final report

Transit Center Connections

Miami-Dade Metropolitan Planning Organization

prepared for

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Executive Summary

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

The purpose of this study was to identify opportunities for improved intermodal connections in Miami-Dade County and develop a tool to allow for easy access to information regarding opportunities for such connections. The work builds on a variety of previous reports, studies, and programming efforts undertaken over the past six years by the Metropolitan Planning Organization (MPO), Miami Dade Transit Agency (MDT), and the Florida Department of Transportation (FDOT).
The intermodal connections or "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.). The Transit Centers will enhance the ability of the traveling public to transfer easily between different transportation modes throughout the County. This may include transfers from a rail transit route to a connecting bus route, transfers between bus routes, or transfers from automobile travel to bus or rail transit at a park-and-ride facility. These facilities also provide enhanced access to the Miami International Airport and the Port of Miami. The study also includes information regarding the potential for establishing more transit supportive development patterns around future transit sites, where it is appropriate.

The study was undertaken through the following steps:

1. **Identification of New or Expanded Transit Centers –** The approach was to build on the People's Transportation Plan and a 1998 study, *Alternatives for Intermodal Improvements in Miami-Dade County* and recommend a list of proposed Transit Centers. The list of 25 Intermodal Centers included in that plan was used as a starting point. The process involved review of studies conducted since 1998 and compilation of a list based on existing facilities, near-term projects being implemented by MDT as part of the 2004 Transit Development Program (TDP), and several existing plans and planning documents. These plans include the 1998 Alternatives for Intermodal Improvement Study, 2001 Long-Range Transportation Plan, Bicycle and Facilities Plan, 2004 Transit Development Plan, People's Transportation Plan, 2003 Feasibility of Waterways for Urban Commuting Travel Study, and the 2004 Transportation Improvement Plan (TIP). Projects which had already been built were removed from the list and new ones identified since 1998 were added. An analysis was conducted to determine the Transit Center

projects, which appeared in most of the plans and a proposed list of 28 sites with potential for future Transit Centers was identified and recommended.

2. **Transit-Oriented Development Potential –** Data was collected for the list of 28 sites related to their potential for transit-oriented development. TransitOriented Development (TOD) is generally defined as residential and commercial development patterns that are specifically designed to enhance the attractiveness of using transit or other non-motorized transportation to accommodate travel needs. Therefore, data including development character, transit services, household densities, employment densities, and development activity was collected through research and site review. Each site was evaluated in terms of being highly/somewhat or not supportive of TOD according to the following factors: existing household densities, existing employment densities, mix of housing and employment, pedestrian environment, current and planned transit service, ongoing development activity, and available or underutilized properties for development.
3. **Coordination with Partner Agencies –** MPO committees and MDT were offered the opportunity to participate and comment on the results. As a result of partner feedback and to support the database/web site development, a consolidated list was prepared which includes 96 individual locations to provide a Universe list of Transit Centers. Sites include each Metrorail station, stations along the South Miami-Dade Busway, MDT parkand-ride locations, intermodal centers that are in place or in advanced stages of planning by the Florida Department of Transportation, locations where MDT is planning to expand existing bus transit facilities in the near future, proposed station locations along rapid transit corridors included in the People's Transportation Plan, general areas where MDT is planning to construct park-and-ride facilities, proposed water taxi stops, and other locations identified in the plans listed above. Each location was assigned to one of eight categories based on facility type and status of implementation. Categories include Existing Transit Centers, Existing Park & Rides, Existing Transit Centers Planned for Expansion, Planned Transit Centers, Planned Park & Rides, Proposed Transit Centers, Proposed Park & Rides, and Potential Transit Centers.
4. **Development of an Implementation Plan –** This step involved identifying existing programs that encourage TOD in Miami-Dade County and making general recommendations to encourage TOD for the identified Transit Centers. Four existing programs were described: transit joint development programs, community development master plan urban centers, municipal overlay districts, and community redevelopment areas. The following were identified as recommended implementation actions:

   – Establish Districts;
   – Identify Priorities – Three criteria (near-term transit service level, position in urban center hierarchy, and transit supportiveness of current land use)

should be used to prioritize urban centers for implementation of a TOD plan;

– Introduce Interim Zoning;

– Develop Master Plan;

– Create Urban Center Overlay Zones;

– Make Public Investments in Urban Centers; and

– Coordinate with Local Implementation Groups – Especially in the areas of capacity building, redevelopment financing, station integration, and shared parking.

5. **Development of a Transit Center Information Database –** A database was developed to allow easy access to the information collected for each of the Transit Centers. The database serves as a repository for information regarding existing and future transit centers located in Miami-Dade County. The identified Transit Centers will serve to enhance intermodal travel countywide, by facilitating easy transfer of transit riders between all available modes of transportation. The objective is to provide for seamless transfers, whether from rail to bus, bus to bus, or automobile to bus or rail transit at a park-and-ride facility.

   The database is also available online. The web site is set up to provide 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.

The value of the information available through the study and on the web site is in providing partner agencies and organizations a comprehensive and easily accessible overview of identified transit centers. This would facilitate planning and implementation of transportation facilities and services, with partner input, at each of the transit sites. The information presented on the web site can also be used, where appropriate, to promote supportive transit-oriented development in the areas adjacent to the transit centers. Continued updating of the data will ensure a useful intermodal planning tool for the County and its partners in the future.

1.0 Identification of New or Expanded Transit Centers

1.1 TRANSIT CENTER UPDATE

With the adoption of the People's Transportation Plan (PTP) in 2002 and the establishment of the one-half cent sales tax to fund major transportation system enhancements, the citizens of Miami-Dade County have made a renewed commitment to the development of a more balanced multimodal transportation system. Planned improvements include 90 miles of rapid transit for eight corridors. Two corridors, the East-West and North Corridors, have completed the planning phase of project development and are ready to enter into final design and construction. The other six corridors still need to complete Federal, state, and local planning processes to determine feasibility, technology, and corridor alignment. The PTP also includes substantial expansions in bus service miles, hours, fleet size, vehicles, and shelters. Highway improvements will include new roadways, roadway expansions, reverse flow lanes, grade separations, and signal system improvements.

The establishment of new and expanded transit centers to facilitate the transfer of people and goods between different modes of travel will be important to the success of the enhanced transportation network. This includes facilities that connect future rail transit, busway/HOV lanes, people movers, bus routes, seaports, airports, bicycle routes, and major pedestrian facilities. These facilities will include features to make the transfers between these modes as direct, convenient, pleasant, and safe as possible.

The last comprehensive look at future needed intermodal facilities in MiamiDade County was completed by the MPO in 1998. The purpose of the *Alternatives for Intermodal Improvements in Miami-Dade County* study was to:

- Document the perception and acceptance of transfers between modes by system users;
- Provide public agencies with a guide to integrating transit facilities into their community;
- Select and prioritize 25 locations for transit facilities in the County; and
- Develop cost estimates to determine grant or dedicated funding needs.

Since the study was completed before the November 2002 referendum that resulted in the establishment of the PTP and one-half cent dedicated funding source, it did not address many of the premium transit corridor improvements that may now be cost feasible with the increase in funding. The identification and prioritization of future transit centers needs to be revisited in light of these

recent changes. The purpose of this section is to document the identification of a preliminary list of potential new or expanded transit that considers transportation plans established since 1998. In earlier studies, the sites were referred to as "Intermodal Centers." As a result of coordination with MiamiDade Transit, the term "Transit Centers" will be used for this study. The transit centers included on the preliminary list are also categorized relative to their: status as funded or unfunded projects, relationship to the PTP rapid transit corridors, and the need to coordinate with potential waterborne, bicycle, and pedestrian improvements.

This initial list of transit centers was reviewed with coordinating agencies and planning partners to identify any key transit centers that may not have been included in the planning documents that were used as source material for compiling this list or to eliminate centers that are no longer being considered. The review process also provided an opportunity to solicit any new ideas or concepts for transit center facilities to be added to the preliminary list. Later sections will include a review of these transit center sites to determine the potential of these areas to support more transit friendly development patterns.

1.2 PRELIMINARY LIST OF TRANSIT CENTERS

This section describes the process that was undertaken to update the list of 25 locations determined in 1998 as part of the *"Alternates for Intermodal Improvements in Miami-Dade County."*

The update process began by reviewing the following existing plans completed since 1998:

- Alternatives for Intermodal Improvement (1998);
- Miami-Dade MPO Long-Range Transportation Plan (LRTP) (2001);
- Miami-Dade MPO Bicycle and Facilities Plan (2001);
- Miami-Dade Transit Agency Transit Development Plan (TDP) (2002);
- Peoples Transportation Plan (PTP) (2002);
- Feasibility of Waterways for Urban Commuting Travel (2003); and
- Miami-Dade MPO Transportation Improvement Plan (2003).

The following five of these plans identify specific transit centers needed for the region:

- Alternatives for Intermodal Improvement (1998);
- Miami-Dade MPO Long-Range Transportation Plan (2001);
- Miami-Dade Transit Agency Transit Development Plan (2002);

- Miami-Dade MPO Transportation Improvement Plan (TIP) (2003); and
- Feasibility of Waterways for Urban Commuting Travel (2003).

A list of the suggested transit centers identified in these five plans was developed as a starting point for the update. The list included planned transit centers that do not presently exist or are existing transit centers with planned major expansions. The potential future transit centers and transit center expansions from each of the five plans are shown in Tables 1.1 through 1.5. For each transit center, the location and the potential modes served are identified. For the transit centers included in the TIP, LRTP, and TDP the priority status and schedule are included.

The Peoples Transportation Plan and the Bicycle and Facilities Plan do not identify specific transit centers or terminals for implementation. The facilities identified in Tables 1.1 through 1.5 that would also serve planned corridors and facilities from the Peoples Transportation Plan and the Bicycle and Facilities Plan are highlighted in Tables 1.6 and 1.7.

Table 1.1 Potential New or Expanded Transit Centers – from Alternatives for Transit Improvement Study (1998)

Rank	Transit Center	Potential Modes Served	Location
1	MDC North Campus	Local Bus, Bicycle, Pedestrian, and Rail Extension	NW 27th Avenue and NW 119th Street
2	MDC South Campus	Local Bus, Bicycle, and Pedestrian	SW 104th Street and SW 109th Court
3	NW 7th Avenue/NW 183rd Street	Local Bus and Pedestrian	NW 7th Avenue and Miami Gardens Drive
4	Miami Lakes Tech Ed Center	Local Bus and Pedestrian	NW 158th Street and NW 57th Avenue
5	Cutler Ridge Mall	Local Bus, Highway*, and Pedestrian	SW 211th Street and Florida's Turnpike
6	Collins Avenue/44th Street	Local Bus and Pedestrian	Miami Beach – Collins Avenue and 44th Street
7	Coconut Grove	Local Bus, Bicycle, and Pedestrian	McFarlane Road Between Grand Avenue and South Bayshore (Coconut Grove)
8	Collins Avenue and 72nd Street (Note: This facility has been recently constructed)	Local Bus, Highway*, and Pedestrian	Miami Beach – Collins Avenue and 72nd Street
9	Miami Beach Convention Center	Local Bus, Highway*, Bicycle, and Pedestrian	Miami Beach – 17th Street and Washington Avenue
10	Downtown/Government Center	Metro Rail, Metromover, Bus, Highway*, Taxi, Jitney, and Pedestrian	NW 1st Avenue and NW 3rd Street
11	U.S. 1 Aventura Mall	Local Bus, Highway*, and Pedestrian	Biscayne Boulevard (U.S. 1) and Aventura Boulevard
12	FIU Tamiami Campus (Note: This facility has recently been constructed)	Local Bus, Bicycle, Highway*, and Pedestrian	SW 8th Street and Florida's Turnpike
13	Golden Glades	Local Bus, Commuter Rail, Highway*, and Express Bus/Regional Connections	I-95/SR 826/Florida's Turnpike
14	Westchester Shopping Center	Local Bus and Pedestrian	SW 24th Street and Galloway Road
15	Miami International Mall	Local Bus, Highway*, and Pedestrian	NW 107th Avenue and W. Flagler Street
16	Flagler/79th Street (Note: This facility has recently been constructed)	Local Bus, Highway*, and Pedestrian	W. Flagler and 79th Avenue
17	27th Avenue/NW 207 Street	Local Bus and Pedestrian	NW 27th Avenue and NW 207th Avenue
18	Golf Club/Miami Gardens Drive	Local Bus and Pedestrian	NW 183rd Street and Golf Club of Miami

Rank	Transit Center	Potential Modes Served	Location
19	U.S. 1/79th Street	Local Bus and Pedestrian	U.S. 1 (Biscayne Boulevard) and 79th Street
20	SW 117th Avenue/152nd Street	Local Bus, Highway*, and Pedestrian	SW 152nd Street (Coral Reef Drive) and Snapper Creek Road
21	Flagler/42nd Avenue	Local Bus and Pedestrian	W. Flagler Street and NW 42nd Avenue
22	Florida City – Palm Drive/FEC	Local Bus and Pedestrian	SW 344th Street (Palm Drive) and U.S. 1
23	87th Avenue/Miami Gardens Drive	Local Bus and Pedestrian	NW 87th Avenue and Miami Gardens Drive
24	U.S. 1/163rd Street	Premium Transit (NE Corridor), Local Bus and Pedestrian	U.S. 1 (Biscayne Boulevard) and 163rd Street
25	NE 125th Street/Dixie Highway/NE 6th Avenue	Local Bus and Pedestrian	NE 125th Street and Dixie Highway and NE 6th Avenue
25a	Miami Beach – Alton Road/5th Street	Local Bus, Highway*, and Pedestrian	Alton Road and 5th Street

Note: * Highway denotes Park-and-Ride Service.

