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Miami-Dade County
Citizens' Independent
Transportation Trust



FIRST- AND LAST- MILE BICYCLE- PEDESTRIAN MOBILITY IMPROVEMENTS IN MUNICIPALITIES IN MIAMI-DADE



Task 2

**Report of Existing Transit Hubs
and Higher Educational
Institutions in Miami-Dade
County**

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Comprehensive Report on Existing Transit Hubs and Educational Institutions

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FIRST- AND LAST-MILE BICYCLE-
PEDESTRIAN MOBILITY
IMPROVEMENTS IN
MUNICIPALITIES IN MIAMI-DADE

SECTION 1

Introduction



1. Introduction

Miami-Dade County, through the Citizens Independent Transportation Trust (CITT), is exploring ways municipalities can contribute to the development of multimodal transportation systems by connecting trails, greenways, and pathways. These efforts aim to provide safe, sustainable, and accessible mobility options while improving first- and last-mile connections. This initiative supports the broader goals of the People's Transportation Plan (PTP), funded by a voter-approved half-cent sales tax since 2002¹, to enhance transportation infrastructure and services across the county.

Miami-Dade County's transit system is a vital component of our community's mobility, connecting residents and visitors to key destinations, such as universities, colleges, and major institutions. The selected educational institutions each have a student population exceeding 5,000 and contribute significantly to the traffic volume in their areas. The existing network serves as the backbone of daily commutes and access to essential services. However, to fully realize the vision of a multi-modal transportation system, it is crucial to evaluate the current ridership patterns and identify areas for improvement.

This document aims to provide a comprehensive overview of the current state of transit mobility serving major institutions and countywide transit hubs, thereby informing strategies to enhance and expand Miami-Dade County's transportation infrastructure.

¹ [History of the People's Transportation Plan - Miami-Dade County \(miamidade.gov\)](https://www.miamidade.gov/transportation/ptp/)

FIRST- AND LAST-MILE BICYCLE-
PEDESTRIAN MOBILITY
IMPROVEMENTS IN
MUNICIPALITIES IN MIAMI-DADE

SECTION 2

Educational Centers in Miami-Dade County



2. Educational Centers in Miami-Dade County

Walkability and bikeability were evaluated at higher education institutions across Miami-Dade County with student populations of 5,000 or more. This assessment focuses on connectivity, accessibility, and the ease of reaching public transit options.

Walkability: Walkability maps were developed using Esri Business Analyst, an ArcGIS tool that provides detailed geographic data to evaluate accessibility and mobility patterns. These maps offer a clear visualization of “*walksheds*”—areas that illustrate how far a person can travel on foot within a specific time frame or distance from key locations such as transit stops, schools, or commercial centers.

By mapping walking distances to public transit stops, these visualizations help identify gaps in infrastructure and highlight opportunities for improvement. Each transit stop is marked with a yellow dot, while color gradients represent walk times. For instance, darker blue indicates walking times of up to 15 minutes, lighter shades and greens represent a 10-minute walk, and brown signifies a 5-minute walk. This layered visualization not only showcases areas with strong pedestrian access to transit but also pinpoints locations where enhancements are needed to improve connectivity.

Additionally, WalkScore² was utilized to assess the walkability of these educational institutions through its proprietary system, which evaluates pedestrian-friendly routes to key nearby amenities and destinations. The system assigns scores based on proximity, with higher points awarded for amenities located within shorter walking distances. For instance, an area where amenities are within a ¼-mile walk (approximately 5 minutes) will receive a higher score compared to one where amenities are within a ¾-mile walk (approximately 15 minutes). Beyond proximity, WalkScore also factors in pedestrian infrastructure by analyzing elements such as population density, roadway design, and connectivity. It further enhances its assessment by integrating data from open sources like the U.S. Census and OpenStreetMap, providing a comprehensive evaluation of walkability. Numerical WalkScores correlate with the following:

² [WalkScore](#)

Figure 2-1: WalkScore Description

WALKSCORE	DESCRIPTION
90-100	WALKER'S PARADISE DAILY ERRANDS CAN BE ACCOMPLISHED ON FOOT
70-89	VERY WALKABLE MOST ERRANDS CAN BE ACCOMPLISHED ON FOOT
50-69	SOMEWHAT WALKABLE SOME ERRANDS CAN BE ACCOMPLISHED ON FOOT
25-49	CAR DEPENDENT MOST ERRANDS REQUIRE A CAR
0-24	CAR DEPENDENT ALMOST ALL ERRANDS REQUIRE A CAR

Source: [WalkScore](#)

Bikeability: Bikesheds or bikeability maps were developed using an isochrone analysis generated through *OpenRouteService*, a crowd-sourced platform that computes many-to-many distances and travel times. By configuring the platform's application programming interface (API), an isochrone tool was created, setting the travel mode to cycling, defining an origin point, and specifying a time threshold for the calculation.

To refine the analysis, a polygon layer was generated for each restricted-access highway in Miami-Dade County, while major transportation and infrastructure barriers were identified as key obstacles to bicycle access. Additionally, water bodies were mapped and excluded from the isochrone calculations to ensure accurate representations of bikeable areas.

For visualization purposes, darker blue represents a 15-minute bicycle catchment area (bikeshed), while lighter shades and greens indicate a 10-minute bikeshed, and red/brown signifies a 5-minute bikeshed. This layered approach highlights areas with strong bicycle connectivity to transit while also identifying key locations where improvements are needed to enhance accessibility and overall connectivity.

In addition to this isochrone analysis, BikeScores from WalkScore were used to evaluate the bike-friendliness of these educational institutions. These scores offer valuable insight into how well each campus supports cycling as a practical mode of transportation, assessing the area's overall suitability for biking.

BikeScores are determined using several key factors, including bike infrastructure availability (such as lanes and trails), terrain (hilly or flat), proximity to key destinations, road connectivity, and the number of bike commuters in the area. The score is derived from multiple data sources, including the U.S. Geological Survey (USGS), OpenStreetMap, and the U.S. Census, ensuring a comprehensive assessment of bikeability and helping pinpoint areas where cycling is a convenient and accessible transportation option. Numerical BikeScores correlate with the following:

Figure 2-2: BikeScore Description

BIKESCORE	DESCRIPTION
90-100	BIKER'S PARADISE DAILY ERRANDS CAN BE ACCOMPLISHED ON A BIKE
70-89	VERY BIKEABLE BIKING IS CONVENIENT FOR MOST TRIPS
50-69	BIKEABLE SOME INFRASTRUCTURE
0-49	SOMEWHAT BIKEABLE MINIMAL BIKE INFRASTRUCTURE

Source: [WalkScore](#)

The following sections detail the assessments conducted, offering a comprehensive look at educational centers across Miami-Dade County.

Barry University provides a variety of convenient transit options to support students commuting to campus. Public transportation serves the university well, with bus routes 125, 9, 95, and the City of North Miami Green Route offering stops at or near the campus. These routes ensure straightforward access with minimal transfers, as illustrated in **Map 2-1: Barry University**.

For students using Tri-Rail, the campus is accessible by connecting with Metrobus Route L and transferring to either Route 9 or Route 10 at the Metrorail Transfer Station. To further support commuting students, Barry University offers discounted Miami-Dade Student Metro passes through its Office of Commuter Affairs, providing an affordable and sustainable transportation solution.

Legend

- Barry University
- Metrobus Stops
- Metrobus Route 125
- Metrobus Route 9
- Metrobus Route 95
- City of North Miami Green

0 0.1 0.2 Miles

Walkability: Map 2-2 illustrates the walkability of the areas surrounding Barry University, focusing on travel times to nearby public transit stops. Within the campus, most areas are within a 5-minute walk of transit stops located along NE 2 Avenue, with some sections requiring up to 10 minutes to transit stops located on NE 2 Avenue, N Miami Avenue, and SR 924/NE 119 Street. According to

WalkScore, the area has a Walk Score of 50, indicating that while some errands can be completed on foot, a car may still be necessary for others.

Map 2-2: Barry University Walkability to Public Transit Stops

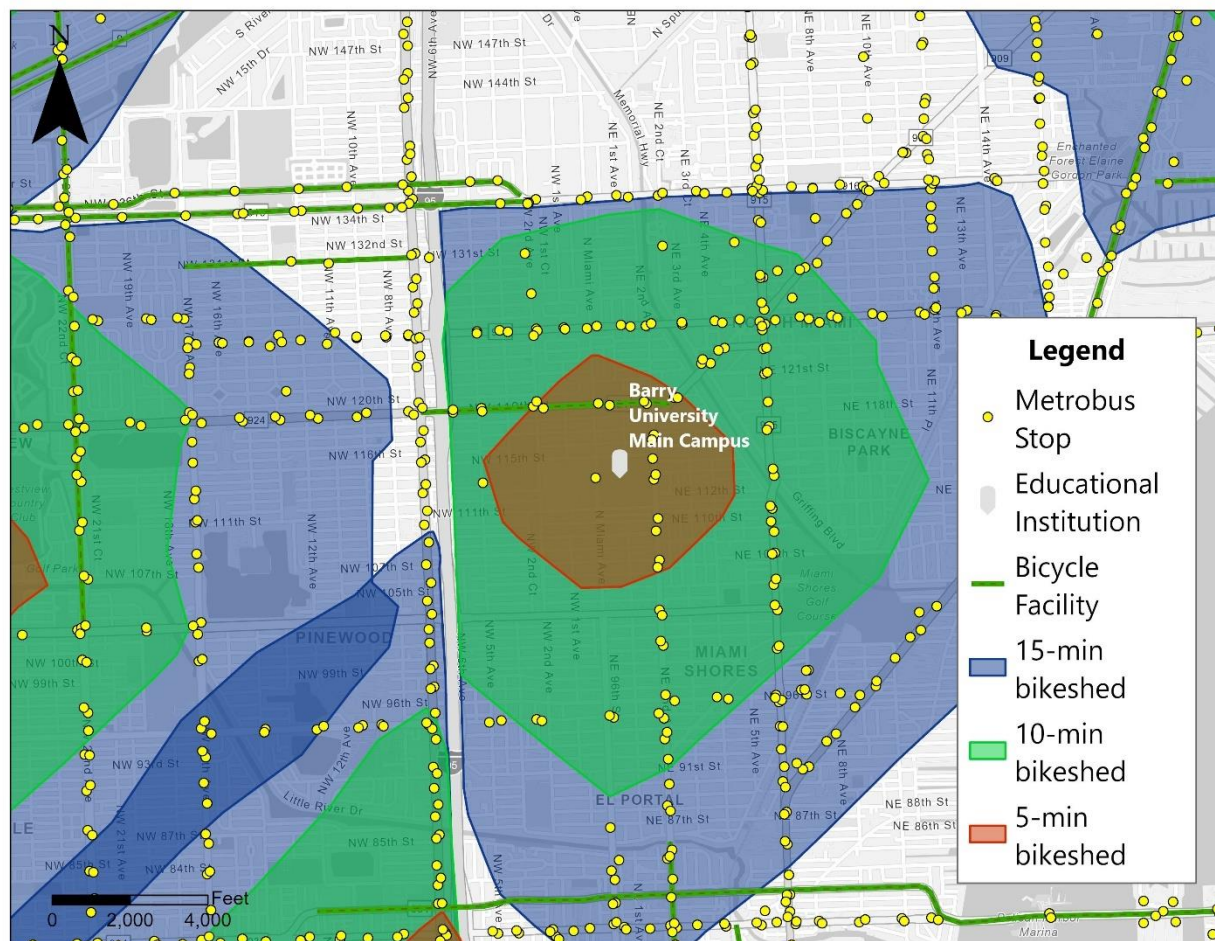


Source: Esri Business Analyst

Bikeability: Map 2-3 illustrates the bikeability of the areas surrounding Barry University, highlighting existing bicycle facilities near transit stops within the catchment area of the campus. Multimodal travel is most feasible within a 5-minute bikeshed, as most of the cycling infrastructure connecting to transit stops is concentrated within this boundary on corridors such as NE 6 Avenue, SR 924/NE 119 Street/NW 119 Street, SR 922/NE 125 Street/NW 125 Street, and SR 7/US 441/NW 7 Avenue.

According to WalkScore, the area has a BikeScore of 42, indicating the existing bicycle infrastructure offers limited support for cycling as a primary mode of transportation. While biking is possible, the lack of dedicated bike lanes connecting to key destinations makes it a less convenient option for daily commuting.

Map 2-3: Barry University Bikeability to Public Transit Stops

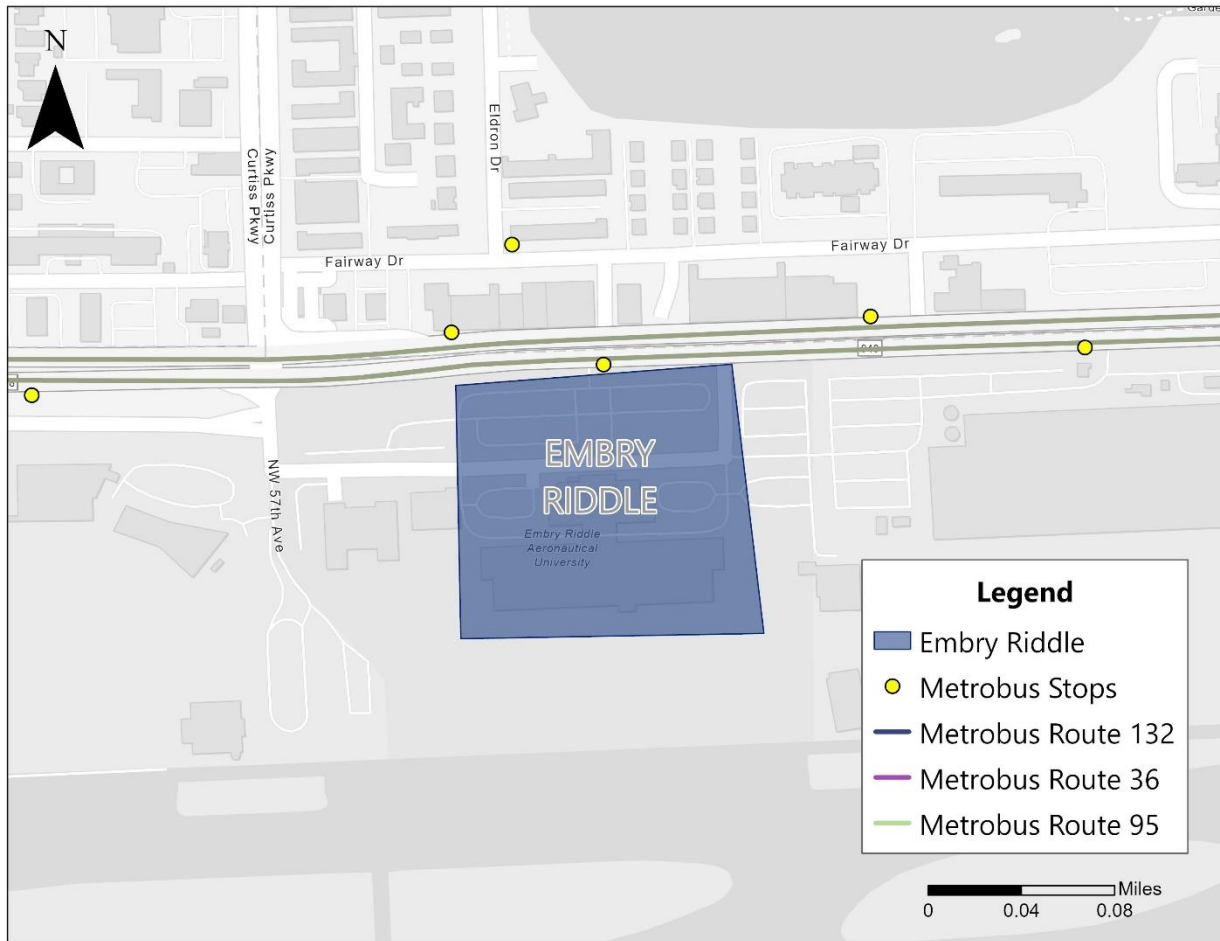


Source: Esri Business Analyst

2.2 Embry Riddle Aeronautical University

Embry-Riddle Aeronautical University offers a range of transit options to support student commuters. The university is served by Metrobus routes 36, 95, and 132, which provide stops at or near the campus, ensuring access with minimal transfers, as shown in **Map 2-4: Embry Riddle Aeronautical University**. However, these routes operate with low frequency, which can impact travel times and convenience for students relying on public transportation.

Map 2-4: Embry Riddle Aeronautical University



Source: [Embry Riddle Aeronautical University](#)³

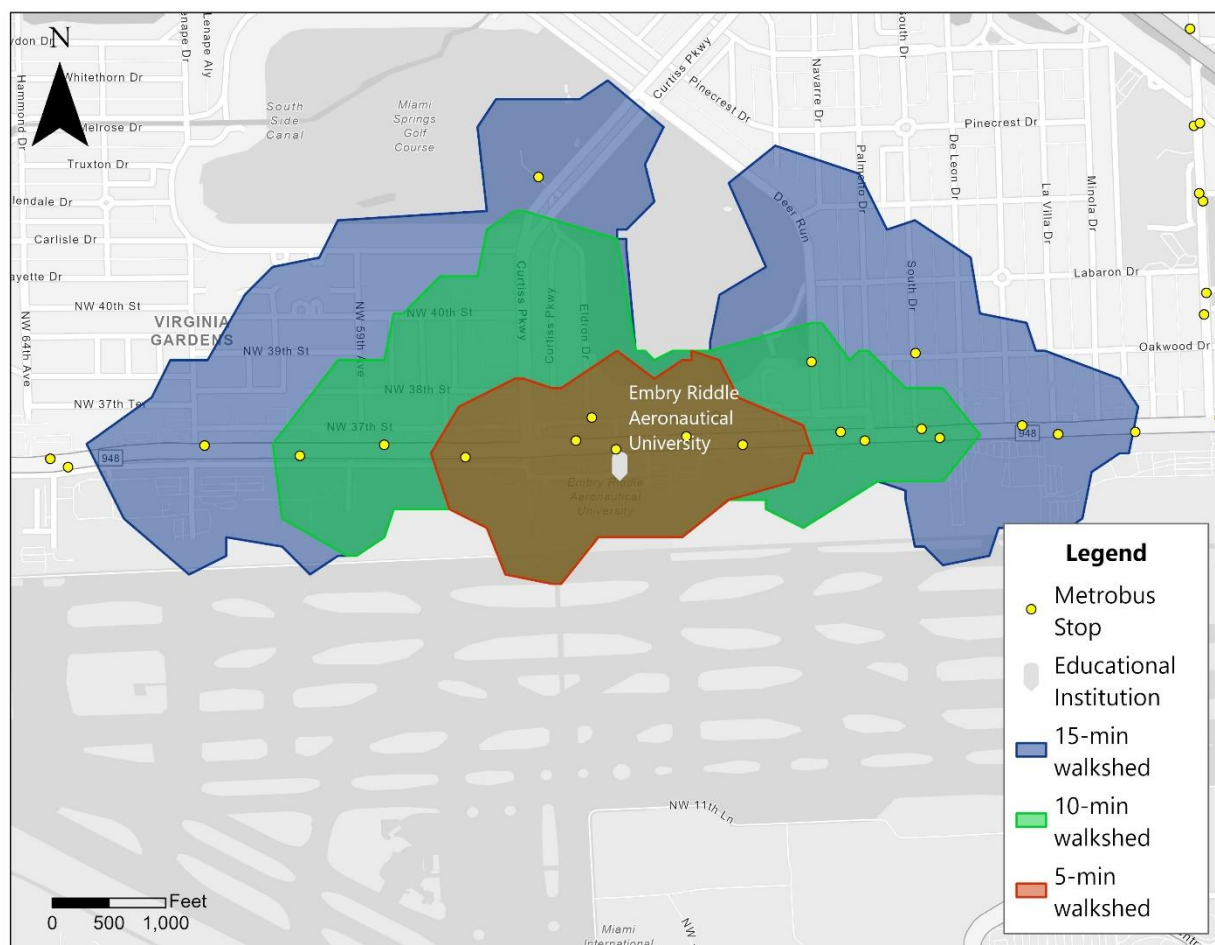
For students traveling via Tri-Rail, the campus can be reached by taking Metrobus Route 37 from the Miami International Airport Tri-Rail Station and transferring to either Route 132 or Route 36. Due to infrequent bus service, this trip can take between 30 to 40 minutes. To further assist commuting students, Miami-Dade Transit offers a College Discount Program, providing unlimited travel on Metrobus and Metrorail. Students can purchase a monthly college pass for \$56.25 and a Metrorail parking permit for \$11.25.

Walkability: Map 2-5 illustrates the walkability of the areas surrounding Embry-Riddle Aeronautical University, with a focus on travel times to public transit stops. On average, most areas within the campus are within a 5-minute walk to the nearest transit stop located along NW 36 Street. The walkshed of the campus is limited to the south by Miami International Airport, restricting pedestrian connectivity to nearby business and residential areas in Virginia Gardens and Miami Springs. While these areas are within walking distance, the lack of direct access to regional transit services reduces overall mobility options for students and staff.

³ Metrobus routes may be occluded in map due to route overlap.

Additionally, the low frequency of Metrobus routes significantly impacts transit accessibility, making trips to major transit hubs, such as the Miami International Airport Tri-Rail Station and the Hialeah Market Tri-Rail Station, less efficient and more time-consuming. According to WalkScore, the area has a Walk Score of 48, indicating that while some destinations are within walking distance, most errands still require a car due to limited pedestrian infrastructure and transit connectivity.

Map 2-5: Embry Riddle University Walkability to Public Transit Stops

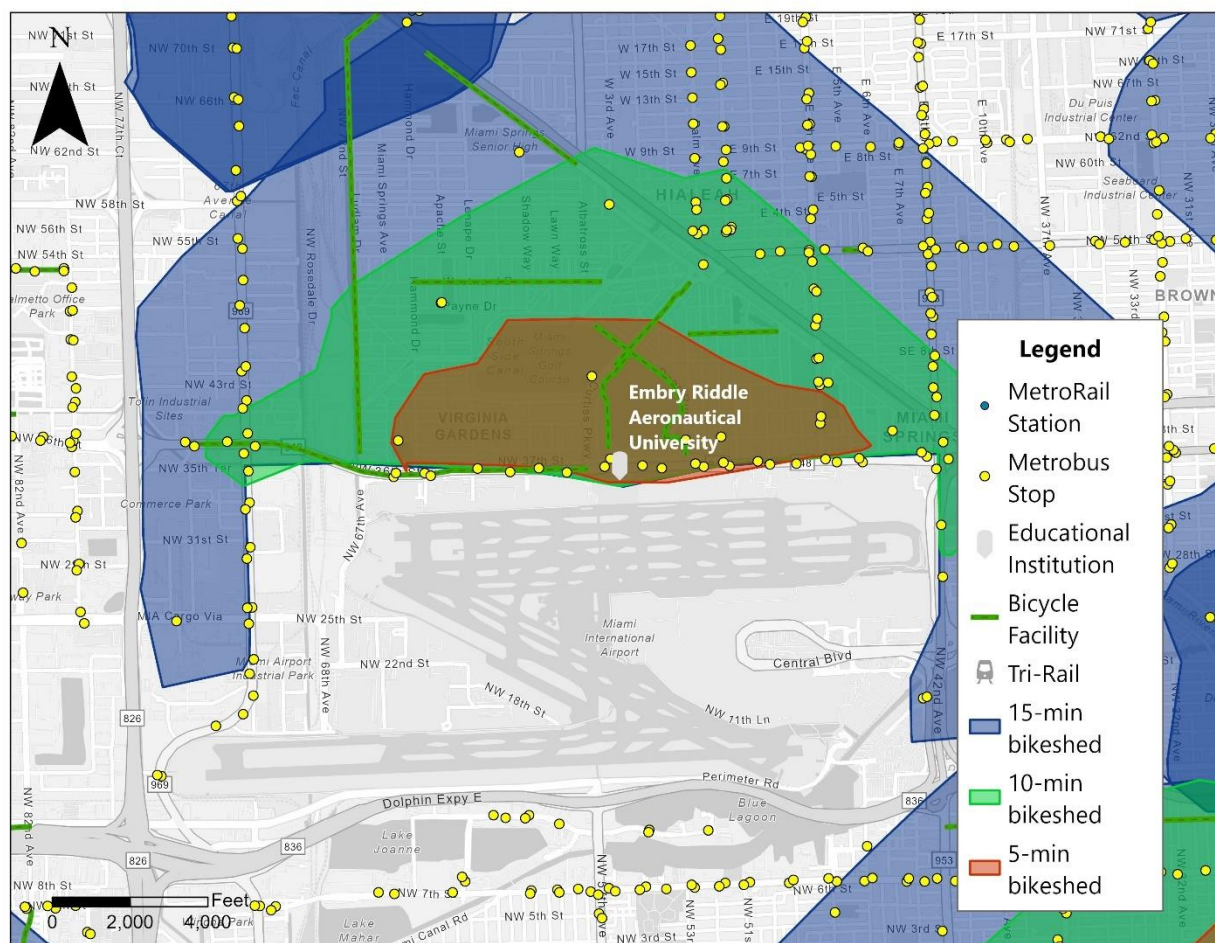


Source: Esri Business Analyst

Bikeability: Map 2-6 illustrates the bikeability of the areas surrounding Embry-Riddle Aeronautical University, highlighting existing bicycle facilities near transit stops within the campus' catchment area. Multimodal travel is highly constrained, as cycling infrastructure is very limited, primarily along NW 36 Street, offering few dedicated bike-friendly connections to transit. However, some nearby infrastructure is present, especially within Miami Springs low-stress neighborhood streets.

According to WalkScore, the area has a BikeScore of 42, indicating minimal bicycle infrastructure and limited support for cycling as a primary mode of transportation. While biking may be possible, the lack of dedicated bike lanes and safe connections to key destinations, other than neighborhood routes such as the Ludlam Trail, Curtiss Parkway Trail, and the Deer Run facilities, makes it a less convenient and less accessible option for daily commuting.

