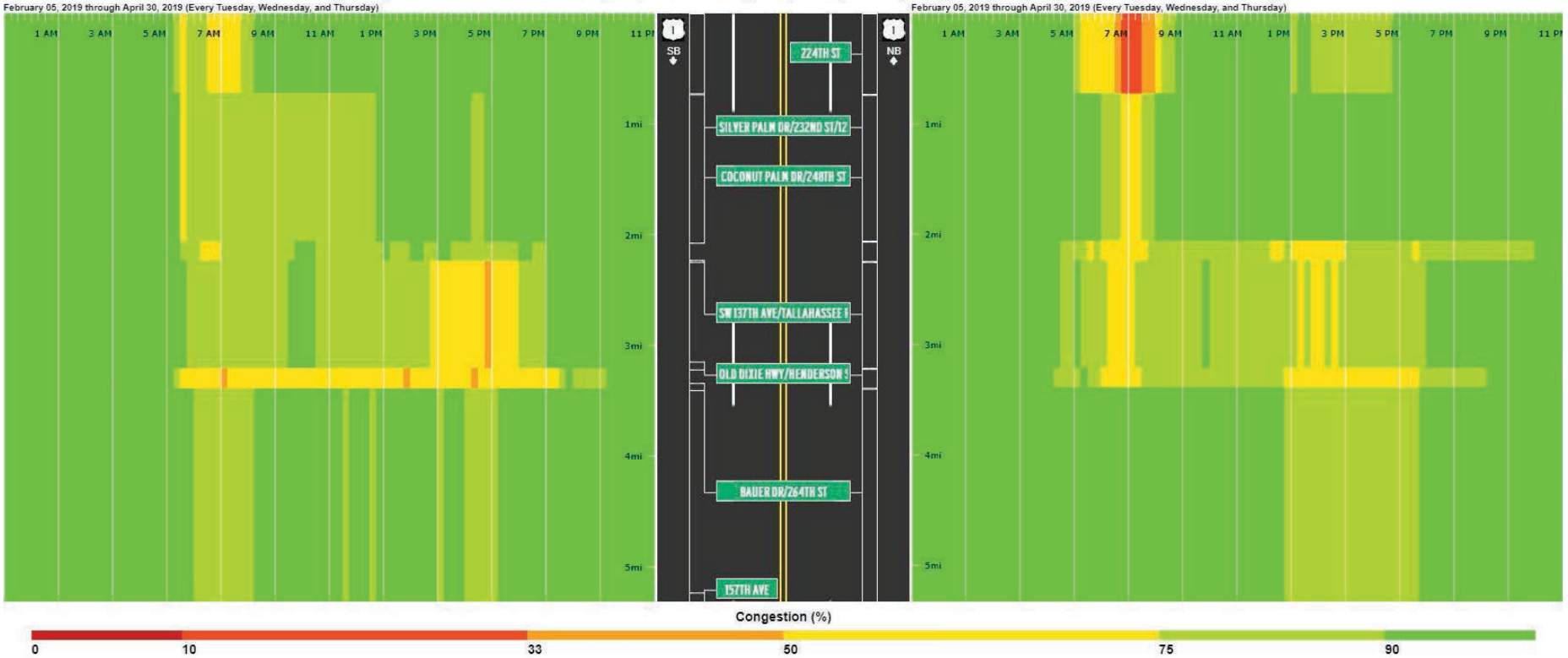
SW 216TH ST between SR-997/Krome Ave/Sw 177Th Ave and Ingraham Hwy/Old Cutler Rd

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



Congestion for US-1 between Avocado Dr/296Th St and 224Th St using HERE data

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)



OLD DIXIE HWY/W DIXIE HWY between Avocado Dr/Sw 296Th St and US-1/S Dixie Hwy/Henderson Dr

Averaged by 15 minutes for February 05, 2019 through April 30, 2019 (Every Tuesday, Wednesday, and Thursday)