

EXECUTIVE SUMMARY July 2025



Miami-Dade Transportation
Planning Organization



DOWNTOWN MIAMI TRANSPORTATION MASTER PLAN





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Disclaimer Page

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A Metromover train travels through the station while construction on the new 395 Signature Bridge continues in the background.



INTRODUCTION



Miami-Dade County is the third-largest of Florida’s 67 counties by land area, yet with nearly three million permanent residents, it is home to more than the population of 16 U.S. states. Every day, thousands of South Florida residents—including those commuting from neighboring counties—travel by various means. Single-occupant vehicles (SOV) remain the most common means of mobility, fueling the congestion seen on local roadways and highways, especially for commuters heading to major employment centers like Brickell and Downtown Miami. Even in the dense City of Miami, SOV account for nearly 60% of commutes among the City’s workforce. Others rely on public transit options such as Metrorail, Tri-Rail, Brightline, and Metrobus, and those in closer proximity to urban centers have greater options to use municipal trolleys or the Metromover. Meanwhile, walking, biking, and micromobility devices, such as e-bikes and e-scooters, are becoming increasingly popular for shorter trips and first-last-mile connections, boosted by the addition of new protected facilities and shared-use paths throughout the County.

In a collective effort, the City of Miami, Miami-Dade County, and the Florida Department of Transportation (FDOT) District 6 have collaborated to enhance and expand the region’s transportation system. Miami-Dade County’s Department of Transportation and Public Works recently added 75 fully electric buses, making it one of the largest electric bus fleets in the nation. In November, the Better Bus Network (BBN) was introduced. It is the most significant overhaul of Miami-Dade’s transit system in nearly four decades. The County also continues to implement the Strategic Miami Area Rapid Transit (SMART) Plan, with the South-Dade Transitway Corridor beginning service to deliver a rail-like Bus Rapid Transit experience for local commuters.

Anticipating all of the future growth being observed today, the Miami-Dade Transportation Planning Organization (MDTPO) initiated the Miami Downtown Transportation Master Plan (MDTMP) in 2003 to establish a framework for transportation system improvements in Downtown Miami and surrounding neighborhoods through the year 2020. Its vision was to transform Downtown from a daytime, business-focused area into the 24-hour urban center that it is today.

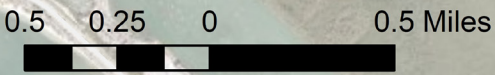
In response to the convergence of the rapid growth and the emergence of new mobility modes that are in demand, the TPO Governing Board approved Resolution TPO 18-2023 authorizing the TPO Executive Director to develop the scope of services and budget for a re-evaluation of the MDTPSMP to address current and future mobility needs for all road users. The methodology is based on a review of existing multimodal engineering and planning reports completed within the study area limits, the impacts from emerging development and growth patterns, state-of-the-art methods of providing mobility, and the improvements necessary to prepare for these emerging technologies, while ensuring pedestrian and cyclist safety. The major sections addressed in the 2023 Miami Downtown Transportation and Pedestrian Safety Master Plan are:

1. Assessment of the 2003 Miami Downtown Transportation Master Plan;
2. Evaluation of Emerging and Future Technology;
3. Evaluation of Pedestrian and Bicycle Connectivity to Transit and Major Trails;
4. Recommendations screened and vetted with TPO staff.



Legend

- Study Area Boundary
- Major Roads



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

ASSESSMENT OF THE 2003 MIAMI DOWNTOWN TRANSPORTATION MASTER PLAN



The analysis revisited the 2003 MDTMP, and cataloged the status of the recommended improvements. Findings reveal that ten (10) recommendations from the 2003 study have been successfully implemented, four (4) are currently in progress, twelve (12) were programmed in the 2045 LRTP, and the remaining seventeen (17) recommendations are pending or require further analysis for implementation.

2003 MDTMP SPECIFIC RECOMMENDATIONS		FINDING
1	Implement a Free-Fare Transit Zone	NOT COMPLETE
2	Construct pedestrian connection from Bayside to AA Arena	COMPLETE
3	Extend Baylink light rail down Biscayne to Flagler	2045 LRTP
4	Implement a two-way road system	2045 LRTP
5	Improve transit amenities and attributes in the area	COMPLETE
6	Connect to other neighborhoods with transit	COMPLETE
7	Implement Intelligent Transportation System (ITS) technology to help bridge openings	COMPLETE
8	Develop an extensive network of pedestrian corridors	2045 LRTP
9	Implement the recommendations from the Miami River Greenway Action Plan	IN PROGRESS
10	Connect Brickell Shuttle to Flagler Shuttle	COMPLETE
11	Reconfigure Metromover in the Dupont Plaza Area	NOT COMPLETE
12	Implement ITS for special events	2045 LRTP
13	Provide a pedestrian walkway along Biscayne Bay from Pace Park to Bayside	IN PROGRESS
14	Implement Biscayne Boulevard Improvements from NE 6 Street to NE 14th Street	COMPLETE
15	Build a new tunnel under the Miami River at SW 1st Avenue	2045 LRTP
16	Improve pedestrian connections in Bicentennial Park	COMPLETE
17	Improve NE 1st and 2nd Avenues for truck traffic	NOT COMPLETE
18	Complete Downtown Miami DDA signage plan	IN PROGRESS
19	Provide a truck-only tunnel from the Seaport to Watson Island	COMPLETE
20	Widen and extend West 1st Avenue	NOT COMPLETE
21	Extend SE 1 Avenue from SE 8th Street to SE 5th Street	NOT COMPLETE
22	Improve bicycle facilities	2045 LRTP
23	Extend Metrorail to AA Arena and Seaport	2045 LRTP
24	Remove I-95 Distributor Ramps and provide a “Grand Boulevard” on South 3rd Street	NOT COMPLETE
25	Provide a shuttle system into Wynwood	COMPLETE

