

AVERTURA-OJUS MOBILITY AND ACCESS STUDY

MAY 2021

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EXECUTIVE SUMMARY

The Miami-Dade Transportation Planning Organization (TPO) conducted a study to identify the necessary multimodal improvements to support the people traveling to and from the new Aventura Brightline Station.

The Aventura Station is one of the stops along the Northeast corridor, one of the six corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan. It was identified as a SMART hub in the 2019 Transportation Development Plan (TDP) by the Miami-Dade Department of Transportation and Public Works (DTPW). The new station serves multiple municipalities and jurisdictions. The station itself is located within unincorporated Miami-Dade County in the Ojus neighborhood and immediately adjacent to the City of Aventura. Within a 2-mile radius is the City of Hallandale Beach in Broward County, City of Golden Beach, City of Sunny Isles Beach, and North Miami Beach in Miami-Dade County. The major destinations are the Aventura Mall, Aventura City Hall, Founders Park, Country Club Golf Course, and trail within a mile in Aventura. The existing Aventura Transit Hub serves Miami-Dade County and Broward County transit and located within the Aventura Mall, about a quarter mile from the station. The future East bridge across US-1 will connect the Aventura transit hub through a proposed plaza adjacent to the transit hub.

CONTEXT

The Aventura Station with a park-and-ride lot along the Northeast SMART Corridor is expected to be operational in Fall 2021. This station will be located at 19700 West Dixie Highway and serves the high-speed train and commuters with a connection to downtown Miami, Fort Lauderdale, and West Palm Beach. The West bridge will provide a safe connection across the existing railroad tracks for people walking to and from the new station and the train platform. A second pedestrian-bike bridge (East bridge) across Biscayne Boulevard/US-1 will connect the station to the Aventura Mall and the Miami-Dade Bus Terminal/Aventura Transit Hub. Even though, the East bridge is funded, the bridge's design and construction are expected to be complete by 2024.

PURPOSE AND NEED

The Aventura Station will include a park-and-ride commuter lot providing the infrastructure for those driving. However, safe non-vehicular connections and infrastructure between the new Aventura Station and the surrounding Aventura-Ojus neighborhood are limited. Even though the City of Aventura currently has a local circulator between the Aventura Mall and other parts of the City, there are no connections to and from the new Aventura Station. The current conditions

offer limited mobility options between the Aventura Station and the unincorporated Ojus neighborhood. Therefore, there is an immediate need for safe, mobility connections for people who use other transportation modes other than driving.

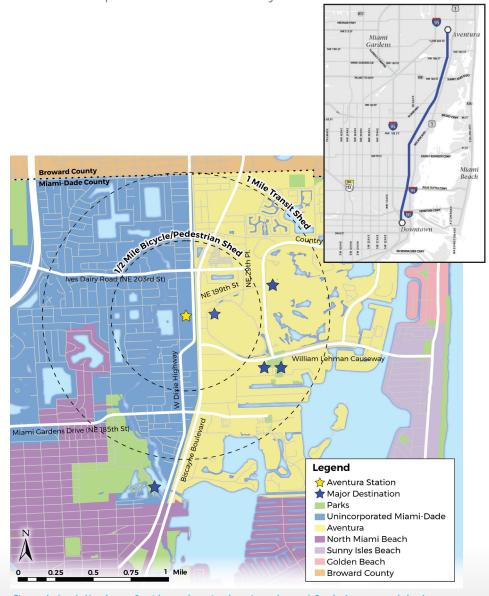


Figure A: (top) Northeast Corridor and station locations. (center) Study Area around the Aventura

Brightline Station

OBJECTIVES

This study will evaluate connectivity, mobility, and safety improvements for a well-linked transportation system that includes active transportation (walking, biking) from the Aventura Station. Study objectives and goals are to:

1.Propose infrastructure improvements for multimodal access around the Aventura Station within $\frac{1}{2}$ mile from the station for people walking biking and other micromobility devices, within 2-mile radius from the station for transit.

2. Recommend an alternate implementation/project deliver method.

STAKEHOLDERS INPUT, COMMUNITY PRIORITIES

Input was solicited from a dedicated advisory group and from the public to identify the necessary improvements to support safe access for the people traveling to and from the new Aventura Brightline Station. A Study Advisory Group (SAG) with Municipality, County, State agencies, private and public transit agencies, and neighborhood representative was formed to guide the study. The SAG met three times during this study. Also, input was solicited from people who live, work, or play within approximately two-miles of the proposed station including, Ojus (unincorporated Miami-Dade County), Cities of Aventura, Hallandale Beach, North Miami Beach, and Sunny Isles Beach. Community input was solicited in four languages, English, Spanish, Haitian Creole, and Russian, through online and mail-in surveys between September 8, 2020, and November 6, 2020. Mail-In Survey with self-postage and fact sheets were distributed within the surrounding communities.

The project received 360 survey responses, of which 359 responses were online. The online responses consisted of 339 surveys in English, 18 surveys in Spanish, and two surveys in Russian. The only mail-in survey was in Spanish. A majority, 161 surveys were completed by people in the City of Aventura. Also, 266 surveys were from people between the ages of 31 and 65. A detailed summary is in Appendix 2.

Communities priorities identified through the survey are summarized below.

Essential Improvements for people walking

- » Continuous Sidewalk
- » Safe Crossings
- » Shade and Trees along sidewalks

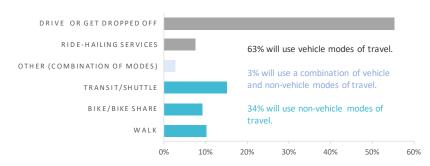
Essential Improvements for people biking

- » Green-colored bike lanes
- » Bike storage (lockers at station)
- » Bikeshare stations

Essential improvements to those using transit

- » Frequent operation hours
- » Sheltered transit stations
- » Arrival and departure updates

QUESTION 1. HOW WOULD YOU MOST LIKELY TRAVEL TO THE NEW AVENTURA TRAIN STATION?



QUESTION 5. WOULD YOU USE AN ON-DEMAND SHUTTLE, INSTEAD OF DRIVING OR BEING DROPPED OFF, IF IT WERE AVAILABLE?



SITE AUDIT, PREVIOUS PLANS

The geographic information data processing tool ArcGIS was used for analysis. Data of existing infrastructure was collected from the Miami-Dade TPO, Florida Department of Transportation (FDOT), and the Department of Transportation and Public Works (DTPW), Miami-Dade County. The Geographic Information System (GIS) data was analyzed to identify infrastructure and transit service gaps. The infrastructure gaps were verified on-site during a site audit. The team followed the Center for Disease Control (CDC) guidelines during the COVID-19 pandemic. The site visit was restricted to internal team members and the information was collected virtually using the ArcGIS Survey 123 Application. Data was verified, and additional information, including site observation and photographs were collected. The collected data including photographs are available on the Aventura-Ojus Site Audit' application and viewed on the desktop and mobile phone.

REGIONAL MOBILITY AND CONNECTIVITY

VEHICULAR ROADWAY INFRASTRUCTURE

The Aventura Station is located along Dixie Highway, a major North-South regional connector and parallel to another major North-South regional connector, Biscayne Boulevard/ US-1. Both these corridors connect and extend between Miami-Dade and Broward Counties. Three major East-West Corridors are within one-mile of the station. NE 203rd Street/Ives Dairy Road and NE 185th Street/Miami Gardens Drive connect directly to Interstate-95 (I-95), whereas William H Lehman Causeway connects with A1A.

DTPW's, Vision Zero Implementation Plan analysed crashes resulting in severe injuries and deaths crash data between 2015-2019 consistent with the adopted TPO's Miami-Dade County 2018 Vision Zero Plan. The study identified Biscayne Boulevard between NE 203rd St/Ives Dairy Road and NE 185th Street/Miami Gardens Drive, as a high-injury-network and one of the most deadly roadway segments. Within the study area, the other high crash roadways are Country Club Drive, NE 199th Street/Aventura Boulevard, and NE 203rd Street/Ives Dairy Road.

To improve the current state of safety, we recommend coordinating with the efforts of DTPW's Vision Zero and develop a Vision Zero program within the City of Aventura. This Vision Zero program should include a comprehensive Safety Audit, funding for safety improvement projects, combined with community outreach in the long-term. In the short term, immediate engineering countermeasure can be used to improve the safety all users. This study recommends prioritizing

some roadways for people walking and biking by re-purposing excess asphalt within the existing major and local roadways. The multimodal priority roadway will retain the existing vehicular capacity and provide dedicated infrastructure for safety, mobility and access for people who do not use a vehicle. Multimodal priority roadways were identified by analyzing data, observations during the site audit, identified community priorities, and recommendations from previous studies. The following implementation strategies will improve all roadway users' safety.

- » Evaluate the feasibility of eliminating one travel lane along Country Club Drive, NE 199th Street/Aventura Boulevard and along NE 203rd Street/Ives Dairy Road between NE 29th Place and W Dixie Highway.
- Study the feaibility of reducing the posted speed limit to 20 MPH in combination with the lane eliminations along Country Club Drive, NE 199th Street/Aventura Boulevard, and NE 203rd Street/Ives Dairy Road between NE 29th Place and W Dixie Highway.

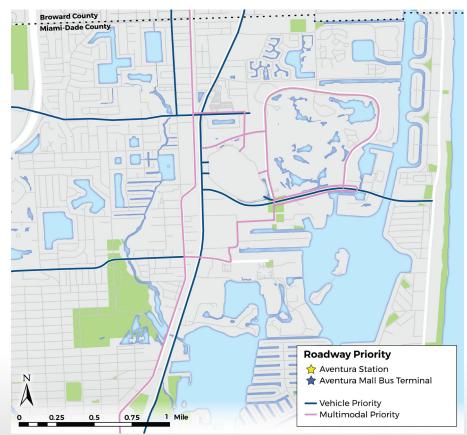


Figure B: Proposed vehicular and multimodal priority corridors

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Existing infrastructure for people walking is primarily a well-connected 5-foot sidewalk along with the majority of the Study and a multiuse trail between 8 to 12 feet along Country Club Drive. However, the infrastructure for pedestrian crossing is inadequate. Marked crossings are only at signalized intersections, and the distance between two marked crossings is sometimes over 1,000 feet. Existing bicycle infrastructure around the Aventura Station is discontinuous, often less than 5 feet wide and without separated infrastructure. The crashes involving people walking an biking are concentrated along Biscayne Boulevard, and the next highest crashes corridor is Country Club Drive. However, the highest bicycle ridership along the Northeast Corridor is at the Aventura Station area, as identified by the study North-South Transportation Needs for the Coastal Communities Feasibility Study. Study survey responses noted essential improvements for walking are wide and continuous sidewalk, shaded walking paths and adequate number of safe crossings. Essential improvements for biking noted by the survey respondents are greencolored bike lanes, bike storage lockers at the Aventura Station, and bike-sharing stations. Feedback from the adjacent municipalities and the SAG committee indicates a consensus among the municipalities for a safe and connected bicycle network. Therefore, recommendations to increase safety and mobility for people walking or biking is to provide a connected network with dedicated bicycle lane, and safe crossings between 250 to 600 feet apart, where pedestrian destintations are located and likely to cross the street. Specific recommendations are:

- 1. Work with FDOT and DTPW to remove pavement markings on the discontinuous bike lanes along Biscayne Boulevard and along NE 26th Avenue. Reroute people biking to alternate route.
- 2. Study the feasibility of repurposing the excess asphalt/paved area along non-vehicle priority designated roadways. Install separated bike lanes/ two-way cycle track with walking path along:
 - » the eastbound entrance and westbound exit ramp to Lehman Causeway at Country Club Drive, continuing the existing green-bike lanes between AIA and the exit.
 - » Country Club Drive
 - » NE 199th Street through NE 29th place to NE 203rd Street/Ives Dairy Road
 - » West Dixie Highway
- 3. Evaluate safe crossing opportunities at Country Club Drive at west bound exit and east bound entrance ramps.
- 4. Evaluate the feasibility of installing modern roundabouts with appropriate bicycle and pedestrian crossings at:

- » NE 26th Avenue at NE 202nd Street
- » West Dixie Highway and NE 26th Avenue.
- 5. Install bikeshare/scooter share with parking at multiple locations within the study area, including the new Aventura Station
- 6. Study the feasibility of installing marked mid-block crossings between 250 to 600 feet apart, where pedestrian destintations are located and where they are likely to cross the street with refuge islands per FDOT Criteria for crossings.
- 7. Install pedestrian and bicylist wayfinding signage, particularly along the multi-modal priority corridor connecting people between the Aventura Station and the destinations within the study area.
- 8.Install secure bike locker facilities at the Aventura Station in coordination with Brightline.
- 9. Provide placemaking through public art to reinforce and celebrate community identity. Evaluate creating a raised pedestrian plaza at the intersection of the US-1 underpass at NE 203rd Street. Analyse the feasibility of repurposing excess asphalt space by reducing the width of travel lanes from 15 to 11 feet while maintaining all existing vehicle movements. Also, study feasibility of repurposing the unused existing concrete space under the bridge to provide for community activities, events like farmers' markets. Also, this location will serve as a stop along the future Dixie Highway SUN Trail. Recommendations include:
- » Public art on the wall of the bridge
- » Pedestrian lighting and upward bridge lighting
- » Decorative bollards separating vehicles and people walking and biking



Ives Dairy Road (NE 203rd St) William Lehman Causeway **Bicycle & Pedestrian** Recommendations **Aventura Station** Aventura Mall Bus Terminal Existing Sidewalk Miami Gardens Dr. (NE 185th St) Miami Gardens Dr. (NE 185th St) Existing Crossings Recommended Paved Path → Recommended Crossings New Separated Bike Lane New Roundabout Remove Bicycle Lane Markings

Figure C: Recommendations for bicycle network infrastructure

Figure D: Corridor specific recommendations for pedestrian and bicycle infrastructure

TRANSIT SERVICE

The Aventura Mall Bus terminal serves as the major transit hub within 2-miles from the Aventura Station. The terminal serves eight Miami-Dade Transit (MDT) fixed-routes, two Broward County Transit (BCT) fixed-routes, and local City of Aventura circulators. Also, surrounding municipalities, the City of Sunny Isles Beach and the City of North Miami Beach, have local circulators within the study area. Currently, only MDT Route 9 services the Aventura Station.

However, there is a need for a better transit system. Community priorities based on the survey and the municipalities' feedback indicate a need for on-demand shuttle services, essential improvements to existing transit service, and improved connections to the surrounding cities.

Therefore, recommendations to increase mobility using transit include:

- 1. Launch an on-demand service within 2-mile of the Aventura Station.
- 2. Launch the procured on-demand service serving the City of Aventura and the Aventura Station.
- 3. Extend the MDT routes 93, 119, and 183 to the Aventura Station.
- **4.** Launch the procured dedicated fixed-route transit between the City of Hallandale Beach and the Aventura Station.
- 5. Extend the internal circulators within the City of North Miami, City of Sunny Isles Beach, and City of Aventura to the Aventura Station. Circulators must coordinate timing with the Brightline trains schedule to reduce wait time for users.
- **6.** Increase the transit service frequency and extend the operational hours to support people who beyond the typical office hours.
- 7. Provide readily accessible transit and circulators arrival departure updates.
- 8. Install covered bus shelters along West Dixie Highway and other corridors.

In addition to the above recommendation, there are multiple municipalities, and each with its own circulator/shuttle, two transit agencies with fixed route, each with their own application, together they provide comprehensive service within the study area. However, the separate agencies route is difficult to access by a person who arrives at the Aventura Station and not familiar with the available options. Therefore, integrated transit services connecting Aventura Station users with multiple municipality, County and private mobility providers is recommended to provide seamless mobility interactions.

Coordinate with DTPW's efforts to provide open-data through its application- GO Connect between private and public mobility providers.



Figure E: Recommendations for transit service improvements

Chapter 5 Corridors incudes detailed, specific recommendations, before-after street sections and illustrations for each corridor within the study area.

Chapter 6 Recommendations Summary notes all the proposed recommendation with illustrative examples, planning-level cost estimate and construction time-frame.

1. INTRODUCTION

BACKGROUND

The Miami-Dade Transportation Planning Organization (TPO) conducted the Aventura-Ojus Mobility and Access Study to identify the necessary multimodal improvements to support the people traveling to and from the new Aventura Brightline Station.

The Aventura Station is one of the stops along the Northeast corridor, one of the six rapid transit corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan. In April 2016, the Miami-Dade County Transportation Planning Organization (TPO) approved the implementation of the Strategic Miami Area Rapid Transit (SMART) Plan, which establishes a countywide rapid transit vision to improve transit service in Miami-Dade County by expanding transit service to six new premium transit major transportation corridors. Also, the Aventura area was identified as a SMART hub in the 2019 Transportation Development Plan (TDP) by the Miami-Dade DTPW.

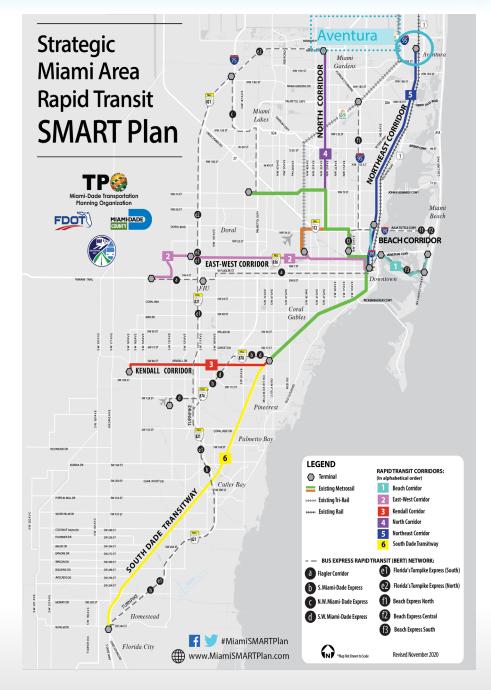


Figure 1: Strategic Miami Area Rapid Transit (SMART) Plan

CONTEXT

The Brightline Aventura Station with a park-and-ride lot along the Northeast SMART Corridor is expected to be operational in Fall 2021. This station will be located at 19700 West Dixie Highway and serves the high-speed train and commuters with a connection to downtown Miami, Fort Lauderdale, and West Palm Beach. Future connection to Orlando is planned. The station construction along with a pedestrian-bike bridge (West bridge) began in October 2020. The West bridge will provide a safe connection across the existing railroad tracks for people walking to and from the new station and the train platform. A second pedestrian-bike bridge (East bridge) across Biscayne Boulevard/US-1 will connect the station to the Aventura Mall and the Miami-Dade Bus Terminal/Aventura Transit Hub. Even though, the East bridge is funded, the bridge's design and construction are expected to be complete by 2024.

