



TRANSIT CENTER CONNECTION OPPORTUNITIES

This ground-breaking effort showcases the role of Miami-Dade County and its citizens as trend setters in promoting multimodal transportation connections.

The purpose of the Transit Center Connections Opportunity project was to enhance communication with Miami-Dade County citizens and partners regarding Intermodal transportation connections at existing and future transit centers throughout the County.



Miami-Dade County Transit Center Connections Database

A Comprehensive Experience on Transit Projects

The Miami Dade County Transit Center Database is part of a strategic leadership effort by the MPO to present the citizens of Miami-Dade with a dynamic and powerful tool which provides them an opportunity to take full advantage of intermodal connections that exist today, as well as those that are under development throughout the County.

The most up-to-date information on existing and planned transit services and facilities, and the environment that surrounds transfer amenities, is just a click away. This gives residents and visitors the ability to easily research conditions at the locations where they begin or end a trip – for example what to expect if they are dropped off by car at a bus or train station, or if they want to take their bicycle on transit and ride from their destination station to their place of employment. The database allows them to review maps and photos, timetables, and other related information.

“Transit Centers” are defined as transportation transfer points, which provide access to a transportation service (such as Metrorail, Metrobus, Tri-Rail) and provide for connections between multiple services or modes (rail, bus, park-and-ride, etc.).



These facilities also provide enhanced access to the Miami International Airport and the Port of Miami.

The Transit Centers will enhance the ability of the traveling public to transfer easily between different transportation modes throughout the county.





Existing Transit Centers

Home | Locator Map

View 2: Existing Transit Centers



- 1.01 Aventura Mall
- 1.02 Allapattah Metrorail
- 1.03 Brickell Metrorail
- 1.04 Brownsville Metrorail
- 1.05 Civic Center Metrorail
- 1.06 Coconut Grove Metrorail
- 1.07 Coral Reef
- 1.08 Culmer Metrorail
- 1.09 Dr. MLK Jr. Plaza Metrorail
- 1.10 Earlington Heights Metrorail
- 1.11 FIU Tamiami Campus
- 1.12 **Government Center Metrorail**
- 1.13 Hialeah Market Tri-Rail
- 1.14 Hialeah Metrorail



NE 2nd Street from S. Miami Avenue Looking West



Government Center Station from W. Flagler Street

NE 2nd Street from S. Miami Avenue Looking West



The website provides the following information regarding each potential site

- A brief introduction of the transit center site including information on site location
- Existing land use information and development character of the site area
- Information on existing transit services and facilities, as well as planned services, where applicable
- Assessment of transit-oriented development potential around the site, and
- Population and Employment density maps

Location Map



Employment Density Map



Population Density Map



Land Use Map



Surrounding Environment and Conditions

Site Area Description

The downtown core includes a combination of high-rise office and street-level retail development, generally located between 1st Street and 101 NW, along the Miami River. Sidewalks are provided throughout the area, and are notably wider on Flagler Street. Buildings are located at the sidewalk edge throughout most of the downtown area. During daytime business hours the level of pedestrian activity in the area is high. The Government Center area is a major intermodal center, providing connections between Metrorail, Metro Mover, and local/express bus routes. In the future, new rapid transit corridors will connect to the Metrorail and Metro Mover systems in the downtown. While the number of households in the downtown core is low, adjacent residential areas located west of I-95 include densities in the range of 7.0 to 14 households per acre. One zone exceeds 14 households per acre. Employment density is high, exceeding 50 employees per acre in certain zones. The area includes pockets of potentially underutilized properties, many of which are currently used as surface parking lots, although no ongoing development activities are visible.

Factors Affecting Transit-Oriented Development	Rating for Intermodal Site	
Pedestrian Environment	Highly Supportive	●
Current and Planned Transit Services	Highly Supportive	●
Mix of Land Uses	Highly Supportive	●
Household Densities	Highly Supportive	●
Employment Densities	Highly Supportive	●
Available or Underutilized Properties for Development	Somewhat Supportive	○
Ongoing Development Activity	Highly Supportive	●

Potential of Existing Downtown Miami/Government Center Area to Support Transit-Oriented Development

Considerations in Assessing the TOD Potential of Intermodal Center Sites

Factors Affecting TOD Potential	Highly Supportive of TOD	Somewhat Supportive of TOD	Not Supportive of TOD
Pedestrian Environment	Area has sidewalks throughout, pedestrian amenities, and development along the streetscape edge	Area has sidewalks throughout and moderate setbacks with limited parking	Area has no sidewalks or limited sidewalks; development has large setbacks with large parking lots
Current and Planned Transit Services	The site is served by several existing bus/rail routes and planned short-term rail or bus rapid transit	The site is served by several existing bus/rail routes and planned long-term rail or bus rapid transit	The site is served by only a few existing bus routes
Mix of Land Uses	The site includes a mix of housing, retail commercial, and employment uses	The site includes a mix of housing and pretail commercial	The site is predominately a single land use type
Existing Population Densities	Zone(s) of population in the area already meet or exceed 18.5 persons per acre typical for TOD	Zone(s) of population in the area are between 9.5 and 18.5 persons per acre approaching typical levels for TOD	Zone(s) of population in the area are less than 9.5 persons per acre, substantially less than is typical for TOD
Existing Employment Densities	Zone(s) of employment in the area already meet or exceed 25 employees per acre typical for TOD	Zone(s) of employment in the area are between 12.5 and 25 employees per acre approaching typical levels for TOD	Zone(s) of employment in the area are less than 12.5 employees per acre, substantially less than is typical for TOD
Available or Underutilized Properties for Development	The area has visible vacant properties or buildings	The area has visible commercial developments that are partially vacant or have underutilized parking	The area has few or no visible vacant, partially vacant, or underutilized properties
Recent Development Activity	The area has visible multifamily residential, office, or street edge commercial development that is under construction or has recently been constructed	The area has visible development that is under construction or has been recently constructed	The area has no visible development that is under construction or has been recently constructed

With the adoption of the People's Transportation Plan (PTP) in 2002 and the establishment of the recent ½ cent sales tax to fund major transportation system enhancements, the citizens of Miami-Dade County made a renewed commitment to the development of a more balanced multimodal transportation system.

Approach of Transit Center Connections Project

- Identification of New or Expanded Transit Centers
- Evaluation of site potential for Transit Oriented Development
- Coordination with Partner MPO committees and MDT
- Development of an Implementation Plan
- Development of a Transit Center Information Database

Transit Oriented Development (TOD) is defined as residential and commercial development patterns that enhance the attractiveness of using transit or other non-motorized transportation to accommodate travel needs.

Recommendations for TOD in Miami-Dade County

- Establish Districts
- Identify Priorities
- Introduce Interim Zoning
- Develop Master Plan
- Create Urban Center Overlay Zones
- Make Public Investments in Urban Centers
- Coordinate with Local Implementation Groups



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