# MIAMI FREEDOM PARK

## MULTIMODAL CONNECTIVITY & ACCESSIBILITY STUDY

FINAL SUMMARY REPORT

MARCH
2026

# Miami Freedom Park Multimodal Connectivity & Accessibility Study

*Final Summary Report*

March 2026

**Prepared for:**

Miami-Dade Transportation Planning Organization

Miami-Dade Transportation Planning Organization
150 West Flagler Street | Suite 1900 | Miami, FL 33130
www.miamidadetpo.com

**Prepared by:**

AtkinsRéalis

800 NW 62nd Avenue | Miami, FL 33126
www.atkinsrealis.com

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# Acronyms

| | |
|---|---|
| **AADT** | Average Annual Daily Traffic |
| **ABM** | Activity Based Model |
| **AD** | Aviation Department |
| **BRT** | Bus Rapid Transit |
| **CDMP** | Comprehensive Development Master Plan |
| **CIP** | Capital Improvements Plan |
| **City** | City of Miami |
| **DTPW** | Department of Transportation and Public Works |
| **FDOT** | Florida Department of Transportation |
| **FMLM** | First Mile/Last Mile |
| **GMX** | Greater Miami Expressway Authority |
| **HIN** | High Injury Network |
| **HVT** | Heavy Rail Transit |
| **ITE** | Institute of Traffic Engineers |
| **ITS** | Intelligent Transportation System |
| **LOS** | Level of Service |
| **LRTP** | Long Range Transportation Plan |
| **MDT** | Miami-Dade Transit |
| **MFP** | Miami Freedom Park |
| **MIA** | Miami International Airport |
| **MIC** | Miami Intermodal Center |
| **MLS** | Major League Soccer |
| **PLUMC** | Palmer Lake Metropolitan Urban Center |
| **PWG** | Project Working Group |
| **RER** | Regulatory and Economic Resources |
| **RIM** | Runway Incursion Mitigation |
| **RITIS** | Regional Integrated Transportation Information System |
| **RMSE** | Root Mean Square Error |
| **SE** | Socioeconomic |
| **SERPM** | Southeast Florida Regional Planning Model |
| **SFRC** | South Florida Rail Corridor |
| **SFRTA** | South Florida Regional Transportation Authority |
| **SMART** | Strategic Miami Area Rapid Transit |
| **TAZ** | Transportation Analysis Zone |
| **TCEA** | Transportation Concurrency Exception Area |
| **TDP** | Transit Development Plan |
| **TIP** | Transportation Improvement Plan |
| **TMC** | Turning Movement Count |
| **TMP** | Transportation Management Plan |
| **TNC** | Transit Network Companies |
| **TOC** | Transit Oriented Community |
| **TPA** | Transportation Planning Area |
| **TPO** | Transportation Planning Organization |
| **UIA** | Urban Infill Area |
| **V/C** | Volume to Capacity |

# Executive Summary

# Executive Summary

The *Miami Freedom Park Multimodal Connectivity and Accessibility Study* identifies multimodal improvements needed to support the Miami Freedom Park (MFP) development under construction in Miami-Dade County. The objective of this study was to evaluate existing transportation infrastructure and connectivity gaps in the vicinity of Miami International Airport (MIA) passenger terminals, the Miami Intermodal Center (MIC), and the proposed MFP project area. There is urgency in addressing how the MFP traffic will utilize the network and how the project will effectively capture its 25% transit mode split assumption, primarily through a proposed pedestrian bridge linking the MFP soccer stadium site to the MIC site to the north. At the time of this report, the draft Traffic Study and the Transportation Management Plan intended to guide game-day vehicular and pedestrian traffic movements has not been approved by reviewing agencies, the location and conceptual design of the proposed pedestrian bridge has not been finalized, and the timeline, approval and construction on the site's three new proposed access points has not been completed.,. At the same time, the first scheduled home match at the stadium is scheduled for 7:30 pm **April 4, 2026,** between Inter Miami CF and Austin FC.

The MFP will transform 73 acres of the former Mel Reese Golf Course into a mixed-use destination featuring a soccer stadium, an entertainment center with food and beverage venues, office spaces, retail, a hotel and conference center, and other ancillary commercial facilities. In addition, the City of Miami is constructing a new administration building east of the soccer stadium. The remaining 58-acres of the site will become a publicly accessible city park.

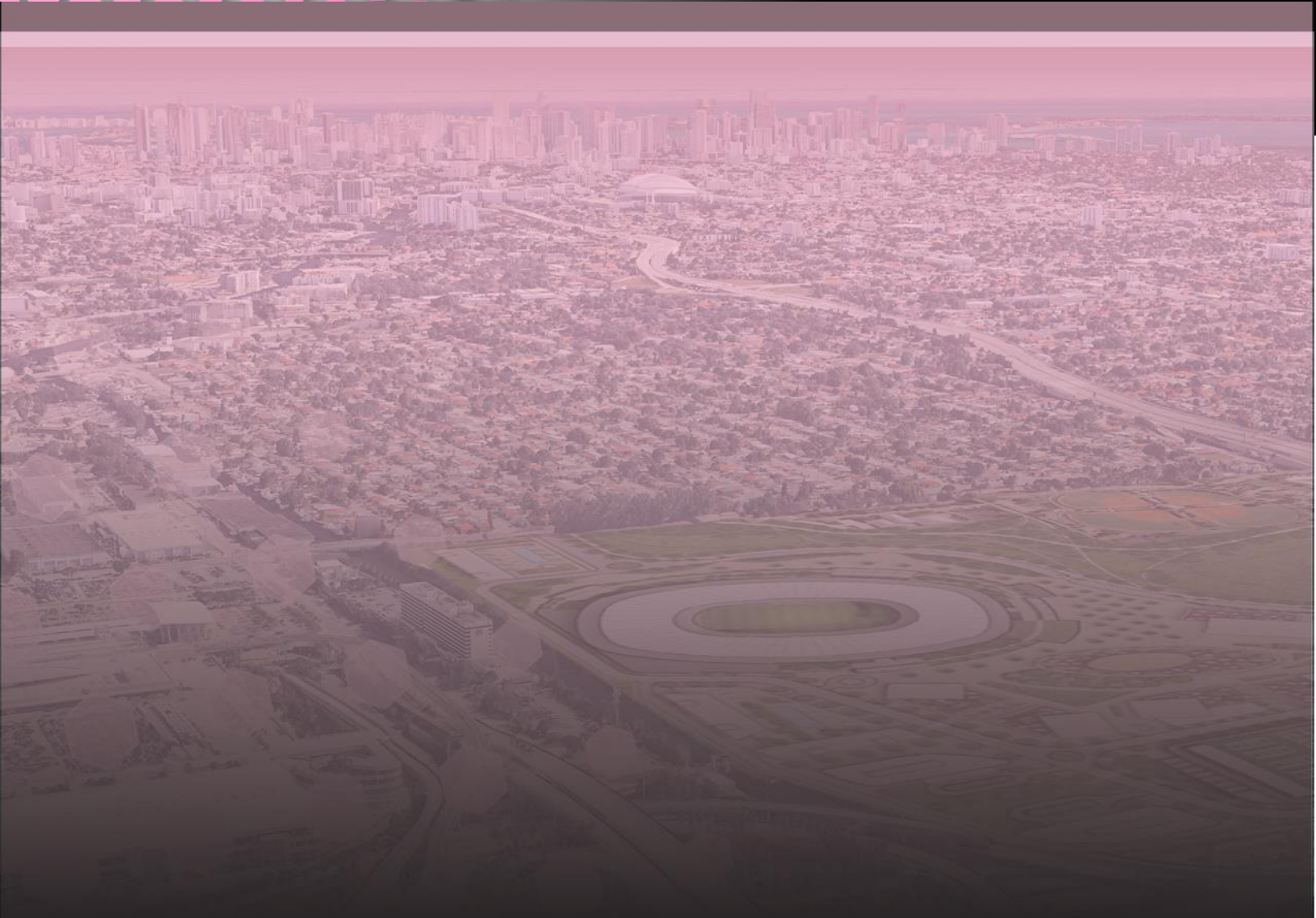
The principal study coordination mechanism was the formation of the Project Working Group (PWG), consisting of key transportation agency stakeholders involved in processing or with an interest in review and approvals for the MFP site development process. Three meetings were held with the PWG over the course of the study to share information, discuss study area issues, and to review proposed study findings. In addition, one-on-one meetings were conducted with the core stakeholders near the end of the analysis, with an extensive interagency coordination to support data collection and discussion of study technical topics.

As part of the study process, a literature review was performed to identify all prior studies and plans relevant to this analysis. The study then assessed MFP project traffic impacts within the framework of the Miami-Dade TPO 2050 SMART M.A.P. Long Range Transportation Plan (LRTP) and the associated Southeast Florida Regional Planning Model (SERPM). This planning study assessed the multimodal impacts of the proposed MFP complex. The study identified infrastructure improvements needed to support the project by analyzing multimodal connectivity and accessibility around MIA, the MIC, and MFP. Assessment results helped to identify the infrastructure improvements needed to mitigate potential traffic impacts of the proposed MFP project and reduce congestion. An initial set of potential transportation improvements were identified, prioritizing pedestrian connectivity between the MFP and MIC transit hub to enhance regional transit mobility, reducing dependency on private vehicles, and contributing to a more sustainable transportation system.

The final prioritized set of recommended actions and projects proposed to be addressed on immediate action, short-term, long-term, and aspirational time frames is presented in **Table ES-1** on the following page. These recommendations are intended to provide strategies to address concerns regarding MFP traffic access and intermodal connectivity, while preserving the integrity of long-term accessibility for the MIA aviation complex.

*Table ES-1*

| Mobility Enhancement Recommendations | Immediate Action | Short Term | Long Term | Aspirational | Est. Cost Range |
|---|---|---|---|---|---|
| Complete Transportation Management Plan | | | | | < $1m |
| Provide MIC-MFP Pedestrian Surface Route | | | | | $1-$5m |
| Implement MIC-MFP Surface Shuttle Route | | | | | $1-$5m |
| Conduct MIA Tunnel Workshop / Study | | | | | < $1m |
| Construct MIC-MFP Pedestrian Bridge | | | | | $5-$25m |
| Northside Ingress & Egress Ramps | | | | | $25-$75m |
| Dedicated MFP Ramps to / from SR 836 west | | | | | $25-$75m |
| Flyover Ramp to MIA from Westbound SR 836 | | | | | $25-$75m |
| MIA Mover Extension Between MIC & MFP | | | | | $75-$250m |
| SR 953 Free-Flow between SR 112 & SR 836 | | | | | $75-$250m |
| Rail Transit Extension Between MIC & West | | | | | >$1b |
| Potential MIA Tunnel | | | | | >$1b |



# 1.0 Introduction

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## 1.1 Study Background

The *Miami Freedom Park Multimodal Connectivity and Accessibility Study* identifies multimodal improvements needed to support the Miami Freedom Park (MFP) development under construction in Miami-Dade County. The MFP site is bounded by NW 14 Street to the south, NW 21 Street to the north, NW 37 Avenue/Douglas Road to the east, and SR 953/NW 42 Avenue/LeJeune Road to the west. The MFP, authorized by City of Miami Resolution No. 22-0157 in 2022, will transform 73 acres of the former Mel Reese Golf Course into a mixed-use destination featuring a soccer stadium, an entertainment center with food and beverage venues, office spaces, retail, a hotel and conference center, and other ancillary commercial facilities (see **Figure 1-1**). The remaining 58-acres of the site will become a publicly accessible city park.

*Figure 1-1 Miami Freedom Park and Stadium Rendering Looking Northwest*

Source: Most Anticipated Attractions Opening in Miami in 2026, Miami New Times, December 26, 2025.

The MFP development will include a soccer stadium, an entertainment area with food and beverage venues, other commercial facilities, offices, a hotel and conference center, and a new City of Miami Administration Building. With an influx of visitors for major events at MFP, robust multimodal connectivity is essential to ensure movement of large crowds and seamless access between the Miami Intermodal Center (MIC) and the stadium complex. The first scheduled home match at the stadium is scheduled for **April 4, 2026,** between Inter Miami CF and Austin FC.

## 1.2 Study Purpose

The objective of this study was to evaluate existing transportation infrastructure and connectivity gaps in the vicinity of Miami International Airport (MIA) passenger terminals, the Miami Intermodal Center (MIC), and the proposed MFP project area. This core study area is referred to in this report as the MIA/MIC/MFP subarea. The larger study analysis area is bounded by I-95 to the east, US 41/SW 8 Street/Tamiami Trail to the south, SR 826/Palmetto Expressway to the west, and NW 54 Street to the north.

This planning study assessed MFP project traffic impacts within the framework of the Miami-Dade TPO 2050 SMART M.A.P. Long Range Transportation Plan (LRTP) and the associated Southeast Florida Regional Planning Model (SERPM) model. This planning study assessed the multimodal impacts of the proposed MFP complex. The study identified infrastructure improvements needed to support the project by analyzing multimodal connectivity and accessibility around MIA, the MIC, and MFP. Assessment results helped to identify the infrastructure improvements needed to mitigate potential traffic impacts of the proposed MFP project and reduce congestion. An initial set of potential transportation improvements were identified, prioritizing pedestrian connectivity between the MFP and MIC transit hub to enhance regional transit mobility, reducing dependency on private vehicles, and contributing to a more sustainable transportation system.

The importance of this access review for the MFP development and the surrounding area is accentuated by the fact that at the time of this writing:

- The MFP development Final Traffic Study has not been approved by the reviewing agencies.
- The developer's-proposed Transportation Management Plan, which will guide game-day vehicular and pedestrian traffic movements, has not been finalized with reviewing/permitting agencies.
- The MFP developer's three proposed site access points have not received final agency approvals, and it is unclear which access points will be constructed and in place by the scheduled first soccer match.
- A new pedestrian bridge was proposed by the MFP developer to connect from the MFP site northeast of the stadium to the MIC site south of the Tri-Rail station building. The purpose of this bridge was to facilitate connectivity between the MFP stadium and the MIC to support a 25% capture rate of stadium-related person trips using transit services at the MIC. Without the construction of a pedestrian bridge to provide sufficient connectivity, stadium access and egress will revert to cars, aggravating game-day traffic management and congestion.
- At present, the developer has not provided an alternate connectivity plan to provide for pedestrian movements with adequate safety, wayfinding, and capacity.
- The pre-game and post-game pedestrian surge to and from the MIC's transit services might require increased transit service frequency and capacity to meet the assumed transit usage per the developer's Traffic Study Report. While the Traffic Study acknowledges this point, an analysis has not been completed to estimate the modal splits between Tri-Rail, Metrorail, and Metrobus services and quantify the transit service enhancements that would be needed.

## 1.3 Study Timeline

This study was conducted over the March 2025 to March 2026 timeframe. This schedule was driven in part by the availability of MFP development information in the earlier stages of the work as well as the availability of the latest version of the regional travel demand model.

## 1.4 Study Coordination

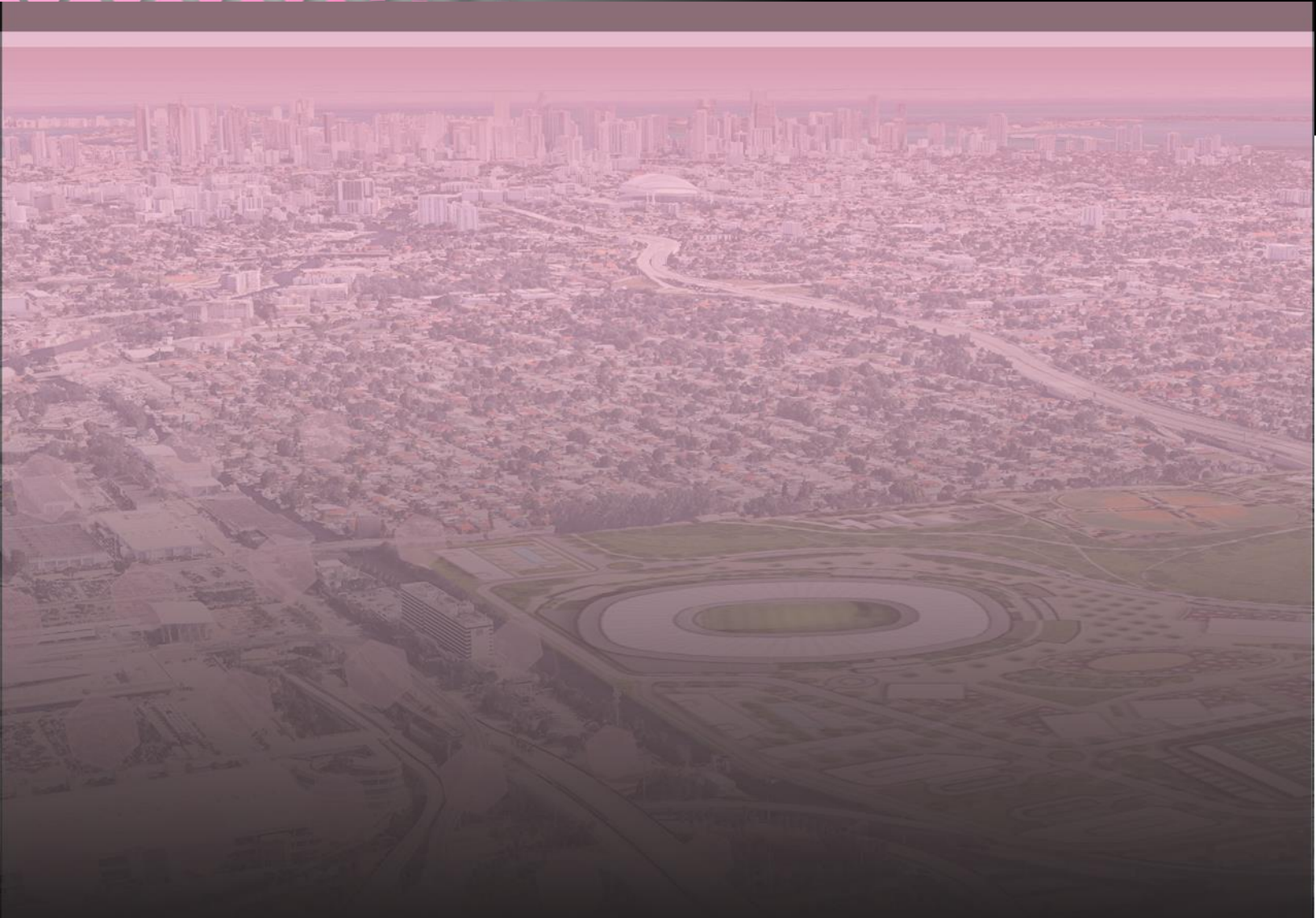
The principal study coordination mechanism was the formation of the Project Working Group (PWG) consisting of key agency stakeholders involved in processing or with an interest in review and approvals for the MFP site development process. These agencies include the following:

- Florida Department of Transportation – District Six (FDOT)
- Greater Miami Expressway Authority (GMX)
- City of Miami (City)
- South Florida Regional Transportation Authority (SFRTA)
- Miami-Dade County - Department of Transportation and Public Works (DTPW)
- Miami-Dade County – Miami International Airport (MIA)
- Miami-Dade County – Department of Regulatory and Economic Resources (RER)

The PWG met three times via videoconferencing:

- **PWG Meeting #1**: April 28, 2025 – 1:30 pm to 3:00 pm
  - Items discussed include study objectives, scope overview, general discussion of the MFP project, the Traffic Study (which was under review), the travel demand model, other similar facilities, and concerns over MFP access
- **PWG Meeting #2** – September 22, 2025 – 1:00 to 2:30 pm
  - Items discussed include a summary of literature review, other planned studies, travel demand model analysis results, and preliminary recommendations in progress
- **PWG Meeting #3** – December 3, 2025 – 1:30 pm to 3:00 pm
  - This meeting focused on a discussion of the proposed recommendations

In addition, there were numerous communications with members of the PWG regarding data collection, status of MFP development and its Traffic Study, and follow-ups on prior discussions. Near the end of the study, one-on-one briefings were held with administrators from FDOT, GMX, DTPW, MIA, and the city to discuss proposed recommendations results from the study. This communication process enabled a robust sharing of information, concerns and comments regarding study topics and issues.



# 2.0 Literature Review

# 2.0 Literature Review

A literature review was conducted of all relevant FDOT, Miami-Dade DTPW, City of Miami, and Miami-Dade TPO reports relevant to the study area, including all existing studies completed along the SMART Plan East-West corridor.

## 2.1 Documents Reviewed

The documents reviewed are listed below. Each document was reviewed for the relevance to the MFP study area, with a focus on existing and future transportation projects, multimodal connectivity, and accessibility.

- **2050 Bicycle-Pedestrian Master Plan**
- **City of Miami Capital Improvements Plan (CIP)**
- **City of Miami Parks and Recreation Master Plan**
- **FDOT District 6 Work Program**
- **Miami Airport Capital Improvements Plan**
- **Miami-Dade County Future Corridors Evaluation**
- **Miami-Dade County Vision Zero Action Plan**
- **Miami-Dade Transit Development Plan**
- **Miami Dade Transportation Improvement Plan (TIP)**
- **Miami Freedom Park Traffic Study**
- **Palmer Lake Metropolitan Urban Center (PLUMC) District Guidelines**
- **SMART East-West Corridor Economic Mobility and Accessibility Study**
- **SMART East-West Corridor Land Use Scenario and Visioning Study**
- **SMART East-West Corridor Rapid Transit Project**
- **SMART East-West Corridor Rapid Transit Project Inventory**
- **SMART M.A.P. 2050 Long-Range Transportation Plan (LRTP)**
- **SMART Trails Master Plan**
- **SR 112 Corridor Assessment and Modernization Strategy**

The Tri-Rail SMART STEP Bicycle and Pedestrian Needs Study was also reviewed, with many of the recommendations of that study focused on needs of the MIC station itself. A summary page detailing key findings for each document and its relevance to the MFP study area is included in **Section 1.3**.

## 2.2 Key Topics

A matrix of key topics was developed to summarize the findings of the literature review (**Table 2-1**). The key topics are defined below:

- **Future Projects**: Does the document include future projects within the MFP study area?
- **Transit**: Is the document transit-related?
- **Bike/Ped**: Is the document bicycle and pedestrian-related?
- **Automobile**: Is the document automobile-related?
- **Connectivity**: Does the document discuss connectivity within or to the MFP study area?
- **Safety**: Does the document include specific references to the safety of the study area?

*Table 2-1 Literature Review Key Topics*

| Document Reviewed | Future Projects | Transit | Bike/ Ped | Auto-mobile | Connectivity | Safety |
|---|---|---|---|---|---|---|
| *2050 Bike-Ped Master Plan* | ✓ | ✓ | ✓ | | ✓ | ✓ |
| *City of Miami CIP* | ✓ | | ✓ | ✓ | | |
| *City of Miami Parks and Recreation Master Plan* | ✓ | | | | | |
| *FDOT District 6 Work Program* | ✓ | | ✓ | ✓ | ✓ | ✓ |
| *Miami Airport Capital Improvements Plan* | ✓ | | ✓ | | | ✓ |
| *Miami-Dade County Future Corridors Evaluation* | ✓ | | | | | |
| *Miami-Dade County Vision Zero Action Plan* | ✓ | ✓ | | | ✓ | |
| *Miami-Dade Transit Development Plan* | ✓ | ✓ | | | ✓ | |
| *Miami-Dade TIP* | ✓ | | | ✓ | | |
| *Miami Freedom Park Traffic Study* | | ✓ | ✓ | ✓ | ✓ | ✓ |
| *PLUMC District Guidelines* | | ✓ | ✓ | ✓ | ✓ | |
| *SMART East-West Corridor Economic Mobility & Accessibility* | | ✓ | ✓ | ✓ | ✓ | ✓ |
| *SMART East-West Corridor Land Use Scenario and Visioning Study* | | ✓ | ✓ | ✓ | ✓ | |
| *SMART East-West Corridor Rapid Transit Project* | | ✓ | | | ✓ | |
| *SMART East-West Corridor Rapid Transit Project Inventory* | | ✓ | ✓ | ✓ | ✓ | |
| *SMART M.A.P. 2050 Long Range Transportation Plan* | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| *SMART Trails Master Plan* | ✓ | ✓ | ✓ | | ✓ | ✓ |
| *SR 112 Corridor Assessment and Modernization Strategy* | ✓ | ✓ | | ✓ | ✓ | ✓ |

## 2.3 Summary Sheets

### *2050 Bicycle-Pedestrian Master Plan*

**Document Title:** 2050 Bicycle-Pedestrian Master Plan

**Agency:** Miami-Dade TPO

**Geography:** Miami-Dade County

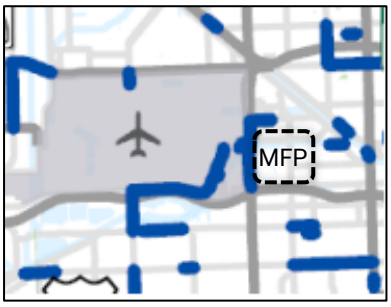
**Document Year:** 2024

**Document Cover:**

**Document Summary:** Serving as the non-motorized element of the 2050 LRTP, the 2050 Bicycle-Pedestrian Master Plan provides the long-term vision for walking and biking within the county. The recommendations included in this master plan are idealized to strengthen bicycle and pedestrian connections with existing and future transit opportunities. The document features a list of prioritized improvement project recommendations.

**Key Findings:**

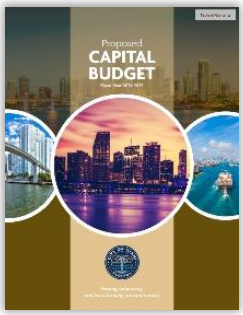
- The needs plan connectivity map (shown below) notes the following near the MFP study area:
  - Indicates a shared use path to the north of the MFP study area
  - Displays a sidepath to the east of the MFP study area
  - Neither of the two above listed projects are in the top 20 prioritized list
  - Shows a metrobus high ridership stop (MIC) just north of the study area
- A segment of SR 953/NW 42 Avenue/LeJeune Road adjacent to the MFP is included on the High Injury Network (HIN)




*HIN map near the MFP study area.*

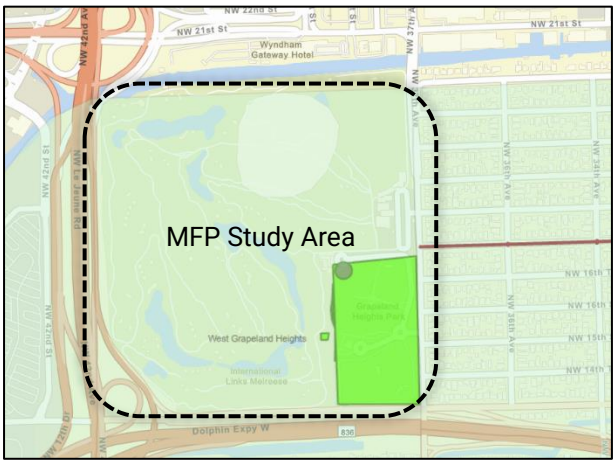
*Needs Plan Connectivity map near the MFP study area.*

## *City of Miami Capital Improvements Plan*

| | |
|---|---|
| **Document Title:** Proposed Capital Budget Fiscal Year 2024-2025 | **Document Cover:**   |
| **Agency:** City of Miami | |
| **Geography:** City of Miami | |
| **Document Year:** 2025 | |

**Document Summary:** The City of Miami's *Capital Budget and Multi-year Capital Improvement Plan* (CIP), also known as the Capital Plan, contains information on how the city plans to invest available resources into key infrastructure, facilities, and systems between October 1, 2020, through September 30, 2026.

**Key Findings:**




- The new MFP site is located within District 1 of the City of Miami
- The MFP is included and mentioned in Citywide Projects and within *Reimagine Parks Miami - Parks and Recreation System Master Plan*
- This proposed project is an integral part of the City of Miami parks and recreation system
- Multiple projects were found to be within the vicinity of the new MFP, specifically at the Grapeland Heights Park located to the southeast of site with:
  - Project 40-P-20-0324: Enhancements for improved water park amenities and other areas
  - Project 40-P-20-0352: New Outdoor Fitness Area
  - Project 40-P-20-0789: Grapeland Water Park Amenities for Replacement of aging apparatuses and add new features to water park elements
  - Project 40-P-20-0774: Grapeland Water Park Enhancements
- Environmental projects utilizing the GIS map application available were also identified including:
  - Project 40-B30865G: Environmental Remediation – Citywide, and also predominately at the Grapeland Heights Park
  - Project 40-B193101: Environmental Compliance Monitoring
  - Project 40-B193508: Citywide Parks Access and Mobility Renovations
  - Project 40-B193504: Park Environmental Control Protection and
  - Project 40-B233513: Grapeland Park Engineering Control - Protection, Restoration and Artificial Turf. The project includes the upgrades of four (4) baseball fields (2 Turf and 2 Grass)
- Additionally, project 40-B183611A: NW 17 Street from NW 32 Avenue to NW 37 Avenue/Douglas Road was identified within just to the east, which includes pavement reconstruction, new drainage system, new curbs, replacement of broken sidewalks, new driveways, ADA ramps, pavement marking signage, swale regrading, sodding, and construction administration. This project is currently in design.

## *City of Miami Parks and Recreation Master Plan*

**Document Title:** Reimage Parks 2023 – Parks and Recreation Master Plan

**Agency:** City of Miami

**Geography:** Miami-Dade County, FL

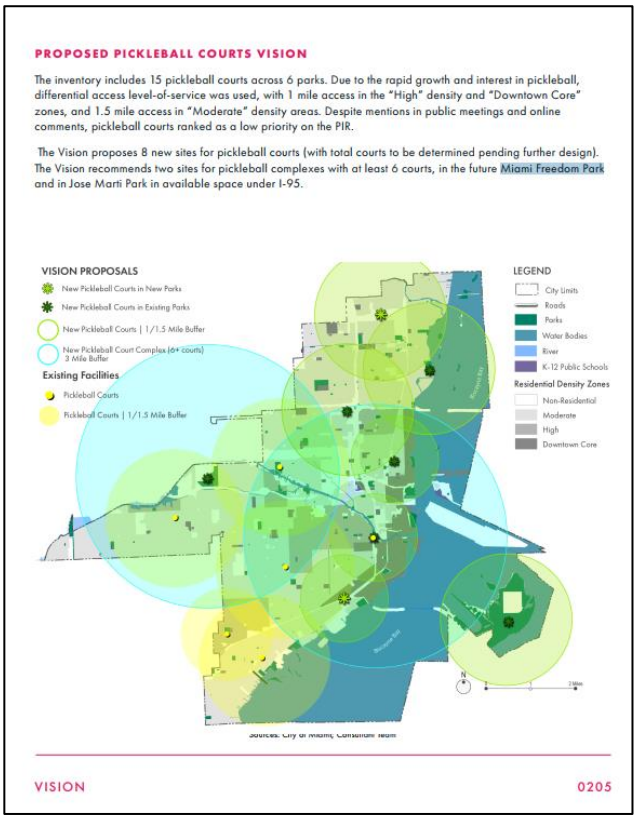
**Document Year**: 2023

**Document Cover:**

**Document Summary:** *Reimage Parks Miami* is a comprehensive look at the City of Miami's parks and recreation system, and an opportunity to plan for improvements and growth over the next decade and beyond. It is a planning process driven by data analysis and guided by the input of community members.

**Key Findings**:

- MFP was discussed in the *Reimage Parks 2023 – Parks and Recreation Master Plan* with a Vision for new amenities that will be integrated at City of Miami parks and the new site
- The relevance to this plan is that the proposed MFP project is an integral part of the City of Miami Parks and Recreation system
- The Vision recommends two sites for pickleball complexes with at least 6 courts, in the future MFP and in Jose Marti Park in available space under I-95
- For the proposed Rectangle Field Vision, MFP is planned to develop multiple fields, some of which should allow public access
- The long-term goal is to allow for some existing non-regulation sized fields to be designated as open lawns for free play, as opposed to organized recreation
- The Vision proposes 3 new skate parks, including 2 at new park sites and <u>one</u> in the MFP
- The Vision also proposes 7 new sites for tennis courts (total number of courts to be determined with further design) including the MFP



PROPOSED PICKLEBALL COURTS VISION

The inventory includes 15 pickleball courts across 6 parks. Due to the rapid growth and interest in pickleball, differential access level-of-service was used, with 1 mile access in the "High" density and "Downtown Core" zones, and 1.5 mile access in "Moderate" density areas. Despite mentions in public meetings and online comments, pickleball courts ranked as a low priority on the PIR.

The Vision proposes 8 new sites for pickleball courts (with total courts to be determined pending further design). The Vision recommends two sites for pickleball complexes with at least 6 courts, in the future Miami Freedom Park and in Jose Marti Park in available space under I-95.