The new station serves multiple municipalities and jurisdictions. The station itself is located within unincorporated Miami-Dade County in the Ojus neighborhood and immediately adjacent to the City of Aventura. Within a 2-mile radius is the City of Hallandale Beach in Broward County, City of Golden Beach, City of Sunny Isles Beach, and North Miami Beach in Miami-Dade County. The major destinations are the Aventura Mall, Aventura City Hall, Founders Park, Country Club Golf Course, and trail within a mile in Aventura. Greynolds County Park is about a mile in the City of North Miami Beach, and the beaches in the City of Sunny Isles Beach are two miles from the station.

The existing Aventura Transit Hub serves Miami-Dade County Transit (MDT), Broward County Transit (BCT) and located within the Aventura Mall, about a quarter mile from the Aventura station. The future East bridge across US-1 will connect the Aventura transit hub through a proposed plaza adjacent to the transit hub.



Figure 2: Brightline connection between Miami and Orlando



Source: NE Corridor Land Use Scenario and Visioning Planning

Figure 3: Northeast Corridor and station locations

PURPOSE AND NEED

The new Aventura Station will include a park-and-ride commuter lot providing the infrastructure for those driving. However, safe non-vehicular connections and infrastructure between the new Aventura Station and the surrounding Aventura-Ojus neighborhood are limited. Lack of a street grid creates challenges for directly accessing the Aventura Station and the Aventura transit hub and is further exacerbated by the high speed, high vehicular volume, and high crash US-1 corridor. Even though the City of Aventura currently has a local circulator between the Aventura Mall and other parts of the City, there are no connections to and from the new Aventura Station. The current conditions offer limited mobility options between the Aventura Station and the unincorporated Ojus neighborhood. Therefore, there is an immediate need for safe, mobility connections for people who use other transportation modes other than driving. Also, providing reliable, seamless connectivity for non-vehicular users will reduce the number of privately-owned vehicles from the adjacent single-family residential Ojus neighborhood.

OBJECTIVES

This study will evaluate connectivity, mobility, and safety improvements for a well-linked transportation system that includes active transportation (walking, biking), vehicular and transit travel from the Aventura Station.

Study objectives and goals are to:

- 1. Propose infrastructure improvements for multimodal access around the Aventura Station within ½ mile from the station for people walking biking and other micromobility devices, within 2-mile radius from the station for transit.
- 2. Recommend an alternate implementation/project deliver method.



Figure 4: East and West Bridge across the railroad and US-1.

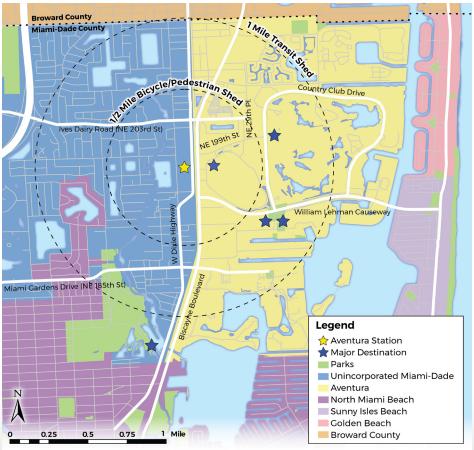


Figure 5: Study area around the Aventura Brightline Station

2. COMMUNITY PRIORITIES

Input was solicited from a dedicated advisory group and from the public to identify the necessary improvements to support safe access for the people traveling to and from the new Aventura Brightline Station.

2.1. STAKEHOLDER INPUT

A Study Advisory Group (SAG) was formed to provide input during the effort. Representatives from Municipal, County, State, private and public transit agencies, and neighborhood representatives.

- 1. City of Aventura
- 2. City of Hallandale Beach
- 3. City of Sunny Isles Beach
- 4. City of North Miami Beach
- 5. Miami-Dade County Department of Transportation and Public Works (DTPW)
- 6. Miami-Dade County Department of Regulatory and Economic Resources (RER)
- 7. Florida Department of Transportation (FDOT)
- 8. Brightline
- 9. Florida East Coast Industries (FECI)
- 10. South Florida Reginal Transportation Authority (SFRTA/TriRail)
- 11. Miami-Dade TPO
- 12. Skylake Highland Lakes Area HOA (Ojus)

The SAG met three times during this study. The goal of the first meeting (May 04, 2020) was to solicit stakeholder's expectations of the study outcome. At the second meeting (September 09, 2020), existing infrastructure gaps and transit service gaps was presented, and additional SAG feedback solicited. At final SAG meeting (February 16, 2021) recommendations of the study were presented and discussed.

In addition to the SAG, two meetings with the surrounding municipalities the City of Aventura, City of Hallandale Beach, City of Sunny Isles Beach, City of North Miami Beach were conducted.

Highlights of stakeholders input were:

- » Provide alternate walking connection from Aventura Mall, so people do not cross US-1
- » Provide bicycle network from W. H. Lehman Causeway to the station. Currently, access for non-motorized modes are restricted between US-1 and Country Club Drive. However, people use the bridge to walk.
- » Provide multiuse trail along Dixie Highway to Greynolds Park. Mixed use Zoning District in North Miami Beach along west side of FEC tracks require 5-10 Feet setback for future trails.
- » Provide transit connections to the surrounding Municipalities. Coordinate transit connection timing with the Brightline trains schedule.

2.2. COMMUNITY OUTREACH

Input was solicited from people who live, work, or play within approximately two-miles of the proposed station including, Ojus (unincorporated Miami-Dade County), Cities of Aventura, Hallandale Beach, North Miami Beach, and Sunny Isles Beach. Community input was solicited through online and mail-in surveys between September 8, 2020, and November 6, 2020.

2.2.1. ONLINE SURVEY

An online survey was developed in four languages, English, Spanish, Haitian Creole, and Russian. Each language survey page was linked with project factsheets in English, Spanish, and Haitian Creole. The online survey link was primarily distributed through the project SAG members who distributed the link to their constituents or commuters on their respective webpage or social media page. Also, posters with project information and QR code for the online survey were installed at 12 Miami-Dade Transit bus shelters around the surrounding community. The TPO and DTPW coordinated this installation.



Fact Sheet

AVENTURA-OJUS MOBILITY & ACCESS STUD

STUDY PURPOSE:

The Miami-Dade Transportation Planning Organization (TPO) is conducting a study to identify the necessary multi-modal improvements to support the people traveling to and from the new Aventura Brightline station. The outcome of the study is a multi-modal implementation plan.



Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.

PROJECT CONTEXT:

An Aventura train station with a park-and-ride commuter lot is expected to be complete in the Fall of 2020. The station that will be located at 19700 West Dixie Highway is a collaboration between Miami-Dade County and Brightline. The new Brightline Aventura Station along the high-speed train route will provide a direct connection to downtown Miami, Fort Lauderdale and West Palm Beach.



OCTOBER 2020: **NEW AVENTURA** STATION AND A **BIKE-PEDESTRIAN BRIDGE CONNECTING STATIONTOTHE** PLATFORM (WEST BRIDGE).

Future (expected 2024): Bike-Pedestrian bridge (East bridge) from the new Aventura station platform across US-1 to a plaza within Aventura Mall and next to the Miami-Dade Bus Terminal.

Graphic: Beach NE Corridor. Economic Mobility and Accessibility Study, Plusurbia

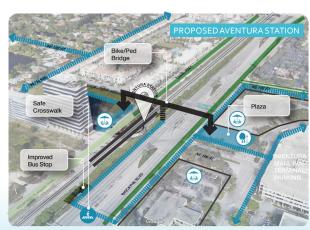


Figure 6: Fact sheet in English, Spanish and Creole to support the online survey in those respective languages.

Take Our Survey Responda Nuestra Encuesta Pran Sondai Nou An

Aventura-Ojus Mobility & Access Study

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

TTo identify the necessary multi-modal improvements to support the people traveling to and from the new Aventura Brightline station

Be Involved

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

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

Contact Us

For more information or guestions 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

Identificar las mejoras multimodales necesarias para el beneficio de las personas que se desplazan hacia y desde la nueva estación Brightline en Aventura

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 v 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

Idantifye amelyorasyon milti-modal ki nesesè pou sipòte moun ki prale ak soti nan nouvo estasvon Aventura Brightline

Patisipe

Opinyon kominote a ak ajans lokal yo enpòtan pou plan sa a. Men fason nou ou konekte eni natisine:

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

Kontakte Nou

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

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





Your opinion matters! Scan the code of 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 enpôtan! Eskane kôd la oswa itilize lyen anba a pou patisipe nan



Figure 7: Outreach through multilingual bus stop poster with QR code were installed at MDT bus stops

2.2.2. MAIL-IN SURVEY

Mail-in surveys were printed in four languages, English, Spanish, Haitian Creole, and Russian, with self-postage and fact sheets. These were distributed within the surrounding communities by:

- » City of Aventura at the Government Center
- » City of Sunny Isles Beach at the City Hall
- » City of Hallandale
- » City of North Miami Beach
- » Aventura Mall Bus Terminal
- » South Florida Commuter Services
- » Miami-Dade Public Library branches at Aventura and Sunny Isles Beach
- » FedEx Office Print & Ship Center at JW Marriott Aventura
- » Miami-Dade County Commissioner Sally A. Heyman's office
- » Beitzim Group/ City Bikes

The outreach materials are in **Appendix 1**.

Encuesta: Estudio sobre acceso y movilidad en Aventura-Ojus

El Condado de Miami-Dade y la compañía Brightline están construyendo una nueva estación de trenes en Aventura en 19700 West Dixie Highway, cuya conclusión está prevista para el otoño de 2020.

La nueva estación brindará conexión directamente con el downtown de Miami, Fort Lauderdale y West Palm Beach.

La Organización para la Planificación del Transporte de Miami-Dade (TPO) está realizando un estudio con el objetivo de identificar las mejoras multimodales (transporte público, bicicleta, peatonal, vehicular) que incrementarán la seguridad y la conectividad desde y hacia la nueva estación.

Su opinión es fundamental para identificar las mejoras adecuadas en cuanto a la movilidad.

Por favor, complete esta breve encuesta, selle el folleto y envíelo por correo a más tardar antes del 31 de Octubre de 2020.

www.miamidadetpo.org
@miamidadetpo
#MiamiSMARTPlan

1. ¿ Cuál método le gustaría utilizar más para llegar a la nueva estación de trenes de Aventura? \Box A pie	5. ¿Utilizaría usted un servicio de <i>shuttle</i> a demanda en lugar de conducir o que alguien lo/a deje en la zona de salida, si existiera? ☐ Si
☐ Bicicleta/Bicicleta compartida	□ No
☐ Transporte público/Shuttle	. D
☐ Servicio de viajes compartidos (Uber, Lyft)	¿Por qué?
☐ Conducir hasta el espacio para estacionamiento y acceso al transporte público (park-and-ride), o que alguien le deje en la zona de salida	
☐ Otro (Por favor, especifique)	6. ¿De qué área viene usted?
2. Si fuera a pie, ¿cuáles de estas mejoras considera esencial? Elija todas las opciones que correspondan.	□ Área no incorporada en municipio del Condado de Miami-Dade (vecindario de Ojus, vecindario de Highland Lakes, Presidential Estates)
☐ Aceras amplias, sin interrupciones	☐ Ciudad de Aventura
☐ Señalización/Carteles	☐ Estación del transporte público del centro comercial de Aventura
☐ Pasos peatonales	☐ Otro (Por favor, especifique)
☐ Árboles/Sombra en las aceras	
☐ Otro (Por favor, especifique)	
¿Por qué?	7. ¿Cuál es su edad?
	□ 18-30
	□ 31-45
3. Si fuera en bicicleta, ¿cuáles de estas mejoras considera esencial?	□ 46-64
Elija todas las opciones que correspondan.	□ 65+
☐ Carriles estándar para bicicletas y de color verde	☐ Prefiero no responder
☐ Carriles de uso compartido	
☐ Estaciones para compartir bicicletas (Citibike, Lime)	8. ¿Le interesa obtener más información? Incluya su dirección de
Lugares para guardar las bicicletas	correo electrónico para recibir la información más actualizada
☐ Otro (Por favor, especifique)	sobre el proyecto.
¿Por qué?	Correo electrónico:
4 Ciurdad anté unande al agrécie de abuttle a de autabée souéla	

Después de completar la encuesta, selle el folleto y envíelo por correo postal a más tardar antes del 31 de Octubre de 2020.

Si tiene alguna pregunta comuníquese con TPO de Miami-Dade por el 305-375-4507 o el correo electrónico information@mdtpo.org

Para más información, visite www.miamidadetpo.org

Figure 8: Multi-lingual mail-in survey was provided in addition to the online survey.

de estas mejoras considera esencial? Elija todas las opciones que

correspondan.

☐ Horario de servicio frecuente

¿Por qué?

☐ Horario de servicio extendido

☐ Otro (Por favor, especifique)

☐ Conexiones directas

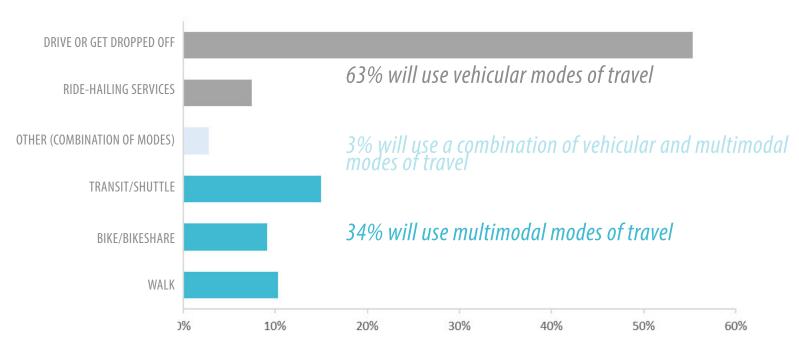
☐ Paradas cubiertas para autobuses/shuttle

☐ Información actualizada sobre las llegadas/salidas

2.3. COMMUNITY FEEDBACK

The project received 360 survey responses, of which 359 responses were online. The online responses consisted of 339 surveys in English, 18 surveys in Spanish, and two surveys in Russian. The only mail-in survey was in Spanish. A majority, 161 surveys were completed by people in the City of Aventura. Also, 266 surveys were from people between the ages of 31 and 65. A detailed summary is in **Appendix 2**.





Essential Improvements for people walking

- 1. Continuous Sidewalk
- 2. Safe Crossings
- 3. Shade and Trees along sidewalks

Essential Improvements for people biking

- 1. Green-colored bike lanes
- 2. Bike storage (lockers at station)
- 3. Bikeshare stations

Essential improvements to those using transit

- 1. Frequent operation hours
- 2. Sheltered transit stations
- 3. Arrival and departure updates

3. SITE AUDIT, PREVIOUS STUDIES AND PLANS

3.1. DATA COLLECTION

The geographic information system (GIS)data processing tool ArcGIS was used for analysis, using the following data sets.

- 1. Miami-Dade DTPW, Vision Zero Implementation plan. Crash data and High Injury Network
- 2. Existing bike lanes and sidewalk GIS layer, maintained by Miami-Dade County GIS Team
- 3. Averaged 2015-2019 AADT Data, maintained by FDOT Transportation Data and Analytics Office
- 4. Speed Limit GIS Layer, maintained by Miami-Dade County GIS Team
- 5. Miami-Dade County Transit Routes GIS layer, maintained by Miami-Dade County GIS Team

Data was collected from the following sources for reference.

- 1. Municipality Circulator Routes- City of Aventura, City of North Miami Beach, City of Sunny Isles
 Beach website
- 2. Strava Heat Map. Walking and Biking Activities. Strava.com

3.2. SITE AUDIT

Existing infrastructure data was collected from the Miami-Dade TPO, FDOT, DTPW, Miami-Dade County. The GIS data was analyzed to identify infrastructure and transit service gaps.

The infrastructure gaps were verified on-site during a site audit. The team followed the Center for Disease Control (CDC) guidelines during the COVID-19 pandemic. The site visit was restricted to internal team members and the information was collected virtually using the ArcGIS Survey 123 Application. Data was verified, and additional information, including site observation and photographs were collected based on user type, such as:

1. Pedestrian Infrastructure

- » Crossings. Mid-block, signalized intersections, ADA issues
- » Sidewalk. Missing segments, inadequate sidewalk

2. Bike Infrastructure

- » Dedicated bike lanes
- » Inadequate bike facility
- » Connection to pedestrian crossings
- » Missing bike facilities/segments

3. Transit Infrastructure

- » Signage
- » Amenities-bench, bus stop/shelter, bike racks

4. High Crashes Locations

- » Observe movements
- » Roadway geometrics

The collected data including photographs are available on the 'Aventura-Ojus Site Audit' mobiile application and viewable on both desktops and mobile phones.

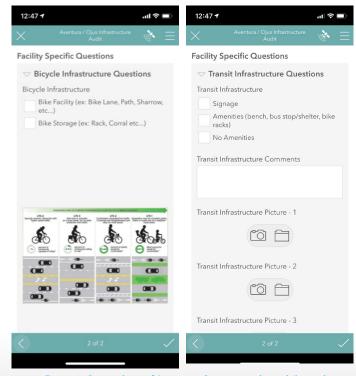
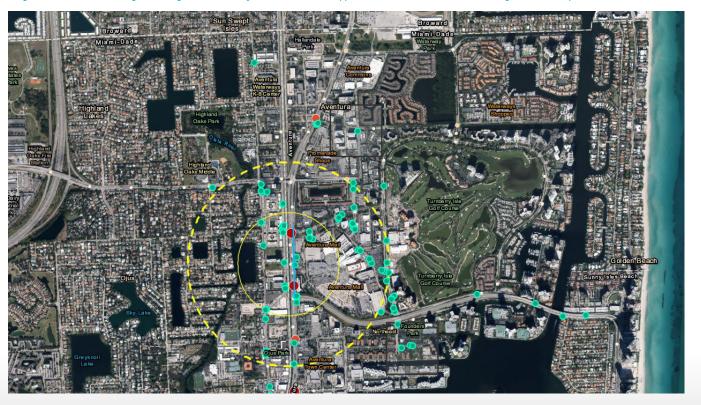


Figure 9: Screenshots of Aventura-Ojus site audit mobile application



Figure 11: Site audit collecting data using the 'Aventura-Ojus Site Audit' mobile application. Data collection occurred during the COVID-19 pandemic, and CDC social distancing and other health precautions were strictly followed.



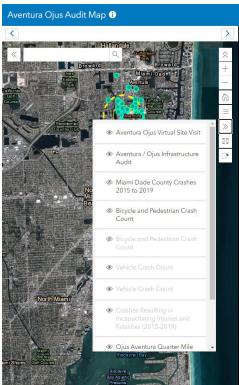


Figure 11: Data collected during site audit on the 'Aventura-Ojus Site Audit' application (desktop view).

3.3. PREVIOUS STUDIES AND PLANS

Summaries of previous studies conducted within the study area by Municipalities, County and State agencies is below.