2003 MDTMP SPECIFIC RECOMMENDATIONS		FINDING
26	Provide a Shuttle to Watson Island	2045 LRTP
27	Extend the Metromover through the Brickell Financial District	2045 LRTP
28	I-395/ SR 836/ I-95 Design Build Project (Depress I-395)	IN PROGRESS
29	Implement Flagler Shuttle	NOT COMPLETE
30	Provide a Port Boulevard U-Turn	NOT COMPLETE
31	Create a Shuttle System for the Brickell residential area from 13th Road to 26th Road	COMPLETE
32	Provide a transit greenway	NOT COMPLETE
33	Implement traffic calming alternatives through Brickell residential areas	COMPLETE
34	Extend Metromover into Wynwood	NOT COMPLETE
35	Extend the Metromover to 26th Road	NOT COMPLETE
36	Build an I-95 northbound on-ramp at North 6th St. to provide access to westbound SR 836	NOT COMPLETE
37	Improve North 14th Street from I-95 to Biscayne Boulevard	NOT COMPLETE
38	Provide Commuter Rail to Broward County	COMPLETE
39	Provide a Brickell Key Water Taxi	2045 LRTP
40	Provide a Water Taxi/Ferry to Watson Island	2045 LRTP
41	Provide a partial I-95 Interchange at NW 29th Street	NOT COMPLETE
42	Construct an interchange on I-95 at NW 14th Street	COMPLETE
43	Depress I-95	NOT COMPLETE

Employment in all three projections—Baseline, Enhanced, and Visionary—was significantly underestimated, particularly regarding the downtown area’s shift toward mixed-use development with more residential units. Currently, the study area accommodates 70,805 housing units and 189,165 jobs. These figures are 69% higher than the highest 2003 housing projection and 15% higher than the highest 2003 employment forecast.

When the assessment of the 2003 Miami Downtown Transportation Master Plan was completed, it included a review to identify all significant short-, mid-, and long-term projects that had not been considered in 2003. This review examined the following projects and their potential impact in 2023.

- 2024 Transportation Improvement Program (TIP)
- 2045 Long Range Transportation Plan (LRTP)
- FDOT – D6 Five-Year Work Program
- 2023 – 2032 DTPW Transit Development Plan (TDP)
- 2021 Miami-Dade County Vision Zero Framework Plan
- 2045 Miami-Dade County Downtown Bike Master Plan
- 2025 Downtown Miami Masterplan
- Commodore Trail Master Plan
- 2015 The Underline Master Plan
- 1989 City of Miami Comprehensive Neighborhood Master Plan (amended through Oct. 2019)
- FDOT District 6 Bike Network Plan
- Better Bus Project

EVALUATION OF EMERGING AND FUTURE TECHNOLOGY



Cutting-edge research on global trends in pedestrian-friendly and transit-oriented urban downtowns was analyzed and assessed for its relevance to the study area's development. Advancements in mobility, micro-mobility, mobility hub technologies, curb and special event management strategies, transit improvements, and safety measures were considered for their potential to further enhance the Miami- Dade Transportation Planning Organization's (TPO) efforts. Based on this research, an inventory of technologies was prepared to evaluate their potential for improving mobility in the study area. These recommendations are cataloged to identify the type of improvement, the suggested implementation location (future-ready zone), and the actions required for implementation.

Technologies are categorized into 12 improvement types:

- 1. Car Lite:** Technology that reduces dependency on private transport and increases the use of high-capacity public transportation.
- 2. Curb Management:** Technologies to improve the use of public rights of way and curbs.
- 3. Active Mobility Network:** Enhancements to infrastructure and systems designed to support and encourage active modes of transportation, such as walking and cycling.
- 4. Integrated Mobility Hub:** Transportation hubs that serve as central points for connecting various modes of transportation and facilitating seamless and convenient travel for commuters.
- 5. Event Management for Entertainment Centers:** Strategies to facilitate safe travel for pedestrians and vehicles during events.
- 6. Water Taxi:** Improvements to waterborne travel.
- 7. Micromobility:** Enhanced shared micro-mobility facilities and devices for bicycles, electric bicycles (e-bicycles), and e-scooters.
- 8. Resilience and Adaptability:** Strategies to improve infrastructure resilience, adaptability, and reduce carbon emissions.
- 9. Walkability:** Improvements to pedestrian mobility.
- 10. Pedestrian and Bicycle Safety:** Enhancements for pedestrian and bicycle safety.
- 11. Bicycle Network:** Improvements to the bicycle network and facilities.
- 12. Freight Management:** Technology that improves delivery services and movements of goods.

The future-ready zones for implementing these technologies were determined through a comprehensive process involving stakeholder engagement, analysis of bicycle ridership and pedestrian activity data, assessment of proximity to transit, coordination with efforts programmed in the Transportation Improvement Program and the 2045 Long Range Transportation Plan, and a bicycle and pedestrian network gap analysis. By pinpointing these locations, the downtown Miami area can prepare for integrating emerging technologies effectively.

The recommendations are provided with short-, mid-, and long-term timelines to facilitate the adoption of these advancements. Implementation timelines are based on the action items required for each improvement, considering factors such as policy development, enforcement, infrastructure construction, and equipment purchase.

