Miami Freedom Park Multimodal Connectivity & Accessibility Study

Fact Sheet

TPO Miami-Dade Transportation Planning Organization

The Miami Freedom Park (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 the City of Miami administration building. With an influx of visitors for major events at MFP, robust multimodal connectivity is essential to facilitate movement of large crowds and seamless access between the Miami Intermodal Center (MIC) and the stadium complex. Prioritizing pedestrian connectivity between these hubs will enhance transit mobility, reducing dependency on private vehicles, and contributing to a sustainable transportation system. This planning study assessed the multimodal impacts of the proposed MFP complex. It identified infrastructure improvements needed to support the project by analyzing multimodal connectivity and accessibility around Miami International Airport (MIA), the MIC, and MFP. The analysis accounted for the development's impacts within the framework of the Miami-Dade TPO 2050 SMART M.A.P. Long Range Transportation Plan, maintaining alignment with regional transportation priorities.

Mobility Enhancement Recommendations

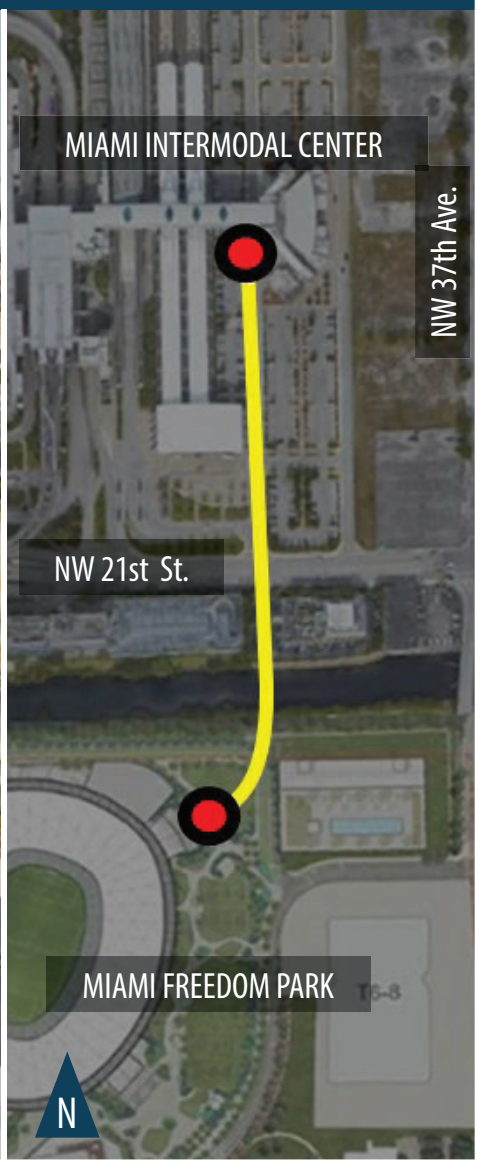
Multimodal recommendations were developed in collaboration with transportation agencies, based on findings from the reviewed reports, the travel demand model, identified infrastructure deficiencies, connectivity gaps, and areas requiring improvements. The recommendations include infrastructure enhancements, traffic access improvements, congestion mitigation strategies, and regional upgrades to support the projected demand. The multimodal recommendations are phased, and include immediate action projects, short/mid-term projects, long-term projects, and aspirational regional projects.

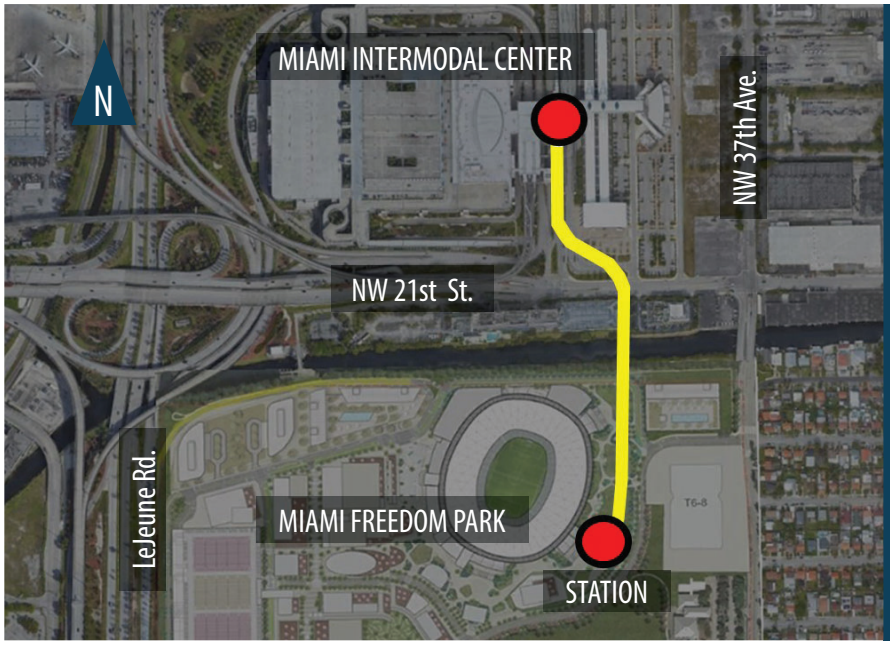
Mobility Enhancement Recommendations	Immediate Action	Short Term	Long Term	Aspirational	Est. Cost Range
Complete Transportation Management Plan					**< $1m**
Provide MIC-MFP Pedestrian Surface Route					**$1-$5m**
Implement MIC-MFP Surface Shuttle Route					**$1-$5m**
Conduct MIA Tunnel Workshop / Study					**< $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**