3.3.1. TRANSIT DEVELOPMENT PLAN. MIAMI DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW). 2019

The Transit Development Plan (TDP) provides guidelines for improving public transportation in Miami-Dade County over the next ten years. The TDP must be updated annually per State requirement to receive State Public Transit Block funds from FDOT. The TDP lists the funded, partially funded, unfunded transit, capital, and operations projects for the 2020-29 fiscal years in the Ojus-Aventura Area.

The TDP identified capital projects in the Aventura-Ojus area and the station area as Strategic Miami Area Rapid Transit (SMART) Hub. This information will ensure consistent recommendations and address any transit services gap between the Aventura Mall bus terminal and the Brightline Aventura Station.

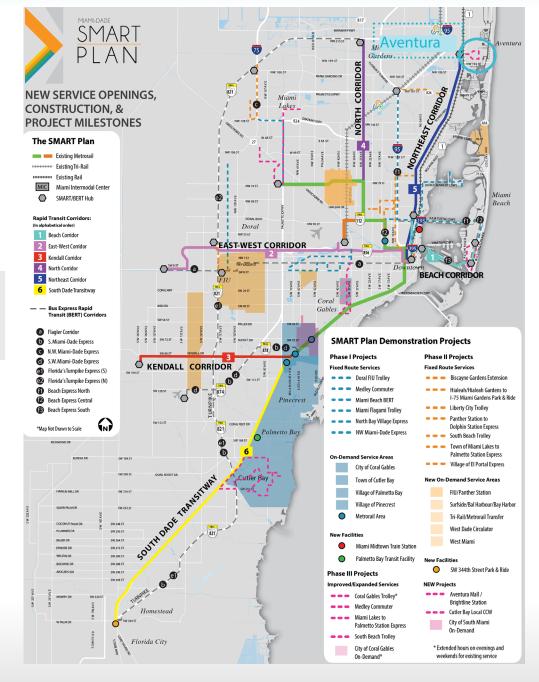


Figure 12: Miami-Dade SMART Plan Demonstration Program

Funded Capital Projects FY 2020 - 2029			
Project	Location	Description	Capital Cost
Aventura Terminal	Biscayne Boulevard at 197th St	Construct a Park-and-Ride facility with 100 surface parking spaces	\$76,700

Partially Funded Capital Projects FY 2020 - 2029						
Drainet	Location	Description	Cost 2019 (\$000s)			Other project
Project			Total Capital Cost	Funded Capital Cost	Annual 0&M	numbers
Nouth oast Couniday	Miami Cantual to Avantuus Station	commuter Rail Miami-Central Station to Aventura Station	\$368,550	\$1,143	\$17,550	P672670
Northeast Corridor	Miami Central to Aventura Station					S3002318

3.2.2. OJUS URBAN AREA DISTRICT REGULATIONS. STANDARD URBAN CENTER DISTRICT REGULATIONS. MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES (RER). 2019

The Ojus Urban Area District Regulations are adopted in the Code of Miami-Dade County in the previous zoning regulations. The Urban Design Standards and Regulations guide building setbacks, street types (like bike-priority streets, primary vehicular, services streets, among others).

The Standard Urban Area District Regulations provides parameters for high-quality temporary and/or permanent infrastructure and urban design solutions through street type, landscape, signage, and lighting for all new developments.

The street types, bike routes, and pedestrian infrastructure identified in the Ojus Urban Area District Regulations will be used as a reference and to identify future infrastructure gaps.



Figure 13: Bike Route in the Ojus area.

Source: Ojus Urban Area District regulations.

Bicycle lane required

Bicycle facility or signage designating bicycle route required

3.3.3. CITY OF AVENTURA UNIFIED MASTER PLAN FOR PEDESTRIAN AND BICYCLE CONNECTIVITY. MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO). 2017

The master plan has a detailed inventory of the existing bicycle and pedestrian facilities and analyzes its service level. The master plan identifies trip generators, analyzes network connectivity, and identifies hotspots of pedestrian and bicycle crashes. Based on all these results, the plan presents a list of projects to implement using the Complete Streets principles. These projects were scored using a criterion that includes the connection to trip generators, potential to reduce congestion, improve safety, provide access to school/park, and the project cost. Also, the master plan identifies potential funding sources to implement these projects. The projects list is in **Appendix 3**.

The City of Aventura's masterplan identifies current pedestrian and bicyclist infrastructure needs, ranked projects, and potential funding sources. This data will be used as base information for this study.



Figure 14: Pedestrian Level of Service map

3.3.4. TRI-RAIL COASTAL LINK STUDY. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)-DISTRICT FOUR PRELIMINARY PROJECT DEVELOPMENT REPORT. 2014

Tri-Rail Coastal Link Study outlines the potential future mobility connections from Miami-Dade, Broward, to Palm Beach County. The study incorporates initiatives to analyze the need for enhanced mobility service viability in the Aventura and Ojus area. The report includes a summary of the parallel roadways of Interstate 95 (1-95) and US 1, as well as the parallel South Florida Rail Corridor (SFRC) extending from Miami-Dade to Palm Beach County.

The Tri-Rail Coastal Link study can be used as a reference for Aventura-Ojus Station area development opportunities and potential bicycle, pedestrian improvements.

3.3.5. SMART PLAN NORTHEAST CORRIDOR INVENTORY. MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO). 2017

The study conducted an inventory of the existing conditions for the Strategic Miami Area Rapid Transit (SMART) Plan Northeast Corridor from the City of Miami to the City of Aventura.

The study used a 'Housing and Transportation Affordability Index' tool for each municipality along the corridor to provide a performance score for all transit. The City of Aventura had a high score for access to variety of jobs, access to public transportation, high density and walkability. Also, Aventura ranked 2nd for the job accessibility and 5th for commuter percentage. This study found that this disparity in ranking showcases the need to improve first/last mile connectivity.

The SMART Corridor Inventory study recognized the need to improve the first/last mile connectivity within the study area. This recommendation is consistent with the current study.

3.3.6. NORTHEAST CORRIDOR ECONOMIC MOBILITY. IN PROGRESS

The study summarizes the Northeast Corridor development area of influence, federal tax incentive programs and opportunities, and the economic activity projections for the Aventura Station. The report summarizes the social and transit infrastructure facilities within study boundaries, along with an annual property tax potential recapture.

The NE corridor Economic study recommends that the Aventura-Ojus Station area leverage the Opportunity Zones as a catalyst for station area development.



Figure 15: Opportunity Zone near the station

3.3.7. SMART PLAN LAND USE SCENARIO & VISIONING PLANNING STUDY NORTHEAST CORRIDOR. MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO). 2020 DRAFT.

The report identified potential land-use scenario developments and land use policy recommendations from Downtown Miami to the City of Aventura along the existing Florida East Coast (FEC) railway using transit-supportive land-use policies. The report includes details of the existing and future land use, and potential for transit-oriented development around the proposed Aventura-Ojus Brightline Station.

Land Use Scenario and Visioning Planning Study were used to reference existing and planned mobility networks and potential project funding opportunities. Also, the plan identified that the Aventura Station area within a half mile buffer has one of the highest bike ridership along the NE corridor.

3.3.8. NORTH-SOUTH TRANSPORTATION NEEDS FOR THE COASTAL COMMUNITIES FEASIBILITY STUDY. MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO). 2019 DRAFT.

The study evaluated transportation needs and the feasibility of implementing transit and non-motor transportation modes. The study area was the north-south roadway (SR A1A) along and connecting the coastal communities where 29% of the residents used non-motor transportation modes. The study recommends a water-taxi route from Downtown Miami to Aventura to connect the communities along the Intracoastal. A shared-use pathway along Lehman Causeway connecting SR A1A and Biscayne Boulevard (SR US 1) was presented and recommended for further analysis. Also, the study recommends expanding the existing Aventura Mall Bus Terminal to connect with the future Brightline Aventura train station.

The North-South Transportation Study recommends expanding the existing Aventura Mall Bus Terminal and connecting with the future Brightline Aventura train station. This recommendation aligns with the objective of the current Study. Also, the Study identified that the Aventura transit hub has one of the highest transit ridership along the NE corridor and comparable to the ridership in Downtown Miami.

Aventura Station			
Station Area Today	Station Area Vision	Standard Area Analysis	
 Major retail and office uses Ojus has redevelopment plan in place Pedestrian access issues Causeway connection issues Traffic congestion 	 Aventura is major employment center within the corridor Aventura Mall is the main activity anchor Growing Aventura "Medical District" at Hospital location Mixed use developments Enhance livability with public plazas and neighborhood parks Station Location - Aventura Blvd (NE 199th) and US-1 Pedestrian Bridge over US-1 by City of Aventura Connection to park-and-ride (PNR) at Ives Dairy Road 	 Employment-oriented developments will continue to drive future growth Ojus Urban Area District development and mixed use + residential growth absorption SMART Plan density analysis shows potential for 4000+ new dwelling units within station area, within Ojus Urban District (Per code, density max at 52 du/acre) 	

Figure 16: Aventura Station area vision

3.3.9. FIRST MILE LAST MILE WITH HIGH TRIP GENERATOR EMPLOYERS STUDY. MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO). 2018.

The study evaluated options to implement or extend first/last mile options in the service areas surrounding high capacity transit corridors. This effort promoted the goals of increased transit ridership potential, reduced roadway congestion, reduced greenhouse gas emission, and improved overall welfare of the community by reducing travel time, stress, and cost to commute. The study provides a toolkit with context-sensitive implementation strategies and guidelines for first/last mile mobility for each transportation mode.

The First and Last Mile study's toolkit provides context-sensitive implementation strategies and guidelines. This toolkit can guide the last/first-mile connection recommendations of the current study.



Figure 17:Shared-use path along Lehman Causeway. Concept rendering.

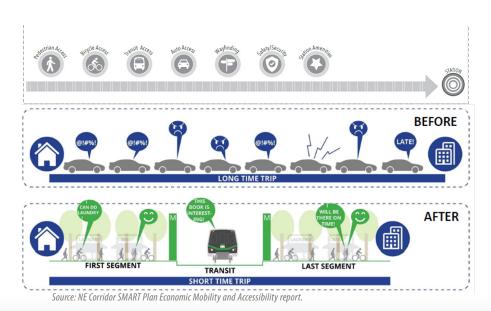


Figure 19: First-mile, last-mile strategies



Figure 20: Aventura Station access strategies

4. REGIONAL MOBILITY AND CONNECTIVITY RECOMMENDATIONS

4.1. VEHICULAR ROADWAY INFRASTRUCTURE

The Aventura Station is located along Dixie Highway, a major North-South regional connector and parallel to another major North-South regional connector, Biscayne Boulevard/ US-1. Both these corridors connect and extend between Miami-Dade and Broward Counties. Three major East-West Corridors are within one-mile of the station. NE 203rd Street/Ives Dairy Road and NE 185th Street/Miami Gardens Drive connect directly to Interstate-95 (I-95), whereas William H Lehman Causeway connects with A1A.

Vision Zero Implementation Plan led my Miami-Dade County, DTPW analysed crashes resulting in severe injuries and deaths crash data between 2015-2019 consistent with the adopted TPO's Miami-Dade County 2018 Vision Zero Plan. The study identified Biscayne Boulevard between NE 203rd St/Ives Dairy Road and NE 185th Street/Miami Gardens Drive, as a high-injury-network and one of the most deadly roadway segments. Within the study area, the other high crash roadways are Country Club Drive, NE 199th Street/Aventura Boulevard, and NE 203rd Street/Ives Dairy Road.

To improve the current state of safety, we recommend coordinating with the efforts of DTPW's Vision Zero and develop a Vision Zero program within the City of Aventura. This Vision Zero program should include a comprehensive Safety Audit, funding for safety improvement projects, combined with community outreach in the long-term.

In the short term, immediate engineering countermeasure can be used to improve the safety all users. This study recommends prioritizing some roadways for people walking and biking by re-purposing excess asphalt within the existing major and local roadways. The multimodal priority roadway will retain the existing vehicular capacity and provide dedicated infrastructure for safety, mobility and access for people who do not use a vehicle. Multimodal priority roadways were identified by analyzing data, observations during the site audit, identified community priorities, and recommendations from previous studies. The following implementation strategies will improve all roadway users' safety.

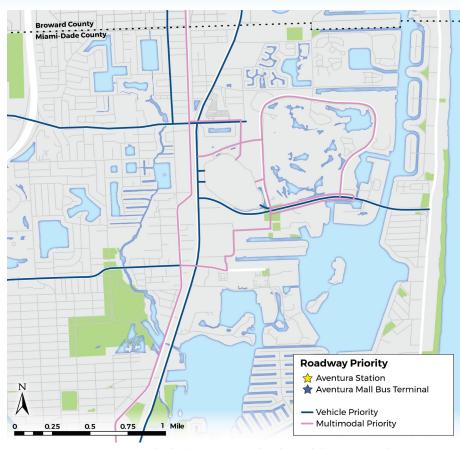


Figure 21: Proposed vehicular-priority and multi-modal priority corridors

Major multimodal priority roadway identified are:

- » West Dixie Highway
- » Ives Dairy Road between NE 22nd Avenue and NE 29th Place
- » William H. Lehman Causeway between Country Club Drive and A1A

Local multimodal priority roadways identified are:

- » NE 22nd Avenue, South of Ives Dairy Road
- » NE 29th Place
- » NE 199th Street between Biscayne Boulevard and Country Club Drive
- » Country Club Drive

With the roadway user mode prioritization, the following implementation strategies will improve all roadway users' safety.

- 1. Evaluate the feasibility of eliminating one travel lane along Country Club Drive, NE 199th Street/Aventura Boulevard to one lane divided roadway. The proposed two-lane divided roadway would adequately accommodate the 12,900 AADT and 10,300 AADT, respectively, per the FDOT Quality/Level of Service Handbook. Also, evaluate the feasibility of eliminating a travel lane along NE 203rd Street/Ives Dairy Road between NE 29th Place and West Dixie Highway.
- 2. Evaluate feasibility utilizing USLIMITS2 software and FDOT criteria to reducing the posted speed limit to 20 MPH in combination with the lane eliminations along Country Club Drive, NE 199th Street/Aventura Boulevard, and NE 203td Street/Ives Dairy Road between NE 29th Place and West Dixie Highway.



Broward County Miami-Dade County **Roadway Recommendations** Aventura Station * Aventura Mall Bus Terminal C Roundabouts -- Lane Elimination Reduce Posted Speed 0.75

Figure 22: Crashes involving people driving leading to death or severe injuries in the years 2015-19

Figure 23: Roadway infrastructure recommendations for safety

4.2. PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Existing infrastructure for people walking is primarily a well-connected 5-foot sidewalk throughout within the majority of the study area and a multiuse trail between 8 to 12 feet along Country Club Drive. However, street crossing infrastructure for pedestrian crossing is inadequate. Marked crossings are found only at signalized intersections, and the distance between two marked crossings is sometimes exceeding 1,000 feet. Existing bicycle infrastructure around the Aventura Station is discontinuous, often less than 5 feet wide and without separated infrastructure. Crashes involving people walking an biking are concentrated along Biscayne Boulevard, followed by Country Club Drive.

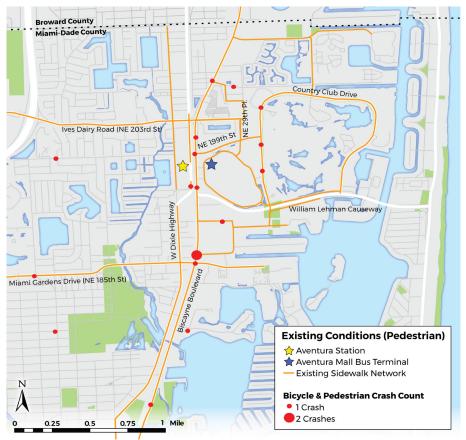


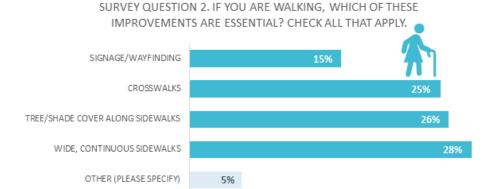
Figure 24: Infrastructure for people walking within the study. Crashes involving people walking and biking leading to death or severe injuries in the years 2015-19



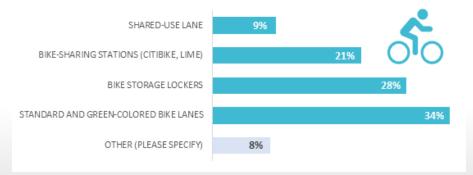
Figure 25:Infrastructure for people biking within the study. Crashes involving people walking and biking leading to death or severe injuries in the years 2015-19

However, the highest bicycle ridership along the Northeast Corridor is at the Aventura Station area was identified by a previous study, *North-South Transportation Needs for the Coastal Communities Feasibility*. Study survey responses indicate that 9% will walk, 10% will bike, 3% will use combination of vehicle and non-vehicle modes. Also, respondents noted essential improvements for walking are wide and continuous sidewalk, shaded walking paths and adequate number of safe crossings. Essential improvements for biking noted by the survey respondents are green-colored bike lanes, bike storage lockers at the Aventura Station, and bike-sharing stations. Finally, feedback from the adjacent municipalities and the SAG committee indicates a consensus among the municipalities for a safe and connected bicycle network.

The study used Stava data to confirm observation during site-audit but not as a primary source of data. Strava is fitness application were users volunteer to track their activity, and does not include those who do not use the application. So, it is not a reliable data for over all activity. However, it indicates preferred routes by those walking or biking. Strava heatmap around the Aventura Station indicates high bicycle and pedestrian activity primarily along A1A, William H Lehman Causeway between AIA and Country Club Drive, and Country Club Drive.



SURVEY QUESTION 3. IF YOU ARE BIKING, WHICH OF THESE IMPROVEMENTS ARE ESSENTIAL? CHECK ALL THAT APPLY.



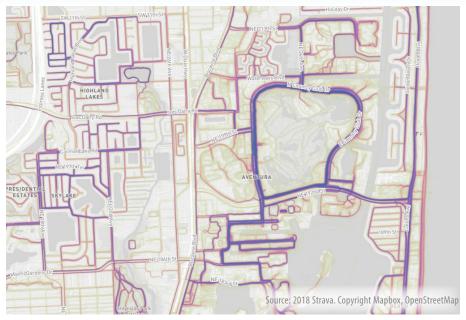


Figure 26: Walking Heat Map. Primarily indicates activity tracked by recreational/choice users.

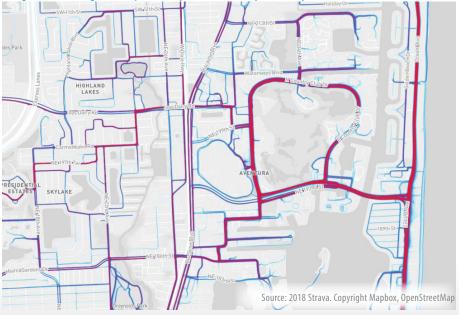


Figure 27: Biking Heat Map. Primarily indicates activity tracked by recreational/choice riders.

