Miami-Dade Transportation Planning Organization

SW 244TH STREET HUB (PRINCETON STATION)
MOBILITY & ACCESSIBILITY STUDY

EXECUTIVE SUMMARY

MARCH 2021

Overview

A Bus Rapid Transit (BRT) station is proposed to be located at the SW 244th Street Park-and-Ride on the South Dade Transitway. The strategic recommendations for multimodal connectivity presented in this study create a plan to support access to the station and more broadly the development potential of the surrounding Princeton and Naranja communities as part of the SMART Moves Program.

Vision for a Transit-Oriented Community

Local expertise was captured through public outreach efforts conducted throughout this and previous studies. Stakeholders have consistently expressed a vision for a Community Center Hub at the SW 244th Street BRT Station, creating a local center of economic and community activity. This plan proposes a multifaceted approach that address key elements of the built environment to promote a walkable, transit-supportive community. Recommendations are provided in terms of infrastructure investment opportunities and policy intervention strategies.

Guiding Principles

DESIGN

- Prioritize mobility and safety of pedestrians of all abilities in transit core area and along key transit corridors
- Enhance pedestrian and bicycle safety at all major intersections
- Retrofit key corridors as Complete Streets
- Provide pedestrian amenities at station and open spaces

DESTINATION ACCESSIBILITY

- Provide new or enhanced multimodal connections to BRT station from residential neighborhoods

DISTANCE TO TRANSIT

- Complete prescribed network of streets according to Princeton Community Urban Center (PCUC) District Regulations
- Supplement transit network with microtransit and micromobility

ACCESSIBILITY & CONNECTIVITY

The assessment of existing multimodal connectivity and accessibility conditions included a walking accessibility geospatial analysis, a sidewalk and bike lane inventory and gap analysis, bottlenecks and congestion scan, evaluation of transit service, development of a demographic profile, and review of land use and zoning regulation as well as proposed and planned developments in the area.