Leveraging on the “Downtown Miami Smart Corridor Hub Transportation Mobility and Connectivity Study”, the following are features identified in the study to promote integrated mobility hubs in downtown Miami:

- Provide infrastructure and incentives for electric vehicles.
- Manage parking dynamically at mobility hubs and urban core areas by using parking inventory technologies to capture, display, and even pay for available parking.
- Use radiofrequency identification (RFID) based technology and biometric devices to efficiently control parking facilities' entrance and exit gates.
- Implement innovative demand-responsive valet parking services to provide low-speed, priority

parking stalls for electric vehicles in micro park-and-ride facilities closer to city center entry/exit points.

- Employer-based incentives to cede parking rights, where employers allow workers to trade their parking spaces for the cash equivalent.
- Parking funds and Parking Benefits Districts for community garages (in-lieu fees) will be placed at critical locations (entry points) of city centers, paired with parking-free communities/buildings. They will reduce and ultimately eliminate parking minimum requirements.
- Design and implement a technology-driven, consistent wayfinding system around mobility hubs with supportive features throughout the city.
- Promote data-sharing between stakeholders in the public and private sectors and the general public.
- Implement a centralized, mobile, single-payment fare system platform.
- Allow for flexibility in Curbside Management to adapt to changing urban needs, including providing space for micro transit and transportation network companies, pick-up/drop-off zones, carshare parking, mobile vendors, parklets, and servicing and loading areas that do not interfere with the pedestrian network.
- Consider Congestion Pricing, which works best in areas well-served by high-quality transit services.

The following Mobility Hubs were identified in the Study Area

The **Underline (1), Brickell Point (5), and Brickell Key (4) Hubs** are recommended to focus on active travel for pedestrians and cyclists and access to microtransit, such as community shuttles.

Brickell Station (2), NW 36 Street (14), and the Omni Station (9) Hubs are envisioned as Transit Access hubs with various travel options.

Brickell City Center (3) is proposed as a destination hub with access to popular destinations, including commercial areas, museums, and theatres.

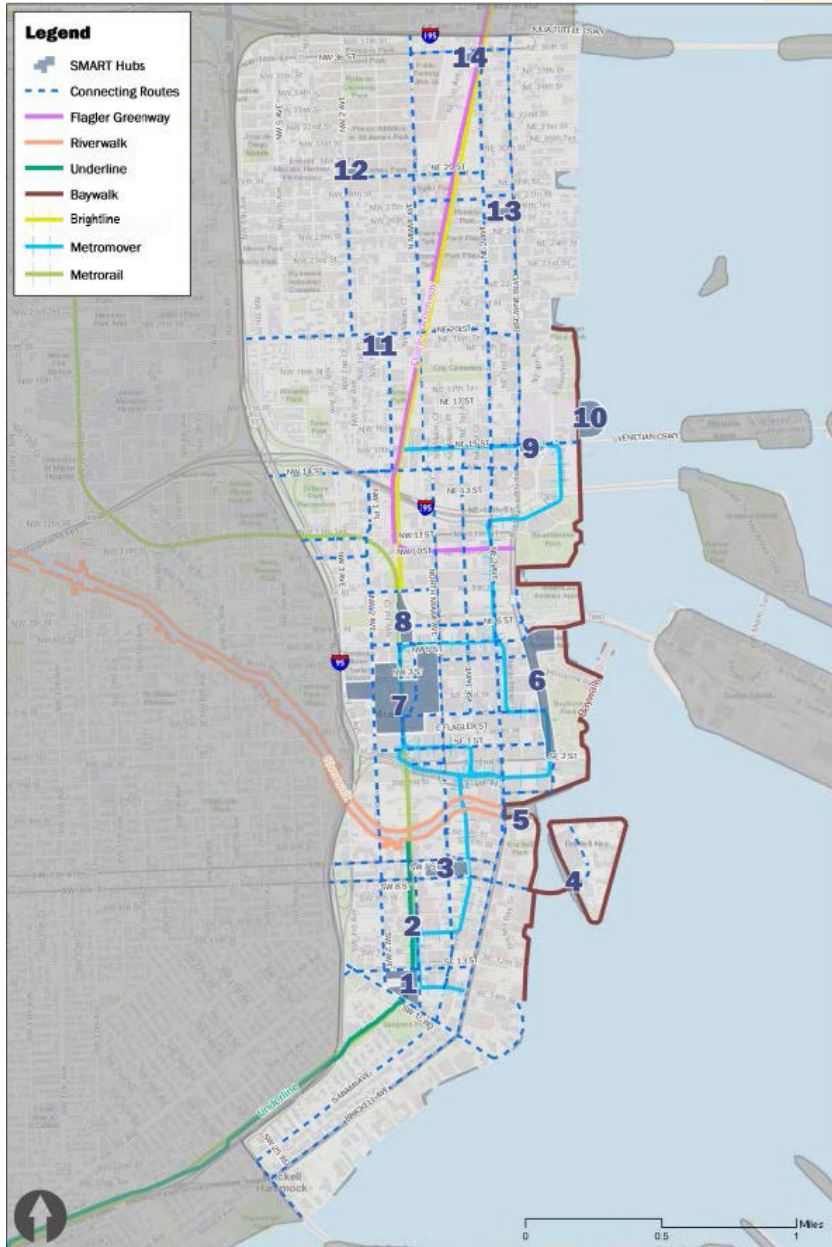
Bayfront Park Hub (6) is proposed with curb space that adapts to changing needs, including space for microtransit, TNCs, carshare parking, mobile vendors, parklets, and loading of goods, while providing clear access to pedestrians.

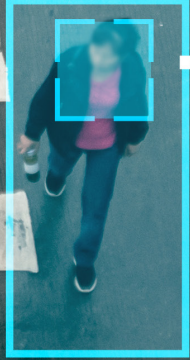
Government Center Hub (7) combines a destination hub with access to housing, employment, and cultural centers and a transit access hub to various mobility modes.