AVENTURA-OJUS MOBILITY AND ACCESS STUDY

Therefore, recommendations to increase safety and mobility for people walking or biking is to provide a connected network with dedicated bicycle lanes, and frequent safe crossings no further than 250' to 600' apart, where pedestrian destintations are located and where they are likely to cross the street. Specific recommendations are:

- 1. Work with FDOT and DTPW to remove the discontinuous bike lanes pavement markings along Biscayne Boulevard and along NE 26th Avenue. Reroute people biking to alternate route.
- 2. Study the feasibility of repurposing the excess asphalt/paved area along non-vehicle priority designated roadways. Install separated bike lanes/ two-way cycle track with walking path along:
 - » the eastbound entrance and westbound exit ramp to Lehman Causeway at Country Club Drive, continuing the existing green-bike lanes between AIA and the exit.
 - » Country Club Drive
 - » NE 199th Street through NE 29th place to NE 203rd Street/Ives Dairy Road
 - » West Dixie Highway



Figure 28: Two-way cycle track with walking path, landscape and lighting.

- **3.** Evaluate the feasibility of converting signalized intersections to modern roundabouts with appropriate bicycle and pedestrian crossings at:
 - » NE 26th Avenue a block south of Ives Dairy Road
 - » Ives Dairy Road at NE 29th Place
 - » NE 199th Street at NE 29th Place and at Country Club Drive
- **4.** Evaluate safe crossing opportunities at Country Club Drive at west bound exit and east bound entrance ramps.
- 5. Evaluate the feasibility of installing modern roundabouts with appropriate bicycle and pedestrian crossings at:
 - » NE 26th Avenue at NE 202nd Street
 - » West Dixie Highway and NE 26th Avenue
- 6. Install bikeshare/scooter share with parking at multiple locations within the study area, including the new Aventura Station
- 7. Study the feasibility of installing marked mid-block crossings between 250 to 600 feet apart, where pedestrian destintations are located and where they are likely to cross the street with refuge islands per FDOT Criteria for crossings.
- 8. Install wayfinding signage, particularly along the multi-modal priority corridor connecting people between the Aventura Station and the destinations within the study area.
 - » Install pedestrian way-finding signage.
 - » Install Bike route signage and wayfinding for those biking along the new bike lanes. Install secure bike locker facilities at the Aventura Station in coordination with Brightline.
- 9. Provide placemaking through public art to reinforce and celebrate community identity. Evaluate creating a raised pedestrian plaza at the intersection of the US-1 underpass at NE 203rd Street. Analyse the feasibility of repurposing excess asphalt space by reducing the width of travel lanes from 15 to 11 feet while maintaining all existing vehicle movements. Also, study feasibility of repurposing the unused existing concrete space under the bridge to provide for community activities, events like farmers' markets. Also, this location will serve as a stop along the future Dixie Highway SUN Trail. Recommendations include:
 - $\,$ > Public art on the wall of the bridge, as indicated in Figures 31, 32
 - » Pedestrian lighting and upward bridge lighting
 - » Decorative bollards separating vehicles and people walking and biking
 - » Locate bikeshare/ scooter share station.



Figure 29: Modern roundabout ('Dutch' style) provides safe mobility and access for those driving, biking and walking.



Figure 30: Safe crossing opportunities at intersections for those walking and biking



Figure 31: Art Installation under the bridge by artist Dan Carso., City of San Jose, CA.

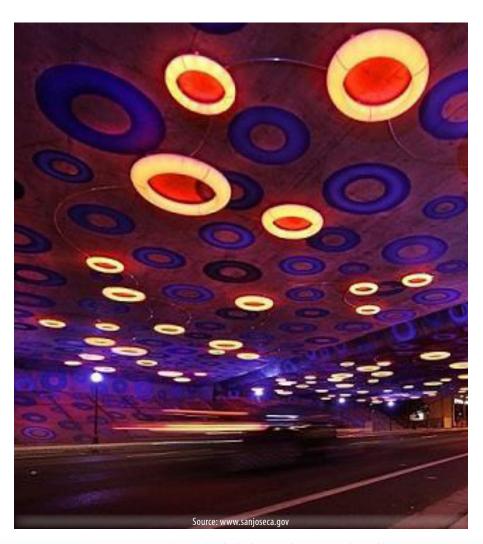


Figure 32: Projected art under the bridge. Dumbo Art Festival, Brooklyn.

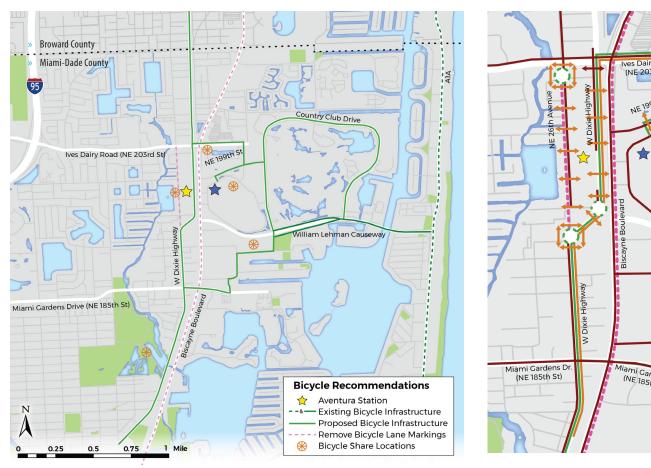


Figure 33: Recommended bicycle infrastructure improvements.

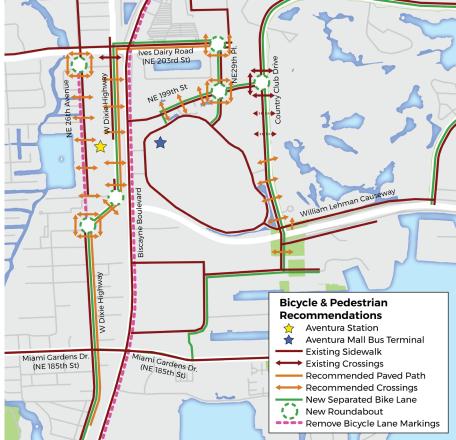
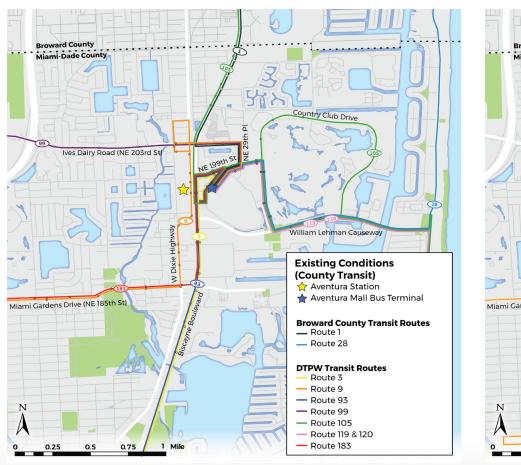


Figure 34: Recommended infrastructure improvements for people walking and biking.

4.3. TRANSIT SERVICE

The Aventura Mall Bus terminal serves as the major transit hub within 2-miles from the Aventura Station. The terminal serves eight Miami-Dade Transit (MDT) fixed-routes, two Broward County Transit (BCT) fixed-routes, and local City of Aventura circulators. Also, surrounding municipalities, the City of Sunny Isles Beach and the City of North Miami Beach, have local circulators within the study area. Even though MDT, BCT and local circulators serve the bus terminal, currently, only one transit-MDT Route 9 services the Aventura Station. Therefore, indicating a need for a better transit system. Also, community priorities based on the survey and the municipalities' feedback indicate a need for on-demand shuttle services, essential improvements to existing transit service, and improved connections to the surrounding cities.



Broward County Miami-Dade County Ives Dairy Road (NE 203rd St) William Lehman Causeway **Existing Conditions** (Municipal Transit) Miami Gardens Drive (NE 185th St) Aventura Station Aventura Mall Bus Terminal Sunny Isles Beach SIBshuttle — North Miami Beach NMB Line Freebee On-Demand Service **Aventura Express Shuttle Bus** Blue Route - Green Route Red Route — Silver Route — Purple Route Yellow Route 0.75

Figure 35: Existing MDT, BCT transit service routes

Figure 36: Existing local municipalities circulator routes

Therefore, recommendations to increase mobility using transit include:

- 1. Launch a on-demand service within 2-mile of the Aventura Station.
- 2. Launch the procured on-demand service serving the City of Aventura and the Aventura Station.
- 3. Extend the MDT routes 93, 119, and 183 to the Aventura Statiom
- **4.** Launch the procured dedicated fixed-route transit between the City of Hallandale Beach and the Aventura Station.
- 5. Extend the internal circulators within the City of North Miami, City of Sunny Isles Beach, and City of Aventura to the Aventura Station. Circulators must coordinate timing with the Brightline trains schedule to reduce wait time for users.
- **6.** Increase the transit service frequency and extend the operational hours to support people who beyond the typical office hours.
- 7. Provide readily accessible transit and circulators arrival departure updates.
- 8. Install covered bus shelters along West Dixie Highway and other corridors.

SURVEY QUESTION 4. IF YOU ARE USING A SHUTTLE OR A BUS, WHICH OF THESE IMPROVEMENTS ARE ESSENTIAL? CHECK ALL THAT APPLY.

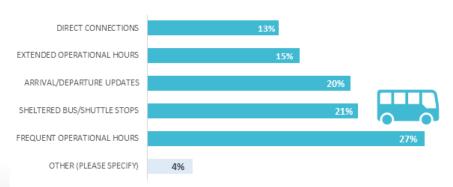




Figure 37: Recommended transit route improvements

SURVEY QUESTION 5. WOULD YOU USE AN ON-DEMAND SHUTTLE, INSTEAD OF DRIVING OR BEING DROPPED OFF, IF IT WERE AVAILABLE?



5. CORRIDOR-SPECIFIC RECOMMENDATIONS

The study area was divided into six-corridors for a detailed analysis of existing safety and accessibility conditions and proposed improvements.

5.1. NE 26TH AVENUE

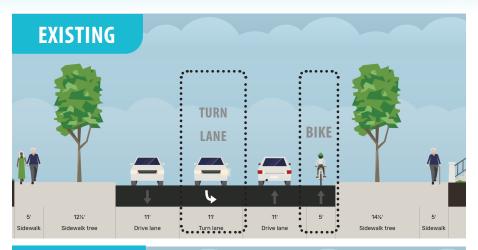
NE 26th Avenue is one block west of the new Aventura Station connecting the West Dixie Highway to the south and Ives Dairy Road to the north. It is primarily a single-family residential local street with low traffic volume. The street is a three-lane roadway with a center turn lane with a posted speed limit of 30 MPH. A partial bike lane was installed along the east section of the roadway. There are no marked crossings through this stretch of the roadway.

Recommended safety improvements for all roadway users are:

- Study the feasibility of installing roundabout and improve geometric improvements at intersections of NE 202nd Street.
- » Coordinate with DTPW to remove the pavement markings of the one-sided, discontinuous bike lane. Reroute people biking to the new bike facilities along Dixie Highway.
- » Evaluate the feasibility of repurposing the center-turn lane to a median and install a median, and
- » Utilize USLIMITS2 software to evaluate feasibility of reducing the posted speed limit to 25 MPH.

Recommended safety improvements for people walking are to study the feasibility of:

» Install marked mid-block crossings with pedestrian refuge islands to provide for safe crossing opportunities where pedestrian destinations are located and where they are likely to cross the street. Install large existing 5 feet sidewalks to 8 feet wide, as residents use the sidewalk to ride bikes.



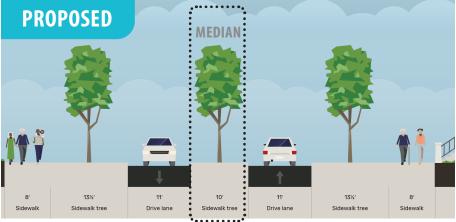


Figure 38: NE 26th Avenue. Existing and proposed street section

5.2. DIXIE HIGHWAY

The Aventura Station is located along West Dixie Highway, a North-South regional connector within South Florida. Dixie Highway is lined with mixed-use and warehouse uses. The corridor is proposed to be a future multi-use trail connecting Florida called the SUN trail. The Ojus Urban Area District Regulations, the land use regulations code requires a marked dedicated bike lane. However, the existing roadway section requires bike lanes on both sides of the roadway with multiple driveways that create conflict points between vehicles and people biking. The bike lane on the east side of the roadway is used as on-street parking. The bike lanes are discontinuous because they are built incrementally with each development. For people walking, there are no marked crossings through the entire stretch of this roadway. For those using transit, only one Miami-Dade transit, Route 9, services this corridor, and the bus stops do not have shelters or other amenities.



Figure 40: SUN Trail along Dixie Highway within the study area.

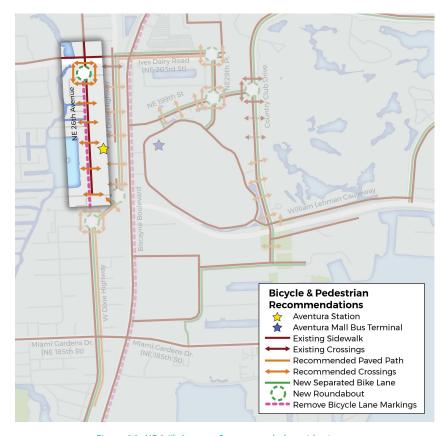


Figure 39: NE 26th Avenue. Recommended corridor improvements

West Dixie Highway is recommended as a multimodal priority roadway.

Recommended improvements for all roadway users are:

- Study the feasibility of installing a roundabout to improve the intersection geometric improvements at intersections of NE 26th Avenue.
- » Utilize USLIMITS2 software to evaluate feasibility of reducing posted speed limit from 30 MPH to 25 MPH.

Recommended improvements for people walking and biking are:

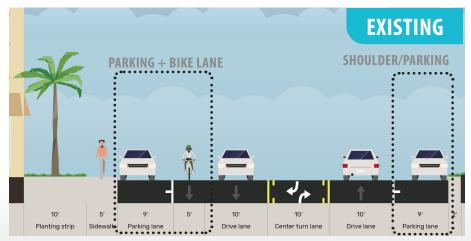
- » Study the feasibility of repurposing the on-street parking to provide separated 8 feet walking path, 12 feet wide bi-directional cycle track with a 4-foot amenity zone between the street and walking path for pedestrian lighting, seating and trees. Remove the pavement marking of the existing discontinuous bike lane on the west side.
- » Study the feasibility of installing the new marked mid-block crossings with pedestrian safe crossings between 250 to 600 feet apart, where pedestrian destinations are located and where they are likely to cross the street.

Recommended improvements for people using transit are:

- » Extend County transit route to Aventura Station. Provide shelter at bus stop waiting area.
- » Connect the existing municipality fixed route circulator/trolley to the Aventura Station.



Figure 41: West Dixie Highway. Recommended corridor improvements.



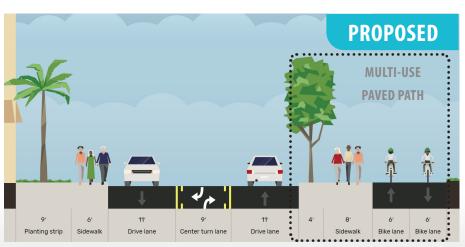


Figure 42: West Dixie Highway. Existing and proposed street section

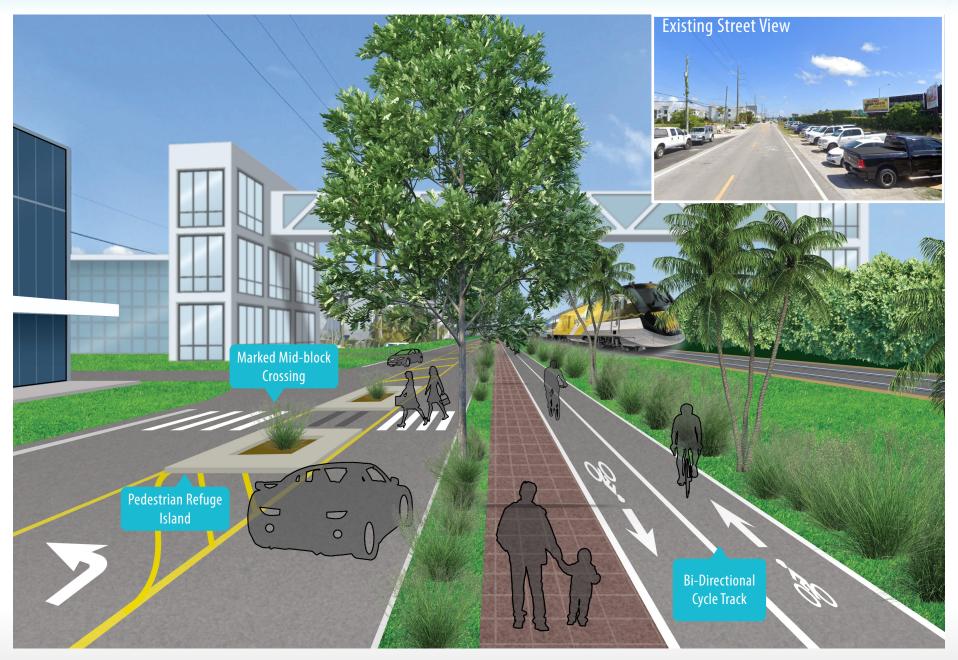


Figure 43: Proposed recommendation. View looking north along West Dixie Highway.

5.3. BISCAYNE BOULEVARD/US-1

Biscayne Boulevard/US-1 is a North-South state roadway connecting Florida and runs parallel to West Dixie Highway within the study are. The section of the roadway between NE 203rd Road/ Ives Dairy Road and NE 185th Street/Miami Gardens Drive has large volume of 81,000 AADT with a posted speed limit of 45 MPH. This approximately one-mile section of the corridor primarily serves the Aventura Mall on the east side. Access on the west side of the corridor is restricted because of the rail corridor, controlled rail crossings are at NE 203rd Road/Ives Dairy Road and NE 185th Street/Miami Gardens Drive. Therefore, there is no direct access to the Aventura Station.

Vision Zero Implementation Plan, Miami-Dade DTPW indicates that this section of Biscayne Boulevard corridor has one of the highest severe and fatal crashes accounting for 58 incidents involving people driving and 17 incidents involving people biking or walking between 2014-19.