Map 2-6: Embry Riddle University Bikeability to Public Transit Stops

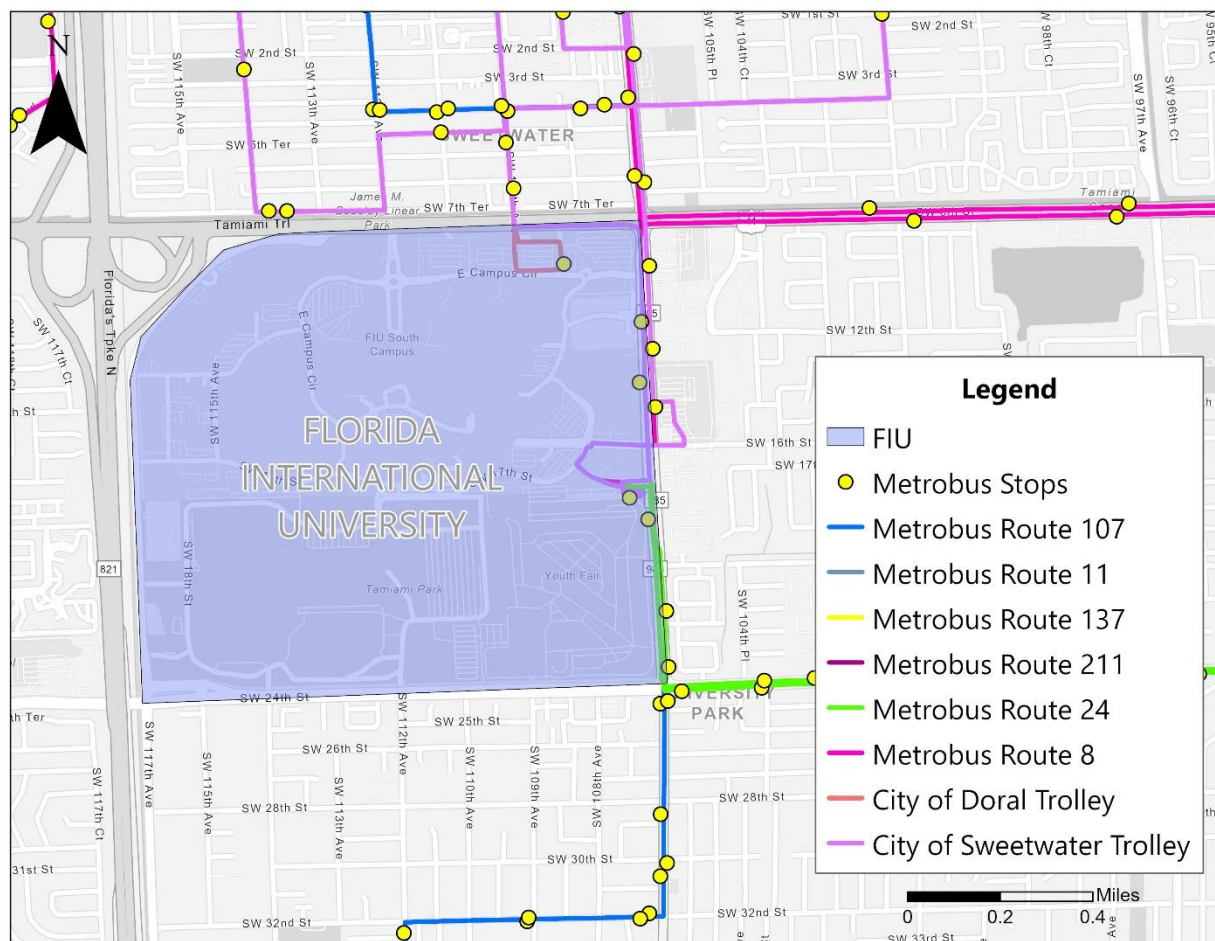


Source: Esri Business Analyst

2.3 Florida International University (FIU) – Main Campus

Florida International University (FIU) provides a comprehensive network of transit services to meet the mobility needs of its students, faculty, and staff. Among these is the Panther Express, a complimentary shuttle connecting the Modesto A. Maidique Campus (MMC) to the Biscayne Bay Campus (BBC). Additionally, the university operates CATS (Campus Access Transit System), offering transportation between MMC and the Engineering Center, ensuring seamless connection across key FIU locations. As shown in **Map 2-7**, FIU is served by Miami-Dade Transit bus routes 107, 11, 137, 24, and 8, as well as local transit options such as the City of Sweetwater Trolley and the City of Doral Trolley. To further support transit accessibility, FIU participates in the U-Pass program, allowing students to access discounted fares on buses and trains.

Map 2-7: Florida International University



Source: [FIU](#)⁴

FIU also promotes sustainable transportation, offering amenities such as bike racks, electric vehicle charging stations, and a partnership with Freebee, which provides free, on-demand transportation for the FIU community. These initiatives support eco-friendly and convenient travel options.

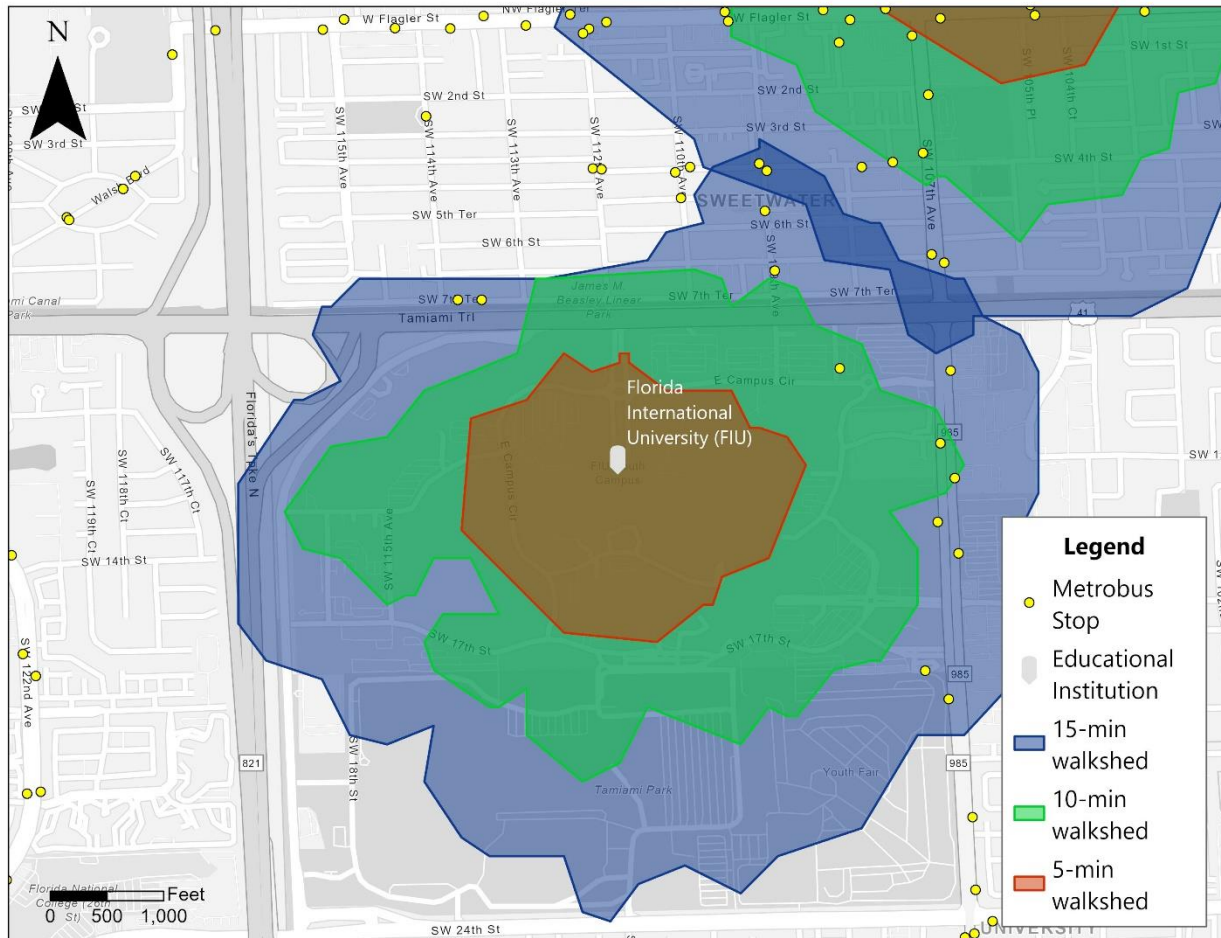
Walkability: Map 2-8 illustrates the walkability of the areas surrounding FIU's Main Campus, focusing on travel times to public transit stops. Within the campus, the average walking time to a transit stop is approximately 8 minutes, with some areas requiring at least 10 minutes to reach transit stops along US 41/Tamiami Trail or SR 935/SW 107 Avenue. The campus has only one transit stop on-site, limiting direct access to public transportation.

The walkshed of FIU's Main Campus slightly overlaps with that of the FIU College of Engineering and Computing Campus, providing some connectivity between the two. However, pedestrian access is restricted to the west by SR 821/Florida's Turnpike Homestead Extension (HEFT), further limiting walkability in that direction.

⁴ Metrobus routes may be occluded in map due to route overlap.

According to WalkScore, the area has a Walk Score of 64, indicating that while some errands can be completed on foot, a car is still necessary for many trips due to limited transit access and pedestrian infrastructure in certain areas.

Map 2-8: Florida International University Main Campus Walkability to Public Transit Stops

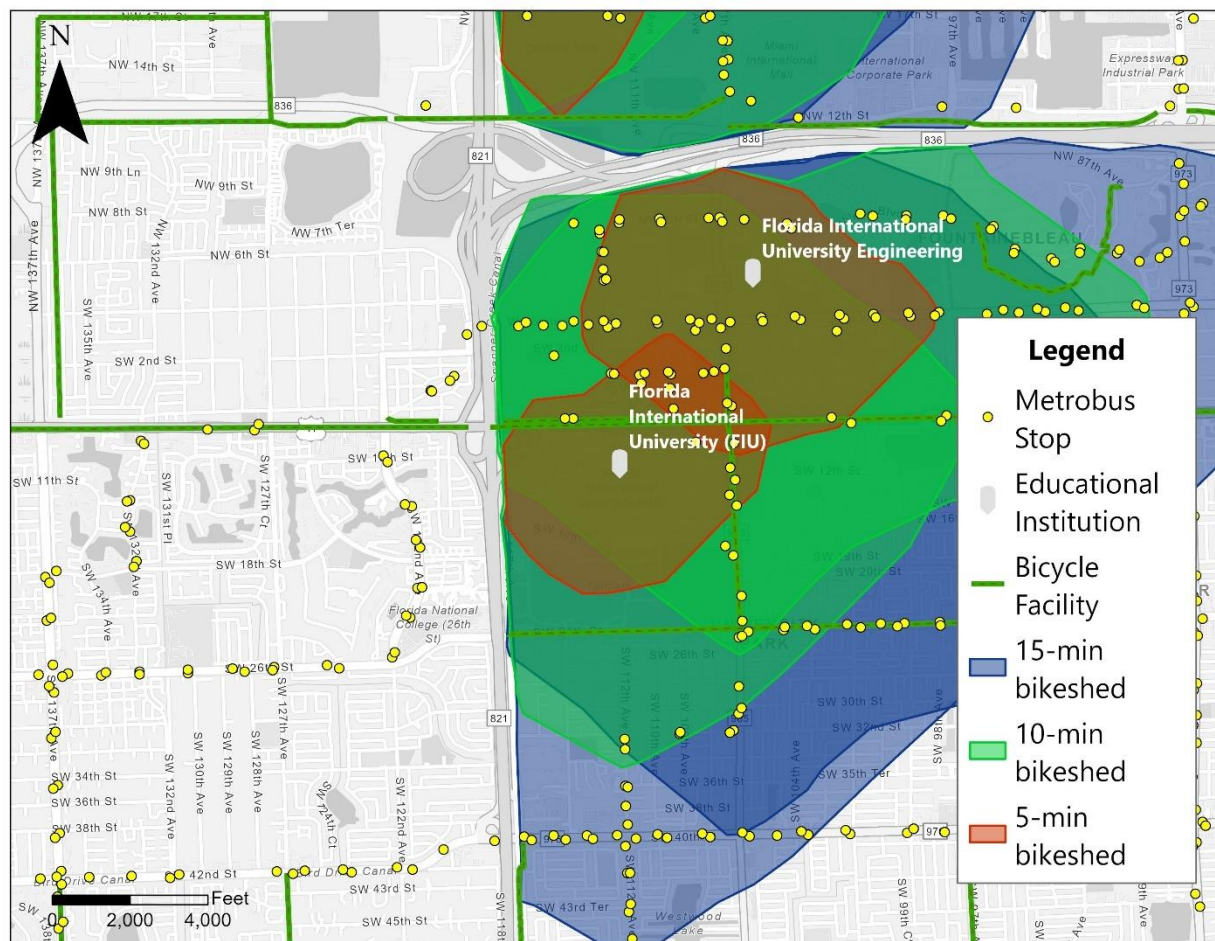


Source: Esri Business Analyst

Bikeability: Map 2-9: Florida International University Main Campus Bikeability to Public Transit Stops illustrates the bikeability of the areas surrounding FIU (Main Campus), highlighting existing bicycle facilities near transit stops within the campus' catchment area. Multimodal travel is somewhat constrained due to the limited cycling infrastructure, primarily along SR 94/Tamiami Trail, SR 985/SW 107 Avenue, and W Flagler Street. These roads offer some dedicated bike-friendly connections to transit, with plenty of stops along those routes, but the overall network remains somewhat fragmented.

According to WalkScore, the area has a BikeScore of 72, indicating that the area is bikeable, particularly on campus, where biking is a convenient option for most trips, especially when traveling between the Main Campus and the College of Engineering and Computing campus. This suggests that while cycling may not be the most seamless option for all trips in the surrounding areas, it is still practical for short, local commutes between classes.

Map 2-9: Florida International University Main Campus Bikeability to Public Transit Stops



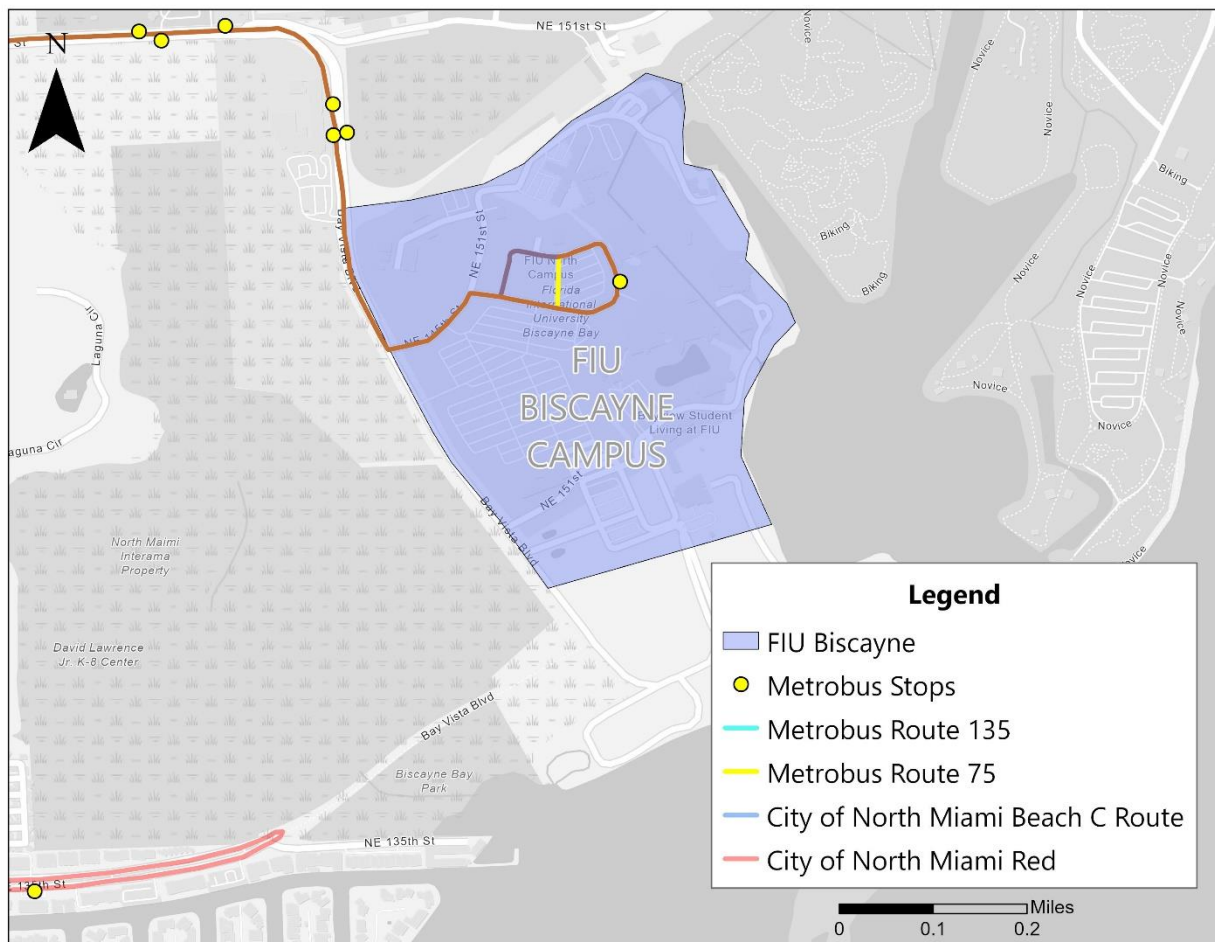
Source: Esri Business Analyst

2.4 Florida International University (FIU) - Biscayne Bay Campus (BBC)

Florida International University's Biscayne Bay Campus (BBC) offers a range of transit options designed to provide convenient access for students, faculty, and staff. Among its key services is the Panther Express Shuttle, a complimentary transportation service that connects the BBC with FIU's Modesto A. Maidique Campus (MMC). This shuttle operates on schedules aligned with class times and campus events, ensuring seamless commutes between the two locations.

For local transportation, BBC is well-served by public transit, including Miami-Dade Transit bus routes 135 and 75, as well as the City of North Miami Beach's C Route and the City of North Miami's Red Route, with stops conveniently located near campus entrances as seen in **Map 2-10**. The campus also prioritizes sustainability by offering bike racks and pedestrian-friendly pathways, promoting eco-conscious commuting options.

Map 2-10: Florida International University – Biscayne Bay Campus



Source: [FIU - Biscayne Bay Campus](#)⁵

Walkability: Map 2-11 illustrates the walkability of the areas surrounding the BBC, focusing on travel times to public transit stops. Within the campus, the average walking time to the only transit stop on-site is relatively short, but reaching additional transit options along Bay Vista Boulevard requires an approximately 15-minute walk.

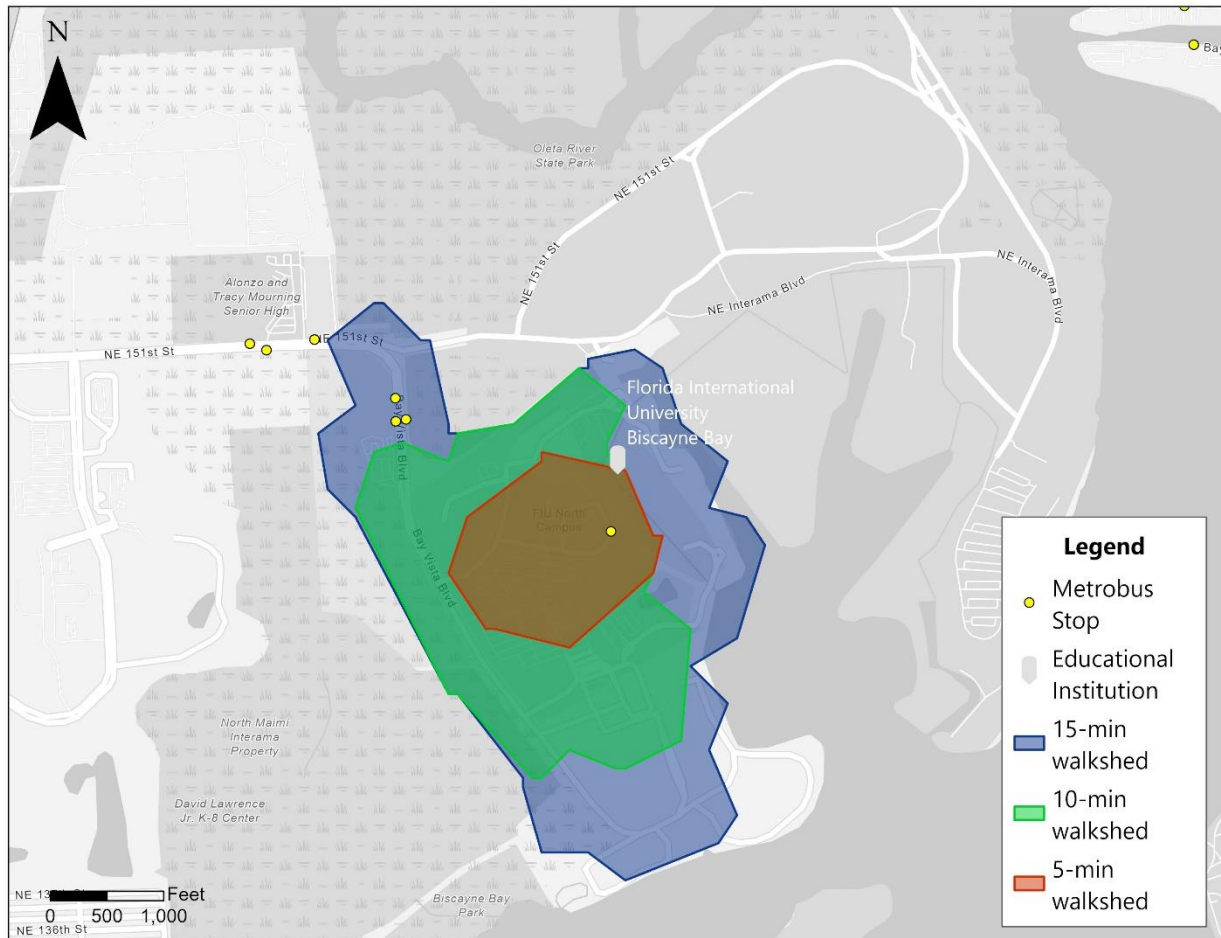
However, regional transit connectivity is significantly limited. Students traveling from the BBC may face long commute times, requiring 1 hour or more to reach the Brightline Aventura Station, or 45 to 50 minutes to access the Golden Glades Tri-Rail Station. This lack of direct, high-frequency transit connections makes regional mobility more time-consuming and less convenient for students and faculty relying on public transportation.

According to WalkScore, the area has a Walk Score of 25, classifying it as car-dependent, where most errands require a car. This is likely due to the campus's unique geographic constraints, as it is surrounded by natural and environmentally sensitive areas, including Oleta River State Park and

⁵ Metrobus routes may be occluded in map due to route overlap.

Arch Creek East Environmental Preserve, which limit pedestrian and transit connectivity to surrounding urban areas.

Map 2-11: Florida International University Biscayne Bay Campus Walkability to Public Transit Stops



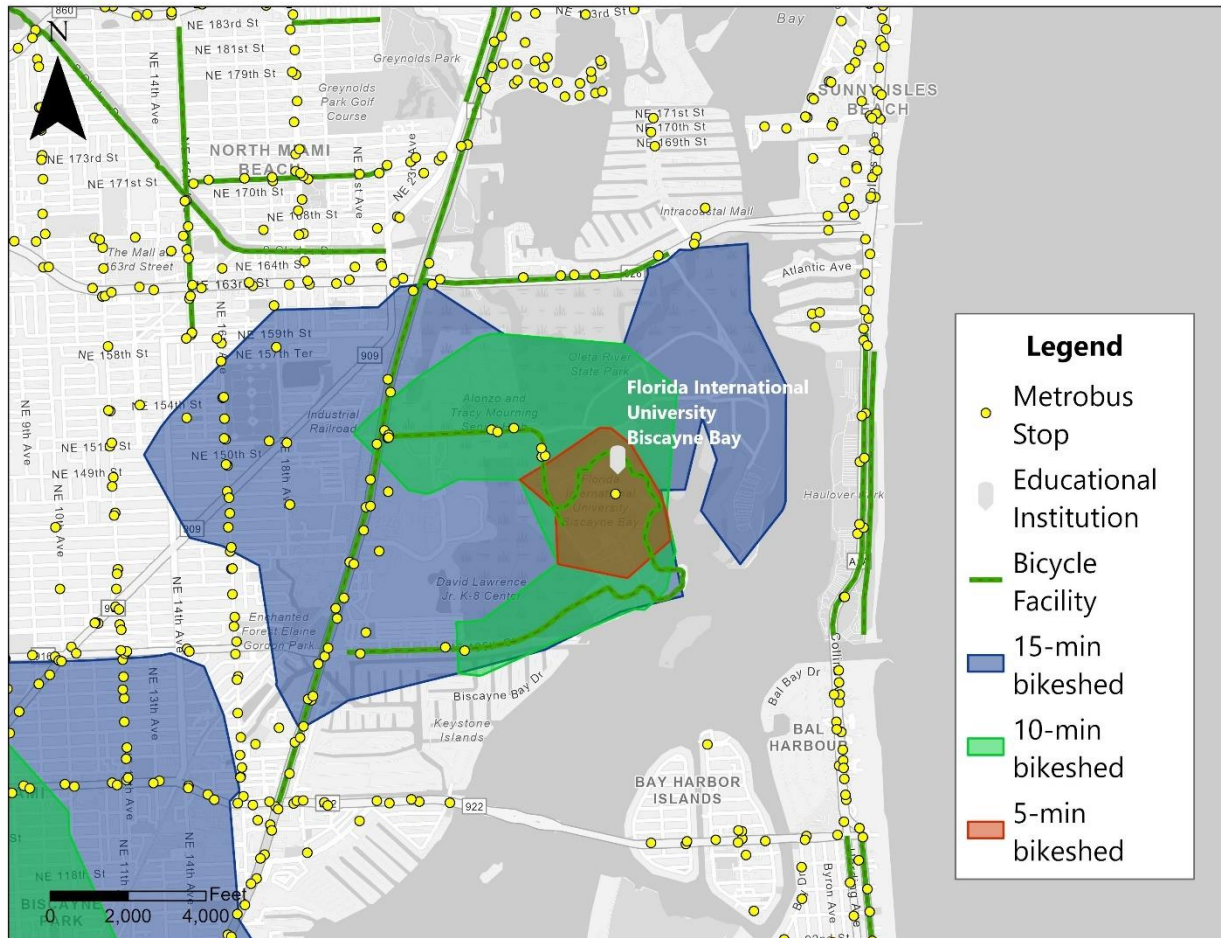
Source: Esri Business Analyst

Bikeability: Map 2-12 illustrates the bikeability of the area surrounding the BBC, highlighting existing bicycle infrastructure and its connectivity to key transit and roadway networks. A bicycle facility is located within a 10- minute bike ride of the campus entrance/exit on Bay Vista Boulevard, providing access to Biscayne Boulevard/US-1/Federal Highway 1. Additionally, several bus stops are within the same catchment area, supporting multimodal travel options. Beyond the immediate campus area, a total of three (3) bicycle facilities can be found within a 15-minute bikeshed, offering cyclists additional routes for commuting, and recreation to Oleta River State Park.

According to WalkScore, the area has a BikeScore of 62, indicating that it is fairly bikeable due to the presence of dedicated bicycle infrastructure. However, because the BBC is relatively isolated, surrounded by natural and environmentally sensitive areas, connections to key destinations require longer travel distances. This suggests that while biking is a viable option for many trips,

improvements in bike lanes, trails, and connectivity could further enhance accessibility and convenience for cyclists.

Map 2-12: Florida International University Biscayne Bay Campus Bikeability to Public Transit Stops



Source: Esri Business Analyst

2.5 Florida International University – College of Engineering and Computing

Florida International University's College of Engineering and Computing (ECC) located in Miami offers a range of transit options designed to provide convenient access for students, faculty, and staff. Among its key services is the CATS Shuttle, a complimentary transportation service that connects the ECC with FIU's Modesto A. Maidique Campus (MMC). The Express Route offers direct service between the ECC and the MMC with stops at off-campus residential housing. This shuttle operates on schedules aligned with class times and campus events, ensuring seamless commutes between the two locations.

For local transportation, ECC is well-served by public transit, including Miami-Dade Transit bus routes 137, 11, and 211, as well as the City of Doral's Trolley service, with stops conveniently located near campus entrances as seen in **Map 2-13** Map 2-10. The campus also prioritizes sustainability by offering bike racks and pedestrian-friendly pathways, promoting eco-conscious commuting options.