Table 1.2 Potential New or Expanded Transit Centers – from Miami-Dade MPO Long-Range Transportation Plan (2001)

Transit Center	Potential Modes Served	Location	Status	Schedule
Golden Glades Multimodal Terminal	HOV/HOT, Local/Express Bus, Commuter Rail, and Van Pool	SR 826/Fl Turnpike/I-95	LRTP Minimum Revenue Plan-Priority I	2006–2010
Northeast Miami-Dade County Passenger Activity Center (NEPAC)	Premium Transit, Local Bus, Bicycle, and Pedestrian	To be determined	LRTP Minimum Revenue Plan-Priority I	2006–2010
West Dade Transit Hub	Metro Rail, Local Bus, and Pedestrian	SR 836 and NW 107th Street	LRTP Minimum Revenue Plan-Priority I	2006–2010
Port of Miami	Seaport, Truck Routes, and Metro Rail	Port of Miami	Tunnel – LRTP Minimum Revenue Plan Priority III, Rail-LRTP Unfunded	2016–2020
Homestead Transit Hub	BRT, Local Bus, Bicycle, Greenway, and Pedestrian	Dixie Highway (U.S. 1) and SW 328 Street	LRTP Minimum Revenue Plan-Priority IV	2021–2025
Miami Beach Transit Hub	Light Rail, Local Bus, Bicycle, and Pedestrian	17th Street/Lincoln Road and Washington Avenue	LRTP Minimum Revenue Plan-Priority IV	2021–2025
Downtown Miami Transit Center	Light Rail, Metro Rail, Local Bus, People Mover, Bicycle, Greenway, Pedestrian	Flagler Street and Miami Avenue	LRTP Unfunded Projects	2021-2025
Miami Intermodal Center	Airport, Metro Rail, People Mover, Commuter Rail, Intercity Rail, Local Bus, Rental Cars, Greenway, and Pedestrian	NW 42nd Avenue and NW 21st Street (adjacent to MIA)	LRTP Unfunded	2021-2025
West Kendall Transit Hub	BRT, Local Bus, and Pedestrian	Kendall Drive and SW 157th Street	LRTP Minimum Revenue Plan – Developer Resp.	2002-2025

Table 1.3 Potential New or Expanded Transit Centers – from Miami-Dade MPO Transportation Improvement Program (2004)

Transit Center	Potential Modes Served	Location	Status	Schedule
Golden Glades Multimodal Terminal	HOV/HOT, Local Express Bus, Commuter Rail, and Van Pool	SR 826/Fl Turnpike/I-95	TIP – $40 M Programmed	2004-2008
Miami Intermodal Center	Airport, Metro Rail, People Mover, Commuter Rail, Intercity Rail, Local Bus, Rental Cars, Greenway, and Pedestrian	NW 42nd Avenue and NW 21st Street (adjacent to MIA)	TIP – $722 M Programmed (for 20 projects including MIC Core, Rental Car Hub, Roadway Improvements, Transit connections, Utilities etc.)	2004-2008
Port of Miami	Seaport, Freight Rail, and Truck Routes	Not yet Designated	TIP – Unfunded	2004-2008
NW 7th Avenue/62nd Street	Local Bus and Pedestrian	NW 7th Avenue/62nd Street	TIP – 1.275 M programmed	2004-2005

Table 1.4 Potential New or Expanded Transit Centers – from Miami-Dade Transit Agency Transit Development Plan (2002)

Transit Center	Potential Modes Served	Location	Status
Golden Glades Multimodal Terminal	HOV/HOT, Local Express Bus, Commuter Rail, and Van Pool	SR 826/Fl Turnpike/I-95	TDP – Committed Project
Northeast Miami-Dade County Passenger Activity Center (NEPAC)	Premium Transit, Local Bus, and Bicycle.	To be determined	TDP – Unfunded ($4.5M)
West Dade Transit Hub	Metro Rail, Local Bus, and Pedestrian	SR 836 and NW 107th Street	TDP – Unfunded ($3M)
Homestead Transit Hub	BRT, Local Bus, Bicycle, Greenway, and Pedestrian	Dixie Highway (U.S. 1) and SW 328 Street	TDP – Unfunded ($3M)
Miami Beach Transit Hub	Light Rail, Local Bus, Bicycle, and Pedestrian	17th Street/Lincoln Road and Washington Avenue (Miami Beach Convention Center)	TDP – Committed Project
Miami Intermodal Center	Airport, Metro Rail, People Mover, Commuter Rail, Intercity Rail, Local Bus, Rental Cars, Greenway, and Pedestrian	NW 42nd Avenue and NW 21st Street (adjacent to MIA)	TDP – Committed Project
West Kendall Transit Hub	BRT, Local Bus, and Pedestrian	Kendall Drive and SW 157th Street	TDP – Developer Responsibility ($5M)

Table 1.5 Potential New Transit Connections to Existing or Planned Premium Transit – from Feasibility of Waterways for Urban Commuting Travel (2003)

Transit Terminal and Location	Potential Modes Served
B2. Downtown Miami	Ferry/Water Taxi, NE Corridor, Baylink, MetroRail, MetroMover
B8. Biscayne Boulevard/U.S. 1@ E. Greynolds Park (U.S. 1 and 165th Terrace)	Ferry/Water Taxi, NE Corridor
M0. Mouth of Miami River	Ferry/Water Taxi, MetroMover
M3. NW 37th Avenue @ NW 14th Street	Ferry/Water Taxi, Airport, Commuter Rail, MetroRail, Intercity Rail, Local Bus, Rental Cars, Greenway, and Pedestrian

Table 1.6 Potential New or Expanded Transit Centers that Serve Peoples Transportation Plan Premium Transit Corridors

Transit Center	Description of Improvement	Potential Modes Served	Location	Status
Northeast Miami-Dade County Passenger Activity Center (NEPAC)	Transit Center for the Northeast Corridor	Premium Transit, Local Bus, Bicycle, and Pedestrian	To be determined	AA/DEIS Underway
West Dade Transit Hub	Transit Center for the East-West Corridor	Metro Rail, Local Bus, and Pedestrian	SR 836 and NW 107th Street	DEIS is Complete
Homestead Transit Hub	Transit Center for South Dade Busway	BRT, Local Bus, Bicycle, Greenway, and Pedestrian	Dixie Highway (U.S. 1) and SW 328 Street	
Miami Beach Transit Hub	Transit Center for Baylink Project	Light Rail, Local Bus, Bicycle, and Pedestrian	17th Street/Lincoln Road and Washington Avenue (Miami Beach Convention Center)	DEIS is Complete
Downtown Miami Transit Center	Transit Center for East-West Corridor and Baylink Projects	Light Rail, Metro Rail, Local Bus, People Mover, Bicycle, Greenway, and Pedestrian	Flagler Street and Miami Avenue	DEIS is Complete
Miami Intermodal Center	Transit Terminal Center for East West, Douglas Road/MIC, and Earlington Heights/MIC Projects	Airport, Metro Rail, Commuter Rail, Intercity Rail, Local Bus, People Mover, Rental Cars, Greenway, and Pedestrian	NW 42nd Avenue and NW 21st Street (adjacent to MIA)	Phase 1 of MIC is Under Construction
West Kendall Transit Hub	Transit Center	BRT, Local Bus, and Pedestrian	Kendall Drive and SW 157th Street	MIS is Complete
Port of Miami	Transit Facilities for East-West Corridor	Seaport, Metro Rail, Freight Rail, and Truck Routes	Port of Miami	

Table 1.7 Potential New or Expanded Transit Centers that Serve Bicycle and Facilities Plan Projects

Transit Center	Description of Improvement	Potential Modes Served	Location	Status	Schedule
Homestead Transit Hub	Krome Avenue (SW 177th Street) On-Road Bicycle Facilities	Bicycle Connections to BRT, Local Bus, and Pedestrian	Krome Avenue from U.S. 27 to U.S. 1 and U.S. 1 from Downtown Miami to Florida City	S. Dade: Greenways Priority I Krome: Priority IV	S. Dade 2006-2010 Krome 2021-2025
Miami Intermodal Center	Miami River Greenway	Greenway Connections to Airport, Metro Rail, Commuter Rail, Intercity Rail, People Mover, Local Bus, and Pedestrian	Along Miami River from NW 42nd Avenue to Brickell Avenue	Minimum Revenue Plan – Parts in Priority I, II, III, and IV	2006-2025
Downtown Miami Transit Center	Miami River Greenway	Greenway Connections to Light Rail, Metro Rail, People Mover, Local Bus, Bicycle, and Pedestrian	Along Miami River from NW 42nd Avenue to Brickell Avenue	Minimum Revenue Plan – Parts in Priority I, II, III, and IV	2006-2025
Northeast Miami-Dade County Passenger Activity Center (NEPAC)	Biscayne Boulevard and Sunny Isles Boulevard On Road Bicycle Facilities	Bicycle Connections to Premium Transit, Local Bus, and Pedestrian	To be determined	Candidate Bicycle Projects (Unfunded)	2021-2025
Miami Beach Transit Hub	17th Street (Miami Beach) On-Road Bicycle Facilities	Bicycle Connections to Light Rail, Local Bus, and Pedestrian	17th Street from Alton Road to Collins Avenue	Candidate Bicycle Projects (Unfunded)	2021-2025
West Kendall Transit Hub	Kendall Drive (SW 88th Street) On-Road Bicycle Facilities	Bicycle Connections to BRT, Local Bus, and Pedestrian	Kendall Drive (SW 88th Street) from Dixie Highway (U.S. 1) to Krome Avenue (SW 177th Avenue)	Candidate Bicycle Projects (Unfunded)	2021-2025
Collins Avenue/44th Street	Atlantic Greenway	Local Bus and Pedestrian	Miami Beach – Collins Avenue and 44th Street	Minimum Revenue Plan Greenway Priority I	NA
Coconut Grove	McFarlane Road On-Road Bicycle Facilities	Local Bus, Bicycle, and Pedestrian	McFarlane Road Between Grand Avenue and South Bayshore (Coconut Grove)	Minimum Revenue Plan – Priority I	NA

Transit Center	Description of Improvement	Potential Modes Served	Location	Status	Schedule
Collins Avenue and 72nd Street	Atlantic Greenway	Local Bus, Highway*, and Pedestrian	Miami Beach – Collins Avenue and 72nd Street	Minimum Revenue Plan – Greenway Priority I	NA
Miami Beach Convention Center	17th Street (Miami Beach) On-Road Bicycle Facilities	Local Bus, Park/Ride, Bicycle, and Pedestrian	Miami Beach – 17th Street and Washington Avenue	Candidate Route – Unfunded	NA
U.S. 1 Aventura Mall	William Lehman Causeway On-Road Bicycle Facilities	Local Bus, Highway*, and Pedestrian	Biscayne Boulevard (U.S. 1) and Aventura Boulevard	Minimum Revenue Plan – Greenways Transfer Project	NA
FIU Tamiami Campus	SW 8th Street On-Road Bicycle Facilities	Local Bus, Bicycle, Highway*, and Pedestrian	SW 8th Street and Florida's Turnpike	Candidate Route – Unfunded	NA
U.S. 1/79th Street	Biscayne Boulevard and NE 79th Street/JFK Causeway On-Road Bicycle Facilities	Local Bus and Pedestrian	U.S. 1 (Biscayne Boulevard) and 79th Street	Candidate Route – Unfunded	NA
Flagler/42nd Avenue	42nd Street On-Road Bicycle Facilities	Local Bus and Pedestrian	W. Flagler Street and NW 42nd Avenue	Candidate Route – Unfunded	NA
Florida City – Palm Drive/FEC	SW 344th Street/Palm Drive On-Road Bicycle Facilities	Local Bus and Pedestrian	SW 344th Street (Palm Drive) and U.S. 1	Minimum Revenue Plan – Priority IV	NA
U.S. 1/163rd Street	U.S. 1 (Biscayne Boulevard) and NE 163rd Street (Sunny Isles Boulevard) On-Road Bicycle Facilities	Premium Transit (NE Corridor), Local Bus and Pedestrian	U.S. 1 (Biscayne Boulevard) and 163rd Street	Candidate Route – Unfunded	NA

Note: * Highway denotes Park-and-Ride Service.

The new and expanded transit centers shown in Tables 1.1 through 1.7 were used to create a consolidated list of preliminary transit centers for further consideration. Transit Center sites from Tables 1.1 through 1.7 that have already been constructed were eliminated from the list. These built facilities include:

- FIU Tamiami Campus Transit Center;
- Collins Avenue / 72nd Street Transit Center; and
- Flagler Street / 79th Avenue Transit Center.

Table 1.8 below shows the consolidated list of preliminary transit centers and the source for each facility. The 28 facilities are presented in alphabetical order.

Table 1.8 Consolidated List of Preliminary New or Expanded Transit Centers (in Alphabetical Order)

No.	New or Expanded Transit Center	Source
1	Coconut Grove	• Alternatives for Transit Improvement • Bicycle and Facilities Plan
2	Collins Avenue/44th Street	• Alternatives for Transit Improvement • Bicycle and Facilities Plan
3	Cutler Ridge Mall	• Alternatives for Transit Improvement • People's Transportation Plan
4	Downtown Miami Transit Connections	• Alternatives for Transit Improvement • Long-Range Transportation Plan • Feasibility of Waterways for Urban Commuting Travel • People's Transportation Plan • Bicycle and Facilities Plan
5	Flagler/42nd Avenue	• Alternatives for Transit Improvement • Bicycle and Facilities Plan
6	Florida City – Palm Drive/FEC	• Alternatives for Transit Improvement • People's Transportation Plan • Bicycle and Facilities Plan
7	Golden Glades Multimodal Terminal	• Alternatives for Transit Improvement • Long-Range Transportation Plan • Transit Development Plan • Transportation Improvement Plan • People's Transportation Plan
8	Golf Club/Miami Gardens Drive	• Alternatives for Transit Improvement

No.	New or Expanded Transit Center	Source
9	Homestead Transit Hub	• Long-Range Transportation Plan • Transit Development Plan • People's Transportation Plan • Bicycle and Facilities Plan
10	MDC North Campus	• Alternatives for Transit Improvement • People's Transportation Plan
11	MDC South Campus	• Alternatives for Transit Improvement
12	Miami Beach – Alton Road/5th Street	• Alternatives for Transit Improvement • People's Transportation Plan • Feasibility of Waterways for Urban Commuting Travel
13	Miami Intermodal Center	• Alternatives for Transit Improvement • Long-Range Transportation Plan • Transit Development Plan • Feasibility of Waterways for Urban Commuting Travel • Transportation Improvement Plan • People's Transportation Plan • Bicycle and Facilities Plan
14	Miami Lakes Tech Ed Center	• Alternatives for Transit Improvement
15	Miami Beach Transit Hub	• Alternatives for Transit Improvement • Long-Range Transportation Plan • Transit Development Plan • People's Transportation Plan • Bicycle and Facilities Plan
16	NE 125th Street/Dixie Highway/NE 6th Avenue	• Alternatives for Transit Improvement
17	NE Miami-Dade County Passenger Activity Center (NEPAC)	• Alternatives for Transit Improvement • Long-Range Transportation Plan • Transit Development Plan • Feasibility of Waterways for Urban Commuting Travel • People's Transportation Plan • Bicycle and Facilities Plan
18	NW 7th Avenue/NW 62nd Street	• Alternatives for Transit Improvement • People's Transportation Plan
19	NW 7th Avenue/NW 183rd Street	• Transportation Improvement Plan • Alternatives for Transit Improvement
20	NW 27th Avenue/NW 207 Street	• Alternatives for Transit Improvement

No.	New or Expanded Transit Center	Source
21	NW 87th Avenue/Miami Gardens Drive	• Alternatives for Transit Improvement
22	Port of Miami	• Long-Range Transportation Plan • Transportation Improvement Plan • People's Transportation Plan.
23	SW 117th Avenue/152nd Street	• Alternatives for Transit Improvement
24	U.S. 1 Aventura Mall	• Alternatives for Transit Improvement • People's Transportation Plan • Bicycle and Facilities Plan
25	U.S. 1/79th Street	• Alternatives for Transit Improvement • People's Transportation Plan • Bicycle and Facilities Plan
26	West Dade Transit Hub (Miami International Mall)	• Long-Range Transportation Plan • Transit Development Plan • People's Transportation Plan
27	West Kendall Transit Hub	• Long-Range Transportation Plan • Transit Development Plan • People's Transportation Plan • Bicycle and Facilities Plan
28	Westchester Shopping Center	• Alternatives for Transit Improvement

1.3 STATUS OF TRANSIT CENTERS

A review of the status of each of the transit centers included on the consolidated list was conducted. The review considered the following key questions.

1. Is the facility included in the existing Transportation Improvement Plan as a funded project?
2. Does the facility support corridor projects included in the People's Transportation Plan? Does it support a corridor project that's ready for design and construction or corridor projects that are still in the feasibility/planning stage?
3. Is the facility included in the MDTA Transit Development Plan?
4. Is the facility included in the Long-Range Transportation Plan? Is it funded and what is its priority level?
5. Is the facility a potential water transportation terminal point?

6. Is the facility served by any planned bicycle improvements as documented in the bicycle and facilities plan?
7. Was the facility identified in the previous Alternatives for Transit Improvement Study? What was its priority ranking?

These questions were applied to all 28 of the preliminary transit centers identified. The results of this review are summarized in Table 1.9 on the following pages.

The transit centers included on the preliminary list vary in terms their funding status, potential implementation schedule, and the number and types of modes they are designed to serve. To facilitate the further refinement of the list of transit centers and the development of implementation strategies in future steps of the update process, the transit centers were divided into the following categories.

- Funded and Programmed Transit Centers;
- Future Transit Centers that Support PTP Rapid Transit Corridors Ready for Design and Construction;
- Future Transit Centers that Support PTP Rapid Transit Corridors in the Feasibility / Planning Phase;
- Future Transit Centers that are Unfunded and Not Associated with PTP Rapid Transit Corridors;
- Future Transit Centers with Possible Connections to Waterborne Transportation; and
- Future Transit Centers to Coordinate with Bicycle and Pedestrian Plans.