MiamiCentral Hub (8) is a significant regional mobility hub connecting the tricounty metropolitan area.

Sea Isle Marina Hub (10) is a water transit hub for a potential connection with waterborne transportation.

NW 20th Street (11), NW 29th Street (12), and Edgewater (13) are envisioned as hubs that provide access to microtransit, such as community shuttles and on-demand TNC services for ride-hailing providers.





EVALUATION OF PEDESTRIAN AND BICYCLE CONNECTIVITY TO TRANSIT AND MAJOR TRAILS



Pedestrian and bicycle access to Metrorail Stations, Metromover Stations, Tri-Rail/Brightline Station, and The Underline within the study area boundaries were evaluated. Starting with the existing pedestrian and bicycle network in the study area, planned cycling connectivity improvements that are to be programmed in the 2050 Long-Range Transportation Plan (LRTP) were reviewed and evaluated as well. Using a pedestrian shed analysis, an assessment was completed to identify the proximity and the types of facilities connecting to each Metromover and Metrorail station in the study area. The Transit Alliance Miami’s 2023 Mobility Scorecard findings were used to supplement the mapping analysis related to walking scores for Metrorail stations and countywide cycling crash data.

Connections between the existing and programmed bicycle and pedestrian improvements to transit and regional trails within the study area were found to be adequately connected within a quarter-mile buffer or a 5-minute walk for Metromover, Tri-Rail/Brightline, and Metrorail facilities within the study area. However, transit stations adjacent to the study area can benefit from east-west connections into the study area. Major trails connecting to and within the study area were evaluated and it was determined that program improvements are aligned with user needs and demands. This was corroborated by heatmap analysis compared to the map of programmed improvements.

Future connections to trails should consider the replacement of unprotected bicycle lanes with enhanced protection features or separation from traffic lanes. Future connections should also focus on access that gives The Underline more porosity.

There is a noted lack of bicycle amenities in the north and west areas of the study area. Planned improvements mitigate the north-south connections but severely lack

east and west accessibility. Improvements should be considered for NE 36th a Street nd NE 29th Street for east/west connections to Biscayne Boulevard. When feasible, facilities should also be constructed north and south of I-395 and coordinated with the proposed improvements recommended in The Underdeck Plan. Interstate highways and the Miami River continue to be barriers to the study area. Improvements like the Miami River Greenway and the side path proposed from SW 27th Avenue to SW 5th Avenue along SW 6th Street will encourage access to adjacent communities.

Pedestrian and Bicycle Connectivity Recommendations

1. Explore east-west connections toward Biscayne Bay, with pathways facilitating bicycle access south of I-395, and north-south access via the Margaret Pace and Bicentennial Park trails, connecting the School Board to the Venetian Causeway.
2. Utilize the Adrienne Arsht Center as a center point for uniting north and south regions, as well as for facilitating crucial east-west connections between Overtown and Biscayne Bay.
3. Provide the Museum Park area with both east and west connections to enhance its accessibility within the surrounding area.
4. Establish an east-west connection for NW/NE Eleventh Street, as this will become imperative for improving its integration within the transportation network.

5. Streamline transportation services and access to the Park West area, as this will be a precursor to east-west connectivity.
6. Strategize southern access points to and from historic and iconic destinations, e.g. The Freedom Tower, to enhance accessibility and convenience for visitors and occupants alike.
7. Vision, prioritize, and actualize the establishment of regional connections, with particular emphasis on facilitating access to The Underline and other major transit corridors, to enhance transportation efficiency and connectivity within the region.