MULTIMODAL RECOMMENDATIONS

Protected Pedestrian Bridge Connecting MFP and MIC

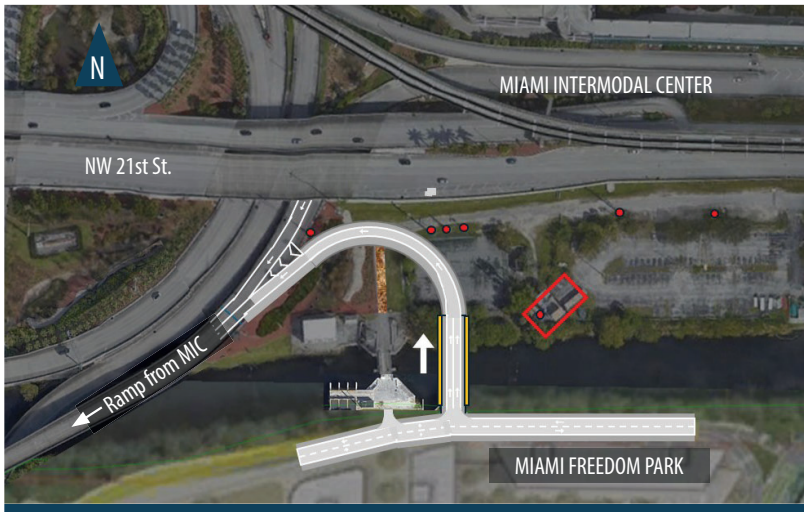
Mercedes Benz Stadium, Atlanta. Photo Courtesy CPL



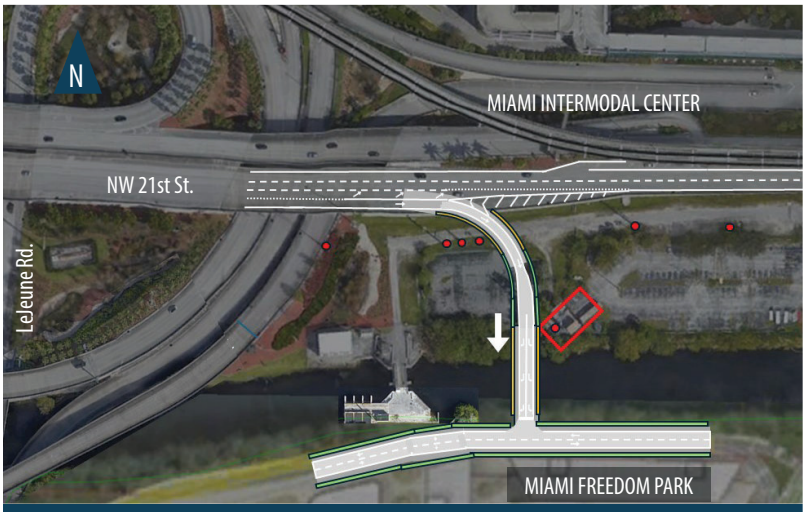


Automated People Mover
Connection to MFP

ROADWAY RECOMMENDATIONS



Egress Ramp from MFP to
Southbound C-D Road to SR 836



Ingress Ramp to MFP from
NW 21st St.