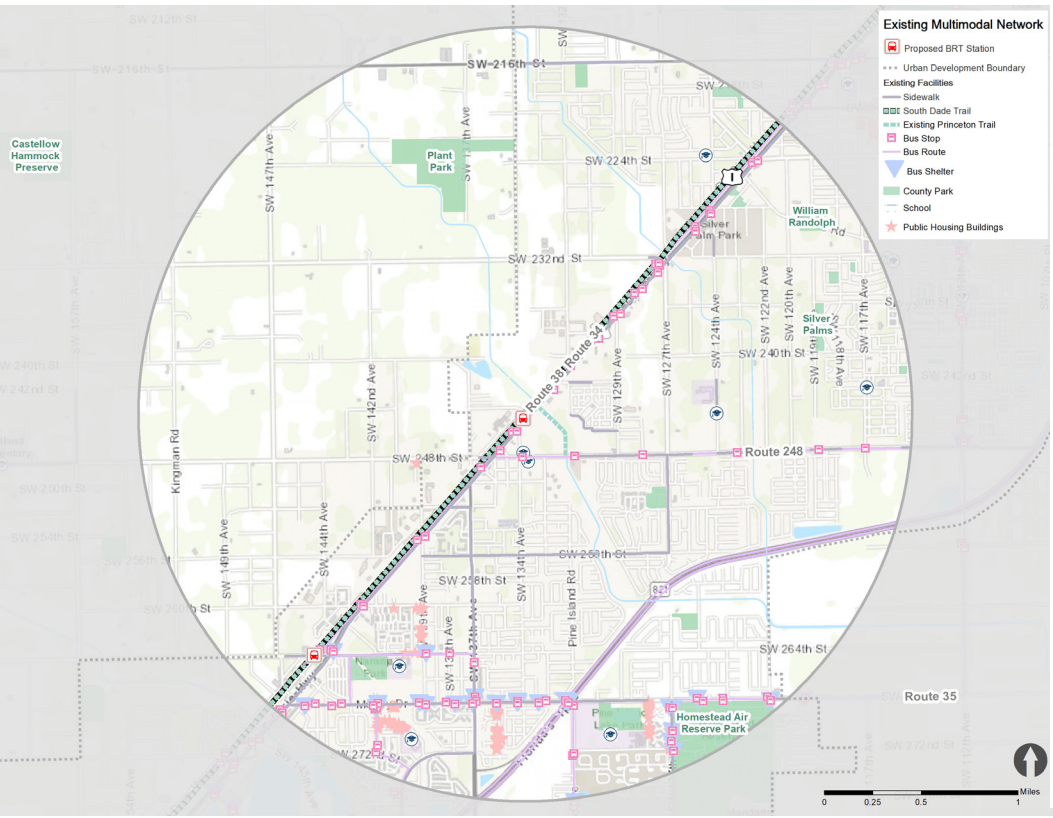
Socioeconomic Quick Facts

Median Age
32

Cars per Household
1.6

Home Ownership Rate
56.3%

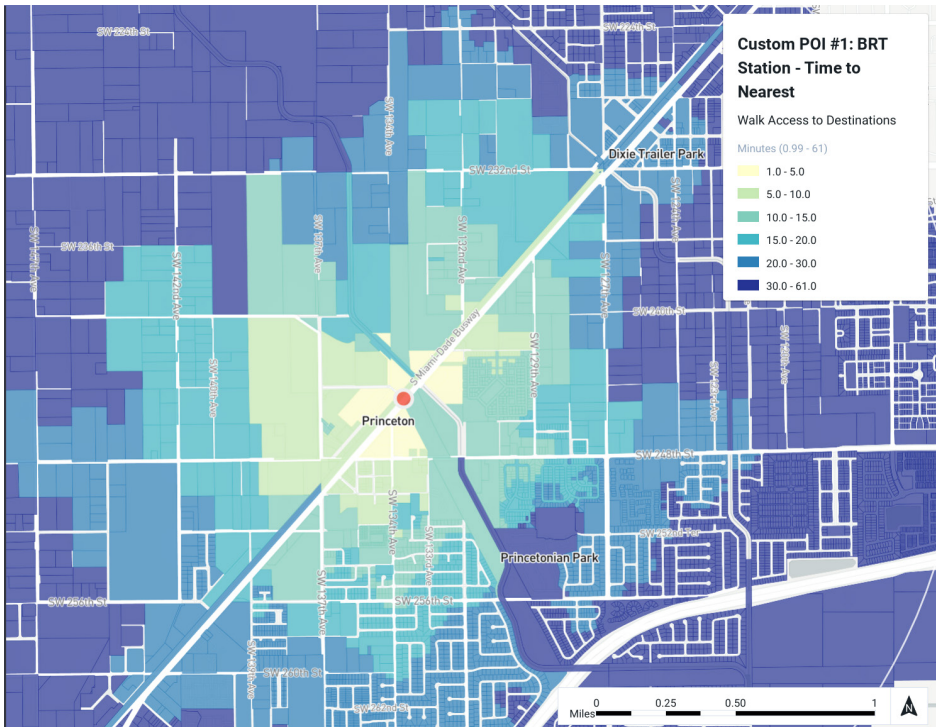
Median Property Value
$193,700



Multimodal Network Challenges & Opportunities

- Lack of continuous pedestrian and bicycle paths leading up to the station
- Poor crossing conditions at major US-1 intersections with high traffic volumes and speed limits
- Limited number of local destinations, open spaces, or other points of interest
- Insufficient pedestrian amenities facilities including bicyce parking, lighting, bus shelters, and wayfinding.

- Limited housing availability near proposed BRT station
- Primarily industrial, agricultural, and commercial uses adjacent to the station
- A large number of vacant parcels remain in the area
- There are two Urban Center Districts (UCDs), three Targeted Urban Areas, and the Naranja Lakes Community Redevelopment Agency (CRA) within the study area



STAKEHOLDER OUTREACH & INPUT

A Public Outreach Campaign was conducted to capture local expertise, including a Stakeholder Advisory Group (SAG) which convened and provided input throughout the duration of this study. In addition, a survey was distributed in English, Spanish, and Creole to better understand local travel behavior patterns and preferences for mobility improvement investments in the area.