Funded and Programmed Transit Centers

These transit centers are included in the current TIP with programmed funding. Since these centers have entered the construction phase of project development, they can serve as examples of how the other planned transit centers can be developed and advanced toward implementation. Funded and Programmed Transit Centers include:

- Miami Intermodal Center (MIC);
- Golden Glades Multimodal Terminal; and
- NW 7th Avenue / NW 62nd Street Transit Hub.

Table 1.9 Status of New or Expanded Transit Centers (in Alphabetical Order)

No.	Transit Facility	In 2004 Transportation Improvement Plan?	Support Peoples Transportation Plan Projects?	Existing Plans: In MDTA Transit Development Plan?	Existing Plans: In Long-Range Transportation Plan?	Existing Plans: Support Feasibility of Waterways for Urban Commuting Travel?	Existing Plans: Support Bicycle and Facilities Plan Improvements?	Included in Alternatives for Transit Improvement Study?
1	Coconut Grove	No	No	No	No	No	Yes – McFarlane Road On Road Facilities-Priority I	Yes – Site Previously Ranked #7
2	Collins Avenue/44th Street	No	No	No	No	Yes – Atlantic	Greenway – Priority I	Yes – Site Previously Ranked #6
3	Cutler Ridge Mall	No	Yes – Supports the Bus/Rail Extension to Florida City	No	No	No	No	Yes – Site Previously Ranked #5
4	Downtown Miami Transit Connections	No	Yes – Supports the Baylink and NE Corridor Projects	Yes – Unfunded Project	Yes – Unfunded Project	Yes – Preliminary Service Route to Downtown Area	Yes – Greenway Segments – Priority I, II, III, and IV	Yes – Government Center Site Previously Ranked #10
5	Flagler/42nd Avenue	No	No	No	No	No	Yes – 42nd Street On Road Facilities – Unfunded	Yes – Site Previously Ranked #21
6	Florida City – Palm Drive/FEC	No	Yes – Supports the Bus/Rail Extension to Florida City	No	No	No	Yes – Palm Drive On Road Facilities Priority IV	Yes – Site Previously Ranked #22
7	Golden Glades Multimodal Terminal	Yes – $40M Programmed	Yes – Supports Tri-Rail Improvements	Yes – Committed Project	Yes – Minimum Revenue Plan – Priority I	No	No	Yes – But Eliminated from Original Master List
8	Golf Club/Miami Gardens Drive	No	No	No	No	No	No	Yes – Site Previously Ranked #18
9	Homestead Transit Hub	No	Yes – Supports the Bus/Rail Extension to Florida City	Yes – Unfunded	Yes – Minimum Revenue Plan – Priority IV	No	Yes – Krome Av On Road Facilities – Priority IV	Yes – But Eliminated from Original Master List
10	MDC North Campus	No	Yes – Supports the North Corridor Project	No	No	No	No	Yes – Site Previously Ranked #1

No.	Transit Facility	Existing Plans						
		In 2004 Transportation Improvement Plan?	Support Peoples Transportation Plan Projects?	In MDTA Transit Development Plan?	In Long-Range Transportation Plan?	Support Feasibility of Waterways for Urban Commuting Travel?	Support Bicycle and Facilities Plan Improvements?	Included in Alternatives for Transit Improvement Study?
11	MDC South Campus	No	No	No	No	No	No	Yes – Site Previously Ranked #2
12	Miami Beach – Alton Road/5th Street	No	Yes – Supports the Baylink Project	No	No	No	No	Yes – Site Previously Ranked #25a
13	Miami Intermodal Center	Yes – $722M Programmed (for 20 individual MIC projects)	Yes – Supports the East-West Corridor Project	Yes – Committed Project	Yes – Unfunded Project	Yes – Preliminary Route to MIC (via Miami River)	Yes – Greenway Segments – Priority I, II, III, and IV	Yes – But Eliminated from Original Master List
14	Miami Lakes Tech Ed Center	No	No	No	No	No	No	Yes – Site Previously Ranked #4
15	Miami Beach Transit Hub	No	Yes – Supports the Baylink Project	Yes – Committed Project	Yes – Minimum Revenue Plan – Priority IV	No	Yes – 17th Street On Road – Unfunded	Yes – MB Conv Center Site Previously Ranked #9
16	NE 125th Street/Dixie Highway/NE 6th Avenue	No	No	No	No	No	No	Yes – Site Previously Ranked #25
17	NE Miami-Dade County Passenger Activity Center (NEPAC)	No	Yes – Supports the NE Corridor Project	Yes – Unfunded	Yes – Minimum Revenue Plan – Priority I	Yes – Preliminary Service Route to U.S. 1/163rd Street Area	Yes – Biscayne Boulevard and Sunny Isles Boulevard On Road Facilities – Unfunded	Yes – U.S. 1/NE 163 Street Site Previously Ranked #24
18	NW 7th Avenue/NW 62nd Street Transit Hub	Yes – 1.275 M programmed	No	No	No	No	No	No
19	NW 7th Avenue/NW 183rd Street	No	No	No	No	No	No	Yes – Site Previously Ranked #3
20	27th Avenue/NW 207 Street	No	Yes – Supports the North Corridor Project	No	No	No	No	Yes – Site Previously Ranked #17
21	87th Avenue/Miami Gardens Drive	No	No	No	No	No	No	Yes – Site Previously Ranked #23

No.	Transit Facility	In 2004 Transportation Improvement Plan?	Support Peoples Transportation Plan Projects?	Existing Plans: In MDTA Transit Development Plan?	Existing Plans: In Long-Range Transportation Plan?	Support Feasibility of Waterways for Urban Commuting Travel?	Support Bicycle and Facilities Plan Improvements?	Included in Alternatives for Transit Improvement Study?
22	Port of Miami	Yes – Included in TIP as Unfunded	Yes – Supports the East-West Corridor Project	No	Yes – Minimum Revenue Plan – Priority III – Rail Unfunded	No	No	No
23	SW 117th Avenue/152nd Street	No	No	No	No	No	No	Yes – Site Previously Ranked #20
24	U.S. 1 Aventura Mall	No	Yes – Supports the NE Corridor Project	No	No	No	Yes – Lehman Causeway - Greenways Transfer	Yes – Site Previously Ranked #11
25	U.S. 1/79th Street	No	Yes – Supports the NE Corridor Project	No	No	No	Yes – Biscayne Boulevard/NE 79th Street On-Road Facilities – Unfunded	Yes – Site Previously Ranked #19
26	West Dade Transit Hub	No	Yes – Supports the East-West Corridor Project	Yes – Unfunded	Yes – Minimum Revenue Plan – Priority I	No	No	No
27	West Kendall Transit Hub	No	Yes – Supports the Kendall Corridor Project	Yes – Developer Funded	Yes – Developer Funded	No	Yes – Kendall Drive On Road – Unfunded	No
28	Westchester Shopping Center	No	No	No	No	No	No	Yes – Site Previously Ranked #14

Future Transit Centers that Support PTP Rapid Transit Corridors Ready for Design and Construction

These centers provide intermodal connections to the priority corridor projects included in the PTP. This includes the North and East-West Corridor-related projects. These projects would have a high likelihood for implementation in the shorter term if they are incorporated into the design of these corridor projects. These transit centers include:

- 27th Avenue / 207th Street Area;
- MDC North Campus;
- Port of Miami; and
- West Dade Transit Hub.

Future Transit Centers that Support PTP Rapid Transit Corridors in Feasibility/Planning Phase

These centers provide intermodal connections to corridor projects included in the PTP but that are still in the planning stages of project development. These are transit centers where there is still opportunity to explore how these facilities can be further developed to maximize the utility of the planned corridor investments. With the increase in local funding for projects resulting from the establishment of the one-half cent sales tax dedicated to transportation, there may be opportunities to fund and / or accelerate the implementation of these projects, where appropriate. These transit centers include:

- Cutler Ridge Mall;
- Downtown Miami Transit Connections (to NE Corridor and Bay Link);
- Florida City – U.S. 1 / Palm Drive;
- Homestead Transit Hub;
- Miami Beach – Alton Road / 5th Street;
- Miami Beach Transit Hub;
- NE Miami Dade Passenger Activity Center – NE 163rd Street / U.S. 1;
- U.S. 1 / Aventura Mall; and
- U.S. 1 / 79th Street; and West Kendall Transit Hub.

Future Transit Centers that are Unfunded and Not Associated with PTP Corridors

These centers either have been identified as unfunded in the LRTP / TIP or have not been included in the current LRTP. These are primarily facilities that provide

access to and between bus transit routes. These are transit centers in which additional or innovative funding sources will need to be identified.

- 87th Avenue / Miami Gardens Drive;
- Coconut Grove;
- Collins Avenue / 44th Street;
- Flagler / 42nd Avenue;
- Golf Club / Miami Gardens Drive;
- MDCC South Campus;
- Miami Lakes Tech Ed Center;
- NE 125th Street / Dixie Highway / NE 6th Avenue;
- NW 7th Avenue / NW 183rd Street;
- SW 117th Avenue / 152nd Street; and
- Westchester Shopping Center.

Future Transit Centers with Possible Connections to Waterborne Transportation

These centers could potentially serve as future transit connection points for waterborne transportation based on the results of the Feasibility of Waterways for Urban Commuting Travel Study.

- Downtown Miami;
- Miami Transit Center; and
- NE Miami-Dade Passenger Activity Center – NE 163rd Street / U.S. 1.

Future Transit Centers to Coordinate with Bicycle/Pedestrian Facility Plans

The following transit centers are located in areas with planned bicycle and pedestrian facility improvements. Transit center plans should be coordinated and integrated with the planned improvements where possible.

- Coconut Grove;
- Collins Avenue / 44th Street;
- Downtown Miami Transit Connections;
- Flagler / 42nd Avenue;
- Florida City – Palm Drive / FEC;
- Homestead Transit Hub;

- Miami Transit Center;
- Miami Beach Transit Hub;
- NE Miami-Dade County Passenger Activity Center;
- U.S. 1 Aventura Mall;
- U.S. 1 / 79th Street; and
- West Kendall Transit Hub.

1.4 PROPOSED TRANSIT CENTER LIST

The final list at the end of this phase was as follows:

Table 1.10 Preliminary List of Intermodal Centers

Transit Center		Modes Served
1.	Coconut Grove	Local Bus Routes, Bicycle, and Pedestrian
2.	Collins Avenue/44th Street	Local Bus Routes and Pedestrian
3.	Cutler Ridge Mall	Local Bus Routes, Highway*, and Pedestrian
4.	Downtown Miami Transit Connections	Metro Rail, Metro mover, Future Light Rail, Bus, Highway*, Taxi, Jitney, and Pedestrian
5.	Flagler/42nd Avenue	Local Bus Routes and Pedestrian
6.	Florida City – Palm Drive/FEC	Future BRT, Local Bus Routes, and Pedestrian
7.	Golden Glades Multimodal Terminal	Local Bus Routes, Commuter Rail, and Highway*
8.	Golf Club/Miami Gardens Drive	Local Bus Routes and Pedestrian
9.	Homestead Transit Hub	Future BRT, Local Bus Routes, Bicycle, Greenway, and Pedestrian
10.	MDC North Campus	Future BRT, Local Bus Routes, Bicycle, and Pedestrian
11.	MDC South Campus	Local Bus Routes, Bicycle, and Pedestrian
12.	Miami Beach – Alton Road/5th Street	Local Bus Routes, Highway*, and Pedestrian
13.	Miami Intermodal Center	Airport, Future Metro Rail, Future People Mover, Commuter Rail, Intercity Rail, Local Bus Routes, Future Rental Cars, and Future Pedestrian
14.	Miami Lakes Tech Ed Center	Local Bus Routes and Pedestrian
15.	Miami Beach Transit Hub	Future Light Rail (Bay Link), Local Bus Routes, Highway*, Bicycle, and Pedestrian
16.	NE 125th Street/Dixie Highway/NE 6th Avenue	Local Bus Routes and Pedestrian

Transit Center		Modes Served
17.	NE Miami-Dade County Passenger Activity Center (NEPAC)	Future Light Rail (or BRT), Local Bus Routes and Pedestrian
18.	NW 7th Avenue/NW 62nd Street	Local Bus Routes and Pedestrian
19.	NW 7th Avenue/NW 183rd Street	Local Bus Routes and Pedestrian
20.	NW 27th Avenue/NW 207 Street	Future Metro Rail, Local Bus Routes, and Pedestrian
21.	NW 87th Avenue/Miami Gardens Drive	Local Bus Routes and Pedestrian
22.	Port of Miami	Seaport, Future Metro Rail, and Local Bus Routes
23.	SW 117th Avenue/152nd Street	Local Bus Routes and Pedestrian
24.	U.S. 1 Aventura Mall	Local Bus Routes and Pedestrian
25.	U.S. 1/79th Street	Local Bus Routes and Pedestrian
26.	West Dade Transit Hub	Future Metro Rail, Local Bus Routes, and Pedestrian
27.	West Kendall Transit Hub	Future BRT, Local Bus Routes, and Pedestrian
28.	Westchester Shopping Center	Local Bus Routes and Pedestrian

Notes: 1. Highway denotes Park-and-Ride Service.
2. Center 3 (Cutler Ridge Mall) was later changed as a result of coordination with Miami-Dade Transit. See Section 3.0.
3. Highway denotes Park-and-Ride Service.

This list represents the preliminary update of the 1998 study by the MPO. It was changed slightly during coordination with Miami-Dade Transit as described in Section 3.0.

2.0 Transit-Oriented Development Potential

2.1 PURPOSE

The purpose of this section is to document a review of future transit transportation centers sites in Miami-Dade County relative to their potential to support Transit-Oriented Development (TOD). The assessment considers each of the preliminary 28 sites identified in Section 1.0 of this study. Several key elements of transit friendly development patterns are considered in the assessment. These elements include: higher densities of population and employment, mixed-use development, pedestrian orientation with limited parking, enhanced transit connections, availability of properties for development or redevelopment, and significant market demand for development. The review provides a basis for identifying site areas that currently exhibit many of the TOD supportive elements and transit friendly development either is already in place or has a high likelihood for success. Other transit site areas exhibit some of the TOD supportive elements but may require additional policies, strategies, or incentives to establish an environment that promotes transit friendly development area also identified. The assessment also identifies site areas that exhibit very few of the TOD supportive elements and would require substantial changes in the way the area has developed or is developing, to support a transit friendly design.

The site classification was used in the identification of potential implementation strategies for the transit centers and transit-oriented development as described in Section 4.0.

2.2 WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-Oriented Development is generally defined as residential and commercial development patterns that are specially designed enhance the attractiveness of using transit or other non-motorized transportation (i.e., walking or bicycle travel) to accommodate travel needs. TOD usually includes relatively high-density and mixed-use development clustered around a major bus or rail transit station. The density of development typically decreases as the distance from the transit station increases. A TOD center usually encompasses an area of about one-half mile around a major rail transit station, a multiroute bus stop, or a transfer center. In the area directly adjacent to the transit station, TOD centers will often include multistory, multifamily residential development and street-level commercial retail development at the street edge. Sometimes this area may also include multistory office development as well. This core area

is typically surrounded by townhouses and small-lot single-family residential development. Larger lot single-family development is located on the periphery of the TOD center area. The TOD area is designed at a pedestrian scale with features like wide sidewalks, lighting, and streetscape furniture, shady tree lined streets, development located at the sidewalk edge, bicycle lanes/trails, traffic calming devices, and parking management plans to minimize the amount of land consumed by surface parking facilities.