Map 2-13: Florida International University College of Engineering and Computing



Source: [FIU Engineering](#)⁶

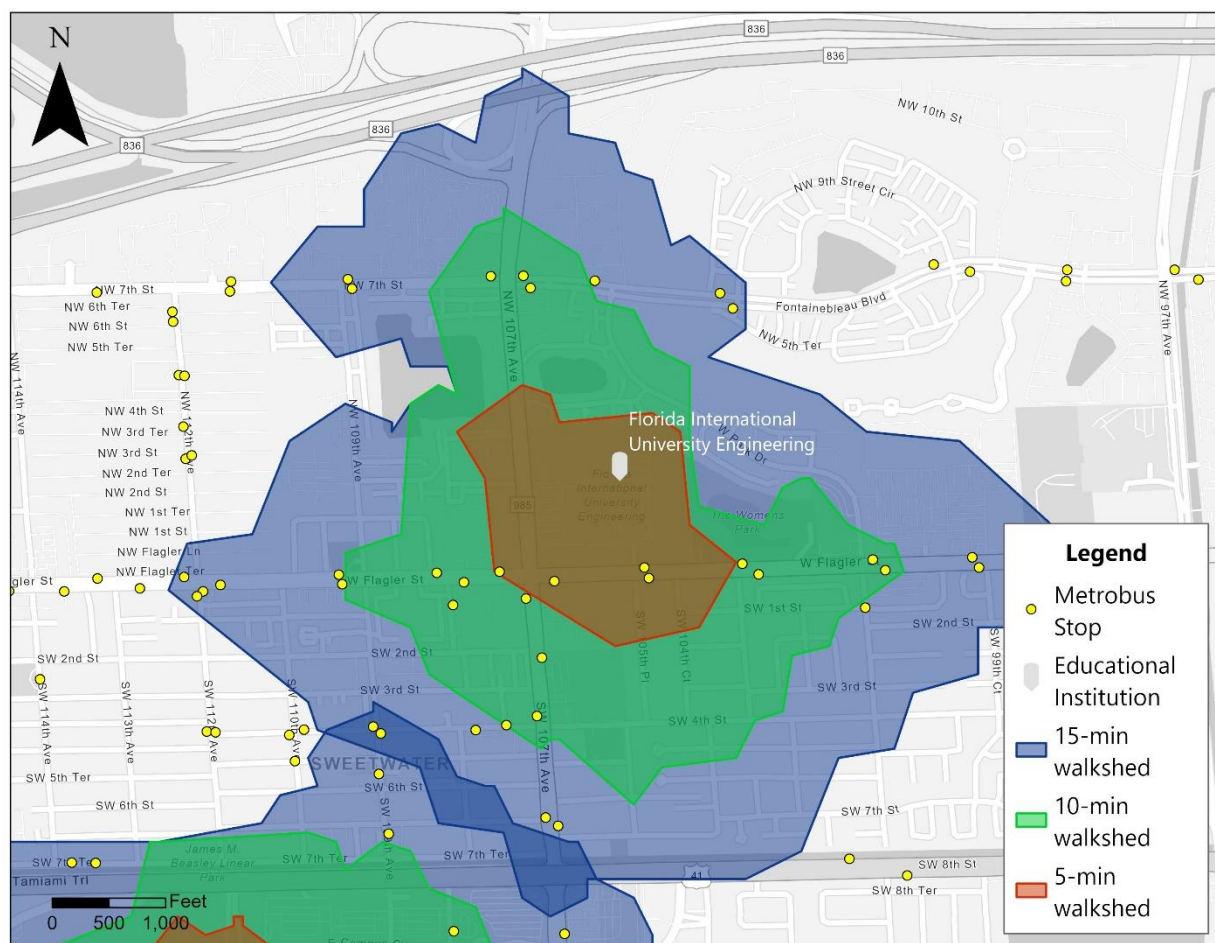
Walkability: Map 2-14 illustrates the walkability of the areas surrounding the ECC, with a focus on travel times to public transit stops. Within the campus, the average walking time to transit stops along SR 935/SW 107 Avenue/NW 107 Avenue is approximately 10 minutes, while some areas are within a 5-minute walk—particularly those along W Flagler Street.

The walking shed of the ECC slightly overlaps with that of the Main Campus, providing some connectivity between the two locations. However, regional transit access remains a challenge. A student traveling to/from the ECC may take 1 hour or more to reach the Miami International Airport Tri-Rail Station, making regional connections less efficient.

⁶ Metrobus routes may be occluded in map due to route overlap.

According to WalkScore, the area surrounding the ECC is classified as very walkable, with a Walk Score of 89, indicating that most errands can be accomplished on foot, making it one of the more pedestrian-friendly FIU campuses.

Map 2-14: Florida International University College of Engineering and Computing's Walkability to Public Transit Stops



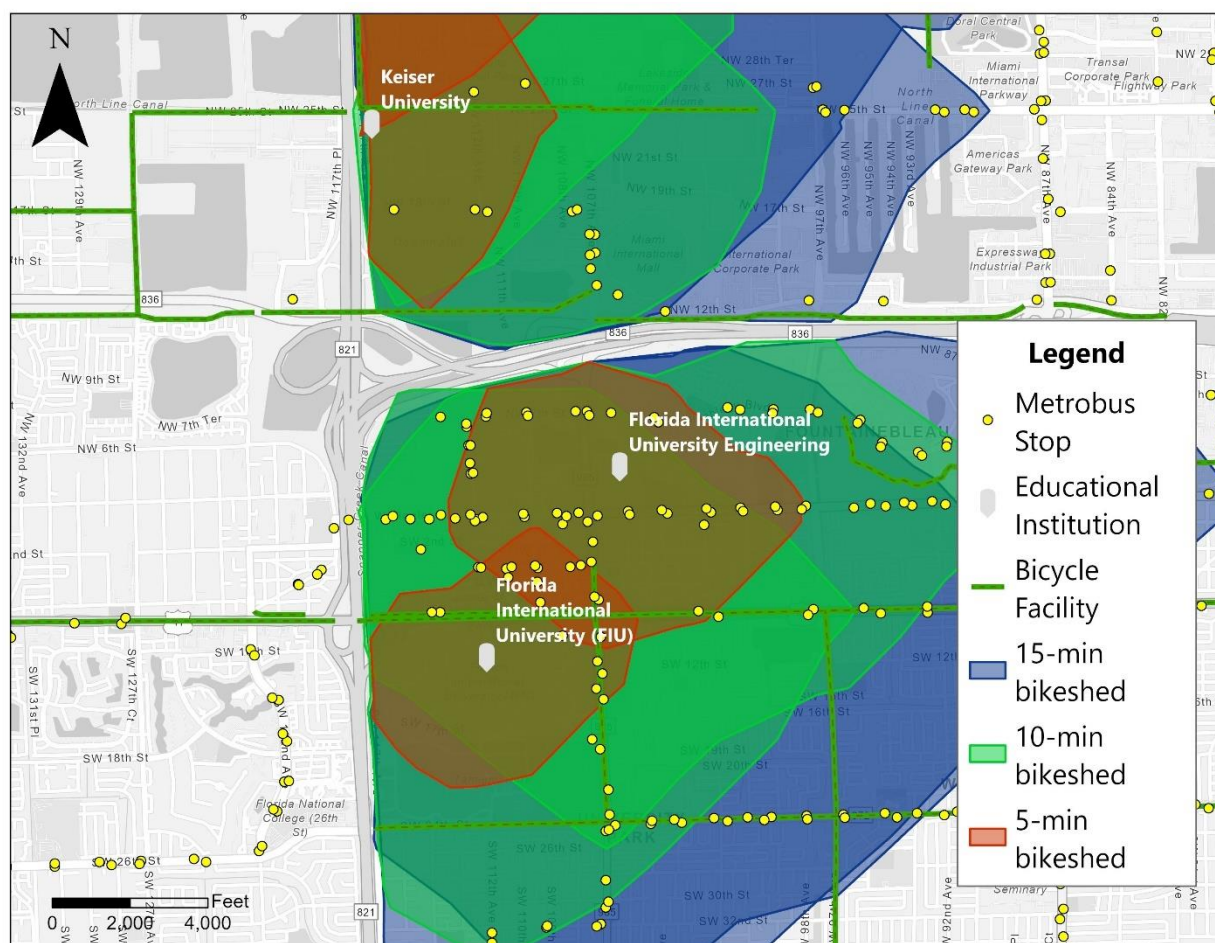
Source: Esri Business Analyst

Bikeability: Map 2-15 illustrates the bikeability of the areas surrounding the ECC, with a focus on travel times to public transit stops and overall bicycle accessibility. Given that the FIU Main Campus is less than one mile away, students have the option to bike between the two campuses, making cycling a convenient alternative to driving or public transit. Additionally, several bus stops and transit options are available within a 5-minute bike ride, enhancing multimodal connectivity for students. However, while SR 94/Tamiami Trail/SW 8 Street features a bicycle facility, as shown on the map, it is incomplete and unprotected, which may discourage less confident cyclists from using it due to safety concerns.

According to WalkScore, the area has a BikeScore of 53, indicating that it is somewhat bikeable due to the presence of some bicycle infrastructure. However, gaps in bike lanes, lack of protection, and

limited connectivity suggest that further improvements—such as protected lanes, dedicated trails, and better integration with transit options—could enhance the overall bike-friendliness of the area.

Map 2-15: Florida International University College of Engineering and Computing's Bikeability to Public Transit Stops

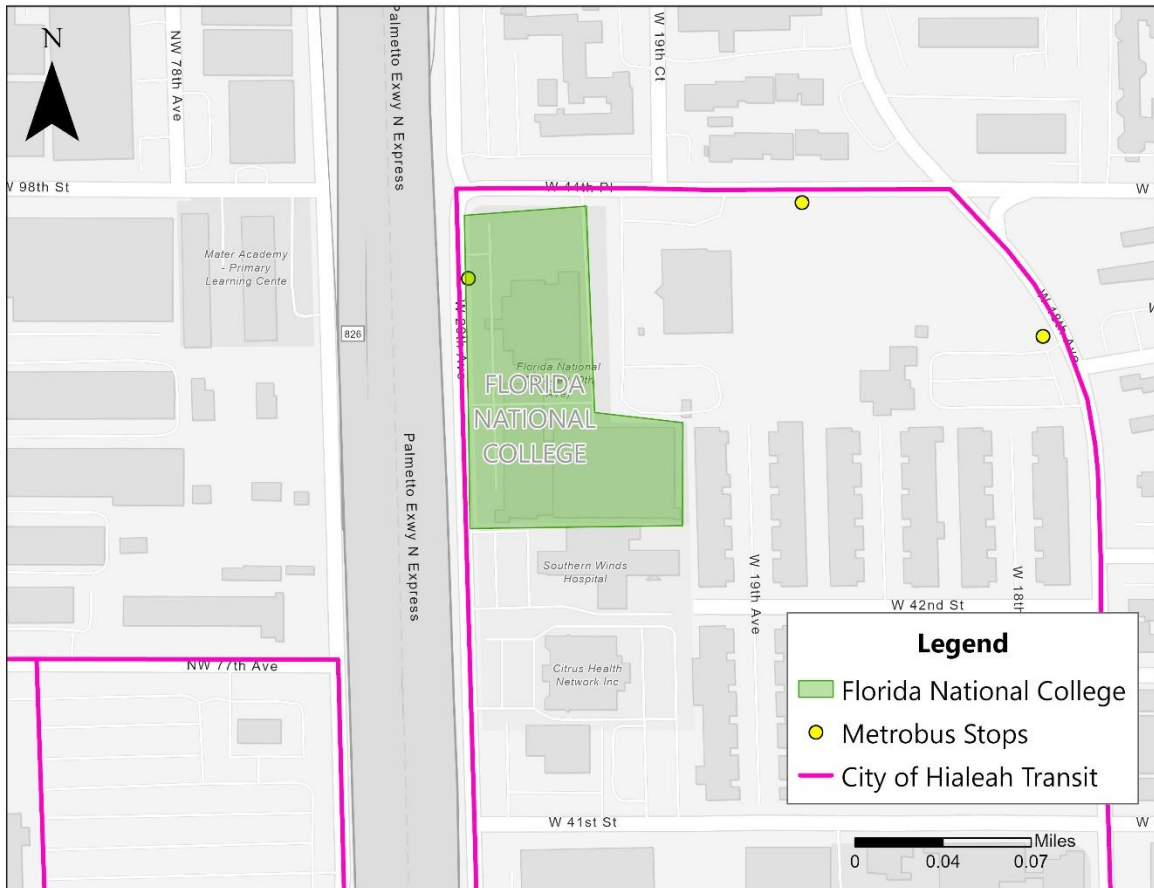


Source: Esri Business Analyst

2.6 Florida National University

Florida National University located in Hialeah offers a range of transit options designed to provide convenient access for students, faculty, and staff. For local transportation, FNU is well-served by the City of Hialeah's Flamingo Route, with stops conveniently located near campus entrances as seen in **Map 2-16**. The campus also prioritizes sustainability by offering bike racks and pedestrian-friendly pathways, promoting eco-conscious commuting options.

Map 2-16: Florida National University



Source: [Florida National University](#)⁷

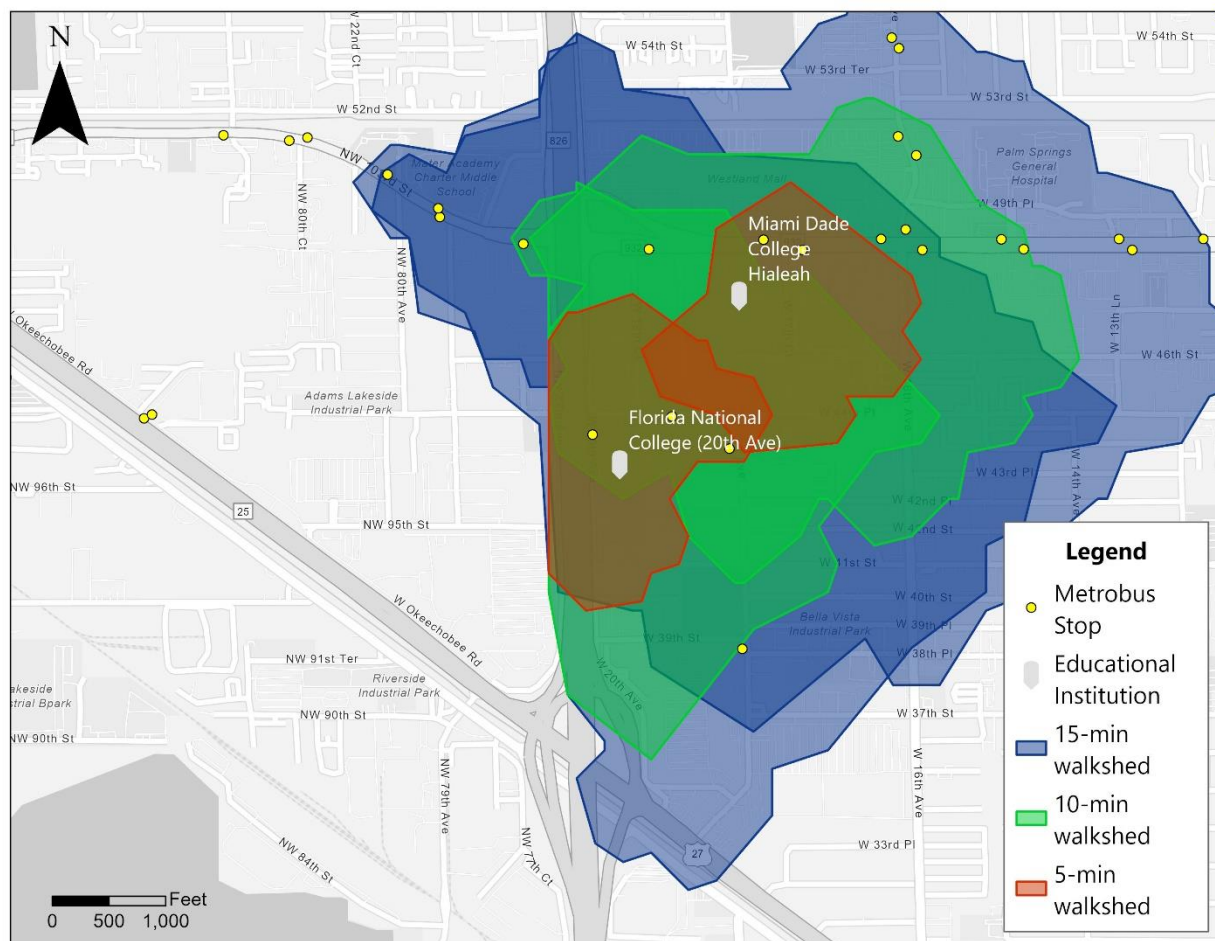
Walkability: Map 2-17 illustrates the walkability of the areas surrounding FNU, with a focus on travel times to public transit stops. Within the campus, the average walking time to transit stops is approximately 10 minutes, with some areas within a 5-minute walk. The walking shed of FNU significantly overlaps with that of Miami Dade College – Hialeah Campus, improving pedestrian connectivity between the two institutions.

However, walkability is limited toward the west due to the presence of SR 826/Palmetto Expressway, which acts as a barrier to pedestrian movement. In terms of regional transit access, students commuting from FNU may take 30 minutes to reach the Okeechobee Metrorail Station and approximately 50 minutes to an hour to connect to the Metrorail/Tri-Rail Transfer Station, making regional travel less efficient.

According to WalkScore, the area has a Walk Score of 65, indicating that while some errands can be completed on foot, a car is still necessary for many trips due to limited pedestrian infrastructure and transit accessibility.

⁷ Metrobus routes may be occluded in map due to route overlap.

Map 2-17: Florida National College Walkability to Public Transit Stops

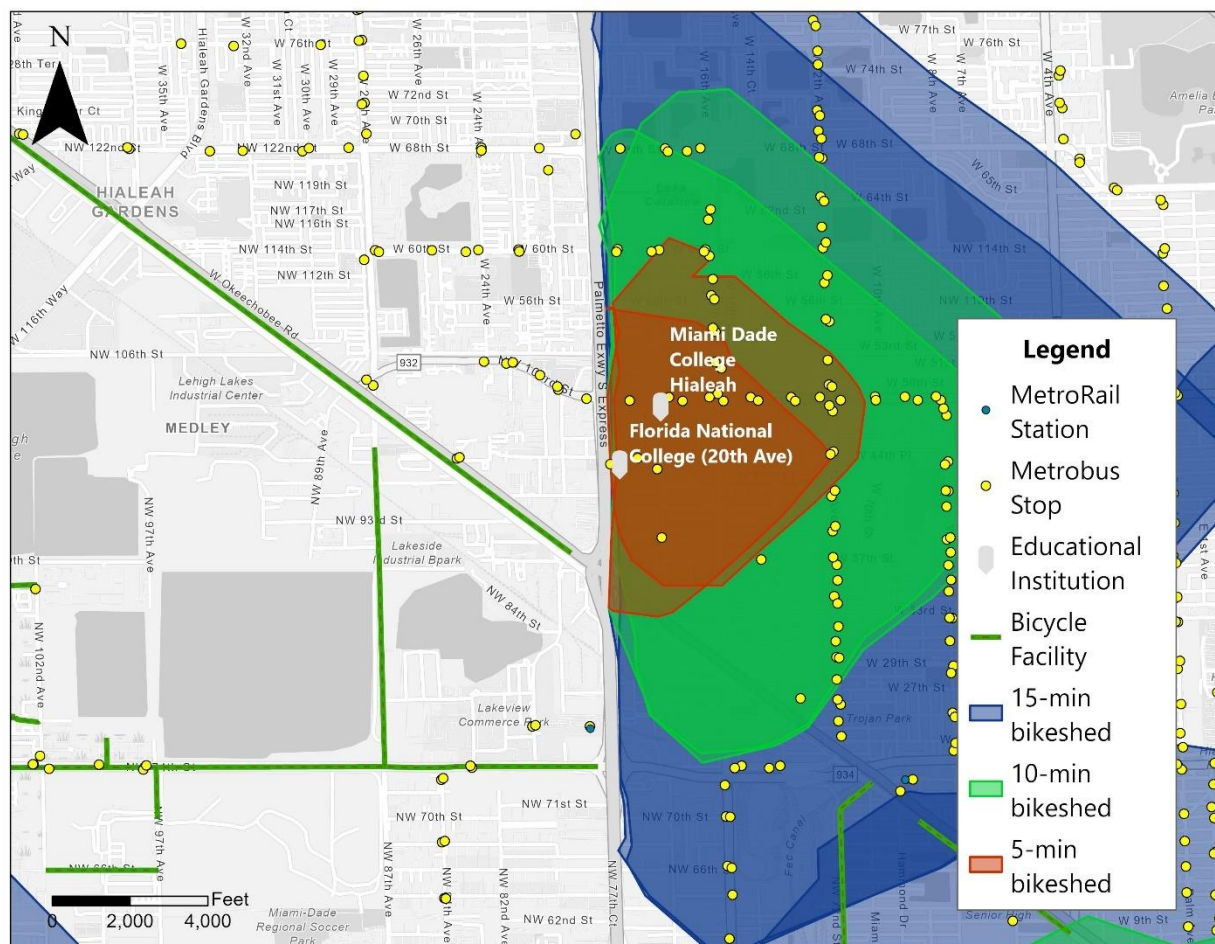


Source: Esri Business Analyst

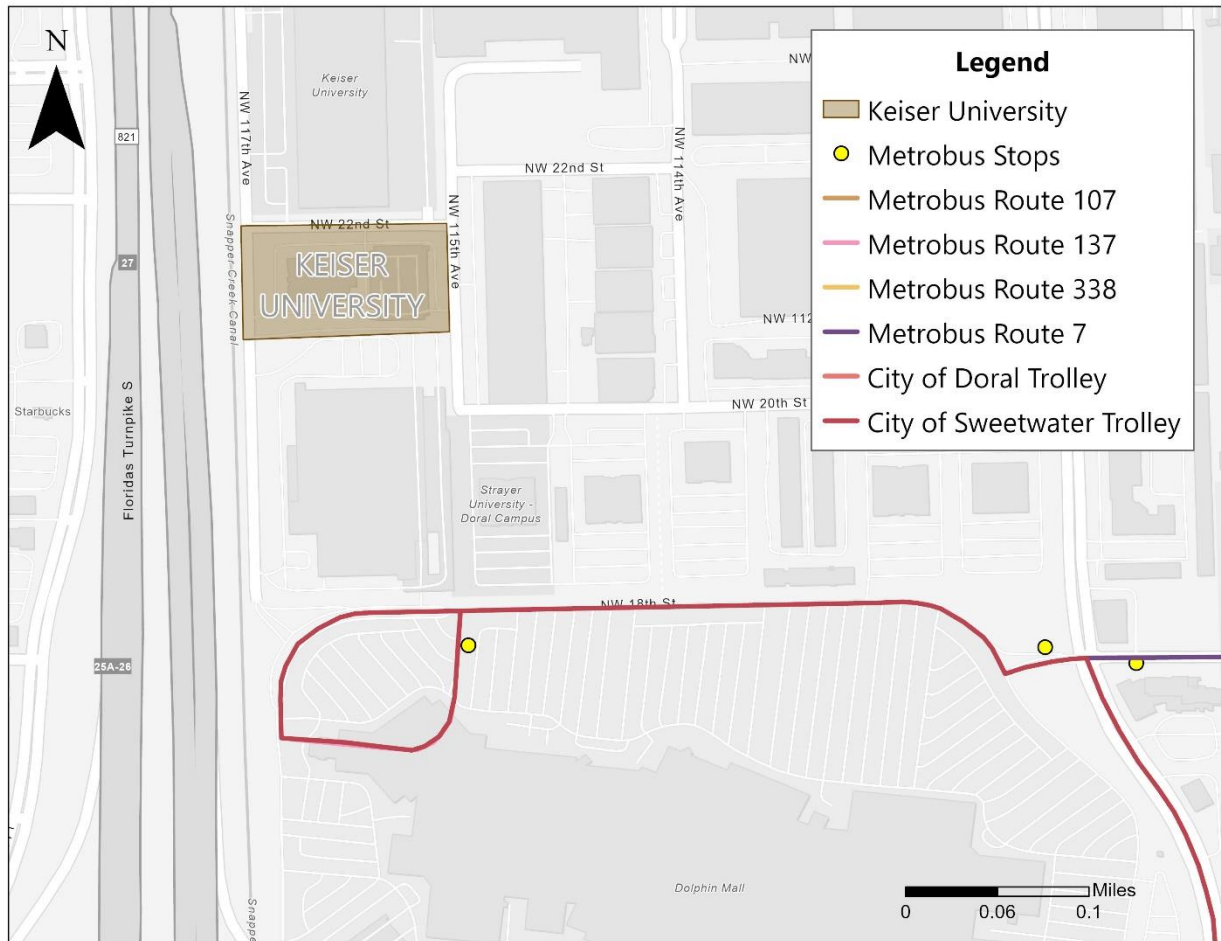
Bikeability: Map 2-18 illustrates the bikeability of the areas surrounding FNU, with a focus on travel times to public transit stops. The campus is less than half a mile away from the Miami-Dade College Hialeah campus, which is also walkable as observed in the previous map. Both FNU and Miami-Dade College Hialeah campus are within a 5-minute bikeshed. It is worth noting that due to the proximity to SR 826/Palmetto Expressway, access to the west side is limited and only available via NW 103 Street/W 49 Street. However, several bus stops may be accessible by walking or biking. Two (2) bicycle facilities can be found within 15-minute bikeshed, southeast of the educational facility.

According to WalkScore, the area has a BikeScore of 46, indicating that the area is somewhat bikeable due to minimal bike infrastructure presence. This score suggests that biking is a viable option for a few trips, so there is room for improvement in terms of bike lanes, trails, or connectivity.

Map 2-18: Florida National College Bikeability to Public Transit Stops



Map 2-19: Keiser University



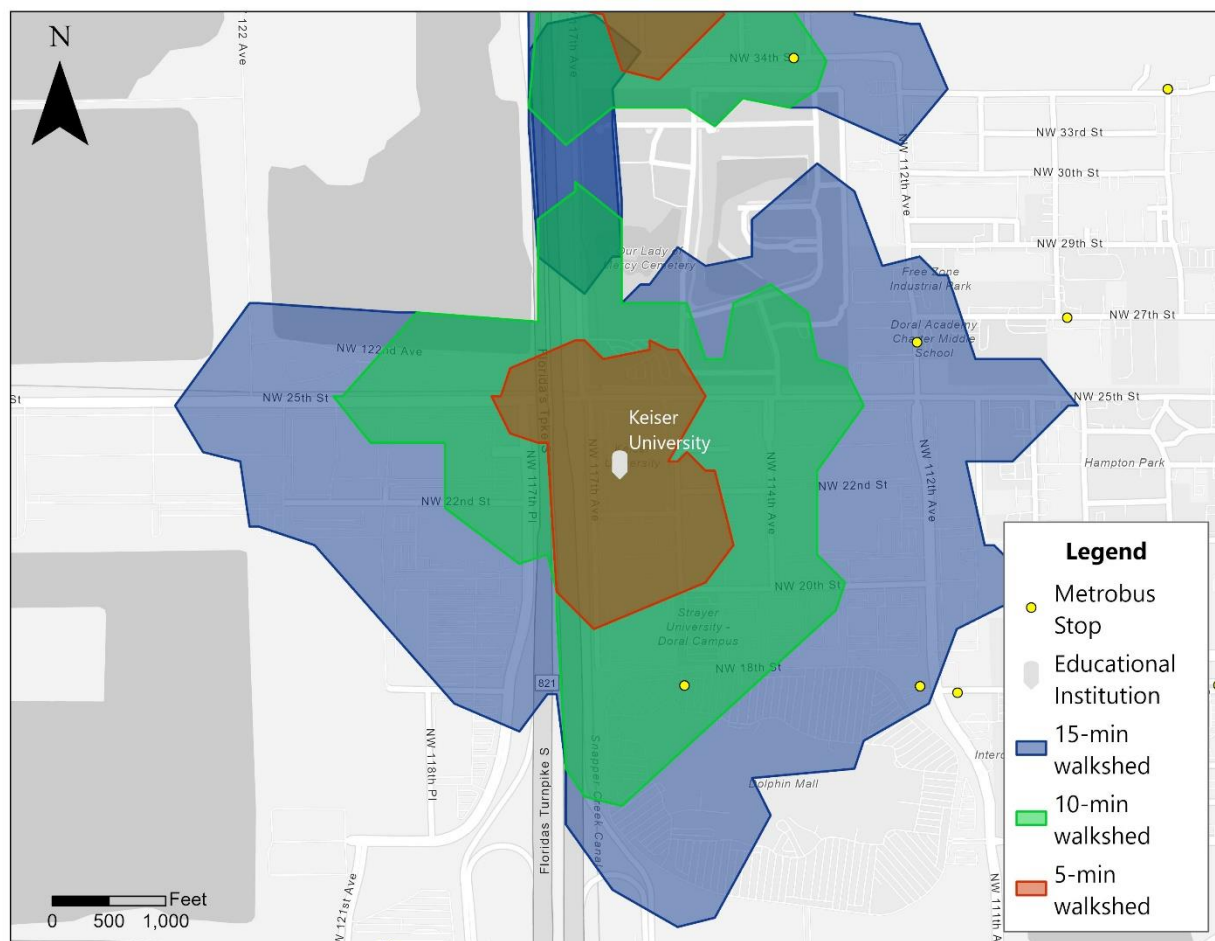
Source: [Keiser University](#)⁸

Walkability: Map 2-20 illustrates the walkability of the areas surrounding Keiser University, focusing on travel times to public transit stops. As shown on the map, the average walking time within the campus is approximately 10 minutes to reach public transit stops, including connections to the Dolphin Mall bus stop.