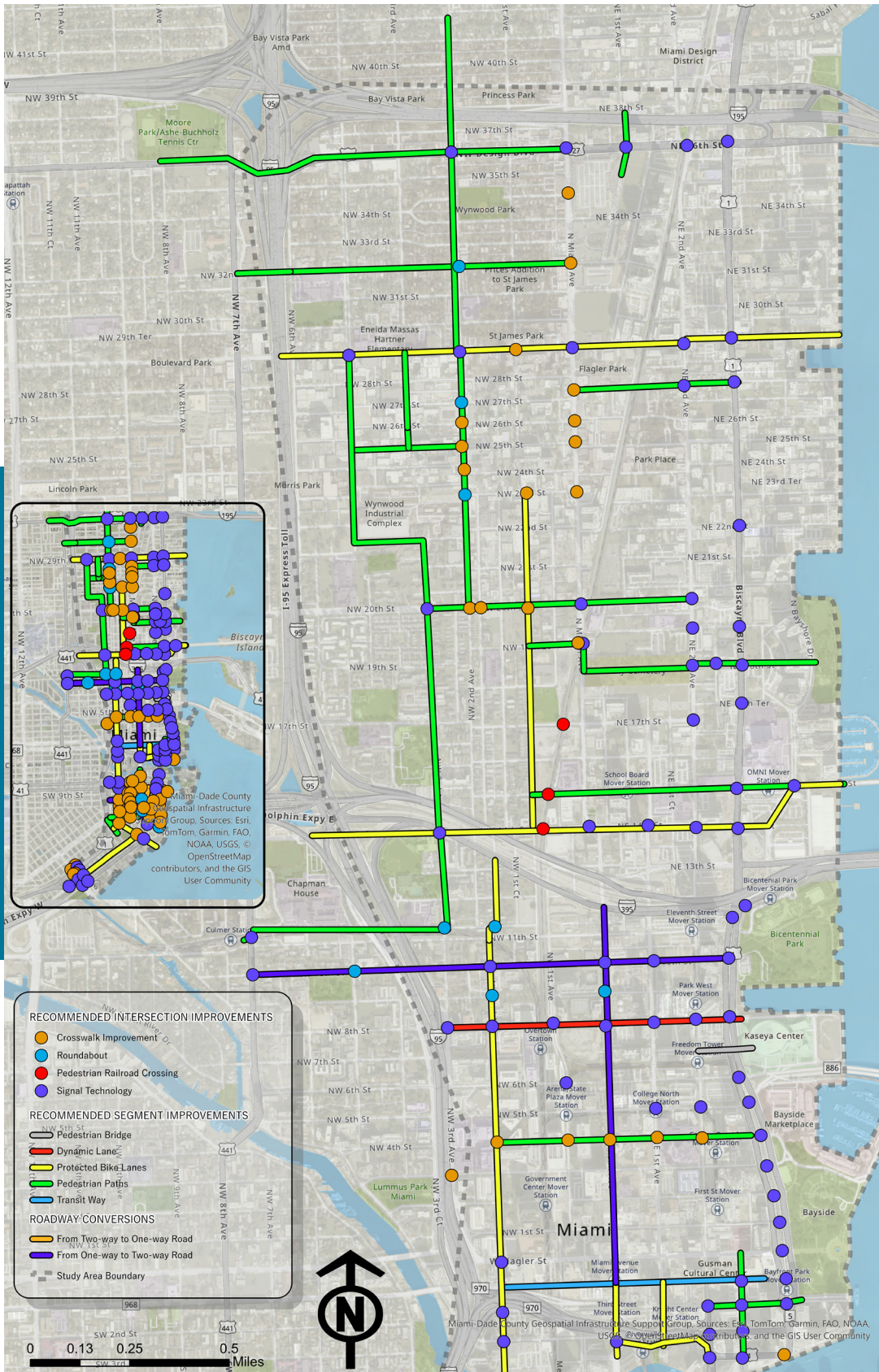
RECOMMENDATIONS

Recommendations for short-, mid- and long-term improvements to update the 2003 Miami Downtown Transportation Master Plan have been developed, with a future vision based on: **1)** the assessment of the 2003 Miami Downtown Transportation Master Plan; **2)** evaluation of emerging and future technology; and **3)** evaluation of pedestrian and bicycle connectivity to transit and major trails. The recommendations include an updated implementation schedule for each recommended improvement. Along with the recommendations, a heat map is provided that includes future ready areas in which each category improvement can be implemented.



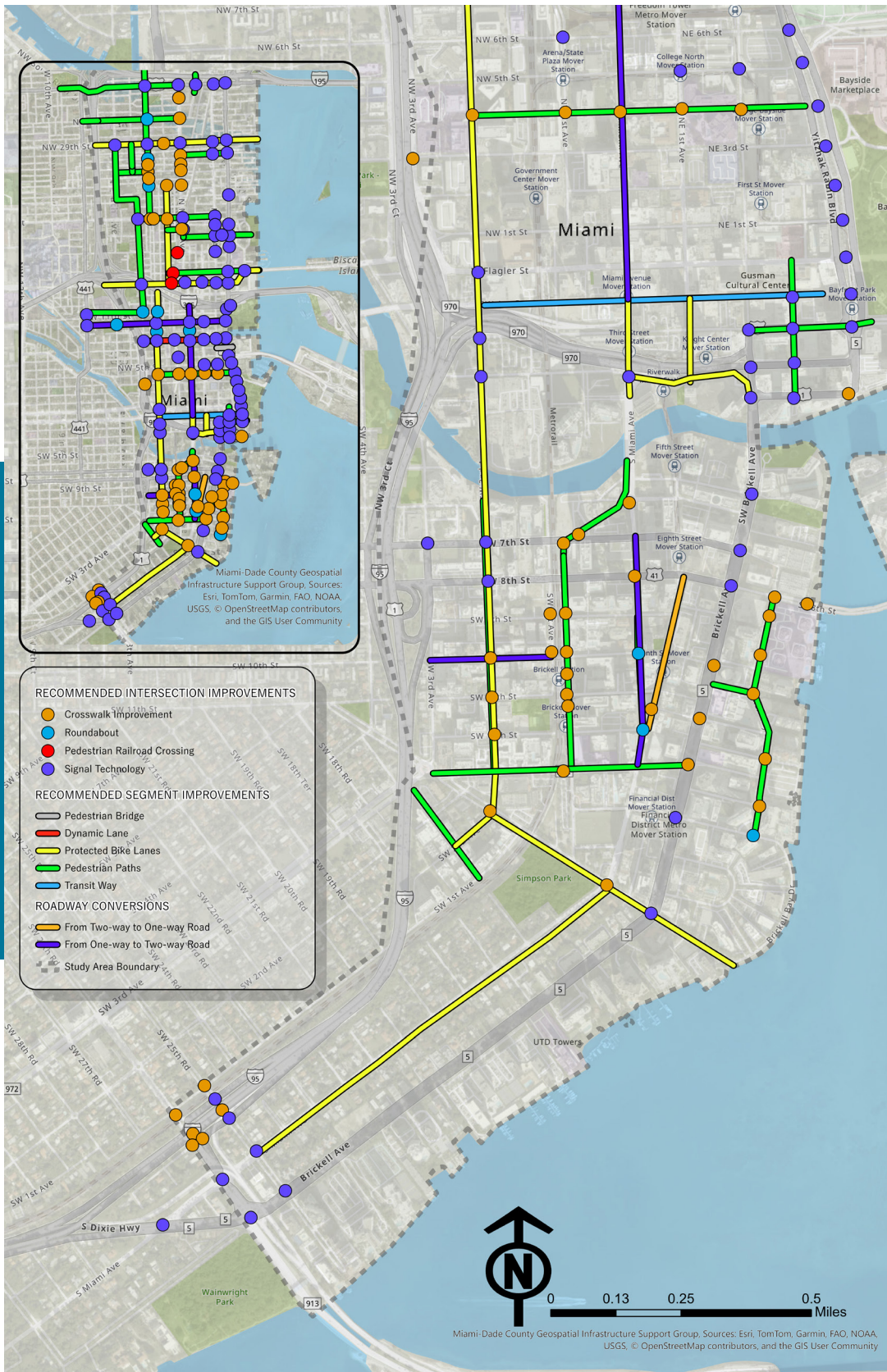
IMPROVEMENT		SUMMARY DESCRIPTION
PEDESTRIAN IMPROVEMENTS		
1	Enhanced Pedestrian Safety Measures	Includes: Raised Platforms and High-Visibility Crosswalks, Pedestrian Scrambles, including Scramble Crosswalks, such as Bickell Avenue and SE 8th Street, Audio and Visual Alerts, Increased Enforcement, Advanced Signal Controllers, and PedSafe System, and FDOT Smart Crosswalks.
2	Brickell Drive Improvements	Including high-intensity crossings, crosswalk near SE 8th Street to be upgraded to a high-visibility crosswalk, and the existing mid-block high-visibility crosswalk should be relocated. a new high-visibility crosswalk should be built near SE 14th Street.
3	Wayfinding and Communications with integrated QR Technology	Includes smart devices at significant venues, gathering sites, major generators, transit stations, and evacuation pick-up sites.
4	Green Paths	Developing shaded, green walkways can enhance access to community facilities and civic buildings while improving pedestrian comfort and safety.
5	Vision Zero Strategies Streets and Woonerfs	Prioritizing streets to cyclists and pedestrians (vision zero strategies) through design improvements. Streets to include: NE 4th Avenue, NW 25th Street (Wynwood Slow Street), and the Brickell Pedestrian Zone.
6	Silver Zone Strategy at South Miami Avenue and SW 6th Street	Strategy to improve pedestrian safety near high-traffic areas, particularly benefiting seniors and other vulnerable groups. Includes crossing at S. Miami Avenue near SW 6th Street.
RESILIENT AND ADAPTIVE FEATURES		
1	Density and Redevelopment	Redeveloping underutilized spaces and aging facilities will help meet the demand for affordable housing, especially for vulnerable populations like the elderly, disabled, and the workforce.
2	Skyways and Tunnels	Explore the development of skyways, building connections, and walking tunnels to enhance pedestrian mobility.
3	Parking	Revise parking policies to balance vehicle access with promoting sustainable transit options when reevaluating the current space per unit parking ratio to encourage alternative transportation modes like biking, walking, and public transit where feasible, while not making ownership of a vehicle onerous or costly for those that require a vehicle.

