



# Miami-Dade Transit Transit Oriented Development

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# Miami-Dade Transit

- *Is the largest transit agency in the State of Florida, 14th largest in the country*
- *Is one of the largest departments in Miami-Dade County government*
- *Operates four transit modes:*
  - *Metrobus – 243,000 average weekday boardings (includes Express Service routes)*
  - *Metrorail – 73,000 average weekday boardings*
  - *Metromover – 32,000 average weekday boardings*
  - *Special Transportation Service (STS) – 6,000 average weekday boardings*



# Metrorail System



# AirportLink



- *Opened for Revenue Service July 28, 2012*
- *2.4 mile extension from Earlington Heights station to Miami International Airport (MIA) station at the Miami Intermodal Center (MIC)*

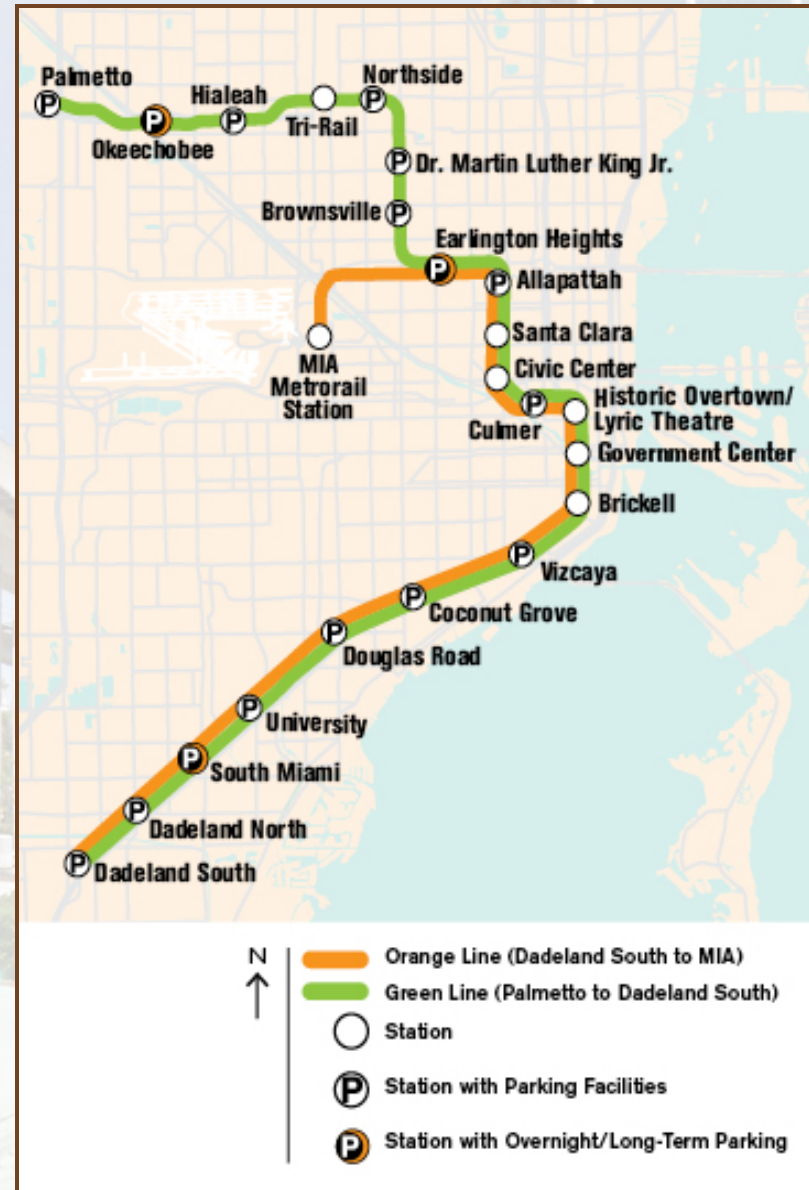
## *Project Costs*

- *\$403 - People's Transportation Plan (PTP)*
- *\$101.3 million - Florida Department of Transportation (FDOT)*