TOD offers a number of benefits including:

- Increasing the attractiveness of transit use resulting from the close proximity of the actual trip origins/destination points to high-frequency transit stops and stations. This in turn improves the efficiency and effectiveness of the transit service investment made by the community.
- Reducing automobile travel demand by promoting mixed-use development, minimizing distances between potential trip ends, and facilitating non-motorized modes of travel.
- Minimizing the amount of valuable land that must be devoted to parking facilities.
- Creating more attractive and livable communities potentially increasing commercial activity and property values in the area around station sites.
- Reducing the need for multicar automobile ownership and potentially reducing per household transportation expenditures.
- Encouraging the redevelopment of vacant or underutilized properties.

The future transit stations in Miami-Dade County will provide enhanced transit connections and service levels to the areas directly adjacent to these sites. The increase in transit access at these locations enhances the potential for establishing transit-oriented development patterns in these areas. The remainder of this section reviews the preliminary list transit sites in the County and the potential for these locations to support more transit friendly development.

2.3 REVIEW OF TRANSIT SITES

2.3.1 Preliminary List of Future Transit Center Sites

In Section 1.0, a preliminary list of transit center sites was compiled based on several existing plans and planning documents. These plans included the Alternatives for Intermodal Improvement, Long-Range Transportation Plan, Bicycle and Facilities Plan, Transit Development Plan, Peoples Transportation Plan, Feasibility of Waterways for Urban Commuting Travel, and the Transportation Improvement Plan. A consolidated proposed list was prepared which includes 28 individual transit sites (Table 1.10). The transit connections that will be provided at these locations includes accommodating airport to rail,

seaport rail, rail to rail, bus to rail, and bus to bus passenger transfers. Many of these transit connections support the eight planned rapid transit corridors that are included in the People's Transportation Plan.

2.3.2 Characteristics of Areas that Support Transit-Oriented Development

Areas with the greatest potential to support successful TOD projects are likely to be those that already exhibit at least some of the characteristics of transit friendly development patterns. These characteristics include the following.

- **High Population and Employment Densities –** TOD areas are areas of higher population and employment densities. These densities create the necessary levels of transit ridership to justify frequent high-quality transit service and support more active commercial activities within walking distance of residences and employment sites. Pedestrian – and TransitFriendly Design: A Primer for Smart Growth (by Reid Ewing, Smart Growth Network, 1999) identifies some minimum development densities to support TOD. It is estimated that TOD requires about seven residential units per acre and about 25 employees per acre. In areas with premium transit, it suggests desirable density levels of more than 14 residential units per acre and 50 employees per acre.
- **Mix of Housing and Employment –** Ideally TOD areas should include a balance of housing, employment, and retail uses, making the site attractive as both an origin and destination for transit trips. Co-locating these uses in the same area makes it easier for transit users and pedestrians to link work, shopping, and social/recreational trips when possible. This also reduces the potential need for automobile use for many of these trips.
- **Pedestrian Orientation –** Features that create a pleasant environment for walking between transit stops and area development is a critical element in supporting new or continued TOD. Sidewalks need to be provided throughout the area. Development should be located at the sidewalk edge to minimize walk distances and create a protected and inviting environment for pedestrians. Parking is generally limited and is either on the side or behind the building. Other features such as special lighting and street furniture (benches, kiosks) may also be provided.
- **Transit Access –** Direct access to transit services that provide connections throughout the region are another critical element for TOD. Preferably, this includes access to premium transit services in addition to local bus routes. Premium transit services typically include heavy rail, light rail, people mover, and bus rapid transit (BRT) connections. The perceived permanence of these types of facilities often makes it easier to attract development that is oriented to transit use. Local bus service is also supportive especially if the area is served by several routes with high frequency of service.

- **Market Potential –** Successful TOD also requires that there is a market for potential homeowners and retail / office tenants that are interested in the area. This is dependant on a number of factors such as location, visibility, access, local economic conditions, and resident / customer amenities. Areas where residential, office, and retail development activities are already happening would obviously demonstrate a market for these types of facilities in a particular area.
- **Availability of Vacant or Underutilized Properties –** In order for TOD projects to emerge, developers will need to be able to assemble potential properties for development. This is easier in areas where there are some sizable vacant properties that could be used to accommodate new development. Redevelopment of properties with existing structures is also a possibility. Areas with vacant buildings or auto-oriented developments from the 1960s, 1970s, and 1980s that are fully or partially vacant and can be assembled inexpensively, could be redeveloped as more pedestrian and transit supportive facilities.

2.4 TRANSIT-ORIENTED DEVELOPMENT POTENTIAL AT TRANSIT SITES

2.4.1 Transit Center Site Review

In order to determine the potential of the area around the transit facility sites to support TOD, each of the sites was reviewed relative to the characteristics of areas that support transit friendly development patterns described in Section 2.3.2. Each transit center site was rated as Highly Supportive of TOD, Somewhat Supportive of TOD, or Not Supportive of TOD for each factor. Table 2.1 shows the criteria that were used to rate each transit site for each factor.

Table 2.1 Criteria for Transit Site Review

Factors Affecting Potential for TOD	Highly Supportive of TOD z	Somewhat Supportive of TOD ~	Not Supportive of TOD {
Existing Household Densities	Traffic Analysis Zones (TAZs) within one-half mile of site meets or exceeds the 14 Households per acre typically needed for TOD with premium transit	of site are between mile of site are less than 7 and 14 households per 7 households per acre, acre exceeding the level less than is typically typically needed for TOD needed to support TOD with local bus services only	
TAZs within one-half	TAZs within one-half mile		

Factors Affecting Potential for TOD	Highly Supportive of TOD	Somewhat Supportive of TOD ~	Not Supportive of TOD {
Existing Employment Densities	TAZs within one-half mile of site already meets or exceeds 50 employees per acre typically needed for TOD with premium transit	TAZs within one-half mile of site are between 25 and 50 employees per acre, exceeding the level typically needed for TOD with local bus services only	TAZs within one-half mile of site are less than 25 employees per acre, less than is typical for TOD
Mix of Housing and Employment	The site includes a mix of housing, commercial, and office or industrial uses	The site includes a mix of housing and commercial/retail	The site is predominately a single land use type
Pedestrian Environment	Sidewalks are provided throughout the area and development is located at the streetscape edge	Sidewalks are provided throughout the area and development has moderate setbacks with limited off-street parking.	Development has large setbacks with large parking lots and the area may or may not have any sidewalks.
Current and Planned Transit Services	The site is served by several existing bus and rapid transit (rail or BRT) routes	The site is served by several existing bus routes and planned future rapid transit (rail or BRT) routes	The site is served by only bus routes
Ongoing Development Activity	The area has visible multifamily residential, office, or street edge commercial development that is under construction.	The area has visible non-TOD development that is under construction	The area has no visible development that is under construction.
Available or Underutilized Properties for Development	The area has visible vacant properties but includes vacant, partially vacant, fully or partially unoccupied buildings	The area has no visible vacant properties	The area has no visible vacant or underutilized properties

The process used to rate each transit center for each factor is described as follows.

Household and Employment Densities

The existing density of households and employment was estimated based on the most recent available Z-data files from the regional travel demand model. The number of households and employees for each Traffic Analysis Zone (TAZ) was divided by the total area (in acres) for each zone. The density of households results were grouped into four categories:

- Zones with less than 3.5 households per acre (less than one half the level needed to support TOD);
- Zones with household densities between 3.5 and seven households per acre (approaching, but less than the level needed to support TOD);
- Zones with employment densities between seven and 14 households per acre (exceeds the minimum to support TOD for areas served by buses only); and
- Zones that exceed 14 households per acre (the minimum to support TOD with premium transit services).

The employment density results were also grouped into four categories as follows:

- Zones with less than 12.5 employees per acre (less than one half the level needed to support TOD);
- Zones with employment densities between 12.5 and 25 employees per acre (approaching, but less than the level needed to support TOD);
- Zones with employment densities between 25 and 50 employees per acre (exceeds the minimum to support TOD for areas served by buses only); and
- Zones that exceed 50 employees per acre (exceeds the minimum threshold to support TOD for areas with premium transit).

Figures 2.1 and 2.2 on the following pages show the zones that fall into each of these categories. The zonal densities of households and employees within a maximum walk distance of one-half mile around each transit site were also determined and mapped. This information is included in the Appendix of this report. If the area within one-half mile around each site includes zones that exceed 14 households per acre then the site was rated as highly supportive of TOD. If the site area includes zones in the seven to 14 households per acre range then the site was rated as somewhat supportive of TOD and sites areas that only include zones with less than seven households per acre were rated as not currently supportive of TOD. Site areas that were rated as not currently supportive of TOD but include zones with densities of between 3.5 and seven households per acre or between 12.5 and 25 employees per acre are also noted as sites that are approaching (but less than) the levels necessary to support TOD.

Mix of Housing and Employment

Each transit location was reviewed to identify the mix of residential, commercial retail, and office or industrial employment uses in the area one-half mile around the site. The assessment was based on a review of existing land use maps and a field review of each site. Land use information was obtained from the "My Neighborhood" section of the Miami-Dade County Web site (http://gisims2.co.miami-dade.fl.us/MyNeighborhood/landusemap.asp?Cmd=INIT).

Figure 2.1 2000 Household Densities for Miami-Dade County

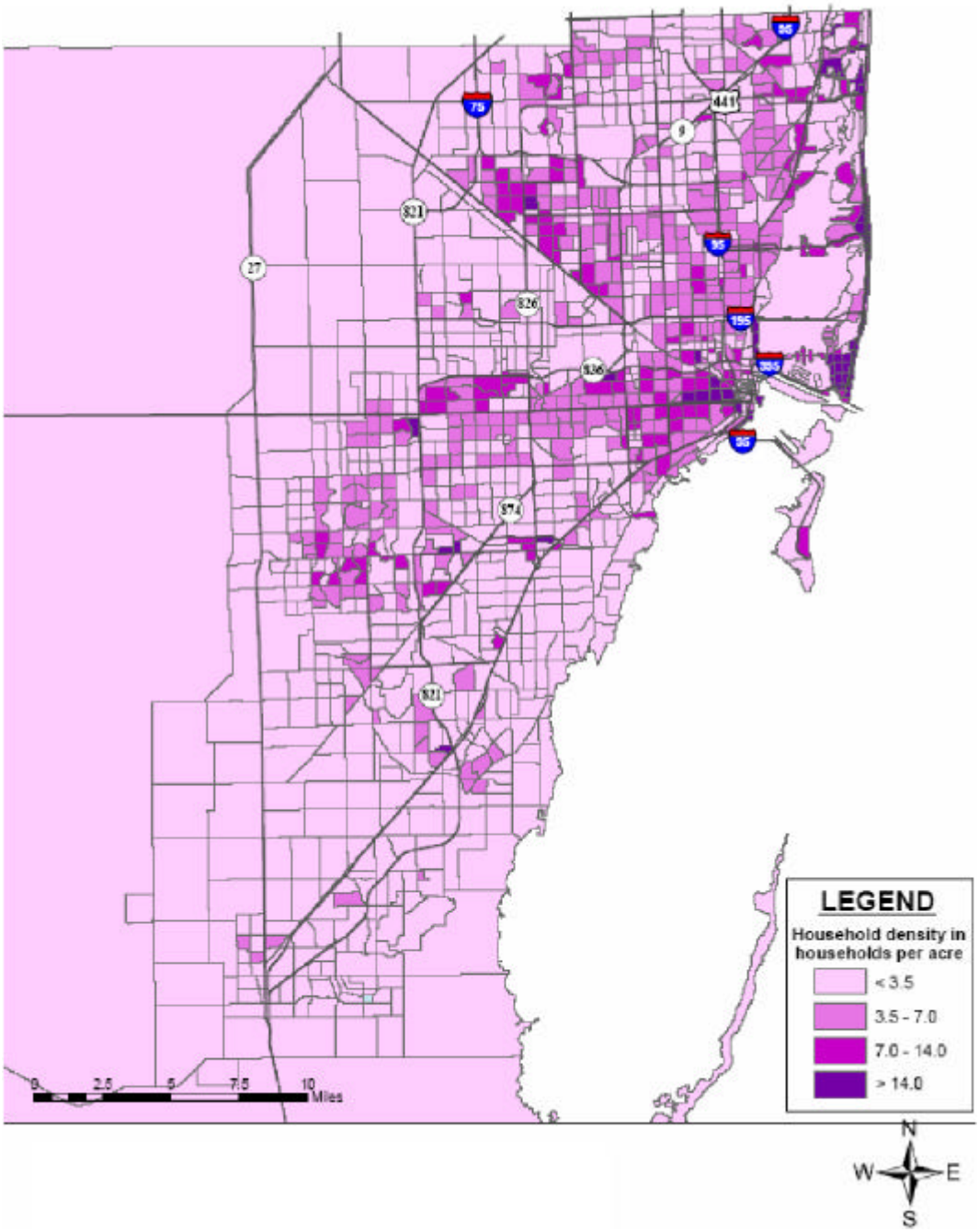
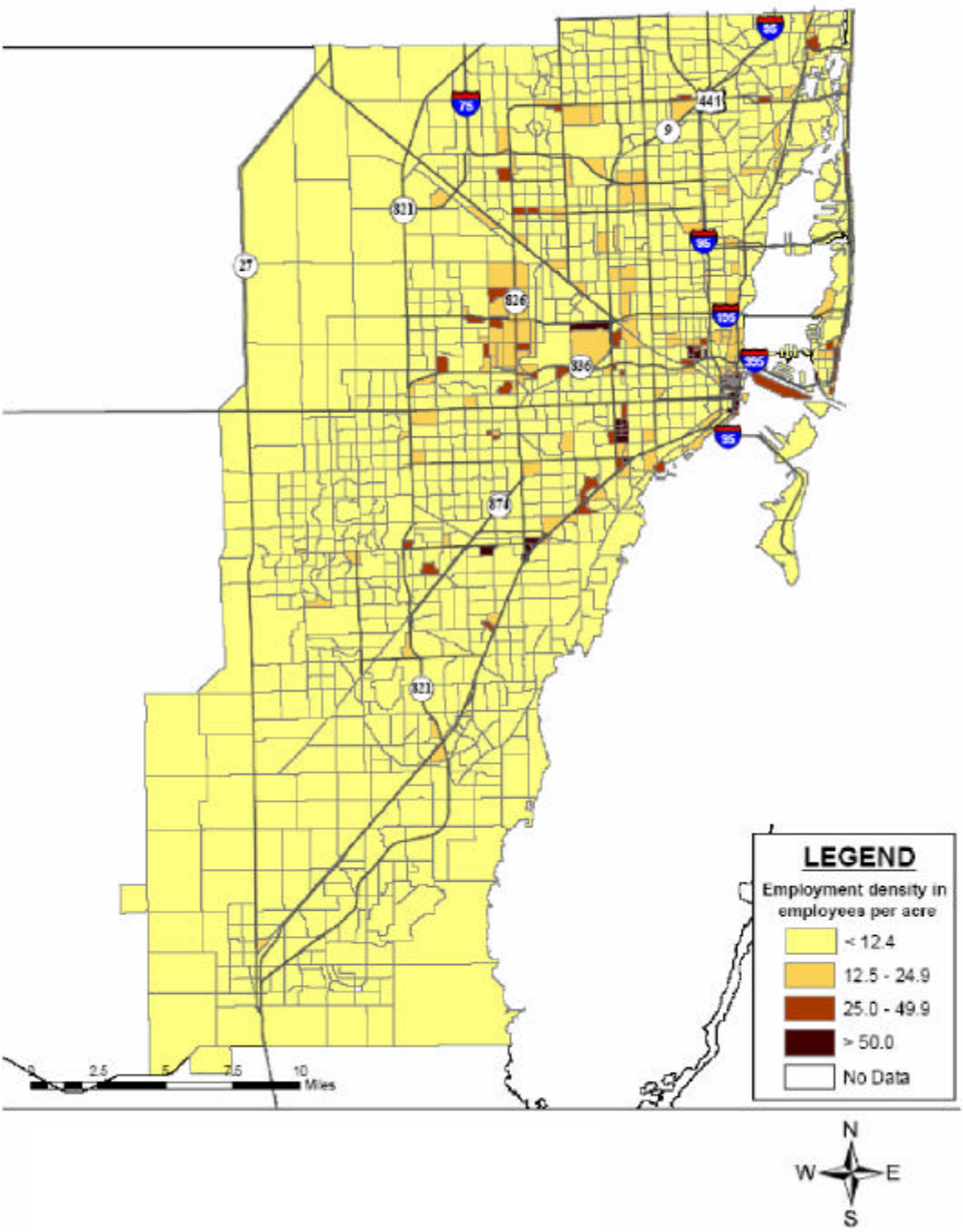


Figure 2.2 1999 Employment Densities for Miami-Dade County



Sites that include residential, commercial/retail, and significant office or industrial uses were rated as highly supportive of TOD. Sites that include both residential and commercial/retail uses were rated as somewhat supportive of TOD. Sites that are predominately a single general type of use (i.e., residential, commercial/retail, or office/industrial) were rated as not supportive of TOD.