IMPROVEMENT		SUMMARY DESCRIPTION
4	Housing for Essential Employees	Expand successful housing projects like the Gallery at West Brickell to provide more housing for Miami Dade County public schools' essential employees. Transit-oriented development (TOD) patterns and intensities are recommended.
5	Cooling Public Areas	Along with enhanced streetscapes, incorporating shade structures, green infrastructure, and permeable surfaces in dense urban areas can help cool the environment. These improvements reduce heat stress, making walking and biking more comfortable and accessible.
6	Prioritize Canopy Trees	Require planting shade and canopy trees rather than palms to improve tree canopy coverage. Canopy trees offer better shade, cooling, and environmental benefits, enhancing walkability, reducing the urban heat island effect, and creating a more resilient urban landscape.
7	Green and Infrastructure Enhancements	Green infrastructure, such as trees and plantings, should be integrated with gray infrastructure improvements like stormwater management systems to create resilient and sustainable urban spaces that are also functional.
8	EV Infrastructure Expansion	Expand electric vehicle (EV) charging stations in parking garages and transit hubs to encourage using EVs over traditional cars. Several Miami-Dade County properties have EV charging stations within the study area, and additional facilities should be included.
9	Car-Free Incentives	Encourage car-free living in areas like Brickell, Midtown, and Edgewater by offering financial incentives such as discounted transit passes or complimentary bike-share memberships to promote alternative transportation options and reduce vehicular ownership.
CURBSIDE MANAGEMENT		
1	Construction Notices Website	The County and its municipalities are to collaborate to maintain an online platform where residents can track ongoing construction projects, road closures, and their impact on pedestrian pathways and bicycle lanes surrounding the work zones. Standards should be developed so the municipalities can provide consistent guidelines to the development community to create safe and effective temporary detours and right-of-way adjustments to navigate through construction zones safely.
2	Curb Management Action Plan	Develop and implement adaptable curb management policies through pilot projects to create a comprehensive Curb Management Action Plan. This plan should provide guidelines for right-of-way modifications tailored to the community's specific needs and how the spaces are used.
3	Curb Enhancement	Implement automated systems to enforce the use of designated curb spaces as intended designated curb spaces for their intended uses, automatically monitoring illegal encroachments.
4	Micro-Delivery Guidelines	Businesses within the study area should explore micro-delivery systems with smaller delivery vehicles and greater use of Transportation Network Companies (TNCs) that better coordinate their use. TNC vehicles are noted for frequently encroaching on right-of-way areas, especially in Downtown and the Brickell Business District, where they compete with other vehicular traffic like large delivery trucks, pedestrians, and cyclists.
5	Robo-delivery Regulations	Develop policies for autonomous delivery equipment to operate on sidewalks and other public spaces safely and efficiently, and not become a nuisance or hazard.