It is imperative to immediately address the underlying safety concerns along this corridor. Recommendation for immediate implementation serving the safety of all users include:

- » Conduct a comprehensive safety analysis that includes traffic analysis with signal timing improvement for efficient traffic flow and pedestrian safety, and review of the roadway engineering design at the intersections, the number of turn-lanes must be conducted. Funding must be allocated to implement the immediate and long-term recommendation from the analysis.
- » Utilize USLIMITS2 software and FDOT criteria to evaluate feasibility of reducing the posted speed to 35 MPH posted speed limit on this local highway from 45 MPH.
- » Update signal timings to provide Lead Pedestrian Intervals (LPIs) for North-South crossings at the Aventura Mall entrances at NE 199th Street, NE 196th Street, NE 195th Street, William. H. Lehman Causeway, NE 193rd Street, NE 191st Street, NE 187th Street.
- » Evaluate the feasibility of install pedestrian refuge islands at NE 195th Street providing safer passage to the transit users access the bus stop.
- » Coordinate with FDOT to remove discontinuous bike pavement markings that indicate a false sense of security for those biking along this corridor. Dedicated biking facilities in the short-term are recommended along an alternate route. The proposed alternate bike route is consistent with the high-level of existing activity of people biking based on public input and data analysis.

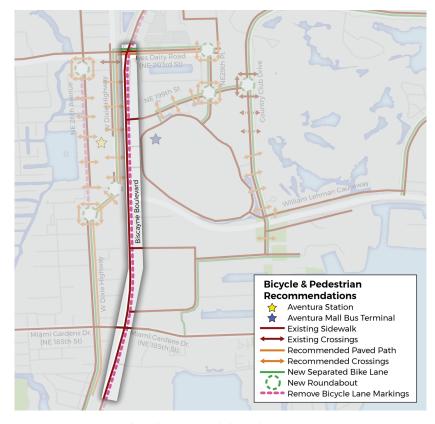


Figure 44: Biscayne Boulevard. Recommended corridor improvements.

5.4. NE 203RD STREET/IVES DAIRY ROAD, NE 29TH PLACE

NE 203rd is a major east-west connector between Interstate 95 (I-95) and Biscayne Boulevard/US-1. This corridor extends to local roadway NE 29th place. NE 203rd Street west of Biscayne Boulevard carries 65,000 AADT along this section and the posted speed is 35 MPH. Strava data indicates that people walking and biking use NE 29th Place and NE 203rd Street to cross Biscayne Boulevard. Therefore, it is imperative to provide a safe route along NE 29th Place and NE 203rd Street for those accessing the Aventura Station from the beaches via W.H. Lehman Causeway.

Recommendation for immediate implementation serving the safety and mobility of all users include:

- » Evaluate the feasibility of installing modern roundabout at NE 203rd Street/Ives Dairy Road and NE 29th Place intersection.
- Study the feasibility of repurposeing 15 feet NE 203rd Street/Ives Dairy Road slip road between NE 29th Place and the US-1 bridge underpass with a 10 feet travel lane and 5 feet bike lane.
- » Study the feasibility of installing raised 'Plaza' under the US-1 bridge underpass with art painted under the bridge.
- » Evaluate the feasibility of repurposing the existing median between US-1 bridge underpass and West Dixie Highway with 8 feet dedicated paved path, 12 feet bi-direction cycle track and 4 feet landscape, pedestrian lighting and seating
- » Collect AADT data for the roadway section between US-1 and NE 29th Place and evaluate the feasibility of eliminating excess travel lane or turn lanes.

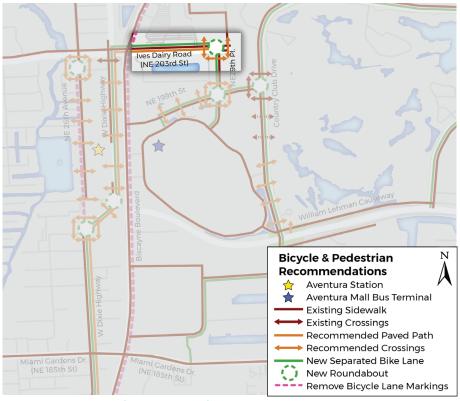


Figure 46: NE 203rd Street and NE 29th Place. Recommended corridor Improvements.

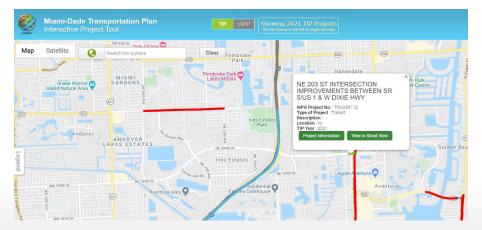


Figure 45: M-D TPO 2021 TIP Project at NE 203rd Street between US-1 and W Dixie Highway

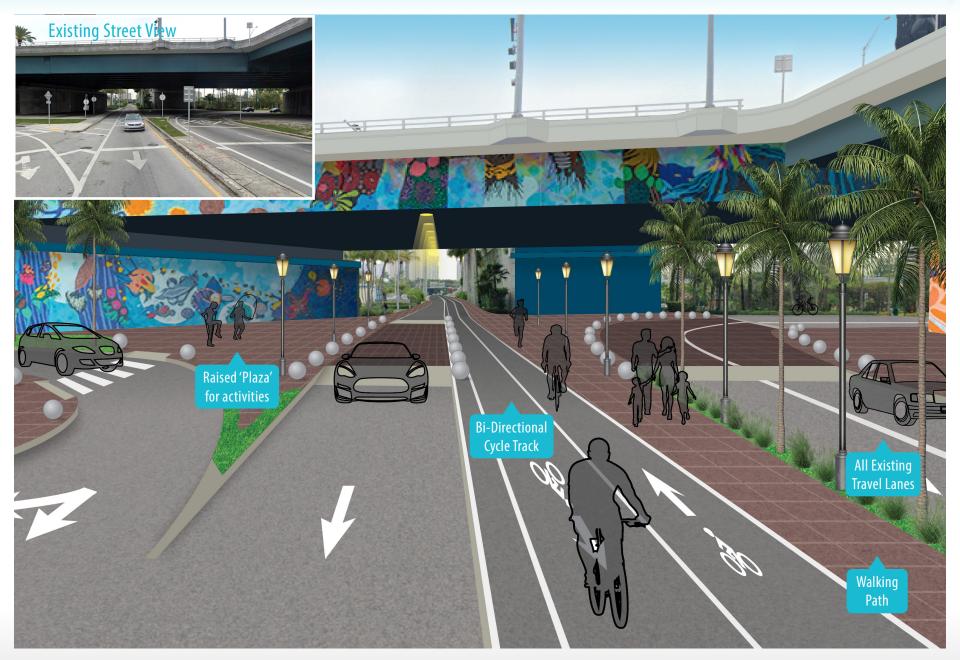


Figure 47: Proposed Recommendations. View looking east along NE 203rd Street.

5.5. NE 199TH STREET/AVENTURA BOULEVARD

NE 199th Street/Aventura Boulevard is a local roadway connecting Country Club Drive and Biscayne Boulevard/US-1 with 10,300 AADT and a posted speed limit of 35 MPH. This corridor serves all the transit routes passing through the Aventura Mall Bus Terminal. Sidewalk along the corridor is 5 feet wide and continuous. There are no dedicated bicycle facilities. However, marked crossing opportunities are only at signalized locations that are 800 and 1,000 feet apart. Also, stakeholder input and data analysis indicates high activity of people walking and biking along the corridor connecting Country Club Drive and NE 203rd Street. It is imperative to provide safe mobility for those walking and biking. Therefore, recommendation along NE 199th Street are:

- » Evaluate the feasibility of installing modern roundabout at the intersections NE 29th Place
- » Evaluate the feasibility of repurposing the outside 11 feet travel lanes to 7 feet bike lane and 4 feet buffer
- » Evaluate feasibility utilizing USLIMITS2 software and FDOT criteria to reduce the posted speed limit from 35 MPH to 25 MPH.
- » Install new mid-block where they are likely to cross the street between Country Club Drive and NE 29th Place, NE 29th Place and the NE 29th Court based on bus stop locations and other destinations.

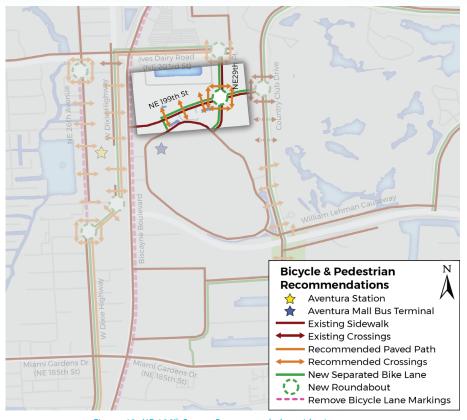
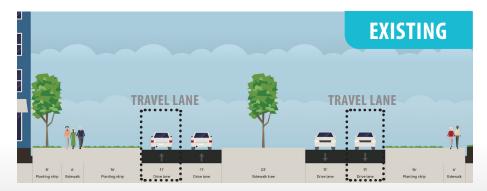


Figure 48: NE 199th Street. Recommended corridor improvements.



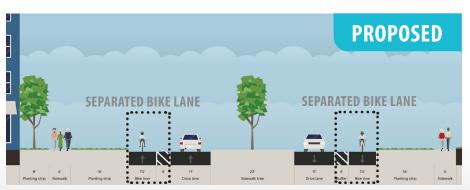


Figure 49: NE 199th Street. Existing and proposed street section.

5.6. COUNTRY CLUB DR. & WILLIAM H. LEHMAN CAUSEWAY RAMP

Country Club Drive is a local roadway around the Country Club golf course with 10,500 AADT and posted speed limit of 35 MPH. The Country Club multiuse trail is between 8 to 12 feet wide for people walking and running. Strava data indicates the highest level of biking activity along Country Club Drive. However, there are no dedicated bicycle infrastructure except sharrows. The east bound and west bound ramps from W.H.Lehman Causeway connect people walking an biking to Country Club Drive. However, the 5 feet bicycle lane between two 11 feet travel lanes do not provide a safe connection for those biking. Therefore, recommendation to improve safety and mobility are:

- » Evaluate the feasibility of install modern roundabout at the intersections of NE 199th Street
- Study the feasibility of repurposing the outside 11 feet travel lanes to 7 feet bike lane and 4 feet buffer and reducing the posted speed limit from 35MPH to 25MPH
- » Install new mid-block crossings between Spoke Road and the William H Lehman Causeway ramp where pedestrian destinations are located and where they are likely to cross the street

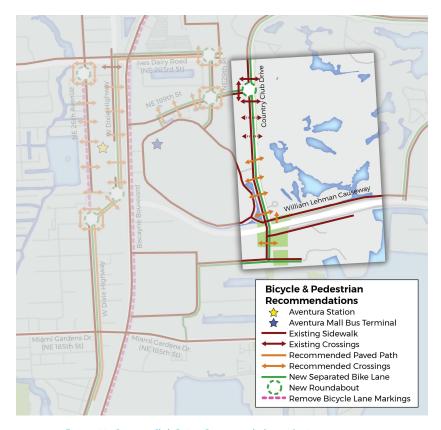


Figure 50: Country Club Drive. Recommeded corridor improvements.

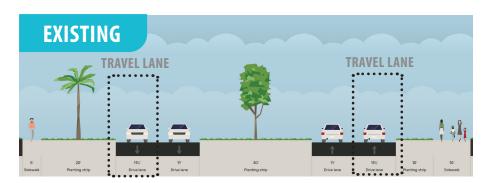
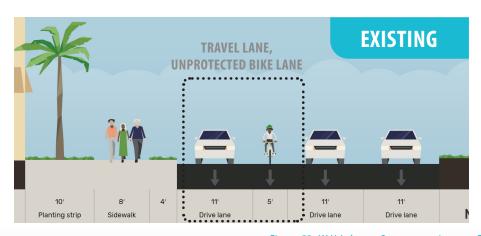




Figure 51: Country Club Drive. Existing and proposed street section.



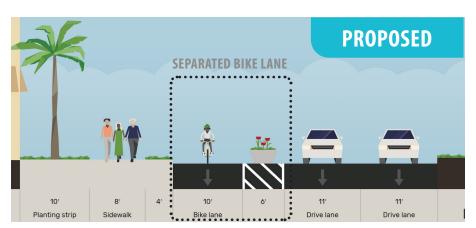


Figure 52: W.H.Lehman Causeway exit ramp. Existing and proposed street section.

6. RECOMMENDATIONS SUMMARY

The recommendations to improve infrastructure and service to people walking, biking and using transit listed in the previous section, are summarized below. The table of the recommendations, associated planning cost estimate and the expected implementation timeline are also listed.

There are multiple municipalities, and each with its own circulator/shuttle, two transit agencies with fixed route, each with their own application, together they provide comprehensive service within the study area. However, the separate agencies route is difficult to access by a person who arrives at the Aventura Station and not familiar with the available options. Therefore, integrated transit services connecting Aventura Station users with multiple municipality, County and private mobility providers is recommended to provide seamless mobility interactions. Coordiate with DTPW's efforts to provide open-data innovation through its application- GO Connect between private and public mobility providers.

- » Value to the users/customer: Integrated services of last-mile/first-mile options provided by private and public entities provides seemless service to the user
- » Value to transit agencies: Adjust number of shuttles and time based on user demand.

A multi-phase approach for a seamless integrated mobility with real-time multimodal trip planning and open-loop payment options. Partnerships between the municipalities, the County transit agencies and Brightline would ensure a successful implementation.



Figure 54: Integrated Mobility Services.



Figure 55: Recommended infrastructure and transit service improvements serving people driving, walking, using transit and micro-mobility.





Figure 56: Example. Bicycle lockers at rail station

Figure 57: Example. Bike route and wayfinding signage

AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
Improvements for All	Users			
Station Amenities	Feedback from survey	Secure bike lockers, sheltered seating/waiting area for those waiting for a last mile connection- rideshare, transit or shuttle.	To be determined by Brightline	Short-term
Lighting		Install pedestrian-lighting along the corridors identified as multimodal priority major and local roadways.	(see below. Estimated \$5000 per light spaced every 100')	y 100') `
		» West Dixie Highway between Ives Dairy Rd to NE 186th Street	\$300,000	
	Feedback from survey	» Ives Dairy Road between NE 24 nd Avenue and NE 29 th Place \$190,000	\$190,000	
	reedback Holli Sulvey	» NE 29 th Place between Ives Dairy Road and NE199 th Street	\$42,000	Mila-terrii
		» NE 199 th Street between Biscayne Boulevard and Country Club Drive	\$125,000	
		» Country Club Drive	\$800,000	





Figure 58: Example. Quick-build interesction and bikelane improvements

Figure 59: Example. Quick-build plaza with paint and temporary lighting

AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
Wayfinding	Feedback from survey	Install wayfinding signage, along the multimodal priority corridor connecting people between the Aventura Station and the destinations within the study area. » Install pedestrian way-finding signage. » Install Bike route signage and wayfinding for those biking along the new bike lanes.	\$30,000 (60 signs @ \$500/unit)	Short-term
City of Aventura	High-injury corridor within Miami-Dade County	Coordinate with Miami-Dade County's Vision Zero efforts for phase 1- Comprehensive Safety Audit.	\$250,000	Short-term
Country Club Dr (between NE 190 th St and NE 199 th St)	Safety - High Crash Area	Evaluate feasibility and repurpose a travel lane from divided 4-lane to divided 2-lane.	\$150,000 (assumes pavement marking/ signing removal, installation, buffer protection, and associated improvements)	Short-term
		Evaluate feasibility and install modern roundabouts at Intersection of NE 199 th Street. Preliminary planning did not indicate need for ROW acquisition necessary.	\$750,000	Mid-term
		Evaluate feasibility and install safe intersection improvements at Country Club Drive and the W.H.Lehman Causeway eastbound and westbound ramps	\$500,000	Mid-term
	Art & Public Space	Install gateway sculpture created by local artists within roundabout.	\$175,000	Mid-term





Figure 60: On-demand transit shuttle/vehicle

Figure 61: Example. Quick-build bike lanes, parking area for scooters, bikeshare.

rigure ov. On-demand transit shuttle/venicle rigure or. Example: Quick build blic laires, parking area for scotters, blicshare.				
AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
NE 199 th St/Aventura Blvd (Country Club Dr and US-1)	Intersection Safety with new multi- modal	Evalute feasibility and install modern roundabout at NE 199th Street and NE 29 th Place intersection. Preliminary planning did not indicate need for ROW acquisition necessary.	\$750,000	Mid-term
NE 203 rd Street/Ives Dairy Road (between NE 203 rd St and NE 199 th St), NE 29 th Place		Evalute feasibility and install modern roundabout at the intersection of NE 23 rd Street and NE 29 th Place. Preliminary planning did not indicate need for ROW acquisition necessary.	\$750,000	Mid-term
Intersection of the US-1 underpass at NE 203 rd Street//Ives Dairy Road		Evaluate feasibility and repurpose width of travel lanes (from 15 feet to 11 feet) and the existing but unused concrete surface under bridge. Use quick-build method to install improvements using signage and pavement markings.	\$15,000	Mid-term
	Intersection Safety, Placemaking	Design and build a pedestrian raised plaza. Combine the design and construction with the funded 2021 TIP.	\$300,000	Short-term
		Paint under the bridge	\$300,000	Short-term
Transit - Covered Transit Station with seating, consolidate bus stops, shuttle service/connection				
Miami-Dade County Transit Routes (modifications)	Gap in transit service area.	Reroute MDT transit routes to add stops at Aventura Station: 93 - Biscayne Max to Downtown 119 or 120 - Miami Beach 183 - Miami Gardens Drive	To be determined by MDT	Short-term

AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
On-demand shuttle	Feedback from survey	Secure and agreement to launch on-demand within 2-mile of the Aventura Station. This includes the City of Aventura, the Ojus neigborhood, City of Sunny Isles Beach and the City of North Miami Beach.	upto \$150,000	Short-term
Extend the internal circulators within adjacent municipalities to the Aventura Station	Gap in service area identified during study.	Extend the internal circulators within the City of North Miami, City of Sunny Isles Beach and City of Aventura. Launch the procured dedicated fixed route transit from the City of Hallandale Beach.	Not Applicable	Short-term
Integrate mobility sesrvices for seamless mobility for Brightline users	Communicate the last-mile/first-mile options provided by private and public entities.	Coordinate mobility services through/with Miami-Dade County's GO-Connect application.	To be determined by mobility providers	Phase-1 Short-term Phase-2 Mid-term
Biking - Separated bik	e lane, Bike parking			
Country Club Dr (between NE 190 th St and NE 199 th St)	(between NE 190 th St and NE 199 th St) W.Lehman Causeway Ramps (EB and WB) at Country Club Dr Bike Connection between the A1A/Beaches and Aventura Station (from W.Lehman Causeway to Dixie Highway) NE 199 th St/Aventura Blvd (Country Club Dr and US-1) NE 203 rd St/Ives Dairy Road, NE 29 th Place	Evaluate feasibility and convert outside 11 feet travel lane to 7 feet bikelane with 4 feet stripped buffer using signage and pavement markings. Buses can cross the marked bike lane into the marked bus pull-in lane at bus stops.	\$15,000	Short-term
(EB and WB) at Country		WB Ramp- Evaluate feasibility and repurpose one travel lane from 3 to 2 travel lanes, existing 5 feet bike to a 10 feet bike lane with a 6 foot buffer/seperation using signage and pavement markings. EB Ramp- Evaluate feasibility and reduce and restrip travel lane to 11 feet width. Increase 4 feet wide bike lane to 7 feet wide bike lane wth 4 feet buffer/seperation using signage and pavement markings.	\$15,000	Short-term
		Evaluate feasibility and repurpose a travel lane from divided 4-lane to divided 2-lane. Install 7 feet bike lane and 4 feet buffer using signage and pavement markings using signage and pavement markings.	\$20,000	Short-term
NE 29 th Place (Between NE 203 rd St and NE		Evaluate feasibility and repurpose 15 feet NE 203 rd Street/Ives Dairy Road slip road between NE 29 th Place and the US-1 bridge underpass with a 10 feet travel lane and 5 feet bike lane using signage and pavement markings using signage and pavement markings.	\$10,000	Short-term
199 th St)		Collect AADT data for the roadway section between US-1 and NE 29 th Place, evalute feasibility and eliminate excess travel lane or turn lanes using signage and pavement markings.	\$20,000	Short-term





Figure 63: Example- A combination of low and conventional roadway lighting for pedestrians.