What Residents Had To Say...

Where would you walk if you lived in a more walkable community?

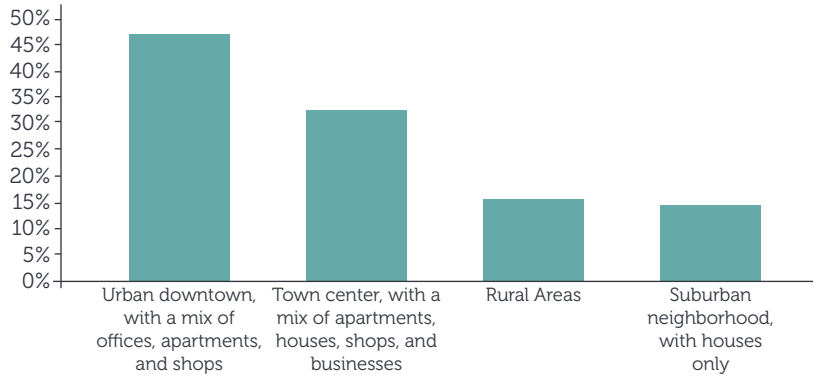
- 60% would like to walk to shopping, restaurants, or to other recreational activities
- 17% would like to walk to a transit stop

I would walk/bicycle more if...

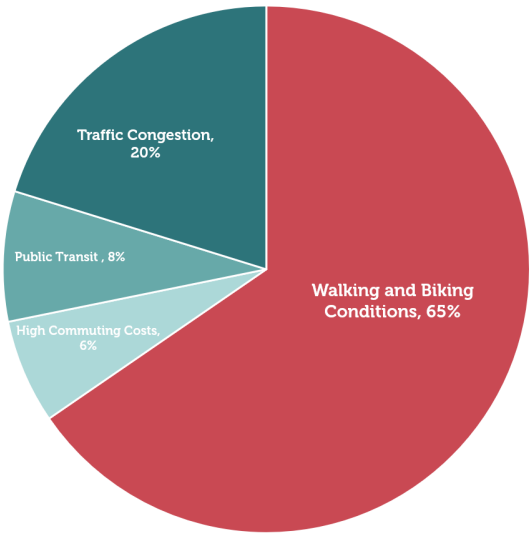
- There was more walking/bicycle infrastructure in my neighborhood
- There were more destinations available within a 15-minute walk/bike ride of my house
- It was safer/more secure

Over 60% of participants listed station cleanliness and safety ***as the top reason that would make them use transit more often. More*** reliable and shorter travel times ***were second.***

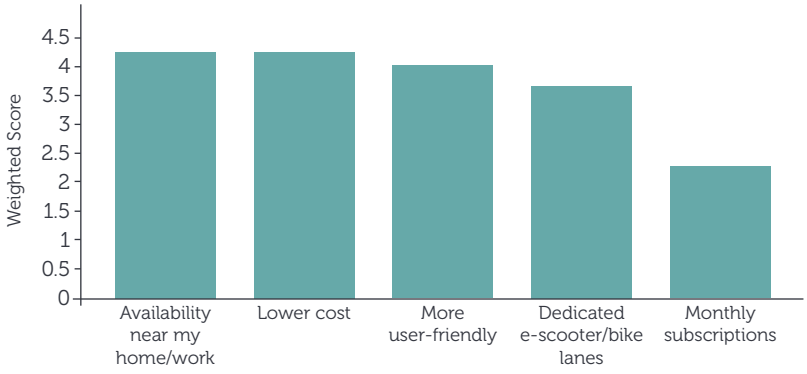
What does your ideal neighborhood look like?



What are your top concerns about transportation?