Pedestrian Environment

The review also considered the pedestrian environment of the areas within onehalf mile of each site. The assessment considered sidewalks, building setbacks, and parking facilities provided in the area. The assessment was based on a field review of each site. Site areas with sidewalks throughout the area and development located at the sidewalk edge were rated as highly supportive of TOD for this criterion. Site areas with sidewalks and moderate building setbacks and only one or two rows of surface parking between the building and sidewalk edge were rated as somewhat supportive of TOD. Site areas that predominately have large building setbacks with large surface parking lots located between the street edge and the building were rated as not supportive of TOD.

Current and Planned Transit Services

This factor considers the existing and planned transit connections that directly serve the transit site. For each location, the current local bus and rapid transit routes that serve the site have been identified. The planned rapid transit corridors included in the Peoples Transportation Plan (PTP) that will serve each site have also been identified. The PTP identifies 90 miles of rapid transit for eight corridors. Two corridors, the East-West and North Corridors, have completed the planning phase of project development and are ready to enter into final design and construction. The other six corridors still need to complete Federal, state, and local planning processes to determine feasibility, technology, and corridor alignment. Each of the transit sites were rated based on whether they currently include premium rapid transit connections, will have connections to future premium rapid transit, or will continue to be connected via bus routes. Site areas that currently include direct bus and premium rapid transit connections were rated as highly supportive of TOD. Site areas that currently include bus route connections and will be served by planned future rapid transit services were rated as somewhat supportive of TOD. Areas that will continue to only be served by local bus routes were rated as not supportive of TOD.

Ongoing Development Activity

In order to identify transit sites where there is likely to be demand for additional residential or retail development, a field review of each site was conducted to identify any ongoing construction activities. Those locations where visible active development/redevelopment projects are underway that will result in multifamily residential, office and/or mixed-use development at the sidewalk edge were rated as highly supportive of TOD. Locations that had other ongoing

non-TOD construction activities were rated as somewhat supportive and areas with no evidence of ongoing development activities were rated as not supportive.

Available or Underutilized Properties

This factor considers whether there are properties that could be easily and inexpensively assembled for development or redevelopment. This assessment is based on existing land use maps and a field review of each site. Areas within one-half mile of the site that include vacant properties or visible commercial buildings that are partially or fully vacant were identified. Site areas that include vacant properties that could potentially be developed were rated as highly supportive. Site areas that did not include vacant properties but included some partially vacant or fully vacant commercial buildings were rated as somewhat supportive and areas with no available properties or buildings were rated as not supportive of TOD.

2.4.2 Site Review Results

Each of the proposed 28 transit center sites was reviewed in the field and rated relative to the factors and criteria described in Section 2.4.1 above. The ratings for each site and for each factor are presented in Table 2.2 on the following pages. These results were used to categorize the transit centers relative to the ability of the existing site areas support transit-oriented development patterns. The transit center sites were categorized as follows:

- Sites that include many TOD supportive elements and TOD type projects exist or are under construction;
- Sites that include many TOD supportive elements but there is no recent or ongoing TOD type projects;
- Sites that include a pedestrian orientation and a mix of land uses but have insufficient housing unit and / or employment densities to support TOD; and
- Sites with insufficient housing unit and / or employment densities and no pedestrian orientation to support TOD.

Appendix A includes a summary of transit reviews. Table 2.3 shows the transit sites that have been identified for each of these categories.

Table 2.2 Site Review Results

New or Expanded Transit Center		Existing Pedestrian and Transit Services	Existing Development Activity	Properties for Development	Mix of Housing Densities	Current and Planned Densities	Recent Development	Underutilized Environment	Available or Household Employment
1.	Coconut Grove	◖	◖	●	●	○	●	○
2.	Collins Avenue/44th Street	◖	◖	●	●	○	●	○
3.	Cutler Ridge Mall	●	○	○	●	●	●	●
4.	Downtown Miami Transit Connections	●	●	●	●	●	●	◖
		◖	◖	●	●	○	●	◖
		○	○	○	◖	◖	◖	●
	ninal	◖	○	○	○	●	○	●
		◖	○	○	○	○	○	○
9.	Homestead Transit Hub	○	○	●	◖	◖	●	●
		○	○	◖	◖	◖	○	○
		◖	◖	◖	◖	○	○	○
		●	●	●	●	◖	●	●
		○	◖	○	○	◖	◖	●
		○	◖	○	○	○	○	●
		●	◖	●	●	◖	●	◖
		◖	○	●	◖	○	○	○
17.	NE Miami-Dade County Passenger Activity Center (NEPAC)	◖	○	◖	◖	◖	○	○
18.	NW 7th Avenue/NW 62nd Street (NWPAC)	◖	○	●	◖	○	○	●
19.	NW 7th Avenue/NW 183rd Street	○	○	○	○	○	○	●
20.	NW 27th Avenue/NW 207 Street	○	○	○	◖	◖	○	●
21.	NW 87th Avenue/Miami Gardens Drive	○	○	○	◖	○	○	●

5. Flagler/42nd Avenue
6. Florida City – Palm Drive/FEC
7. Golden Glades Multimodal Ter
8. Golf Club/Miami Gardens Drive

10. MDC North Campus
11. MDC South Campus
12. Miami Beach – Alton Road/5th Street
13. Miami Intermodal Center
14. Miami Lakes Tech Ed Center
15. Miami-Beach Transit Hub
16. NE 125th Street/Dixie Highway/NE 6th Avenue

Transit Center Connections

New or Expanded Transit Center	Existing Household Densities	Existing Employment Densities	Pedestrian Environment	Mix of Housing and Employment	Current and Planned Transit Services	Recent Development Activity	Available or Underutilized Properties for Development
	○	◖	○	○	◖	○	●
22. Port of Miami	○	○	○	◖	○	○	○
23. SW 117th Avenue/152nd Street	●	◖	◖	●	◖	●	◖
24. U.S. 1 Aventura Mall	◖	○	●	●	◖	○	○
25. U.S. 1/79th Street	◖	◖	○	◖	◖	◖	●
26. West Dade Transit Hub (Miami International Mall)	◖	○	○	◖	◖	◖	●
27. West Kendall Transit Hub	○	◖	○	◖	○	○	○

Notes: z Highly Supportive of TOD.

~ Somewhat Supportive of TOD. | Not Supportive of TOD.

28. Westchester Shopping Center

Table 2.3 Transit Center Sites by Category

New or Expanded Transit Center	Existing Household Densities	Existing Employment Densities	Pedestrian	Planned		Current and Available Ongoing or Underutilized	for
Sites that Include Many TOD-Supportive Elements and TOD Type Projects Exist or are Underway							
4. Downtown Miami Transit Connections	z	z	z	z	z	z	~
12. Miami Beach – Alton Road/5th Street	z	z	z	z	~	z	z
15. Miami-Beach Transit Hub	z	~	z	z	~	z	~
24. U.S. 1 Aventura Mall	z	~	~	z	~	z	~
5. Flagler/42nd Avenue	~	~	z	z	|	z	~
1. Coconut Grove	~	~	z	z	|	z	|
2. Collins Avenue/44th Street	~	~	z	z	|	z	|
3. Cutler Ridge Mall	z	|	|	z	z	z	z
Sites that Include TOD-Supportive Housing and Employment Densities but there are no Recent or Ongoing TOD-Type Projects							
11. MDCC South Campus	~	~	~	~	|	|	|
26. West Dade Transit Hub (Miami International Mall)	~	~	|	~	~	|	z
Sites that Lack Housing and/or Employment Densities but have a Pedestrian Orientation and a Mix of Uses							
25. U.S. 1/79th Street	~	|	z	z	~	|	|
18. NW 7th Avenue/NW 62nd Street	~	|	z	~	|	|	z
16. NE 125th Street/Dixie Highway/NE 6th Avenue	~	|	z	~	|	|	|
17. NE Miami-Dade County Passenger Activity Center	~	|	~	~	~	|	|
9. Homestead Transit Hub	|	|	z	~	~	|	z
10. MDC North Campus	|	|	~	~	~	|	|

New or Expanded Transit Center	Existing Household Densities	Existing Employment Densities	Pedestrian Environment	Land Use Mix	Current and Planned Transit Services	Ongoing Development Activity	Available or Underutilized Properties for Development
Sites that Lack Housing and/or Employment Densities and do not have a Pedestrian Orientation							
27. West Kendall Transit Hub	~	|	|	~	~	~	z
7. Golden Glades Multimodal Terminal	~	|	|	|	z	|	z
8. Golf Club/Miami Gardens Drive	~	|	|	|	|	|	|
28. Westchester Shopping Center	|	~	|	~	|	|	|
13. Miami Intermodal Center	|	~	|	|	~	~	z
22. Port of Miami	|	~	|	|	~	|	z
14. Miami Lakes Tech Ed Center	|	~	|	|	|	|	z
20. NW 27th Avenue/NW 207 Street	|	|	|	~	~	|	z
21. NW 87th Avenue/Miami Gardens Drive	|	|	|	~	|	|	z
23. SW 117th Avenue/152nd Street	|	|	|	~	|	|	|
19. NW 7th Avenue/NW 183rd Street	|	|	|	|	|	|	z

Notes: z Highly Supportive of TOD.

~ Somewhat Supportive of TOD. | Not Supportive of TOD.

Sites that Include Many TOD Supportive Elements and TOD Projects Exist or are Under Construction

These sites generally have moderate to high densities of housing units and employment, a pedestrian friendly environment, and a mix of residential and commercial development. These sites include older commercial and residential centers that were developed prior to the automobile-oriented suburban development patterns of the last 40 to 50 years, highly desirable development locations that are constrained by natural features such as the beachfront barrier islands, centers of urban redevelopment activity, or new master planned development with a more transit friendly orientation. These sites can serve as examples of how TOD patterns can be achieved in other areas of the County. These areas may also present opportunities for transit supportive joint development projects at or near station sites, as plans for new rapid transit service connections are implemented.

Transit center sites in this category include:

- Downtown Miami / Government Center;
- Miami Beach – Alton Road / 5th Street;
- Miami Beach Transit Hub;
- U.S. 1 Aventura Mall;
- Flagler / 42nd Avenue;
- Coconut Grove;
- Collins Avenue / 44th Street; and
- Cutler Ridge Mall.

Sites that Include Many TOD Supportive Elements but There is No Recent or Ongoing TOD Projects

These sites include the housing unit and employment densities necessary to support TOD in areas primarily served by bus routes. These areas also include a mix of residential and commercial uses but they may not include strong pedestrian orientation or include recent or ongoing transit friendly development activities. These sites are generally centered on a major trip destination (i.e., regional shopping center or community college) but lack a critical mass of existing pedestrian friendly development that would serve as a focal point for new TOD type development projects. These sites may require additional efforts to provide supportive policies, infrastructure, and incentives to establish a cluster of transit friendly mixed-use development adjacent to the transit site.

Transit center sites in this category include:

- MDC South Campus; and
- West Dade Transit Hub (Miami International Mall).

Sites that Include a Pedestrian Orientation and a Mix of Land Uses But Have Insufficient Housing Unit and/or Employment Densities to Support TOD

These sites are typically older neighborhood commercial centers that include retail development at the sidewalk edge surrounded by mostly single-family residential development. These areas currently include densities of housing units and employment that are generally less than the level necessary to support and attract new TOD type development/redevelopment projects. The existing cluster of commercial development in these areas provides a potential focal point for future TOD. A review of allowable development intensities in this area, and strategies to attract higher densities of housing and commercial development where allowable, may assist in transforming of these areas into more transit supportive environments.

Transit center sites in this category include:

- U.S. 1/79th Street;
- NW 7th Avenue/NW 62nd Street;
- NE 125th Street/Dixie Highway/NE 6th Avenue;
- NE Miami-Dade County Passenger Activity Center;
- Homestead Transit Hub; and
- MDCC North Campus.

Sites with Insufficient Housing Unit and/or Employment Densities and No Pedestrian Orientation to Support TOD

These sites are generally suburban style strip commercial areas surround by lower density residential development. These areas typically exhibit few if any of the TOD supportive elements. However, some of these areas may include opportunities for establishing larger master planned development/redevelopment projects that include transit supportive features.

Transit center sites in this category include:

- West Kendall Transit Hub;
- Golden Glades Multimodal Terminal;
- Golf Club/Miami Gardens Drive;
- Westchester Shopping Center;

- Miami Intermodal Center;
- Port of Miami;
- Miami Lakes Tech Ed Center;
- NW 27th Avenue / NW 207 Street;
- NW 87th Avenue / Miami Gardens Drive;
- SW 117th Avenue / 152nd Street;
- NW 7th Avenue / NW 183rd Street; and
- Florida City – Palm Drive / FEC.

The characteristics of the transit sites were used to populate a web-based database described in Section 5.0.

3.0 Coordination with Partner Agencies

3.1 INTRODUCTION

Results of this study were reviewed with MPO advisory committees and with Miami Dade Transit (MDT) Agency. Significant coordination regarding the list of Transit Centers and web site application occurred over the last few months of the study.

3.2 REVISED TRANSIT CENTER LIST

The following describes a summary of the major comments received by MDT and the associated resolution.

Table 3.1 Partner Comments and Associated Actions

Transit Center	MDT Comment	Action
Cutler Ridge Mall	The transit center will be located at the Busway and SW 200h Street (not at the Mall)	The location in the website database was adjusted and data associated with the location was also updated
Flagler/42nd Avenue	The transit center in downtown Miami will be at Flagler and NW/SW 1 Avenue	Website information was collected at original location (information is general and pertains to general area)
West Kendall Transit Hub	Will be closer to 162nd Avenue than to 157th Avenue	
NEPAC	Location is To Be Determined	This was adjusted on all tables

MDT indicated that a consolidated list should be provided to include all existing, planned, and potential transit centers (including Metrorail, MetroBus etc.) and park-and-ride lots. A consolidated list was prepared which includes 96 individual locations. Sites include each Metrorail station, stations along the South Miami-Dade Busway, MDT park-and-ride locations, transit centers that are in place or in advanced stages of planning by the Florida Department of Transportation, locations where MDT is planning to expand existing bus transit facilities in the near future, proposed station locations along rapid transit corridors included in the People's Transportation Plan, general areas where MDT is planning to construct park-and-ride facilities, proposed water taxi stops, and other locations identified in the plans listed above.