Figure 62: Example-
Integrated seating
with landscape

AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
Dixie Highway (NE 203 rd St and NE 193 rd St)	Bike Connection between the A1A/ Beaches and Aventura Station (from W.Lehman Causeway to Dixie Highway)	Evaluate feasibility and remove pavement markings, parking and install bike lane/cycle track and walking path.	\$150,000	Short-term
		Evaluate feasibility and construct a separated & continuous bike lane/cycle track and walking path.	\$500,000	Mid-term
Dixie Highway (NE 193 rd St to NE 184 th Terrace)	"Regional Bike Network Connection between Brighline Station to North Miami Beach (Greynolds Park). Extend proposed bike lanes along Dixie Highway from NE 193 rd St to bike lanes on NE 184 th Terrace towards Greynolds Park."	Additional engineering design study is recommened for detailed recommendations: » Replace one side of on-street vehicle parking with bidirectional cycle track » Safe bicycle crossing at the intersection of Miami Gardens » Accommodate and install bike lanes between Miami Gardens Dr and NE 184th Terrace (one block)	\$50,000 (assumes traffic modeling, concept design, agency outreach. No public involvement)	Mid-term
Dixie Highway (North of NE 203 rd St)	Regional Bike Network Connection between Brightline Station and Hallendale Beach Extend proposed bike lanes along Dixie Highway	An engineering design study is recommened for detailed recommendations to extend pavement on the existing grass area, eliminate parking to install bike lanes.	\$20,000 (assumes concept layouts, analysis of ROW acquisition needs, agency coordination. No traffic modeling or public involvement)	Mid-term

AVENTURA-OJUS MOBILITY IMPROVEMENTS- SUMMARY				
Location (Corridors/ Roadway Segments/Area)	Challenges Identified during study (accessibility, safety- # of crashes, connectivity)	Recommended Improvements	Estimated Planning Level Cost	Timeline Short-term: less than 2 years Mid-term: less than 5 years
Improvements for peo	ple walking			
Country Club Dr (between NE 190 th St and NE 199 th St)	No safe crossing opportunities for people connecting to and from transit/bus stops.	Evaluate feasibility and install atleast two new crossing oportunities between Spook Road and W.H. Lehman Causeway ramps.	\$80,000 (includes potentially pavement marking, signage, refuge island, RRFB)	Short-term
NE 199 th St/Aventura Blvd (Country Club Dr and US-1)		Evaluate feasibility and install two new mid-block crossing opportunties between NE 29 th Ct and NE 29 th Pl, and one new crossing NE 29 th Pl and Country Club Dr.	\$120,000 (includes potentially pavement marking, signage, refuge island, RRFB)	Short-term
NE 29 th Place (Between NE 203 rd St and NE 199 th St)		Evaluate feasibility and install a crossing between NE 203 rd St and NE 199 th St.	\$40,000 (includes potentially pavement marking, signage, refuge island, RRFB)	Short-term

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. 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.

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 and 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 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 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.

County Incentive Grant Program (CIGP)

The CIGP was created for the purpose of providing grants to counties, to improve a transportation facilityocated 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 & ALTERNATIVE FINANCING 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 \$99million.

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 which may be applied to fill the gaps in funding for both capital and operating costs.

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.

APPENDIX 1 COMMUNITY OUTREACH



AVENTURA-OJUS MOBILITY & ACCESS STUDY

STUDY PURPOSE:

The Miami-Dade Transportation Planning Organization (TPO) is conducting a study to identify the necessary multi-modal improvements to support the people traveling to and from the new Aventura Brightline station. The outcome of the study is a multi-modal implementation plan.



Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.

PROJECT CONTEXT:

An Aventura train station with a park-and-ride commuter lot is expected to be complete in the Fall of 2020. The station that will be located at 19700 West Dixie Highway is a collaboration between Miami-Dade County and Brightline. The new Brightline Aventura Station along the high-speed train route will provide a direct connection to downtown Miami, Fort Lauderdale and West Palm Beach.



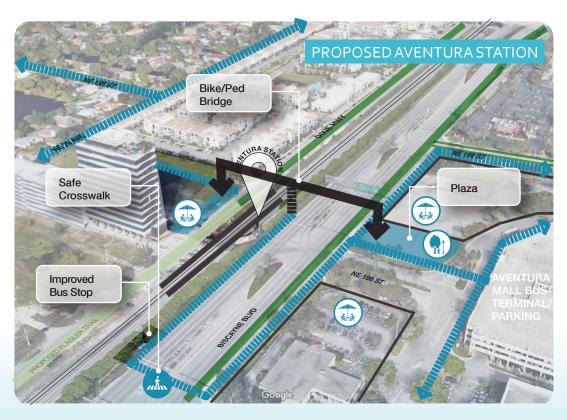
OCTOBER 2020:

NEW AVENTURA STATION AND A BIKE-PEDESTRIAN BRIDGE CONNECTING STATION TO THE PLATFORM (WEST BRIDGE).

Future (expected 2024):

Bike-Pedestrian bridge (East bridge) from the new Aventura station platform across US-1 to a plaza within Aventura Mall and next to the Miami-Dade Bus Terminal.

Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.





STUDY AREA:

The study will include recommendation for active transportation (walking, biking) within half-mile of the station, and recommendations for vehicular and transit travel with one mile of the station area.

BE INVOLVED!:

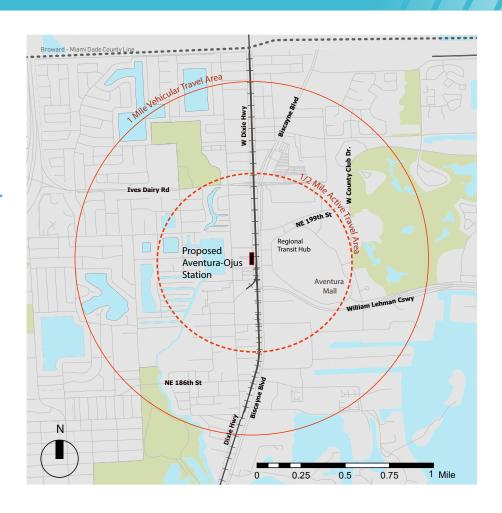
Input from the community and local agencies is important for the success of this plan. Here are some ways to be involved:

- » Provide input through your municipality
- » Fill out the Transportation Preferences Survey

https://www.surveymonkey.com/r/ AventuraSurvey



SCANTHE QR CODE HERE!





CONTACT US:

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

Miami-DadeTPO

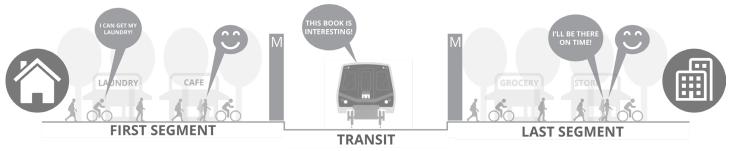
information@mdtpo.org Phone: 305-375-4507

HOJA INFORMATIVA

ESTUDIO SOBRE LA MOVILIDADY LA FACILIDAD DE ACCESO EN LA ESTACIÓN AVENTURA-OJUS

OBJETIVO DEL ESTUDIO:

La Organización para la Plani icación del Transporte (TPO) de Miami-Dade lleva a cabo un estudio a in de identi icar las mejoras multimodales necesarias para el beneficio de las personas que se desplazan hacia y desde la nueva estación Brightline en Aventura. El resultado del estudio está dirigido a un plan de implementación multimodal.



Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.

INFORMACIÓN GENERAL:

Se prevé que la estación del tren en Aventura, junto con el sistema de estacionamiento y acceso al transporte público, esté lista en el otoño de 2020. La estación ubicada en 19700 West Dixie Highway, es producto de la colaboración entre el Condado de Miami-Dade y Brightline. La nueva estación Brightline en Aventura, junto a la ruta de trenes de alta velocidad, facilitará una conexión directa al downtown de Miami, Fort Lauderdale y West Palm Beach.

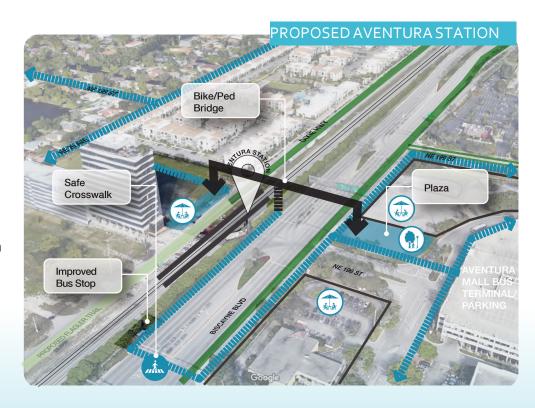


OCTUBRE DE 2020:

NUEVA ESTACIÓN DE AVENTURA Y PUENTE PARA CICLISTAS Y PEATONES QUE UNE LA ESTACIÓN CON LA PLATAFORMA (PUENTE DEL OESTE).

Futuro (para 2024): Puente para ciclistas y peatones (puente del este) que se extiende, cruzando por encima de la US-1, desde la plataforma de la nueva estación en Aventura hacia la plaza del centro comercial de Aventura (Aventura Mall), próximo a la terminal de autobuses de Miami-Dade.

Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.





ÁREA DEL ESTUDIO:

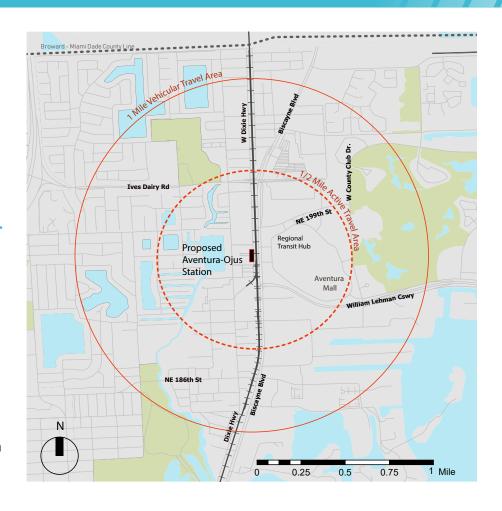
En el estudio se incluirán recomendaciones para el transporte activo (caminar, montar bicicleta) a una distancia de media milla de la estación, así como recomendaciones para el transporte vehicular y público a una distancia de una milla del área de la estación.

PARTICIPACIÓN DE LA COMUNIDAD!:

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

- » Exprese sus comentarios a través de su municipio
- » Rellene la encuesta sobre preferencia de transporte.

https://www.surveymonkey.com/r/ AventuraSurvey



PROCESO DE PLANIFICACIÓN:

COORDINACIÓN CON LAS PARTES INTERESADAS + Datos de las condiciones + Análisis sobre movilidad, facilidad + Recomendaciones preliminares y + Recomendaciones finales existentes de acceso representación de conceptos + Plan a implementar + Evaluación de estudios + Auditoría y estudio del sitio Julio - Octubre 2020 Octubre- Noviembre 2020 anteriores Mayo - Julio 2020

CONTÁCTENOS:

Marzo - Mayo 2020

Para obtener más información o expresar más comentarios, comuníquese con:

Organización para la Planificación del Transporte de Miami-Dade

information@mdtpo.org Teléfono: 305-375-4507





ETID SOU MOBILITE AK AKSÈ AVENTURA-OJUS

OBJEKTIF ETID LA:

Òganizasyon Planifikasyon Transpò Miami-Dade (TPO) ap fè yon etid pou idantifye amelyorasyon milti-modal ki nesesè pou sipòte moun ki prale ak soti nan nouvo estasyon Aventura Brightline. Rezilta etid la se yon plan aplikasyon milti-modal.



Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.

FONDMAN:

Yo dwe fini yon estasyon tren Aventura ki gen yon park-andride nan otòn 2020. Estasyon an ki va lokalize nan 19700 West Dixie Highway se yon kolaborasyon ant Konte Miami-Dade ak Brightline. Nouvo Estasyon Aventura Brightline sou wout tren a gran vitès la va bay yon koneksyon dirèk a anba lavil Miami, Fort Lauderdale ak West Palm Beach.

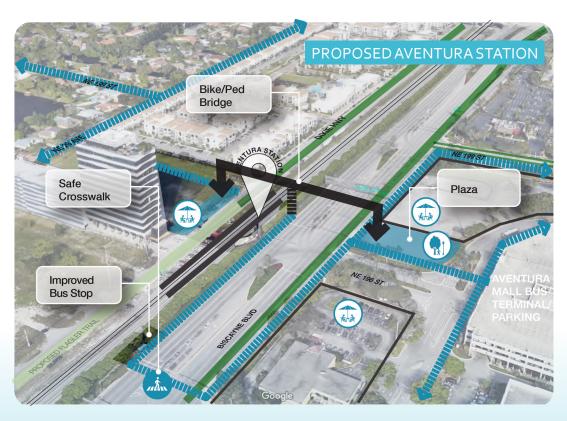


OKTÒB 2020:

NOUVO ESTASYON AVENTURA AKYON PON BISIKLÈT-PYETON KI KONEKTE ESTASYON AN AK PLATFÒM LAN (PON LWÈS).

Alavni (espere 2024): Pon bisiklèt-Pyeton (pon lès) ap soti nan platfòm nouvo estasyon Aventura ki travèse US-1 pou ale nan Aventura Mall ak tou pre Tèminal otobis Miami-Dade la.

Graphic: Beach NE Corridor, Economic Mobility and Accessibility Study, Plusurbia Design.





ZÒN ETID:

Etid la ap gen ladan rekòmandasyon pou transpò aktif (mache, monte bisiklèt) nan demi mil distans ak estasyon an, ak rekòmandasyon pou machin ak vwayaj transpò piblik avèk yon mil distans ak zòn estasyon an.

PATISIPE!:

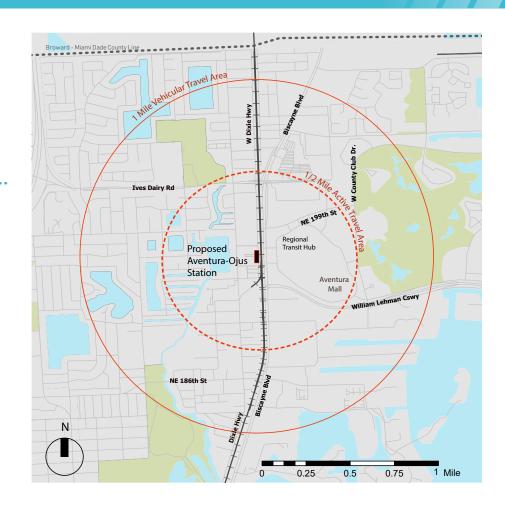
Opinyon kominote a ak ajans lokal yo enpòtan pou siksè plan sa a. Men kèk fason pou patisipe:

- » Bay opinyon w nan minisipalite w
- » Ranpli Sondaj sou Preferans pou Transpòtasyon yo

https://www.surveymonkey.com/r/ AventuraSurvey



TYEKE KÒD QR ISIT LA!



PWOSESIS PLANIFIKASYON:



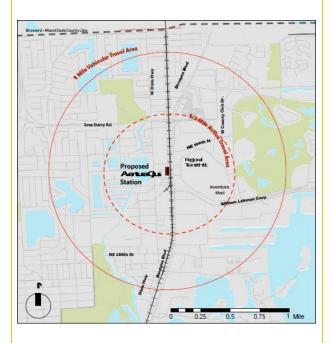
KONTAKTE NOU:

Pou plis enfòmasyon oswa bay plis opinyon, tanpri kontakte:

Oganizasyon Planifikasyon Transpò Miami-Dade

information@mdtpo.org Telefòn: 305-375-4507

Aventura-Ojus Mobility & Access Study



FOR MORE INFORMATION

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

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

MIAMI FL 33130-9856 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION 150 W FLAGLER ST STE 1900

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IF MAILED



Aventura-Ojus Mobility & Access Study

SURVEY

www.miamidadetpo.org

Survey: Aventura-Ojus Mobility Access Study

Miami-Dade County and Brightline are building a new Aventura train station at 19700 West Dixie Highway scheduled to be completed in the Fall of 2020.

The new station will provide a direct connection to downtown Miami, Fort Lauderdale and West Palm Beach.

The Miami-Dade Transportation Planning Organization is conducting a study to identify multimodal improvements (by transit, bicycle, pedestrian and/or vehicle) that will increase safety and connectivity to and from the new station.

Your feedback is essential in identifying appropriate mobility improvements.

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

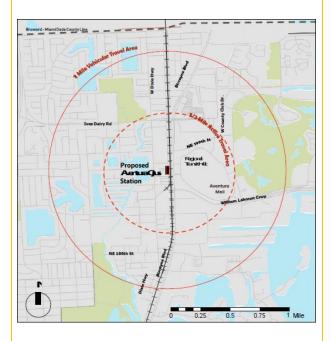
www.miamidadetpo.org



1. How would you most likely travel to the new Aventura train station? Walk Bike/Bike Share Transit/Shuttle Ride-Hailing Service (Uber, Lyft) Drive to the station park-and-ride, or get dropped off	5. Would you use an on-demand shuttle, instead of driving or being dropped off, if it was available? ☐ Yes ☐ No Why?
 □ Other (please specify) 2. If you are walking, which of these improvements are essential? Check all that apply. □ Wide, continuous sidewalks □ Signage/Wayfinding □ Crosswalks □ Tree/shade Cover along sidewalks □ Other (please specify) 	6. What location are you coming from? ☐ Unincorporated Miami-Dade County (Ojus Neighborhood, Highland Lakes Neighborhood, Presidential Estates) ☐ City of Aventura ☐ Aventura Mall Transit Station ☐ Other (please specify)
Why? 3. If you are biking, which of these improvements are essential? Check all that apply. Standard and green-colored bike lanes Shared-use lanes Bike-Sharing stations (Citibike, Lime) Bike Storage Lockers Other (please specify) Why?	7. What is your age? □ 18-30 □ 31-45 □ 46-64 □ 65+ □ Prefer not to answer 8. Are you interested in finding out more? Provide your email address for project updates. Email address:
4. If you are using a shuttle or a bus, which of these improvements are essential? Check all that apply. Frequent operational hours Extended operational hours Sheltered bus / shuttle stops Direct connections Arrival / departure updates Other (please specify)	After completing the survey, seal the brochure and drop it in the mail by October 31, 2020 . If you have any questions, please contact the Miami-Dade TPO at 305-375-4507 or at information@mdtpo.org
Why?	