Flyover Ramp to MIA from Westbound SR 836

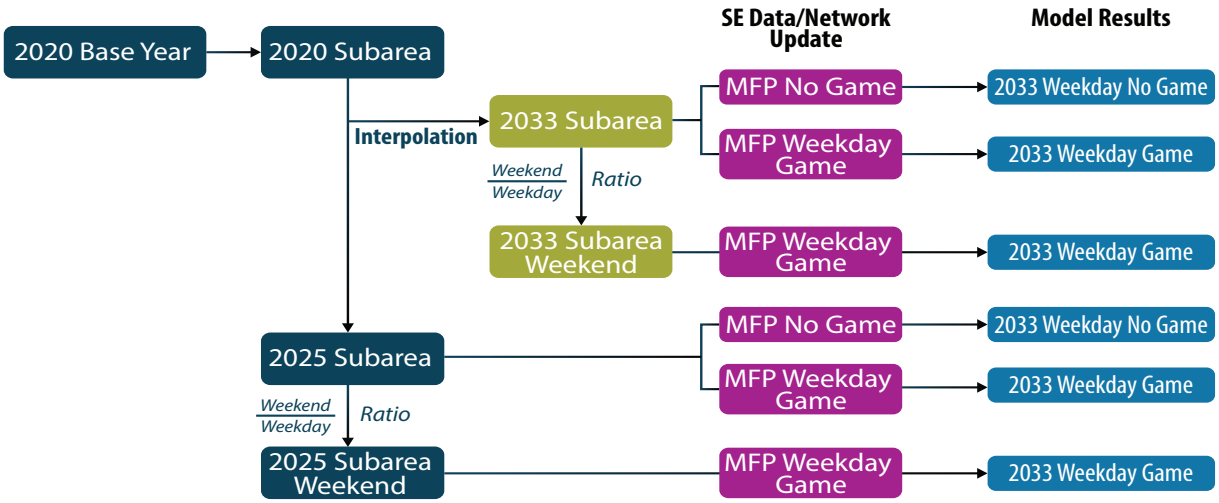
Dedicated MFP Ramps
to / from SR 836 west

Travel Demand Forecasting

The MFP project will be developed in multiple phases, with the soccer stadium scheduled to open in April 2026, and full project buildout by 2033. Access to the site, as proposed by the development team, includes:

- New northbound inbound access ramp from NW 42nd Avenue collector-distributor road to the site
- New signalized connection on NW 14th Street between NW 37th Avenue and NW 42nd Avenue
- New signalized connection at west the existing NW 37th Avenue / NW 19th Terrace intersection

This study used the latest Southeast Florida Regional Planning Model (SERPM 9.51) adopted to forecast travel demand. The model is used for transportation forecasting in Miami-Dade, Broward, and Palm Beach counties, and has a base year of 2020 and horizon year of 2050. The model was developed to support the Miami-Dade TPO, Broward MPO, and Palm Beach MPO 2050 LRTP updates. A 2020 base year subarea model, bounded by I-95 to the east, SW 8th Street to the south, SR 826 to the west, and NW 54th Street to the north, was developed for this study. Adjustments made to the base year model were then applied in developing 2033 and 2050 subarea models. The model network and data were adjusted for three scenarios, as agreed to by City of Miami, FDOT D6, and Miami-Dade DTPW.



Data Collection and Literature Review

A literature review was conducted of all relevant FDOT, Miami-Dade DTPW, City of Miami, and TPO reports relevant to the study area, including studies along the SMART Program East-West corridor. Each document was reviewed for relevance to the MFP study area, with a focus on existing and future transportation projects, multimodal connectivity, and accessibility. Findings by key topics were summarized in a matrix.

Document Reviewed	Future Projects	Transit	Bike/ Ped	Auto	Connectivity	Safety
2050 Bicycle-Pedestrian Master Plan	✓	✓	✓		✓	✓
City of Miami Capital Improvements Plan	✓		✓	✓	✓	✓
City of Miami Parks and Recreation Master Plan	✓					
FDOT District 6 Work Program (2025-2030)	✓		✓	✓		
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 TPO TIP (FY 2025/26-2029/30)	✓			✓		
Miami Freedom Park Traffic Study		✓	✓	✓	✓	✓
Palmer Lake Urban Center District Guidelines						
SMART Plan East-West Corridor Economic Mobility & Accessibility		✓	✓	✓	✓	✓
SMART Plan East-West Corridor Land Use Scenario and Visioning Study		✓	✓	✓	✓	
SMART East-West Corridor Rapid Transit Project (PD&E) Study		✓			✓	
SMART Plan East-West Corridor Inventory		✓	✓	✓	✓	
SMART M.A.P. 2050 Long Range Transportation Plan	✓	✓	✓	✓	✓	✓
SMART Trails Master Plan	✓	✓	✓		✓	✓