# Metrorail System

- 23 station, elevated rapid transit system
- Approximately one mile apart
- Easily accessible
- Prior to opening of AirportLink average weekday boardings = 62,000 boardings
- With opening of AirportLink, MDT has experienced of 17.5% or 11,000 additional boardings per average weekday



# *Metromover System*



# ***Metromover System***

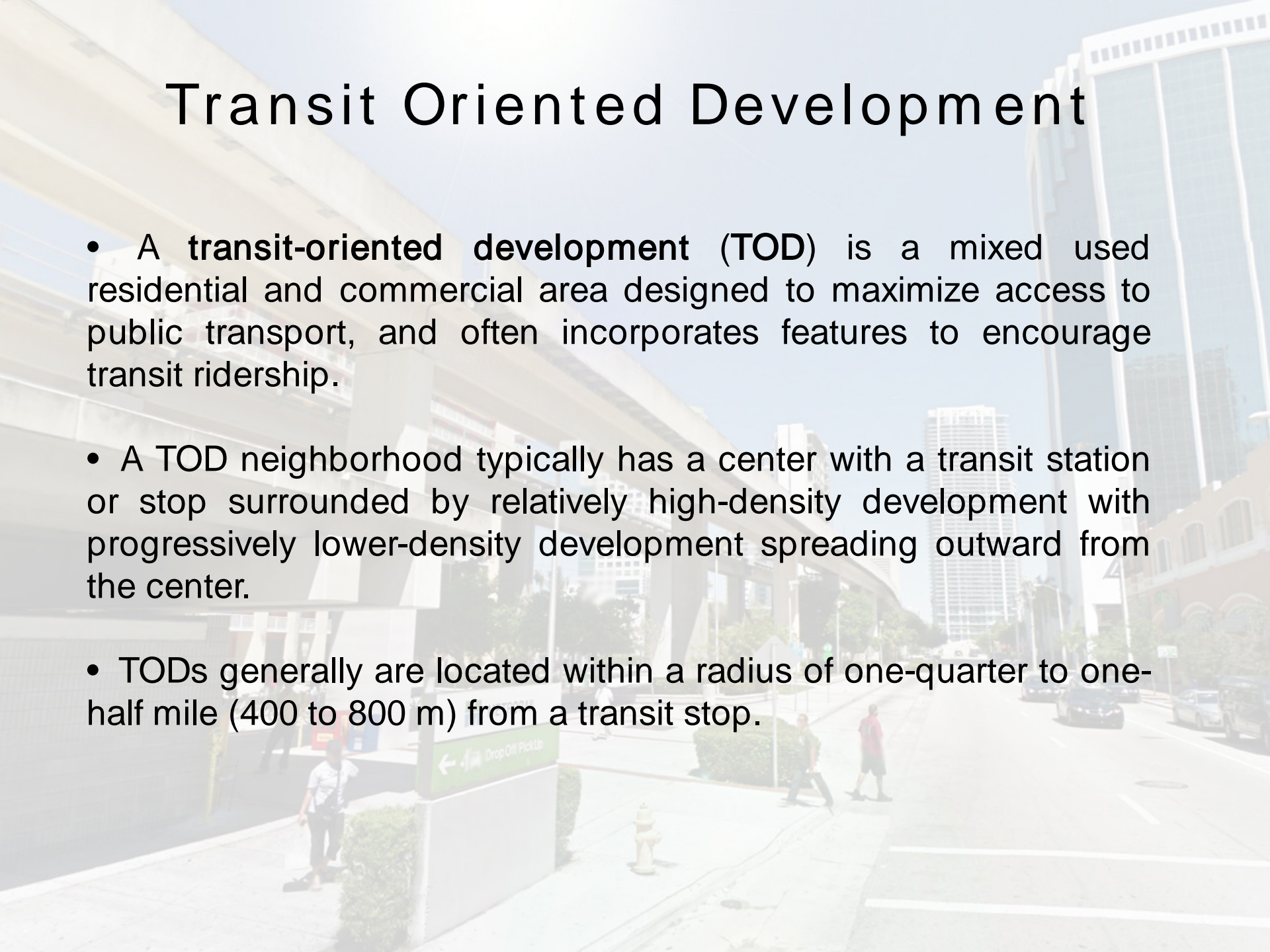


# **Transit Oriented Development: Living, Working and Playing Near Transit**



# Transit Oriented Development

- A **transit-oriented development (TOD)** is a mixed used residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.
- A TOD neighborhood typically has a center with a transit station or stop surrounded by relatively high-density development with progressively lower-density development spreading outward from the center.