The walkshed of Keiser University is restricted to the west by SR 821/HEFT, which limits connectivity in that direction. It also overlaps with the walkshed of Miami Dade College – West Campus, highlighting similar challenges in pedestrian and bicycle infrastructure. However, walkability to and from transit stops at Keiser University is even more limited compared to Miami Dade College – West Campus, making transit access less convenient for students. The absence of safe walking and biking facilities forces students to rely heavily on vehicles for transportation, further restricting mobility options.

⁸ Metrobus routes may be occluded in map due to route overlap.

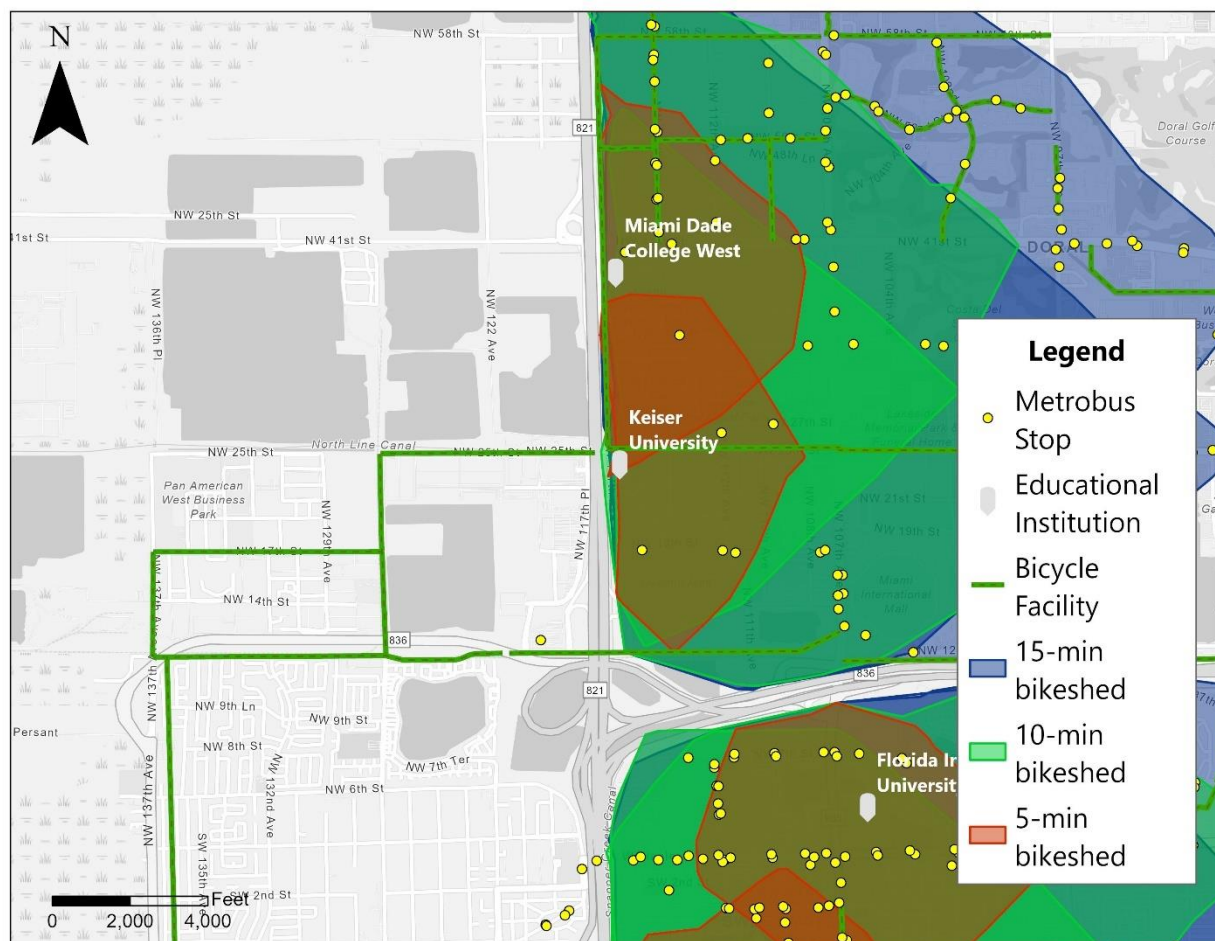
Map 2-20: Keiser University Walkability to Public Transit Stops



Bikeability: Map 2-21 illustrates the bikeability of the areas surrounding Keiser University, with a focus on travel times to public transit stops. The campus is less than half a mile away from the Miami-Dade College West campus. However, Keiser University is severely constrained to motorized vehicles due to the lack of bicycle facilities on NW 117 Avenue, which restricts the only access to a bus stop within less than half a mile, located at the Dolphin Mall Bus station. In addition, both Keiser University and Miami-Dade College West Campus are within a 5-minute bikeshed but there is no bicycle connection or access to the Florida International University, to the south.

According to WalkScore, the area has a BikeScore of 47, indicating that the area is somewhat bikeable due to minimal bike infrastructure presence. This score suggests that biking is a viable option for a few trips, so there is room for improvement in terms of bike lanes, trails, or connectivity.

Map 2-21: Keiser University Bikeability to Public Transit Stops

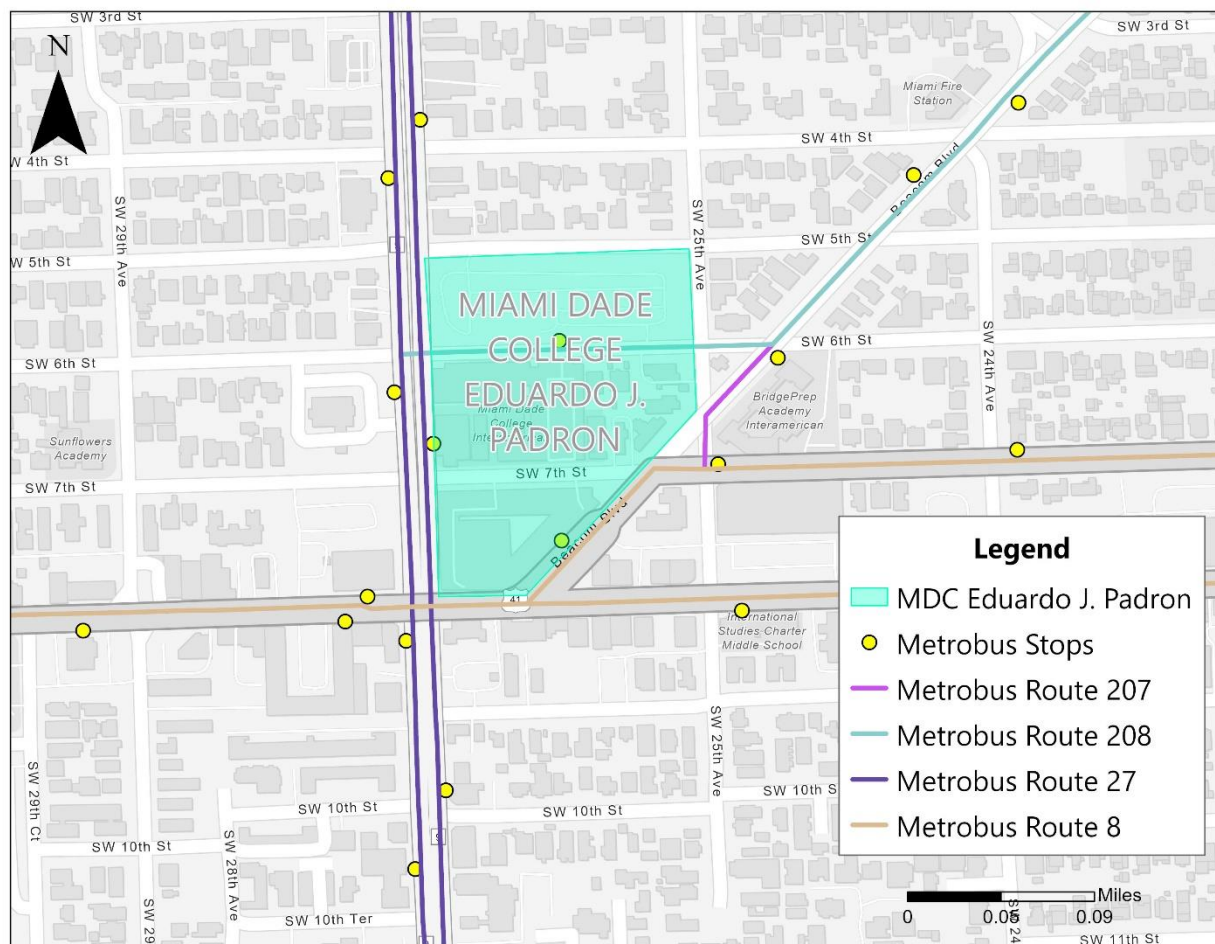


Source: Esri Business Analyst

2.8 Miami Dade College – Eduardo J. Padrón Campus

Miami Dade College - Padrón Campus located in the City of Miami offers limited transit options designed to provide convenient access for students, faculty, and staff. For local transportation, Miami-Dade College Padrón Campus has access to Metrobus public transit, as seen in **Map 2-22** Metrobus Routes 8, 27, 207 and 208 with stops conveniently located near campus entrances. In addition, the campus benefits from the Single Stops Program, which provides free bus passes to students, helping them save on transportation costs while ensuring easy access to the campus, surrounding neighborhoods, and major transit hubs.

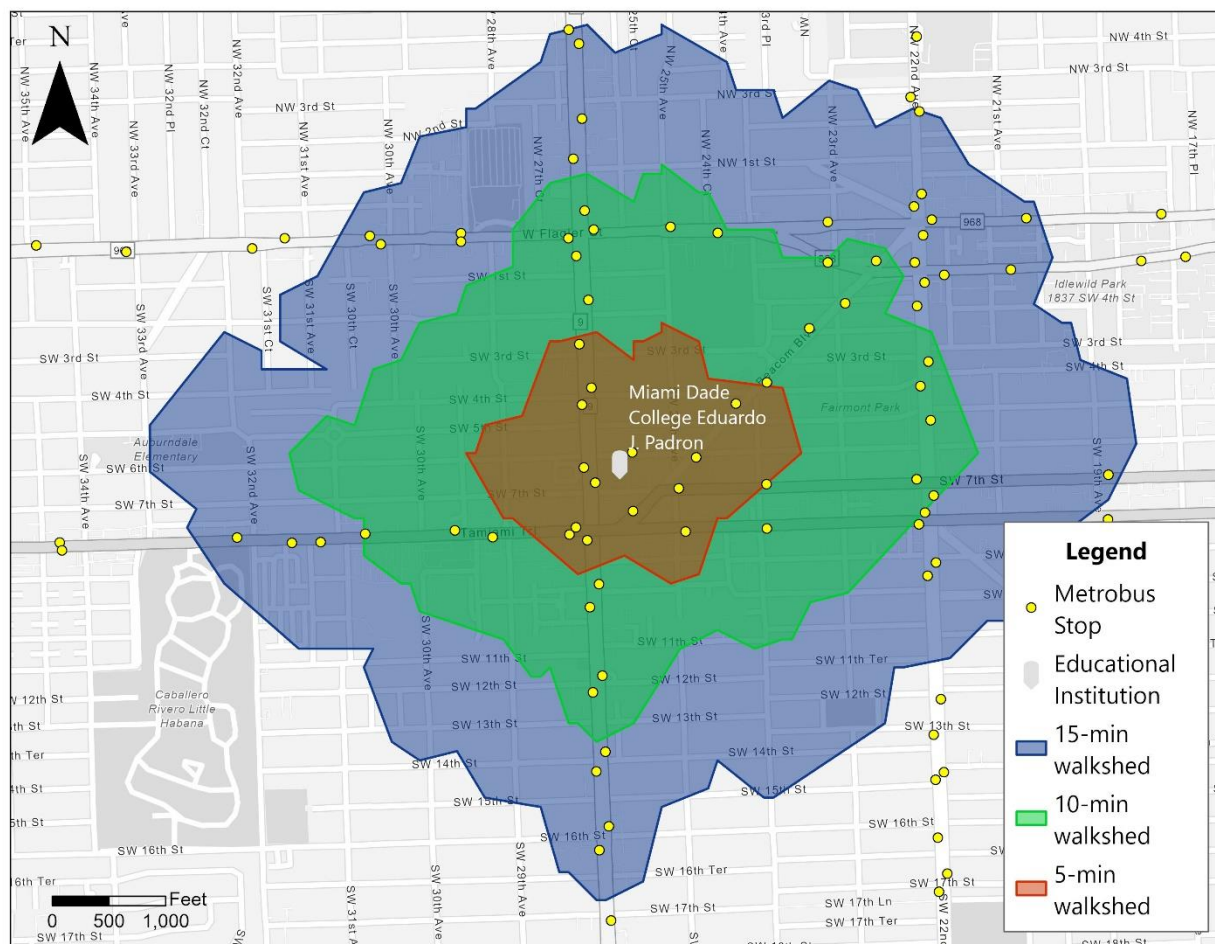
Map 2-22: Miami Dade College Eduardo J. Padrón



Source: [MDC Eduardo J. Padron Campus](#)

Walkability: Map 2-23 illustrates the walkability of areas surrounding Padrón Campus, focusing on travel times to public transit stops. As represented in this map, within Padrón Campus, the average walking time being around 5 minutes to multiple public transit stops on either SR 9/SW 27 Avenue, Tamiami Trail, SW 7 Street, or Beacon Boulevard. According to WalkScore, the area surrounding this campus is very walkable, with WalkScore of 89, indicating that most errands can be accomplished on foot.

Map 2-23: Miami Dade College Eduardo J. Padrón Walkability to Public Transit Stops

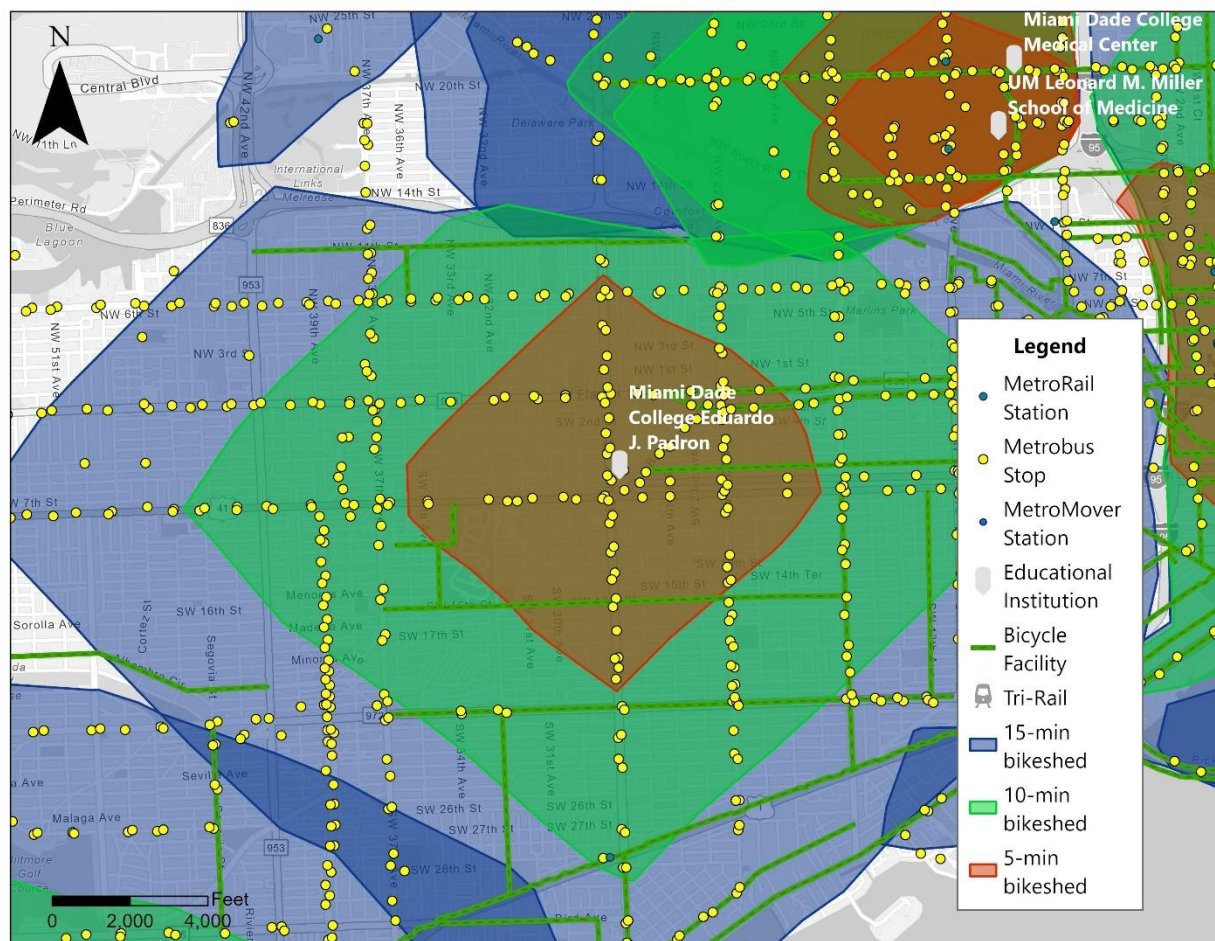


Source: Esri Business Analyst

Bikeability: Map 2-24 illustrates the bikeability of the areas surrounding the Eduardo J. Padrón campus, with a focus on travel times to public transit stops. The campus is heavily surrounded by transit stops within 5-, 10-, and 15-minute bikeshed of the main entrance. In addition, the campus has seven (7) bicycle facilities within a 10-minute bikeshed, on W Flagler Street and SW 16 Street. It is worth noting that due to the high density and adjacent commercial and retail businesses, most likely students feel safe walking, biking, or riding a scooter near this educational institution.

According to WalkScore, the area has a BikeScore of 57, indicating that the area is somewhat bikeable due to the presence of some bike infrastructure. This score suggests that while biking is a viable option for a few trips, there is room for improvement in terms of bike lanes, trails, or connectivity.

Map 2-24: Miami Dade College Eduardo J. Padrón Bikeability to Public Transit Stops



Source: Esri Business Analyst

2.9 Miami Dade College Entrepreneurial Education Center (EEC)

Miami Dade College – EEC Campus located in the City of Miami offers limited transit options designed to provide convenient access for students, faculty, and staff. For local transportation, Miami Dade College EEC Campus has access to Metrobus public transit, as seen in **Map 2-25**, Metrobus Routes 62 and 77 with stops conveniently located near campus entrances. In addition, the campus benefits from the Single Stops Program, which provides free bus passes to students, helping them save on transportation costs while ensuring easy access to the campus, surrounding neighborhoods, and major transit hubs.

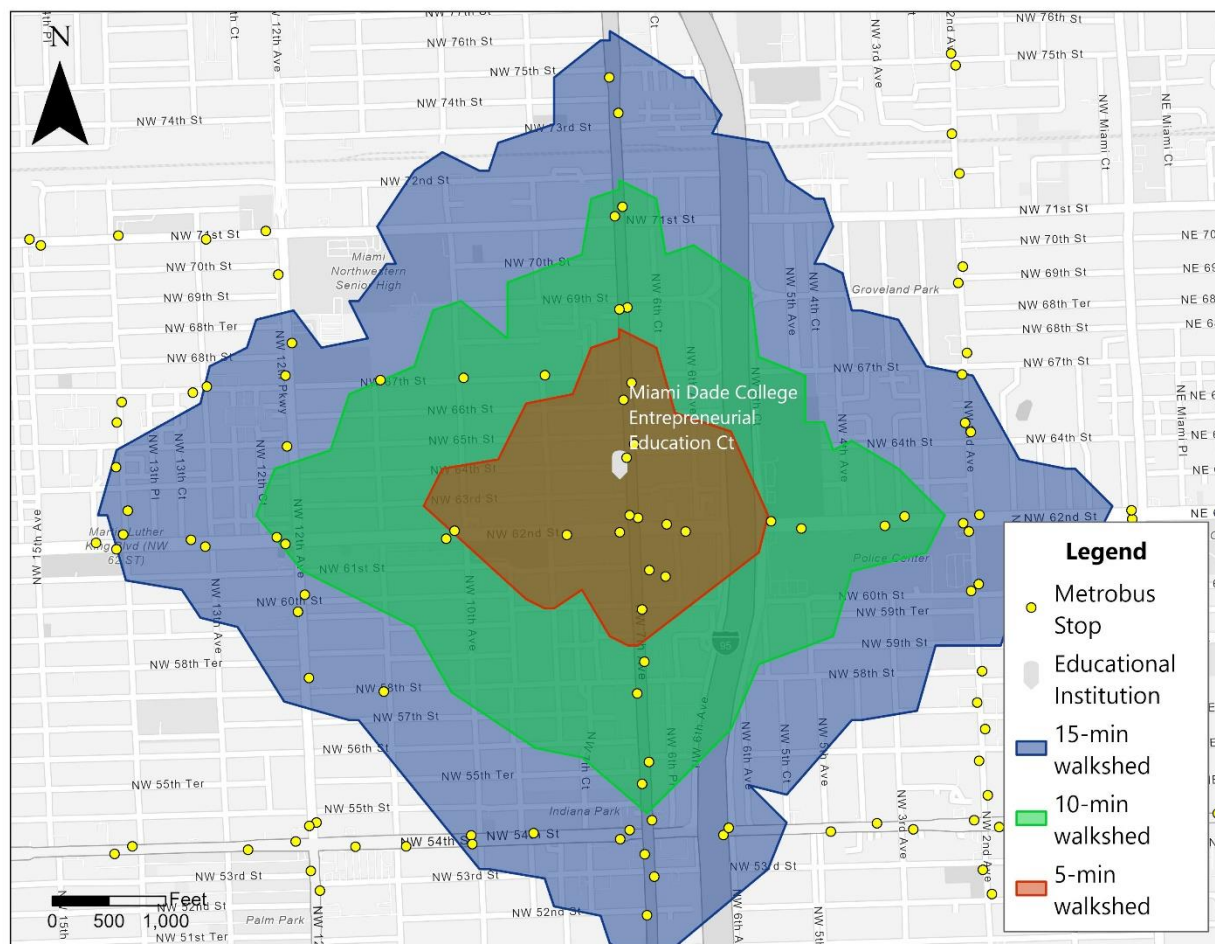
Map 2-25: Miami Dade College Entrepreneurial Education Center



Source: [MDC Entrepreneurial Education](#)

Walkability: Map 2-26 illustrates the walkability of areas surrounding EEC Campus, focusing on travel times to public transit stops. As represented in this map, within the EEC Campus, the average walking time being around 5 minutes to multiple public transit stops either on NW 7 Avenue or NW 62 Street. According to WalkScore, the area surrounding this campus is very walkable, with WalkScore of 83, indicating that most errands can be accomplished on foot.

Map 2-26: Miami Dade College Entrepreneurial Education Center Walkability to Public Transit Stops

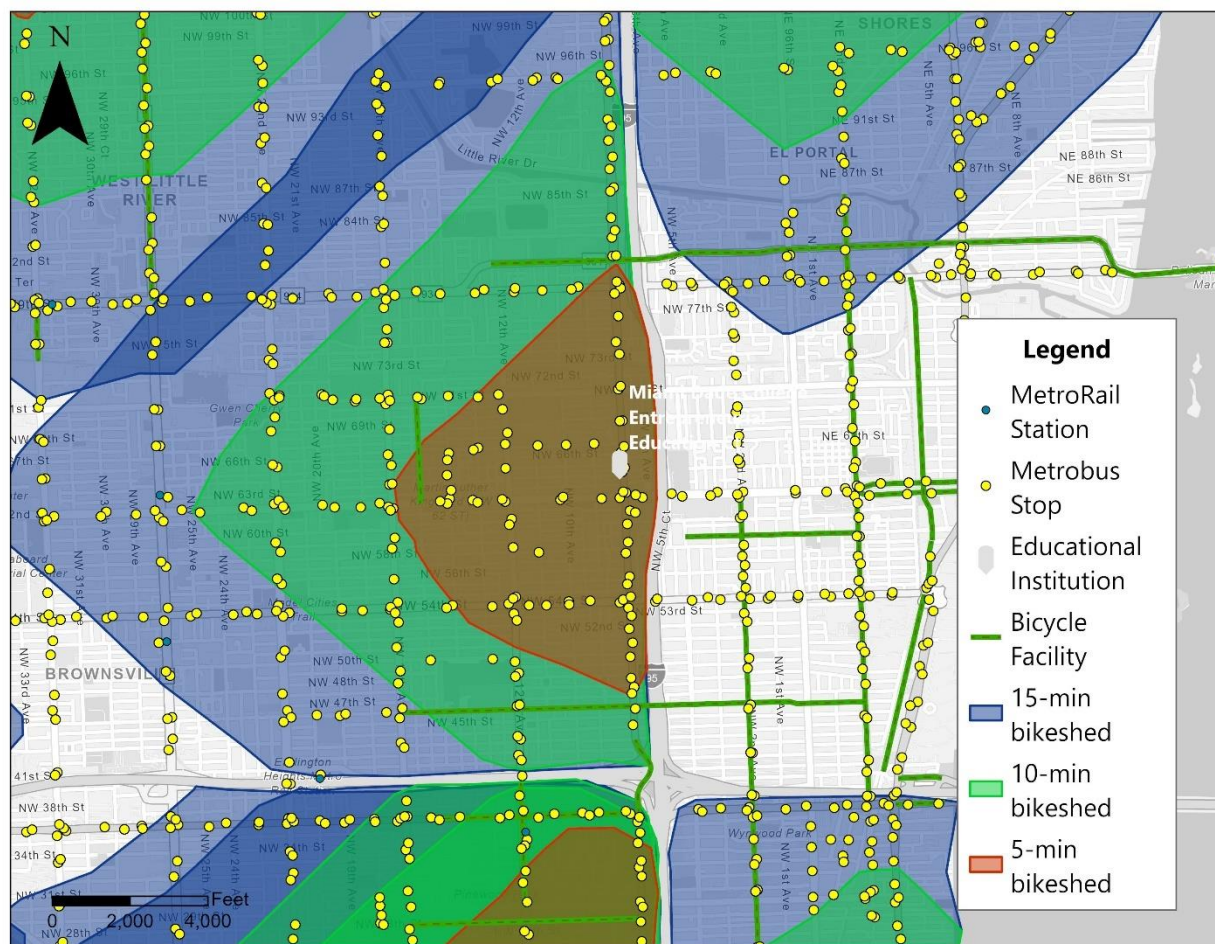


Source: Esri Business Analyst

Bikeability: Map 2-27 illustrates the bikeability of the areas surrounding the EEC campus, with a particular focus on travel times to public transit stops. The campus is well-served by transit, with numerous stops located within a 5-, 10-, and 15-minute bikeshed of the main entrance. Additionally, three bicycle facilities—on NW 54 Street, NW 7 Avenue, and NW 79 Street—are accessible within a 15-minute bikeshed. However, I-95, located east of the campus, poses a significant barrier to the school's catchment area. East-west connectivity is primarily limited to NW 54 Street, NW 62 Street, and NW 71 Street, which serve as the main corridors bridging this divide.

According to WalkScore, the area has a BikeScore of 55, indicating that the area is somewhat bikeable due to the presence of some bike infrastructure. This score suggests that while biking is a viable option for a few trips, there is room for improvement in terms of bike lanes, trails, or connectivity.