- Additionally, a dog park is included as part of the proposed Dog Park vision based on public comments and feedback
- MFP is also listed within Proposed Resilience Hub Sites and Gyms location

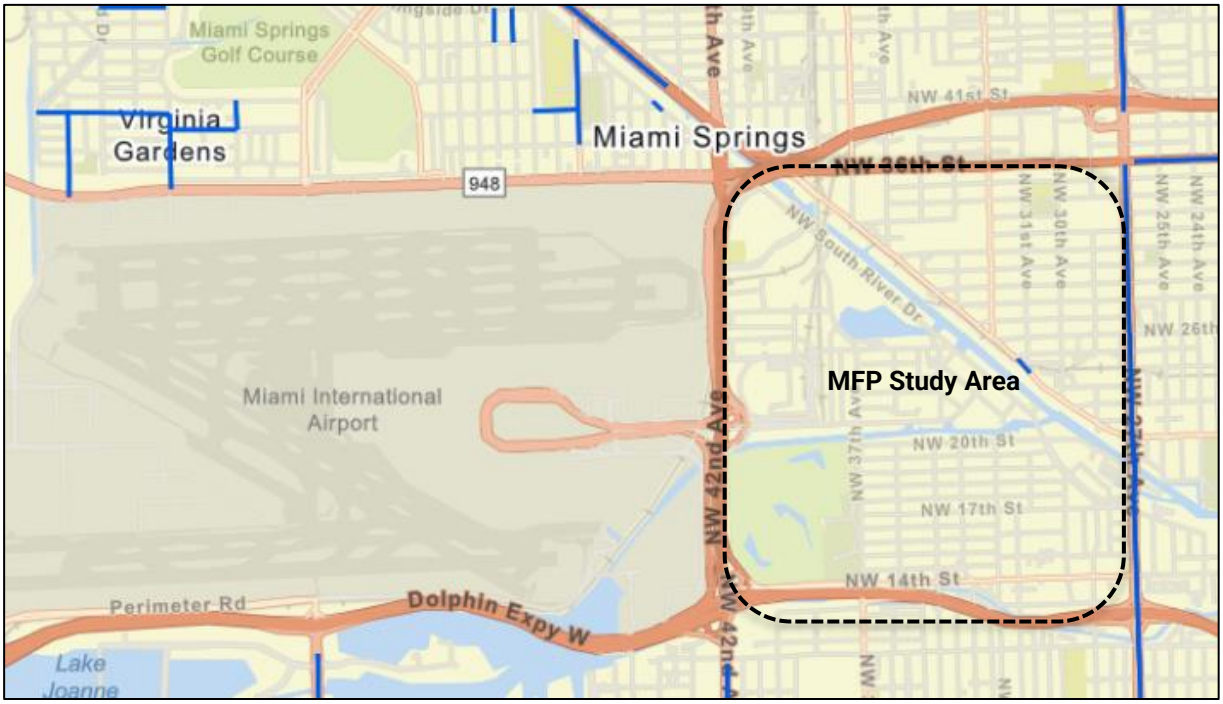
## *FDOT District 6 Five-Year Work Program (2025-2030)*

| | |
|---|---|
| **Document Title:** FDOT District 6 Five-Year Work Program and Budget (2025-2030) | **Document Cover:** |
| **Agency:** FDOT District 6 | |
| **Geography:** FDOT District 6 | |
| **Document Year:** 2024 | |

**Document Summary:** The FDOT Tentative Work Program was adopted on November 13, 2024. The Work Program includes projects funded from July 1, 2025, through June 30, 2030. The FDOT Open Data Hub map for District Six in the general vicinity of the MFP site indicates projects scheduled for pre-construction or construction.

**Key Findings:** Work schedule in the vicinity include:

- Pedestrian Safety Improvements adopted for FY 28, not begun, on SR 9/NW 27 Avenue from NW 7 Street to SR 25/NW 36 Street
- Resurfacing, pre-construction for FY 26, underway for SR 953/LeJeune Road/NW 42 Avenue, from north of US 41/SW 8 Street/Tamiami Trail to south of NW 11 Street
- Resurfacing, pre-construction for FY 28, underway for SR 25/US-27/Okeechobee Road, from west of SE 8 Avenue to west of SE 7 Avenue




*Screenshot from the FDOT Open Data Hub map for District 6 near the MFP study area.*

## *Miami Airport Capital Improvements Plan*

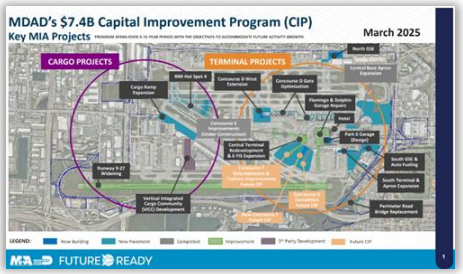
**Document Title:** Miami-Dade Aviation Department Capital Improvement Program, MIA Projects

**Agency:** Miami-Dade International Airport (MIA)

**Geography:** Miami International Airport (MIA)

**Document Year:** 2025

**Document Cover:**




**Document Summary:** The Miami-Dade County commission adopted the current capital improvement program that will fund up to $9 billion in airport-wide modernization projects during the next 5 to 15 years intended to accommodate expected future growth in passenger and freight projected to reach 77 million passengers and 4 million tons of freight by 2040.

**Key Findings:** The full comprehensive master plan and capital improvement program will address the airport's future capacity and operational needs through five sub-programs:

- A redevelopment of Central Terminal Concourses E and F
- Expanded South Terminal Concourses H and J
- Renovated Concourse D gates to accommodate additional wide and narrow body aircraft and larger regional jets
- Two new hotels, one with a business and conference center and exhibition space
- Other miscellaneous landside projects including expanded aircraft parking positions and warehouses for cargo operations

| INTERNATIONAL* | DEPLANED | ENPLANED | TOTAL | LAST YEAR | % CHG OVR LAST YEAR |
|---|---|---|---|---|---|
| PASSENGERS | 12,560,527 | 12,603,808 | 25,164,335 | 23,213,026 | 8.41 |
| FREIGHT-TONS | 1,483,611 | 1,050,237 | 2,533,849 | 2,228,359 | 13.71 |
| MAIL-TONS | 3,012 | 3,796 | 6,808 | 7,220 | -5.71 |
| TOTAL CARGO-TONS | 1,486,623 | 1,054,034 | 2,540,656 | 2,235,579 | 13.65 |
| COMMERCIAL AIRCRAFT MVMT | 110,389 | 108,235 | 218,624 | 208,236 | 4.99 |
| LANDED WEIGHT (1,000 LBS) | | | 25,218,882 | 23,942,123 | 5.33 |
| ARRIVING PASSENGERS & CREW REQUIRING FEDERAL INSP. | | | 12,550,079 | 11,642,169 | 7.80 |
| SEATS | 14,846,243 | 14,806,529 | 29,652,772 | 27,761,594 | 6.81 |

| DOMESTIC ** | DEPLANED | ENPLANED | TOTAL | LAST YEAR | % CHG OVR LAST YEAR |
|---|---|---|---|---|---|
| PASSENGERS | 15,324,253 | 15,437,978 | 30,762,231 | 29,127,908 | 5.61 |
| FREIGHT-TONS | 272,998 | 201,869 | 474,867 | 531,022 | -10.57 |
| MAIL-TONS | 10,840 | 9,414 | 20,254 | 17,954 | 12.81 |
| TOTAL CARGO-TONS | 283,838 | 211,283 | 495,121 | 548,976 | -9.81 |
| COMMERCIAL AIRCRAFT MVMT | 130,974 | 133,103 | 264,077 | 251,218 | 5.12 |
| LANDED WEIGHT (1,000 LBS) | | | 20,178,000 | 18,979,815 | 6.31 |
| SEATS | 17,590,317 | 17,633,239 | 35,223,556 | 33,141,983 | 6.28 |

| COMBINED TOTALS | DEPLANED | ENPLANED | TOTAL | LAST YEAR | % CHG OVR LAST YEAR |
|---|---|---|---|---|---|
| PASSENGERS | 27,884,780 | 28,041,786 | 55,926,566 | 52,340,934 | 6.85 |
| FREIGHT-TONS | 1,756,609 | 1,252,106 | 3,008,715 | 2,759,381 | 9.04 |
| MAIL-TONS | 13,852 | 13,210 | 27,062 | 25,174 | 7.50 |
| TOTAL CARGO-TONS | 1,770,461 | 1,265,316 | 3,035,777 | 2,784,555 | 9.02 |
| COMMERCIAL AIRCRAFT MVMT | 241,363 | 241,338 | 482,701 | 459,454 | 5.06 |
| LANDED WEIGHT (1,000 LBS) | | | 45,396,882 | 42,921,938 | 5.77 |
| SEATS | 32,436,560 | 32,439,768 | 64,876,328 | 60,903,577 | 6.52 |

| AIRCRAFT OPERATIONS LANDINGS PLUS TAKEOFFS FAA TOWER DATA | TOTAL | LAST YEAR | % CHG OVR LAST YEAR |
|---|---|---|---|
| AIR CARRIER | 446,605 | 421,674 | 5.91 |
| AIR TAXI | 25,154 | 25,910 | -2.92 |
| GENERAL AVIATION | 13,292 | 13,739 | -3.25 |
| MILITARY | 397 | 469 | -15.35 |
| TOTAL | 485,448 | 461,792 | 5.12 |

*Miami International Traffic Report for 12 months ending December 2024.*

## *Miami-Dade County Future Corridors Evaluation*

**Document Title:** Miami-Dade County Future Transit Corridors Evaluation

**Agency:** Miami-Dade TPO

**Geography:** Miami-Dade County

**Document Year:** 2024

**Document Cover:**

**Document Summary:** This study seeks to build off the progress achieved through the SMART Program to define the next phases of the SMART Program – referred to in this document as Future Corridors 2.0 and 3.0. This effort has led to the TPO identifying future multimodal corridors in Miami-Dade County. The recommendations for this study are intended to be considered on the outside years of the long-range transportation planning process.

**Key Findings:** As part of the future SMART Program, multiple corridors have been identified near the new proposed MFP site:

- Orange Multimodal Corridor (Corridor 2): A 4.5-mile multimodal corridor that potentially extends transit, north-south between the Miami Intermodal Center (MIC) and US-1 at the Douglas Road Metrorail Station
  - Corridor 2 would be an important north-south corridor, crossing four east-west arterials – SW 24 Street/Coral Way, US 41/SW 8 Street/Tamiami Trail, SR 968/W Flagler Street, and NW 7 Street to the MIC
- Homestead Corridor I (Corridor (4)) – MIC: Connects the Miami Intermodal Center south on the CSX rail corridor to SW 158 Street
- Both proposed rail corridors 2 and 4 have limits within the surrounding network for the MFP development
- These corridors are planned for the long term and should be kept in close coordination with the Miami-Dade TPO

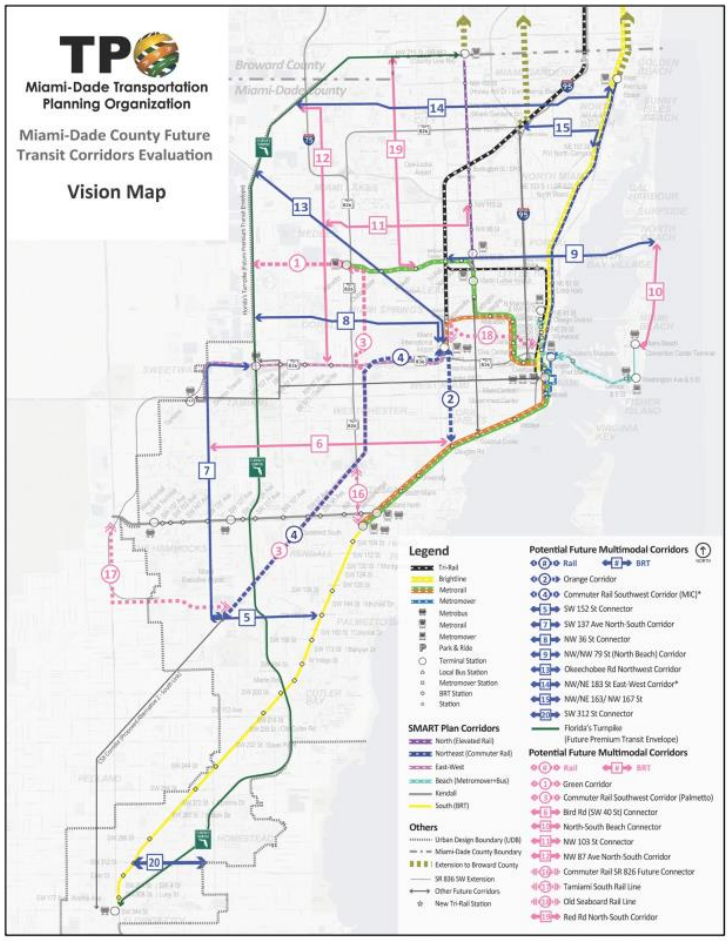



**Figure 1-1: Future Corridors 2.0 & 3.0 Vision Map**

## *Miami-Dade County Vision Zero Action Plan*

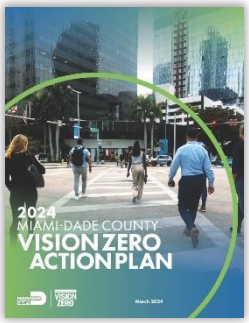
**Document Title:** Miami-Dade County Vision Zero Action Plan

**Agency:** Miami-Dade County

**Geography:** Miami-Dade County

**Document Year:** 2024

**Document Cover:**



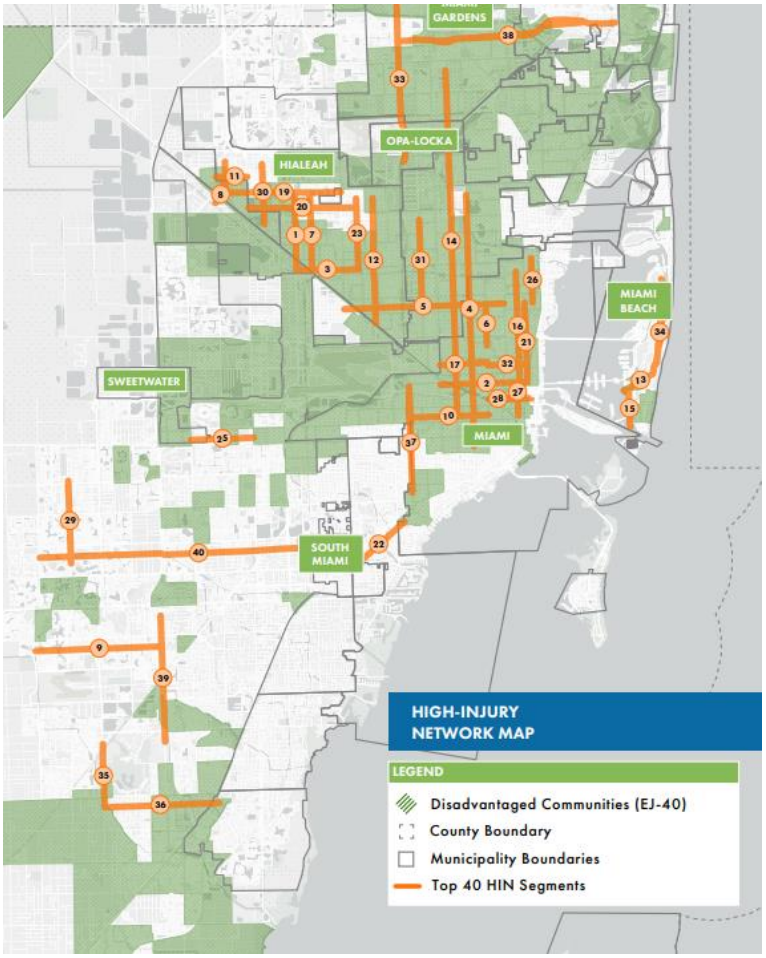

**Document Summary:** Continuing Miami-Dade County's Vision Zero initiative, this plan identified the roadway safety issues within the county, documented contributing factors, calculated crash types by road users and high-risk road features, and listed priorities and countermeasures to improve safety at higher risk locations.

**Key Findings:**

- The MFP study area is identified as a disadvantaged community (showed in green)
- The northern end of HIN segment #37 is located within the MFP study area

2022 Safety Projects: the project delivery team completed the design and is constructing 24 safety projects throughout the county.

- Project 15 is located within the MFP Study Area (sidewalk widening)
- Location: Miami River Trail Route B – NW 25 Street from NW 37 Avenue to S River Drive
- Status: Q4 2023 construction start anticipated




*Map of High Injury Network and Disadvantaged communities.*

## *Miami-Dade Transit Development Plan (TDP)*

**Document Title:** MDT Moving Forward Together 2025-2034 Transit Development Plan Annual Progress Report

**Document Cover:**

**Agency:** Miami-Dade Transit (MDT)/ DTPW

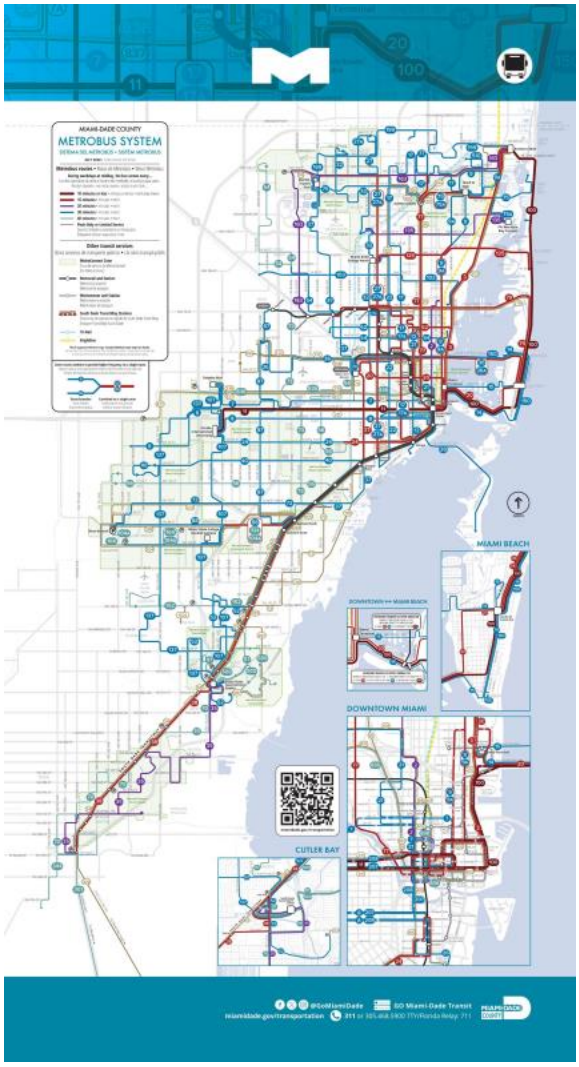
**Geography:** Miami-Dade County

**Document Year:** 2025

**Document Summary:** This TDP, titled *MDT Moving Forward 2024 Annual Progress Report*, presents both funded and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon, and includes a performance assessment for the targets set in the most recent TDP Major Update.

**Key Findings:**

- Existing Metrobus routes within the vicinity of the MFP include:
  - Routes 7, 37, 57, 338, 836 and 837 Express with additional route connectivity just to the north at the MIC including access to Metrorail, Tri-Rail, City of Miami Trolley, and Flix/Greyhound bus services.
- East-West Corridor is partially funded and currently in progress as part of the SMART Plan Rapid Transit Network
  - Will run near the MFP from Florida International University to the MIC, with intermediate stop locations along the planned corridor
  - No stop is currently planned at the MFP location
- Accessibility from the MIC to the new MFP site is currently limited.
- Coordination with MDT and new potential stop location(s) should attempt to be identified for all County transit services within the surrounding area in the near future and included in the next annual TDP update.



## *Miami-Dade Transportation Improvement Plan*

**Document Title:** A Full Guide to the Transportation Improvement Plan

**Agency:** Miami-Dade TPO

**Geography:** Miami-Dade County Urbanized Area

**Document Year:** 2024

**Document Cover:**

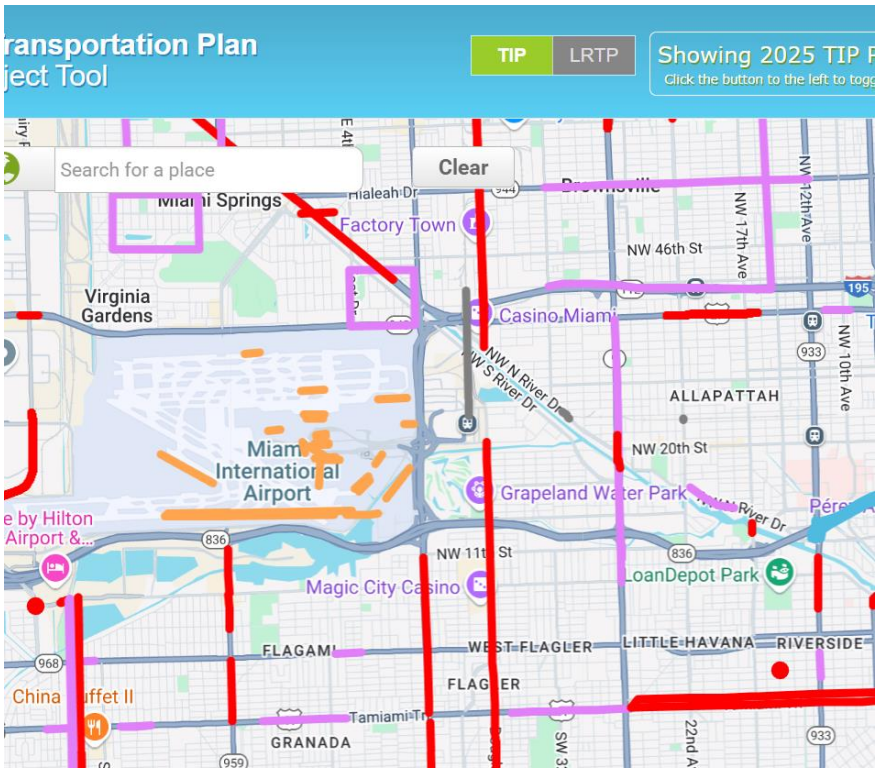
**Document Summary:** The Transportation Improvement Program (TIP) is a federally required document of the Miami-Dade TPO that covers programmed transportation projects within the urbanized area of Miami-Dade County for fiscal years 2025/2026 through 2029/2030.

**Key Findings:** Major activities include support facilities for Metrorail, express bus service, interstate highway projects, congestion management and non-motorized projects; express transit on managed lanes; arterial street improvements, aviation and seaport facilities, additional bus transit and paratransit improvements, the construction of major intermodal facilities and the deployment of Intelligent Transportation System applications.

The TIP is consistent with the adopted Comprehensive Development Master Plan (CDMP) as amended through November 2023.

Projects Within the Miami Freedom Park study area listed in the TIP include:

- MIA Perimeter Road PD&E/EMO Study
- MIA South Terminal Expansion East
- MIA Fuel Storage Facility Expansion
- MIA Runway Incursion Mitigation (RIM) Hot Spot 4
- MIA Passenger and TNC Remote Parking Lot
- SR 836/Dolphin Expressway Improvements from west of SR 826/Palmetto Expressway to east of SR 953/NW 42 Avenue/LeJeune Road
- As of May 2025, there is an agenda item to modify this improvement to add PD&E study phase to the LRTP to address possible widening and interchange improvements to SR 836/Dolphin Expressway from west of SR 826/Palmetto Expressway to east of SR 953/NW 42 Avenue/LeJeune Road to alleviate existing congestion in both directions




*Screenshot from InteracTIP Project Tool showing projects near MFP.*

## *Palmer Lake Metropolitan Urban Center (PLMUC) District Guidelines*

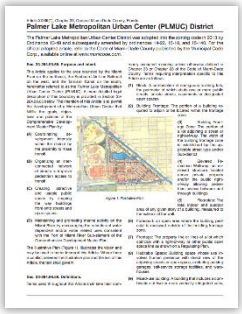
**Document Title:** Palmer Lake Metropolitan Urban Center (PLMUC) District

**Agency:** Miami-Dade County

**Geography:** Palmer Lake District

**Document Year** 2015

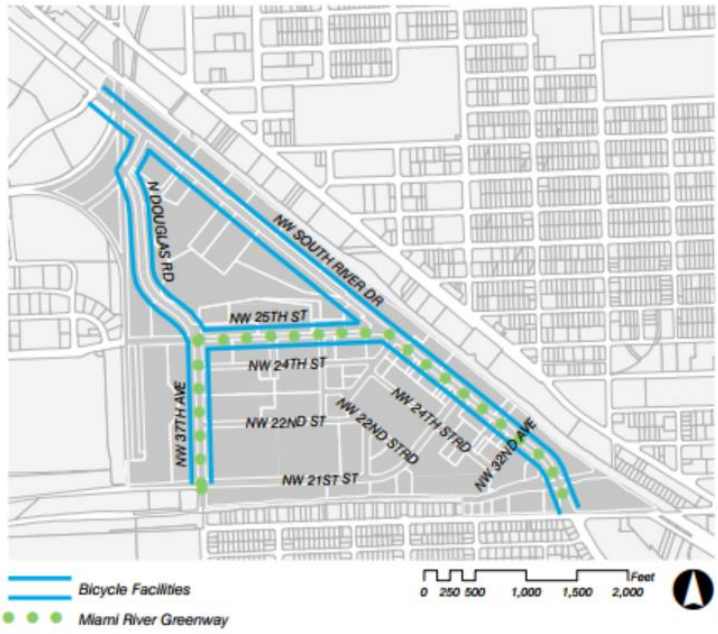
**Document Cover:**



**Document Summary:** The Palmer Lake Metropolitan Urban Center District (PLMUC) was adopted into the zoning code in 2013 and amended in 2015. The District Guidelines provide regulating plans for the sub-districts within the PLMUC District, permitted uses, and general requirements for implementing regulating plans.

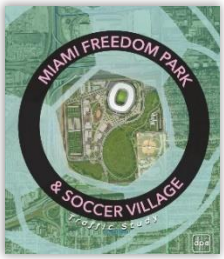
**Key Findings:**

- The regulating plans establish three sub-districts (MIC Core, the Center, and the Riverside), five street types, and bicycle and greenway facilities
  - The sub-districts govern the land use and intensity of development
  - The street frontage plan establishes a hierarchy of street types, which are lettered A through E
  - The greenway and bicycle plan establishes the location of bicycle and greenway facilities
- This MIC Core and Riverside sub-districts border the MFP study area and includes detailed urban development guidelines including 18 feet sidewalk widths along NW 37th Avenue within the district limits
  - Additionally, the greenway and bicycle plan shows bicycle facilities and the Miami River Greenway adjacent to the project area along NW 37 Avenue
  - Street types A, B, and E border the MFP study area, with minimum sidewalk widths ranging from 18 feet (A), 10 feet (B) and 6 feet (E)
- Further, the guidelines also specify the following general requirements:
  - All buildings shall have their main pedestrian entrance opening to the street with the highest pedestrian activity. Pedestrian entrances shall be provided at maximum 75-foot intervals
  - Vehicular entry gates at garage entries shall be positioned a minimum of 20 feet behind the front wall of the building
  - Parking garages shall have all architectural expressions facing public streets and open spaces consistent and harmonious with that of habitable space
  - Elevated pedestrian walkways are permitted




*PLMUC Greenway and Bicycle Plan.*

## *Miami Freedom Park Traffic Study*

| | |
|---|---|
| **Document Title:** Miami Freedom Park and Traffic Village Traffic Study | **Document Cover:**   |
| **Agency:** David Plummer and Associates | |
| **Geography:** Miami-Dade County | |
| **Document Year** 2025 | |

**Document Summary:** Provided a traffic impact analysis (March 2025) that follows the methodology approved by the project stakeholders. The traffic study documents the anticipated traffic impacts of the proposed MFP development and includes data collection efforts, a preliminary Transportation Management Plan (TMP), project trip generation and distribution, intersection capacity, ramp capacity, and VISSIM.

**Key Findings:**

- Report notes that transit accessibility improvements include:
  - Partnering with MDT for Metrorail service to support non-auto MFP access through the MIC
  - It is not stated that the developer would share in the cost of this service enhancement, needed solely to support their project. While enhancing transit modal split is desirable, it is not clear if there is any developer support for this
  - The same statement is made relative to regular bus service and City of Miami trolley service, and the same observation applies
  - Developer states it would run promotions to encourage transit use for game access and egress
- The required mitigation specifies all game starting times at 8 pm, during the post-peak period fringe where traffic service conditions are less demanding. Based on the above, if MFP conducts any major events at the stadium outside of the 8 pm game start time that is stipulated, further traffic analysis are a prudent requirement
- Once the stadium and the surrounding complex is up and running, a review of the connection to the MIC should be performed to determine if the mode split target assumed in the MFP traffic study is being satisfied, and how any shortfall could be addressed.
- Should there be a concern about traffic service on the northbound collector-distributor (C-D) road on the east side of SR 953/NW 42 Avenue/LeJeune Road north of SR 836/Dolphin Expressway, it was identified that a slip ramp could be considered which diverges from the WB SR 836/Dolphin Expressway towards NBSR 953/NW 42 Avenue/LeJeune Road exit ramp to the C-D road, running inside the MFP property northbound and merging with the new exit ramp from the C-D road to the MFP site.
- The most recently provided site plan (June 2022) shows the WB SR 836/Dolphin Expressway exit ramp being widened to two lanes downstream from the exit; the right lane could be assigned to this optional slip ramp. The slip ramp would remove WB traffic on SR 836/Dolphin Expressway headed to the new MFP exit from the C-D road weaving traffic. This could become a developer commitment should further analysis post-opening of the project show that the level of service on the C-D road is adversely affected by the project traffic.
- The derivation of access and egress trip distribution from SERPM8 outputs is not readily evident, although other documentation of this may have been provided.
- A look at the Travel Demand Model (TDM) trip distribution for both models versus the traffic study assumptions as shown may be worthwhile. Favorable tweaks of trip distribution can spread or concentrate project traffic loads to avoid problem locations or capitalize on underutilized locations from a level of service/capacity analysis standpoint.

## *SMART East-West Corridor Economic Mobility and Accessibility*

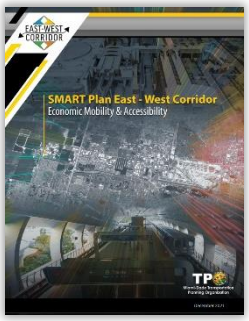
**Document Title:** SMART East-West Corridor Economic Mobility and Accessibility

**Agency:** Miami-Dade TPO

**Geography:** SMART Plan East-West Corridor

**Document Year:** 2021

**Document Cover:**



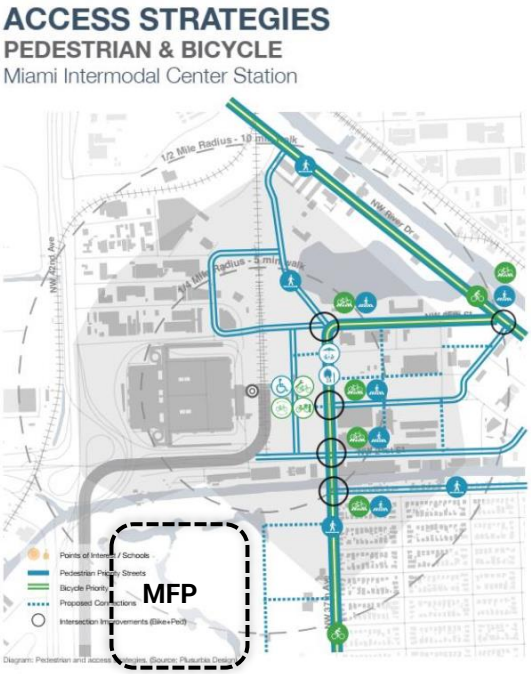

**Document Summary:** To support the economic mobility and accessibility plans for the East-West Corridor, this study develops Transit Oriented Community (TOC) connections, first- and last-mile connections, and Transit Hub components. The study focus was connections between one-quarter and one-half miles of the SMART Plan transit stations. The study established a set of TOC station types, potential station area development and mobility enhancements, station area access strategies and concept designs, station access prioritization, and station area concept designs.

**Key Findings:** The MFP study area is within the vicinity of the MIC transit station. The following key findings are focused on the MIC portion of the East-West Corridor:

- Upon implementation of the East-West Corridor, bicycle and pedestrian desirability is anticipated to increase to further use the transit network at each station
- The MIC is classified as a Regional TOC typology, serving as a commuter hub with a mix of transportation options for maximum mobility
- First- and last-mile challenges: it is vital to address these connections with the following strategies: transportation network companies, autonomous vehicles, micromobility, bike/ped access, local buses, shuttles, and circulators, pick-up and drop-off solutions

Station Access Strategies include the following, which should be considered in MFP planning and design:

- Pedestrian access goals: provide direct intuitive routes to stations; increase pedestrian safety and comfort; activate walkable, safe developments with public realm amenities
- Bicycle access goals: provide direct intuitive bicycle routes to stations; increase bicycle safety and comfort; integrate bicycle infrastructure and facilities
- Transit access goals: improve and identify opportunities on how existing transit routes could be configured on the new high-speed service; make transfers between buses and other access modes safe, comfortable, and efficient
- Auto access goals: provide direct access to stations giving priority to pedestrians, bicycles, and transit; improve intermodal connectivity opportunities; provide easy access to parking and drop-off
- Other goals include wayfinding, safety/security, and station amenities




*MIC bike/ped access strategies.*

## *SMART Plan East – West Corridor | Land Use Scenario and Visioning Planning*

**Document Title:** SMART Plan East – West Corridor | Land Use Scenario and Visioning Planning

**Agency:** Miami-Dade TPO

**Geography:** SMART Plan East-West Corridor

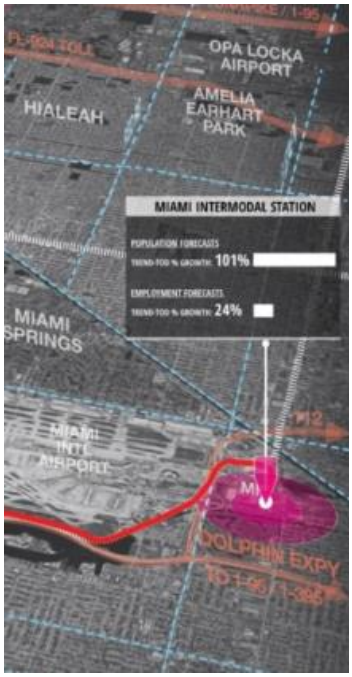
**Document Year** 2021

**Document Cover:**

**Document Summary:** Working collaboratively with the public, a Study Advisory Committee, elected officials, and the Miami-Dade TPO, this study developed a land use vision to accommodate transit supportive uses along the East-West corridor consistent with the overall goals of the SMART Plan. This plan resulted in a preferred land use scenario featuring transit station locations and typologies consistent with TOC within each station area. Three growth scenarios were evaluated: Northern Emphasis, Southern Emphasis, and Quadrant Emphasis.