Each location was assigned to one of eight categories based on facility type and status of implementation. Categories include:

1. Existing Transit Centers – mainly existing Metrorail stations and bus transfer facilities.
2. Existing Park-and-Rides – several existing commuter parking lots and busway stops with parking.
3. Existing Transit Centers Planned for Expansion – various locations where MDT operates a transit center and is planning to increase capacity or reconfigure the facility in the next few years.
4. Planned Transit Centers – several locations where new transit centers are in advanced stages of planning or design and are expected to be in operation within a few years.
5. Planned Park-and-Rides – two locations where MDT is planning to construct new commuter parking lots.
6. Proposed Transit Centers – selected station areas identified in the People's Transportation Plan as part of future rail lines or busways, but where a specific location has not been determined.
7. Proposed Park-and-Rides – areas where MDT has identified a need for commuter parking lots, but where a specific location has not been determined.
8. Potential Transit Centers – areas that were identified in various plans, such as the 1998 Alternatives for Intermodal Improvement Study, the 2001 LongRange Transportation Plan, and the 2003 Feasibility of Waterways for Urban Commuting Travel Study, but which do not fit into the above categories as components of the current Transportation Improvement Program, Transit Development Plan, or People's Transportation Plan.

The intermodal connections that will be provided at these locations include accommodating passenger transfers between airport, seaport, Metrorail, Metromover, Metrobus, bus rapid transit, park-and-ride, and other modes. Many of these intermodal connections support the eight planned rapid transit corridors that are included in the People's Transportation Plan. The list of transit sites is shown in Table 3.2 below:

Table 3.2 Universe of Transit Centers

ID	Facility	Location	Existing Services Available
List 1:	**Existing Transit Centers**		
1.1	Aventura Mall	Aventura Boulevard and Biscayne Boulevard	Metrobus
1.2	Allapattah Metrorail	3501 NW 12th Avenue	Metrorail, Metrobus, Highway

ID	Facility	Location	Existing Services Available
1.3	Brickell Metrorail	1001 SW 1st Avenue	Metrorail, Metromover, Metrobus
1.4	Brownsville Metrorail	5200 NW 27th Avenue	Metrorail, Metrobus, Highway
1.5	Civic Center Metrorail	1501 NW 12th Avenue	Metrorail, Metrobus
1.6	Coconut Grove Metrorail	2780 SW 27th Avenue	Metrorail, Metrobus, Highway
1.7	Coral Reef	U.S. 1 and SW 152 Street	BRT, Metrobus
1.8	Culmer Metrorail	701 NW 11th Street	Metrorail, Metrobus
1.9	Drive MLK Jr. Plaza Metrorail	6205 NW 27th Avenue	Metrorail, Metrobus
1.10	Earlington Heights Metrorail	2100 NW 41st Street	Metrorail, Metrobus, Highway
1.11	FIU Tamiami Campus	SW 16th Street and 107th Avenue	Metrobus
1.12	Government Center Metrorail	101 NW 1st Street	Metrorail, Metromover, Metrobus
1.13	Hialeah Market Tri-Rail	1200 SE 11th Avenue, Hialeah	Tri-Rail, Metrobus, Highway
1.14	Hialeah Metrorail	125 E 21st Street, Hialeah	Metrorail, Metrobus, Jitney, Highway
1.15	Mall las Americas	NW Flagler Street and 79th Avenue	Metrobus
1.16	MDC South Campus	SW 104th Street and SW 109th Court	Metrobus
1.17	Mount Sinai	41st Street and Alton Road, Miami Beach	Metrobus
1.18	NE 167th Street/15th Avenue	NE 167th Street and 15th Avenue	Metrobus
1.19	Northside Metrorail	3150 NW 79th Street	Metrorail, Metrobus, Highway
1.20	Okeechobee Metrorail	2005 Okeechobee Road, Hialeah	Metrorail, Metrobus, Highway
1.21	OMNI	NE 15th Street and Biscayne Boulevard	Metromover, Metrobus
1.22	Opa-Locka Tri-Rail	NW 135th Street and 32nd Avenue	Tri-Rail, Metrobus
1.23	Overtown/Arena Metrorail	100 NW 6th Street	Metrorail, Metrobus, Highway
1.24	Santa Clara Metrorail	2050 NW 12th Avenue	Metrorail, Metrobus, Highway
1.25	Southland Mall (Cutler Ridge)	SW 211th Street and Florida's Turnpike	Metrobus
1.26	South Miami Metrorail	5949 S Dixie Highway, South Miami	Metrorail, Metrobus, Highway

ID	Facility	Location	Existing Services Available
1.27	Tri-Rail Metrorail	1125 E 25th Street, Hialeah	Tri-Rail, Amtrak, Metrorail, Metrobus, Highway
1.28	University Metrorail	5400 Ponce de Leon, Coral Gables	Metrorail, Metrobus, Highway
1.29	Vizcaya Metrorail	3201 SW First Avenue	Metrorail, Metrobus, Highway
1.30	West Kendall	SW 88th Street and 157th Avenue	Metrobus
List 2:	**Existing Park-and-Rides**		
2.1	Kendall Hammocks (Town Centre)	SW 104th Street and 142nd Avenue	Metrobus, Park& Ride
2.2	Miami Dade College	SW 104th Street and 113th Avenue	Metrobus, Highway
2.3	SW 152nd Street	SW 152nd Street and Dixie Highway	BRT, Metrobus, Highway
2.4	SW 152nd Street/Florida's Turnpike	SW 152nd Street and Florida's Turnpike	Metrobus, Highway
2.5	SW 168th Street	SW 168th Street and Dixie Highway	BRT, Metrobus, Highway
2.6	SW 244th Street	SW 244th Street and Dixie Highway	BRT, Metrobus, Highway
List 3:	**Existing Transit Centers Planned for Expansion**		
3.1	Dadeland North Metrorail	8300 S Dixie Highway	Metrorail, Metrobus, Highway
3.2	Dadeland South Metrorail	9150 Dadeland Boulevard	Metrorail, BRT, Metrobus, Jitney, Highway
3.3	Downtown Miami	Flagler Street and 1st Avenue	Metrorail, Metromover, Metrobus
3.4	Douglas Road Metrorail	3100 Douglas Road	Metrorail, Metrobus, Trolley, Highway
3.5	Golden Glades	SR-826 and Florida's Turnpike and I-95	Tri-Rail, Metrobus, Highway
3.6	Miami Intermodal Center	NW 21st Street and 42nd Avenue	Airport, Tri-Rail, Greyhound, Metrobus, Rental Cars, Highway
3.7	Miami Beach – Convention Center	17th Street and Washington Avenue, Miami Beach	Metrobus, Electrowave, Highway
3.8	Palmetto Metrorail	7701 NW 79th Avenue	Metrorail, Metrobus, Highway
List 4:	**Planned Transit Centers**		
4.1	Busway/SW 200th Street	SW 200th Street and Dixie Highway	BRT, Metrobus

ID	Facility	Location	Existing Services Available
4.2	Busway/SW 296th Street	SW 296th Street and Dixie Highway	Metrobus
4.3	Northwest Passenger Activity Center	NW 7th Avenue and 62nd Street	Metrobus
4.4	Port of Miami	Port of Miami	Seaport, Metrobus
4.5	West Dade	NW 12th Street and 107th Avenue	Metrobus
4.6	West Kendall	SW 88th Street and 162nd Street	
List 5: Planned Park-and-Rides			
5.1	SW 8th Street/127th Avenue	SW 8th Street and 127th Avenue	
5.2	SW Bird Road/89th Avenue	SW 40th Street and 89th Avenue	Metrobus
List 6:	**Proposed Transit Centers (selected locations from PTP for which specific location is still to be determined)**		
6.1	Opa-Locka Metrorail	Approximately Ali Baba Avenue and 27th Avenue, Opa-Locka	Metrobus
6.2	166th Street Metrorail	Approximately NW 166th Street and 27th Avenue	Metrobus
6.3	183rd Street Metrorail	Approximately NW 183rd Street and 27th Avenue	Metrobus
6.4	199th Street Metrorail	Approximately NW 199th Street and 27th Avenue	Metrobus
6.5	Blue Lagoon Metrorail	Approximately NW 7th Street and 57th Avenue	Metrobus
6.6	Palmetto Metrorail	Approximately NW 7th Street and Palmetto Expressway	Metrobus
6.7	87th Avenue Metrorail	Approximately NW 7th Street and 87th Avenue	Metrobus
6.8	97th Avenue Metrorail	Approximately SR-836 and 97th Avenue	Metrobus
6.9	FIU Tamiami Campus Metrorail	Approximately SW 8th Street and Florida's Turnpike	Metrobus
6.10	27th Avenue Metrorail	Approximately SR-836 and 27th Avenue	Metrobus
6.11	Orange Bowl Metrorail	Approximately NW 7th Street and 15th Avenue	Metrobus
6.12	Design District	Approximately NE 42nd Street and Biscayne Boulevard	Metrobus

ID	Facility	Location	Existing Services Available
6.13	125th Street	Approximately NE 125th Street and 16th Avenue	Metrobus
6.14	FIU North Campus	Approximately NE 146th Street and Biscayne Boulevard	Metrobus
6.15	Northeast Passenger Activity Center	Approximately NE 162nd Street and Biscayne Boulevard	Metrobus
6.16	Aventura	Approximately NE 215th Street and Biscayne Boulevard	Metrobus
6.17	Flagler	Approximately SW Flagler Street and 37th Avenue	Metrobus
6.18	8th Street	Approximately SW 8th Street and 37th Avenue	Metrobus
6.19	Miracle Mile	Approximately SW 24th Street and 37th Avenue	Metrobus
List 7: Proposed Park-and-Rides (specific location is still to be determined)			
7.1	Bird West Area	Approximately SW 40th Street and 147th Avenue	Metrobus
7.2	County Line Area	Approximately NW 215th Street and 27th Avenue	Metrobus
7.3	Doral Area	Approximately NW 25th Street and 87th Avenue	Metrobus
7.4	El Portal Area	Approximately NE 79th Street and Biscayne Boulevard	Metrobus
7.5	Kendall South Area	Approximately SW 152nd Street and 152nd Avenue	Metrobus
7.6	Miami Lakes Area	Approximately NW Miami Lakes Drive and Ludlam Road	Metrobus
7.7	Northeast Area	Approximately 186th Street and Biscayne Boulevard	Metrobus
List 8: Potential Transit Centers (selected locations identified on 1998 AIIS, 2001 LRP, 2004 TDP, 2004 TIP, and 2003 Ferry Study)			
8.1	Coconut Grove	McFarlane Road near S Bayshore Drive	Metrobus
8.2	Collins Avenue/44th Street	44th Street and Collins Avenue, Miami Beach	Metrobus
8.3	Collins Avenue/72nd Street	72nd Street and Collins Avenue, Miami Beach	Metrobus
8.4	Flagler Street/42nd Avenue	Flagler Street and 42nd Avenue	Metrobus
8.5	Florida City – Palm Drive/FEC	SW 344th Street and Dixie Highway, Florida City	Metrobus

ID	Facility	Location	Existing Services Available
8.6	Golf Club/Miami Gardens Drive	NW 183rd Street and Bobolink Drive	Metrobus
8.7	Homestead Transit Hub	SW 328th Street and Dixie Highway	Metrobus
8.8	MDC North Campus	NW 119th Street and 27th Avenue	Metrobus
8.9	Miami Lakes Tech Ed Center	NW 158th Street and 57th Avenue	Metrobus
8.10	Mouth of Miami River		Metrobus
8.11	NE 125th Street/Dixie Highway/6th Avenue	NE 125th Street and Dixie Highway and 6th Avenue	Metrobus
8.12	NE 79th Street/U.S. 1	NE 79th Street and Biscayne Boulevard	Metrobus
8.13	NW 183rd Street/7th Avenue	NW 183rd Street and 7th Avenue	Metrobus
8.14	NW 207th Street/27th Avenue	NW 207th Street and 27th Avenue	Metrobus
8.15	NW Miami Gardens Drive/87th Avenue	NW 186th Street and 87th Avenue	Metrobus
8.16	South Miami Beach	5th Street and Alton Road, Miami Beach	Metrobus, Electrowave
8.17	SW Coral Reef Drive/117th Avenue	SW 152nd Street and 117th Avenue	Metrobus
8.18	Westchester Shopping Center	SW 24th Street and 87th Avenue	Metrobus

Two of the sites appear twice on the list:

- 1.7 (Coral Reef) and 2.3 (SW 152nd Street) – The site is an existing Transit Center as well as an Existing Park-and-Ride and thus appears on both lists.
- 7.4 (El Portal Area) and 8.12 (NE 79th Street) – The location is a proposed Park-and-ride as well as a Potential Transit Center and thus appears twice.

It was suggested by MDT that the list be organized by Urban Center Designation as defined in the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan that defines Urban Centers as hubs for future urban development intensification in Miami-Dade County. The Centers are intended to be moderate – to high-intensity areas with a concentration of different urban centers. There are three scales of Urban Centers planned:

- Regional – large, downtown Miami central business district;
- Metropolitan – such as evolving Dadeland area; and
- Community Centers – to serve localized areas.

MDT requested that the transit centers be classified according to these categories. It is recommended that MDT make recommendations regarding these classifications. In general, MDT was supportive of the study, findings and the database / web site described later in this report.

4.0 Implementation Action Plan

4.1 INTRODUCTION

This section identifies potential implementation strategies for transit-oriented development (TOD) at locations where high levels of transit service are currently provided or are planned for the future. In Section 2.0, many of these locations were assessed in terms of their transit supportiveness in seven areas, including existing household densities, existing employment densities, mix of housing and employment, pedestrian environment, current and planned transit services, ongoing development activity, and available or underutilized properties for development. Based on their performance in these areas, locations were grouped into four categories, in decreasing order of transit supportiveness:

1. Sites that include many TOD supportive elements or where TOD-type projects exist or are underway;
2. Sites that include TOD supportive housing and employment densities but there are no recent or ongoing TOD-type projects;
3. Sites that lack housing and / or employment densities but have a pedestrian orientation and a mix of uses; and
4. Sites that lack housing and / or employment densities and do not have a pedestrian orientation.

The first category represents highly ranked places where relatively little needs to be done to create a supportive environment for transit use. While additional development and enhanced transit services could increase ridership in these areas, the built environment around the transit facility is generally not an impediment to transit use. The middle two categories represent places where many of the desired features of transit supportiveness are already in place and moderate public action could make a significant difference. The last category represents low-ranked places where a significant amount of redevelopment, retrofitting, and related investment would need to occur before they could become transit friendly.

4.2 EXISTING PROGRAMS THAT ENCOURAGE TOD IN MIAMI-DADE COUNTY

There are a number of mechanisms in place in Miami-Dade County that can be used to promote TOD. This section describes four programs that have relevance to a County-sponsored program for implementing TOD in locations such as those evaluated in Section 2.0.

4.2.1 Transit Joint Development Program

Miami-Dade Transit (MDT) recognizes the need to actively manage the success of the agency by creating markets for its rail and bus transit services through transit supportive real estate development. Since before the introduction of Metrorail service 20 years ago, MDT has encouraged mixed-use development on land acquired for construction of the rail system through its Joint Development Program. The program designated County-owned land around Metrorail stations as a Rapid Transit Zone.[1] A process was established for reviewing development proposals on parts of the zone. Projects have been completed or are underway at more than 10 stations. The program has been so successful that there is very little land remaining for development. The Rapid Transit Zone is being considered for expansion to include the South Miami-Dade Busway, future rapid transit corridors, and park-and-ride lots.[2]

4.2.2 Community Development Master Plan Urban Centers

The Miami-Dade County Community Development Master Plan (CDMP) outlines the County's objectives for regional growth patterns over the next 10 to 20 years. A key feature of the plan is the identification of urban centers, which are to include rapid transit stations and their vicinity. The plan identifies urban centers at three scales, including:

- Regional centers (the central business district in downtown Miami);
- Metropolitan centers (large mixed-use centers, such as the Dadeland area); and
- Community centers (smaller mixed-use centers, such as a suburban downtown or a neighborhood business district).