Map 2-27: Miami Dade College Entrepreneurial Education Center Bikeability to Public Transit Stops

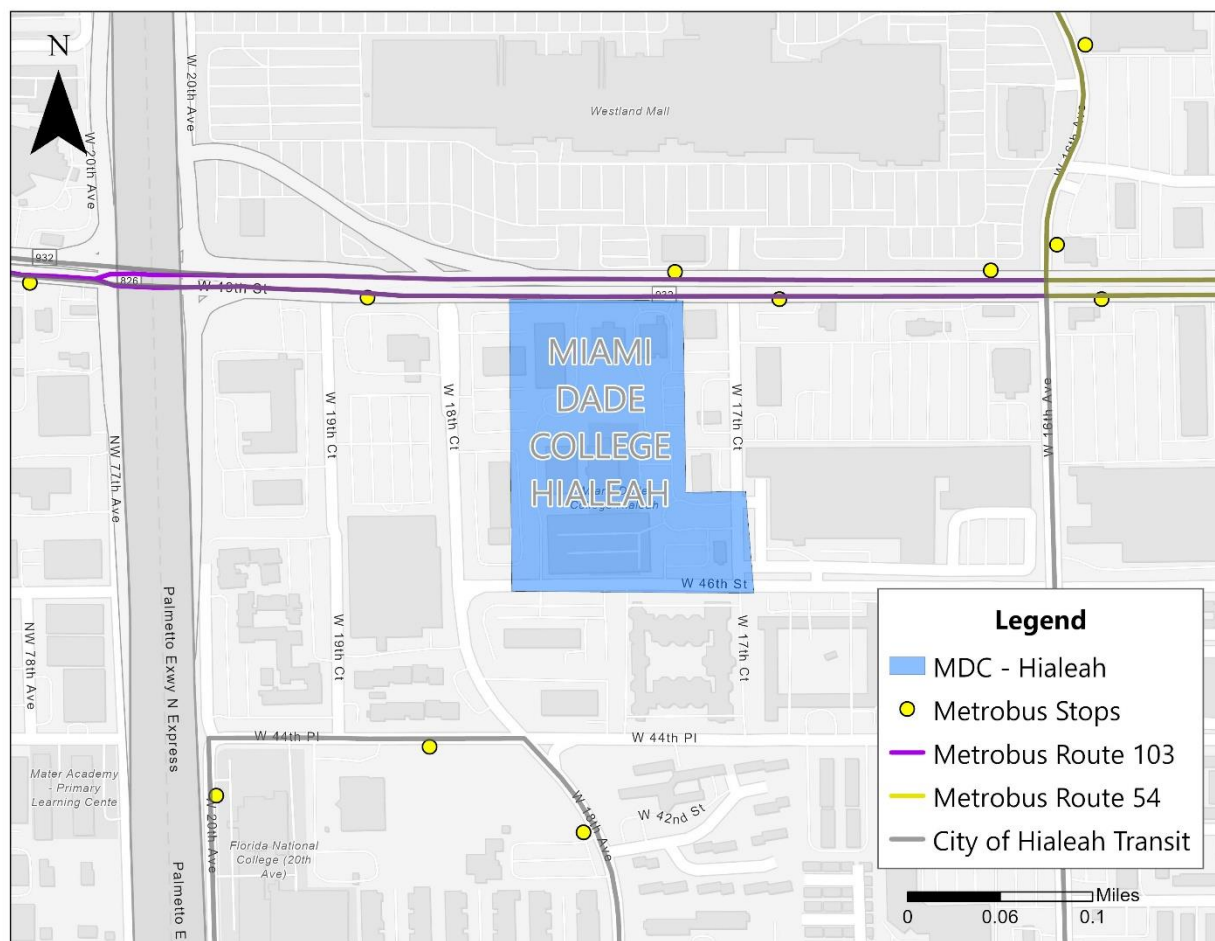


Source: Esri Business Analyst

2.10 Miami Dade College (MDC) – Hialeah Campus

The Miami Dade College Hialeah Campus enjoys excellent public transit connectivity, making it easily accessible for students and visitors. Miami-Dade Transit operates several bus routes in the area, including routes 103, 54, and the City of Hialeah Transit, with nearby stops offering convenient connections to the campus, as illustrated in **Map 2-28**. In addition, the campus benefits from the Single Stops Program, which provides free bus passes to students, helping them save on transportation costs while ensuring easy access to the campus, surrounding neighborhoods, and major transit hubs. The campus is also located a short distance from both the Hialeah Metrorail Station and the Okeechobee Metrorail Station, granting students and commuters access to the countywide Metrorail system. This combination of bus and rail services guarantees efficient travel options for those commuting from various parts of Miami-Dade County.

Map 2-28: Miami Dade College – Hialeah Campus



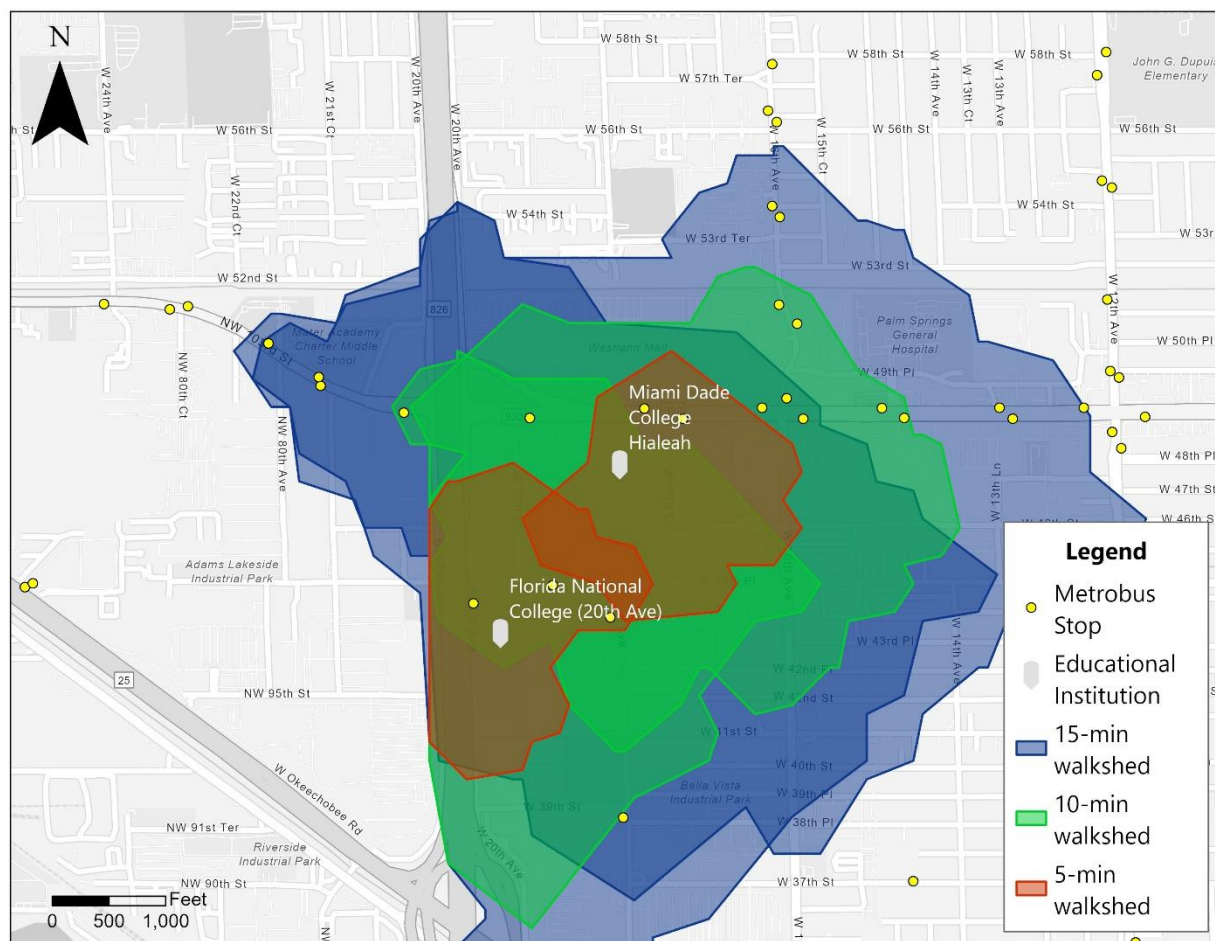
Source: [Miami Dade College Hialeah](#)

Walkability: Map 2-29 illustrates the walkability of areas surrounding the Miami Dade College Hialeah Campus, focusing on travel times to public transit stops. As represented in this map, within the Hialeah Campus, the average walking time being around 5 minutes to some public transit stops on SR 932/W 49 Street.

The walking shed of Miami Dade College – Hialeah Campus significantly overlaps with that of FNU, improving pedestrian connectivity between the two institutions. However, walkability is limited toward the west due to the presence of SR 826/Palmetto Expressway and the SR 932/W 49 Street/NW 103 Street Interchange, which both act as barriers to pedestrian movement.

According to WalkScore, the area surrounding this campus is very walkable, with WalkScore of 74, indicating that a lot of errands can be accomplished on foot.

Map 2-29: Miami Dade College Hialeah Campus Walkability to Public Transit Stops

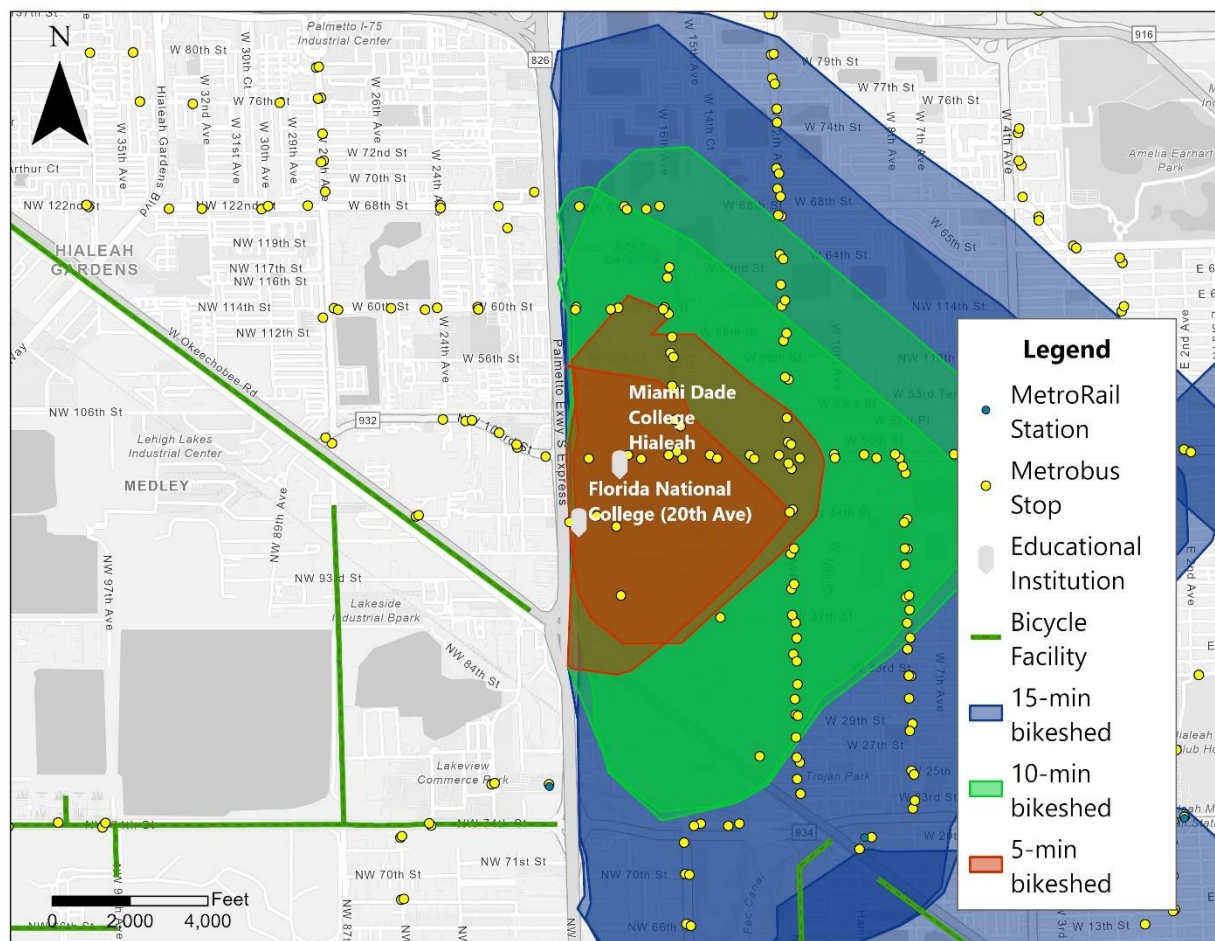


Source: Esri Business Analyst

Bikeability: Map 2-30 illustrates the bikeability of the areas surrounding Miami Dade College Hialeah Campus, focusing on travel times to public transit stops and cyclist accessibility. The campus is situated just half a mile from FNU, presenting opportunities for connectivity between the two institutions. However, bicycle infrastructure in the area is limited, with the nearest designated bike facility located 1.5 miles away on NW 87 Avenue. Additionally, connectivity is further restricted by the SR 826/Palmetto Expressway, which acts as a barrier for cyclists navigating the area.

According to WalkScore, the area has a BikeScore of 50, meaning that while it is technically bikeable, it lacks sufficient infrastructure to support cycling as a practical transportation option. This score indicates that biking is only viable for a small number of trips, and that significant improvements—such as dedicated bike lanes, protected paths, and better connectivity to transit hubs—are urgently needed to enhance bike accessibility and safety in the area.

Map 2-30: Miami Dade College Hialeah Campus Bikeability to Public Transit Stops

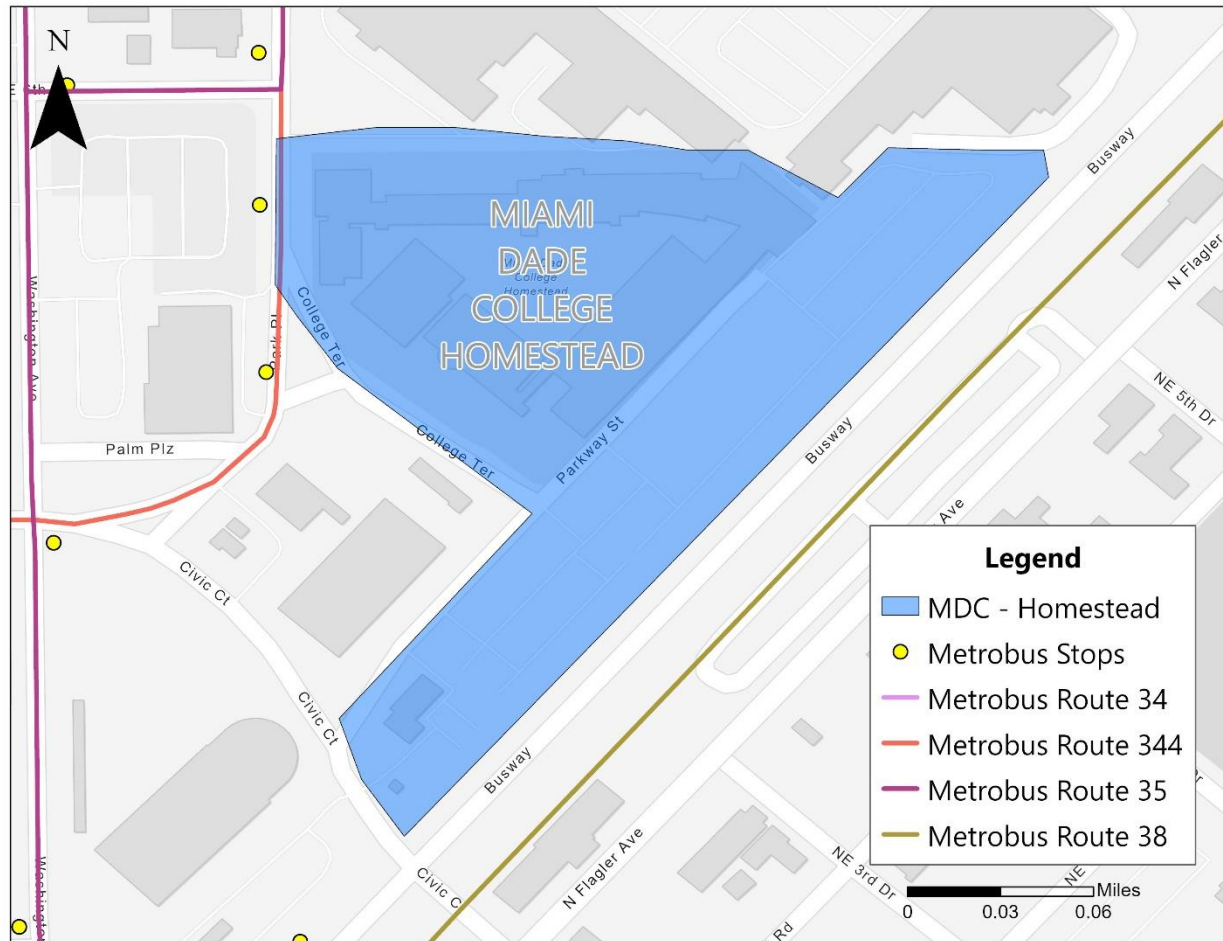


Source: Esri Business Analyst

2.11 Miami Dade College (MDC) - Homestead Campus

The Miami Dade College Homestead Campus is well-served by Miami-Dade Transit, with key bus routes including 34, 344, 35, and 38 connecting the campus to important destinations such as the South Dade Transitway and Homestead Station, as shown in **Map 2-31**. The South Dade Transitway offers a quick link to the Dadeland South Metrorail Station, providing commuters with convenient access to the broader Miami metropolitan area. For cyclists, bike-friendly pathways, including the South Dade Trail, enhance connectivity to the campus. Additionally, the MDC Homestead Campus features a park-and-ride lot located at the SW 344 Street/Transitway, which serves as a stop on Metrobus route 344, linking the campus to Everglades Village in Florida City.

Map 2-31: Miami Dade College – Homestead Campus

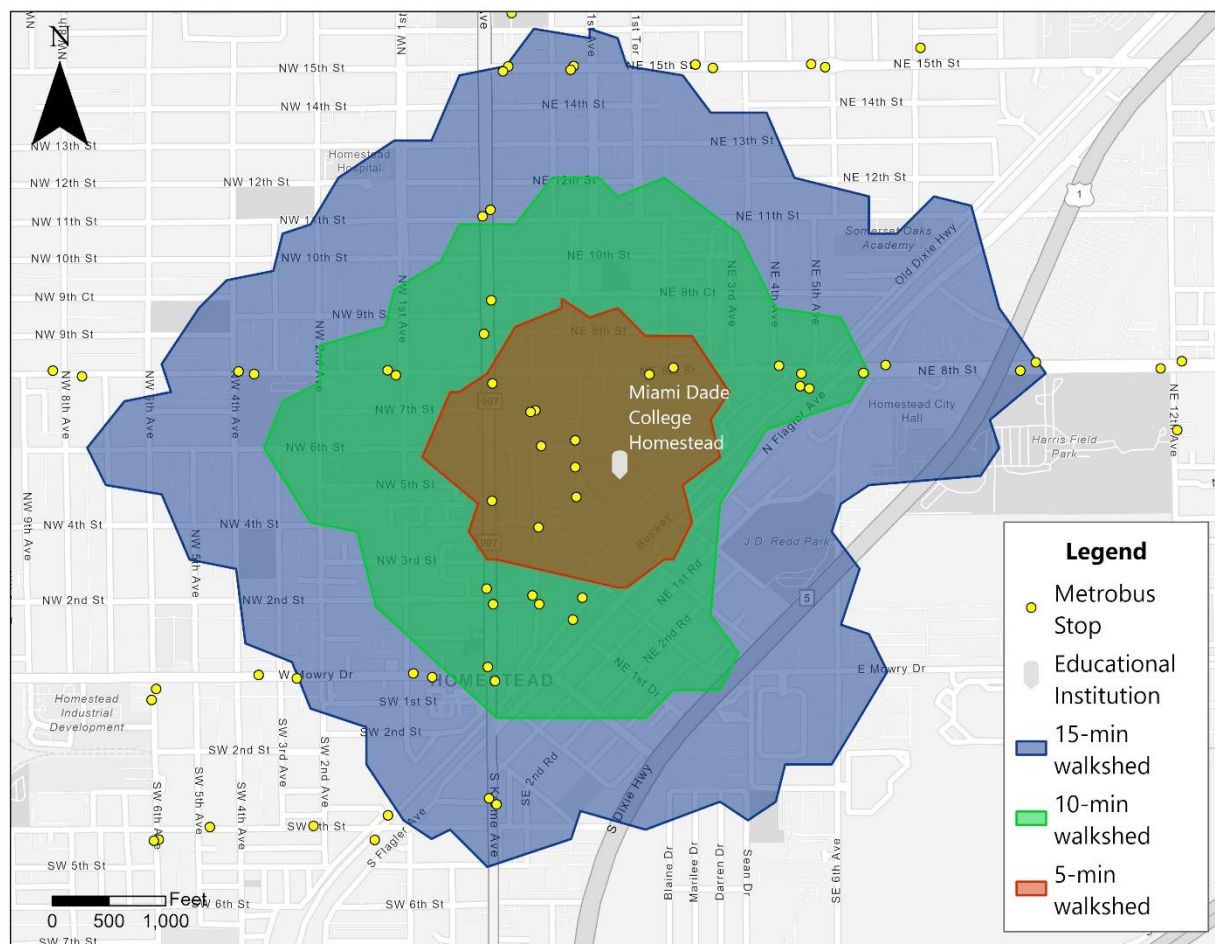


Source: [Miami Dade College Homestead](#)

Walkability: Map 2-32 illustrates the walkability of the areas surrounding Miami Dade College Homestead Campus, with a focus on travel times to public transit stops. As shown on the map, most areas within the Homestead Campus are within a 5-minute walk to multiple public transit stops along Krome Avenue and NW 8 Street. Additionally, the SW 344 Street/TransitWay park-and-ride lot, located just south of the campus, provides convenient access to regional transit services.

According to WalkScore, the area surrounding the campus has a Walk Score of 80, classifying it as very walkable. This indicates that many daily errands can be accomplished on foot, making walking a practical and convenient option for students, faculty, and visitors. The proximity of transit connections and essential services further enhances pedestrian accessibility, supporting a walk-friendly environment around the campus.

Map 2-32: Miami Dade College Homestead Campus Walkability to Public Transit Stops

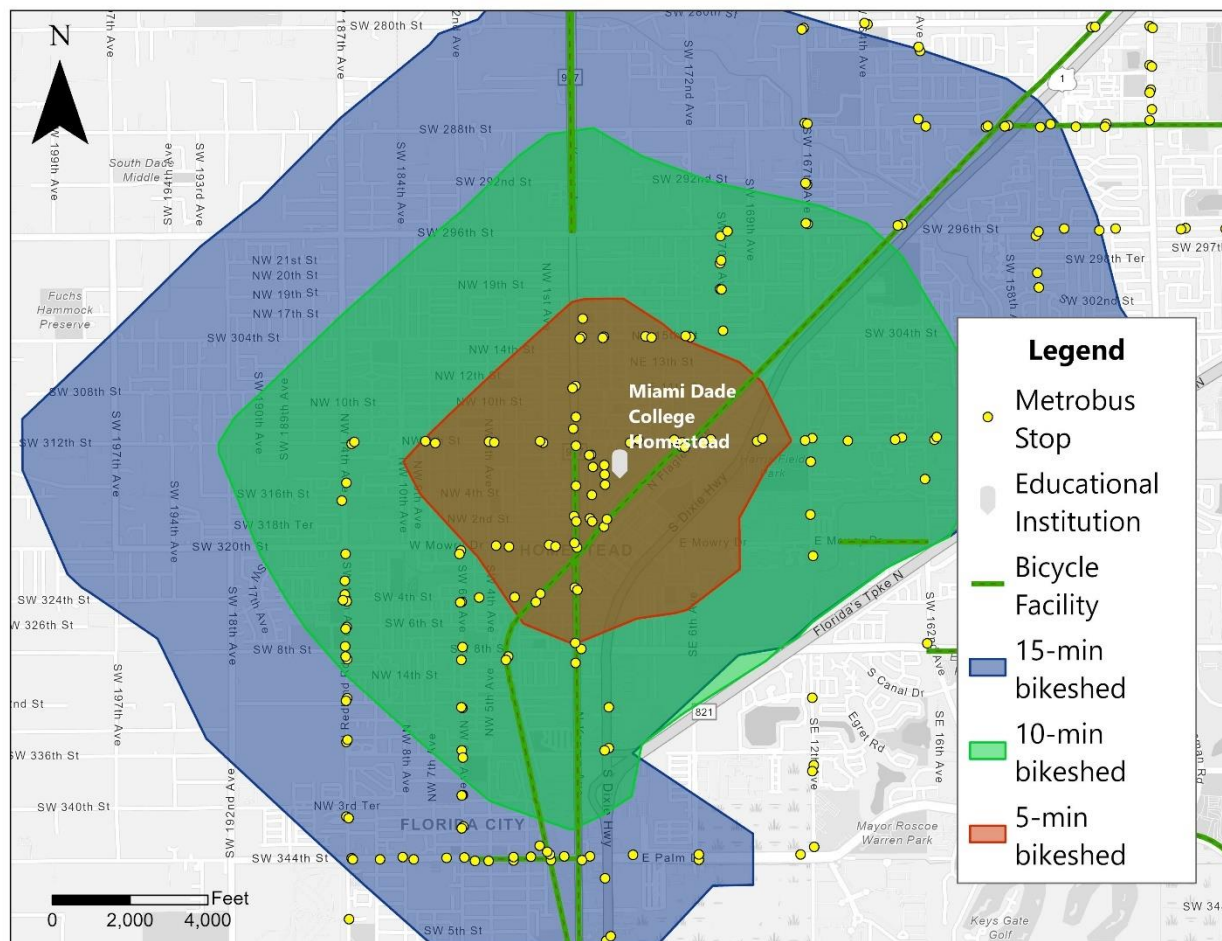


Source: Esri Business Analyst

Bikeability: Map 2-33 illustrates the bikeability of the areas surrounding the Homestead Campus, with a focus on travel times to public transit stops. The campus is located half a mile from Krome Avenue, where the Krome Path provides a designated bicycle facility. Additionally, it is situated less than a mile from the Miami-Dade Busway and the South Dade Trail, which offer north-south transit access throughout Miami-Dade County, connecting to the Metrorail and different municipal transit services. These bicycle facilities fall within a 5-minute bikeshed of the campus' main entrance, enhancing accessibility for cyclists.

According to WalkScore, the area has a BikeScore of 79, indicating that it is very bikeable. This suggests that biking is a convenient option for most trips, with a well-developed network of bike infrastructure and routes, including the South Dade Trail and the unprotected bike lanes on US 1, south of SW 344 Street/W Mowry Drive, that make cycling an accessible and practical mode of transportation.