**Key Findings:** Key findings from the visioning process relevant to the MFP study area include:

- Revising the initial 2017 study limits from FIU to Tamiami Terminal, based on the DTPW PD&E study, the TPO Governing Board comments, and input from commissioners.
  - The revised study limits impacted the western limits, and not the eastern limits which include the MFP study area
- The MIC is the closest station area to the MFP study area.
  - Included in all three growth scenarios
  - Categorized as a regional station typology with a hierarchy of 1 in all three scenarios. This typology is characterized by the following physical characteristics: buildings approximately 7-15 stories high with 75+ units per acre for multi-family and 4.0 FAR for high-rise office/commercial
  - The station area vision includes: a major employment center, mixed use developments, and enhanced livability with public plazas
  - 2040 Population forecast to grow between 34%-101% across scenarios
  - 2040 Employment forecast to grow between 14%-24% across scenarios
  - Proposed land use policy update for the area east of NW 37 Avenue and south of Palmer Lake (just east of MFP) from Industrial and Office to Business and Office
- Public input results:
  - The Dolphin Terminal was identified as the corridor station that people are likely to use most often (opposite end of corridor from MFP)
  - People think that rapid transit will decrease traffic along the corridor, and housing costs will increase
  - Shade and car parking are the most important amenities at stations
  - People plan on accessing the stations via automobiles/driving (park-and-ride)




*Scenario 1 Forecasts near MIC.*

## *SMART East-West Corridor Rapid Transit Project (PD&E Study)*

**Document Title:** East-West Corridor Rapid Transit Project

**Agency:** Miami-Dade DTPW

**Geography:** SMART Plan East-West Corridor

**Document Year:** 2020

**Document Cover:**

**Document Summary:** With a focus on providing connections to regional transit service and improving connections to MIA and downtown Miami, the study identified the purpose and need for transit improvement along the corridor, reviewed a "*universe of alternatives*" for feasibility, identified a locally preferred transit alternative, defined viable alternatives and conducted a detailed analysis on those alternatives. The project reviewed three transit alternatives: Bus Rapid Transit (BRT), CSX Extension, and Heavy Rail Transit (HRT). The study identified the BRT scenario as the locally preferred alternative.

**Key Findings:** Key findings from the study include:

- All three BRT routes connect to the MFP study area; BRT Routes 1 and 2 connect to the north, and BRT Route 3 connects to the south along SR 836/Dolphin Expressway

*Map of all Transit Scenarios.*

*Map of Locally Preferred Alternative.*

## *SMART Plan Corridor Inventory | East-West Corridor*

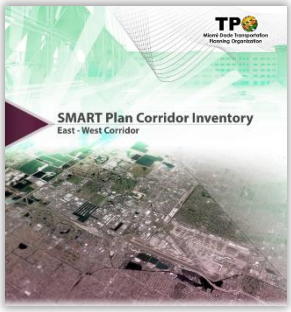
**Document Title:** SMART Plan Corridor Inventory | East-West Corridor

**Agency:** Miami-Dade TPO

**Geography:** SMART Plan East-West Corridor

**Document Year:** 2017

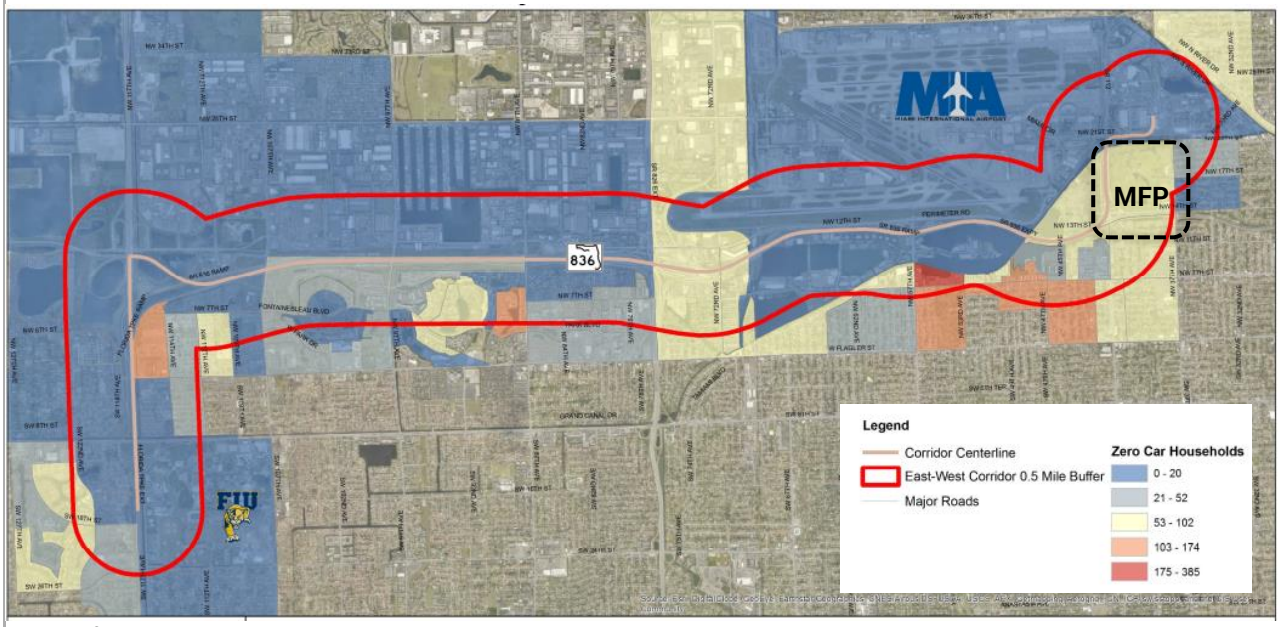
**Document Cover:**




**Document Summary:** Completed in 2017, the *SMART Plan Corridor Inventory | East-West Corridor* documented the available demographic and socioeconomic data for the East-West Corridor of the SMART Plan, which identified six major rapid transit corridors within Miami-Dade County. The East-West Corridor study area includes the MIC, MIA, and the MFP Study Area.

**Key Findings:** Key findings from the inventory include:

- The MFP study area is within the northeast corner of the East-West Corridor
- The area has been identified as a primary corridor within the county for future high-speed transit and related parking, land use, housing, and bicycle and pedestrian facilities
- Identified concentrations of transit-dependent populations within the study corridor via a map series which yielded the following trends within the MFP study area:
  - Results yielded a medium concentration of transit-dependent population adjacent to MIA, not far from the MFP study area
  - There is some concentration of zero car households within the MFP study area
  - There is a high minority concentration with the MFP study area
  - Many of the households are spending more than 45% of their income on housing and transportation costs




*Map of zero car households within the East-West Corridor, 2017*

## *SMART M.A.P. 2050 Long Range Transportation Plan*

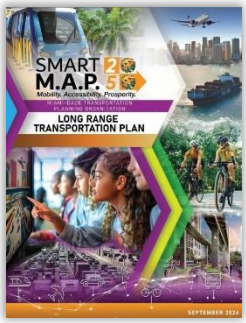
**Document Title:** SMART M.A.P. 2050 Long-Range Transportation Plan

**Agency:** Miami-Dade TPO

**Geography:** Miami Urbanized Area

**Document Year** 2024

**Document Cover:**




**Document Summary:** Serves as the 2050 update to the Miami-Dade TPO's Long-Range Transportation Plan (LRTP).

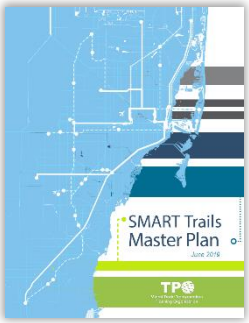
**Key Findings:**

- The MFP study area falls within the Central Transportation Planning Area (TPA)
- SR 112/Airport Expressway and NW 31 Street to SR 948/SR 25/NW 36 Street to the north of the MFP study area are identified in the list of 30 congested corridors
- Projects identified within the LRTP that are within the MFP study area include:
  - SMART Program Project #10 East-West Corridor: Project Cost $320.044 million; TIP Funding: $10.402 million with $453.123 million in unfunded costs (LRTP Table 4-9)
  - CFP Transit Project #92: Future multimodal corridor from the MIC to Florida's Turnpike. Project Cost $314 million. $14.040 million funded for PD&E from 2036-2040
  - CFP Bike/Ped/Micromobility #48: Bike/Ped Safety on NW 21 Street from NW 37 Avenue/Douglas Road to NW S River Drive: $664 thousand funded for construction 2031-2035
  - CFP Bike/Ped/Micromobility #95: Protected bike lane on SW 37 Avenue from Fonseca Avenue to NW South River Drive: $3.496 million funded for construction 2036-2040
  - CFP Bike/Ped/Micromobility #116: Shared use path for NW 25 Street Route B from NW 37 Avenue/Douglas Road to NW South River Drive: $371 thousand funded for construction 2041-2050
  - CFP Bike/Ped/Micromobility #120: HIN #37: $16.791 million funded for construction 2041-2050
  - CFP DTPW Roadway Project #96: Bridge repair/replacements for NW 37 Avenue/Douglas Road and Tamiami Canal
  - CFP DTPW Roadway Project #99: Bridge repair/replacements for NW S River Drive from NW 32 Avenue to NW 38 Avenue
  - CFP FDOT Roadway Project #26: Iron Triangle Ultimate Improvement: $100 million funded for construction 2031-2035

*CFP Bike/Ped/Micromobility Projects Priority II Map*

* Airport projects are not included in this list, as they are detailed in the Airport Master Plan review

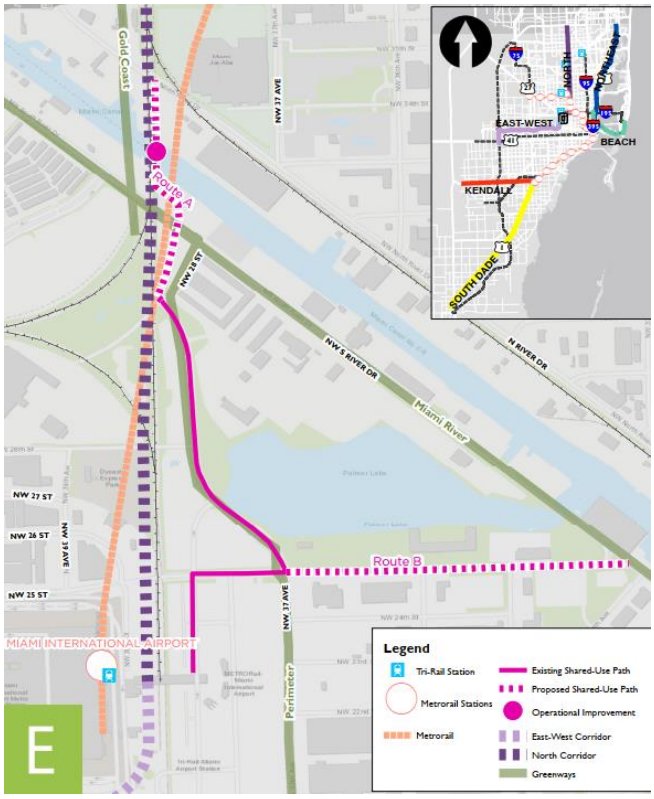
## *SMART Trails Master Plan*

| | |
|---|---|
| **Document Title:** SMART Trails Master Plan | **Document Cover:**   |
| **Agency:** Miami-Dade TPO | |
| **Geography:** Miami-Dade County | |
| **Document Year:** 2019 | |

**Document Summary:** Identified potential first- and last-mile connections between the SMART Plan corridors and the regional non-motorized trail system. Included an evaluation process for assessing first- and last-mile connections to SMART Plan stations, planning level cost estimates, and conceptual design graphics.

**Key Findings:** Developed a framework plan based on existing infrastructure and planning efforts, which led to the identification of connections for trail and transit corridors.

- Overall, the plan proposed the following:
  - 20 proposed SMART Trail Connections with 14 miles of active transportation facilities
  - 6 shared use path bridges
  - $62 million in SMART Trails investment
- Six (6) of the projects were located along the East-West Corridor, with one just north of MFP: Project E, the **Miami River Greenway to Metrorail (Route A and B)**
  - Route A is ranked as priority 7, and Route B is priority 3
  - Route A includes an extension of the shared use path along NW 28 Street from NW 37 Avenue to NW S River Drive and NW S River Drive from west of the railway to NW 28 Street
  - Route A includes a shared use bridge just west of the railway
  - Route B features a shared use path on the north side of NW 25 Street from NW 37 Avenue to NW S River Drive




*Map of Project E.*

## *SR 112 Corridor Assessment and Modernization Strategy*

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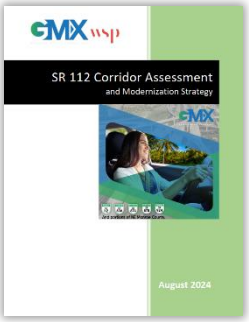
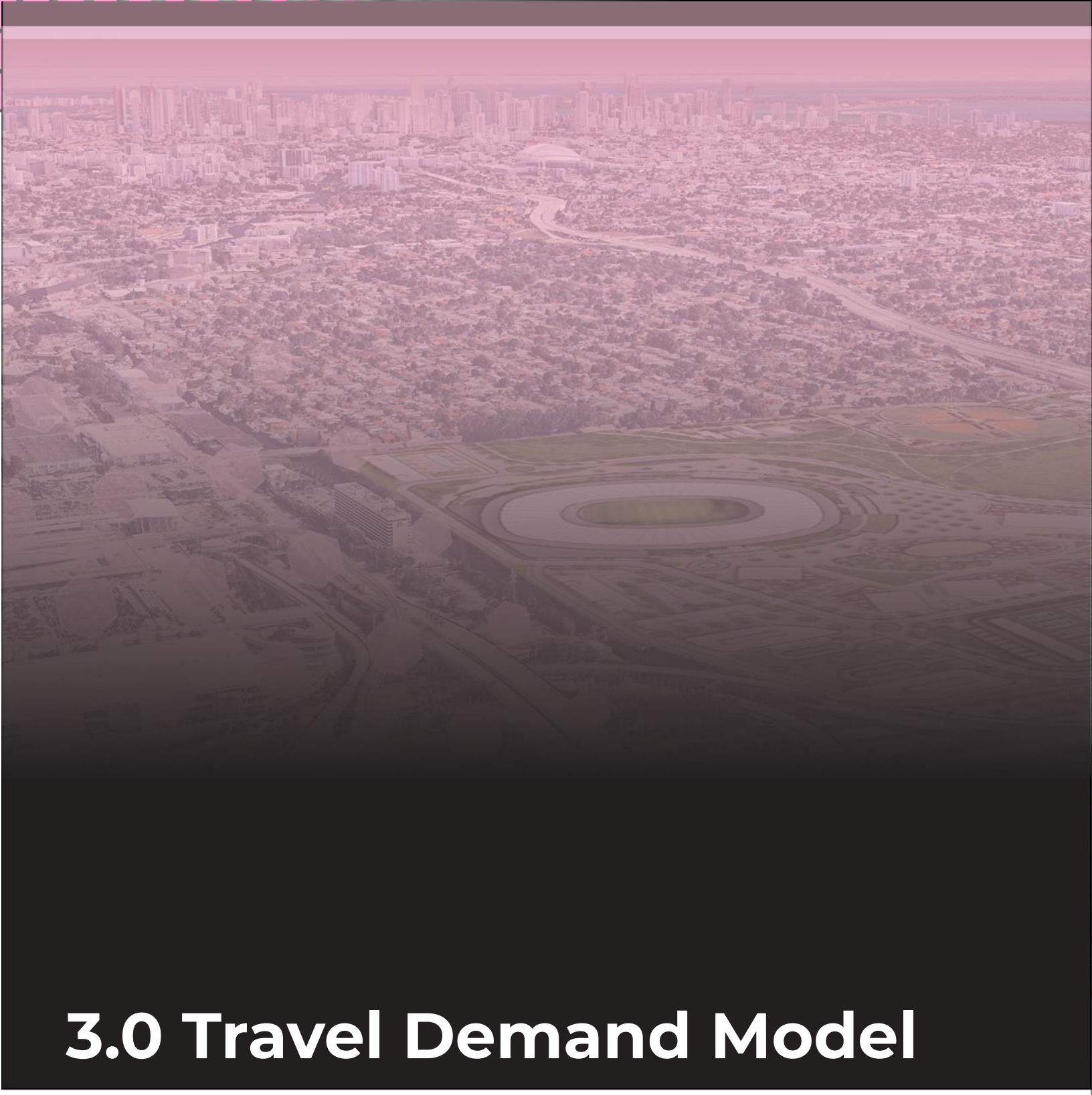
|---|---|
| **Document Title:** SR 112 Corridor Assessment and Modernization Strategy | **Document Cover:**   |
| **Agency:** Greater Miami-Expressway Agency (GMX) | |
| **Geography:** SR 112 (Central Miami-Dade County) | |
| **Document Year** 2024 | |

**Document Summary:** Developed a modernization strategy for SR 112/Airport Expressway to bring the corridor up to current design and operational standards. This report focused primarily on the modernization strategy, which provided an assessment of the roadway, structures, lighting/ITS, traffic, and safety conditions. Recommended Projects were divided into three categories: mitigation measures, short-term projects, and long-term projects.

**Key Findings:**

- The MFP development was included in the future conditions (2045) analysis when evaluating population and employment growth.
- The model reported a slight drop in 2045 volumes during the PM peak hour for the WB SR 112/Airport Expressway off-ramp to NW 36 Street when compared to existing conditions.
- The MFP development is attributed to the deterioration in traffic conditions in the WB/SB directions during AM and PM peak hours to LOS E or F.
- The report includes the following specific language about MFP:
  - An evolving consideration is the construction of Miami Freedom Park between NW 21 Street, NW 37 Avenue, NW 14 Street, and SR 953/NW 42 Avenue/LeJeune Road
  - Plans for the project have not yet been finalized. Monitoring and proving input on the impact of the project on the adjacent GMX roadways is important as plans become available
  - Long term, the access points to the new development will be very important. The figure below shows the potential travel path between westbound SR 112/Airport Expressway and MFP, based on existing information.

*Travel path between WB SR 112 and Miami Freedom Park.*



# 3.0 Travel Demand Model

# 3.0 Travel Demand Model

The travel demand model portion of the study included an assessment of the existing travel demand models prepared by the MFP traffic design team, incorporated all planned and programmed projects from the Miami-Dade TPO's 2050 LRTP, developed a subarea model to analyze multimodal impacts (e.g., traffic volumes, congestion, and accessibility), and compared results between the models developed for the MFP and for the Miami-Dade TPO.

This section documents the methodology employed and summarizes key findings, which were reviewed and revised based on feedback from GMX, FDOT District Six, the Miami-Dade DTPW, and the City of Miami.

## 3.1 Previous Travel Demand Model Review

The MFP project is being developed in multiple phases. The Major League Soccer (MLS) has the first scheduled home match at the stadium for 7:30 pm **April 4, 2026,** between Inter Miami CF and Austin FC, and full project buildout is anticipated by 2033. Access and egress for the site is proposed by the developer to be provided via three connections:

- New off-ramp from northbound SR 953/NW 42 Avenue/LeJeune Road collector-distributor (C-D) road to the northwest corner of the project (inbound access only).
- New signalized full-access street connection on NW 14 Street midway between SR 953/NW 42 Avenue/LeJeune Road and the westbound SR 836/Dolphin Expressway off-ramp to westbound NW 14 Street.
- New signalized full-access street connection located at the west leg of the existing NW 37 Avenue/Douglas Road and NW 19 Terrace intersection.

SERPM 8.522 was used for trip distribution and assignment in a previous traffic study conducted for MFP (2024 MFP Traffic Study). The 2024 MFP Traffic Study performed assessment for two analysis years: 2022 (Existing Year) and 2033 (Build-out Year). Traffic conditions were evaluated under three scenarios: Weekday "*No on Event*" Scenario, Weekday "*Gameday*" Scenario, and Weekend "*Gameday*" Scenario.

**Table 3-1** compares the number of daily trips generated by the MFP project estimated using ITE's Trip Generation Manual and SERPM 8.522. It should be noted that trips generated by the proposed City of Miami Administration Building were not included in the 2024 MFP Traffic Study. Estimates of daily trips produced in SERPM 8.522 closely match the ITE results for the MFP development.

*Table 3-1 Number of Daily Trips Estimated Using ITE and SERPM 8.522*

| Scenarios | ITE Trip Generation | SERPM 8.522 |
|---|---|---|
| Weekday "*No Game*" | 20,536 | 20,352 |
| Weekday "*Game Day*" | 37,174 | 37,000 |
| Weekend "*Game Day*" | 41,449 | 42,038 |

## 3.2 Miami-Dade TPO 2045 and 2050 LRTP Review

Miami-Dade TPO's latest 2050 LRTP was reviewed against its 2045 LRTP. **Table 3-2** was derived from the Goal Cross Reference Table in the 2050 LRTP. Miami-Dade's 2050 LRTP added a new equity goal to reflect new requirements/initiatives in the latest Federal Planning Emphasis Areas, Florida Transportation Plan and the Infrastructure Investment and Jobs Act (IIJA) of 2021. Both 2045 and 2050 LRTPs group cost feasible projects into four incremental priorities, with adopted TIP projects in Priority I (**Table 3-3**).

**Table 3-4** lists all transit and roadway cost feasible projects within the study area for the 2050 LRTP. The two highlighted DTPW projects were also listed in the 2045 LRTP cost feasible plan with the same funding priority.

*Table 3-2 LRTP Goals 2050 vs 2045*

| 2050 LRTP Goals | 2045 LRTP Goals |
|---|---|
| 1. Safe Secure and Reliable | 2. Increase the Safety of the Transportation System for All Users.<br>3. Increase the Security of the Transportation System for All Users. |
| 2. Connected | 6. Enhance the Integration and Connectivity of the System, Across and Between Modes, for People and Freight<br>7. Optimize Sound Investment Strategies for System Improvement |
| 3. Innovative | 1. Maximize Mobility Choices Systemwide<br>8. Improve and Preserve the Existing Transportation System |
| 4. Climate Resilient | 5. Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation |
| 5. Equitable | N/A |
| 6. Economically Competitive | 4. Support Economic Vitality |

*Table 3-3 Funding Priority Periods 2050 LRTP vs 2045 LRTP*

| Funding Priority | Period in 2050 LRTP | Period in 2045 LRTP |
|---|---|---|
| **Priority I** | TIP (2025-2029) and 2030 | TIP (2020-2024) and 2025 |
| **Priority II** | 2031-2035 | 2026-2030 |
| **Priority III** | 2036-2040 | 2031-2035 |
| **Priority IV** | 2041-2050 | 2036-2045 |

*Table 3-4 Cost Feasible Projects (Transit and Roadway) in 2050 LRTP*

| Project Type | Map ID | Facility | Limits From | Limits To | Description | Priority |
|---|---|---|---|---|---|---|
| **Transit Projects** | 13 | Flagler St (Route 11) | FIU Modesto Maidique Campus | Downtown Miami | Metrobus High-Capacity Corridor | Priority II |
| | 21 | Brownsville Station | Brownsville Metrorail Station | N/A | Enhance passenger and pedestrian access and circulation | Priority II |
| | 27 | 17 Ave (Route 17) | Vizcaya Metrorail Station | NW 79 St | Metrobus High-Capacity Corridor | Priority IV |
| | 29 | 36 St (Route 36) | Lincoln Rd/Washington Ave Miami Beach | LeJeune Rd (SW 42 Ave) | Metrobus High-Capacity Corridor | Priority IV |
| | 90 | SR 9/NW/SW 29 Ave | US 1 | Brownsville Metrorail Station | Future Multimodal Corridor | Partially funded |
| | 92 | SR 948/NW 36 St | Miami Intermodal Center | Florida's Turnpike | Future Multimodal Corridor | Partially funded |
| | 94 | US 27/Okeechobee Rd | Miami Intermodal Center | Florida's Turnpike | Future Multimodal Corridor | Partially funded |
| **FDOT Non-SIS Road Projects** | 13 | SR 969/NW 72 Ave | SR 948/NW 36 St | N/A | Intersection Improvement | Priority I |
| | 26 | SR 953/NW 42 Ave with SR 948/NW 36 St and SR 25/US 27/Okeechobee Rd | Terminus of SR 112/Airport Expy | Connections to SR 953/NW 42 Ave/LeJeune Rd, SR 948/NW 36 St and SR 25/US 27 | Ultimate improvement for the "*Iron Triangle*" | Priority I |
| **DTPW Roadway Projects** | 17 | NW 37 Ave | NW 36 St | NW 79 St | Widen from 2 to 5 lanes | Priority I |
| | 79 | US 27/Okeechobee Rd | NW 42 Ave (LeJeune Rd) | N/A | Improve access at intersection; Iron Triangle | Priority III |
| | 81 | NW 7 St (Luis Sabines Way) | NW 79 Ave | NW 72 Ave (Milam Dairy Rd) | Widen from 2 to 4 lanes and Reconstruct (Construct new 4-lane roadway under SR 826) | Priority IV |

## 3.3 Evaluation & Application of Current Demand Model

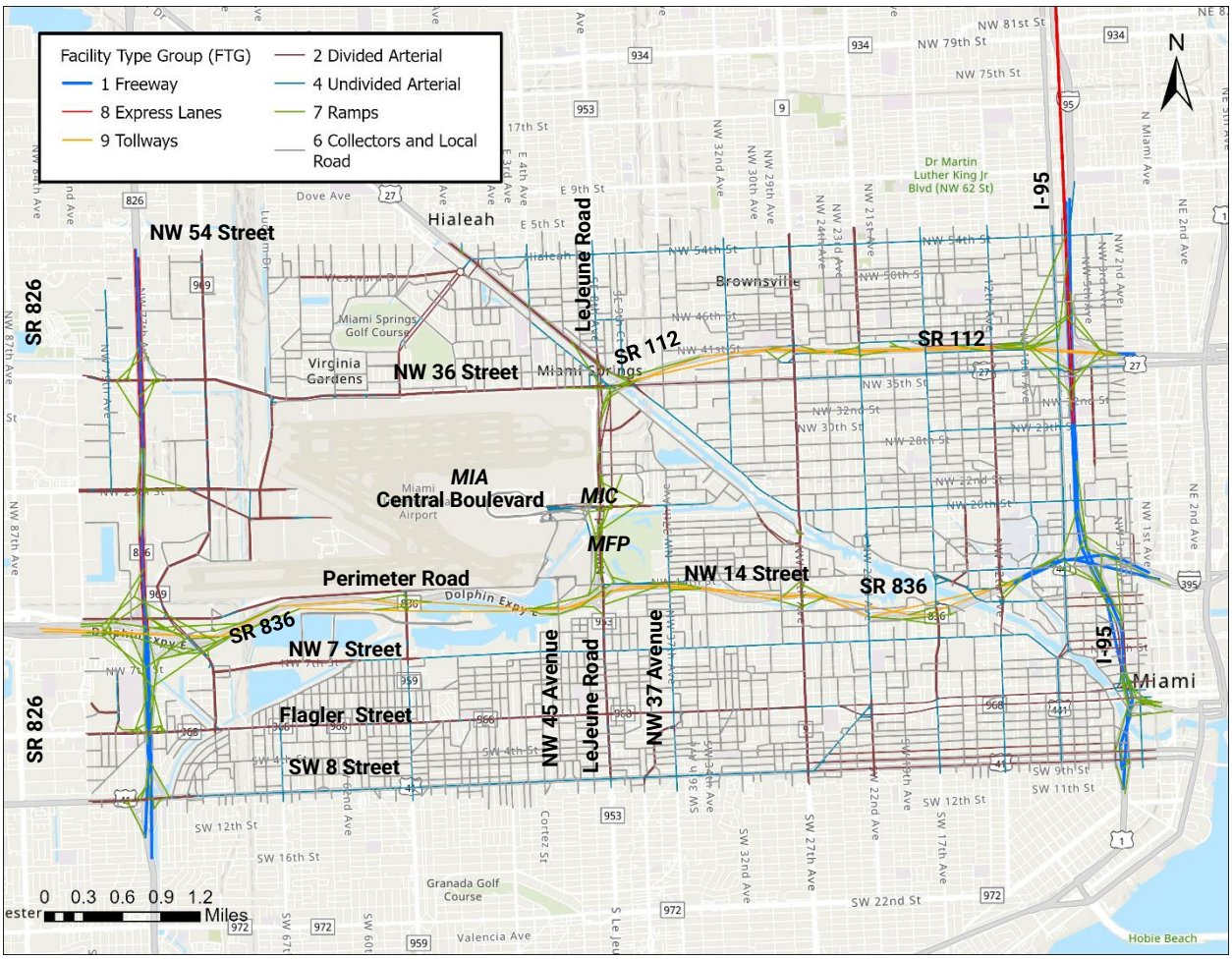
This *Miami Freedom Park Connectivity and Accessibility Study* used the latest version SERPM adopted in June 2025. SERPM version 9.51 (SERPM 9.51) is an Activity-Based Model (ABM) with 2020 as the base year and 2050 as the future year. It is used for regional transportation analysis in forecasting and evaluating future travel demand in Miami-Dade, Broward, and Palm Beach counties. SERPM 9.51 was utilized for this study following the guidance on project level model assessment in the *2024 FDOT Project Traffic Forecasting Handbook*.

The model was developed to support the updates of the 2050 LRTP for the Miami-Dade TPO, Broward MPO, and Palm Beach MPO. The model was validated to the base year conditions for 2020 (using 2019 traffic) at the regional level. A subarea level validation was performed for this study as discussed in the following section of the memorandum.

### SERPM 9.51 Subarea Validation

A subarea model validation of the 2020 base scenario was performed before the model was used for traffic forecasting. To be consistent with the regional level model validation and to reflect normal traffic conditions not impacted by the COVID-19 pandemic, 2019 Average Annual Daily Traffic (AADT) volumes were used instead of 2020 AADTs for model validation. **Figure 3-1** depicts the subarea, which was determined during the Project Working Group (PWG) meeting held on July 9, 2025. The subarea is bounded by I-95 to the east, US 41/SW 8 Street/Tamiami Trail to the south, SR 826/Palmetto Expressway to the west, and NW 54 Street to the north.

*Figure 3-1 SERPM 9.51 Subarea Model Network for Study Area*




The objective of the subarea validation effort is to verify that the 2020 model network and socioeconomic data are properly represented in the base year and that the model outputs within the subarea reflect the observed conditions within the study area as well.

The accuracy of model volumes was evaluated by comparing them with observed traffic counts. Two measures were used in this evaluation: percent root mean square error (RMSE) by volume groups, and the ratio of the model volume to the observed traffic count (volume-over-count) ratio by facility type.

The percent RMSE was used to assess the overall model fit. All model links with counts were included in the analysis of regionwide percent RMSE. Percent RMSE is commonly used to measure dispersion in statistics. RMSE quantifies the average difference between predicted values (model volumes) and actual values (observed counts). A lower RMSE value indicates better model fit and higher accuracy in predictions. **Table 3-5** presents the regionwide percent RMSE by volume group and preferred value ranges. Percent error standards typically allow larger percent errors for low-volume groups and smaller percent errors for high-volume groups.

*Table 3-5 Regionwide Model Accuracy Percent RMSE*

| Volume Range, Vehicles Per Day | Standards | |
|---|---|---|
| | Allowable RMSE Range | SERPM 9.51 RMSE (%) |
| Less Than 5,000 | 45 - 55% | 100% |
| 5,000-10,000 | 35 - 45% | 68% |
| 10,000-20,000 | 27 - 35% | 40% |
| 20,000-30,000 | 24 - 27% | 29% |
| 30,000-40,000 | 22 - 24% | 27% |
| 40,000-50,000 | 20 - 22% | 33% |
| 50,000-60,000 | 18 - 20% | 31% |
| 60,000-70,000 | 17 - 18% | 28% |
| 70,000-80,000 | 16 - 17% | 27% |
| 80,000-90,000 | 15 - 16% | 26% |
| 90,000-100,000 | 14 – 15% | 14% |
| 100,000-500,000 | LT 14% | 20% |
| Regionwide | 32 - 39% | 46% |

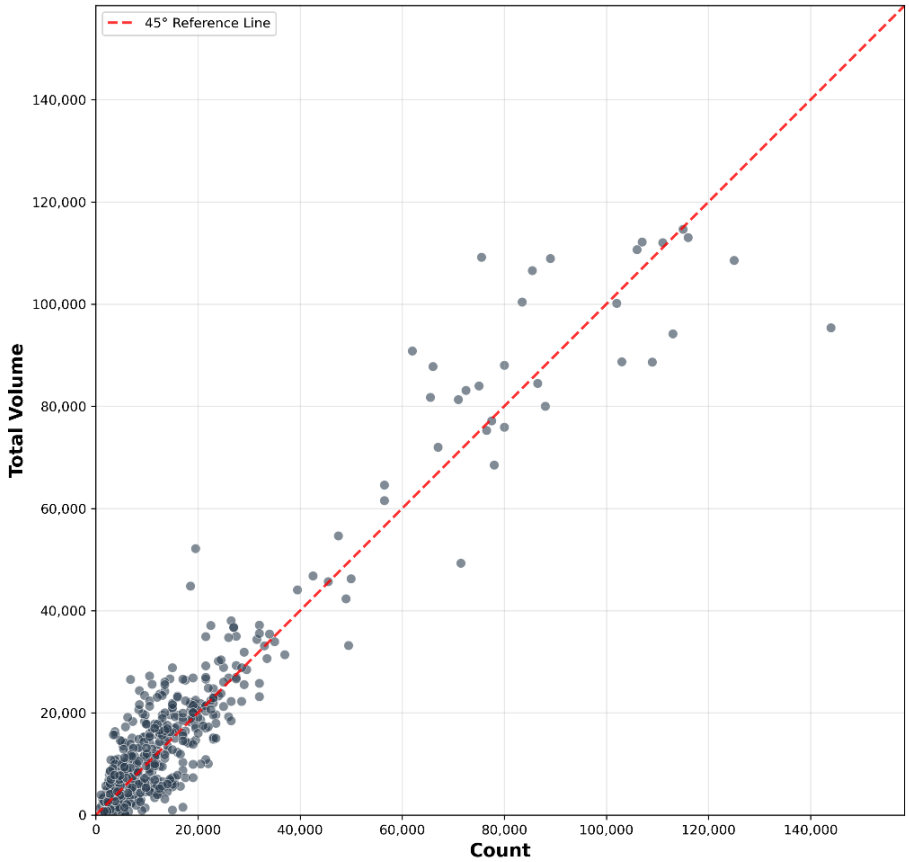
The volume-to-count ratio was used to assess the accuracy of model estimates in the subarea. The volume-to-count ratio was calculated for each model link in the subarea by dividing its model volume by the observed traffic count. A model volume is considered a good estimate if the volume-to-count ratio is close to one (1). Volume-to-count ratios that are significantly greater than one (1) suggest overestimation, while volume-to-count ratios that are much lower than one (1) suggest underestimation. Volume-to-count ratios by facility type are summarized in **Table 3-6**. Based on the project-level model accuracy assessment standards shown in *Table 4-3, 2024 FDOT Project Traffic Forecasting Handbook*, original volume-to-count ratios by facility type are all out of acceptable ranges.