To learn more visit www.miamidadetpo.org

Estudio sobre acceso y movilidad en Aventura-Ojus



PARA MÁS INFORMACIÓN

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

Es política de la Organización para la Planificación del Transporte de Miami-Dade (TPO) cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades. Para obtener este documento en formato especial, llame al 305-375-4507.

150 W FLAGLER ST STE 1900 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION MIAMI FL 33130-9856

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IF MAILED



Estudio sobre acceso y movilidad en Aventura-Ojus

ENCUESTA

www.miamidadetpo.org

Encuesta: Estudio sobre acceso y movilidad en Aventura-Ojus

☐ Otro (Por favor, especifique)

¿Por qué?

El Condado de Miami-Dade y la compañía Brightline están construyendo una nueva estación de trenes en Aventura en 19700 West Dixie Highway, cuya conclusión está prevista para el otoño de 2020.

La nueva estación brindará conexión directamente con el downtown de Miami, Fort Lauderdale y West Palm Beach.

La Organización para la Planificación del Transporte de Miami-Dade (TPO) está realizando un estudio con el objetivo de identificar las mejoras multimodales (transporte público, bicicleta, peatonal, vehicular) que incrementarán la seguridad y la conectividad desde y hacia la nueva estación.

Su opinión es fundamental para identificar las mejoras adecuadas en cuanto a la movilidad.

Por favor, complete esta breve encuesta, selle el folleto y envíelo por correo a más tardar antes del 31 de Octubre de 2020.

www.miamidadetpo.org



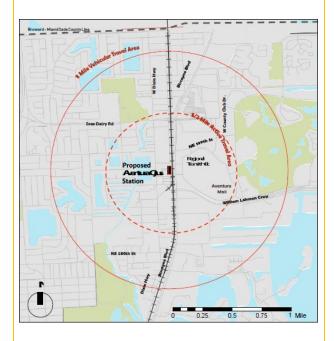
1.¿Cuál método le gustaría utilizar más para llegar a la nueva estación de trenes de Aventura?	5. ¿Utilizaría usted un servicio de shuttle a demanda en lugar de conducir o que alguien lo/a deje en la zona de salida, si existiera
☐ A pie	□Sí
☐ Bicicleta/Bicicleta compartida	□ No
☐ Transporte público/Shuttle	
☐ Servicio de viajes compartidos (Uber, Lyft)	¿Por qué?
☐ Conducir hasta el espacio para estacionamiento y acceso al transporte	
público (park-and-ride), o que alguien le deje en la zona de salida	
☐ Otro (Por favor, especifique)	6. ¿De qué área viene usted?
	☐ Área no incorporada en municipio del Condado de Miami-Dade
2. Si fuera a pie, ¿cuáles de estas mejoras considera esencial? Elija todas las opciones que correspondan.	(vecindario de Ojus, vecindario de Highland Lakes, Presidential Estates)
☐ Aceras amplias, sin interrupciones	☐ Ciudad de Aventura
☐ Señalización/Carteles	☐ Estación del transporte público del centro comercial de Aventura
☐ Pasos peatonales	☐ Otro (Por favor, especifique)
☐ Árboles/Sombra en las aceras	
☐ Otro (Por favor, especifique)	
¿Por qué?	7 . 01
	7. ¿Cuál es su edad? □ 18-30
	— ·• ·•
3. Si fuera en bicicleta, ¿cuáles de estas mejoras considera esencial?	□ 31-45 □ 46-64
Elija todas las opciones que correspondan.	□ 40-04 □ 65+
☐ Carriles estándar para bicicletas y de color verde	
☐ Carriles de uso compartido	☐ Prefiero no responder
☐ Estaciones para compartir bicicletas (Citibike, Lime)	8. ¿Le interesa obtener más información? Incluya su dirección d
☐ Lugares para guardar las bicicletas	correo electrónico para recibir la información más actualizada
☐ Otro (Por favor, especifique)	sobre el proyecto.
¿Por qué?	Correo electrónico:
4. Si usted está usando el servicio de shuttle o de autobús, ¿cuáles de estas mejoras considera esencial? Elija todas las opciones que	
correspondan.	Después de completar la encuesta, selle el folleto y
☐ Horario de servicio frecuente	envielo por correo postal a más tardar antes del 31 de
☐ Horario de servicio extendido	Octubre de 2020.
☐ Paradas cubiertas para autobuses/shuttle	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
☐ Conexiones directas	
□ Información actualizada cobre las llegadas/salidas	Si tiene alguna pregunta comuniquese con TPO de

Para más información, visite www.miamidadetpo.org

Miami-Dade por el 305-375-4507 o el correo electrónico

information@mdtpo.org

Aventura-Ojus Etid Mobilite ak Aksè



POU PLIS ENFÒMASYON

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

Règleman TPO Miami-Dade se pou li respekte tout egzijans Lalwa Etazini pou Moun Andikape. Pou lòt fòma dokiman sa a. tanpri rele 305-375-4507.

150 W FLAGLER ST STE 1900 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION MIAMI FL 33130-9856

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Aventura-Ojus Etid Mobilite ak Aksè

SONDAJ

www.miamidadetpo.org

Sondaj: Aventura-Ojus, Etid Mobilite ak Aksè

Konte Miami-Dade ak Brightline ap konstwi yon nouvo estasyon tren Aventura nan 19700 West Dixie Highway ki pwograme pou fini nan otòn 2020.

Nouvo estasyon an ap bay yon koneksyon dirèk a anba lavil Miami, Fort Lauderdale ak West Palm Beach.

Òganizasyon Planifikasyon Transpò Miami-Dade ap fè yon etid pou idantifye amelyorasyon miltimodal (pou transpò piblik, bisiklèt, pyeton ak/oswa veyikil) kiva ogmante sekirite ak konektivite pou ale ak soti nan nouvo estasyon an.

Opinyon w esansyèl nan idantifye amelyorasyon mobilite ki apwopriye.

Tanpri ranpli sondaj tou kout sa a, fèmen bwochi a, epi voye tounen pa lapòs pa pi ta pase dat limit 31 Oktòb 2020.

www.miamidadetpo.org



5. Èske w ta itilize yon navèt sou demann, olye pou w kondwi oswa fè depoze w, si sa te disponib?
6. Ki kote w ap soti? ☐ Konte Miami-Dade ki pa enkòpore (Katye Ojus, Highland Lakes Neighborhood, Presidential Estates) ☐ Vil Aventura ☐ Estasyon Transpò Aventura Mall ☐ Lòt (tanpri espesifye)
7. Ki laj ou? □ 18-30 □ 31-45 □ 46-64 □ 65+ □ M pito pa reponn 8. Ou enterese konn plis? Bay adrès imel ou pou mizajou sou pwojè a. Adrès imel:
Apre w fin ranpli sondaj la, Byen fèmen bwochi a epi lage l lapòs pa pi ta pase dat limit 31 Oktòb 2020.
Si w gen nenpòt kesyon, tanpri kontakte Miami-Dade TPO nan 305-375-4507 oswa nan information@mdtpo.org

Pou aprann plis, vizite www.miamidadetpo.org

Take Our Survey Responda Nuestra Encuesta Pran Sondaj Nou An

Aventura-Ojus Mobility & Access Study

MIAMI-DADE



Miami-Dade Transportation

Planning Organization

Project Overview

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

Purpose

TTo identify the necessary multi-modal improvements to support the people traveling to and from the new Aventura Brightline station.

Be Involved

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

- » Provide input through your municipality
- » 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

Identificar las mejoras multimodales necesarias para el beneficio de las personas que se desplazan hacia y desde la nueva estación Brightline en Aventura

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

Idantifye amelyorasyon milti-modal ki nesesè pou sipòte moun ki prale ak soti nan nouvo estasyon Aventura Brightline.

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.

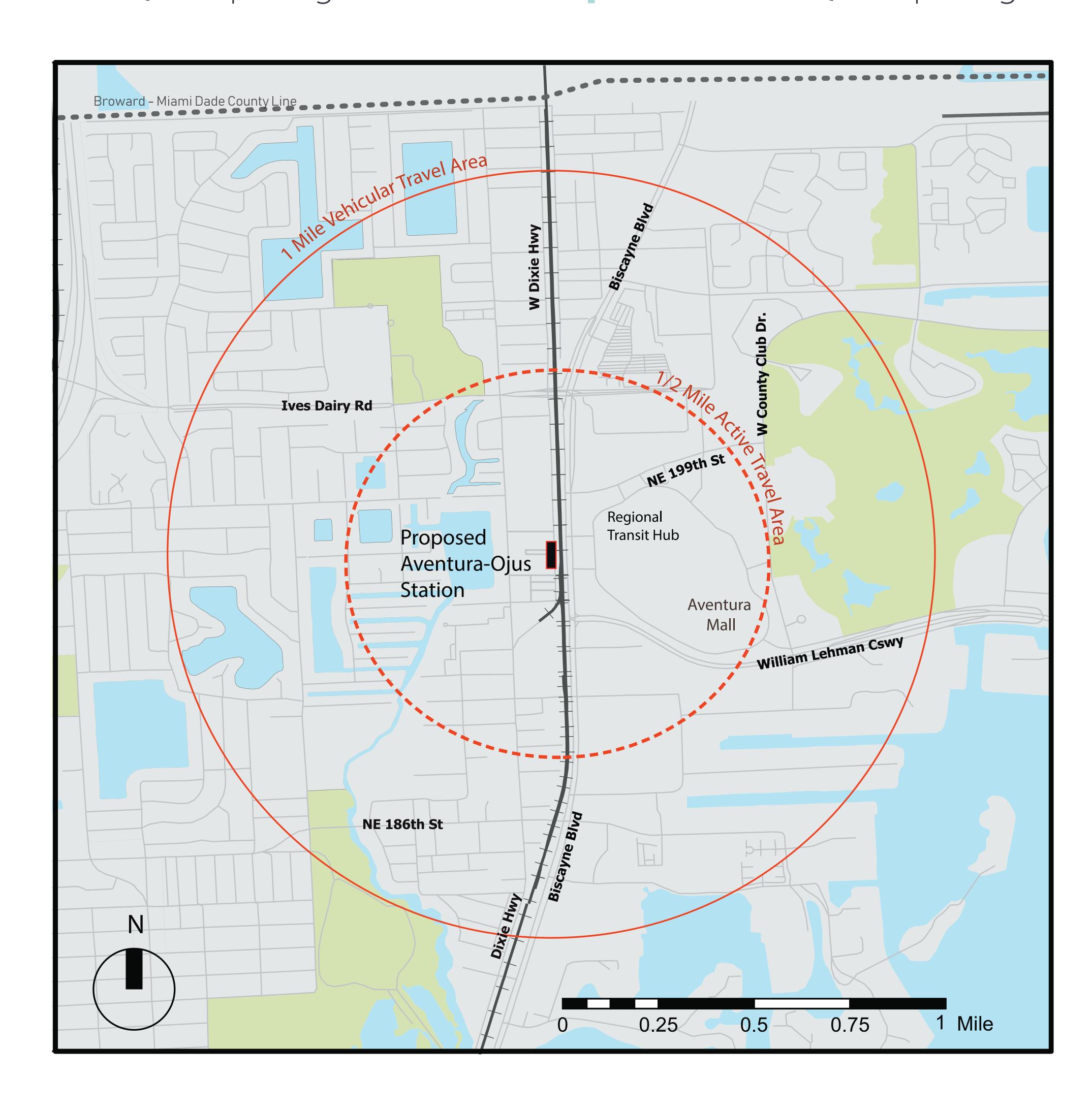
Kontakte Nou

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

Miami-Dade TPO

305-375-4507

information@mdtpo.org





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



https://www.surveymonkey.com/r/AventuraSurvey

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
Ma		/Ft. Lauderda	le					
1	S000045-I	Dade	SW 200 ST & SW 112 CT F/E	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:53AM	Lozano, Yorky	
2	S000075-O	Dade	NE 203 ST & NE 24 AV F/E	N	TPO Campaign - Aventura - 3184510	9/29/2020 11:18AM	Rodriguez, Jose Javier	
3	S000173-I	Dade	NE 185 ST & #1700 F/W	N	TPO Campaign - Aventura - 3184510	9/29/2020 9:02AM	Rodriguez, Jose Javier	
4	S000264-O	Dade	SW 268 ST & SW 145 AVRD F/E	N	TPO Campaign - Florida City - 3184510	9/29/2020 9:57AM	Lozano, Yorky	
5	S000303-O	Dade	SW 157 AV & SW 300 ST F/N	N	TPO Campaign - Florida City - 3184510	9/29/2020 7:59AM	Lozano, Yorky	

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
6	S000429-I	Dade	NE 185 ST & APPROX # 1701 F/E		TPO Campaign - Aventura - 3184510	9/29/2020 9:11AM	Rodriguez, Jose Javier	
7	S000436-O	Dade	NE 185 ST & NE 18 AV F/W	N	TPO Campaign - Aventura - 3184510	9/29/2020 9:27AM	Rodriguez, Jose Javier	
8	S000521-I	Dade	NE 203 ST & NE 22 AV F/E	N	TPO Campaign - Aventura - 3184510	9/29/2020 11:51AM	Rodriguez, Jose Javier	
9	S000584-I	Dade	NE 22 AV & NE 191 ST F/N	N	TPO Campaign - Aventura - 3184510	9/29/2020 10:34AM	Rodriguez, Jose Javier	
10	S000586-I	Dade	NE 22 AV & NE 186 TE F/N	N	TPO Campaign - Aventura - 3184510	9/29/2020 10:08AM	Rodriguez, Jose Javier	

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
11	S000587-I	Dade	NE 22 AV & NE 186 TE F/S		TPO Campaign - Aventura - 3184510	9/29/2020 9:40AM	Rodriguez, Jose Javier	
12	S000588-I	Dade	NE 18 AV & NE 197 TE F/N	N	TPO Campaign - Aventura - 3184510	9/29/2020 12:11PM	Rodriguez, Jose Javier	
13	S000600-I	Dade	NE 14 AV & # 18707 F/S	N	TPO Campaign - Aventura - 3184510	9/29/2020 8:33AM	Rodriguez, Jose Javier	
14	S000607-O	Dade	SW 142 AV & SW 268 ST F/N	N	TPO Campaign - Florida City - 3184510	9/29/2020 10:02AM	Lozano, Yorky	
15	S000609-I	Dade	SW 152 AV & SW 280 ST F/N	N	TPO Campaign - Florida City - 3184510	9/29/2020 8:39AM	Lozano, Yorky	

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
16	S000632-O	Dade	SW 147 AV & SW 284 ST F/N	N		9/29/2020	Lozano, Yorky	
17	S000633-I	Dade	SW 152 AV & SW 288 ST F/S	N	TPO Campaign - Florida City - 3184510	9/29/2020 8:22AM	Lozano, Yorky	
18	S000670-I	Dade	NE 14 AV & NE 185 ST F/N	N	TPO Campaign - Aventura - 3184510	9/29/2020 8:18AM	Rodriguez, Jose Javier	
19	S000687-I	Dade	SW 117 AV & SW 196 ST F/N	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 11:45AM	Lozano, Yorky	
20	S000699-I	Dade	SW 197 ST & SW 114 AV F/E	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:58AM	Lozano, Yorky	

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
21	S000715-I	Dade	SW 288 ST & US 1 F/W	N		9/29/2020	Lozano, Yorky	
22	S000745-I	Dade	SW 220 ST & SW 113 CT F/W	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:35AM	Lozano, Yorky	
23	S000787-I	Dade	SW 112 AV & SW 220 ST F/N	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:39AM	Lozano, Yorky	
24	S000791-I	Dade	SW 268 ST & SW 125 AV F/E	N	TPO Campaign - Florida City - 3184510	9/29/2020 10:14AM	Lozano, Yorky	
25	S000792-O	Dade	SW 268 ST & SW 137 AV F/E	N	TPO Campaign - Florida City - 3184510	9/29/2020 10:06AM	Lozano, Yorky	

	Panel No.	Area	Sales Addr	ILL	Advertiser / Design / Contract #	Posted	Posted By	
26	S000873-O	Dade	SW 112 AV & # 20760 F/S		TPO Campaign - SW 244 St - 3184510	9/29/2020 10:47AM	Lozano, Yorky	
27	S000878-I	Dade	SW 132 AV & #28600 F/S	N	TPO Campaign - Florida City - 3184510	9/29/2020 9:10AM	Lozano, Yorky	
28	S000933-O	Dade	SW 112 AV & SW 248 ST F/N	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:22AM	Lozano, Yorky	
29	S001057-I	Dade	W DIXIE HY & NE 190 TE F/S	N	TPO Campaign - Aventura - 3184510	9/29/2020 11:02AM	Rodriguez, Jose Javier	
30	S001198-I	Dade	SW 112 AV & SW 232 ST F/S	N	TPO Campaign - SW 244 St - 3184510	9/29/2020 10:29AM	Lozano, Yorky	

APPENDIX 2 SURVEY RESULTS SUMMARY

SURVEY SUMMARY

The Miami-Dade Transportation Planning Organization (TPO) solicited community input to identify the multi-modal improvements to support safe access for the people traveling to and from the new Aventura Brightline station.

The input was solicited and collected from people who live, work, or play within approximately two-miles of the proposed station including, Ojus (unincorporated Miami-Dade County), Cities of Aventura, Hallandale Beach, North Miami Beach, and Sunny Isles Beach. Community input was solicited through online and mail-in surveys between Thursday, September 8, 2020, and Friday, November 6, 2020.

ONLINE SURVEY

The online survey was developed in four languages, English, Spanish, Haitian Creole, and Russian. Each language survey page was linked with project factsheets in English, Spanish, and Haitian Creole.

The online survey link was primarily distributed through the project Study Advisory Group (SAG) members. The SAG members then shared the link to their constituents or commuters on their respective webpage or social media page. Also, posters with project information and QR code for the online survey were installed at 12 bus shelters around the surrounding community. The TPO and Miami-Dade County Department of Transporation and Public Works coordinated this installation.