Map 2-33: Miami Dade College Homestead Campus Bikeability to Public Transit Stops

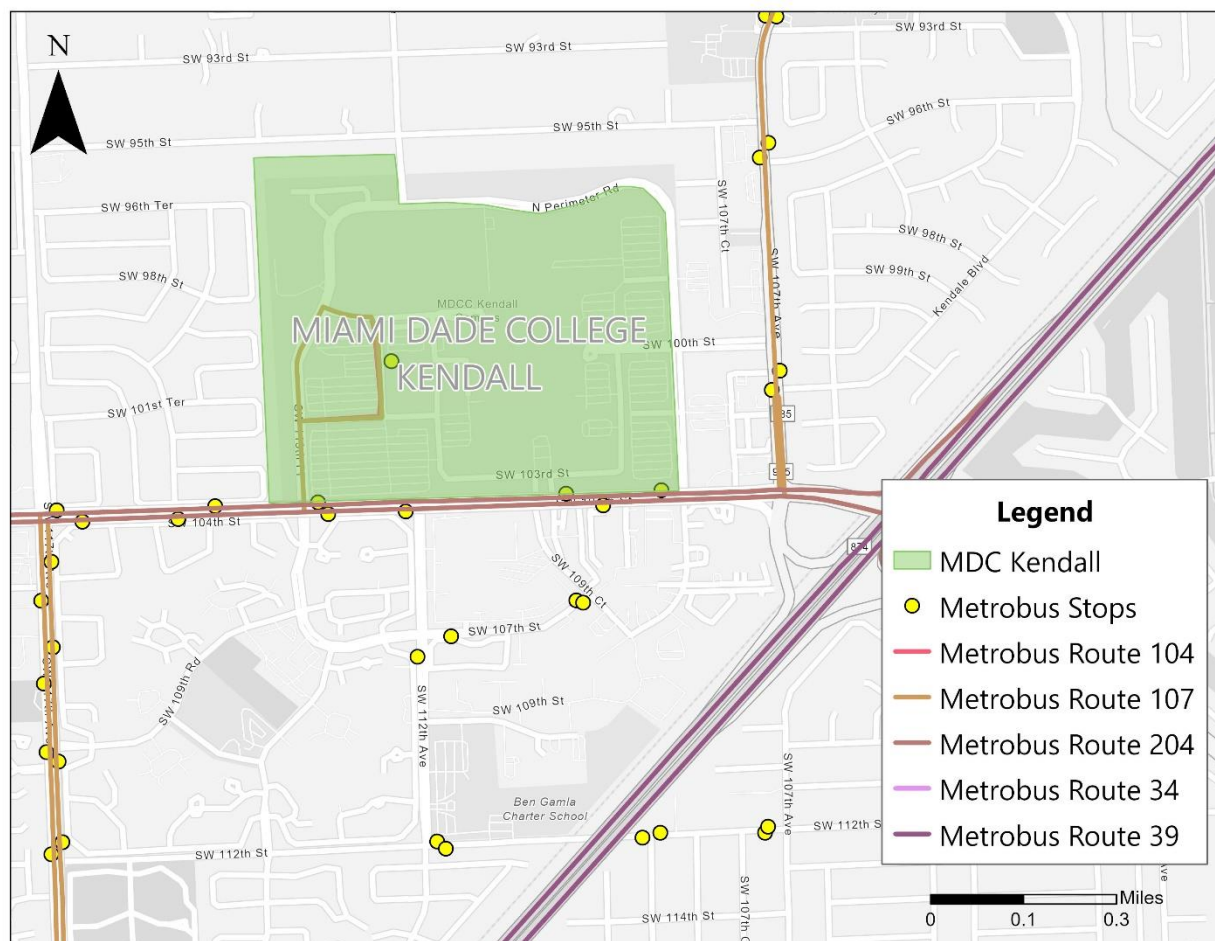


Source: Esri Business Analyst

2.12 Miami Dade College Kendall

The Miami Dade College Kendall Campus is served primarily by Metrobus which links the campus to key transit hubs such as Dadeland North and Dadeland South Metrorail Stations as seen in **Map 2-34**. Riders can transfer to the Metrorail to travel to Downtown Miami, Brickell, Coral Gables, and beyond. For students and faculty commuting from other parts of Miami-Dade County, the Dadeland South Metrorail Station serves as the primary transfer point, offering northbound rail service and multiple bus connections. The campus also has several pedestrian and bike-friendly pathways that enhance mobility within and around the campus such as Killian Parkway Greenway and Kendall Drive bicycle lanes.

Map 2-34: Miami Dade College – Kendall Campus

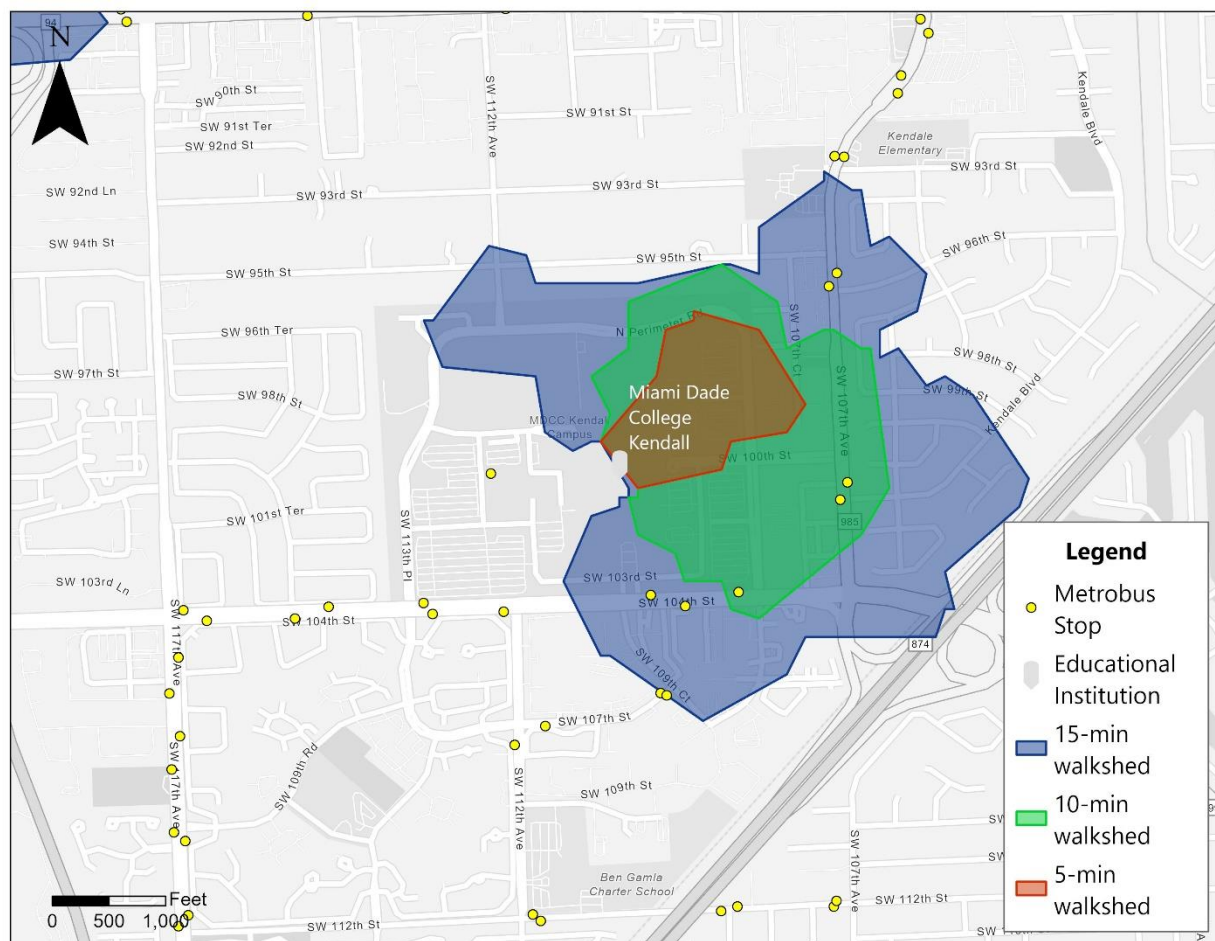


Source: [Miami Dade College Kendall](#)

Walkability: Map 2-35 illustrates the walkability of the areas surrounding Miami Dade College Kendall Campus, with a focus on travel times to public transit stops. As shown on the map, the average walking time within the campus is approximately 10 minutes to a limited number of transit stops along SW 107 Avenue, while reaching most surrounding transit facilities—located on SW 104 Street/Killian Parkway or SW 107 Avenue—requires a 15-minute walk.

The campus' walkshed is restricted to the southwest due to the presence of SR 874/Don Shula Expressway, which limits pedestrian connectivity in that direction. According to WalkScore, the area has a Walk Score of 61, indicating that while some errands can be completed on foot, a car is still necessary for many trips due to limited pedestrian infrastructure and the distance to key destinations.

Map 2-35: Miami Dade College Kendall Campus Walkability to Public Transit Stops

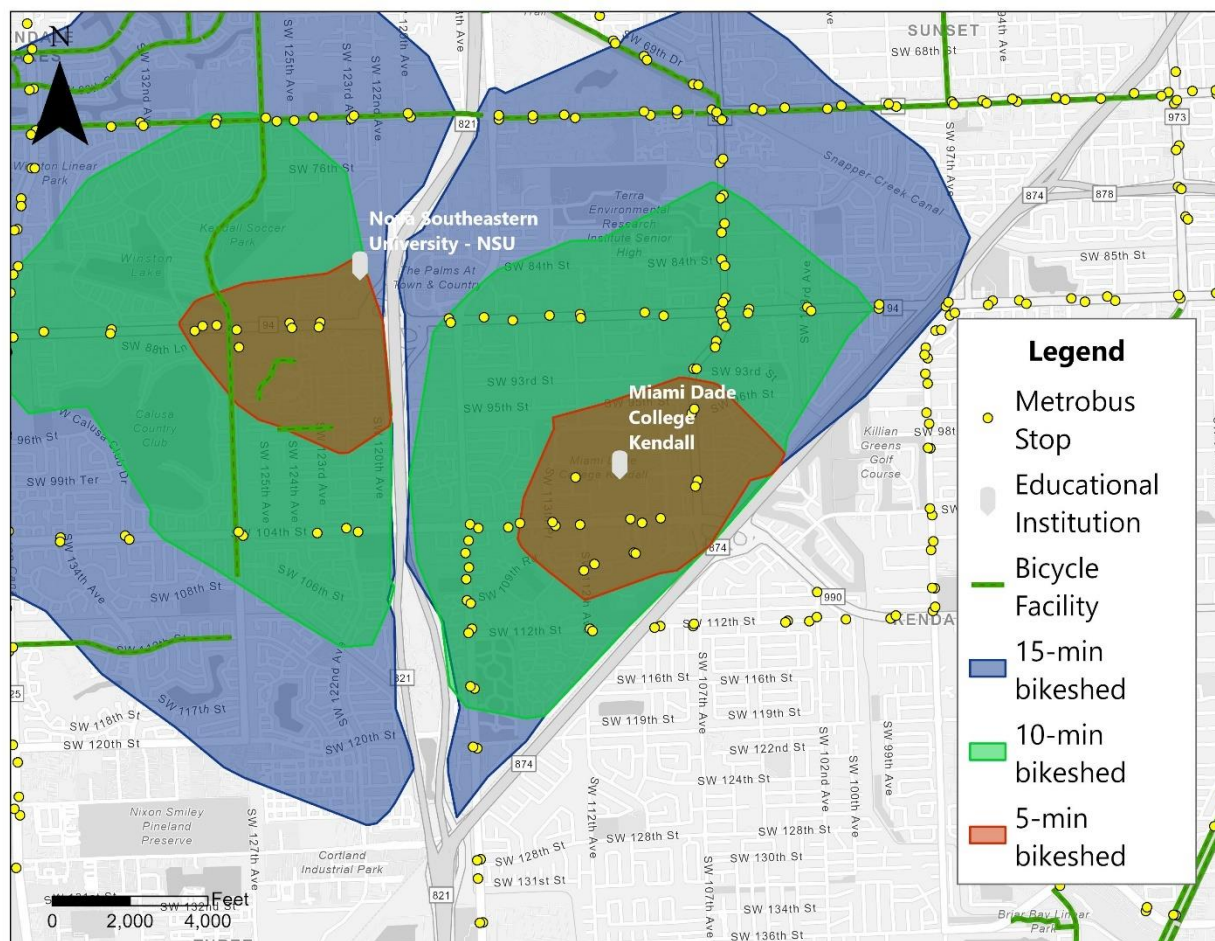


Source: Esri Business Analyst

Bikeability: Map 2-36 illustrates the bikeability of the areas surrounding the Kendall Campus, focusing on travel distances to public transit stops. As shown on the map, numerous transit stops are accessible within a 5- and 10-minute bicycle ride, primarily along SW 107 Avenue and SW 104 Street/Killian Parkway. Within a 15-minute bicycle ride, the number of accessible transit stops increases, extending the catchment area to include SR 94/SW 88 Street/Kendall Drive and SW 112 Street, offering additional connectivity options for students and commuters. Bicycle facilities are available along these key roadways, further enhancing accessibility; however, SR 821/HEFT and SR 874/Don Shula Expressway represent barriers for east-west movements.

According to WalkScore, the area has a BikeScore of 41, indicating that while biking is possible, the lack of dedicated bike infrastructure makes it a less convenient option for daily travel. This score suggests that only a few trips can be completed by bike, and that significant improvements—such as protected bike lanes, dedicated trails, and enhanced connectivity to transit hubs—are necessary to create a safer and more accessible cycling network.

Map 2-36: Miami Dade College Kendall Campus Bikeability to Public Transit Stops

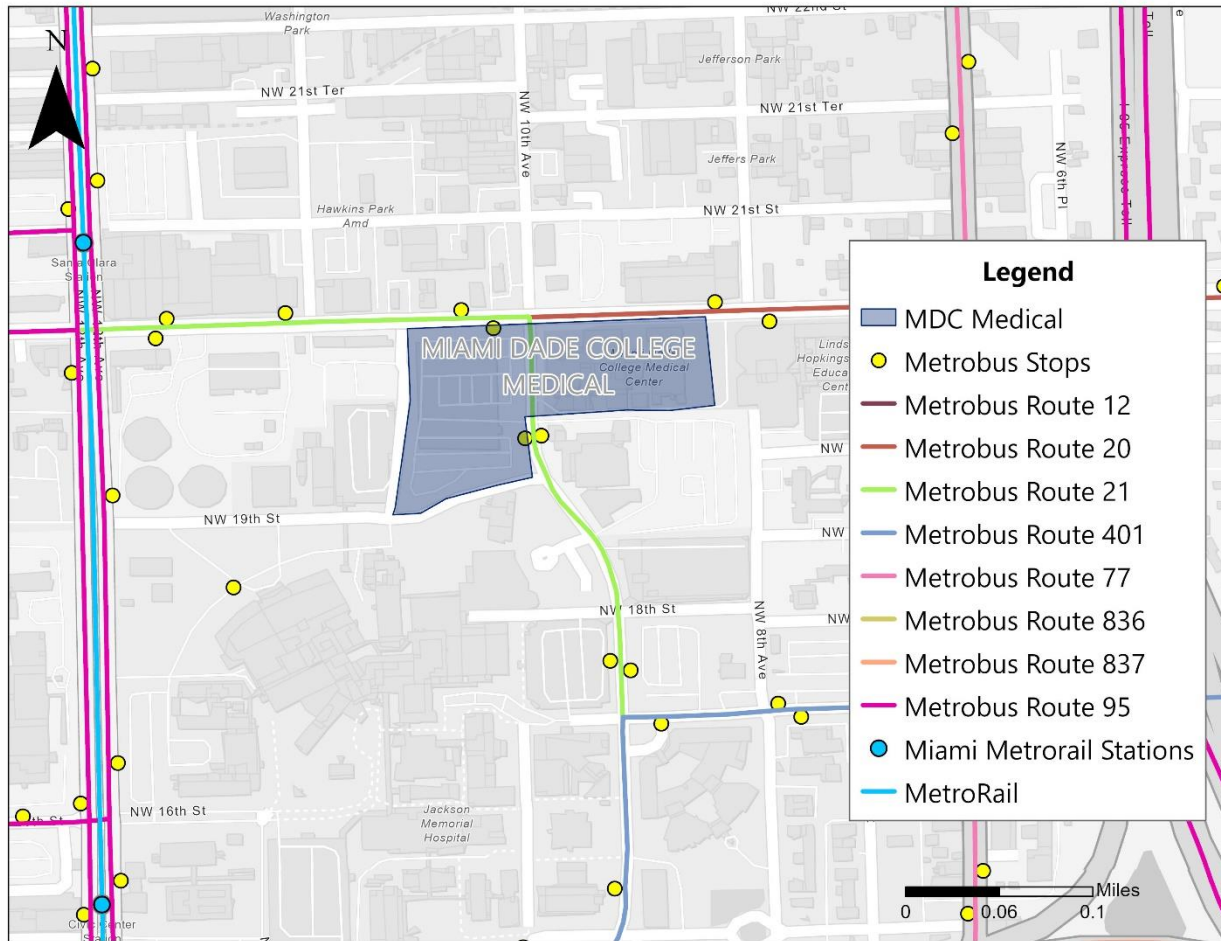


Source: Esri Business Analyst

2.13 Miami-Dade College Medical Campus

The Miami-Dade College Medical Campus, located in Miami's Health District, benefits from strong transit connectivity through Miami-Dade Transit. As seen in **Map 2-37**, the campus is within walking distance of the Civic Center Metrorail Station, providing direct rail connection to key areas such as Downtown Miami, Brickell, Coral Gables, and South Miami. Additionally, the campus is served by several Metrobus routes offering connections to different parts of the county. The nearby Health District Transit Hub facilitates easy bus-to-rail transfers, and the campus is also accessible via the Metromover. Pedestrian-friendly walkways and crosswalks connect the transit stations to campus, and dedicated bike lanes are available in parts of the Health District.

Map 2-37: Miami Dade College – Medical Campus

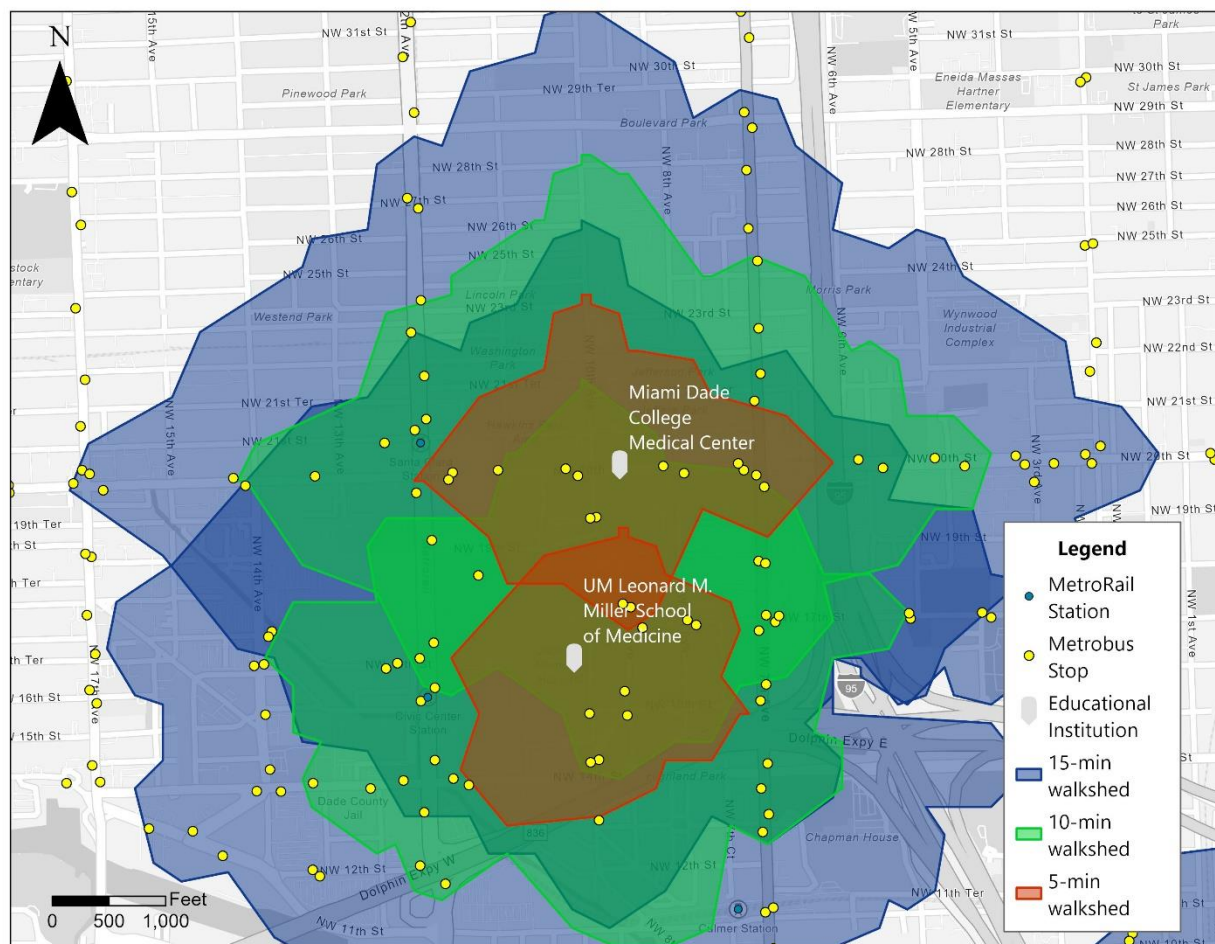


Source: [Miami Dade College Medical](#)

Walkability: Map 2-38 illustrates the walkability of the areas surrounding Miami Dade College Medical Campus, highlighting travel times to public transit stops. As shown on the map, most areas within the Medical Campus are within a 5-minute walk to multiple public transit stops along NW 20 Street, NW 12 Avenue, and NW 7 Avenue. Additionally, a significant number of transit facilities are accessible within a 10-minute walk, including the Santa Clara Metrorail Station, while the Civic Center/UM Jackson Metrorail Station is approximately 15 minutes away.

The campus walkshed overlaps with that of the University of Miami – Miller School of Medicine, reflecting their proximity and shared accessibility to transit services. According to WalkScore, the surrounding area is classified as highly walkable, with a Walk Score of 84, indicating that a large portion of errands can be conveniently completed on foot, making walking a practical and efficient mode of transportation for students, faculty, and visitors.

Map 2-38: Miami Dade College Medical Campus Walkability to Public Transit Stops

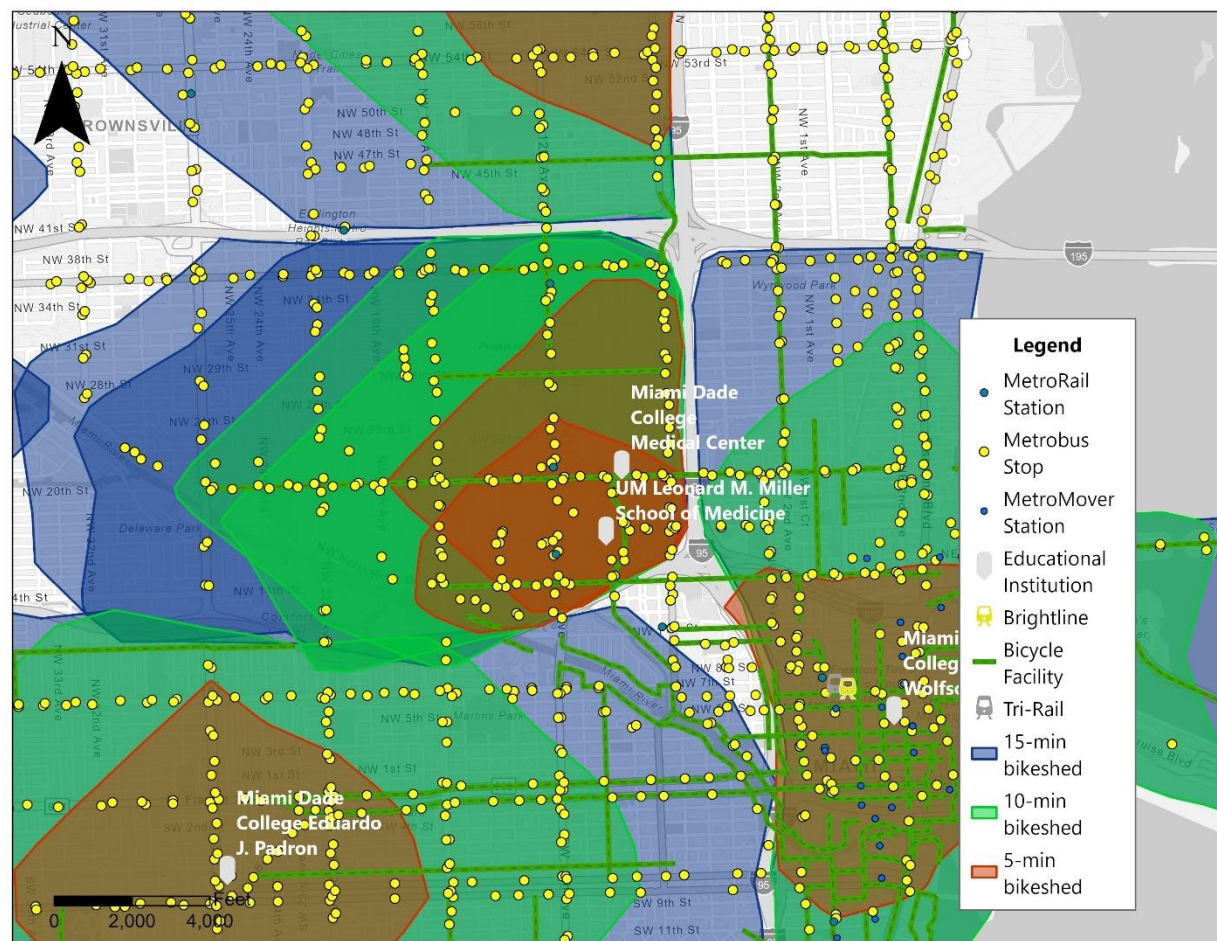


Source: Esri Business Analyst

Bikeability: Map 2-39 illustrates the bikeability of the areas surrounding the Medical Campus, with a focus on travel distances to public transit stops. As shown on the map, numerous transit stops are within a 5-minute bicycle ride, primarily along NW 7 Avenue and NW 12 Avenue, including access to nearby Metrorail stations. Expanding the bikeshed to 10 minutes provides additional access to transit stops on NW 14 Street, as well as bicycle facilities on NW 14 Avenue. However, eastward connectivity to bicycle facilities on NW 2 Avenue is limited due to I-95, which serves as a barrier for cyclists in the area.

According to WalkScore, the area has a BikeScore of 70, classifying it as very bikeable. This suggests that biking is a convenient and practical option for most trips, supported by accessible bike infrastructure and favorable cycling conditions. However, the proximity of I-95, I-395, and the SR 836/Dolphin Expressway Interchange southeast of the campus significantly limits bicycle connectivity in that direction. The high traffic volume and lack of bike-friendly routes around these major highways create challenges, reducing the overall usefulness of biking in certain areas near the campus.