The plan describes an overlay zone around each center that specifies higher density residential and commercial development, horizontally and vertically mixed uses, a balance of jobs and housing, requirements for high-quality urban design, intensive transit service levels, and reduced parking requirements. These elements represent a comprehensive set of features typically related to transitoriented development.[3]

The Downtown Kendall Urban Center District represents the first area-specific overlay zoning ordinance established for a metropolitan center. The zoning

[1] The Rapid Transit Zone was created by an ordinance passed by the Miami-Dade Board of County Commissioners in 1978 and is codified as Chapter 33C of the County Code.

[2] Miami-Dade Transit. "Joint Development Program" http://www.co.miami-dade.fl.us/transit/joint_ development/joint.asp and interviews with MDT staff, June 2004.

[3] Miami-Dade County. "Transit-Related Excerpts from the Miami-Dade County Comprehensive Development Master Plan." June 2001.

emerged from a community planning process that envisioned the transformation of the Dadeland Mall area into a high-density, mixed-use center over time. The overlay zoning describes a tapering of building intensity from the areas closest to two Metrorail stations, design features of an interconnected network of pedestrian-friendly colonnaded streets, and conceptual planning for open space with carefully considered relationships between buildings and public spaces.[4]

4.2.3 Municipal Overlay Districts

There are several municipal overlay districts in effect in various parts MiamiDade County to promote TOD. South Miami, for example, has created the Transit-Oriented Development District to provide incentives for mixed-use development and promote transit use in the area around the South Miami Metrorail station. There is also a Hometown Overlay District to promote redevelopment in downtown South Miami.

4.2.4 Community Redevelopment Areas

Florida state law provides for the creation of Community Redevelopment Agencies (CRAs) for the revitalization of areas where blight conditions exist. There are CRAs in a number of parts of Miami-Dade County, including Miami Beach, South Miami, and the Overtown area of Miami. These agencies, created by local governments, have the authority to use tax-increment financing to fund capital improvements that support the redevelopment of economically depressed areas.

Tax-increment finance (TIF) is widely used across the United States for community facilities, streetscape improvements, neighborhood revitalization, and other public investments. TIF isolates the increase in property taxes resulting from the rising value of parcels over time to provide a revenue stream for improvements in the district. TIF is frequently combined with bond finance to fund large initial investments and repay over a period of 20 years or more.

In 1999, the Florida legislature expanded the scope of TIF to include "Urban Infill and Redevelopment Areas" with the Growth Policy Act that focuses on the strengthening of urban cores. While economic distress is still a requirement for designation of an area, redevelopment is now more broadly defined to include areas that are within walking distance of a transit stop.[5]

[4] Miami-Dade County. Ordinance 99-166: Downtown Kendall Urban Center District. Available at http://sustainable.state.fl.us/fdi/fscc/resource/document/docs/kendall99-166.pdf.

[5] South Florida Community Development Coalition. Research papers on Tax Increment Finance and the Growth Policy Act. http://www.floridacdc.org/policy/tif.htm and tif2.htm, respectively.

4.3 IMPLEMENTING TRANSIT-ORIENTED DEVELOPMENT

MDT's Joint Development Program has been successful in promoting development around Metrorail stations and this success will likely continue as the system and the Rapid Transit Zone is expanded. However, given that transit stations can benefit from supportive development patterns up to one-half mile away, encouraging TOD beyond the County-owned land near the station is critical. The CDMP provides a framework in which TOD can be encouraged in more broadly defined urban centers. The Kendall Urban Center Zoning District provides a point of departure for the development of a regional process of community-based planning, zoning changes, and development coordination.

Almost all publicly encouraged TOD involves some form of overlay zoning that designates a station area for development intensification, mixed land uses, and improvements to the pedestrian environment. The district generally ranges in size from a one-quarter-mile radius of a transit center to one-half mile or more, with a 2,000-foot walk distance representing a common average dimension. Overlay zones frequently include the following features:

- Minimum requirements for density and land use mix, frequently tapering from high near the transit station to less intensive development near the edge of the district;
- Density bonuses for developers who include desirable features, such as mixed uses, infill development, transit station integration, public space, offstreet paths, pedestrian and bicycle amenities, or affordable housing;
- Reduced parking supply through caps or reduced minimum parking requirements;
- Street design standards that make walking more pleasant, including traffic calming measures, curb extensions at intersections, landscaped buffers between pedestrians and traffic, shaded sidewalks, and standards for the relationships between building height and street width;
- Site design standards that reduce the apparent scale of the built environment to that of a pedestrian and also make walking more pleasant, such as small building setbacks, parking in the rear of buildings or in buffered side lots, and requirements for street-facing windows;
- Expedited development review, including streamlined permitting for complying projects, exemption from roadway level of service standards for traffic impacts, and a place at the front of the line for developments in the zone; and
- Sliding scale impact fees, such as reduced trip generation estimates to reflect the greater share of transit and walking trips in TOD zones.

A coordinated community-based planning process lays the foundation for transit supportive development that is needed to achieve successful implementation over time. The master planning process frequently takes the form of one or more design charrettes followed by the refinement of charrette results into a plan document, community and stakeholder involvement, proposed zoning changes, and adoption by County and local governments.

Most transit-oriented development involves three key players, including a transit operator, local government, and some form of community development organization or neighborhood stakeholder group. It is essential that each of these organizations is involved in the process throughout. MDT has a long history of promoting TOD in the region and has been supported by active policy development at the state, county, and local levels. Because MDT has limited jurisdiction outside of the Rapid Transit Zone and because implementation of the CDMP is the responsibility of the Department of Planning and Zoning, leadership by Miami-Dade County in the master planning process may be appropriate.

However, successful TOD implementation also depends on the capability of a local stakeholder group with an interest in community development. There are a number of chambers of commerce, community development corporations, business development corporations, neighborhood groups, and economic development organizations in Miami-Dade County that could serve this role. Identifying this group early in the process, building capability where necessary, and getting a long-term commitment to spearhead the implementation of the master plan is crucial to getting from plan to TOD.

In some cases, the local stakeholder groups may be able to provide financing to jump start private development. In areas that can be considered to be economically depressed, TIF financing could be a powerful vehicle for financing public improvements that then spur private investment.

4.4 RECOMMENDED IMPLEMENTATION ACTIONS

This section describes implementation actions from the point of view of various units of Miami-Dade County government, including the Metropolitan Planning Organization (MPO), the Department of Planning and Zoning (DPZ), and Miami-Dade Transit (MDT). Implementation of TOD plans will also involve the active participation of one or more stakeholder groups in each location.

1. **Establish districts.** The Miami-Dade MPO, DPZ, and MDT should coordinate the designation of urban centers in the CDMP with the direction of transit investment in the region, especially in light of the People's Transportation Plan (PTP). While the current list of designated urban centers includes a number of areas that are near existing transit stations and corridors where significant transit investments are planned, some minor adjustments may be desirable given recent changes in transit investment

priorities. A tentative boundary for each urban center should be identified, based on the outlines in the CDMP, which include larger areas for regional centers and smaller areas for community centers.

2. **Identify priorities.** Three criteria are recommended for prioritizing urban centers for implementation of a TOD plan:
   - *Near-Term Transit Service Level:* Areas that are currently served by two or more fixed guideway transit lines (including commuter rail, Metrorail, busway, arterial bus rapid transit, or ferry lines) or that are programmed to be served at this level within the next decade should receive priority over places that are served by only one such line. In this manner, major nodes in the regional public transportation network will be emphasized. Because such places are accessible to more potential destinations than typical stations, they are a natural location for encouraging TOD.
   - *Position in the Urban Center Hierarchy:* Beginning the TOD implementation process at the relatively small number of metropolitan centers should be emphasized. These major locations offer the greatest potential for increasing transit ridership through the development of large clusters of residential and commercial activity around key transit nodes. However, it would be desirable to begin the process in at least a similar number of community centers as well. This will ensure that the process of developing overlay zoning, master plans, and neighborhood stakeholder groups works at a variety of scales.
   - *Transit Supportiveness of Current Land Use:* The methodology developed and applied in Task B provides a technique for evaluating how much change is required in each urban center to achieve a minimum level of transit supportiveness. Places that rank highly may not need much active involvement by the public sector to encourage transit ridership. Places that rank lowly may require significant planning resources and investment in redevelopment to achieve even minimum transit supportiveness – and achieving this level may take decades of concerted effort. It is recommended that places in the middle two categories ("Sites that include TOD supportive housing and employment densities but there are no recent or ongoing TOD-type projects" and "Sites that lack housing and/or employment densities but have a pedestrian orientation and a mix of uses") receive emphasis for TOD implementation in the near term.
3. **Introduce interim zoning.** In designated urban centers where transit investment is programmed in the PTP, it may be desirable to introduce a basic set of zoning requirements that, at a minimum, ensure that the place does not become less transit supportive over time. Requirements could include minimum densities for new residential construction, parking caps, and site design standards that require new buildings to define a street edge by placing parking on the side or rear of the lot. These zoning changes

should be packaged as a first step in the development of a master plan that will more carefully define the desired urban character of the place. In many of the areas that are currently low-ranked for transit supportiveness, interim zoning may help to make them good candidates for master planning over the next 10 to 15 years.

4. **Develop master plan.** Through an ongoing program of perhaps several urban centers per year, conduct an outreach program with community interest groups to identify stakeholder groups and begin a process of developing a master plan to guide the development of the urban center over time. This may be conducted using a competitive grant process in which the County makes a certain amount of funding available each year and solicits proposals from communities to conduct planning studies.[6] This process allows the County to maintain some control over the program and helps to identify the communities that are best organized to conduct the studies. As in the case of Downtown Kendall, a key step typically involves the selection of a planning consultant to conduct a public involvement program, a design charrette, and the technical aspects of converting the community's design into a viable master plan with zoning recommendations. The master planning process should include an environmental impact review identify mitigation measures for traffic congestion and other adverse impacts that may result from intensification and to support streamlining of development reviews during implementation.
5. **Create urban center overlay zones.** After the master plan has been developed, presented to the community, and refined as necessary, the proposed zoning changes should be presented to the County for review and approval.
6. **Make public investments in urban centers.** Public investment in infrastructure improvements, streetscape elements, landscaping, civic squares, and other pedestrian amenities can send a strong signal to the private development community that there is a commitment to implementing TOD in a district. As MDT has already shown at several Metrorail stations, locating a major public facility, such as a County office building, at a station can also jump start private development by providing a critical mass for

[6] One example of a successful regional TOD planning program is the Regional Technical Assistance Program (RTAP) in Chicago. The Regional Transportation Authority (RTA), the funding agency for the transit operators in the Chicago metropolitan region, has funded more than 11 station-area planning studies and various other transit studies since 1998. Studies are typically conducted by local governments or other community stakeholder groups using grants from the RTA. More information is available at http://www.rtachicago.com/CMS200Sample/uploadedFiles/RTAP%20Brochure%20FInal%20A%202.pdf.

retail development or other uses. In some cases, urban centers may be eligible for TIF as a source of funding for improvements.

7. **Coordinate with local implementation groups.** After the master plan has been approved, the role of the County changes to supporting the community organization that will oversee implementation over the next 10 to 20 years or more. There are several areas in which continued coordination may be needed.
   - *Capacity Building.* Through its involvement with a number of community stakeholder groups in the various urban centers, the County will be in a unique position to understand the relative strengths and weaknesses of each. A program of staff support, brokering knowledge exchange, and leadership training in technical areas can help to ensure that each implementation organization has the skills and capabilities it needs to fulfill its long-term mission.
   - *Redevelopment Financing.* Working with groups such as the South Florida Community Development Coalition, the County may be able to provide technical assistance in leveraging TIF financing in urban centers that contain redevelopment areas. Where such financing is not available, knowledge transfer in alternative forms of district self-financing for improvements through benefit assessment districts (used to fund the Metromover, for example) or voluntary business district improvement groups may be possible.
   - *Station Integration.* MDT will have an ongoing interest in encouraging developers to integrate new facilities with existing and proposed transit stations.
   - *Shared Parking.* By purchasing station area land for commuter parking, MDT will have a role in urban centers as a land banker for potentially developable property. As MDT has already demonstrated at Dadeland South, it is sometimes feasible to share structured parking with adjacent development. Especially where nearby entertainment and restaurant development provides complementary demand for commuter parking, close-in parking can serve as an asset to transit supportive development.

5.0 Transit Center Information Database

A database was developed to allow easy access to the information collected for each of the Transit Centers. It serves as a repository for information regarding the existing and future transit centers located in Miami-Dade County. The Transit Centers will enhance the ability of the traveling public to transfer easily between different transportation modes throughout the County. This may include transfers from a rail transit route to a connecting bus route, transfers between bus routes, or transfers from automobile travel to bus or rail transit at a park-and-ride facility. These facilities also provide enhanced access to the Miami International Airport and the Port of Miami. The database also includes information regarding the potential for establishing more transit supportive development patterns around three future intermodal sites where it is appropriate.

5.1 DESCRIPTION OF WEB SITE

The web site is available on a CDROM enclosed with this report. The value of the information available on the web site is in providing partner agencies and organizations a comprehensive and easily accessible overview of identified transit centers. This would facilitate planning and implementation of transportation facilities and services, with partner input, at each of the transit sites. The information presented on the web site can also be used, where appropriate, to promote supportive transit-oriented development in the areas adjacent to the transit centers.

The web site is set up to provide the following information regarding each potential site:

- A brief introduction of the transit center site including information on site location. The information is supported with a location map of the transit center.
- Existing land use information and development character of the site area. The information is supported with a land use map of the site area.
- Information on existing transit services and facilities, as well as planned services, where applicable. This includes information on transit services including specific MDT route numbers and links to the MDT web site for route-specific schedule information.

- Assessment of transit-oriented development potential around the site. The information is supported with an evaluation matrix.
- Population and Employment density maps. The density by TAZ is classified by threshold values and shows for each site the road intersection at which the transit center is located.

The main page of the web site provides a brief description of the database and takes the user to the main locator map. Figure 5.1 is a snapshot of the locator map, as seen on the web site. All 69 transit centers in the Miami-Dade area are shown on the locator map. The locator map webpage has links to five views: View 1 – View 5.

View 1 shows the six existing, two planned, and seven proposed park-and-ride transit centers (Lists 2, 5, and 7 respectively from Table 3.1), as shown is Figure 5.2.

View 2 shows the 30 existing transit centers (List 1 from Table 3.1) as shown in Figure 5.3. An inset map of the Miami Downtown area is also provided as a separate link, as many of the existing transit centers are located close to each other in the downtown area, and a scaled in view of the map is required to clearly see them. A snapshot of the inset map is shown in Figure 5.4.

View 3 shows the eight existing transit centers planned for expansion as well as six planned transit centers (Lists 3 and 4 from Table 3.1). View 4 shows the 19 proposed transit centers (List 6 from Table 3.1) and View 5 shows the 18 potential transit centers (List 8 from Table 3.1).

The legend in each of the views provides links to detailed information on 28 transit centers that are identified in Section 1.0, Table 1.10. For the user to recognize them the 28 transit centers are listed in aqua blue text in the legend. Miami Lakes Area transit center, number 7.06 from View 1 is presented here as an example on how data is arranged on the web site. Clicking on “Miami Lakes Area” in the legend of View 1 takes the user to the main page for Miami Lakes Area, as shown in Figure 5.5. The page shows the detailed location information of Miami Lakes Area transit center. Buttons provided on left take the user to other site-related information: photos of site area, existing and planned transit services, existing land use, population and employment, and potential for transitoriented development.