MAIL-IN SURVEY

With self-postage and fact sheets, the mail-in surveys were printed in three languages, English, Spanish, and Haitian Creole. These were distributed within the surrounding communities by:

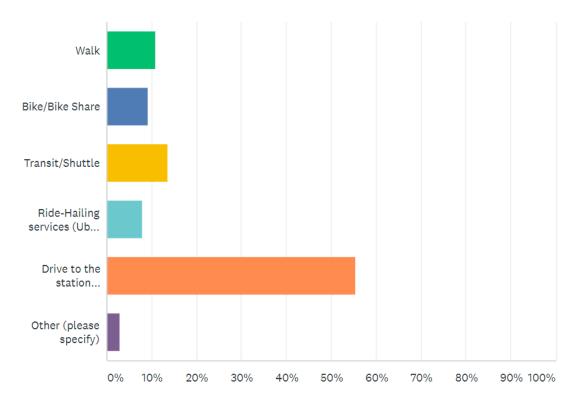
- City of Aventura at the Government Center
- City of Sunny Isles Beach at the City Hall
- City of Hallandale
- City of North Miami Beach
- Aventura Mall Bus Terminal
- South Florida Commuter Services
- Miami-Dade Library at Aventura and Sunny Isles Beach branches
- FedEx Office Print & Ship Center at JW Marriott Aventura
- Miami-Dade County Commissioner Sally A. Heyman at the office
- Beitzim Group/ City Bikes

SURVEY RESPONSES (ONLINE AND MAIL-IN)

The project received 360 survey responses, of which 359 responses were online. The online responses consisted of 339 surveys in English, 18 surveys in Spanish, and two surveys in Russian. The only mail-in survey was in Spanish.

A majority, 161 surveys were completed by people in the City of Aventura. Also, 266 surveys were from people between the ages of 31 and 65. The responses are summarized below.

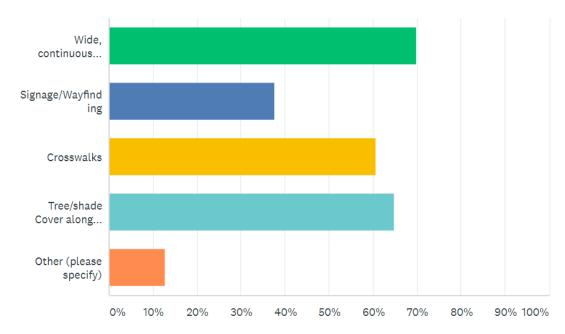
Survey Question 1: How would you most likely travel to the new Aventura train station?



Answer Choices	Responses
Walk	37
Bike/Bike Share	33
Transit/Shuttle	54
Ride-hailing services	27
Drive to the station park-and-ride, or get dropped off	199
Other (please specify)	10

- 1. Respondents noted that they would choose to use a combination of travel modes such as walk, bicycle or rideshare, train/walk, or bicycle/scooter/walk. One response noted they would use the (future) Aventura shuttle.
- 2. Multiple respondents indicated that they chose their mode of travel based on weather conditions.

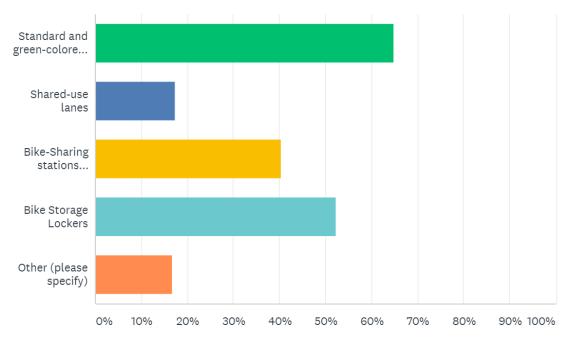
Survey Question 2: If you are walking, which of these improvements are essential? Check all that apply.



Answer Choices	Responses
Wide, continuous sidewalks	250
Signage/Wayfinding	134
Crosswalks	222
Tree/shade cover along sidewalks	229
Other (please specify)	46

- 1. Respondents noted other improvements should include:
 - a. Seating options
 - b. Lighting
 - c. Pedestrian bridge/overpass/underground walkway to the Aventura Mall
 - d. Frequent crosswalks
 - e. Station facilities should include vending machines, charging stations, security, and landscaping.
- 2. Respondents expressed their concern and need for:
 - a. Shelter from the inclement weather
 - b. Sufficient protection/barrier from moving vehicles
 - c. Necessary accommodations for people using strollers and wheelchairs.

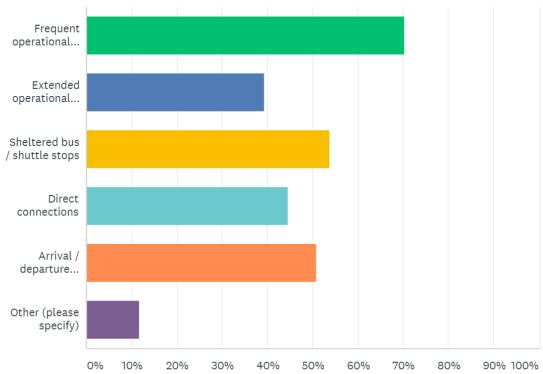
Survey Question 3: If you are biking, which of these improvements are essential? Check all that apply.



Answer Choices	Responses
Standard and green-colored bike lanes	236
Shared-use lane	63
Bike-sharing stations (Citibike, Lime)	148
Bike storage lockers	193
Other (please specify)	58

- 1. Respondents noted a dedicated pathway, guardrails, and barriers between biking and walking, like separated/protected bicycle lanes.
- 2. Respondents suggested a dedicated bike locker area that is easy to assess when arriving and leaving the station. They were unsure if secure bike storage was proposed at the Aventura station.
- 3. Respondents noted that the surrounding area infrastructure must invite the community to walk, bicycle, and connect to the other urban areas.

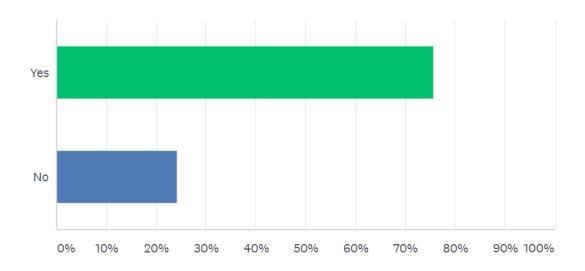
Survey Question 4: If you are using a shuttle or a bus, which of these improvements are essential? Check all that apply.



Answer Choices	Responses
Frequent operational hours	255
Extended operational hours	140
Sheltered bus/shuttle stops	194
Direct connections	121
Arrival/departure updates	187
Other (please specify)	42

- 1. Respondents suggested connecting shuttles/buses be electric vehicles.
- 2. Respondents emphasized the need for connecting transit provide:
 - a. Frequent, reliable, and provide timely service
 - b. Connections that are timed to coincide with arriving and departing trains
 - c. Direct connections to Hollywood/FortLauderdale (FLL) or Miami International (MIA) Airport
 - d. Efficient pick up/drop off when using an on-demand transit or rideshare
 - e. Extended service hours, aligned with Brightline's extended service hours, particularly for nighttime workers
 - f. The announcement system informs the commuters of any unexpected delays.
- 3. Waiting areas should provide shelter from the weather.

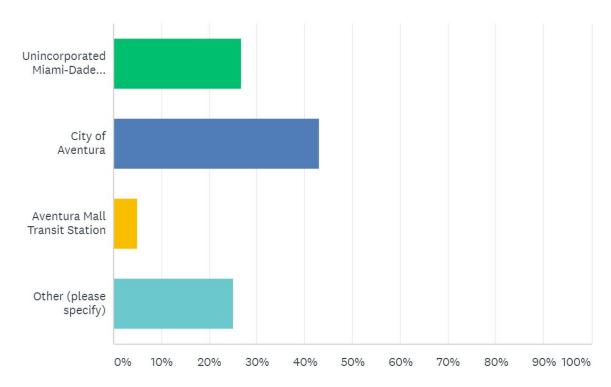
Survey Question 5: Would you use an on-demand shuttle, instead of driving or being dropped off, if it were available?



Answer Choices	Responses
Yes	274
No	86

- 1. Some respondents were willing to pay for an on-demand shuttle service, while others noted that they would only use the shuttle if they were free of cost.
- 2. Respondents were concerned about:
 - a. Increase in wait-time and reliability as demand increases
 - b. Vehicle cleaning in the current context of the COVID-19 pandemic.
- 3. Respondents noted that environmental sustainability was a reason they would use an on-demand shuttle instead of driving.

Survey Question 6: What location are you traveling from or to?

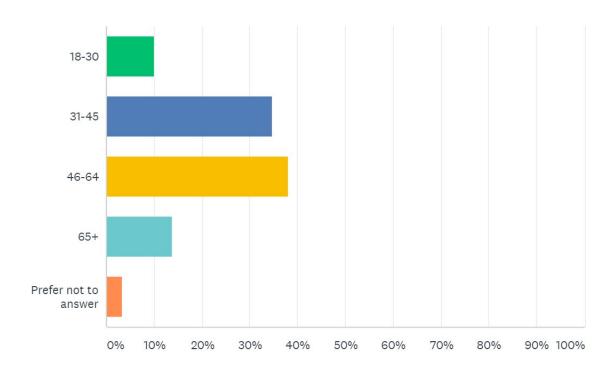


Answer Choices	Responses
Unincorporated Miami-Dade County	91
(Ojus neighborhood, Highland Lakes Neighborhood, Presidential Estates)	
City of Aventura	161
Aventura Mall Transit Station	18
Other (please specify)	90

- 1. Locations listed include:
 - a. Brickell
 - b. Broward County
 - c. Downtown Ft. Lauderdale
 - d. Downtown Miami
 - e. Florida City
 - f. Hallandale Beach
 - g. Hollywood
 - h. Ives Estates
 - i. Miami Gardens
 - j. Monroe County
 - k. North Miami
 - I. North Miami Beach
 - m. Pembroke Pines
 - n. Sawgrass

- o. Sunny Isles Beach
- p. West Palm Beach

Survey Question 7: What is your age?



Answer Choices	Responses
18 - 30	34
31 - 45	123
46 - 64	143
65+	49
Prefer not to answer	11

APPENDIX 3 IDENTIFIED PROJECTS WITHIN STUDY AREA



Funding and Prioritization of Improvements

						School/		
			Connecting	Reduces	Improves	Park	Cost: High,	
			Generators	Congestion	Safety	Accesss	Med, Low	Score*
North Aventura Project Bank								
Project	Location							
Enhanced crosswalks	NE 213th Street	at NE 34th Avenue	No	Yes	Yes	No	Low	5
Mid-Block Pedestrian Island	NE 213th Street	at Target north entrance	Yes	Yes	Yes	No	Med	5
Enhanced crosswalks	NE 203rd Street	at Premenade Shops south entrance	Yes	Yes	Yes	No	Low	6
Mid-Block Pedestrian Island	NE 30 Avenue	at Synagogue east entrance	Yes	Yes	Yes	No	Med	5
Enhanced crosswalks	Aventura Boulevard	at Aventura Mall north entrance	Yes	Yes	Yes	No	Low	6
Enhanced crosswalks	Aventura Boulevard	at the north entrance to the library	Yes	Yes	Yes	No	Low	6
Install Sidewalk at bus stop	Biscayne Boulevard	north of NE 187th Street on the west side	No	Yes	Yes	No	Med	4
South Aventura Project Bank								
Project	Location							<u> </u>
Enhanced crosswalks	at NE 187th Street	NE 28th Court	No	Yes	Yes	No	Low	5
Enhanced crosswalks	NE 188th Street	NE 29th Avenue	No	Yes	Yes	Yes	Low	6
Add new crosswalk	NE 31st Avenue	at Veterans Park entrance	Yes	Yes	Yes	Yes	Low	7
Enhanced crosswalks	NE 183rd Street	NE 31st Avenue	No	Yes	Yes	No	Low	4
Enhanced crosswalks	NE 186th Street	Biscayne Boulevard	No	Yes	Yes	No	Low	4
Enhanced crosswalks	NE 187th Street	Biscayne Boulevard	No	Yes	Yes	No	Low	4
Enhanced crosswalks	Biscayne Boulevard	Point East Drive	No	Yes	Yes	No	Low	4
Add Sidewalk	Vacant Lot	Between NE 185th Street & NE 187th Street	No	Yes	Yes	No	N/A	2
Enhanced crosswalk	NE 187th Street	Vacant lot to Town Center south entrance	Yes	Yes	Yes	No	Low	6
Mid-Block Pedestrian Island	NE 191st Street	Residential entrance	No	Yes	Yes	No	Med	4
Hospital District Project Bank								
Project	Location			1				
Enhanced crosswalks	NE 209th Street	Biscayne Boulevard	Yes	Yes	Yes	No	Low	6
Enhanced crosswalks	Biscayne Boulevard	NE 207th Street and NE 208th Terrace	Yes	Yes	Yes	No	Low	6
Enhanced crosswalk and add curb	E Dixie Highway	NE 214th Street	Yes	Yes	Yes	No	Med	5
Emanded dissipation and data cars	z zwie riigiiwa j			1.00			····cu	
Golf Course Multi-Use Pathway Co	 nnections Project Bank							
Project	Location							
Add sharrow lane	NE 34th Avenue	N Country Club Drive to NE 213th Street	Yes	No	No	Yes	Low	5
Enhanced crosswalks	NE 190th Street	W Country Club Drive	Yes	Yes	Yes	Yes	Low	7
Enhanced crosswalks	NE 190th Street	NE 29th Avenue	Yes	Yes	Yes	Yes	Low	7
Mid-Block Pedestrian Island	NE 190th Street	Mid-way between W Country Club Dr and NE 29th Avenue	Yes	Yes	Yes	Yes	Med	6
Conceptual Plan for bike/ped path	Lehman Causeway	From Biscayne Boulevard to Sunny Isles	Yes	Yes	Yes	Yes	Low	7
Redesign Intersection for safety	W Country Club Drive	at eastbound ramp of Lehman Causeway	Yes	Yes	Yes	Yes	High	5
A	Danie at Barat							
Aventura Transit Hub Connections								<u> </u>
Project	Location							
Add Sidewalk	From west entrance of transit hub	to Biscayne Boulevard	Yes	Yes	Yes	No	N/A	3
Expand the bike share facilities	3 to 5 new kiosks	Various Locations	Yes	Yes	No	No	Med	4
* Yes = 1; No = 0; High = 1; Med = 2;	Low = 3							







Funding Sources

Funding for transportation projects comes from three primary sources: Local, State and Federal. Each year funding is more difficult to come by. Cities and counties, face the dilemma of rising costs of transportation projects, increasing traffic volumes and limitations on the ability to generate revenue.

Faced with rapidly increasing construction costs and traffic volumes local governments are finding new funding and financing solutions for transportation. Often, these solutions involve partnerships with other jurisdictions, the private sector and, most of all, county residents. Most monies for large projects are collected locally, provided to the Federal Government, and then reallocated to the states to be administered to agencies, like FDOT. The next pages contain a description of relevant funding opportunities at all levels.

The Municipal Grant Program (MGP) was developed to allow municipalities within Miami-Dade County to submit transportation planning proposals to the Transportation Planning Organization (TPO) to receive funding on a competitive basis. Participation in the program requires a minimum 20% funding commitment from the municipality. The latest grants, which run on a biennial basis, were awarded in 2016, with the next funding cycle to occur in 2018.

Selection criteria include:

- Level of Service (LOS) benefits of the proposed project
- Impact of mobility/traffic circulation gains
- Intermodal nature of proposal
- Support of the approved countywide activities of the Unified Planning Work Program
- Consistency with the applicant's local comprehensive plans

The State of Florida has several funding sources that primarily come from FDOT.

The Governor's newly proposed FY 2016/2017 transportation budget makes the following investments:

- \$3.3 billion for construction of highway projects to keep Florida's transportation infrastructure among the best in the country.
- \$153.9 million in seaport infrastructure improvements to keep Florida first in the world for ocean cruise passengers and a major U.S. cargo gateway.
- \$237.6 million for aviation improvements to keep Florida first in airport







infrastructure investments.

- \$731.9 million for scheduled repair of 48 bridges and replacement of 21 bridges to keep Florida's bridges among the best structures in the country.
- \$963.4 million for maintenance and operation to keep Florida's infrastructure among the best maintained in the country.
- \$574 million for public transit development grants to keep Florida's growth in transit ridership over the last five years among the best in the country.
- \$159 million for safety initiatives to continue to improve the safety of families and visitors on our roads.
- \$46.6 million for bike and pedestrian trails to keep Florida's trail development among the best in the country.

The Florida Department of Transportation Safety Office (FDOT) funds subgrants that address traffic safety priority areas including:

- Aging Road Users
- Community Traffic Safety
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed and Aggressive Driving
- Teen Driver Safety
- Traffic Records

Traffic Record Coordinating Committee (TRCC)

Awards to state and local safety-related agencies are used as "seed" money to assist in developing and implementing programs that address traffic safety deficiencies or expand ongoing safety programs activities. Funding for these grants are apportioned to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Funding may be available for projects in other program areas if there is documented evidence of need.

Through public rule making processes conducted in 1982, 1988, 1995 and 1998, it has been determined that certain highway safety program areas have proven to be more effective than others in reducing traffic crashes, injuries, and fatalities. These programs, designated







as National Priority Program Areas are: Impaired Driving, Police Traffic Services, Speed Control, Occupant Protection/Child Passenger Safety, Pedestrian and Bicycle Safety, Motorcycle Safety, Traffic Records, and Community Traffic Safety.

It is expected that programs funded through these grants will become self-sufficient and continue when grant funding terminates. To promote self-sufficiency, agencies are expected to provide a local funding match when personnel costs are included in second and third year projects. The local match is normally 25% of eligible costs for second year projects and 50% for third year projects.

Government agencies, political "subdivisions" of the state, local city and county government agencies, state colleges, universities, school districts, fire departments, public emergency services providers, and certain qualified non-profit organizations are eligible to receive traffic safety grant funding.

These grants are awarded on a Federal fiscal year basis, and can be funded for a maximum of three consecutive years in a given priority area.

The TRIP fund was created as part of major Growth Management legislation enacted in 2005 (SB 360). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. Eligible partners are shown in the chart on the right. These partners must form a regional transportation area, pursuant to an interlocal agreement, and develop a regional transportation plan that identifies and prioritizes regionally significant facilities. To qualify, partners must sign an interlocal agreement that:

• Includes development of the regional transportation plan.

- Delineates the boundaries of the regional transportation area.
- Provides the duration of the agreement and how it may be changed.
- Describes the planning process, and defines a dispute resolution process.

TRIP funds are to be used to match local or regional funds up to 50% of the total project costs for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. Federal funds attributable to urbanized areas over 200,000 in population may also be used for the local/regional match.







Federal programs make up the bulk of the funding for large projects. Florida is a "donor" state, which means it receives less than it contributes to Federal transportation programs each year. The US Department of Transportation helps communities fund transportation projects by issuing grants to eligible recipients for planning, vehicle purchases, facility construction, operations, and other purposes. The USDOT administers this financial assistance according to federal transportation authorization, Fixing America's Surface Transportation (FAST) Act. The Transportation Alternatives Program is administered under the FAST Act.