To improve subarea validation results, network coding in terms of directionality and connectivity were reviewed; facility types and area types were checked; routing parameters such as turn penalties and the speed attribute were adjusted. Volume-to-count ratios improved significantly after the revision and all resulting volume-to-count ratios (**Table 3-6**) are within the preferable ranges. In addition, differences between model volumes and traffic counts were reviewed visually using scatter plots (**Figure 3-2**).

*Table 3-6 Volume-Over-Count Ratios*

| Facility Type Groups | Standards | | SERPM 9.51 Results | |
|---|---|---|---|---|
| | Acceptable | Preferable | Original | Validated |
| Freeway Volume-over-Count | +/- 6% | +/- 5% | 13% | 1% |
| Divided Arterial Volume-over-Count | +/- 10% | +/- 7% | 16% | 5% |
| Undivided Arterial Volume-over-Count | +/- 10% | +/- 7% | -19% | 2% |
| Collector Volume-over-Count | +/- 15% | +/- 10% | -47% | 0% |

*Figure 3-2 Comparison of Subarea Model Volumes*




The final volume-to-count ratios and percent RMSE demonstrate that the refined 2020 subarea model can generate traffic volumes that closely match the base year traffic counts. This subarea validation process ensures that the model is reliable and can be used to forecast traffic volumes with reasonable accuracy. The base year model adjustments will be incorporated into the future year model scenarios. Development efforts of future model scenarios involved reviewing 2050 socioeconomic data and highway network to accurately reflect future conditions.

## Scenario Development

The 2020 subarea scenario was first generated based on subarea level validation results of the 2020 base scenario. The same base year model adjustments were applied to the 2050 base year network to develop the network for the 2050 subarea scenario. The 2033 subarea scenario was developed by interpolation using inputs from the 2020 and 2050 subarea models. A weekend-to-weekday traffic ratio was developed based on a variety of data sources to convert the 2050 weekday scenario into the 2050 weekend scenario. The 2033 weekend scenario was generated by applying the same weekend-to-weekday traffic ratio to the 2033 weekday scenario.

Model network and socio-economic data were adjusted to represent the Weekday "*No Game*," Weekday "*Gameday*," and Weekend "*Gameday*" Scenarios. These inputs were combined with the 2050 weekday and weekend model scenarios to develop three 2050 scenarios:

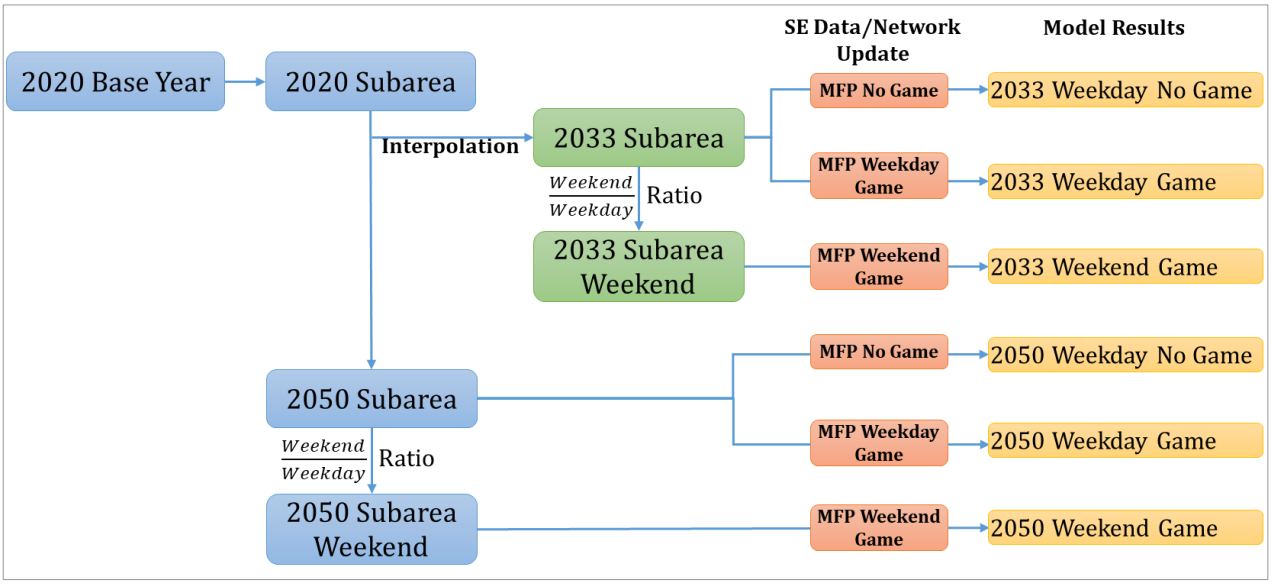
- 2050 Weekday "*No Game*"
- 2050 Weekday "*Gameday*"
- 2050 Weekend "*Gameday*"

The trips generated by the MFP site development were identified using the model select link analysis for all access links to the MFP. These identified MFP trips were then applied to the 2033 weekday and weekend models, resulting in three corresponding future 2033 scenarios.

- 2033 Weekday "*No Game*"
- 2033 Weekday "*Gameday*"
- 2033 Weekend "*Gameday*"

**Figure 3-3** illustrates the development process for the six future scenarios.

*Figure 3-3 Scenario Development Flow Chart*



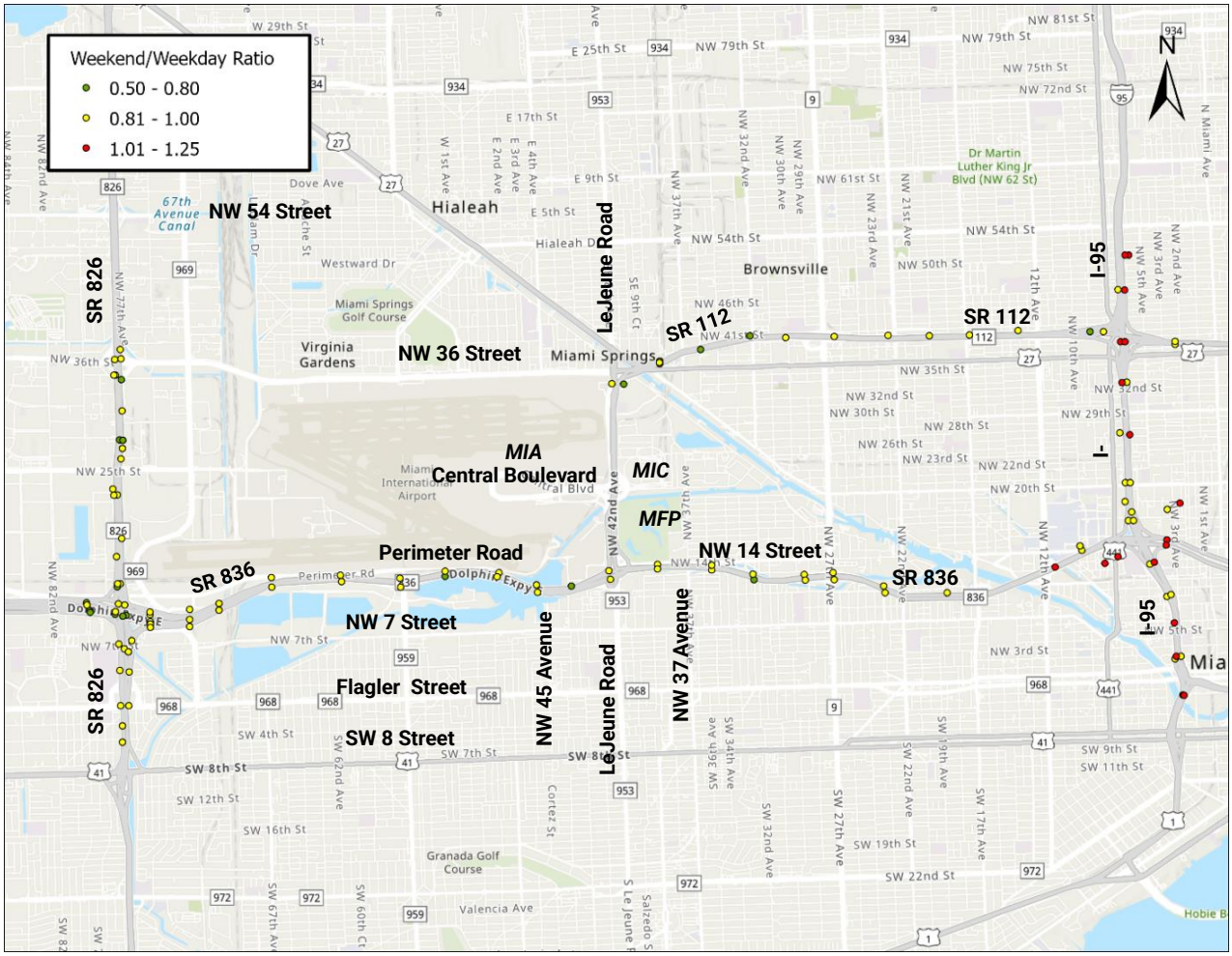
## Weekend-to-Weekday Traffic Ratio

As the soccer games are scheduled on both weekdays and weekends, a conversion ratio was developed to adjust the general SERPM 9.51 model volumes to represent weekend conditions. The conversion ratio, reflecting the relationship between weekday and weekend daily traffic volumes, was estimated based on data collected from multiple sources, such as:

## Intelligent Transportation System (ITS) Detectors

ITS detector data was downloaded from the Regional Integrated Transportation Information System (RITIS) for 216 detectors near the study area. **Figure 3-4** shows the detectors' locations and the weekend/weekday ratio for daily traffic. Detector data was collected from January 1, 2024, to December 31, 2024, and was averaged by hour. Weekday and weekend daily traffic was then calculated for each location. The weekend-to-weekday ratio for the total daily traffic at all locations is 0.90.

*Figure 3-4 ITS Detectors for Weekend-to-Weekday Traffic Ratio Check*



## Replica Data

The most recent weekday and weekend trips data from Replica[1], a commercial transportation "*big data*" vendor, was reviewed for major sports facilities, including Chase Stadium (Broward County), Kaseya Center (Miami-Dade County), and LoanDepot Park (Miami-Dade County). The Replica datasets reflect typical weekday and weekend origin-destination trips at census block level in Spring 2024 and Fall 2024. This analysis only includes trips with one trip end at any of these three major sport facilities. The estimated weekend-to-weekday ratio is 0.87.

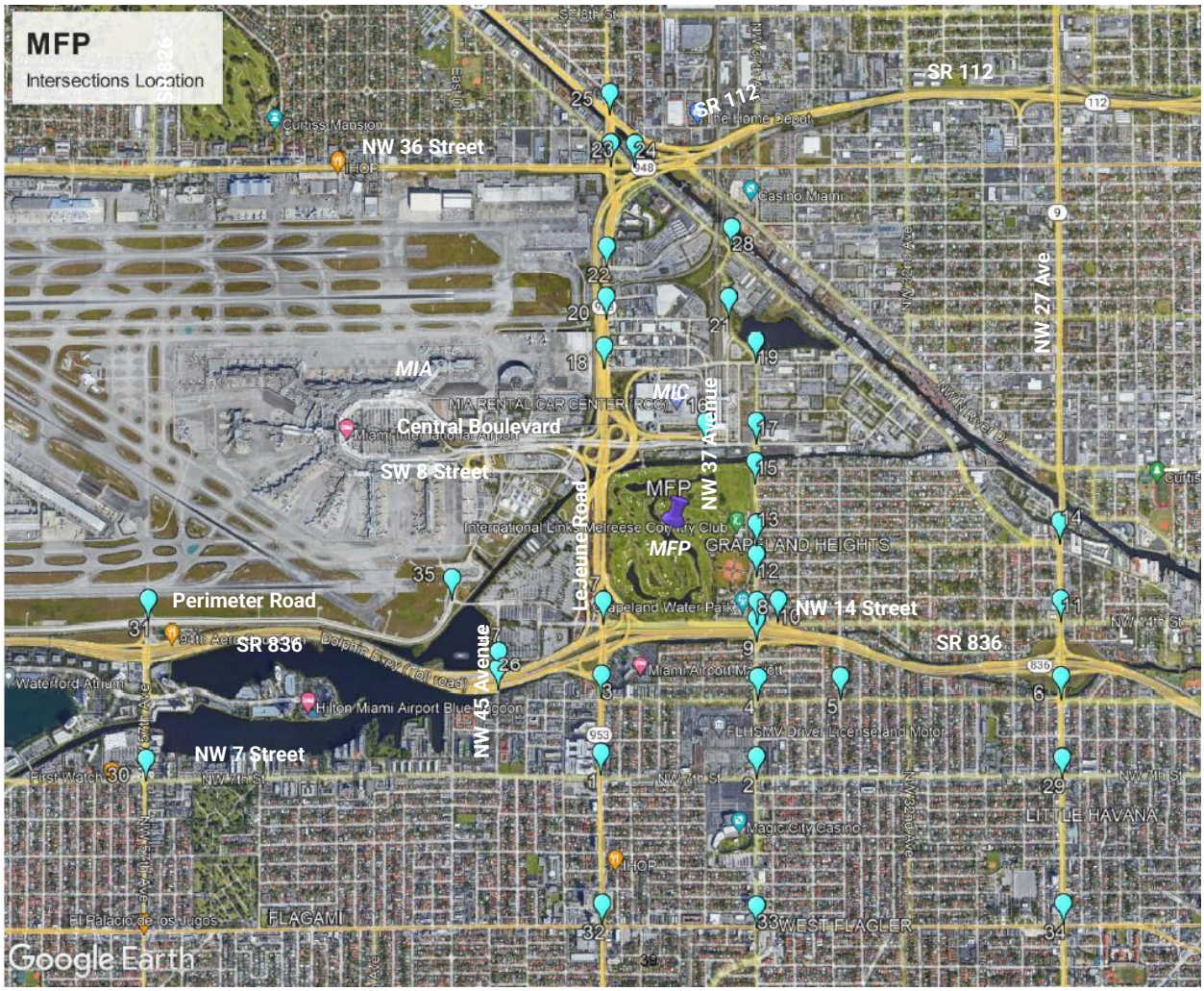
## Turning Movement Counts (TMC) from the 2024 MFP Traffic Study

The 2024 MFP Traffic Study collected turning movement counts at 35 intersections on both weekday gamedays and Saturday gamedays. TMC data collection locations are presented in **Figure 5**. TMCs for weekday gameday were collected during 5:00 PM - 8:00 PM and 10:00 PM - 11:00 PM. TMCs for Saturday gameday were collected during 6:00 PM - 8:00 PM and 10:00 PM - 11:00 PM. For each intersection, the analysis compared its total traffic volume (all approaches) on weekdays and Saturdays during 6:00 PM - 8:00 PM and 10:00 PM - 11:00 PM. The calculated weekend-to-weekday ratios range from 0.71 to 1.03. The weekend-to-weekday ratio for all locations is 0.92.

The three weekend-to-weekday ratios estimated based on ITS detectors, Replica data, and TMCs are very close (0.90, 0.87 and 0.92). Thus, this study recommends using an areawide weekend-to-weekday ratio of 0.90 to convert SERPM 9.51 model volumes to represent weekend conditions.

[1] https://www.replicahq.com/

*Figure 3-5 TMC Data Collection Locations*



## Socioeconomic Data and Model Network Modification

The MFP project is proposing a mixed-use development that incorporates the soccer village, a hotel, a park, office space, and soccer fields. Traffic Analysis Zones (TAZ) 5797 and 5798 were reassigned to the project location to present the trip generation and distribution associated with the MFP development. Model network and socioeconomic (SE) inputs were subsequently adjusted accordingly for relevant analysis scenarios.

To maintain consistency with the 2024 MFP Traffic Study, the employment data was updated for the following employment categories: Retail Activity, Professional and Business Services, Amusement Services, and Hotels and Motels. These employment categories were selected as the most appropriate for representing anticipated job growth from the MFP and Soccer Village development. To reflect new trips generated from and to the City of Miami Administration Building, employment for Personal Services Office Based and State and Local Government were also increased. **Table 3-7** summarizes the modifications in employment data for the different scenarios.

**Table 3-8** summarizes the number of daily trips generated by the MFP development under each scenario in SERPM 9.51. Forecasts include 3,642 trips generated by the City of Miami Administration Building for weekday conditions.

*Table 3-7 Newly Added Employment by Scenario*

| Model Scenario | | Weekday No Game | | Weekday Gameday | | Weekend Gameday | |
|---|---|---|---|---|---|---|---|
| Employment Category | Description | TAZs | | TAZs | | TAZs | |
| | | 5797 | 5798 | 5797 | 5798 | 5797 | 5798 |
| emp_retail | Retail Activity | 585 | 1,187 | 383 | 1,911 | 900 | 1,845 |
| emp_prof_bus_svcs | Professional and Business Services | 375 | 761 | 235 | 1,176 | 580 | 1,134 |
| emp_personal_svcs_office | Personal Services Office Based | 600 | | 600 | | | |
| emp_amusement | Amusement Services | | | 1,150 | | 1,150 | |
| emp_hotel | Hotels and Motels | 113 | 228 | 66 | 330 | 150 | 320 |
| emp_state_local_gov_en | State and Local Government | 1,500 | | 1,500 | | | |
| Total Employment | | 3,173 | 2,176 | 3,934 | 3,417 | 2,780 | 3,299 |

*Table 3-8 Number of Daily Trips Estimated Using SERPM 9.51*

| Scenarios | Total Daily Trips |
|---|---|
| Weekday "***No Game***" | 25,288 |
| Weekday "***Game Day***" | 40,388 |
| Weekend "***Game Day***" | 40,405 |

# 3.4 Model Results

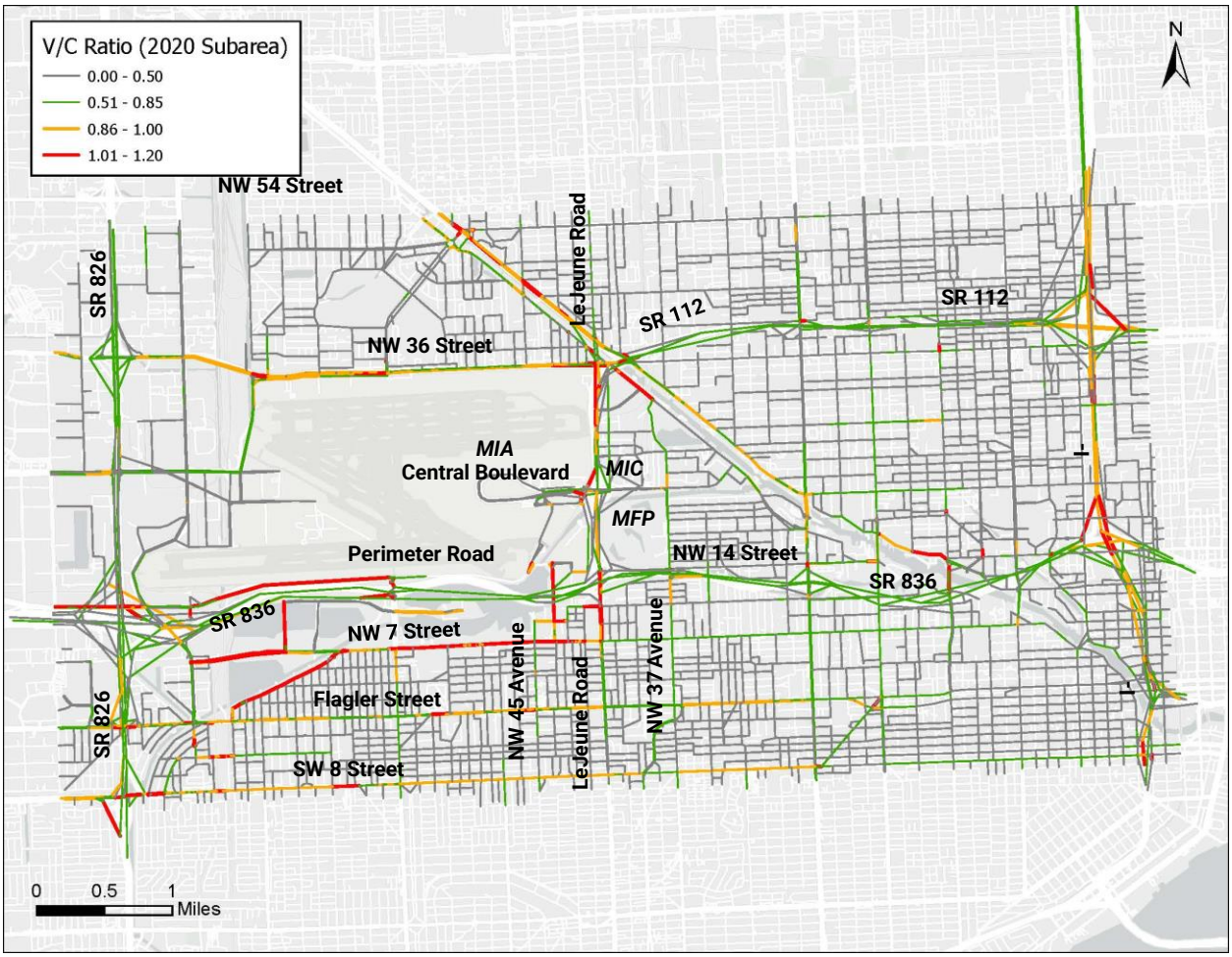
## Model Scenarios

This section presents model results in terms of volume-over-capacity (V/C) ratios on a daily basis for existing conditions (2020), buildout scenarios (2033), and future scenarios (2050). The V/C ratio is a key metric showing how much traffic volume a road carries daily compared to its maximum flow (capacity). A ratio over 1.0 means that volumes (demand) exceed capacity, resulting in congestion. A V/C ratio below 1.0 generally demonstrates good flow. The V/C ratio can assist in assessing congestion (Level of Service), and plan infrastructure

### *Existing Conditions (2020)*

**Figure 3-6** shows links with V/C ratios under the existing (2020) conditions. Existing V/C ratios on most local roads with lower traffic volumes fall below 0.5. Major arterials and freeways show V/C ratios above 0.85 with some exceeding 1.0.

*Figure 3-6 2020 Subarea V/C Ratios*

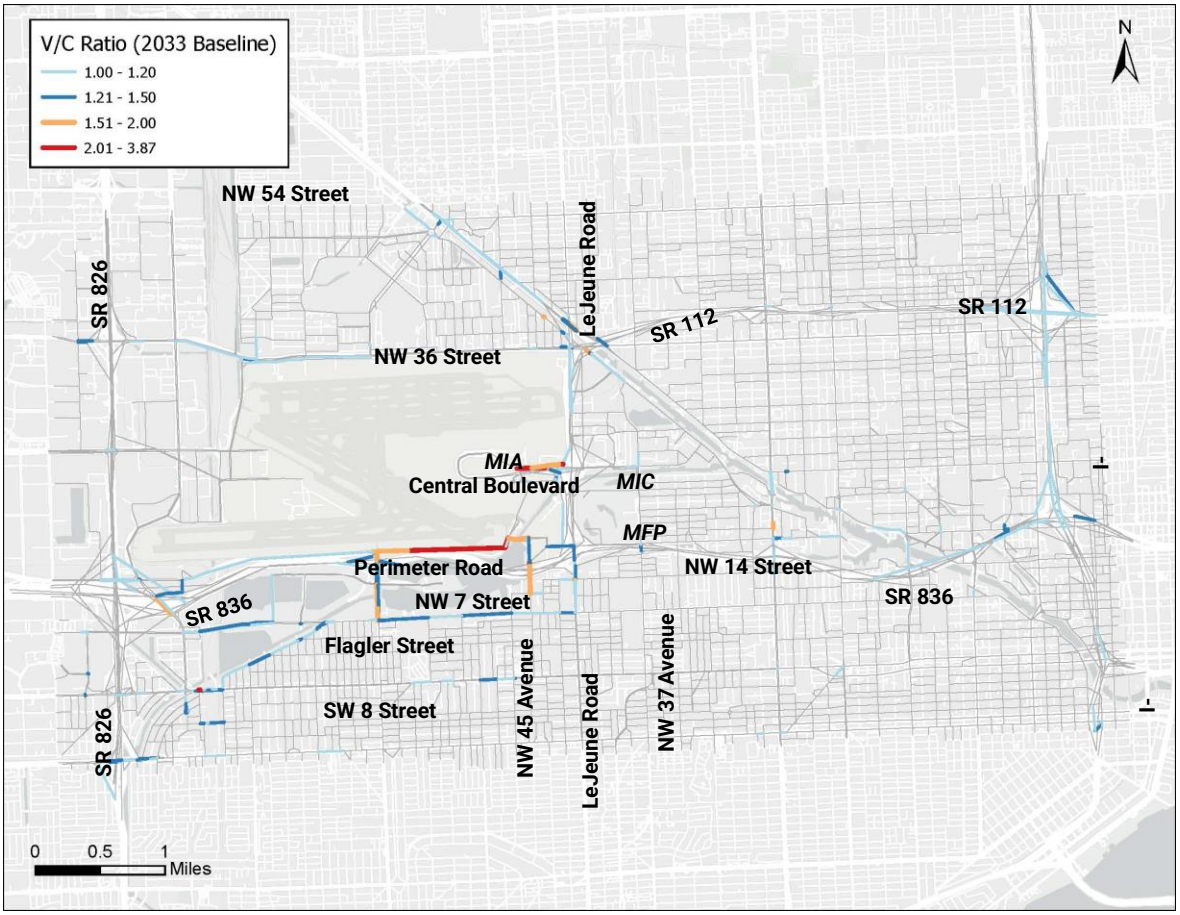


Road segments within the study area exhibiting higher V/C ratios and resulting traffic congestion include I-95, SR 948/NW 36 Street west of SR 112/Airport Expressway, US 27/SR 25/Okeechobee Road northwest of SR 112/Airport Expressway, SR 953/NW 42 Avenue/LeJeune Road from US 27/SR 25/Okeechobee Road south to NW 7 Street, and NW 7 Street from SR 953/NW 42 Avenue/LeJeune Road west to NW 72 Avenue/Milam Dairy Road.

## *2033 Baseline Scenario*

The 2033 Baseline Scenario without the MFP in place was generated through interpolation of the 2020 and 2050 baseline models to reflect conditions without the MFP development. All links with a V/C ratio of at least 1.0 were selected and are presented in **Figure 3-7**. The roadway segments with the highest V/C ratios include Central Boulevard at the airport, NW 22 Street, NW 21 Street, as well as NW 45 Avenue and Perimeter Road west of SR 959/NW 57 Avenue/Red Road. in the vicinity of MIA. In addition, NW 7 Street, Tamiami Canal Road, SR 968/W Flagler Street, and US 41/SW 8 Street/Tamiami Trail also carry high V/C ratios.

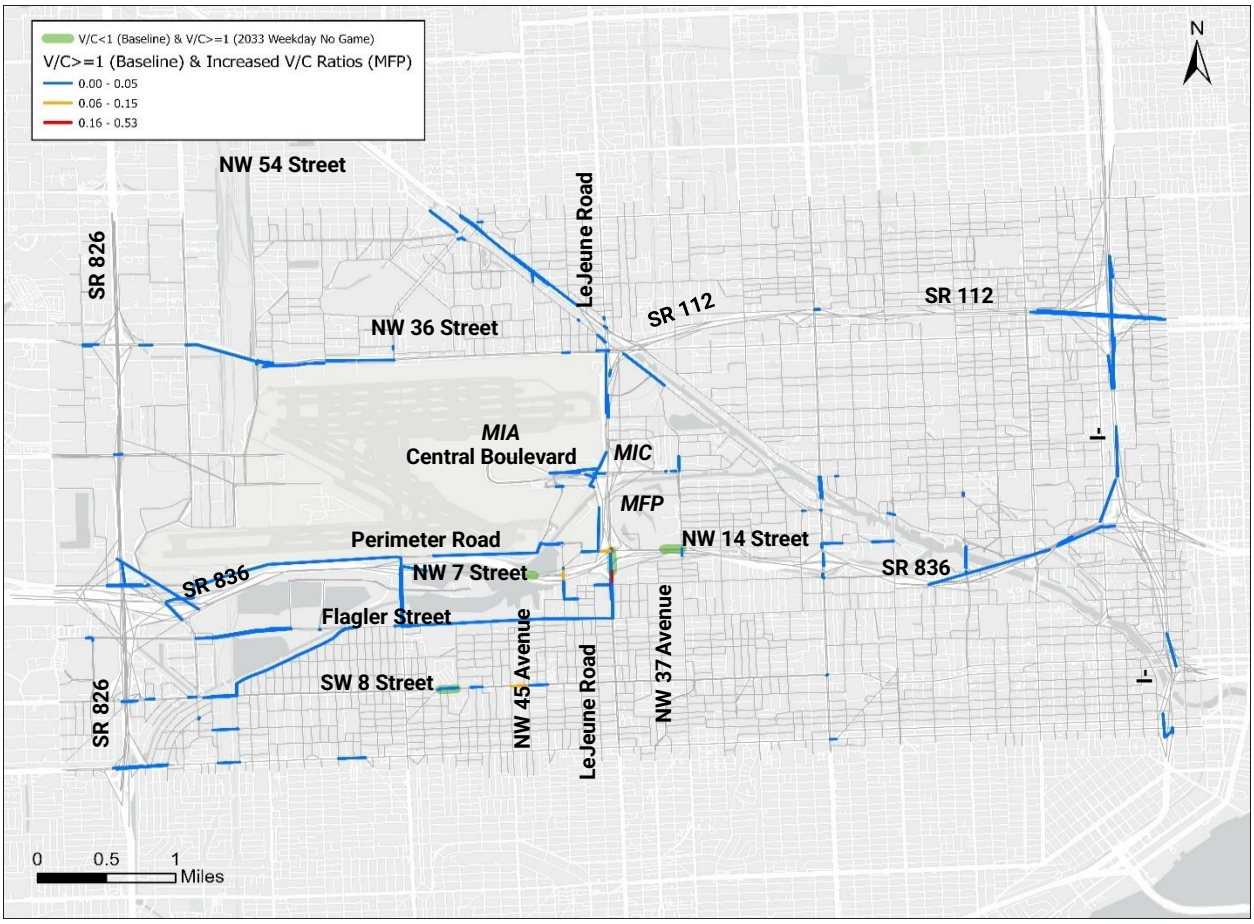
*Figure 3-7 2033 Baseline V/C Ratios*



## *2033 MFP Development Scenarios*

Three 2033 scenarios reflecting the proposed MFP development were evaluated: 2033 Weekday "*No Game*," 2033 Weekday "*Game*," and 2033 Weekend "*Game*." The V/C ratios from these scenarios were compared against the 2033 Baseline results. **Figures 3-8** through **3-10** illustrate the V/C increases for each of the three scenarios relative to the 2033 Baseline Scenario. **Figure 3-8** shows increased V/C ratios for the 2033 Weekday "*No Game*" Scenario compared with the 2033 Baseline Scenario, with the magnitude of the increase represented by color and line width and the widest line width shaded in green highlighting links whose V/C ratios increased from below 1.0 under the 2033 Baseline Scenario to 1.0 or higher under the corresponding 2033 scenario with MFP.

*Figure 3-8 2033 Weekday No Game V/C Ratios Relative to the 2033 Baseline*




The roadway segments with the V/C ratios from below 1.0 to above 1.0 SR 953/NW 42 Avenue/LeJeune Road south of SR 836/Dolphin Expressway and the eastern segment of NW 14 Avenue. There are many segments which show a small incremental worsening of the V/C ratio including US 27/SR 25/Okeechobee Road, SR 948/NW 36 Street, parts of SR 953/NW 42 Avenue/LeJeune Road, Perimeter Road, SR 968/Flagler Street west of SR 953/NW 42 Avenue/LeJeune Road, parts of I-95 and the eastern segment of SR 836/Dolphin Expressway.

**Figure 3-9** shows increased V/C ratios for the 2033 Weekday "*Gameday*" Scenario in comparison to the 2033 Baseline Scenario, focused on I-95 and the sector near and west of the site. The most notable V/C ratio increases were observed on parts of northern SR 953/NW 42 Avenue/LeJeune Road, NW 14 Street, and roadway segments within the development site. Other segments showing a slight worsening in V/C ratios are very similar to those in **Figure 3-8**.