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



Over 65% of respondents ranked ***"walking and biking conditions"*** as their top transportation concern for SW 244th Street

PRIORITIZING PEOPLE

Pedestrian Infrastructure

- Close sidewalk network gaps in the Transit Core Area (10-min walk from the station)
- Reconstruct and widen sidewalks in accordance with ADA and Princeton Community Urban Center design standards
- Prioritize pedestrian-oriented designs that include amenities such as bicycle parking, lighting, wayfinding, and coordinate with transit agency for security improvements

Toolkit for Improved Access

- Texturized intersection treatments
- Enhanced crossings for high pedestrian visibility
- Dedicated bicycle crossings
- Pedestrian refuge islands
- Bicycle parking and repair stations
- Bus stop amenities including weather-protective shelters

Bicycle Infrastructure

- Build the trail identified by the Florida Greenways and Trail System Plan, the Princeton Trail, as well as other new multiuse paths
- Add dedicated bicycle facilities in SW 134th Avenue and SW 248th Street
- Resurface and enhance the South Dade Trail
- Green color pavement for bicycle crossings is not included in the 2021 FDOT Design Manual (FDM). This treatment would require special approval from FDOT. The Underline has implemented this treatment for bicycle crossings and it's shown here to reflect a corridor-wide consistency.

Complete Streets

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

Shared Mobility

- Provide dedicated space for Kiss-n-Ride, ridesharing and microtransit
- Integrate carsharing and bikesharing programs in the station

(Green color pavement crossing would require special FDOT approval)

A HUB FOR THE COMMUNITY

Recommended Implementation Plan

Short-Term (Immediate 1-2 years)

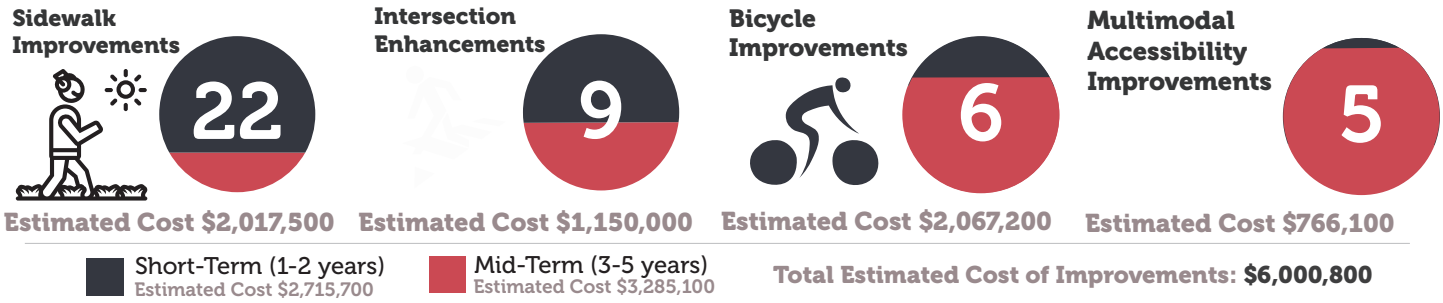
These improvements represent "quick fixes" that can significantly enhance access to the station and can typically be implemented at a lower cost. The majority of these improvements are located in the Transit Core Area and surrounding neighborhoods. Multimodal safety improvements near schools were also prioritized. Estimated costs were derived from industry sources including FDOT's Cost Per Mile Models for Long Range Estimating.