Figure 5.1 Snapshot of Locator Map

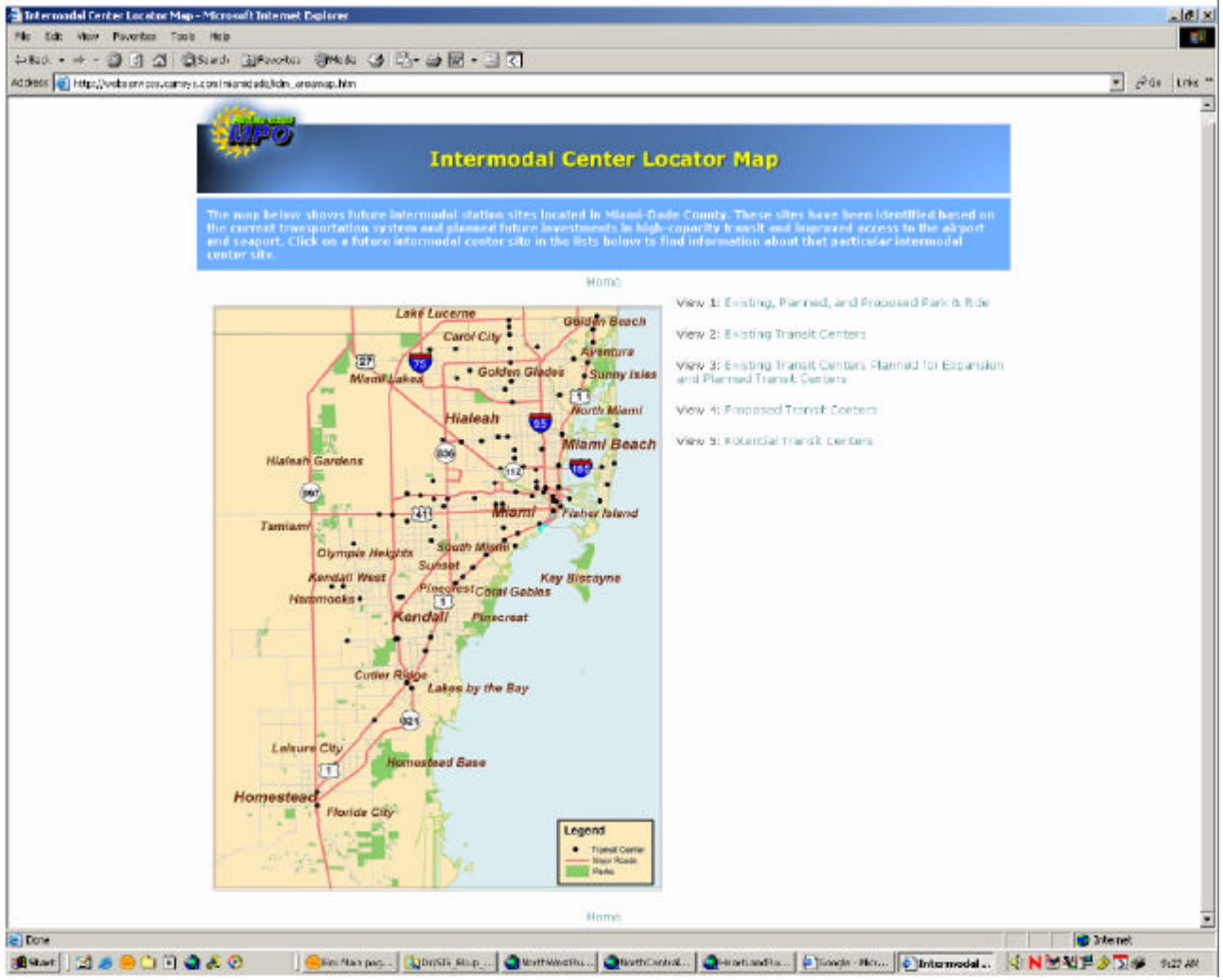


Figure 5.2 Snapshot of Map in View 1

Figure 5.3 Snapshot of Map in View 2

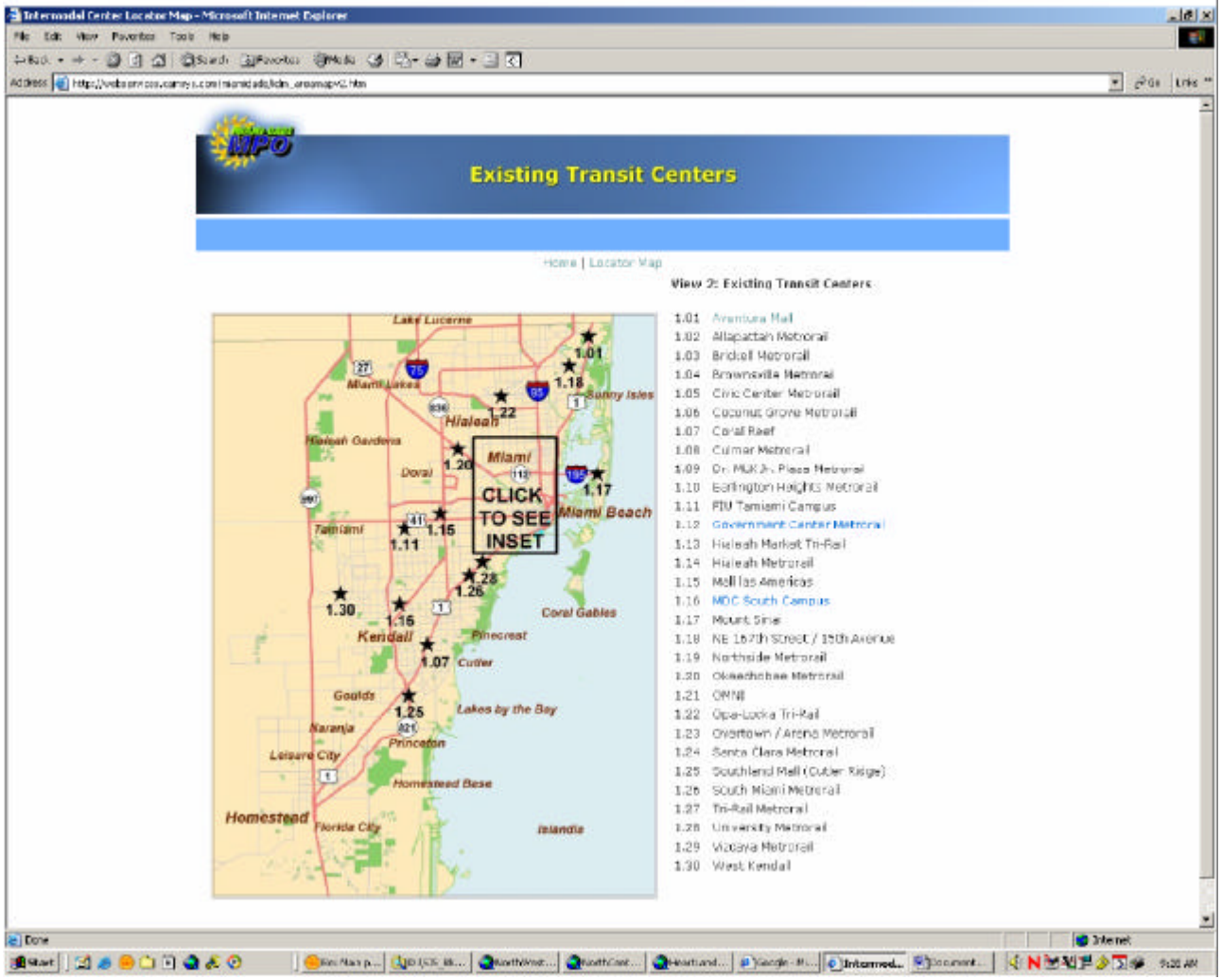


Figure 5.4 Snapshot of map in Inset Map for View 2

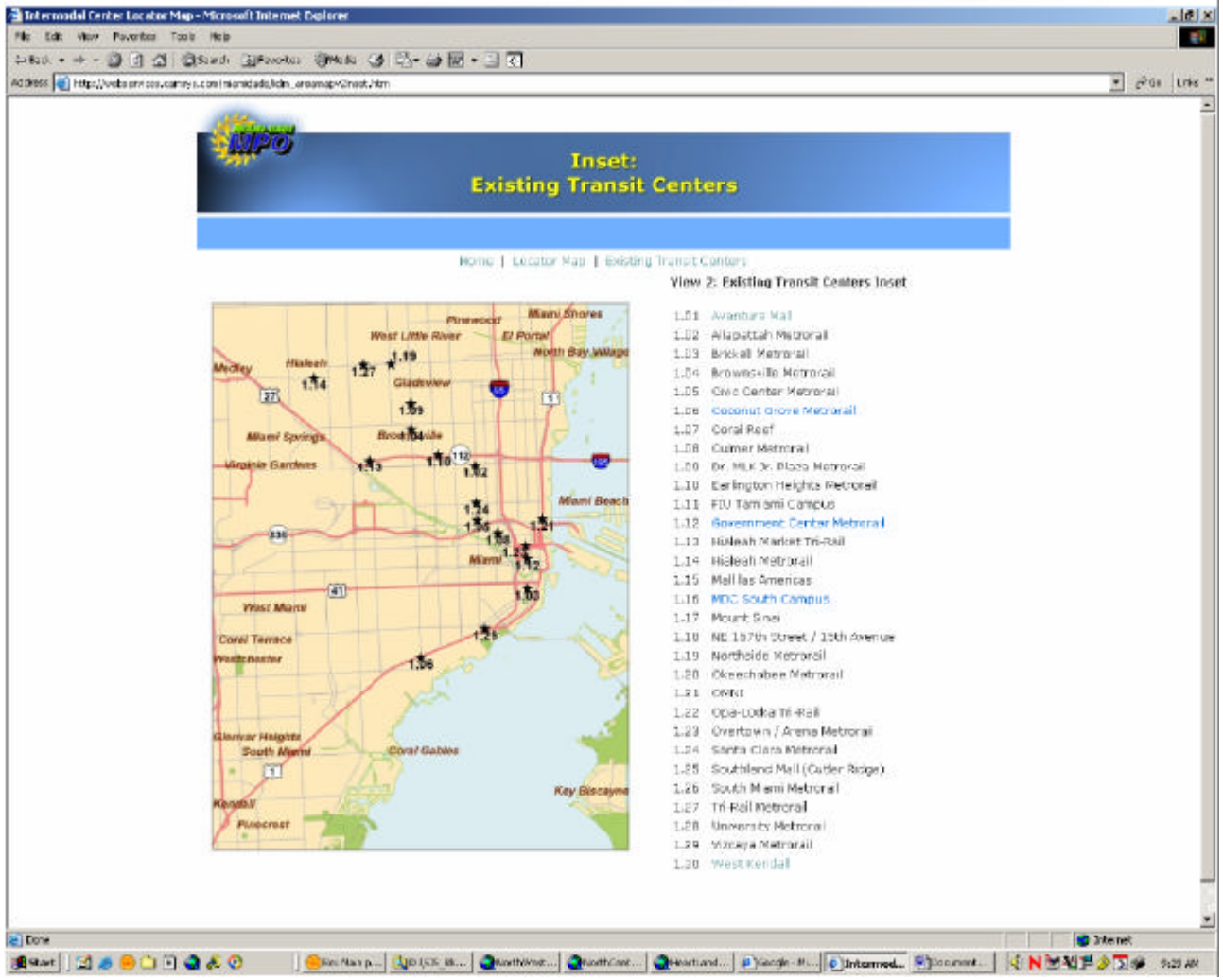
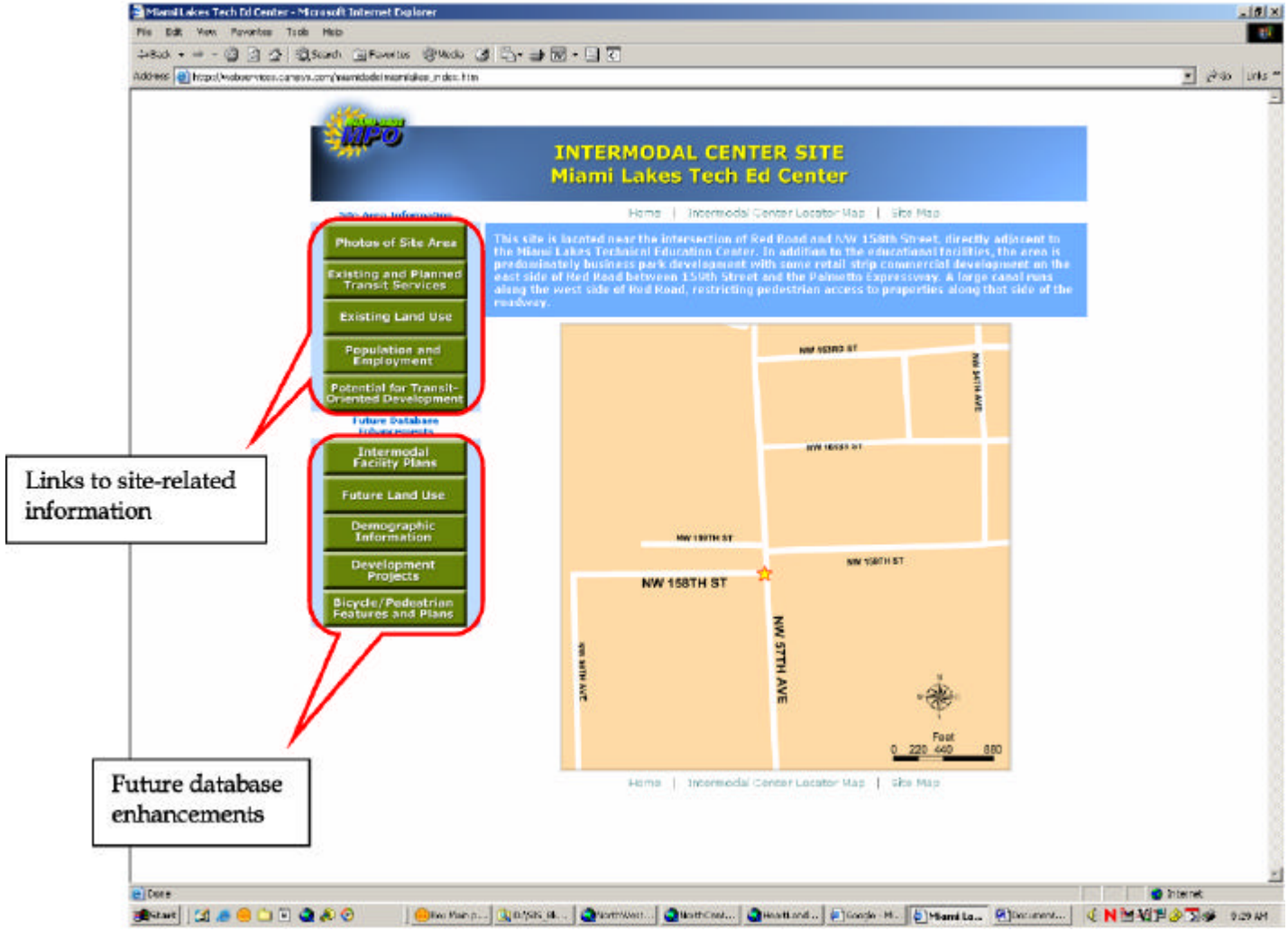


Figure 5.5 Snapshot of Main Page for Miami Lakes Area



The users of the web site are anticipated to be internal County staff, other transportation partner agencies, and the traveling public.

All of the sites identified in Table 1.10 are identified by location within the site. More information is provided for the 28 proposed Transit Center sites identified earlier in this report. Additional information regarding the remainder of the sites can be found through web links to other County sites (Metrorail and MetroBus).

5.2 RECOMMENDATIONS

It is recommended that the web site be housed within the County system and that a particular office is designated as the steward of the database/web site. The links to the other County sites must be established and maintained consistently. The Future Database Enhancements section must be populated for the original 28 sites and all information should be entered for the remainder of the sites.