*Figure 3-9 2033 Weekday Gameday V/C Ratios Relative to the 2033 Baseline*

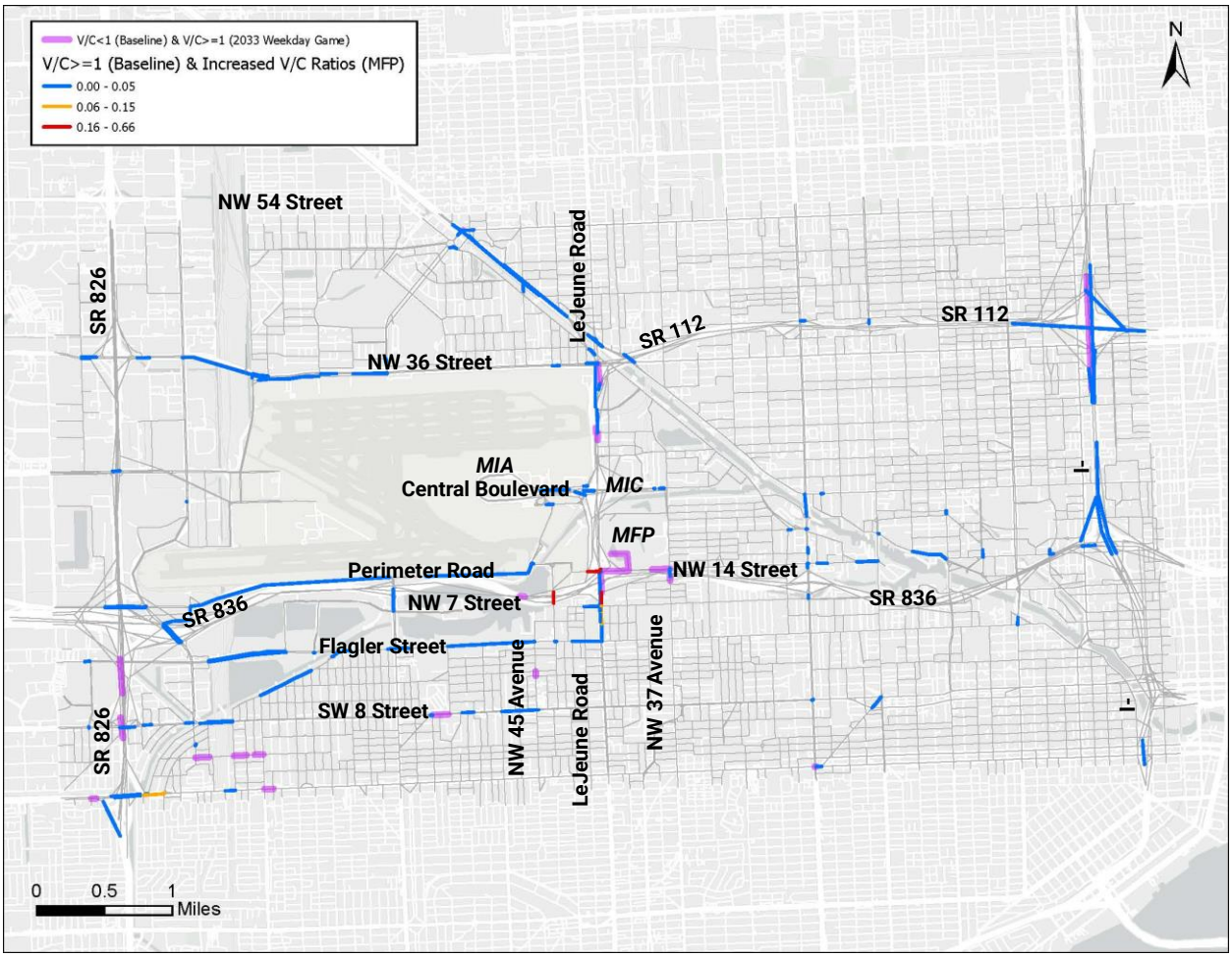


**Figure 3-10** shows increased V/C ratios for the 2033 Weekend "*Gameday*" Scenario compared with the 2033 Baseline Scenario. Overall traffic volumes are lower under the weekend scenario and as a result, the only segments showing a worsening of V/C ratios compared to the 2033 Baseline Scenario are in proximity to the south side of the MFP site, and most of these show a change from a V/C ratio below 1.0 to a ratio above 1.0. These segments include parts of NW 14 Avenue, SR 953/NW 42 Avenue/LeJeune Road south of SR 836/Dolphin Expressway, and certain site road segments.

*Figure 3-10 2033 Weekend Gameday V/C Ratios Relative to the 2033 Baseline*

*2050 MFP Development Scenarios*

Similarly, four scenarios were assessed for forecast year 2050. **Figures 3-11** through **Figure 3-14** show assessment results for the 2050 Baseline Scenario, the 2050 Weekday "*No Game*" Scenario, the 2050 Weekday "*Game*" Scenario, and the 2050 Weekend "*Game*" Scenario, respectively.

**Figure 3-11** shows the V/C ratio for 2050 Baseline Scenario. All links with a V/C ratio of at least 1.0 were presented in colored lines. The 2033 Baseline Scenario without the MFP in place was generated through interpolation of the 2020 and 2050 baseline models to reflect conditions without the MFP development. The roadway segments with the highest V/C ratios include Central Boulevard at the airport, NW 22 Street, NW 21 Street, as well as NW 45 Avenue and Perimeter Road west of SR 959/NW 57 Avenue/Red Road in the vicinity of MIA. In addition, NW 7 Street, Tamiami Canal Road, SR 968/W Flagler Street, and US 41/SW 8 Street/Tamiami Trail also carry high V/C ratios. It is noted that the 2050 V/C ratio results are similar in coverage to those in **Figure 3-7** for the 2033 Baseline Scenario. This observation indicates that while there is a worsening in actual V/C ratios from 2033 to 2050, the changed ratios fall within the range limits of the map color coding.

*Figure 3-11 2050 Baseline V/C Ratios*

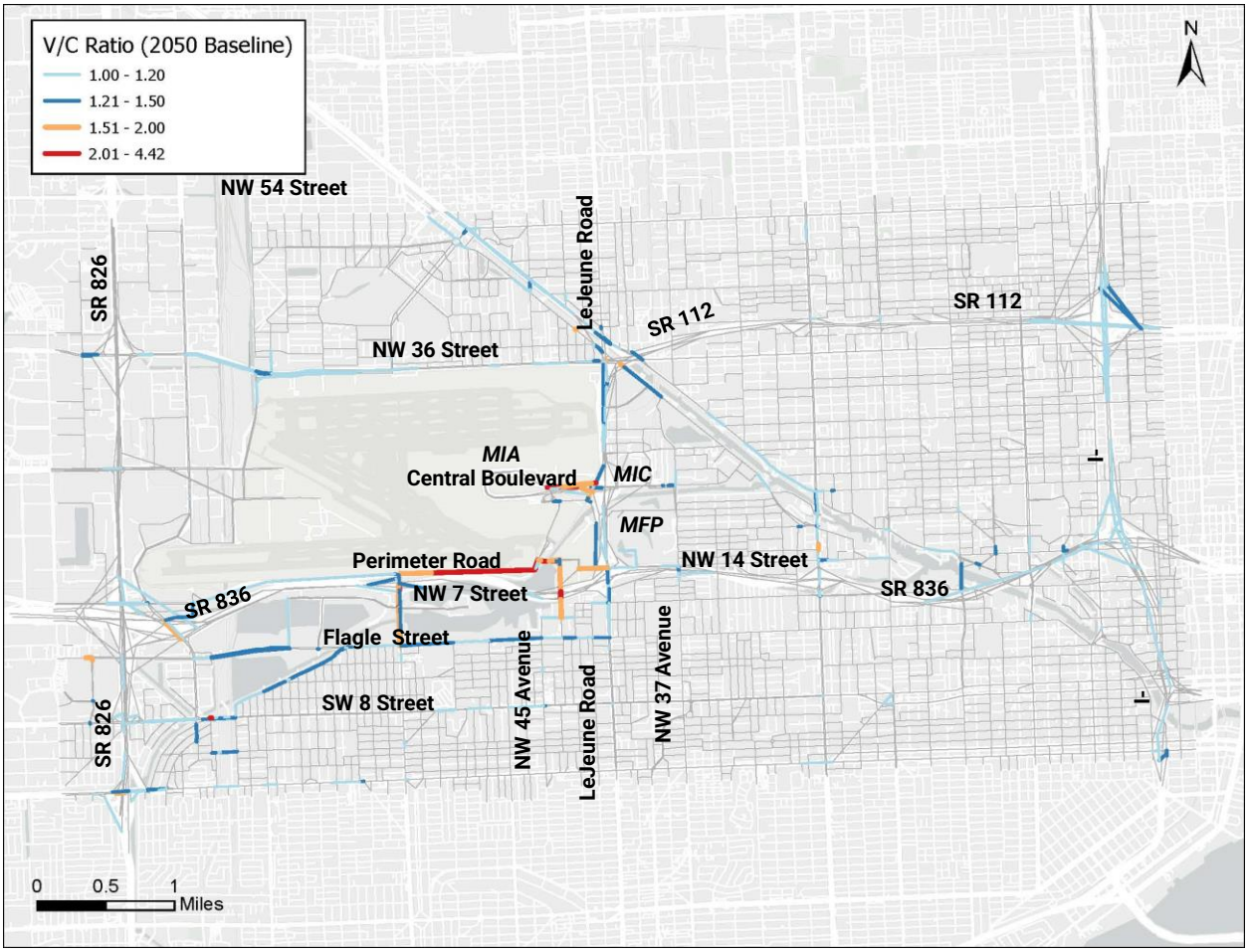


**Figure 3-12** shows the V/C ratio for 2050 Weekday *"No Game"* Scenario in comparison to the 2050 Baseline Scenario. The roadway segments with the highest V/C ratios include Central Boulevard at the airport, NW 22 Street, NW 21 Street, as well as NW 45 Avenue and Perimeter Road west of SR 959/NW 57 Avenue/Red Road. The most significant change is observed on SR 953/NW 42 Avenue/LeJeune Road. The V/C ratios increased for many roadway segments, including Perimeter Road, NW 22 Street, NW 7 Street, Tamiami Canal Road, SR 968/W Flagler Street, US 41/SW 8 Street/Tamiami Trail, SR 948/NW 36 Street, US-27/SR 25/Okeechobee Road, SR 9/NW 27 Avenue, SR 836/Dolphin Expressway, and I-95.

In addition, parts of NW 7 Street, SR 968/W Flagler Street, and US 41/SW 8 Street/Tamiami Trail also carry high V/C ratios. There are two additional segments in proximity to the south border of the MFP site that worsen from a V/C ratio below 1.0 to a V/C ratio above 1.0. It is noted that the V/C ratio for the 2050 Weekday "*Game Day*" Scenario results are similar in coverage to those in **Figure 3-8** for the 2050 Baseline Scenario but with some expansion of segments with worsened V/C ratios. This observation indicates that while there is a worsening in actual baseline V/C ratios from 2033 to 2050, this scenario incrementally worsens V/C ratios on some segments.

*Figure 3-12 2050 Weekday No Game V/C Ratios Relative to the 2050 Baseline*

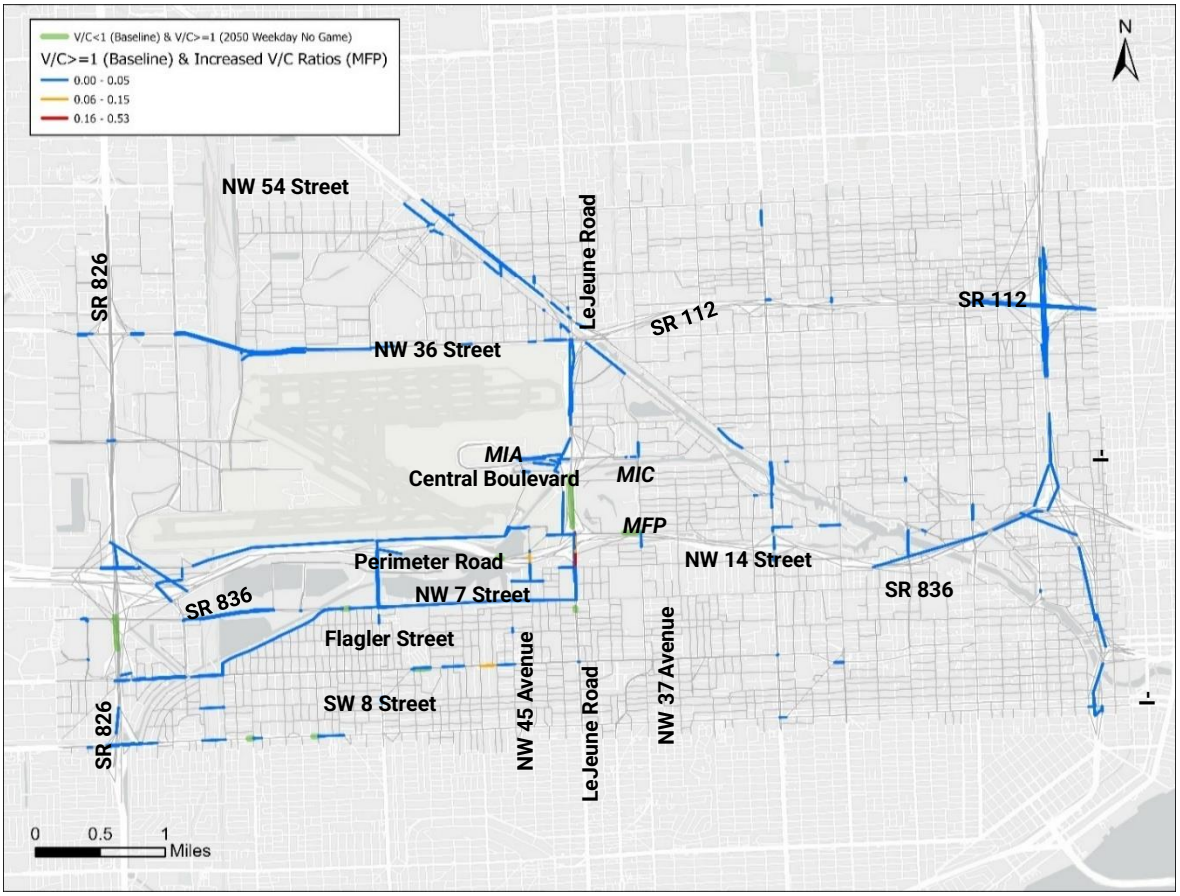


**Figure 3-13** shows increased V/C ratios for the 2050 Weekday Gameday Scenario compared with the 2050 Baseline Scenario, with incremental V/C ratios focused on I-95 and the sector near and west of the site. The most significant changes are observed on SR 953/NW 42 Avenue/LeJeune Road and NW 45 Avenue. Although the segments with V/C increases are similar to those in **Figure 3-9**, a greater number of roadway segments experienced V/C increases from below 1.0 to 1.0 or higher under the 2050 Weekday "*Gameday*" Scenario occur in proximity to the south side of the MFP site.

*Figure 3-13 2050 Weekday Gameday V/C Ratios Relative to the 2050 Baseline*

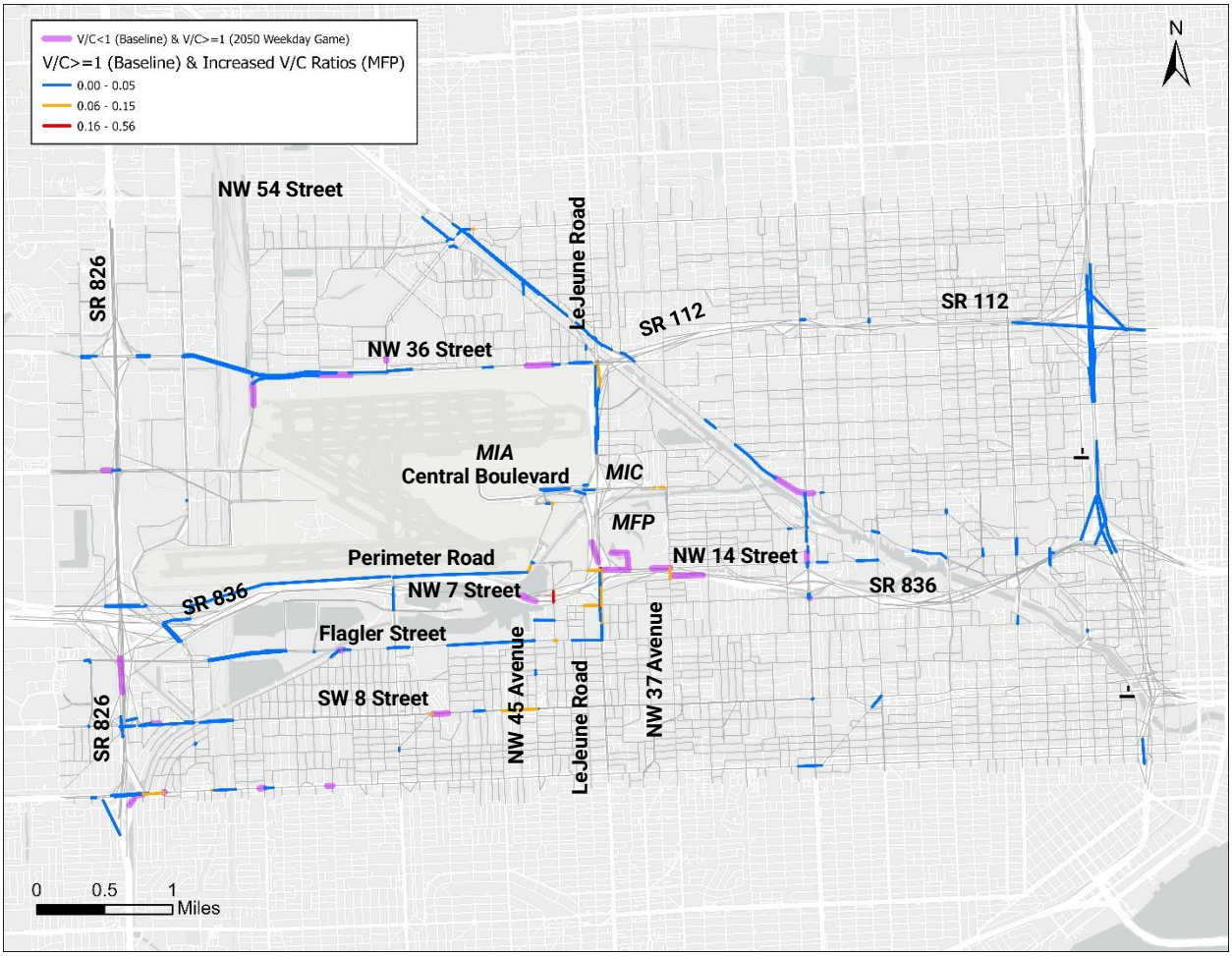
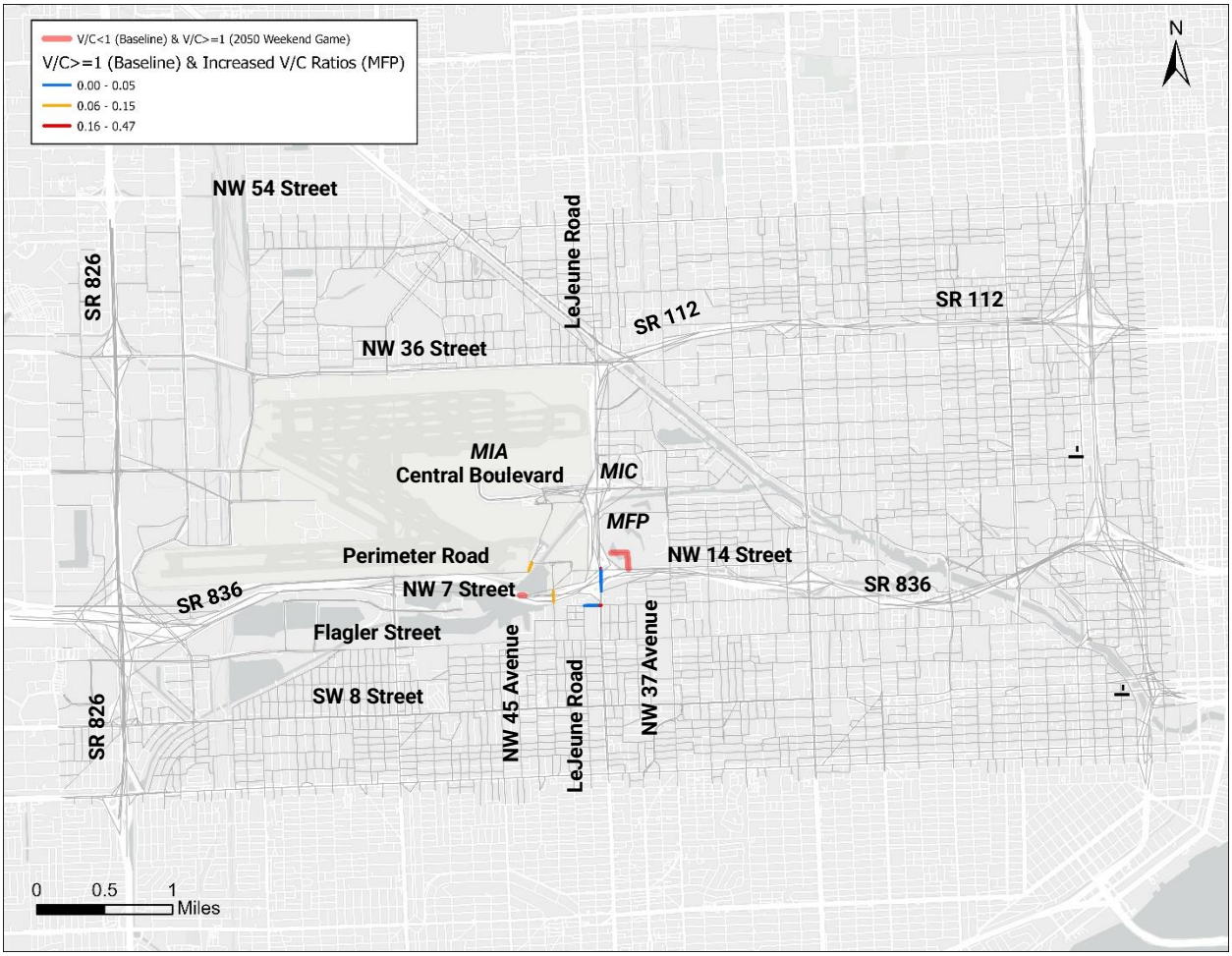


**Figure 3-14** shows increased V/C ratios for the 2050 Weekend "*Gameday*" Scenario compared with the 2033 Baseline Scenario. Overall traffic volumes are lower under the weekend scenario and as a result, the only segments showing a worsening of V/C ratios compared to the 2050 Baseline Scenario are in proximity to the south side of the MFP site, and most of these show a change from a V/C ratio below 1.0 to a ratio above 1.0. These segments include parts of NW 14 Avenue, SR 953/NW 42 Avenue/LeJeune Road south of SR 836/Dolphin Expressway, and certain site road segments.

*Figure 3-14 2050 Weekend Gameday V/C Ratios Relative to the 2050 Baseline*

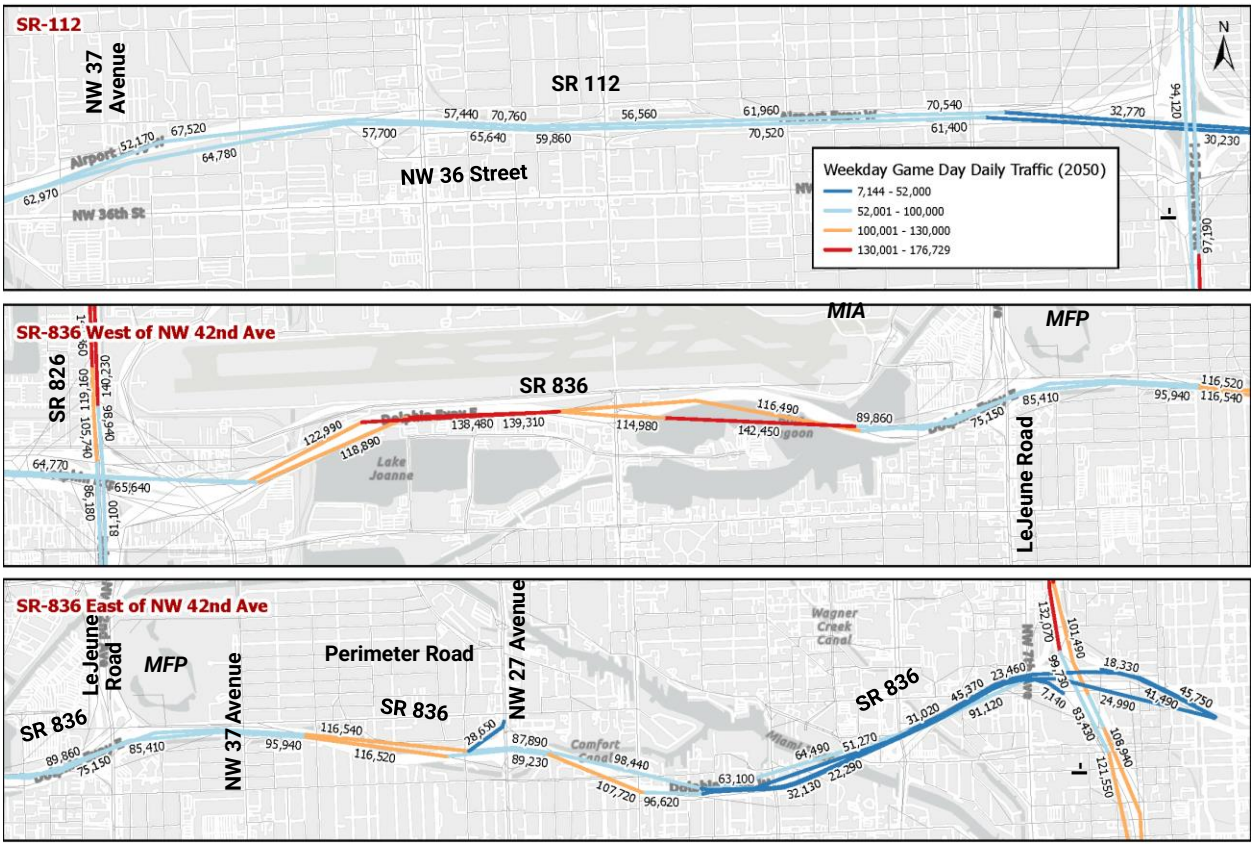


## Daily Traffic on SR 112/Airport Expressway and SR 836/Dolphin Expressway

The total traffic volumes, including trips generated by the MFP development, were tracked along the two major freeways near the site: SR 112/Airport Expressway and SR 836/Dolphin Expressway. **Figures 3-15** and **3-16** present the daily traffic volumes along SR 112/Airport Expressway and SR 836/Dolphin Expressway under the 2050 Weekday "*Gameday*" Scenario and 2050 Weekend "*Gameday*" Scenario, respectively.

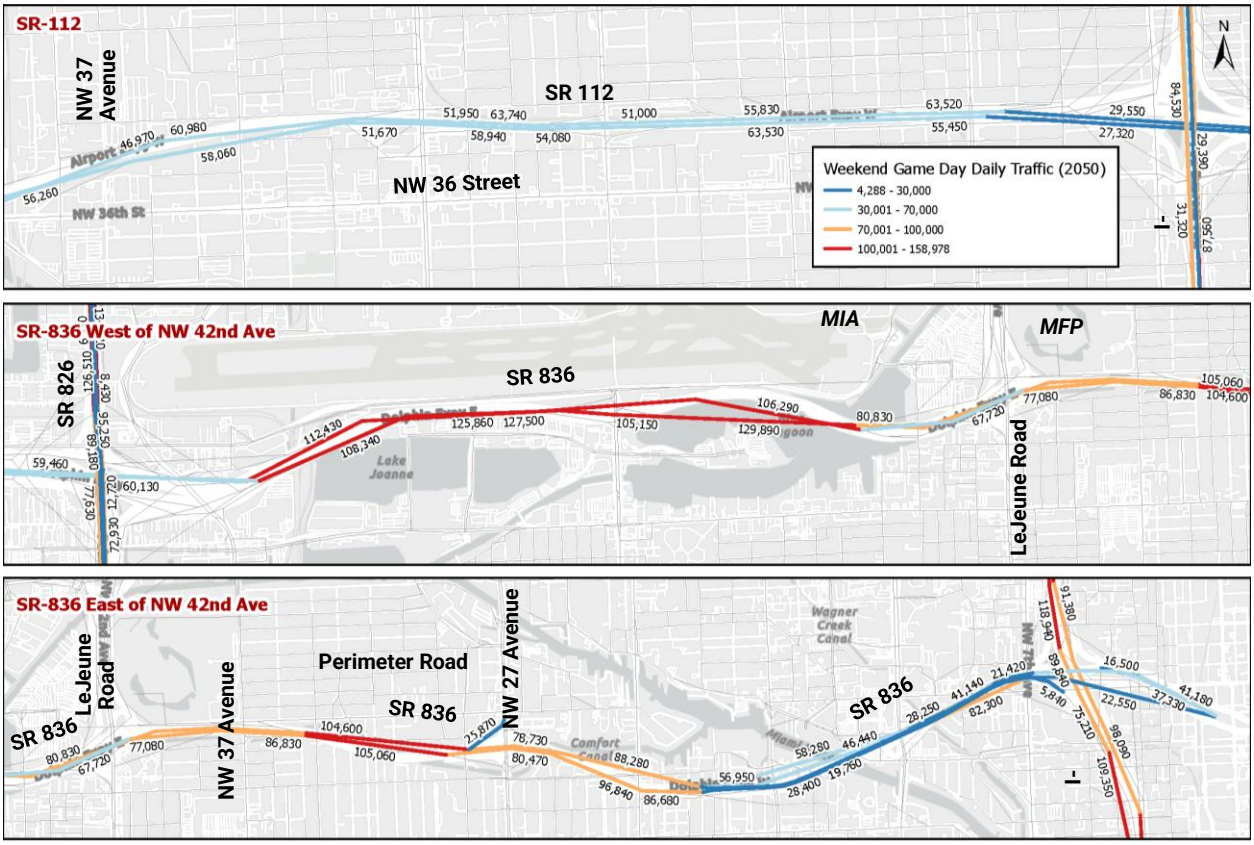
Under the 2050 Weekday "*Gameday*" Scenario, traffic volumes on SR 112/Airport Expressway west of I-95 range from 115,000 to 142,000 daily vehicles. On SR 836/Dolphin Expressway, volumes between SR 826/Palmetto Expressway and SR 953/NW 42 Avenue/LeJeune Road range from 242,000 to 278,000 daily vehicles, while volumes east of SR 953/NW 42 Avenue/LeJeune Road fall within the range of 175,000 to 233,000 daily vehicles.

*Figure 3-15 2050 Weekday Gameday Total Daily Traffic*




Under the 2050 Weekend "*Gameday*" Scenario, traffic volumes along SR 112/Airport Expressway west of I-95 range from 104,000 to 128,000 daily vehicles, 11,000 to 14,000 less than for a weekday (~10% less). On SR 836/Dolphin Expressway, volumes between SR 826/Palmetto Expressway and SR 953/NW 42 Avenue/LeJeune Road range from 211,000 to 253,000 daily vehicles, 21,000 to 25,000 less than for a weekday (~10% less), while volumes east of SR 953/NW 42 Avenue/LeJeune Road fall between 158,000 and 201,000 daily vehicles, 17,000 to 32,000 less than for a weekday (~10-15% less).

*Figure 3-16 2050 Weekend Gameday Total Daily Traffic*



## 3.5 Summary of Findings and Assessment Conclusions

This travel demand model analysis documents the assessment of existing travel demand models prepared by the MFP traffic design team, incorporating all planned and programmed projects from the Miami-Dade TPO's 2050 LRTP, developing a subarea model to analyze multimodal impacts (e.g., traffic volumes, congestion, and accessibility), and comparing results between the models developed for the MFP and for the Miami-Dade TPO. Based on this analysis, the following findings and conclusions are provided:

### Findings

These findings are drawn from the comparative analysis conducted, with some added commentary provided in *italic font*:

- **Trip Generation**
  - The MFP site trip generation from the 2024 MFP Traffic Study and the travel demand model analysis are reasonably consistent at approximately 40,000 daily trips for both weekday game and weekend game conditions, when the trip generation of approximately 3,600 daily trips for the City of Miami Office Building contribution to weekday traffic is included.
  - Per the 2024 MFP Traffic Study: "*The project's close proximity to the Miami Intermodal Center (MIC) is critical to its success, as it is anticipated that up 25% of the gameday patrons will use other modes of transportation to get to a match*." However, in advance of the stadium opening, there is still a substantial need for improvements to service this transit mode share to satisfy the accommodations made based on these assumptions.
- **Trip Distribution**
  - The 2024 MFP Traffic Study reported in limited detail a compass point distribution of the MFP traffic for different conditions. In general, the study showed a distribution of about 18% of its traffic to points northwest and northeast of the MFP site, with 6% on the SR 112/Airport Expressway corridor. It further showed about 64% to points southwest and southeast of the MFP site, with 18% to the west along SR 836/Dolphin Expressway and Perimeter Road, 24% to the east on SR 836/Dolphin Expressway and parallel streets, and 22% to the south on SR 953/NW 42 Avenue/LeJeune Road and parallel streets. The distribution showed 12% oriented to the MIA terminal area and interpreting the available information suggests that another 6% of trips were oriented to land uses in proximity to MFP, such as hotels, other commercial uses and nearby residential areas.
- **2024 MFP Traffic Study Findings and Recommendations:**
  - **Network traffic conditions and mitigation with the project:** Per the 2024 MFP Traffic Study: "*The MFP development is located within Miami-Dade County's Urban Infill Area (UIA), which is designated a Transportation Concurrency Exception Area (TCEA), a legislative mechanism designed to promote infill development and redevelopment. Level of Service (LOS) standards for non-SIS roadways in the vicinity of the project are thus 20% and 50% above the roadway capacity. This operating LOS standard is also applicable for State and County roadways within the UIA that are adjacent to mass transit and/or extraordinary transit services. Roadways in the project area are currently operating above capacity and will continue to operate above capacity with the project as is allowed*." The study identified 15 roadway segments within the 2024 MFP Traffic Study

area that are deemed to be transportation deficient or "*backlogged*." Per Chapter 163.3180, F.S., any roadway segment is deemed to be transportation deficient or "*backlogged*" when a roadway segment on which the adopted LOS standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review. The improvement necessary to correct the transportation deficiency or "*backlog*" is the funding obligation of the entity that has maintenance responsibility for that facility."

- The 2024 MFP Traffic Study proposed minimal offsite traffic mitigation actions for the incremental added traffic and lowered traffic service conditions based on the regulatory accommodations. This study's high-level regional analysis revealed that impacts identified were generally similar to those in the 2024 traffic study. It is noteworthy that projected roadway impacts are significantly reduced based on the assumption of achieving 25% transit mode share for trips to and from MFP. The 2024 MFP Traffic Study identified transit enhancements, including increased service, that would help achieve this mode share.

- **MFP impact on the network:** The 2024 MFP Traffic Study also concludes: "*…the future traffic conditions with the addition of MFP traffic will not add significant burden to the surrounding roadway network and MIA operations given the identified transportation deficient facilities and the adopted LOS standards in this area*..."
  - This study's travel demand model analysis similarly identified many major roadway segments in the MIA/MIC/MFP vicinity with existing and future deficient traffic service, even with committed transportation projects and without the MFP project traffic.
  - Furthermore, this study's high-level regional analysis revealed the importance of segregating MFP event traffic from airport traffic as much as possible in the site vicinity.