IMPROVEMENT		SUMMARY DESCRIPTION
BICYCLE RECOMMENDATIONS		
1	Bike Sharing Expansion	Expand bike-share services like CitiBike stations in Downtown and Brickell, focusing on locations near transit hubs, offices, and shopping areas. The approach should focus on installation of bike-sharing stations on private property rather than within the limited public right-of-way by offering incentives to businesses that participate.
2	Expand Bicycle & Pedestrian Networks through Shared-Use Concepts	Implement shared-use pathways for walking, biking, and micromobility integration. Shared-use paths are paved and physically separated from motorized traffic by open spaces or barriers, and are best implemented on roads with speeds of 35 mph or greater.
3	Trail Conversion	Implement a pilot project by converting NW/SW 6th Street and N Miami Ave bike lanes into two-way cycle tracks, separated from traffic with vertical elements or on-street parking. Modify lanes on NE 1st Avenue and N 5th Street to establish shared-use pathways. Additional shared-use paths are proposed for: NE 19th Street and NE 18th Street (from NW 1st Avenue to N Miami Avenue, then to N Bayshore Drive; NW 15th Street (NW 2nd Avenue to Biscayne Bay); NW 2nd Avenue (NW 42nd Street to NW 20th Street); NW 3rd Avenue (from NW 22nd Street to I-395 Underdeck and Culmer Station via NW 11th Terrace); NW 29th Street (from NW 7th Avenue to Biscayne Boulevard) and NW 32nd Street to NW 7th Avenue in Midtown Miami)
4	Enhancing Bicycle Amenities	To support cyclists along established bike routes like the Miami River Greenway and Baywalk, install key amenities such as air pumps, repair stations, and communication kiosks.
5	Protected Bicycle Lanes	Improving cyclist safety by converting unprotected bike lanes into protected lanes or multi-use pathways with more effective solutions such as zipper or armadillo barriers that better separate cyclists from vehicular traffic, improve safety, and visibility. Continuous protected bike lanes along these critical routes can connect the cycling network, particularly in Wynwood, Midtown, and Edgewater, including: NW 2nd Avenue from NW 36th Street to SW 15th Road; and NE 2nd Avenue from NE 36th Street to SW 15th Road.
6	Bicycle Path Connections for Improved Network Integration	Prioritizing enhancing east-west bike lanes can improve connectivity and accessibility, especially between Downtown and Wynwood, to make navigation easier for cyclists in these critical areas. Proposed routes include: NW 17th Street (from NW 10th Avenue to N Miami Avenue); NE 14th Street; and NE 1st Avenue.
7	Enhancing Micro-mobility Safety through Education	Implement school-based campaigns to promote micromobility safety, focusing on high-traffic areas and dangerous intersections for K-12 students
8	Illuminated Bike Lanes for Safer Night Travel	Install lighting along bike lanes, especially in parks and streets with reduced visibility during evenings and time changes. Use illuminated or reflective materials in roadways to ensure bike lanes are well-lit, enhancing safety for nighttime travel. A pilot program can be implemented on The Underline.
9	Geofencing and Sidewalk Detection for Improved Safety	Utilize geofencing and sidewalk detection technology to regulate the use of bikes and micromobility devices in restricted areas, such as sidewalks, improving safety, and reducing conflicts with pedestrians.
10	Protected Bike Lanes on High-Speed Roads	Advocate for installing protected bike lanes on key routes to enhance cyclist safety and comfort, such as the MacArthur Causeway. Other priority facilities include the bike lanes on S Miami Avenue and at the Brickell Bridge crossing with Biscayne Boulevard Way to make cyclists feel more comfortable riding alongside fast-moving traffic.

IMPROVEMENT		SUMMARY DESCRIPTION
11	Bicycle Signals and Leading Intervals for Safer Intersections	Install bike-specific traffic signals with dedicated phases at key intersections to enhance cyclist and pedestrian safety. The high ridership areas to focus on include: US-1/Brickell Avenue and SW 15th Road; US-1/Brickell Avenue and SE 25th Road and 26th Road; S Miami Avenue, S. Dixie Highway, US-1/Brickell Avenue; Biscayne Boulevard and NE 11th Terrace; as well as Biscayne Boulevard and NE 14th Street and 15th Street.
TRANSIT		
1	Improve Transit Affordability	In collaboration with Miami-Dade Transit, Brightline, and the South Florida Regional Transportation Authority, support fare reduction programs that market and improve transit accessibility and services for residents and employees of the study area.
2	Enhance Transit Services	Upgrade all transit stations and vehicles to ensure that they are clean, functional, and visually appealing. Particular areas for consideration include the Adrienne Arsht Center Metromover, Government Center, and facilities along NE 36th Street, near Miami Avenue and Biscayne Boulevard, where transit boarding and alighting numbers are high.
3	Improve Safety and Accessibility at Transit Stations	Prioritize guidelines and amenities to enhance pedestrian and cyclist safety at Metrorail and Metromover stations, including: rumble strips, bike runnels on station stairs, enhanced bicycle storage, integrated on-site micromobility, passenger loading zones, and improved station security and lighting.
4	Metrobus Improvements	Implement shelters and accessible facilities in the northeastern neighborhoods of the study area, like Overtown, Wynwood, and Edgewater, where the tree canopy is low, and the heat island effects are significant. Address the underutilization of bus lanes or bus bays that are often encroached on by vehicles during congestion by designating these lanes as flexible spaces.
5	Accessibility Prioritization	An Accessibility Advisory Board, similar to the recommended Transit User Advisory Board, should be established to ensure that all future transit proposals prioritize accessibility for individuals with disabilities.
6	Trolley Service	Trolley routes should be evaluated to streamline operations, eliminate duplications, and improve coverage.
7	Transit Signal Priority (TSP) Implementation	TSP is recommended for installation on key routes to reduce bus travel times, improve efficiency, enhance transit flow, and alleviate congestion. TSP is a cost-effective solution that adjusts traffic signal timing when a bus approaches.
8	Transit Greenways	Convert the existing dedicated bus lane on SW 11st Street into a transit greenway to improve public transit circulation and better connect the east and west areas of Downtown.
9	Metromover Expansion	The Metromover is a vital transit system in Downtown and Brickell but needs improvements to enhance connectivity with surrounding neighborhoods. Future expansion should prioritize Wynwood and Edgewater.
10	Technology Integration and Mobility-as-a-Service (MaaS)	Improve the GO Miami-Dade Transit Mobile App by integrating the range of transportation options available to provide users with seamless, multimodal travel experiences. The app should include comprehensive information for MetroConnect, local trolleys, paratransit service, Freebee, CitiBike, Tri-Rail, and Brightline.