- TODs generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop.



# Transit Oriented Development Goals

## *Create Attractive and Dynamic Station Areas*

- *Design and functionality*
- *Oriented towards pedestrians*
- *Includes a mix of uses*

## *Increase Transit Ridership by focusing on livable Communities*

- *Housing, employment and shopping*
- *Improve efficiency of transit assets*
- *Reduces reliability of single-occupancy vehicles*

## *Generate Revenue*

- *Farebox revenue*
- *Ground leases*
- *Concession stands*

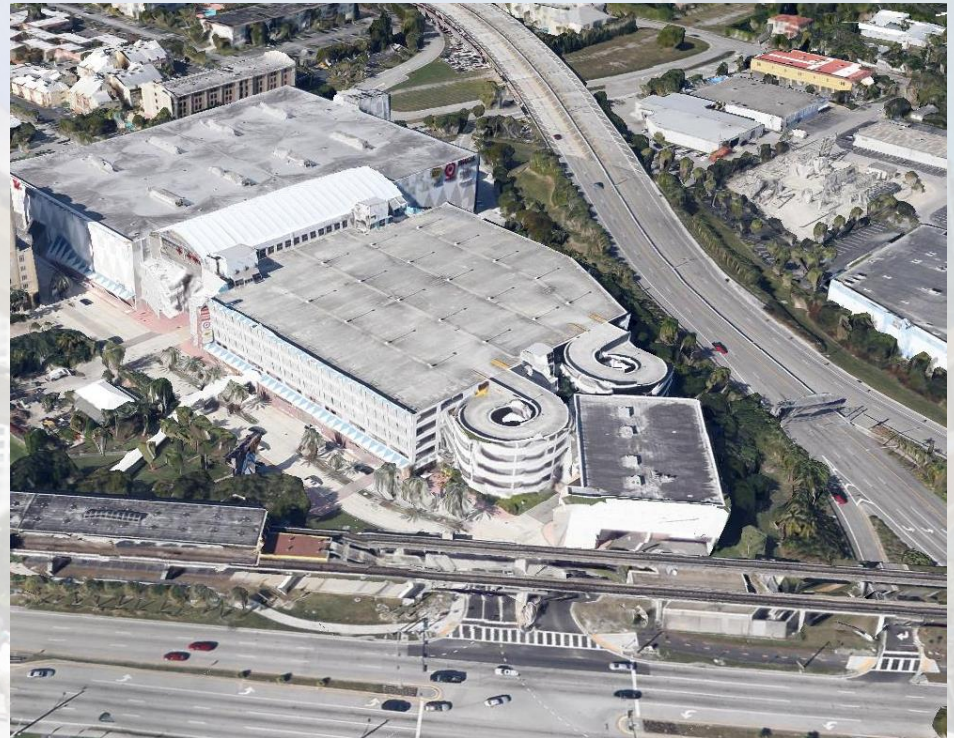
## *Enhance the Value of Assets*

- *Attracting more development*
- *Additional opportunities for generating revenue*