- **Multimodal Mobility Impact Fees:** Per the 2024 MFP Traffic Study, in accordance with Chapter 33E of the Miami-Dade County Code of Ordinances the developer will pay approximately $30,000,000 in Multimodal Mobility Impact Fees. This payment represents the project proportionate share of the capital cost of multimodal transportation network improvements necessary to allow an adequate level of service for roadway, transit, bicycle, and pedestrian facilities.
  - While the $30 million calculation appears reasonable, further interagency discussion and coordination would be appropriate to determine an impactful deployment of this transportation impact mitigation funding to meaningfully enhance traffic operations and seamless transportation mobility within the MFP project vicinity.

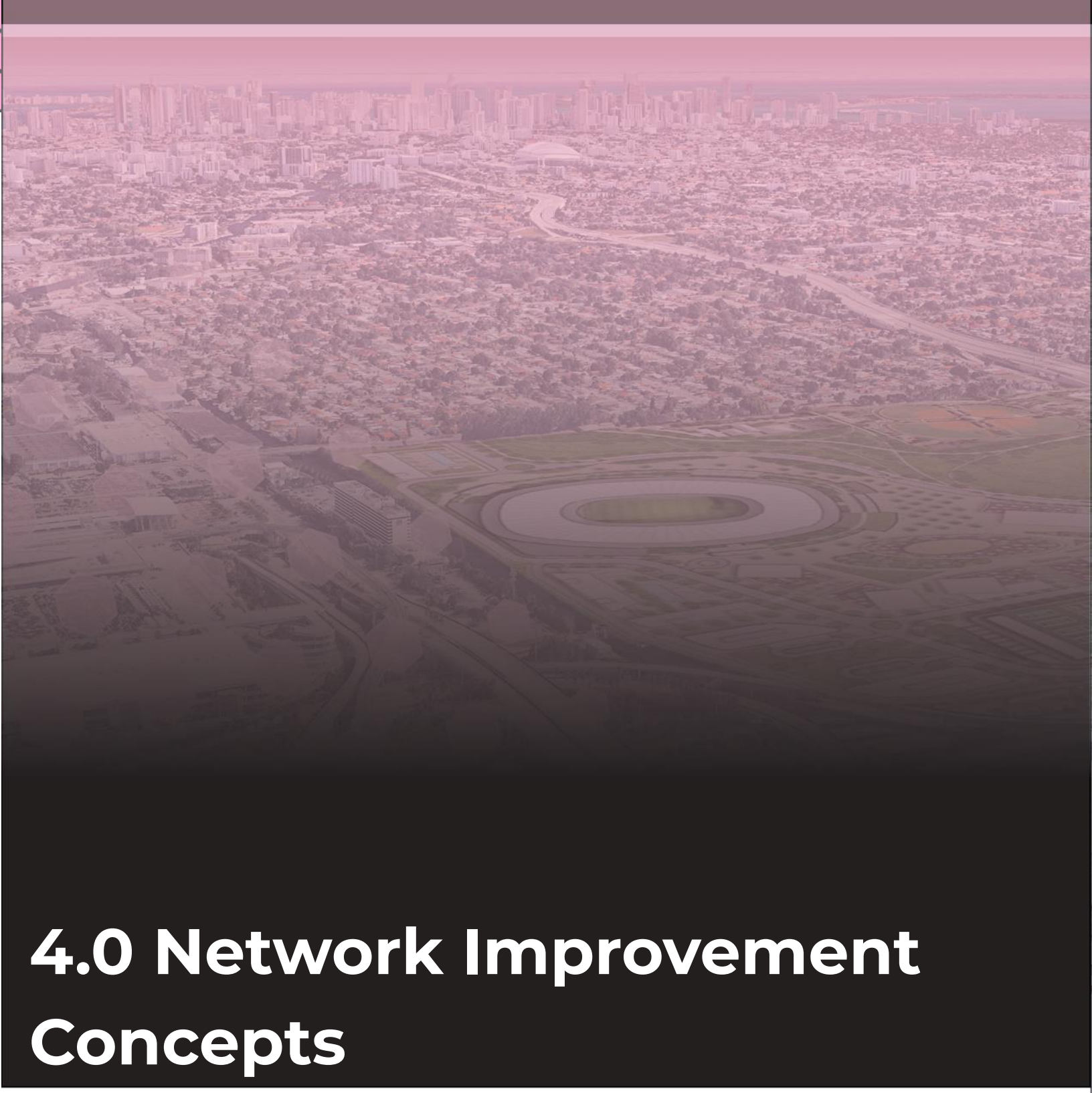
- **Further network analysis:** Because of the above conditions, there appears to be a strong need and role for a multi-agency initiative to assess future transportation conditions in the MIA/MIC/MFP subarea, given the criticality of MIA to regional air travel and the local economy, assuring its continued unimpeded roadway access, especially for the MIA passenger terminals and MIC, and enhancing the role of MIC in reducing MIA vehicular demand. This study would go beyond the level of analysis possible within the constraints of the periodic LRTPs, focusing on an integrated, multimodal approach to define a long-term investment and improvement strategy for access and mobility – within, to/from, and through – the subarea to remediate existing network capacity deficiencies, to enhance multimodal accessibility, and to strategically accommodate the growth and evolution of this prominent activity center. The study should consider:

- Improvement of existing road corridors,
- Additional roadway ramp connections,
- New links, including tunnel options,
- New or enhanced transit services and connections, with consideration of expanded regional transit connectivity,
- More seamless interconnection of key existing and future activity nodes, and
- More complete bicycle and pedestrian networks to interconnect land uses and transportation links.

## Assessment Conclusions

These conclusions are drawn from the comparative transportation network review and interpretation of analyses conducted:

- The MFP site trip generation in the 2024 MFP Traffic Study and its companion SERPM 8.522 analysis is consistent with the trip generation review in this analysis using SERPM 9.51.
- The additional traffic from the MFP will enter an already saturated network where the existing conditions are overcapacity.
- Both the 2024 MFP Traffic Study and this analysis identified that much of the roadway network surrounding the MIA/MIC/MFP subarea is overcapacity today daily, and that those conditions will continue to worsen through the 2033 and 2050 timeframes, despite the currently committed roadway improvements. The MFP spreads an additional increment of traffic on this congested network without specific offsite mitigation actions required. The MFP developer is committing $30 million in county Multimodal Mobility Impact Fees which can be applied to mitigate specific project impacts.
- Conduct a further MIA/MIC/MFP subarea transportation analysis that is integrated and multimodal in its approach to define a long-term investment and improvement strategy for access and mobility – within, to/from, and through – the subarea to remediate existing network capacity deficiencies, to enhance multimodal accessibility.



# 4.0 Network Improvement Concepts

# 4.0 Network Improvement Concepts

## 4.1 Introduction

This chapter addresses the objective of this planning study to assess the multimodal impacts of the proposed MFP development to identify potential infrastructure improvements to support the project by analyzing multimodal connectivity and accessibility around MIA, the MIC, and the MFP. The analysis considers existing and planned transportation infrastructure, connectivity gaps, and propose enhancements to reduce congestion and improve mobility for residents and visitors.

Concepts for improved regional and subarea access and circulation have been described at a preliminary level but are considered potentially feasible. The options were devised based on perception of need, context with other facilities and land uses, and limited quantitative demand or traffic analysis. The following points were considered in advancing proposals for new transportation connections:

- Avoid reconfiguration of existing network facilities except where beneficial and complementary to programmed and long-range projects
- Recognize that some recommendations will require further review and refinement as part of planned transportation network planning studies
- Given MIA's role as the region's key economic engine and portal to the globe, examine ways to facilitate long-term access and connectivity to the MIA terminal area and MIC by strategies such as:
    - Alternative access to MIA separate from and complementary to existing access
    - Segregating access to primary activity nodes such as the MFP
    - Increasing capacity of roadways used by MIA, MIC, and MFP for access
- Address access to the MIC and the co-sited MIA rental car center
- Provide connections with east and west legs of SR 836/Dolphin Expressway as the primary regional access corridor
- Minimize business displacements and residential impact

It is the intention of this study that promising front-running concepts would need to be subjected to further study and analysis, either collectively in a subsequent subarea study and/or as part of other programmed or future network planning studies in the vicinity. Further, some identified concepts are independent while others are complementary to each other, and some concepts are additive and can be combined while some are redundant.

Projects were identified in three modal categories:

- **Transit:** Considering various transit service modes
- **Multimodal:** Focusing on pedestrian, bicycle, and mobility-impaired accessibility
- **Roadway:** Addressing possible roadway access options

## 4.2 Transit Concepts

The MFP/MIA/MIC subarea already enjoys elevated transit accessibility, with the MIC as the focal point of these services, which include Tri-Rail, Metrorail, Metrobus, Coral Gables Trolley, City of Miami Trolley, Flixbus/Greyhound, hotel shuttles, transportation network companies (TNCs), taxis, and others. In the future, further development of the Strategic Miami Area Rapid Transit (SMART) Program Corridors will yield enhanced corridor connections to the MIC. These resources provide good regional accessibility to and from the MIC, which is considered to be one of the top airport transportation hubs in the country. However, planned transit connections between the MIC and the interior of the MFP site are non-existent, although the City of Miami is considering extending its trolley service to the site.

Moreover, the developer's traffic impact study work is founded on an assumption of a 25% transit mode split largely through the MIC. Given the stadium seating capacity, the mode split target yields a pedestrian demand of 6,675 persons between the stadium and the MIC each way on a game day. While not a stated proposal, it seems likely over time that the stadium would host non-soccer events, such as concerts and other entertainment, which would increase the frequency of stadium transportation movement activity. The stadium traffic impact study assumes that the vast majority of this movement to and from the MIC would be on foot rather than by transit, via an unbuilt pedestrian bridge connection from the stadium to the MIC.

When considering other commercial and retail development, and the City of Miami Administration Building currently under construction, daily MFP external trips at site buildout are estimated at 40,388 trips, excluding the trips to and from the MIC. The City Administration Building accounts for 3,642 daily vehicular trips, the stadium draws an estimated 15,000 vehicular trips, and other site development attracts 21,746 vehicular trips. Ultimately, there would be about 25,000 daily vehicular trips besides the stadium activity. At a moderate 10% modal split or a more aggressive 20% modal split, there would potentially be an additional daily transit ridership of 2,500-5,000 users, which combined with the stadium modal split target of 6,675 users each way, for a total of 17,500 to 20,000 daily transit users on game days.

Besides this longer-term outlook, a priority consideration is the encouragement and accommodation of the soccer game day transit-oriented demand of 15,000 users between the MFP stadium and the MIC, which ostensibly the MFP developer contemplated serving by the proposed pedestrian bridge connection. However, at this time the siting and configuration of the pedestrian bridge is undefined, and even with a solution concept before the end of 2026, it would be likely 2-3 years out. In the interim, the game day demand for transit access at the MIC would need to be addressed by an alternate, less direct street-level pathway, by a transit shuttle service, or a combination of the two. Consequently, this report addresses the need for an interim pedestrian/transit solution.

The current surface street pedestrian connectivity between the MFP site and MIC could be characterized as a "*pedestrian desert*" with narrow sidewalks, lack of pedestrian crosswalks and signals, and lack of walking continuity. This topic is addressed further under Pedestrian/Bicycle Concepts. On the transit side, at a minimum, some shuttle bus service should be put in place for at least game days to accommodate the transportation-impaired including the mobility-handicapped, the elderly, and other special needs cohorts. At a maximum, if the entire pre-game and post-game pedestrian movement surges were to be served by a transit shuttle, despite the short 10-minute round trip time, a fleet of 15 to possibly more than 20 buses would be needed to service the surge demand levels forecast in the traffic impact study.

The solution to this interim MFP-MIC accessibility situation presumably will be addressed by the MFP site developer in its yet to be published Transportation Management Plan. This shuttle service is one of the

proposed transportation improvements to be discussed. Other higher technology options are also discussed in this chapter.

The transit service concepts to be discussed include (see **Figures 4-1 to 4-5**):

- Short-term Bus Shuttle Between MFP and MIC
- Metrorail Extension
- Automated People Mover/Automated Transit Connection
- Transit Extension to the West (Option A)
- Transit Extension to the West (Option B)

*Figure 4-1 Transit Concept – Short-term Bus Shuttle Between MFP and MIC*

**NAME:** Short-term Bus Shuttle Between MFP and MIC

**DESCRIPTION:** Shuttle service proposed between the MFP site and MIC to provide connectivity in advance of the proposed permanent pedestrian/ bicycle bridge. to augment a temporary at-grade pedestrian connection via NW 37 Avenue/Douglas Road, and to serve mobility-challenged users. The scale, service plan, bus types, and fleet size used would depend on definition of the Transportation Management Plan for stadium events.

**ADVANTAGES:** Provide essential supporting link.

**DISADVANTAGES**: Operational cost.

**NOTES:** Needed to support developer's assumption of 25% transit mode split for stadium attendees.

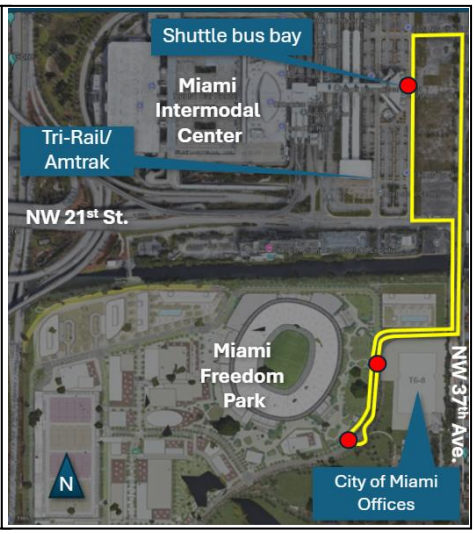



*Figure 4-2 Transit Concept – Metrorail Extension*

**NAME:** Metrorail Extension to Miami Freedom Park

**DESCRIPTION:** Single-track extension of Metrorail from the MIC tail track over the hotel parking garage to a station on the northeast corner of the new soccer stadium with a possible extension towards the center of the development.

**ADVANTAGES:** Existing service to the MIC

**DISADVANTAGES:** Conflict with powerlines along NW 21 Street; long span over parking deck; cost is high for demand and distance is short for this mode.

**NOTES:** Separate shuttle-style service likely to be preferable to extension of scheduled line-haul service, given the regular/surge demand patterns.

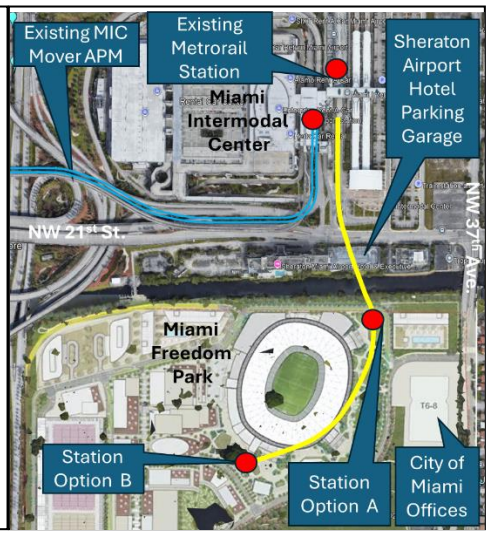



*Figure 4-3 Transit Concept – Automated People Mover / Automated Transit Connection*

**NAME:** Automated People Mover / Automated Transit Connection

**DESCRIPTION:** Construct an automated people mover or automated transit connection between MFP and MIC. Proposed station at MIC transportation hall and east of the Metrorail tail tracks. Multiple paths are possible with one or two MFP stations. MIA Mover technology with a connecting track to share maintenance and storage facilities is preferable.

**ADVANTAGES:** Quality link to integrate both facilities.

**DISADVANTAGES:** Cost, power line relocation, access across properties south of NW 21 Avenue.

**NOTES:** Would optimize use of MIC for MFP access.

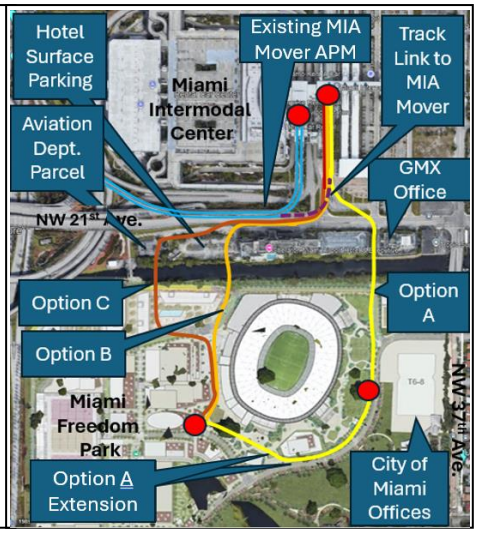


*Figure 4-5 Transit Concept – Transit Extension to the West (Option A)*

**NAME:** Transit Extension to the West (Option A)

**DESCRIPTION:** Potential extension of a rail corridor for either commuter rail or Metrorail along a new alignment extending south from the MIC to the MFP site and then westward through a tunnel to the South Florida Rail Corridor (SFRC) north of SR 836/Dolphin Expressway.

**ADVANTAGES:** Optional alignment for future rail transit extension in East-West corridor as alternate to SFRC trackage.

**DISADVANTAGES:** Requires integration with MFP and park. High-cost project. Impact to property south of NW 21 Street.

**NOTES:** Long-range proposition.

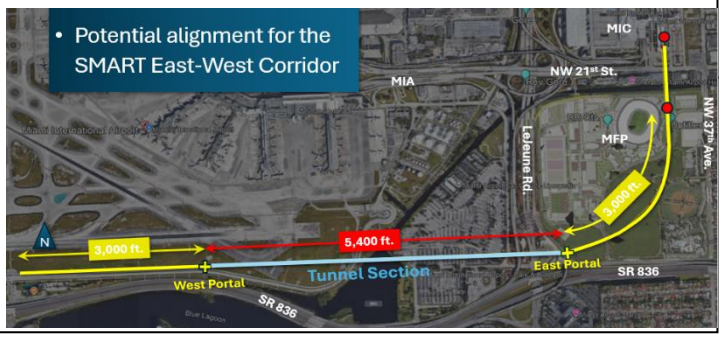



*Figure 4-4 Transit Concept – Transit Extension to the West (Option B)*

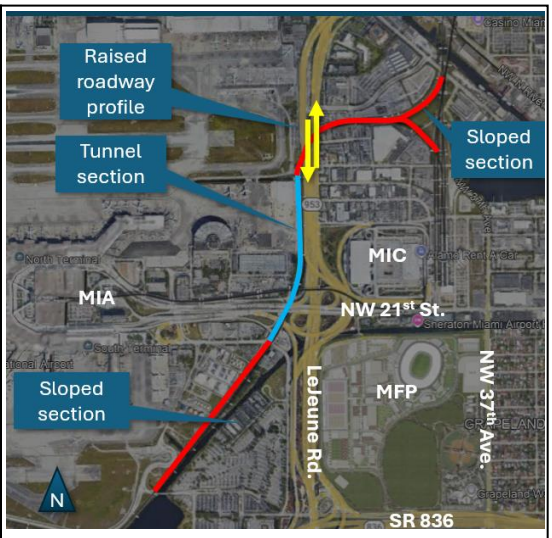
**NAME:** Transit Extension to the West (Option B)

**DESCRIPTION:** Reconstruction of SFRC as a tunnel (or depressed) section under SR 953/NW 42 Avenue/LeJeune Road and through east side of MIA. Requires raised profile of SR 953/NW 42 Avenue/LeJeune Road compatible with MIA avigation clearance.

**ADVANTAGES:** Removes problematic rail crossing of SR 953/NW 42 Avenue/LeJeune Road. Upgrades trackage to higher standard.

**DISADVANTAGES:** May require cessation of rail traffic during construction; cost.

**NOTES:** Requires confirmation that slopes are compatible with served rail operations.



## 4.3 Pedestrian and Bicycle Concepts

Pedestrian and bicycle mobility to and from the MFP site is an important complement to the vehicular access and the proximate transit services. Pedestrian and bicycle access to and from the MFP serves as both a separate means of mobility from residential and other land uses near the MFP and as a first- and last-mile connection from transit services along the MFP perimeter. Significantly, this active transportation mobility is the linchpin for non-motorized connectivity between the MFP development including the stadium and the MIC just to the north. The 2050 Bicycle Pedestrian Master Plan proposes a network of pedestrian and bicycle facilities in the subarea covering the MIA terminals, the MIC, and the MFP complex. MFP pedestrian and bicycle facilities should be interfaced with the proposed regional facilities to optimize non-automotive connectivity.

However, the existing pathway between the MFP site and the MIC for pedestrians and bicyclists which includes a segment of NW 37 Avenue/Douglas Road is a form of "*mobility desert*" given the lack of continuity, circuitous routing, no bicycle lanes, narrow sidewalks, sidewalk width compromised by utility poles, and lack of marked crosswalks with crossing signals. As noted in the Tri-Rail SMART STEP Bicycle and Pedestrian Needs Study, the intersection of NW 37Avenue and NW 21 Street does not have adequate pedestrian crossing accommodations. Furthermore, ADA accommodations along the pathway is marginal. As a result, this pathway would be uninviting and inconvenient to daily visitors to the MFP site and totally inadequate to serve surges in pedestrian volumes on soccer game days. The net effect would be to discourage soccer game patrons from using transit services available at the nearby MIC or putting those who make the decision in harm's way given existing conditions.

The proposed more direct pedestrian bridge connection between the MFP and the MIC sites at this time has no defined alignment, no design plans, no agency approvals, and no final funding commitments.

Moreover, while the developer's working traffic impact study cites a variety of remedial improvements to address the deficiencies noted above, none of those are moving forward at the moment, and it is unclear when such improvements would be defined and implemented, while the stadium will begin hosting home games on April 4, 2026.

As a result, interim accommodations to meet the promised pedestrian connectivity to secure a 25% vehicle trip reduction in site traffic as incorporated in the development of the traffic impact study are included in this chapter to address these circumstances (see **Figures 4-6 to 4-8**):

- Pedestrian/Bicycle Path Between MFP and MIC
- Interim Pedestrian/Bicycle Street-Level Connection
- Pedestrian/Bicycle Connectivity Improvements

*Figure 4-6 Pedestrian/Bicycle Concept – Ped/Bicycle Path Between MFP and MIC*

**NAME:** Pedestrian/Bicycle Path Between MFP and MIC

**DESCRIPTION:** MFP developer proposed a "*site-to-site*" bridge to connect stadium to the MIC on Path A. Other options are shown. Path E relates to a temporary condition before new bridge is built. Estimated game day demand: 6,675 users each way. Desirably, this facility would ultimately connect directly to the MIC.

**ADVANTAGES:** Critical first mile/last mile link.

**DISADVANTAGES**: None.

**NOTES:** As of this writing, this link is undefined and a temporary surface link on Path E is needed.

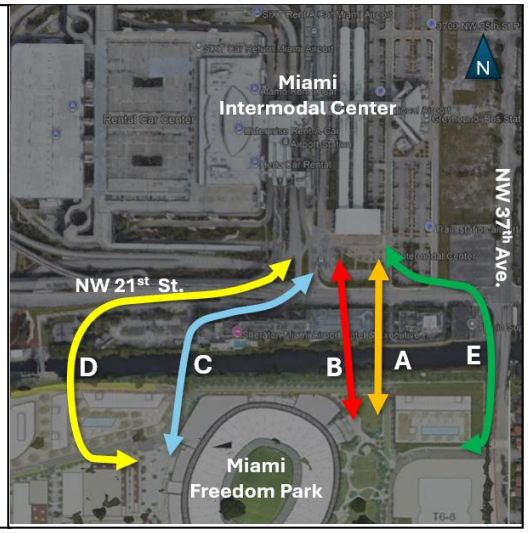



*Figure 4-7 Pedestrian/Bicycle – Interim Pedestrian/Bicycle Street-Level Connectivity Improvements*

**NAME:** Interim Pedestrian/Bicycle Street-Level Connection

**DESCRIPTION:** Street-level pedestrian/bicycle connection between MFP and MIC in advance of proposed bridge. Should be in game-day Transp. Mgt. Plan, possibly using one lane of NW 37 Avenue/Douglas Road and other complete continuity actions.

**ADVANTAGES:** Essential to promote 25% transit mode split as assumed for games.

**DISADVANTAGES**: None.

**NOTES:** Existing pedestrian connectivity between MFP and MIC is very poor with inadequate width and lack of crossings.

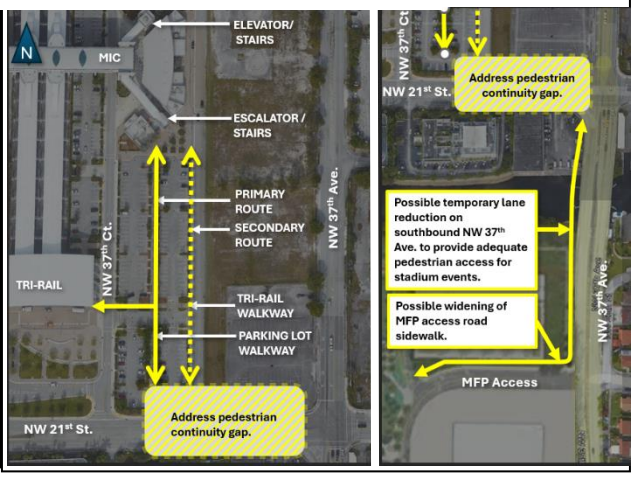



*Figure 4-8 Pedestrian/Bicycle – Pedestrian/Bicycle Connectivity Improvements*

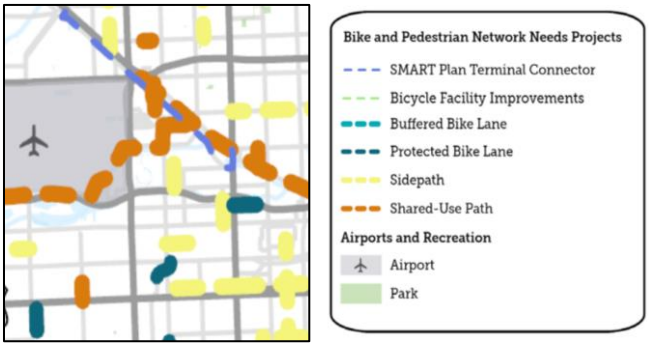
**NAME:** Pedestrian/Bicycle Connectivity

**DESCRIPTION:** Linking MFP on-site pedestrian /bicycle facilities with planned network facilities in the surrounding subarea.

**ADVANTAGES:** Strengthens an alternate MFP and MIA access mode for subarea employees and visitors, as well as nearby residents.

**DISADVANTAGES**: None.

**NOTES:** Network projects shown from the 2050 Bicycle Pedestrian Master Plan. Main challenges are funding and fitting projects into street cross-sections.



## 4.4 Roadway Concepts

Factoring in the planning considerations discussed in Section 4.1, several roadway access concepts were developed. Other concepts were devised but found to be infeasible, possess a fatal flaw, and/or were insufficient in their contribution to access and circulation.

Specifically in relation to roadway concepts, effort was made to define suitable geometry in terms of grade and alignment such that the option could be carried forward for further development if appropriate. Consideration was also given to other factors such as the presence of major utility poles and electrical transmission lines as well as the MIA Airport Height Restriction Zones Map to examine adequate clearance of the "imaginary surface" to avoid penetrating obstructions to that surface. Lane requirements were identified based on familiarity with the study area and experience in similar work, rather than on detailed traffic assignments..

In addition, it is understood that currently in the study area there is one active FDOT PD&E Study for the Iron Triangle and pending GMX PD&E Studies for SR 112/Airport Expressway and SR 836/Dolphin Expressway; these studies may develop options that require modification or refinement of concept proposals herein, based on their much more detailed analysis and the study alternative refinement process based on the identified needs. Finally, it is noted that the MFP developer has proposed three site access points:

- Traffic signal on NW 37 Avenue/Douglas Road at MFP Site Drive/NW 19 Terrace
- Traffic signal on NW 14 Street at MFP Site Drive (3900 block)
- Northbound exit ramp from SR 953/NW 42 Avenue/LeJeune Road northbound collector-distributor road to an MFP service drive at the northwest corner of the MFP site.

It is anticipated that a traffic signal on NW 37 Avenue/Douglas Road may be necessary and implemented at a later time. Regarding the traffic signal on NW 14 Street, its operation may be problematic in that the end of the westbound exit ramp from SR 836/Dolphin Expressway to NW 14 Street is only 400 feet upstream of the traffic signal which could be a weaving issue. Also, if the signal provides access from eastbound NW 14 Street, the signal would block the currently free flow of traffic headed to MIA. Options to allow the signal as proposed by the developer while facilitating continued free flow of MIA-bound traffic were considered. Finally, agency approval of the implementation timeline for the site entry ramp at the NW corner of the MFP site seems unclear at this time. Other options for this movement were considered.

The roadway concepts to be discussed include (see **Figures 4-9 to 4-21**):

- Ramps between SR 836/Dolphin Expressway West and MFP (Option A)
- Ramps between SR 836/Dolphin Expressway West and MFP (Option B)
- SR 836/Dolphin Expressway West and SR 953/NW 42 Avenue/LeJeune Road North Ramps (Option C)
- WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option A)
- WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option B)
- WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option C)
- Emerging Tunneling Technologies Feasibility Study
- PortMiami-MIA Tolled Truckway Alternatives
- Potential MIA Tunnel Access Concept 1
- Egress Ramp from MFP to Southbound C-D Ramp
- Access Ramp from NW 21 Street to MFP
- Iron Triangle PD&E Study Options
- SR 953/NW 42 Avenue/LeJeune Road North Free-Flow Concept

*Figure 4-9 Roadway Concept - Ramps between SR 836/Dolphin Expressway West and MFP (Option A)*

**NAME:** Ramps between SR 836/Dolphin Expressway West and MFP (Option A)

**DESCRIPTION:** Pair of ramps between SR 836/Dolphin Expressway West and MFP. Eastbound ramp exits from existing MIA-bound ramp; westbound ramp flies over SR 953/NW 42 Avenue/LeJeune Road to south, then west north of the power poles, tying into the westbound C-D road.

**ADVANTAGES:** Separates out MFP traffic. Avoids FPL substation.

**DISADVANTAGES:** Moderate-high cost. Power line relocation at three spots. Impacts to park land.

**NOTES:** Complies with MIA avigation clearances. Needs air rights over MDAD bus yard.

*Figure 4-10 Roadway Concept – Ramps between SR 836/Dolphin Expressway West and MFP (Option B)*

**NAME:** Ramps between SR 836/Dolphin Expressway West and MFP (Option B)

**DESCRIPTION:** Pair of ramps between SR 836/Dolphin Expressway West and MFP. Eastbound ramp exits from existing MIA-bound ramp; westbound ramp flies over SR 953/NW 42 Avenue/LeJeune Road to south, then west north of the power poles, tying into the westbound C-D road.

**ADVANTAGES:** Separates out MFP traffic. Avoids FPL substation.

**DISADVANTAGES:** Moderate-high cost. Power line relocation in three spots. Impacts park land.

**NOTES:** Complies with MIA avigation clearances. Needs air rights over MDAD bus yard.

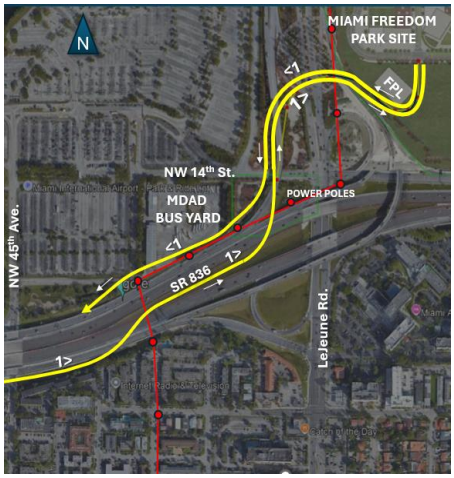



*Figure 4-11 Roadway Concept - SR 836/Dolphin Expressway West and SR 953/NW 42 Avenue/LeJeune Road. North Ramps (Option C)*

**NAME:** SR 836/Dolphin Expressway West and SR 953/NW 42 Avenue/LeJeune Road North Ramps (Option C)

**DESCRIPTION: Pair of ramps between SR 836/Dolphin Expressway West and MFP.** SR 836/Dolphin Expressway West ramps same as Options A and B except for east end. Ramps to/from SR 953/NW 42 Avenue/LeJeune Road North feed into site loop. Signal required at elevated ramps.

**ADVANTAGES:** Separates out MFP traffic. Avoids FPL substation. Either pair of ramps could be built.

**DISADVANTAGES:** Moderate-high cost. Power line relocation in three spots. Impacts park land.

**NOTES:** Complies with MIA avigation clearances. Requires FPL substation access modification.

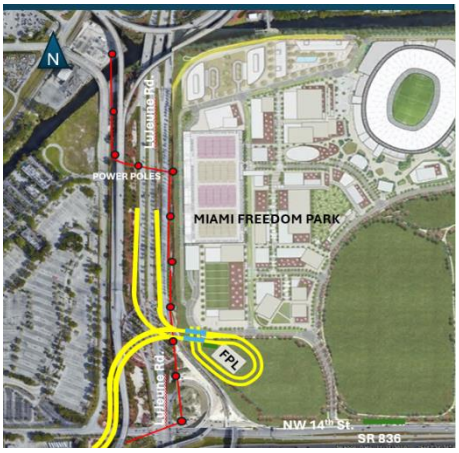


*Figure 4-12 Roadway Concept - WB SR 836 Elevated MIA Access Ramp (Option A)*

**NAME:** WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option A)

**DESCRIPTION:** New elevated westbound ramp over NW 14 Street and south edge of MFP site, tying into existing northbound C-D road next to SR 953/NW 42 Avenue/LeJeune Road. Requires straddle bent over NW 14 Street and strip of MFP site for elevated ramp columns.