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

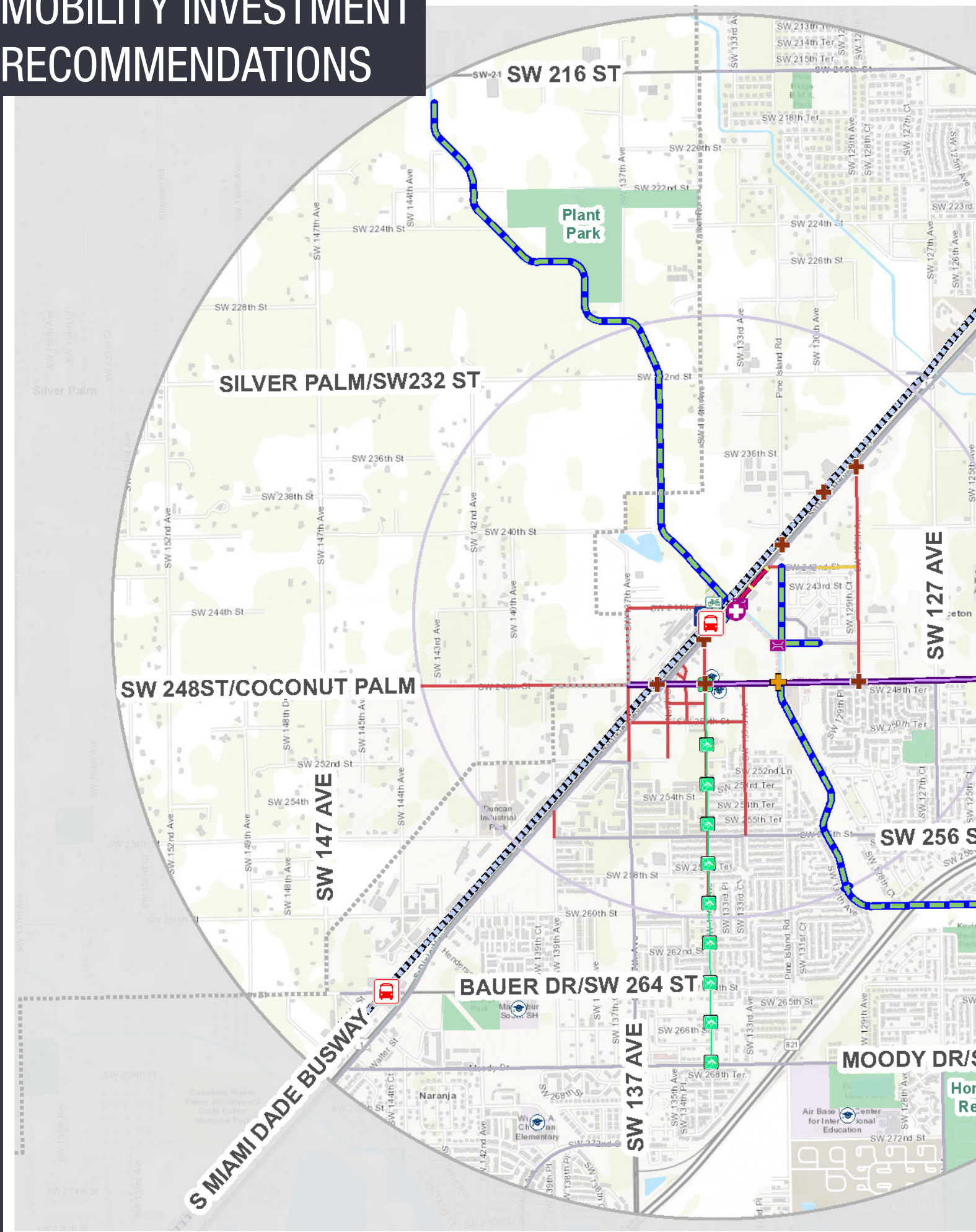
Mid-Term (3-5 years)