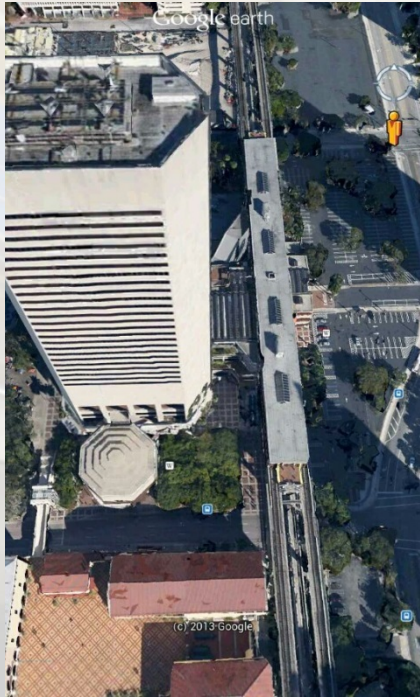
# Transit Oriented Development – Dadeland South Station



# Dadeland North Station



# Government Center



- *Downtown Miami*
- *Highest number of average weekday Metrorail boardings, approximately 12,500 boardings - 17% of total Metrorail average weekday boardings*
- *Metrorail/Metromover station feeds directly into the Stephen P. Clark Center (County office and administrative) building and the County Commission Council Chambers*
- *630,000 sq. ft. of office space*
- *21,000 sq. ft. of retail space*



# Brickell City Centre (5<sup>th</sup> St Mover Station)



- *5.4 million square feet of office, residential, hotel, retail and entertainment space, in addition to a two-level underground parking garage that spans seven acres below the property*
- *Being developed by Swire Properties*
- *\$1 Billion in overall economic impact project*