**ADVANTAGES:** Removes MIA-bound traffic from NW 14 Street. Allows developer-proposed traffic signal.

**DISADVANTAGES:** Park impact and traffic detouring.

**NOTES:** All access to the northbound C-D road maintained.

*Figure 4-13 Roadway Concept - WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option B)*

**NAME:** WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option B)

**DESCRIPTION:** New elevated westbound ramp displacing existing ramp to NW 14 Street tying into existing northbound C-D road next to SR 953/NW 42 Avenue/LeJeune Rd. Optional exist ramp for MFP site access or westbound NW 14 Street, but through a traffic signal.

**ADVANTAGES:** Removes MIA-bound traffic from NW 14 Street. Allows developer-proposed traffic signal.

**DISADVANTAGES:** Park impact and traffic detouring.

**NOTES:** All access to the northbound C-D road maintained.

*Figure 4-14 Roadway Concept - WB SR 836/Dolphin Expressway Elevated MIA Access Ramp (Option C)*

**DESCRIPTION:** New elevated westbound ramp over NW 14 Street. for MIA-bound traffic, exiting the mainline near NW 37 Avenue/Douglas Road, tying into existing northbound C-D road next to SR 953/NW 42 Avenue/LeJeune Road. Existing westbound exit ramp to NW 14 Street remains in place.

**ADVANTAGES:** Removes MIA-bound traffic from NW 14 Street. Provides separated exit for MIA-bound traffic. Allows developer-proposed traffic signal at MFP site entrance. No park impact.

**DISADVANTAGES:** Construction staging and traffic detouring.

**NOTES:** All access to the northbound C-D road maintained.

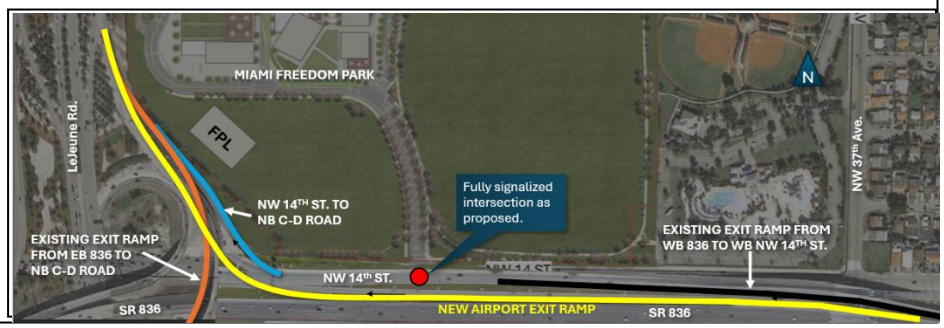


*Figure 4-15 Roadway Concept - Emerging Tunneling Technologies Feasibility Study*

**NAME:** Emerging Tunneling Technologies Feasibility Study (Miami-Dade TPO, 2024)

**DESCRIPTION:** Study identified nine roadway or transit special purpose tunnels serving MIA and/or the MIC, or carrying traffic past MIA, screening down to five front-running options.

**ADVANTAGES:** Illustrates the multiplicity of potential options to consider.

**DISADVANTAGES:** Highly constrained subarea setting; relatively expensive solutions; options address different purposes.

**NOTES:** Very preliminary concepts needing much more evaluation, including access points.

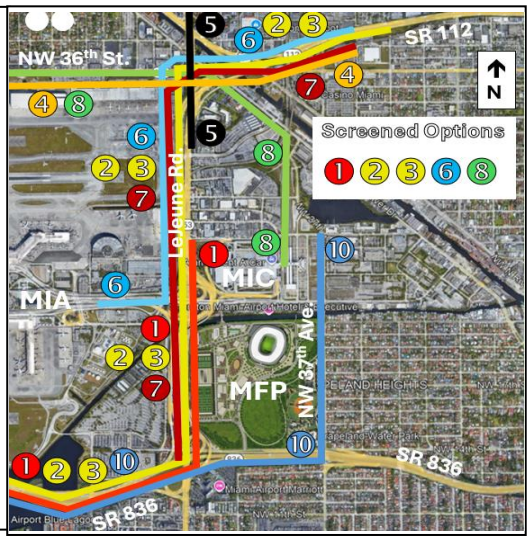



*Figure 4-16 Roadway Concept - PortMiami-MIA Tolled Truckway Alternatives*

**NAME:** PortMiami-MIA Tolled Truckway Alternatives (Reason Foundation, 2007)

**DESCRIPTION:** Four overlapping tolled routes examined with focus on truck trips, using at-grade, elevated and tunnel profile sections.

**ADVANTAGES:** Defined multiple alignment options for a purpose-specific function.

**DISADVANTAGES:** Focused on point-to-point truck-only options and did not consider intermediate access points. Very preliminary concepts needing much more analysis.

**NOTES:** Shows the range of possible corridors but not compatible with general use traffic.

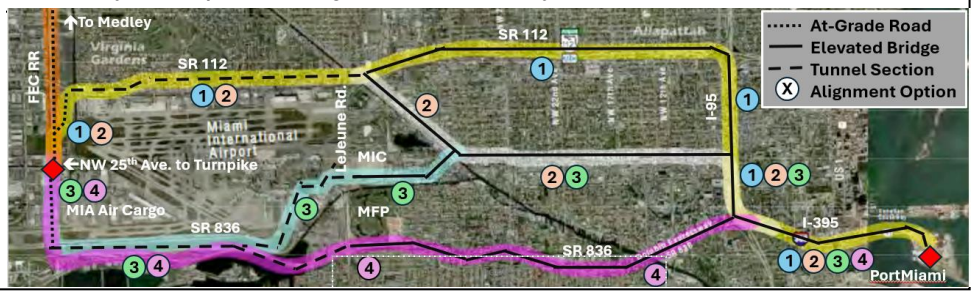



*Figure 4-17 Roadway Concept – Potential MIA Tunnel Access Concept 1*

**NAME:** Potential MIA Tunnel Access

**DESCRIPTION:** High-level concept for direct access between SR 836/Dolphin Expressway and MIA Central Boulevard, including MIC and Rental Car Center. Minor ROW acquisition needed. Two lanes each direction except possibly the east leg.

**ADVANTAGES:** Used mostly by airport-related traffic. Low impact to private land.

**DISADVANTAGES:** Very expensive. Needs ventilation towers.

**NOTES:** Could have tolling rate to ensure free-flow if needed and/or to help pay for operations and/or capital costs.

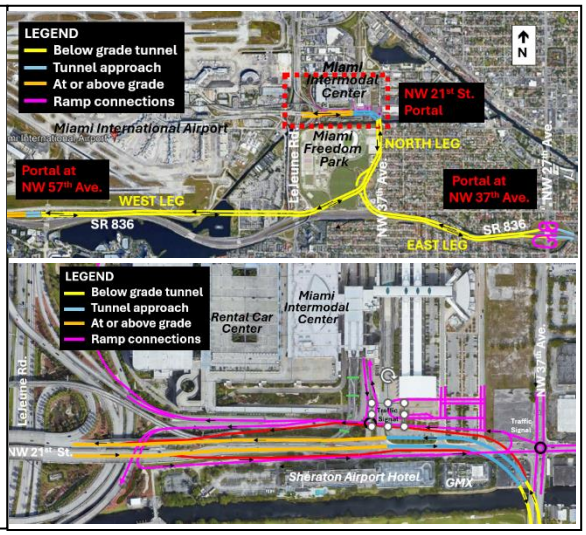


*Figure 4-18 Roadway Concept - Egress Ramp from MFP to Southbound C-D Ramp*

**NAME:** Egress Ramp from MFP to Southbound C-D Ramp

**DESCRIPTION:** Ramp from MFP service drive at the northwest corner of the MFP site across Tamiami Canal to southbound collector-distributor road to SR 836/Dolphin Expressway.

**ADVANTAGES:** Low cost, profile at-grade, avoids power poles and cell phone facility, no private land.

**DISADVANTAGES:** Modifies canal control structure access.

**NOTES:** Requires part of parcel owned by the MDAD. Does not affect segmental bridge crossing of Tamiami Canal. Profile and superelevation are workable.

*Figure 4-19 Roadway Concept - Access Ramp from NW 21 Street to MFP*

**NAME:** Access Ramp from NW 21 Street to MFP

**DESCRIPTION:** Ramp from NW 21 Street (Central Boulevard) to MFP service drive at the northwest corner of the MFP site across Tamiami Canal.

**ADVANTAGES:** Provides access from southbound SR 953/NW 42 Avenue/Lejeune Road via cloverleaf loop ramp. Compatible with eastbound lane reduction on NW 21 Street.

**DISADVANTAGES**: Requires near maximum grade and elevating MFP Service Drive's profile.

**NOTES:** Requires adjustment of power lines, avoiding cell facility.

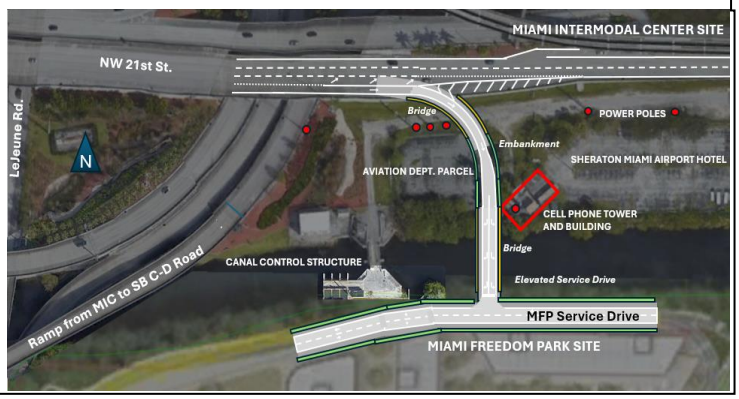



*Figure 4-20 Roadway Concept - Iron Triangle PD&E Study Options*

**NAME:** Iron Triangle PD&E Study Option

**DESCRIPTION:** FDOT PD&E Study nearing completion. Options at SR 948/NW 36 Street include westbound flyover, separated EB-SB right turn and NB-WB displaced left turn lane. Options at SR 25/US 27/Okeechobee Road include multiple directional flyovers and other actions.

**ADVANTAGES:** Improved traffic flow indirectly benefitting MIA-related traffic.

**DISADVANTAGES:** Cost and construction maintenance of traffic.

**NOTES:** Final actions to be determined.

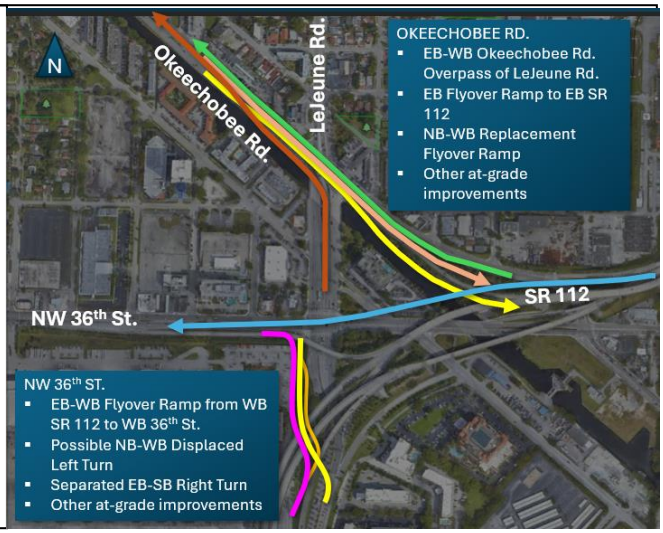


*Figure 4-21 Roadway Concept – SR 953/NW 42 Avenue/LeJeune Road North Free-Flow Concept*

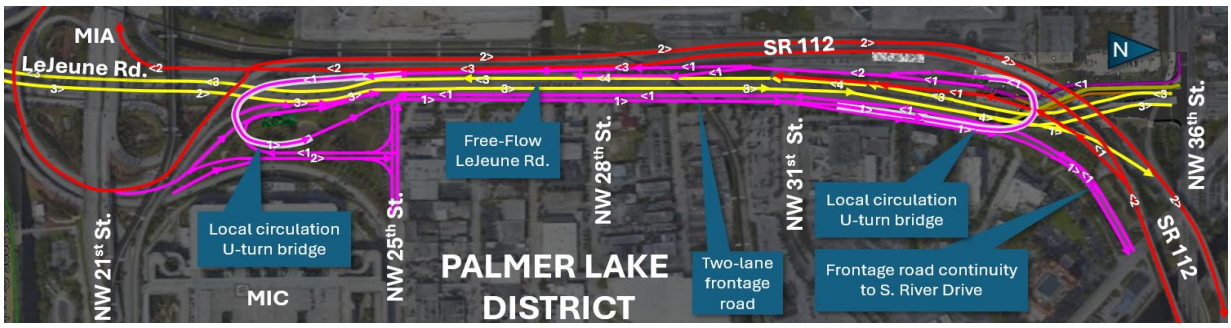
**NAME:** SR 953/NW 42 Avenue/LeJeune Road North Free-Flow Concept

**DESCRIPTION:** Reworks roads and removes traffic signals, creating a free-flow SR 953/NW 42 Avenue/LeJeune Road.

**ADVANTAGES:** Free-flow LeJeune Rd. while maintaining all access and circulation.

**DISADVANTAGES:** Construction staging and detouring.

**NOTES:** Would create a free-flow for SR 953/NW 42 Avenue/LeJeune Road from SR 112/Airport Expressway to NW 14 Street at SR 836/Dolphin Expressway.




## 4.5 Summary

This chapter has presented a variety of modal improvement concepts for further consideration in enhancing regional and internal accessibility for the MFP/MIA/MIC subarea. These modal concepts were reviewed, presented to PWG members and agency managers, provided to PWG members in a preference survey format, and reviewed by Miami-Dade TPO staff, leading to a screening of initial concepts down to a distilled list of front-running candidate projects and actions for further consideration and planning. This screened and prioritized list of projects is discussed further in Chapter 5.

# 5.0 Concept Refinement & Final Recommendations

# 5.0 Concept Refinement & Final Recommendations

## 5.1 Introduction

The transportation network improvement concepts discussed in **Chapter 4.0** were reviewed with the PWG and stakeholders. These multimodal recommendations were developed based on the findings from the reviewed reports, the travel demand model, identified infrastructure deficiencies, connectivity gaps, and areas requiring improvements. The recommendations include infrastructure enhancements, traffic access improvements, congestion mitigation strategies, and regional upgrades to support the projected demand. The menu of improvement concepts was distilled to a reduced set of 12 potential actions which appeared to be most relevant to the enhancement of multimodal regional accessibility to the MFP as well as the MIC and MIA passenger terminal complex. The multimodal recommendations are phased, and include immediate action projects, short-, mid-, and long-term projects, as well as aspirational regional projects.

Each of the final front-running potential actions are discussed as follows by implementation phase:

## 5.2 Immediate Action

### Miami Freedom Park Transportation Management Plan

Multiple editions of the MFP Traffic Study have been circulated for review by FDOT, GMX, Miami-Dade DTPW, and the city. The agencies and MFP team continue working towards resolution of the comments. The latest draft study contains a discussion of the proposed MFP Transportation Management Plan to guide "*game day*" traffic, pedestrian, and other movements for safe, smooth functioning of site and stadium access and egress. As these documents have not been approved, it is not clear which provisions may be implemented for traffic control and management. Furthermore, accommodations for pedestrians between the stadium and the MIC, for initial matches have not been finalized at this time.

The proposed elements of the Transportation Management Plan as described in the draft Traffic Study are as follows:

- **Temporary Street Modifications (pre- and post-game):** Actions such as turn restrictions and/or adjustments of roadway geometry under police control, and using temporary traffic control devices such as roadside signs, barricades, and traffic cones.
- **Police Control of Intersections**: Signal timing may be overridden by police officers at intersections with high demand.
- **Permanent and Temporary Signage (Expressway System and Surface Streets):** Informing motorists of the available and closed routes and alternatives, using advance warning signs, traffic control signs, both temporary and/or permanent.
- **Other Modes of Transportation:** Reducing vehicular trips by encouraging patrons to use transit and adjusting transit routes and schedules to accommodate gameday demand. Strategies will include:
    - Partnering with Miami-Dade Transit to provide more Metrorail vehicles to the MIC station with shorter headways for both pre- and post-game conditions.
    - Partnering with Tri-Rail to provide additional service for regional travel to and from the MFP.

- **Providing Incentives for Patrons to Use the Metrorail**, such as:
  - Providing in-game promotional items with proof of Metrorail ridership.
  - Offering app-based rewards for using the Metrorail.
- **Partnering with Miami-Dade Transit, City of Miami, and Others to Enhance Transit Service** on game days by arranging for buses, trolleys, and microtransit access to and from MFP.
- **Pedestrian Management:** Provide safe and efficient pedestrian accessibility by:
  - Providing a grade-separated pedestrian crossing over NW 21 Street.
  - Pedestrian improvements such as ADA pedestrian ramps with detectable warning surfaces, pedestrian push buttons and countdown signals, and high-emphasis crosswalks.
  - Installing a crosswalk with pedestrian activated rapid rectangular flashing beacons to be considered on NW 37 Avenue/Douglas Road between NW 18 Street and NW 18 Terrace.
  - Currently, there is an existing crosswalk with pedestrian activated rapid rectangular flashing beacons on the north leg at NW 37 Avenue/Douglas Road and NW 16 Street.

- **Site Access / Parking Management:** To facilitate access and minimize conflict and potential safety concerns, vehicular access, parking designations, and pedestrian routes will be coordinated, including designating:
  - Valet locations / operations
  - Rideshare drop-off / pick-up locations
  - Bus / limo staging
  - Disabled passenger drop-off / pick-up areas
  - Fire-rescue access and circulation
- **Extensive Public Information Program:** Provide season ticket holders and the general public with information and/or maps on recommended routing to the stadium and available parking areas.

The above listing conveys the range of coordinated traffic management activities needed to successfully on a repeated basis assure the smooth and safe flow of pedestrians for game day events. However, these strategies cannot be activated until involved and affected agencies are able to provide input into a draft Transportation Management Plan, agree on final strategies, and then undertake a coordinated action plan and review to put all these strategies into place. This interactive process might lead to refinement of proposed actions, need for more follow-up on certain actions, and/or the inclusion of additional steps. As a note, these transportation management plans should be considered living documents, with the operational review of a given game informing refinements for traffic management for later games and events. A data collection program would also be useful to confirm attendee transportation modes, arrival and departure patterns by time and route, and use of transit.

**It is a strong recommendation of this study that finalization of the MFP Transportation Management Plan is a priority, and that the involved agencies should require delivery of the report prior to matches commencing.**

## Interim MIC-MFP Pedestrian Surface Connection

As discussed in **Section 4.3**, the proposed pedestrian bridge linking the MFP stadium site to the MIC site is years away, yet underpins the assumption in the draft MFP Traffic Study that 25% of game attendees will utilize transit through the MIC, yielding a demand of 6,675 persons each way in the hours before and after games. Even if this demand is spread over several hours based on the stadium case studies cited, the existing street level pedestrian route between the MFP stadium and the MIC is severely challenged by several existing conditions:

- The planned sidewalk on the north side of the MFP site drive intersecting NW 37 Avenue/Douglas Road may be insufficiently wide to service pedestrian surge demands.
- The sidewalk on west side of NW 37 Avenue/Douglas Road is only four-feet wide with utility pole and signpost encroachments.
- At the signalized intersection of NW 37 Avenue/Douglas Road and NW 21 Street:
  - There are no pedestrian signals.
  - Marked pedestrian crossings are found only on the south and east legs.
  - On the northwest corner, the sidewalk has no ADA ramps and is blocked by a guardrail along the corner radius.
  - The sidewalk on the south side of NW 21 Street west of NW 37 Avenue/Douglas Road while six-feet wide, has several large utility poles in the middle of the sidewalk.
  - There is no pedestrian crossing on NW 21 Street near the MIC until the Sheraton Hotel entrance.
- An attractive 10-foot walkway exists in the south parking lot of the MIC site, but it does not connect south to NW 21 Street

**Figure 5-1** depicts the pedestrian connectivity gap between the MFP site and the MIC that exists today.

*Figure 5-1 MFP-MIC Pedestrian Connectivity Gap*

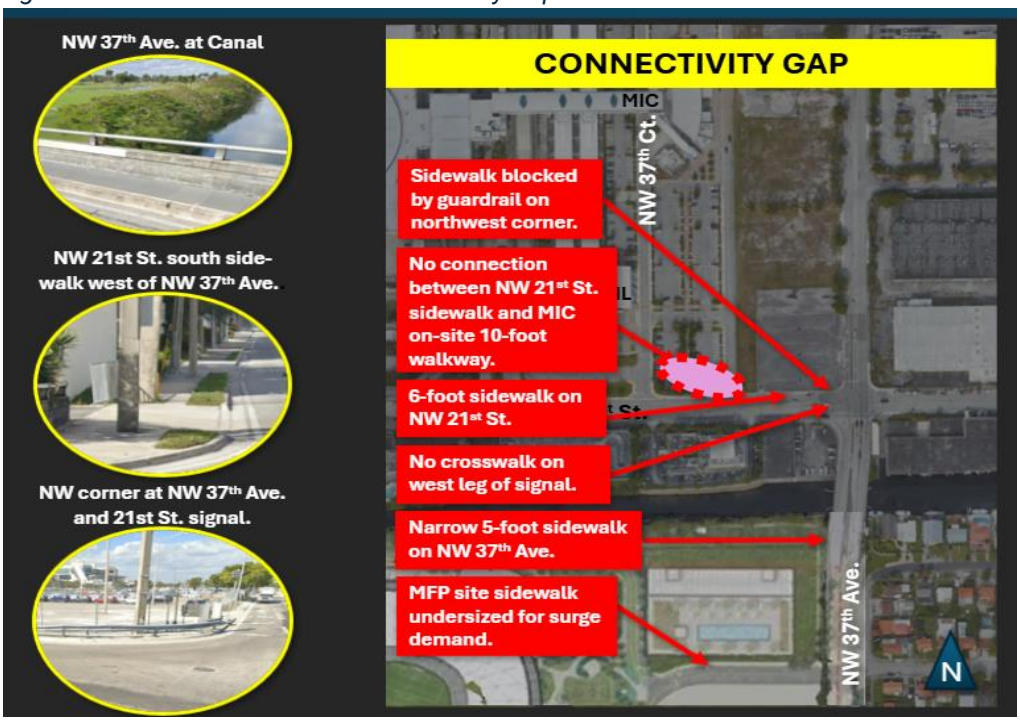
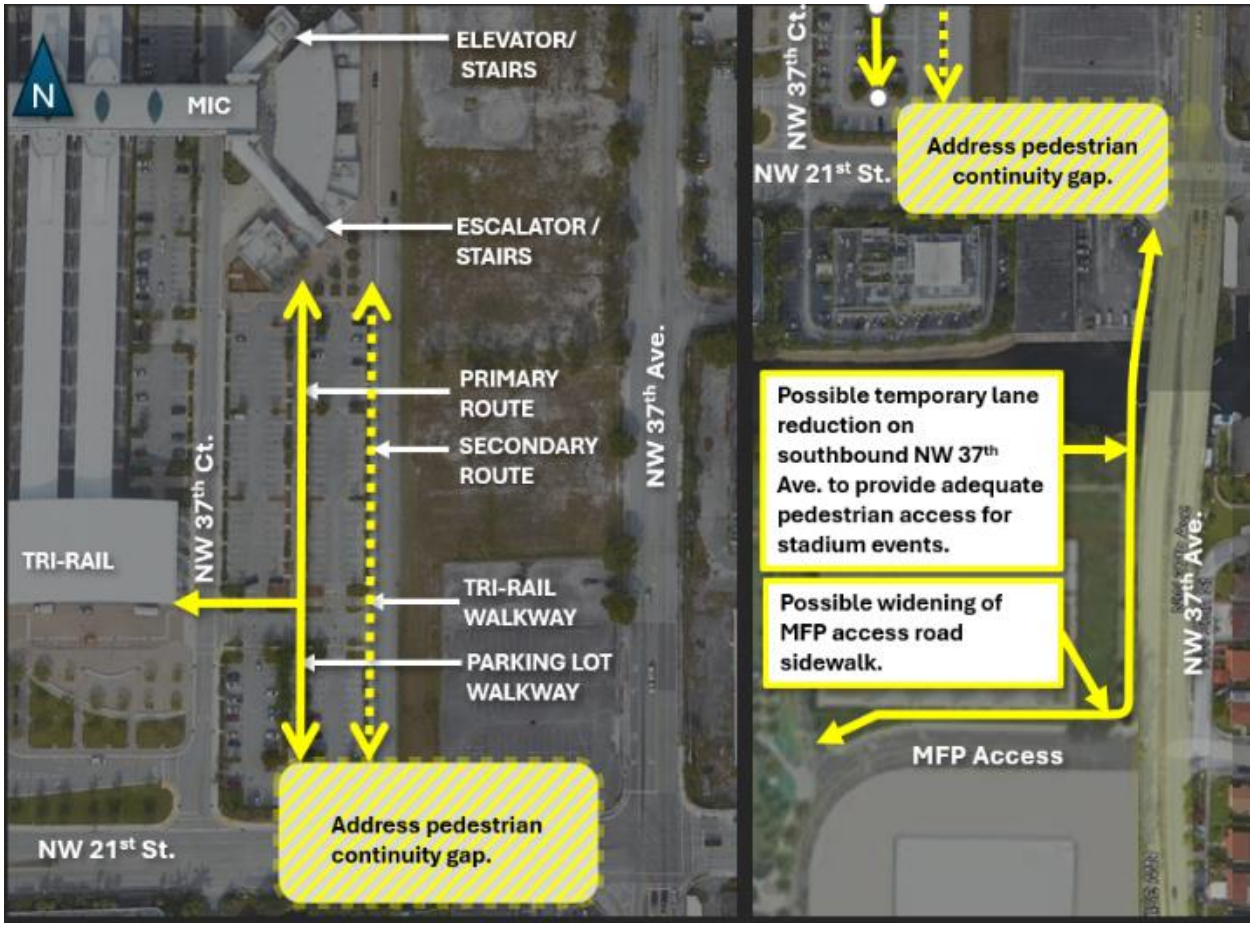


**Figure 5-2** provides further context for the temporary street level pedestrian connectivity between the MFP and the MIC, showing issues and needs to provide for stadium "*Game Day*" pedestrian surge volumes. Considerable work is needed to provide a safe and adequate pedestrian pathway including pedestrian crossing protection across NW 21 Street.

**Consequently, this study recognizes the need for and recommends that an interim MIC-MFP pedestrian surface connection be defined and implemented to at least serve game day pedestrian movements. This analysis should consider "*door-to-door*" pathway capacity and safety requirements.**

*Figure 5-2 MFP-MIC Street-Level Pedestrian Connectivity*

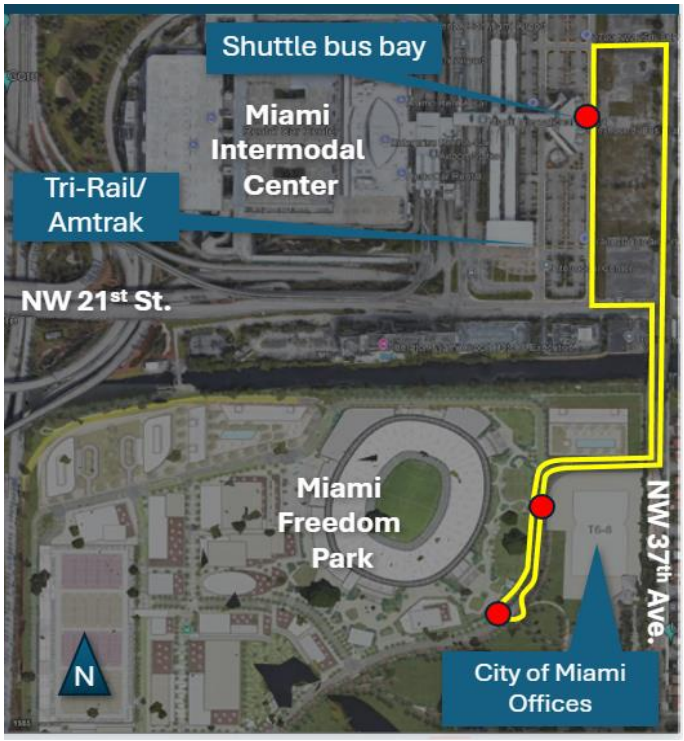


## Interim MIC-MFP Surface Shuttle Route

**Figure 5-3** shows a potential shuttle route between the MFP and the MIC. This route provides a stop at the east portal of the MIC, which connects to all the transit modes serving the MIC. There is also a Metrobus bus bay area within the MIC to the west that could be utilized. At the MFP, one or two stops would serve users. Round trip travel time for the shuttle would be 10-12 minutes depending on final routing configuration and number of stops, thus providing 5-6 round trips per hour.

This shuttle is proposed to provide temporary and/or permanent connectivity between the MIC and MFP in several potential ways in advance of the proposed permanent pedestrian bridge construction:

*Figure 5-3 MIC-MFP Surface Shuttle Route*




- Carry all "*Game Day*" patrons connecting to the stadium through transit services at the MIC.
  - Given the forecast of patron volume and peaking patterns defined in the draft Traffic Study, 15-20 buses depending on capacity would be needed to carry the estimated peak demand of 3,340 patrons in the first hour after a game.
- Carry a share of "*Game Day*" patrons connecting to the stadium through Tri-Rail. Metrorail, Metrobus, and municipal transit services at the MIC, presuming a temporary street-level "*Game Day*" pedestrian pathway between the MFP and MIC is deployed.
  - This service would be structured to carry those with some degree of mobility impairment as well as some other patrons on a basis to be determined. Other patrons connecting between the stadium and the MIC would use the temporary pedestrian pathway set up for game days.
- Operate all day to provide connectivity for non-stadium site development and the City of Miami offices to transport employees and visitors of the MFP to and from the MIC, at times when the special temporary pedestrian pathway between the stadium and the MIC is not in place.

Whatever variations of this transit shuttle service are provided, it is considered that the cost of their operation should be funded by the site developer in coordination with jurisdictional agencies and approved plans with City of Miami.

**It is recommended that the appropriate transit shuttle service between the MFP and the MIC be planned and deployed as soon as possible as a substitute for yet-to-be-built pedestrian bridge connection and as a complement to any temporary game day pedestrian pathway that is activated on soccer game day and other stadium events. The developer and government stakeholders should strongly consider establishing a Transportation Management Association (TMA) that would review and advise on transportation gaps.**

# 5.3 Short Term Actions

## MIA Access Tunnel Workshop / Study

In Chapter 4, **Figures 4-15 to 4-17** depicted three analyses of potential MIA access tunnels as a strategy to maintain the economic competitiveness of the MIA complex far into the future. **Section 5.5** proposes to incorporate a MIA tunnel connection into the Miami-Dade TPO 2055 LRTP. As a first step towards that goal, and to capitalize on the discussion of this network need with transportation agency partners during this study, **an MIA Tunnel Workshop is proposed** with members of the PWG to be sponsored by the Miami-Dade TPO, which is planned for April of 2026. This workshop is anticipated to capture further thoughts on functional needs, implementation issues, alignment options, and funding strategies, and advance the planning process for the MIA tunnel concept.

## MIC-MFP Pedestrian Bridge

As has been discussed, the developer has proposed a pedestrian bridge extending from a helical ramp just northeast of the soccer stadium to the plaza area south of the Tri-Rail station building on the MIC site, connecting over the GMX office parking lot on the south side of NW 21 Street. It is understood that this alignment has not been negotiated with GMX. It was recently learned that the MFP developer has purchased the Sheraton Miami Airport Hotel property on the north side of the Tamiami Canal. The study team identified another possible pedestrian bridge alignment that would use the west end of the 3rd level of the hotel parking deck, with pedestrian bridges constructed to the north and the south. While introducing public traffic through the hotel facility, this connection would provide hotel pedestrian access to both the MFP site and the MIC site. This option is discussed further below.

Conceptually, when envisioning this pedestrian bridge connection to facilitate pedestrian connectivity between the MFP and the MIC, there are a variety of connectivity considerations which can factor into the configuration and design of the bridge connection. These are summarized as follows:

- **Point-to-point connectivity capacity balanced to game day surge demand:**
  - MFP-MIC pedestrian bridge.
  - MIC walkways from pedestrian bridge to MIC portals.
  - MIC Transportation Hall and escalators.
  - MIC modal platform capacity.
- **Degree of connectivity:**
  - MFP site to MIC site:
    - As proposed by the developer
    - Need to consider connections from stadium to bridge and from bridge to MIC portals for complete connectivity.
  - MFP node to MIC node:
    - Connection from stadium 2nd-level concourse to MIC Transportation Hall
  - Mixed connectivity: site at one end and destination node at the other
  - Multiple access points at either end
  - Consider master plan with phased extensions to nodes at MIC and/or stadium.
- **Facility width for pedestrians only:**
  - Sized for surge demand parameters.
  - 6,675 pedestrians each way pre- and post-game at 25% transit share.

- Developer states only 50% or 3,340 pedestrians in first hour after game.
- Estimated width needed is at least 15-20 feet depending on assumptions.

- **Typical section:**
  - Walkway only (with a street level route for bicycles).
  - Walkway and bicycles.
  - Walkway with moving sidewalk.
- **Weather exposure**:
  - Open to weather
  - Protected
  - Climate controlled
- **Alignments:**
  - Five locations identified.
  - Most direct (shortest path) preferred.
- **Design aesthetic:**
  - Utilitarian/standard
  - Distinctive
  - Signature
- **Facility lighting:**
  - Minimal lighting
  - Well-lit
- **Alignment profile:**
  - Second level to clear street level (approx. +25 feet)
  - Hotel 3rd-level parking deck level (approx. +30 feet)
  - Connection to MIC Transportation Hall (approx. +40 feet)
- **Scalability**
  - INITIAL: For pending opening day condition (April 4, 2026): Temporary street-level connection via NW 37 Avenue/Douglas Road, likely requiring lane closure on NW 37 Avenue/Douglas Road and possibly NW 21 Street, temporary traffic controls, and possibly police management.
  - INTERIM: Developer pedestrian bridge is constructed from MFP site to MIC site, likely utilitarian design, minimum width and unsheltered.
  - ULTIMATE ASPIRATION:
    - Preferred facility: Sheltered, well-lit, generous width accommodating bicycles, distinctive or signature design, with eventual extension to MIC Transportation Hall for modal connectivity, on a relatively direct alignment.
    - Would the developer facility be a "*throwaway*" or expandable?
    - Would a dual parallel facility make sense?
    - Can the initial facility be master planned for further expansion and enhancement?