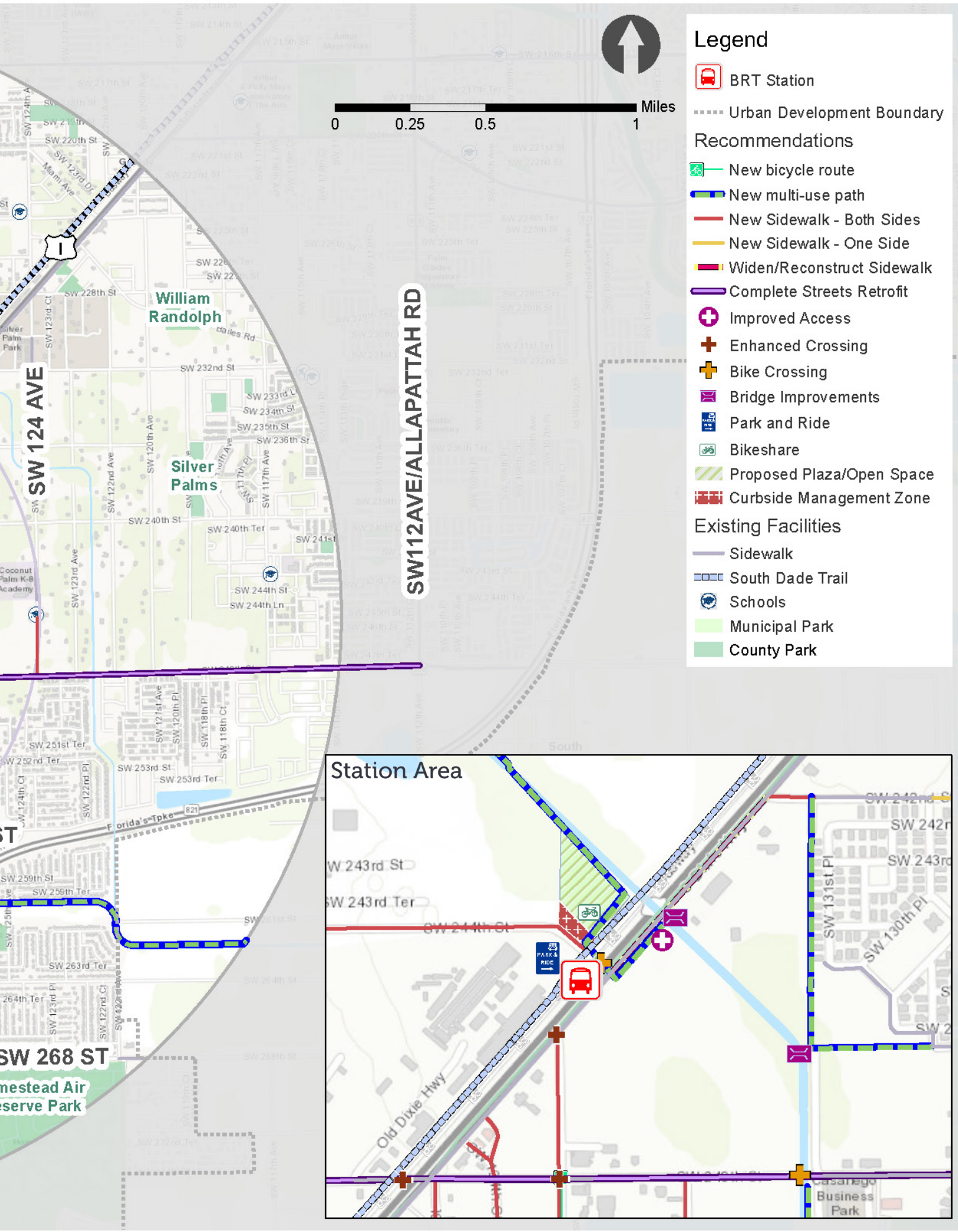
Includes streetscape design elements such as texturized intersection treatments, street furniture and extensive landscaping. This category also includes larger scale investments for new multiuse paths which will provide direct multimodal access from nearby residences to the transit station, and which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

Facility Name	*Estimated Cost*
Missing Sidewalk Gaps	$243,800
Enhanced Intersection Improvements	$700,000
Bicycle Improvements	$1,583,200
Multimodal Accessibility Improvements	$758,100
Total	**$3,285,100**



MOBILITY INVESTMENT RECOMMENDATIONS




Legend
BRT Station
Urban Development Boundary
Recommendations
New bicycle route
New multi-use path
New Sidewalk - Both Sides
New Sidewalk - One Side
Widen/Reconstruct Sidewalk
Complete Streets Retrofit
Improved Access
Enhanced Crossing
Bike Crossing
Bridge Improvements
Park and Ride
Bikeshare
Proposed Plaza/Open Space
Curbside Management Zone
Existing Facilities
Sidewalk
South Dade Trail
Schools
Municipal Park
County Park
0
0.25
0.5
1
Miles
SW 124 AVE
SW112AVE/ALLAPATTAH RD
SW 268 ST
William Randolph
Silver Palms
Station Area
Old Dixie Hwy
Florida's Tpke
Business Park

Miami-Dade Transportation Planning Organization

The Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade TPO at (305) 375-4507.

The preparation of this report has been funded in part from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

Kimley»Horn