Map 2-39: Miami Dade College Medical Campus Bikeability to Public Transit Stops

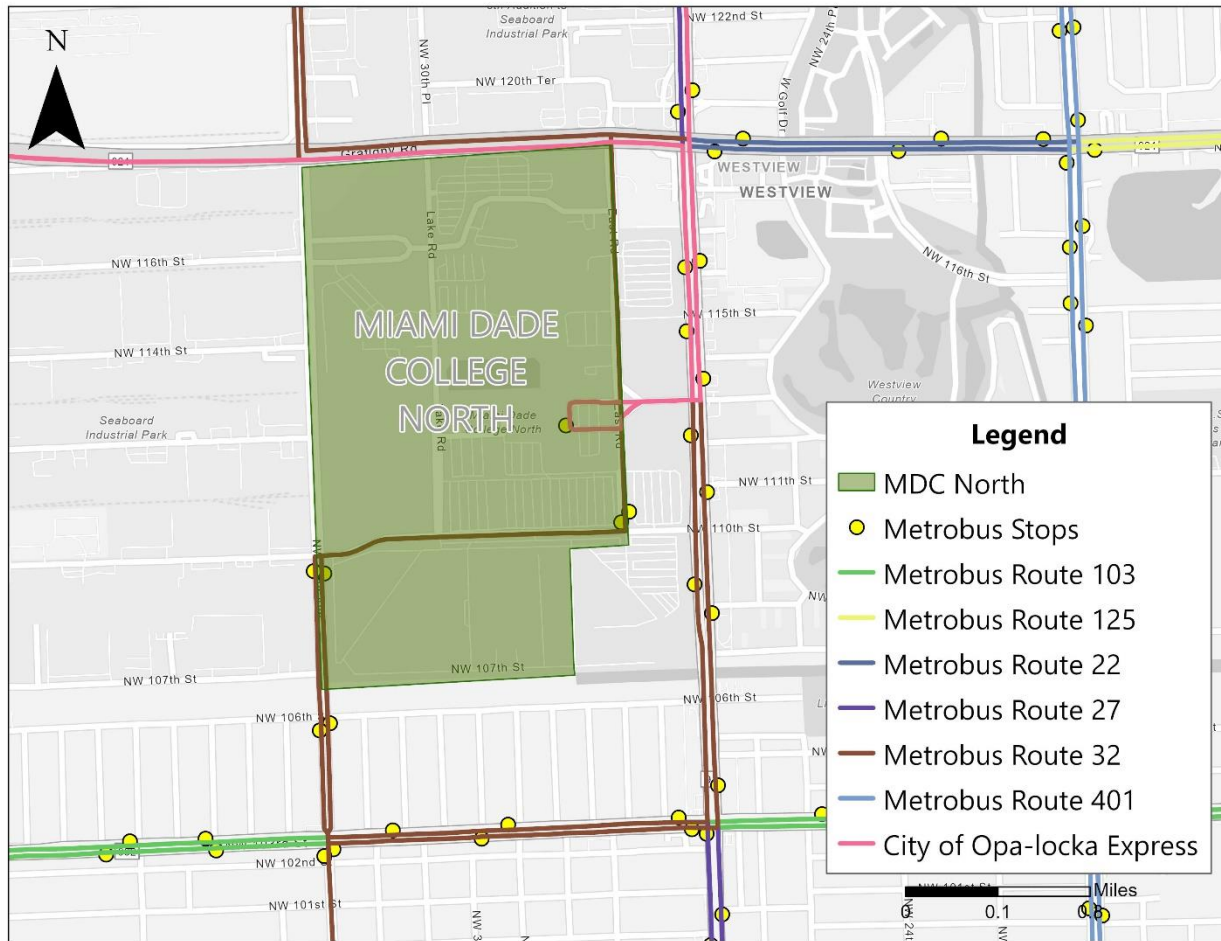


Source: Esri Business Analyst

2.14 Miami-Dade College North

Miami Dade College North Campus is served by several major Metrobus routes linking the campus to key areas such as Downtown Miami, Miami Gardens, Hialeah, and Miami International Airport. As illustrated in **Map 2-40**, Metrobus route 27 connects to the Brownsville Metrorail Station allowing riders to transfer to the rail system, and route 32 connects riders to the Opa-locka Tri-Rail Station.

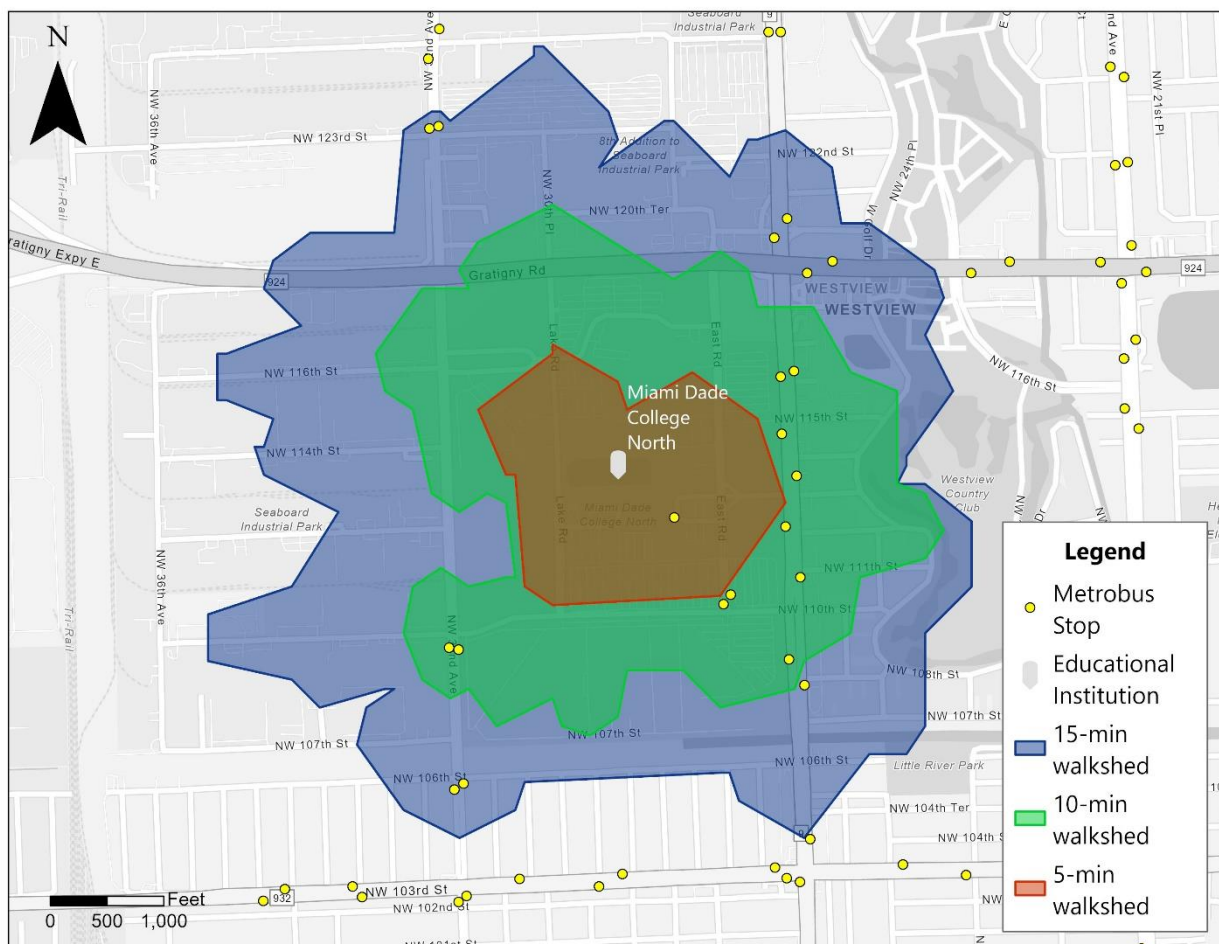
Map 2-40: Miami Dade College – North Campus



Source: [Miami Dade College North](#)

Walkability: Map 2-41 illustrates the walkability of the areas surrounding Miami Dade College North Campus, focusing on travel times to public transit stops. As depicted on the map, most areas within the North Campus are within a 5-minute walk to the sole public transit stop located on campus. Additionally, a significant number of transit facilities are accessible within a 10-minute walk, primarily along SR 9/NW 27 Avenue and NW 32 Avenue, providing connections to regional transit services. According to WalkScore, the area has a Walk Score of 50, indicating that while some errands can be accomplished on foot, a car is still necessary for most daily activities due to limited pedestrian infrastructure and accessibility to essential services.

Map 2-41: Miami Dade College North Campus Walkability to Public Transit Stops

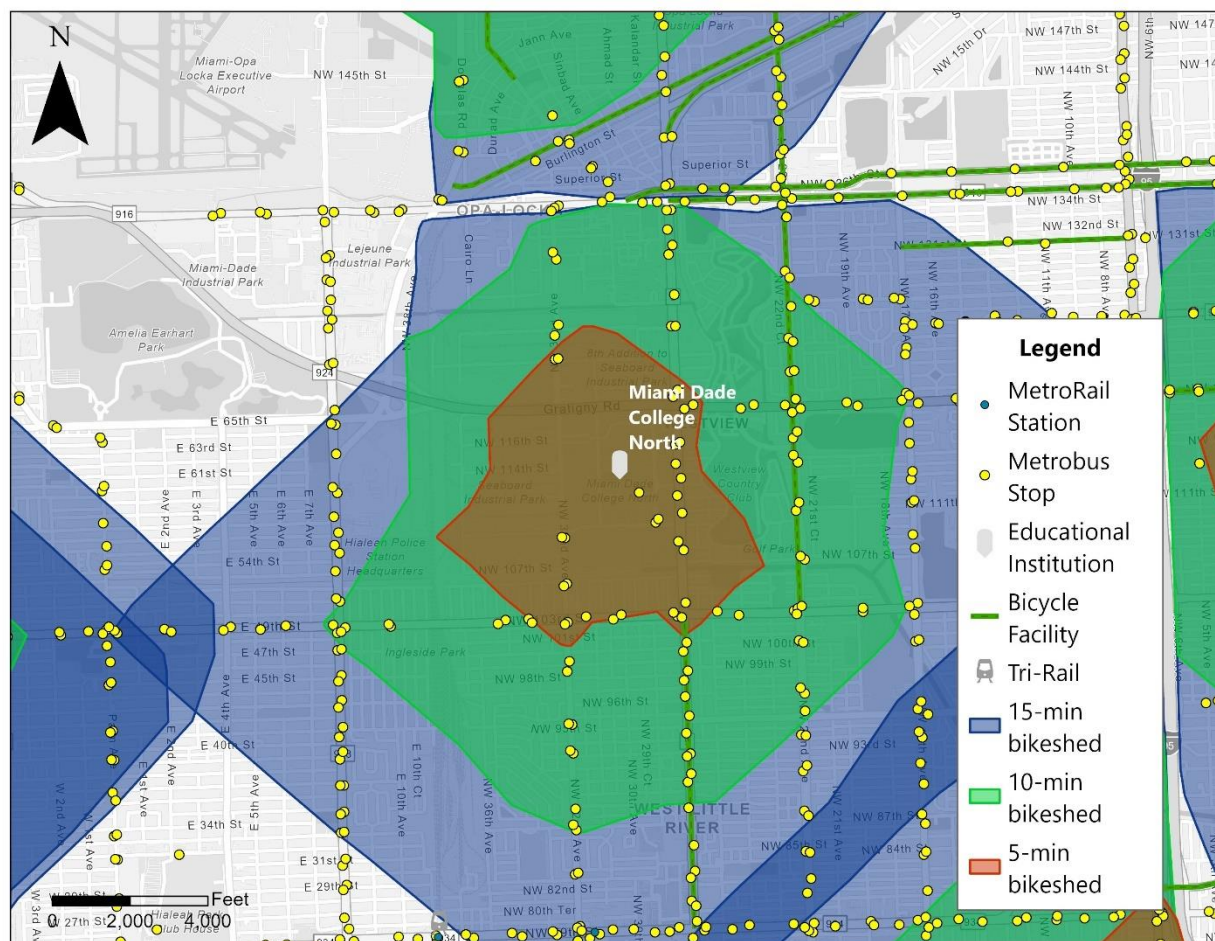


Source: Esri Business Analyst

Bikeability: Map 2-42 illustrates the bikeability of the areas surrounding the North Campus, with a focus on travel distances to public transit stops. As shown on the map, numerous transit stops are within a 5-minute ride, primarily along NW 27 Avenue and NW 32 Avenue—though NW 32 Avenue lacks dedicated bicycle infrastructure. Expanding the catchment area to a 15-minute bikeshed provides access to additional transit stops on NW 22 Avenue, as well as bicycle facilities on SR 924/NW 119 Street/Gratigny Road and NW 37 Avenue. However, these corridors also lack proper bike lanes, limiting safe cycling options for commuters.

According to WalkScore, the area has a BikeScore of 49, indicating that while it is somewhat bikeable, minimal bicycle infrastructure restricts the practicality of cycling as a primary mode of transportation. This score suggests that biking is only feasible for a limited number of trips, and that significant improvements—including the expansion of bike lanes, dedicated trails, and better connectivity to transit hubs—are needed to make cycling a more viable and safer option.

Map 2-42: Miami Dade College North Campus Bikeability to Public Transit Stops



Source: Esri Business Analyst

2.15 Miami Dade College (MDC) – West Campus

Miami Dade College's West Campus, located in Doral, is well-connected by various transit options designed to accommodate the area's suburban landscape. The campus is accessible via Metrobus route DL “City of Doral Trolley,” which links to nearby Metrorail stations, including the Okeechobee Station on the Green Line, as illustrated in **Map 2-43**. The Doral Trolley, a free local service, offers easy access to the campus with routes 1 and 4 connecting students to important locations, such as Florida International University and other parts of Doral. Additionally, the campus benefits from its proximity to major highways like SR 826/Palmetto Expressway, SR 836/Dolphin Expressway, and the Homestead Extension of Florida's Turnpike (HEFT), providing convenient access for those commuting by car. While direct rail service is not currently available, the integration of bus and trolley services ensures seamless connectivity to the broader Miami-Dade transit network.

Map 2-43: Miami Dade College – West Campus



Source: [Miami Dade College West](#)

Walkability: Map 2-44 illustrates the walkability of the areas surrounding Miami Dade College West Campus, with a focus on travel times to public transit stops. As shown on the map, most areas within the West Campus are within a 5-minute walk of the only public transit stop located on campus.

However, transit options outside the campus remain limited, relying primarily on the City of Doral Trolley route. Only a few additional stops are accessible within a 10-minute walk, mainly along NW 114 Avenue, NW 41 Street, and NW 34 Street. This limited transit coverage presents challenges for students and commuters, emphasizing the need for expanded transit options and improved pedestrian connectivity to enhance accessibility.

Although the walkshed of Miami Dade College – West Campus overlaps with that of Keiser University, Miami Dade College benefits from stronger regional transit connectivity, offering students more transit options and shorter walking distances to bus stops. This makes transit a somewhat more viable option for MDC students compared to those at Keiser University, where connections are more limited.

This score suggests that biking is only feasible for certain trips, and that significant improvements—such as expanding bike lanes, creating dedicated trails, and enhancing connectivity to transit hubs—are necessary to make cycling a more practical, accessible, and safer option for commuters.

Map 2-45: Miami Dade College West Campus Bikeability to Public Transit Stops



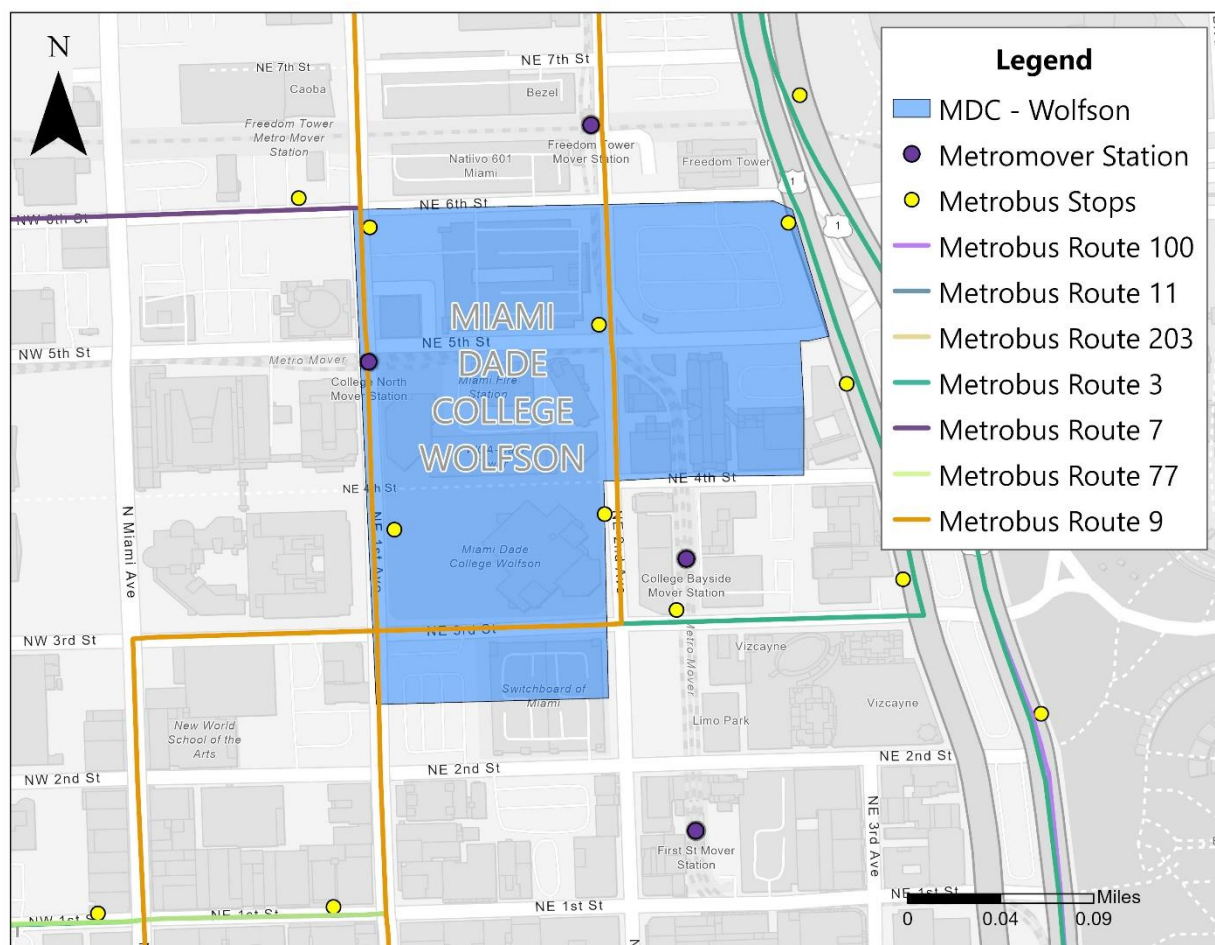
Source: Esri Business Analyst

2.16 Miami Dade College (MDC) – Wolfson Campus

Miami Dade College (MDC), located in Downtown Miami, stands as one of the largest and most diverse educational institutions in the United States. Its Wolfson Campus benefits from Miami's extensive and efficient public transit network, which includes Metrorail, Metromover, and various bus services. As shown in **Map 2-46** the campus is well-served by Miami-Dade County bus routes, including routes 100, 203, 3, 7, and 9. Additionally, the Metromover College/Bayside station is just a short walk away, providing easy access to key downtown locations. The Metrorail's Government Center and Historic Overtown stations, also nearby, connect the campus to areas ranging from MIA

to Dadeland South. The downtown area is highly pedestrian-friendly, offering bicycle lanes and racks for cycling students, along with convenient access to multiple CitiBike rental locations. Furthermore, MDC actively promotes sustainability through partnerships that encourage the use of public transportation, providing discounted transit passes and bike-friendly amenities to support students in their daily commutes.

Map 2-46: Miami Dade College – Wolfson Campus

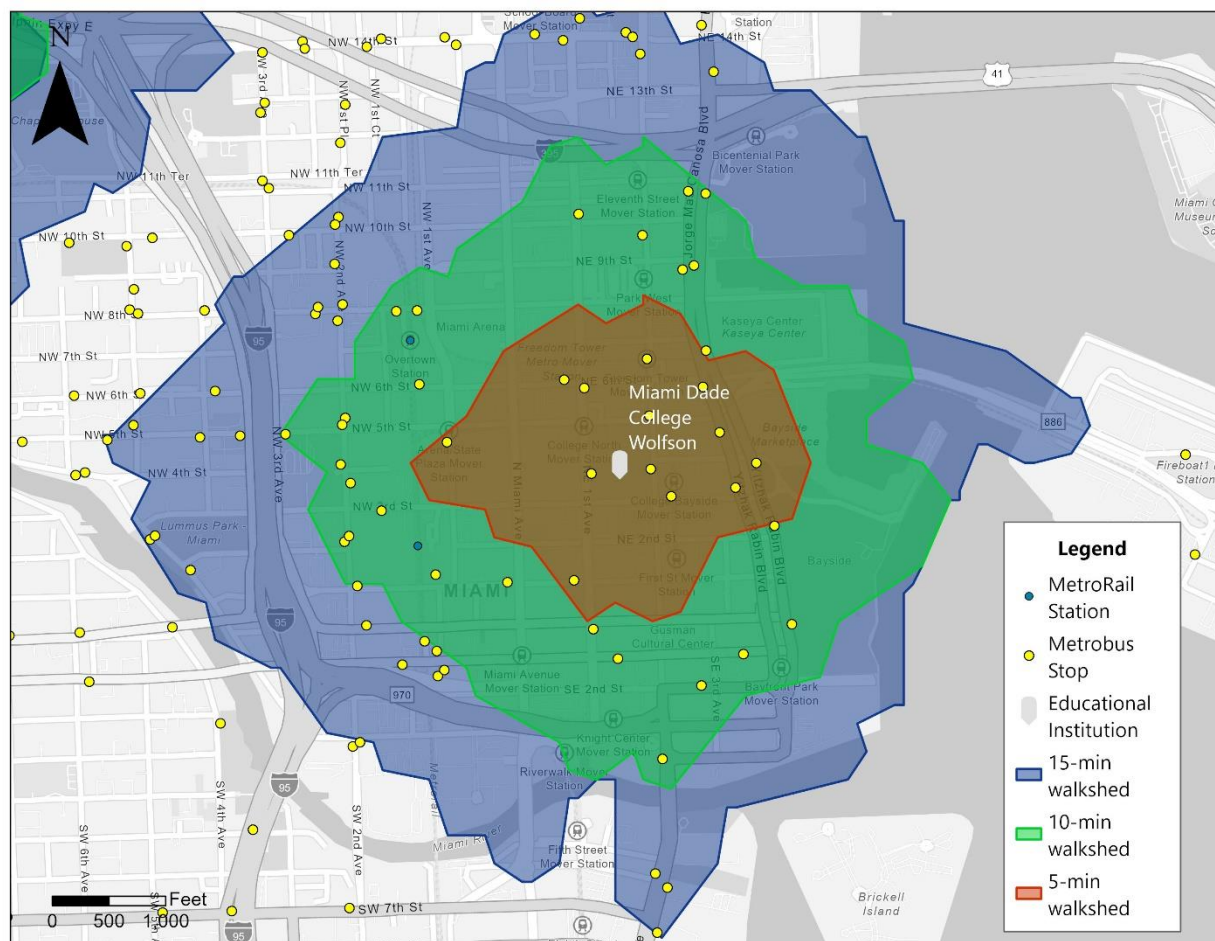


Source: [Miami Dade College Wolfson](#)⁹

Walkability: Map 2-47 illustrates the walkability of the areas surrounding Miami Dade College Wolfson Campus, with a focus on travel times to public transit stops. As shown on the map, most areas within the Wolfson Campus are within a 5-minute walk to multiple public transit stops, including two Metromover stations, providing excellent access to regional transportation options. According to WalkScore, the area has a Walk Score of 99, which classifies it as a “walker’s paradise”—meaning that most daily errands can be completed on foot, with minimal reliance on a car due to the area’s high walkability and proximity to essential services and transit options.

⁹ Metrobus routes may be occluded in map due to route overlap.

Map 2-47: Miami Dade College Wolfson Campus Walkability to Public Transit Stops

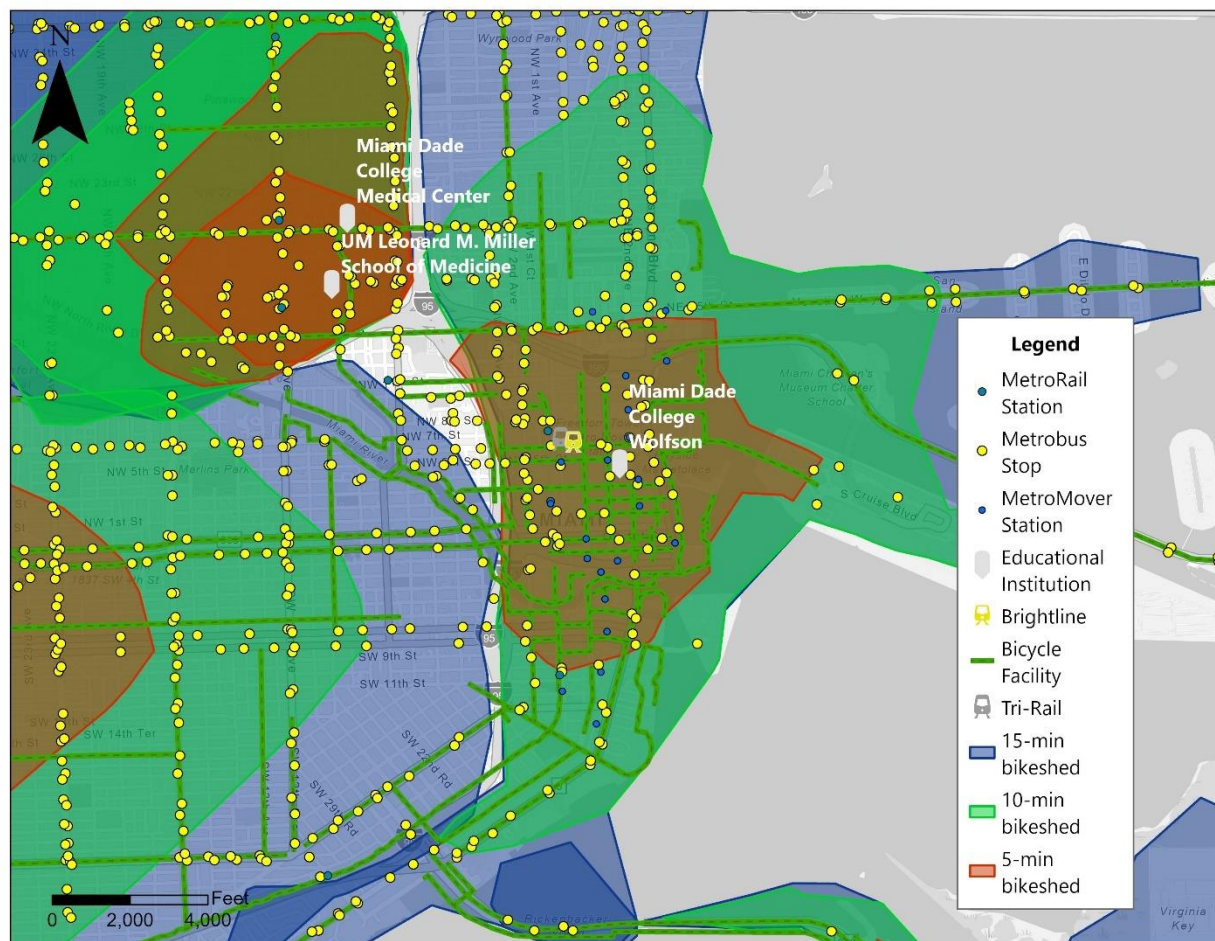


Source: Esri Business Analyst

Bikeability: Map 2-48 illustrates the bikeability of the areas surrounding the Wolfson Campus, with a focus on travel distances to public transit stops. As shown on the map, numerous transit stops are located within a 5-minute bikeshed of the campus, including several Metromover stations, MiamiCentral for Brightline and Tri-Rail services, and the Government Center and Overtown/Lyric Theater Metrorail Stations. This makes the campus well-connected to the region's extensive transit network, significantly enhancing commuter accessibility. However, the campus' catchment area could be broader if not for the presence of limited-access expressways such as I-95 and I-395, which restrict the campus' bikeability to areas within the Central Business District, with some connectivity east toward Miami Beach via the Venetian Causeway and McArthur Causeway.

According to WalkScore, the area has a BikeScore of 84, indicating that it is very bikeable. This suggests that biking is a convenient option for most trips, supported by the protected bike lane network in Downtown Miami and the greenways along BayWalk that connect Maurice Ferré Park, Bayside Marketplace, Kaseya Center, and Bayfront Park. This protection enhances safety and accessibility for cyclists, making it easier to travel by bike throughout the area and encouraging more sustainable, multimodal transportation choices.

Map 2-48: Miami Dade College Wolfson Campus Bikeability to Public Transit Stops



Source: Esri Business Analyst

2.17 Nova Southeastern University

Nova Southeastern University (NSU) Miami Campus located in Kendall is accessible through Miami-Dade Transit, though transit options are more limited compared to urban campuses. As seen in **Map 2-48**, the primary Metrobus routes serving the area include routes 88 and 288, which run along Kendall Drive. These routes link NSU Miami to the Dadeland North and Dadeland South Metrorail Stations, providing access to the greater Miami transit network, including Downtown Miami, Brickell, and Coral Gables. The Dadeland South Station offers a crucial connection point to access the Metrorail system allowing transfers to northbound rail services.