IMPROVEMENT		SUMMARY DESCRIPTION
PORT, BRIDGES, and RAILROADS		
1	Port Miami Optimization	Implement advanced software to optimize freight routing, improve delivery efficiency at PortMiami, and develop innovative warehousing systems and inventory management tools to streamline storage and logistics operations.
2	Intermodal Freight Rail	Collaborating with FDOT District Six to address strict regulations regarding modifications near the FEC rail line, such as installing sidewalks.
3	Predictive Technology for Bridges	Expanding predictive technology for bridge closure alerts to ensure smoother traffic flow through predictive technology and other systems should be considered.
4	Freight Signal Priority	The Port Miami Tunnel cannot accommodate all cargo types. Implementing dynamic signage to reroute freight and vehicular traffic when the tunnel is closed or is close to capacity should be considered.
5	Digital Twin City Technology	Conduct tests of proposed projects implementing new technology using twin city modeling and data.
6	Enhancing Railroad Crossings for Pedestrian and Cyclist Safety	Expand infrastructure along the FEC rail line by negotiating improvements, such as dedicated pedestrian crossings to enhance connections to The Underdeck.
TRAFFIC CONTROL FOR SPECIAL EVENTS		
1	Traffic Control for Special Events	To mitigate traffic delays caused by large events in Downtown, FDOT District Six, Miami-Dade DTPW, and the City of Miami can explore implementing Transportation Systems Management and Operations (TSM&O) strategies to manage vehicular traffic driving into the urban core during these events.
2	Parking Guidance System	In addition to managing the ramps distributing traffic into Downtown, FDOT District Six, the City of Miami, DTPW, and MPA should collaborate to implement and provide real-time parking information for MPA-managed parking garages using data collected by the agencies, and distributing it to the public using the FDOT's SunGuide software or any other tools available like the GO Miami-Dade Transit Mobile App and the MetroConnect mobile application to coordinate the last-mile trip to the user's destination.
3	Transit Inclusive Tickets & Extended Service	Encourage high-capacity venues to include transit fare and travel guidance as part of the ticket price and sale. Many venues already provide information on their websites directing visitors to access facilities using alternative forms of transportation besides SOVs.
4	Bicycle Valets for Major Event Venues	Bicycle valets, commonly used at major stadiums across the United States, provide secure, often free parking for cyclists attending sporting events and should be also considered.
5	Dynamic Lane Management	Enhancing traffic flow after events from the Kaseya Center, Bayfront Park, and Maurice Ferre Park by converting NE 8th Street between NW 3rd Avenue and Biscayne Boulevard into a dynamic lane is recommended to allow the current two-way road to temporarily be reconfigured into a one-way corridor, with the use of both traffic lanes heading east and westbound.
ROADWAYS		
1	Clear Lanes for Vehicular Traffic and Intersection Safety	Enhance lane visibility and road conditions through improved striping and regular maintenance within the study, leveraging on the examples of cities like Dubai that use artificial intelligence (AI) for road maintenance, detecting cracks via equipment mounted on government vehicles.

IMPROVEMENT		SUMMARY DESCRIPTION
2	No Turn On Red Policy	Implement a "No Turn on Red" policy within the study area at intersections to improve pedestrian safety while maintaining traffic circulation. This policy should apply at all intersections that allow turning movements, with possible exceptions during non-peak hours.
3	Noise Ticketing System	A noise ticketing system using cameras and sensors can help reduce noise pollution in critical areas.
4	Update Traffic Signals	Transition to newer technology like adaptive or detection-based traffic signal systems for more responsive traffic management. In the meantime, Miami-Dade DTPW's TS&S Division should consider reducing the signal cycle length to 60 seconds for improved traffic flow for timing-based signals.
5	Solar-Powered Traffic Signals	Replace traffic lights that experience frequent outages with solar-powered technology.
6	Tunnel Development	Explore the construction of a tunnel beneath the Miami River to provide a connection for vehicular travel with Brickell Avenue and Biscayne Boulevard as an alternative to the Brickell Bridge to reduce traffic congestion.
7	One-way, Two-Way Road Conversions	Traffic flow improvements and roadway modifications within the study area, include: Miami Avenue and S Way Plaza; Miami Avenue (South 1st Street to I-395); S Miami Avenue (SW 12th Street to Miami River); and NW 10th Street (NW 7th Avenue to Biscayne Boulevard).
8	Road Diets Plus Bike Lanes	Implementing road diets and bike lanes on 3-lane east-west streets is recommended as natural bike network expansions connecting to The Underline and the waterfront. Roads include: SW 13th Street, SW 15th Road, and Biscayne Boulevard to extend left turn queue lanes and limit specific movements to right turns only.
9	Intersection Box Junctions	Implementing "Don't Block the Box" measures at congested intersections like SE 1st Avenue and SE 7th Street, and Brickell Avenue and SE 5th Street with more apparent markings, fines, and signage to prevent gridlock.





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