*Figure 5-4 Mercedes Benz Stadium Pedestrian Bridge*

**Figure 5-4** shows a pedestrian bridge at the Mercedes Benz Stadium in Atlanta, with a configuration similar to the proposed MFP bridge. The typical section, weather exposure, and design aesthetic elements are visualized with examples shown in **Figure 5-5**. Recommended features include a wide walkway, weather protection, and a distinctive design aesthetic. Preferred features would include a wide walkway with moving sidewalks, climate control, and a signature design aesthetic in keeping with the Metrorail station at the MIC and the soccer stadium at the MFP.

*Figure 5-5 Typical Section, Weather Exposure, and Design Aesthetic Examples*

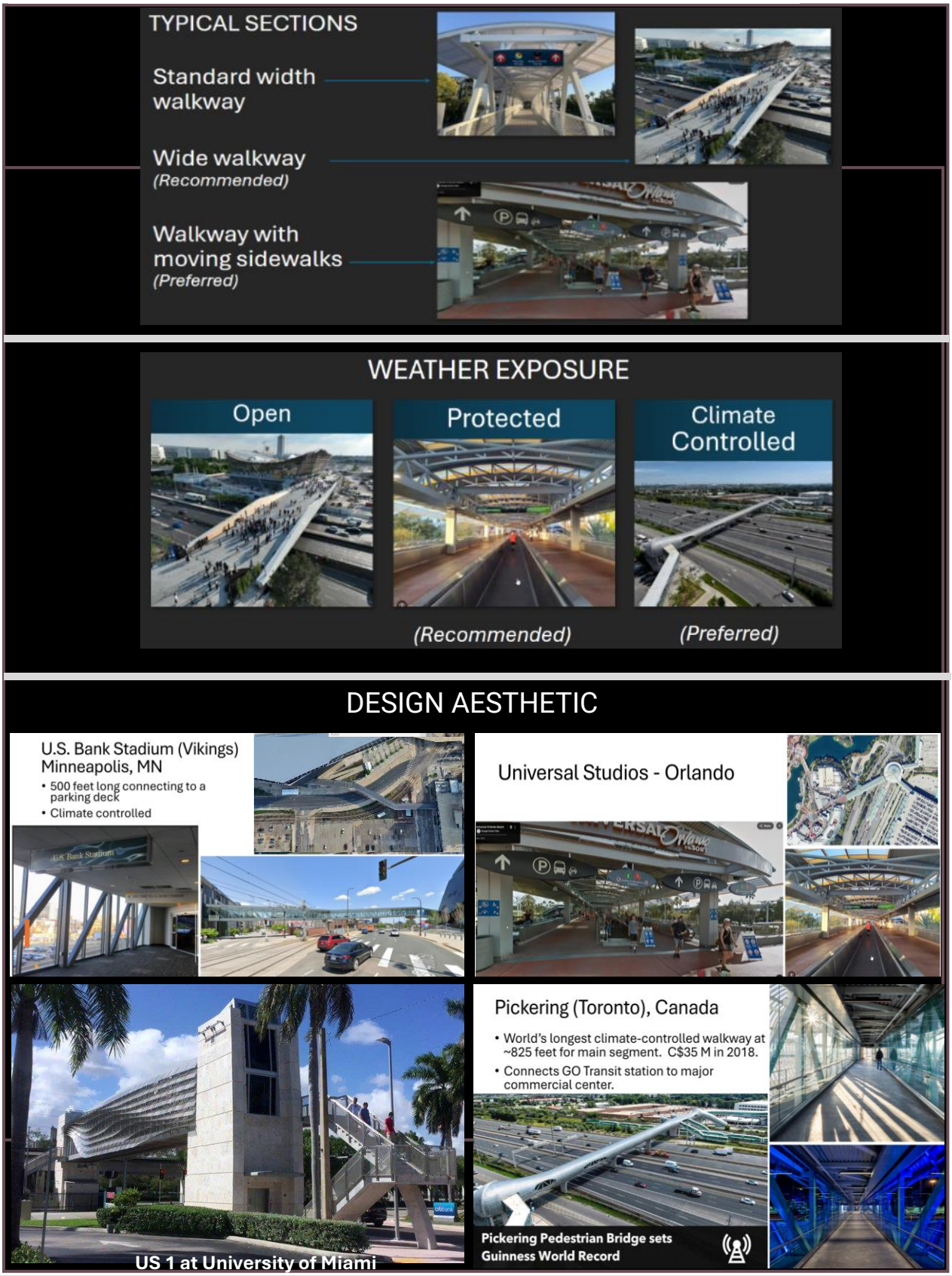


*Figure 5-6 Pedestrian Bridge Alignment Options*

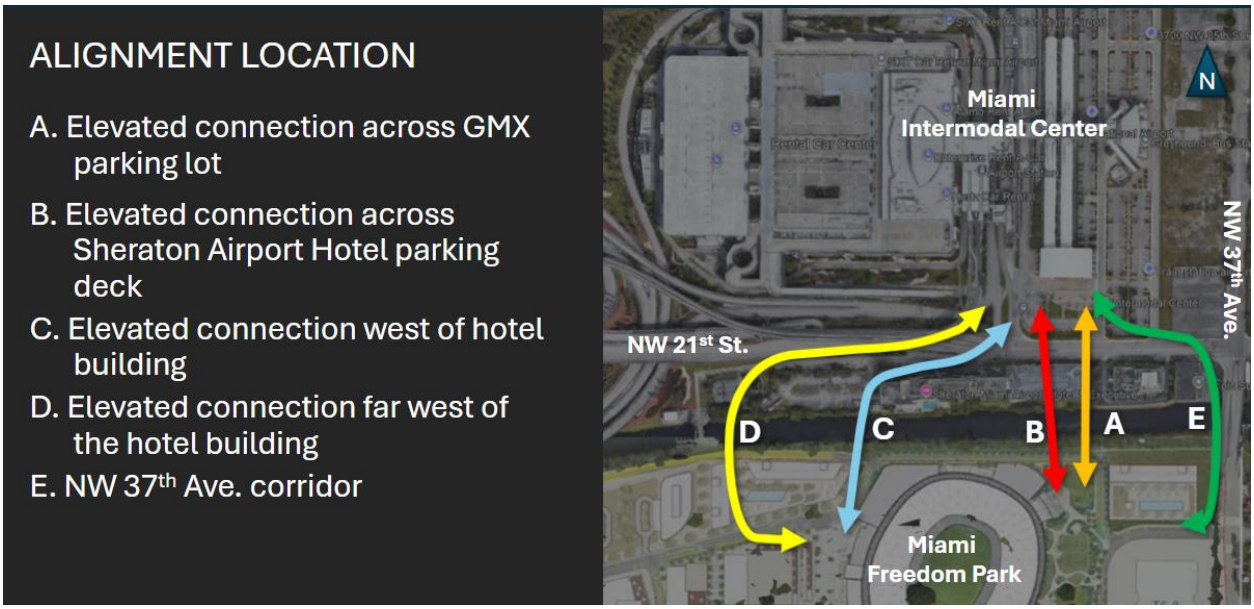



**Figure 5-6** shows potential alignments for the connection, **while Figure 5-7** depicts the connection configuration options. **Figure 5-8** depicts a modified version of the developer's pedestrian bridge proposal which is routed over the hotel parking deck with helixes at either end per the original concept. Also depicted is a possible Phase 2 extension which would provide a direct connection to the Transportation Hall of the MIC. A potential extension of the MIA Mover is also shown. This alignment if built would pass over the pedestrian such that its path is not conflicted.

*Figure 5-7 MFP-MIC Pedestrian Bridge*

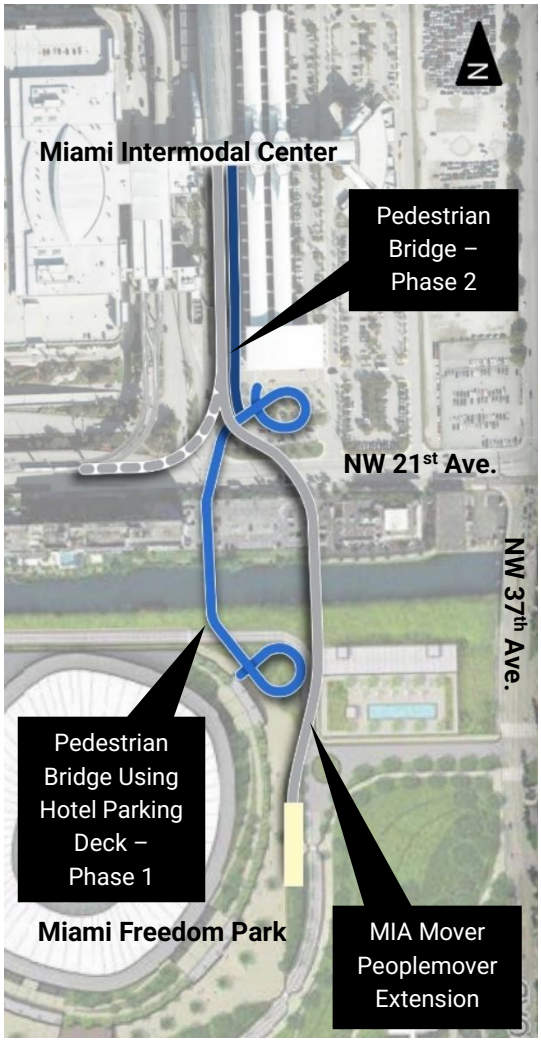
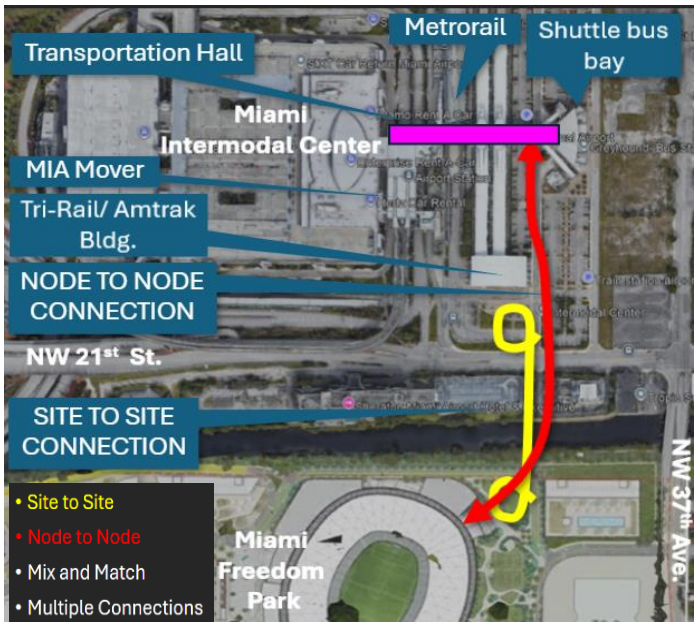



*Figure 5-8 Connectivity Configurations*



**The following recommendations are made regarding the proposed pedestrian bridge connection between the MFP and the MIC:**

- **The MFP developer should expedite the construction of the proposed pedestrian bridge. This connection is the premise for the draft Traffic Study assumption of a 25% transit share for stadium attendees, given that the existing street route via NW 37 Street/Douglas Road is a "*pedestrian desert*".**
- **Given the bridge funding issue, there is a chance that its design will be minimalist. Consideration should be given to how a more "*complete*" bridge solution can be master-planned and perhaps built in phases. Funding for the incremental cost of a more attractive and functional facility should be investigated.**
- **The bridge alignment and design should be undertaken with input from the appropriate transportation agency stakeholders.**
- **The bridge width should be underpinned by a careful analysis of the draft Traffic Study parameters defining the pedestrian volumes accessing the MIC, including surge demand factors.**
- **Consideration should also be given how the pedestrians would move from the pedestrian bridge to the MIC entry portal on the east side of the MIC or the Metrobus bus bay area, with adequate safety and capacity.**

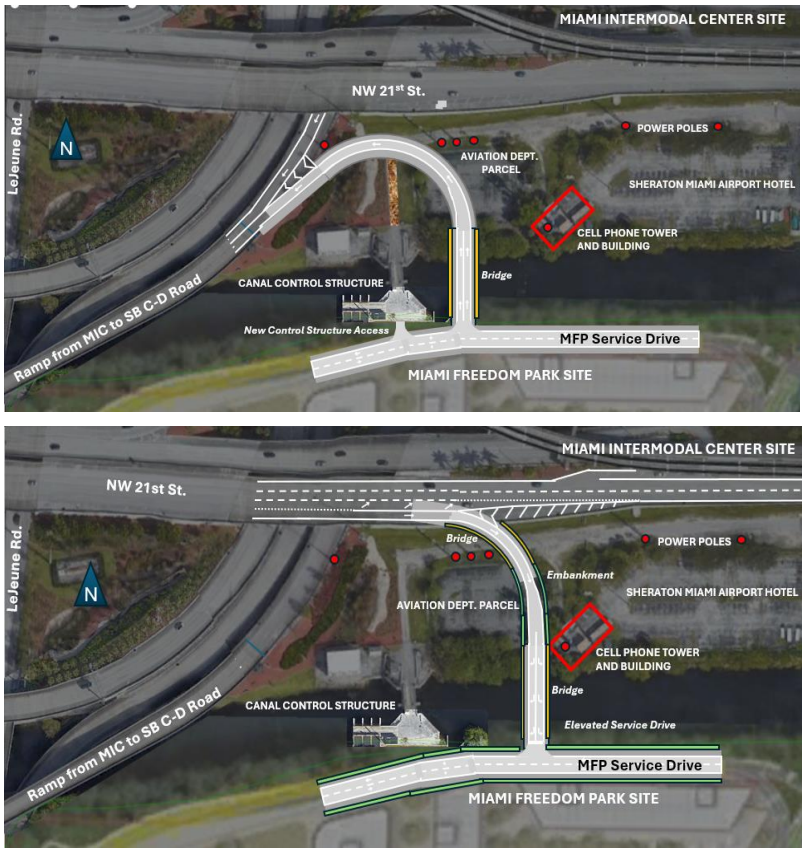
## 5.4 Long Term Actions

### MFP Northside MFP Ingress and Egress Ramps

**Figure 5-9** presents a pair of access and egress ramps at the northwest corner of the MFP site. One concept provides an egress from MFP service drive bridging the Tamiami Canal and crossing a parcel owned by MIA. It connects to a southbound ramp from the MIC tying into the southbound collector-distributor road which leads to westbound SR 836/Dolphin Expressway and the SR 953/NW 42 Avenue/Lejeune Road interchange with SR 836/Dolphin Expressway south of NW 14 Street. This option requires access to the Tamiami Canal control structure to be modified.

The other concept ties from eastbound NW 21 Street at the airport entrance on a downward slope across the Tamiami Canal to the MFP service drive, which will

*Figure 5-9 MFP Northside Ingress and Egress Ramps*



need to be elevated a few feet for the gradient to work. This ramp would provide access from SB SR 112/Airport Expressway serving the airport entrance via a cloverleaf loop ramp to eastbound NW 21 Street, to provide access to the MFP from the north. The ramp exit point from NW 21 Street is compatible with the eastbound land drops on NW 21 Street.

Both concepts avoid power poles and a cell phone tower, but the ingress ramp would require power line adjustments.

**These concepts are less expensive than other options and are recommended for consideration provided either one is not redundant with other access improvements to MFP.**

## Dedicated MFP Ramps to/from SR 836/Dolphin Expressway West

The intent of this concept is to remove MFP traffic to and from the west leg of SR 836/Dolphin Expressway segregating MFP game day and daily traffic from MIA-bound and other traffic using surface streets, ramps, and collector-distributor roads near the SR 836/Dolphin Expressway and SR 953/NW 42 Avenue/LeJeune Road interchange. Both ramps are judged to be one-lane ramps. **Figure 5-10** depicts this option conceptually.

The westbound ramp departs from the MFP site drive at the south end of the MFP parking complex, using a lower-speed, curved geometry to gain elevation around the FPL substation. The elevated ramp would require relocation of a power line before crossing over SR 953/NW 42 Avenue/LeJeune Road and turning southward, just west of the existing southbound collector-distributor road. The still elevated ramp then curves westward over MIA's bus yard on the north side of a row of power transmission poles, before joining the westbound ramp to westbound SR 836/Dolphin Expressway at a suitable point between other ramp merges.

*Figure 5-10 Dedicated MFP Ramps to and from SR 836/Dolphin Expressway West*

The eastbound ramp would depart from the eastbound exit ramp at a point just west of SR 953/NW 42 Avenue/LeJeune Road, crossing over SR 836/Dolphin Expressway, returning to grade at an intersection with the MFP site drive. A variation of this option departed from the eastbound exit at an earlier point crossing over into the SR 836/Dolphin Expressway's median, then entering the MFP site to the same terminus point. The eastbound ramp shown appears workable despite proximity to the existing ROW line. MIA airfield height restrictions were consulted, and these constraints were satisfied by this option. The utility of these ramps will need to be tested with detailed traffic analysis.

It is acknowledged that GMX will soon embark on an SR 836/Dolphin Expressway PD&E Study from NW 72 Avenue/Milam Dairy Road to west of NW 37 Avenue/Douglas Road, including the existing SR 836/Dolphin

Expressway and SR 953/NW 42 Avenue/LeJeune Road interchange to address long term capacity on the mainline roadway and address ramp deficiencies at the SR 953/NW 42 Avenue/LeJeune Road interchange. It is understood that the study will consider the findings and recommendations of this study, and that these ramps may be modified or refined as a result.

This option provides separation of MFP site traffic oriented to and from the west, but at a moderate-to-high cost and with the use of open space at the MFP site.

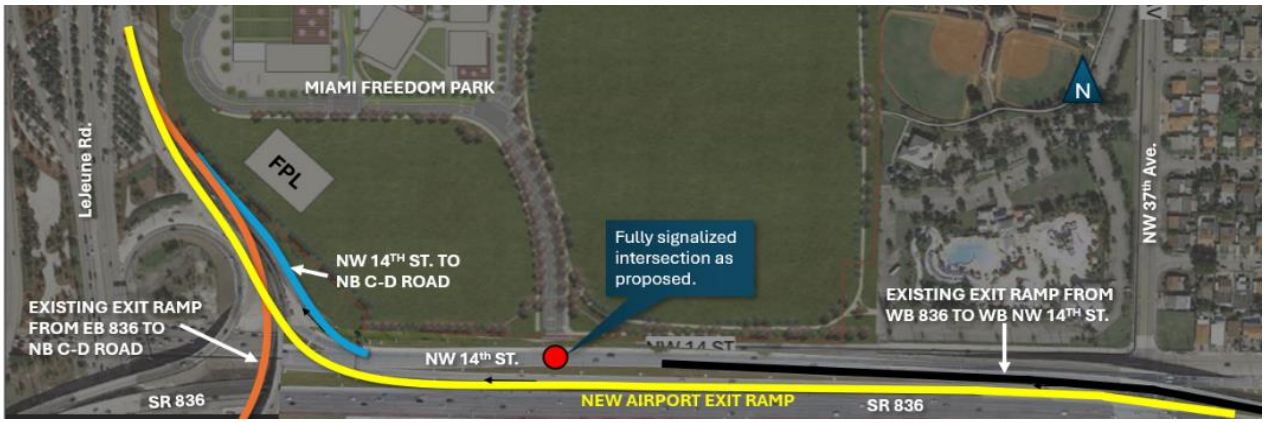
**This concept is considered to offer potential in addressing long-term MFP traffic and potential impact on MIA-bound traffic and are recommended for consideration provided either one is not redundant with other access improvements to MFP.**

## Flyover Ramp from SR 836/Dolphin Expressway East to MIA

This concept is intended to remove MIA-bound traffic from westbound SR 836/Dolphin Expressway to the northbound collector-distributor road on SR 953/NW 42 Avenue/LeJeune Road from its current path on NW 14 Street. The MFP developer has proposed a traffic signal on NW 14 Street at its south site access drive. Information in the draft MFP Traffic Study indicates that this T-intersection would allow all movements, including to and from eastbound NW 14 Street. This situation would be problematic for several reasons: (1) Westbound NW 14 Stret presently carries MIA-bound traffic from SR 836/Dolphin Expressway westward to the northbound collector-distributor road to MIA in a free-flow manner, which would be interrupted by the traffic signal. Further, the marked end of the westbound exit ramp from SR 836/Dolphin Expressway is only 400 feet from the proposed signal, creating weaving issues. While both the westbound ramp and westbound NW 14 Street traffic movements could be separately signalized.

To resolve this issue, options were explored to separate MIA-bound traffic from westbound SR 836/Dolphin Expressway from NW 14 Street. Three options were identified in **Chapter 4**, and this option was selected as the most workable of the three as shown **Figure 5-11**. The ramp would depart from SR 836/Dolphin Expressway profile crest at NW 37 Avenue/Douglas Road, bridging over eastbound NW 14 Street for several hundred feet where convention columns would support the elevated ramp, before it curves northward over NW 14 Street, joining into the ramps feeding into the northbound collector-distributor road east of SR 953/NW 42 Avenue/LeJeune Road. Review indicates that there is room in this area along the ramp spine for suitably spaced mergers from this new ramp, a ramp from westbound NW 14 Street, and the eastbound-to-northbound ramp from SR 836.

*Figure 5-11 Flyover Ramp from SR 836/Dolphin Expressway East to MIA*



It is acknowledged that GMX will soon embark on an SR 836/Dolphin Expressway PD&E Study from NW 72 Avenue/Milam Dairy Road to near NW 37 Avenue/Douglas Road, including the existing SR 836/Dolphin Expressway and SR 953/NW 42 Avenue/LeJeune Road interchange to address long term capacity on the mainline roadway and address ramp deficiencies at the SR 953/NW 42 Avenue/LeJeune Road interchange. It is understood that the study will consider the findings and recommendations of this study, and that this new proposed ramp may be modified or refined as a result.

This option provides separation of westbound MIA-bound with a dedicated ramp. Westbound ramps serving NW 14 Street and NW 37 Avenue/Douglas Road would remain. This ramp, if implemented, would permit the developer's proposed traffic signal with full turning movements to become appropriate as the free-flow traffic to MIA has been removed. The conundrum is that this proposed ramp is a long-term proposition, while the MFP developer seeks the signalized access point now. Conversations with the agencies during this study mentioned options of right-turn-in and right-turn-out only at the site drive connection.

**This concept is considered to offer potential in addressing long-term MFP traffic and potential impact on MIA-bound traffic and are recommended for consideration.**

## MIA Mover Extension Between MIC and MFP

**Figure 5-12** illustrates the multiple possible routes for potential extension of an Automated PeopleMover (APM) or automated transit connection between the MFP and the MIC. While several similar technologies can be considered, compatibility with the existing MIA Mover technology with a connecting track to enable sharing of maintenance and storage facilities would appear to be preferable. The MIA Mover Mitsubishi Crystal APM vehicles are configured as married pairs with a 200-person crush capacity, which suggests a single married pair would be sufficient for the extension to MFP for a short route to an MFP station sited on the east side of the stadium. A longer route with a second station near the interior of the MFP development core would possibly need a four-car configuration (two married pairs) because of a longer running time. Further study would be needed to determine if the existing MIA Mover system could accommodate these additional fleet requirements.

*Figure 5-12 MIA Mover Extension Between MIC and MFP*

Initial analysis suggests that a single-track facility with a short running time would be sufficient to handle the soccer stadium game day passenger demand profile and surges for a shorter alignment straight south of the MIC with one or possibly two stations. Further analysis is needed to confirm requirements for routes that are longer or have more stations. The simplest connection initially would be from the MIC to a station between the stadium and the city's office building,

as shown previously in **Figure 5-8**. Another required feature is a track section connecting this extension to the MIA Mover track pair as shown. This connection would allow shared vehicle storage and maintenance, although functional requirements need to be examined in more detail.

At the MIC, consideration was given to sharing the existing MIA Mover station with the extension to MFP. However, the MIA Mover is of such critical importance to MIA passenger movements that operationally sharing the station was problematic. It was determined to position the station for the extension just east of the existing MIA Mover station, either between the Metrorail tail tracks or between the eastern Metrorail tail track and the Tri-Rail train shed at the level of the Transportation Hall. Standard support columns and likely some straddle bent structures would be needed. However, the alignment is shown crossing over the GMX parking lot; so, longer spans could be used to avoid column support affecting the parking spaces. Such an alignment would be subject to coordination with GMX, which has not occurred.

APM vehicle fleet requirements for the "MFP Mover" vary between two and four vehicles depending on the alignment length and travel time as well as serving either arrival or the departure passenger demand profiles. Depending on length of the route, 8-16 round trips/hour may be possible.

Key issues to further consider are confirming compatibility with the existing MIA Mover system for vehicle storage, maintenance facility capacity, best location for connecting the new APM line with the MIA Mover with switching, and feasibility of the proposed station platform at the MIC. The APM alternative provides a high-quality, but more costly connectivity solution which would meet soccer game needs while encouraging transit usage by other site land uses.

**It is recommended that this concept be given further consideration as a long-term link that would efficiently service game day peak demand for MIC access while optimizing connectivity with the MIC transit services for other MFP development visitors and employees, as well as for visitors and employees at the City of Miami office building.**

## 5.5 Aspirational Actions

### Free-Flow LeJeune Road Between SR 112/Airport Expressway and MIA's Entrance

An interesting concept developed was modifying and/or reconstructing the roadways along SR 953/NW 42 Avenue/LeJeune Road and SR 112/Airport Expressway between NW 21 Street and the SR 112/Airport Expressway's ramps to and from SR 953/NW 42 Avenue/LeJeune Road, while removing three existing traffic signals to create a free-flow configuration on SR 953/NW 42 Avenue/LeJeune Road between those limits. This treatment would mimic that along SR 953/NW 42 Avenue/LeJeune Road to the south between NW 21 Street and SR 836/Dolphin Expressway, except that the northern section has intersecting streets and commercial land uses on the east side and the bidirectional SR 112/Airport Expressway extension from SR 948/SR 25/NW 36 Street south to the MIA entrance at NW 21 Street/Central Boulevard.

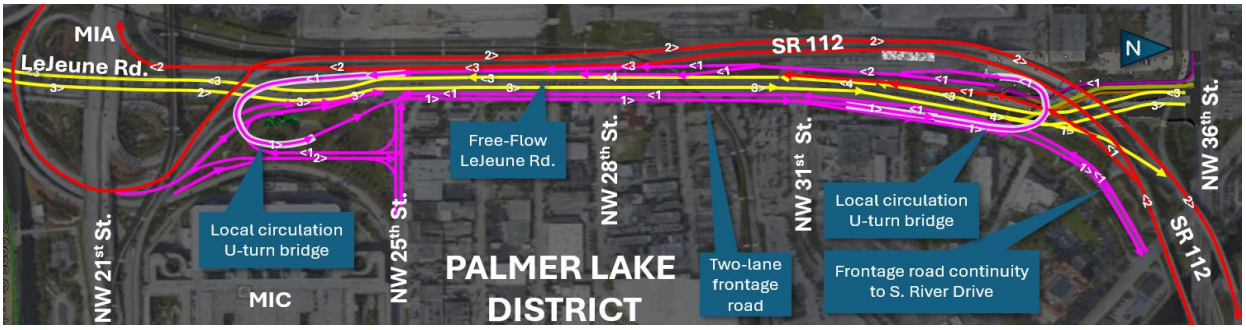
As depicted in **Figure 5-13,** the cross-section of SR 953/NW 42 Avenue/LeJeune Road would be reworked to provide for a two-way, two-lane frontage road with continuity between NW 21 Street/Central Boulevard to the south and South New River Drive to the north. Elevated U-turn bridges at the north and south ends would provide for traffic circulation and accessibility for locally oriented traffic in the Palmer Lake District. A series of ramps and collector-distributor roads between SR 953/NW 42 Avenue/LeJeune Road and the SR 112/Airport Expressway extension would be compatible with proposed street-level improvements in the

"*Iron Triangle*" at the north end, including a possible displaced left turn treatment from northbound SR 953/NW 42 Avenue/LeJeune Road to westbound SR 948/NW 36 Street and a free-flow right turn lane from eastbound SR 25/NW 36 Street to southbound SR 953/NW 42 Avenue/LeJeune Road.

The result of this improvement would be a free-flow section of SR 953/NW 42 Avenue/LeJeune Road from NW 14 Street just north of SR 836/Dolphin Expressway at the south to SR 948/SR 25/NW 36 Street at the north. This would alleviate queuing on the ramp to southbound SR 953/NW 42 Avenue/LeJeune Road from SR 112/Airport Expressway, and enhance MIA passenger terminal and rental car center access from points north of the main MIA entrance on NW 21 Street/Central Boulevard.

**It is recommended that this concept be explored further in future transportation improvement studies as a long-term strategy to improve traffic service near the MIA entrance.**

*Figure 5-13 Free-Flow SR 953/NW 42 Avenue/LeJeune Road Between SR 112/Airport Expressway and Airport Entrance*




## Rail Transit Extension Between MIC & East-West SMART Corridor

This concept entails a potential extension of a rail corridor for either commuter rail or Metrorail from the MIC along a new alignment extending south from the MIC to a station at the MFP site and then westward through a tunnel, connecting back to the South Florida Rail Corridor (SFRC) east of NW 57 Avenue/Red Road. This alignment would be an alternate to using existing SFRC trackage from the MIC; this trackage crosses Lejeune Road at-grade and proceeds south past the MIA fuel storage tanks and then west along the north side of SR 836/Dolphin Expressway. The profile incorporates 1% grades on the tunnel approaches.

Conceptually, this corridor could support extension of either Metrorail or Tri-Rail. Tri-Rail would be at-grade from the MIC, requiring removal of its terminal building, crossings of NW 21 Street and an MFP site drive. Metrorail could depart elevated southward from the MIC into the MFP site, but at some point, it would need to profile down to grade and then below grade for the tunnel approach. It is contemplated that either mode would have a station on the MFP site on the east side of the stadium.

Challenges of this concept include integrating the tunnel approach with park land on the MFP site with proper mitigation and extending rail south of the MIC through the properties along the south side of NW 21 Street. The option would streamline continuity of either Metrorail or Tri-Rail as the ultimate technology for the East West SMART corridor. While this is a relatively high-cost project, it may be cost-competitive with a previously considered alternative for a tunnel or depressed profile along the existing SFRC trackage through the MIA complex to remove grade crossings. **Figure 5-14** illustrates this concept for a rail transit extension.

**It is recommended that this concept be considered as a long-term strategy for the potential extension of rail transit service along the East-West SMART corridor.**

*Figure 5-14 Rail Transit Extension Between MIC & East-West SMART Corridor*

## Potential MIA Access Tunnel

**Figures 4-15 to 4-17** in **Chapter 4** depicted various potential MIA access tunnels as an aspirational strategy for assuring reliable, free-flowing access into the MIA passenger terminal, MIA rental car center, and MIC facilities along NW 21 Street, also referred to as Central Blvd. It is expected that additional tunnel planning, access and alignment considerations will be formulated as part of the upcoming MIA Tunnel Workshop to be sponsored by the Miami-Dade TPO and planned for April of 2026.

As discussed in **Chapter 4**, given the importance of MIA as the single largest economic engine in Miami-Dade County and its prominence as the largest domestic and international travel terminal in the region, maintaining a long term view of its continued uncongested, multimodal accessibility is paramount in the face of continuing development along SR 953/NW 42 Avenue/LeJeune Road, the Palmer Lake District to the east, and the surrounding areas.

**Towards that end, it is proposed that an MIA access tunnel be included as a study recommendation for eventual inclusion in the Miami-Dade TPO's 2055 LRTP as an unfunded project.** The functional needs, alignment alternatives, and interface with the terminal area, rental car facility, and MIC would be further developed through future studies.

## 5.6 Summary Prioritization

As discussed, the study process involved screening the initial concepts down to a distilled list which were prioritized in terms of implementation timeframe and relative cost. This summary prioritization matrix is shown in **Figure 5-15** and depicts the proposed timing of each action and a relative cost range for each.

*Figure 5-15 Summary Prioritization Matrix*

| Mobility Enhancement Recommendations | Immediate Action | Short Term | Long Term | Aspirational | Est. Cost Range |
|---|---|---|---|---|---|
| Complete Transportation Management Plan | | | | | < $1m |
| Provide MIC-MFP Pedestrian Surface Route | | | | | $1-$5m |
| Implement MIC-MFP Surface Shuttle Route | | | | | $1-$5m |
| Conduct MIA Tunnel Workshop / Study | | | | | < $1m |
| Construct MIC-MFP Pedestrian Bridge | | | | | $5-$25m |
| Northside Ingress & Egress Ramps | | | | | $25-$75m |
| Dedicated MFP Ramps to / from SR 836 west | | | | | $25-$75m |
| Flyover Ramp to MIA from Westbound SR 836 | | | | | $25-$75m |
| MIA Mover Extension Between MIC & MFP | | | | | $75-$250m |
| SR 953 Free-Flow between SR 112 & SR 836 | | | | | $75-$250m |
| Rail Transit Extension Between MIC & West | | | | | >$1b |
| Potential MIA Tunnel | | | | | >$1b |

## 5.7 Conclusion

The objective of this study was to evaluate existing transportation infrastructure and connectivity gaps in the vicinity of MIA passenger terminals, the MIC, and the proposed MFP project area. A broader analysis area was considered through application of the regional travel demand model. This planning study assessed the multimodal impacts of the proposed MFP complex and identified infrastructure improvements needed to support the project by analyzing multimodal connectivity and accessibility.

The multimodal recommendations are phased, and include immediate action projects, short-/mid-term projects, long-term projects, and aspirational regional projects. Assessment results will help identify the infrastructure improvements needed to mitigate potential traffic impacts of the proposed MFP project and reduce congestion. Prioritizing pedestrian connectivity between these hubs will enhance transit mobility, reducing dependency on private vehicles, and contributing to a sustainable transportation system. Of greatest importance are three immediate action recommendations to address the proper use and functioning of the existing transportation network surrounding the MFP.