# Brickell City Centre (5<sup>th</sup> St Mover Station)



# 1010 Brickell (10<sup>th</sup> St Mover Station)



# Affordable Housing on MDT Property



**Brownsville**



**NW 7<sup>th</sup> Ave Transit Village**

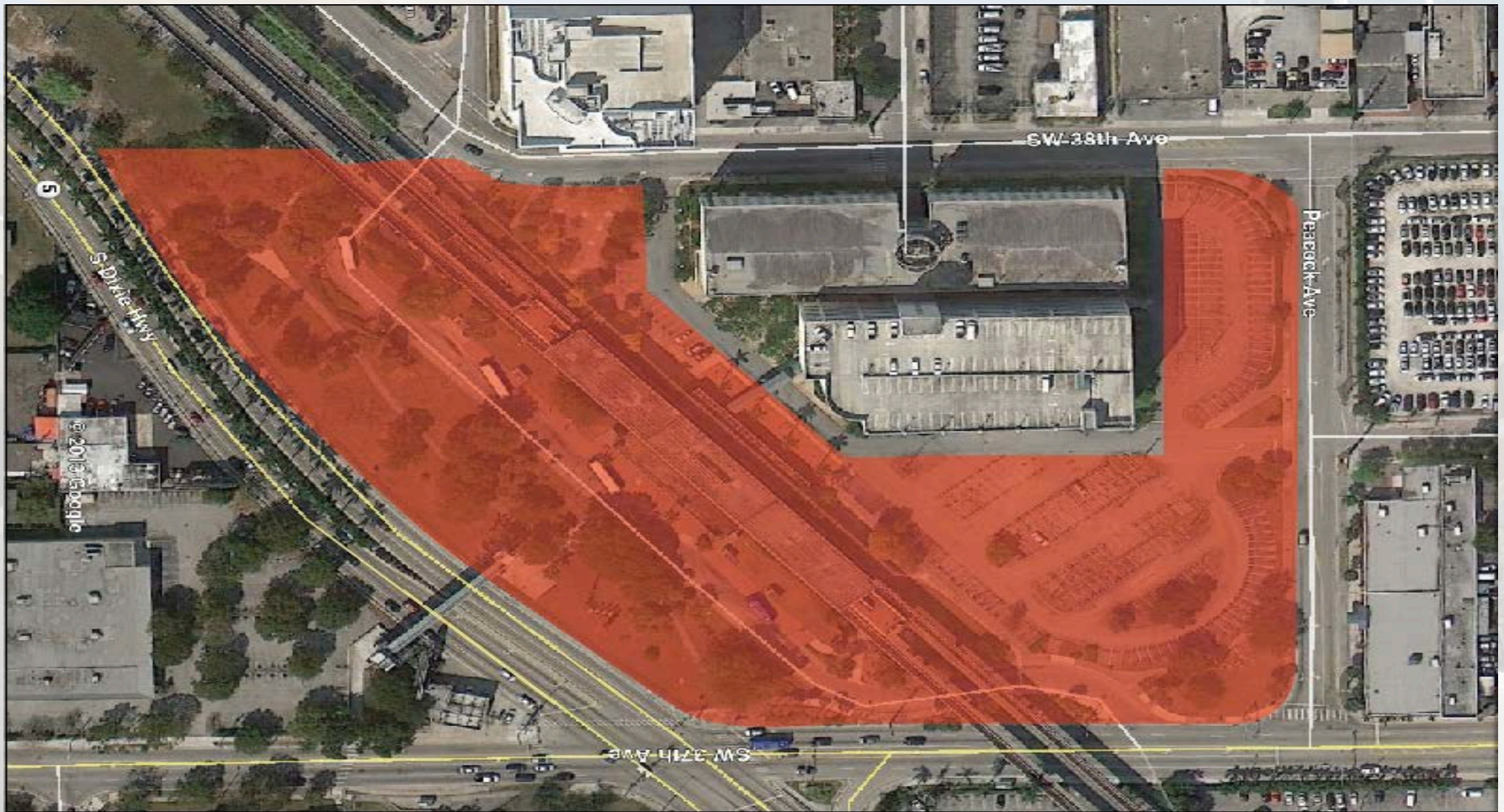


**Northside**

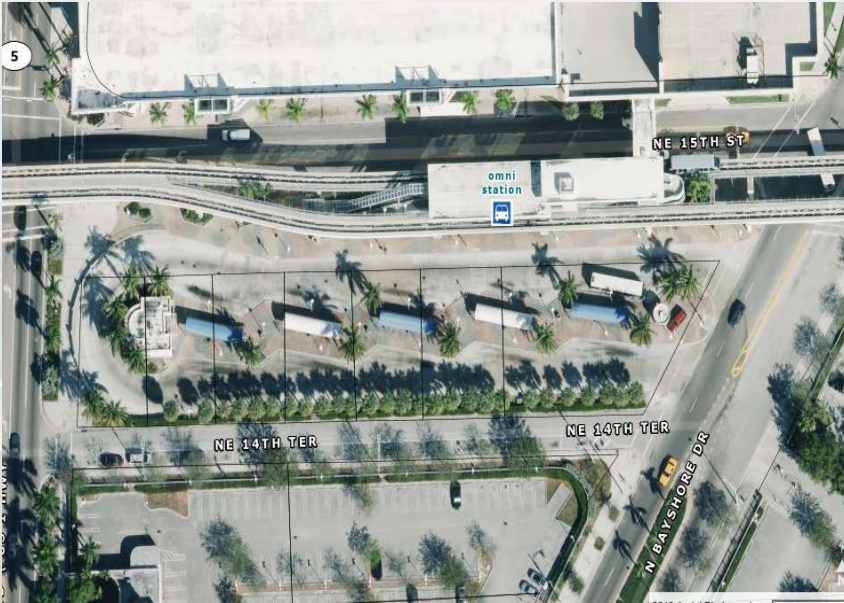


**Santa Clara**

# Douglas Road Metrorail Station



# Omni Bus Terminal



# Miami Intermodal Center (MIC)



# Existing Transit Oriented Development Totals

- *2,350,842 sq. ft. of Office Space*
- *434,791 sq. ft. of Retail Space*
- *1,109 dwelling units (168 market rate and 941 affordable housing)*
- *4,931 parking spaces (garage and surface)*
- *305 hotel rooms*
- *Annual Revenue approximately \$3 million*



THANK YOU