Map 2-49: Nova Southeastern University

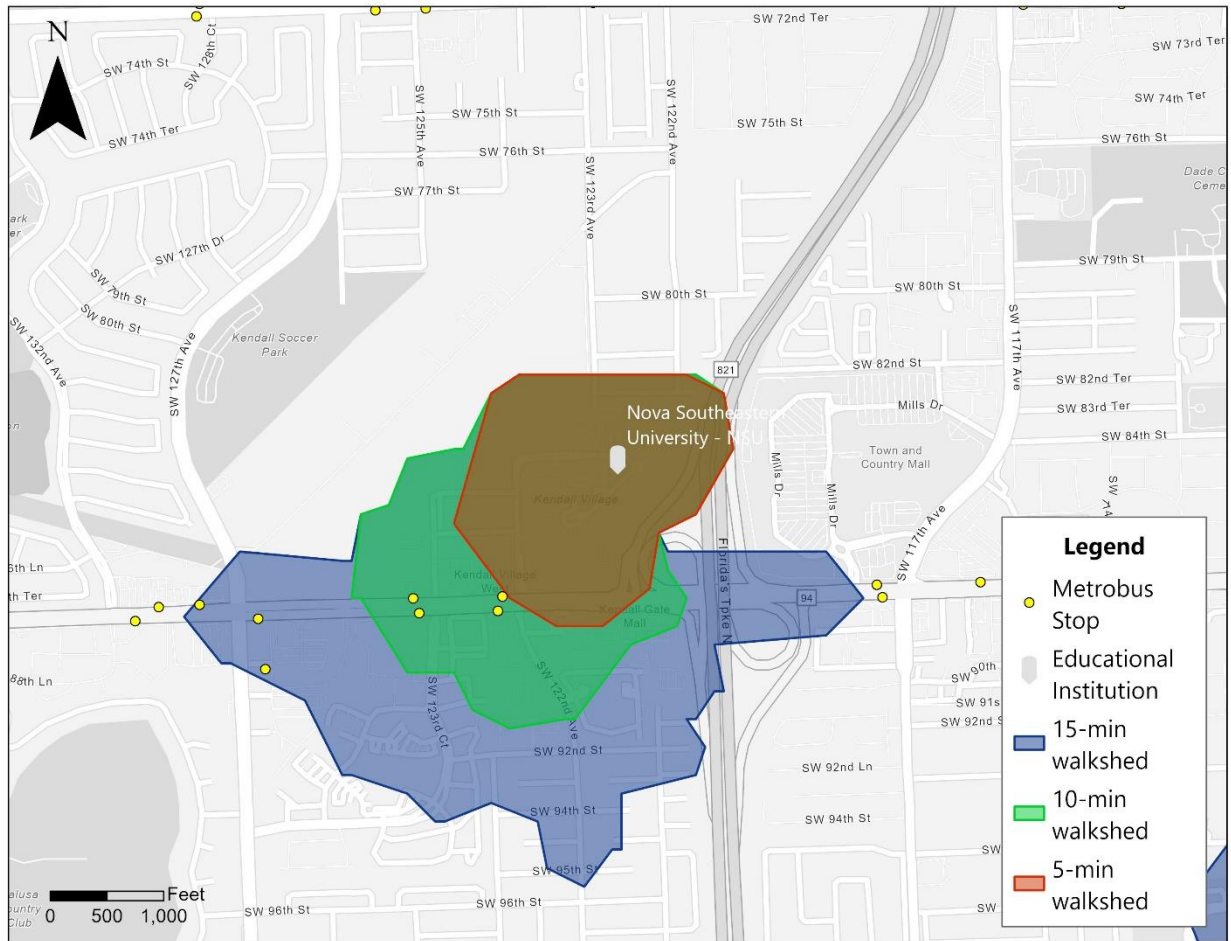


Source: [Nova Southeastern University](#)¹⁰

Walkability: Map 2-50 illustrates the walkability of the areas surrounding NOVA Southeastern University Campus, focusing on travel times to public transit stops. As shown on the map, most areas within the campus are within a 10-minute walk of a few public transit stops located along SR 94/SW 88 Street/Kendall Drive, outside the Kendall Plaza Shopping Center. According to WalkScore, the area has a Walk Score of 60, classifying it as somewhat walkable. This suggests that some errands can be accomplished on foot, but reliance on a car is still necessary for many trips due to the area's limited pedestrian infrastructure and connectivity.

¹⁰ Metrobus routes may be occluded in map due to route overlap.

Map 2-50: Nova Southeastern University Walkability to Public Transit Stops

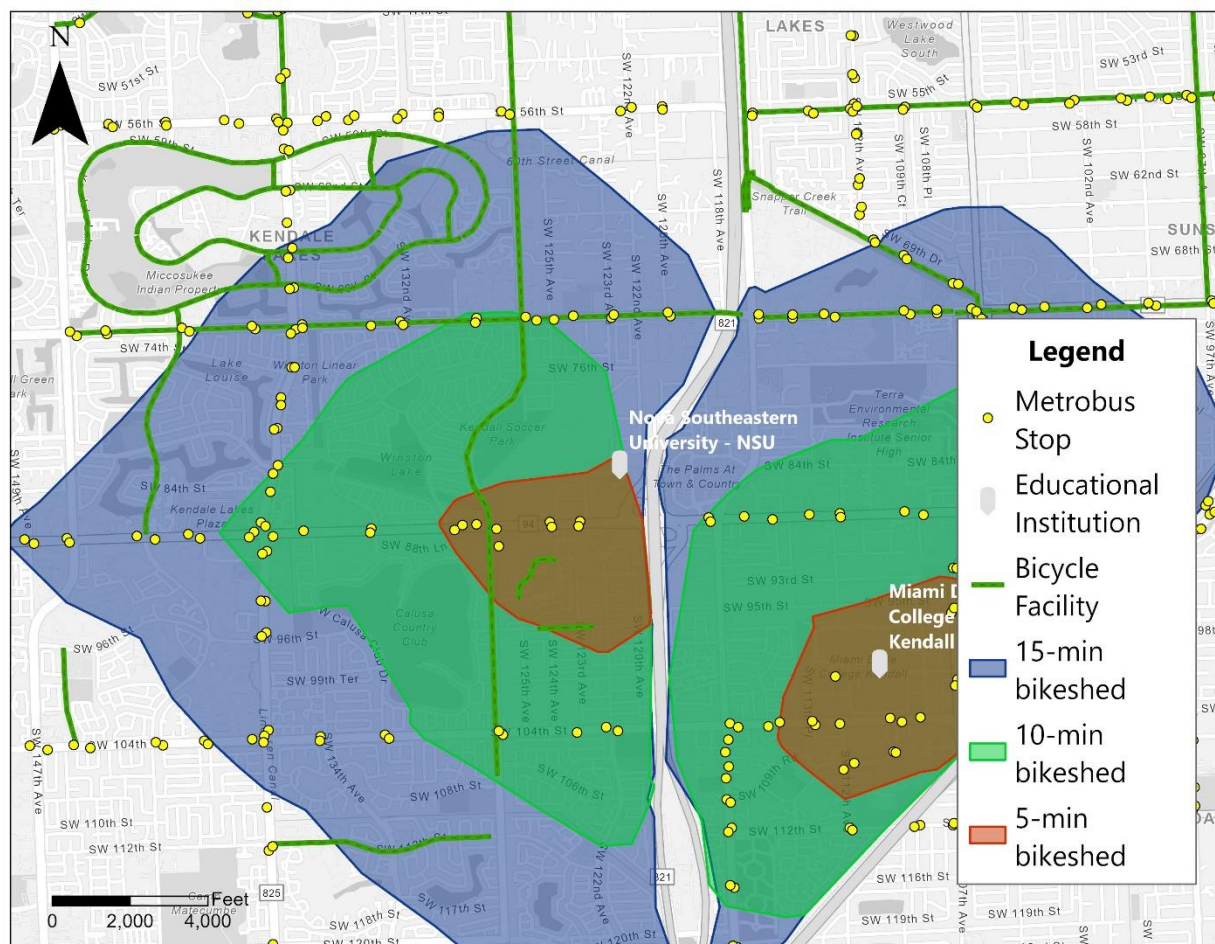


Source: Esri Business Analyst

Bikeability: Map 2-51 illustrates the bikeability of the areas surrounding Nova Southeastern University Campus, focusing on travel distances to public transit stops. As shown on the map, several transit stops are located within a 5-minute bikeshed of the campus, primarily along SR 94/SW 88 Street/Kendall Drive. Expanding the catchment area to a 10-minute bikeshed includes additional transit facilities along SR 986/SW 72 Street/Sunset Drive, providing further connectivity to the surrounding area, as well as access to bicycle facilities. However, SR 821/HEFT acts as an east-west barrier to mobility, limiting bike access and connectivity in that direction.

According to WalkScore, the area has a BikeScore of 48, indicating that while the area is bikeable, there are limitations in bike infrastructure. This score suggests that biking is only a viable option for a few trips, and that improvements—such as expanding bike lanes, creating dedicated trails, and improving connectivity to key destinations and transit hubs—are needed to make cycling a more accessible and practical option for everyday travel.

Map 2-51: Nova Southeastern University Bikeability to Public Transit Stops



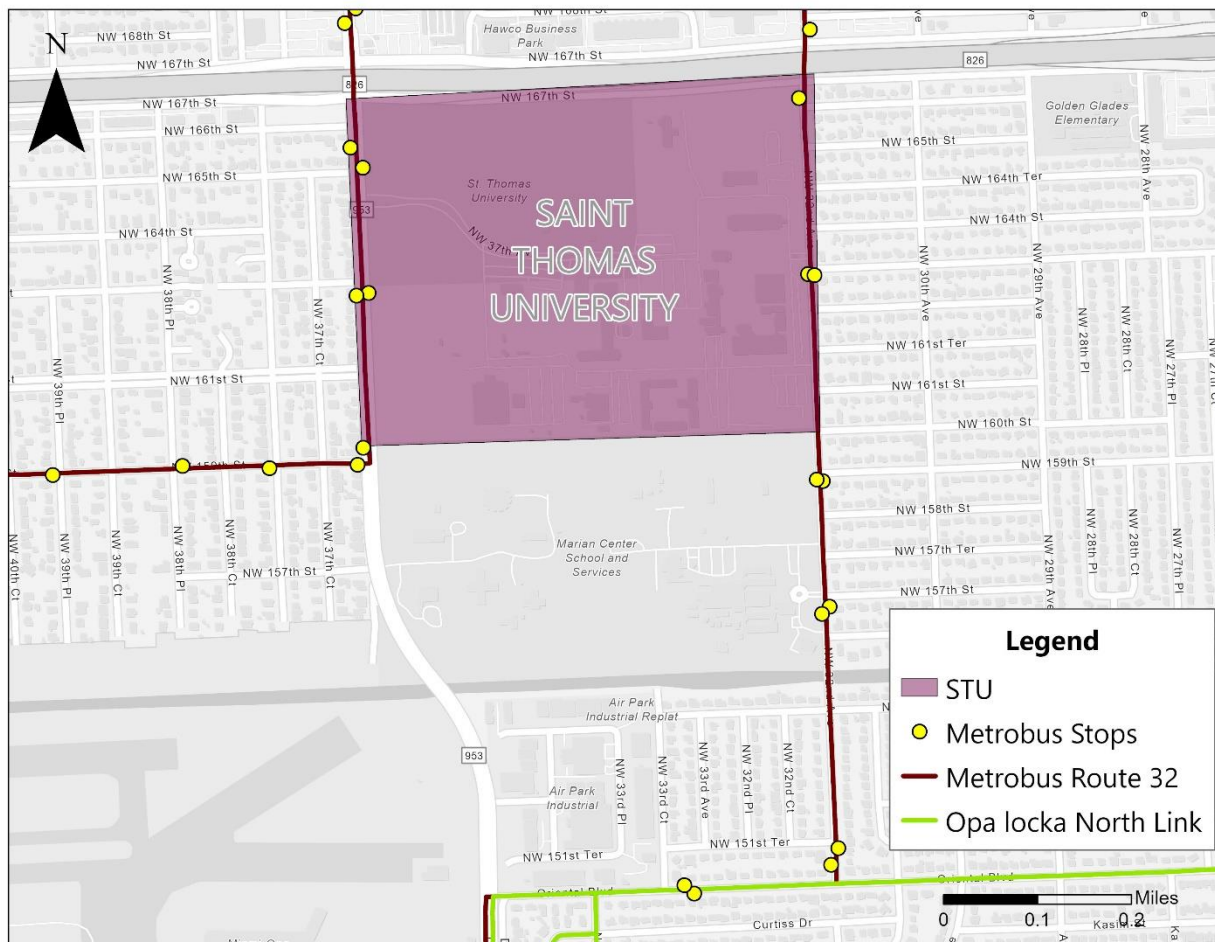
Source: Esri Business Analyst

2.18 Saint Thomas University

Saint Thomas University, a private institution located in the City of Miami Gardens, is well-connected through a variety of transit options. As shown in **Map 2-52**, Miami-Dade Transit serves the area with bus route 32 and the Opa-locka North Link, offering multiple stops around the campus and connecting students to nearby neighborhoods and transit hubs, including the Golden Glades Interchange. This key transit hub links bus routes with both Tri-Rail and Metrorail systems, providing seamless regional connectivity.

The university enhances accessibility by offering a dedicated Tri-Rail shuttle service, running between the campus and the Opa-locka Tri-Rail Station during peak hours, from 7:30 a.m. to 9:30 a.m. and 4:00 p.m. to 7:00 p.m. Additionally, many students utilize rideshare services and bike-friendly routes to navigate the campus and its surrounding areas. Situated near major roadways, the campus is also a short drive from critical transit hubs, ensuring convenient access for commuters relying on buses, trains, or personal vehicles.

Map 2-52: Saint Thomas University



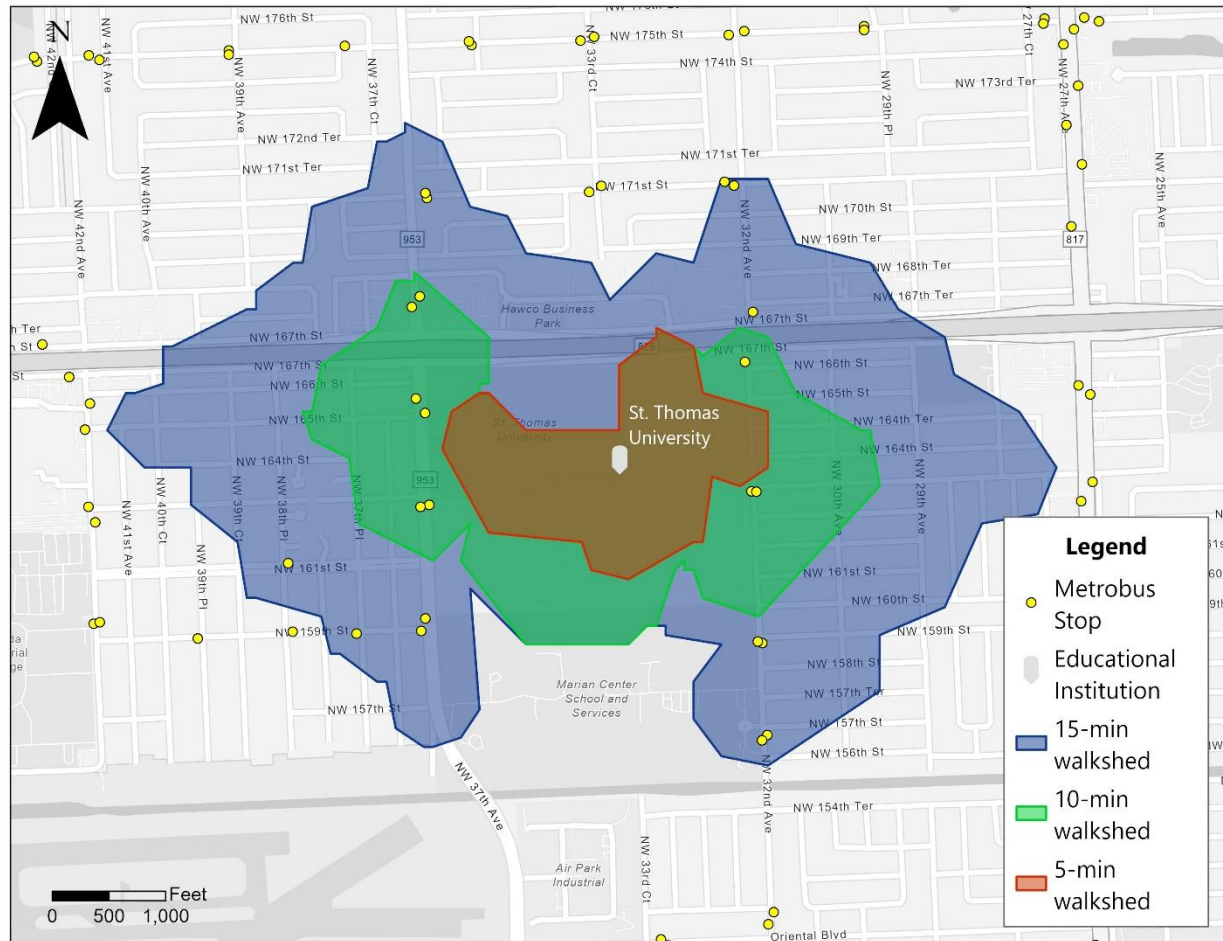
Source: [Saint Thomas University](#)

Walkability: Map 2-53 illustrates the walkability of the areas surrounding Saint Thomas University Campus, focusing on travel times to public transit stops. As shown on the map, most areas within the campus are located at least 10 minutes away from multiple public transit stops, which are situated along either NW 32 Avenue or NW 37 Avenue.

The walkshed of the campus is limited to the north by SR 826/Palmetto Expressway, which restricts connectivity to neighborhoods north of this major thoroughfare. Connections to regional transit services, such as Tri-Rail, are located just under 2 miles away, making them too distant for walking. As a result, students must rely on Route 32 or the university's shuttle for transportation. However, due to the low frequency of these options, travel times can extend up to 40 minutes, further limiting the convenience of transit access for students.

According to WalkScore, the area has a Walk Score of 32, indicating it is car-dependent, where most errands and daily activities require the use of a car due to limited pedestrian infrastructure and poor transit accessibility.

Map 2-53: Saint Thomas University Walkability to Public Transit Stops



Source: Esri Business Analyst

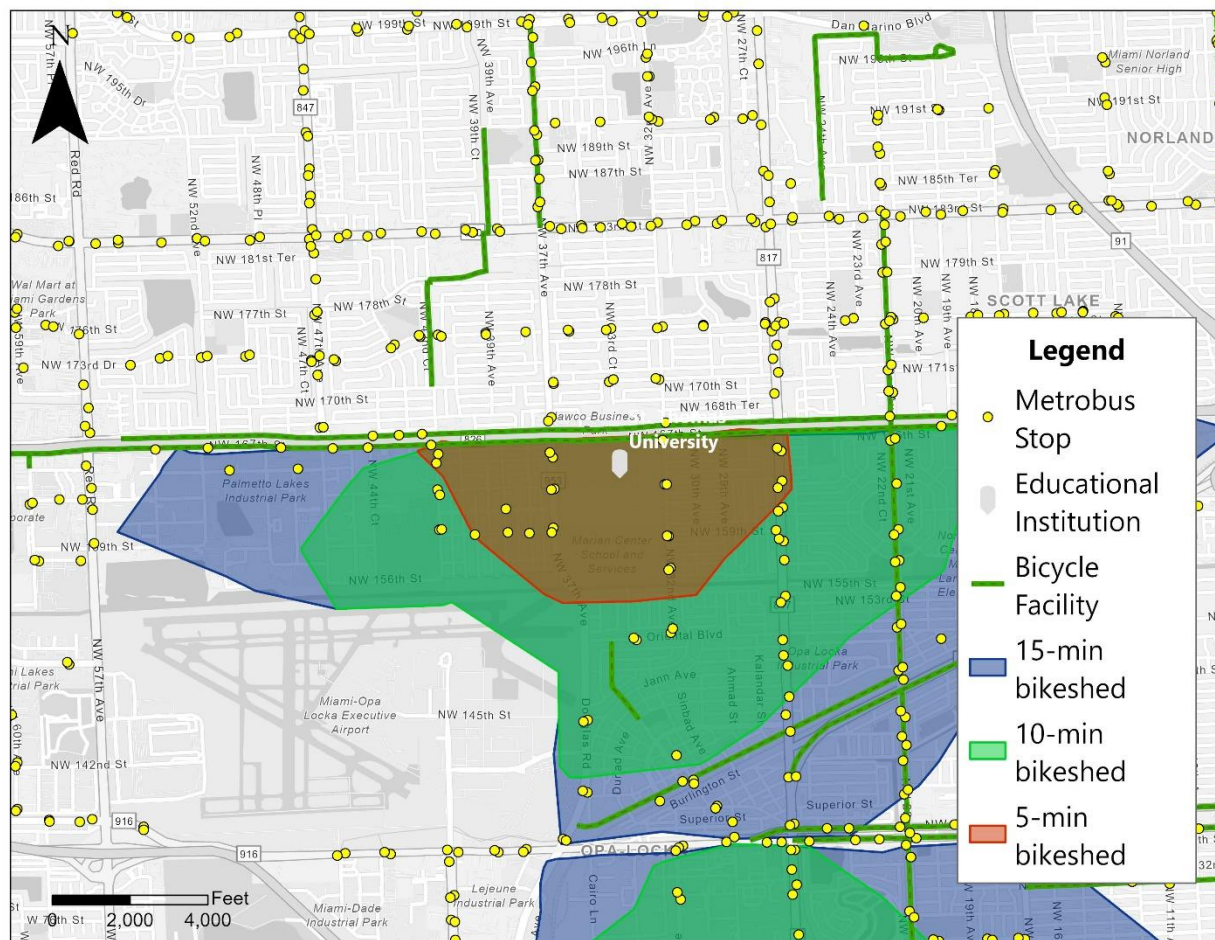
Bikeability: Map 2-54 illustrates the bikeability of the areas surrounding Saint Thomas University Campus, focusing on travel distances to public transit stops. As shown on the map, several transit stops are located within a 5-minute bikeshed of the campus, primarily along NW 37 Avenue and NW 32 Avenue. However, these corridors lack cycling infrastructure, limiting the practicality of biking. Expanding the bikeshed to 10 minutes, additional facilities are available along NW 174 Street and SR 817/NW 27 Avenue, but both corridors still lack proper bike lanes.

It is also worth noting that the closest bike lanes to the campus are located on NW 167 Street, adjacent to SR 826/Palmetto Expressway. However, the high traffic volumes and speeds on this major thoroughfare make cycling in the area unappealing and unsafe for many riders. Additionally, the Opa-locka Executive Airport further restricts movement in the area, limiting connectivity and access for cyclists.

According to WalkScore, the area has a BikeScore of 36, indicating that while the area is technically bikeable, it has significant limitations in bike infrastructure. This score suggests that biking is only viable for a very limited number of trips, and that substantial improvements, including the creation

of protected bike lanes, dedicated trails, and better overall connectivity, are needed to make cycling a more viable and safer transportation option.

Map 2-54: Saint Thomas University Bikeability to Public Transit Stops



Source: Esri Business Analyst

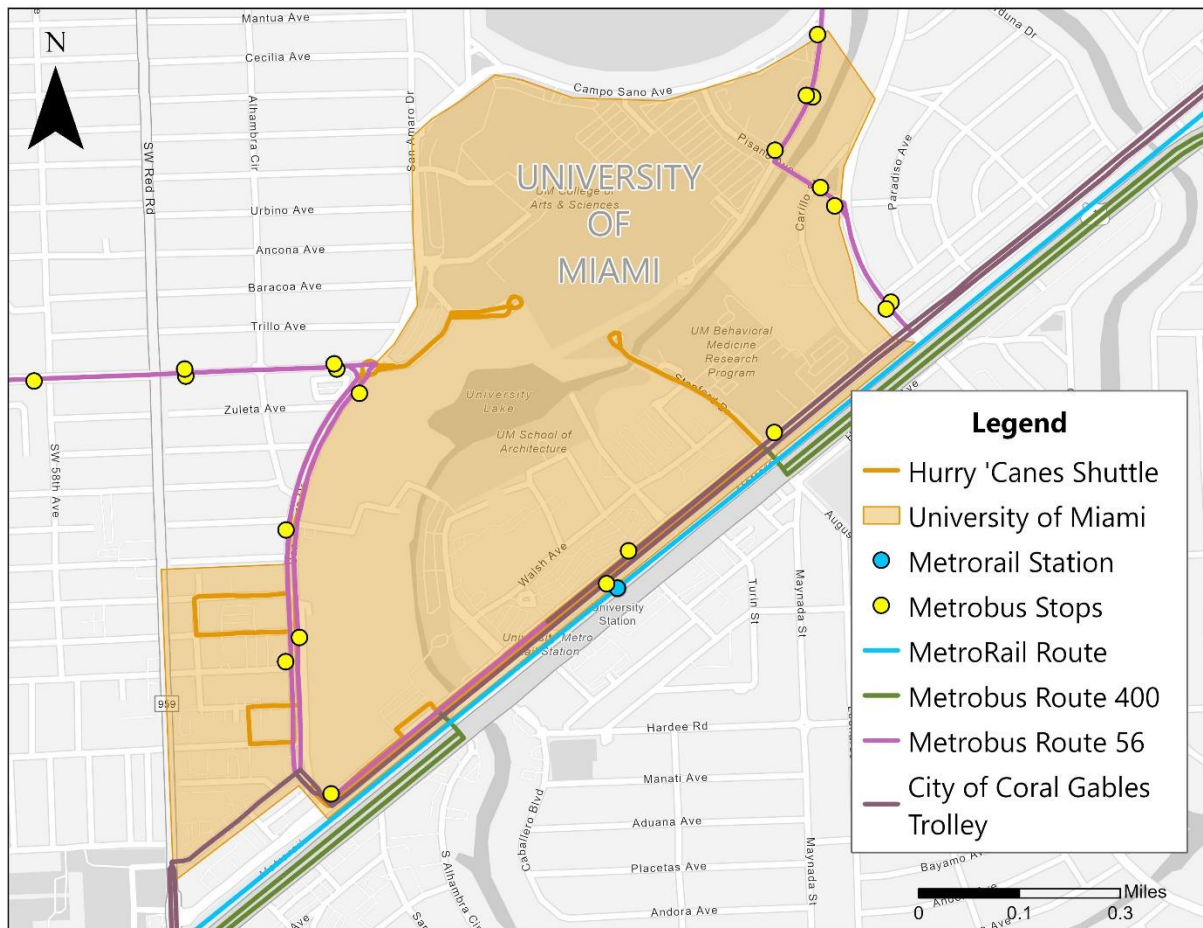
2.19 University of Miami – Main Campus

The University of Miami's main campus in Coral Gables is well-served by a range of transit options, ensuring accessibility for students, staff, and visitors. The Miami Metrorail's University Station, located adjacent to the campus, offers direct connections to the regional transit network, linking the university to Downtown Miami, Miami International Airport (MIA), and other key areas in Miami-Dade County. Additionally, Metrobus routes 400, 56, and the City of Coral Gables Trolley pass through or near the campus, enhancing connectivity to surrounding neighborhoods as illustrated in **Map 2-55**.

The University also offers Freebee rides in zones that encompass the University of Miami campus boundaries. Additionally, the University offers Zipcar which is an innovative car-sharing program located in several locations throughout campus. On-campus, the university also operates the "Hurry 'Canes Shuttle," providing convenient service to key campus locations and nearby facilities. Bike-

friendly paths and designated ride-sharing pickup zones further add to the flexibility and convenience for commuters using or visiting campus facilities. The rideshare pick-up and drop-off zones are strategically located near the Metrobus stops to ensure easy access, allowing seamless transfers between ride-share services and public transportation.

Map 2-55: University of Miami Transit



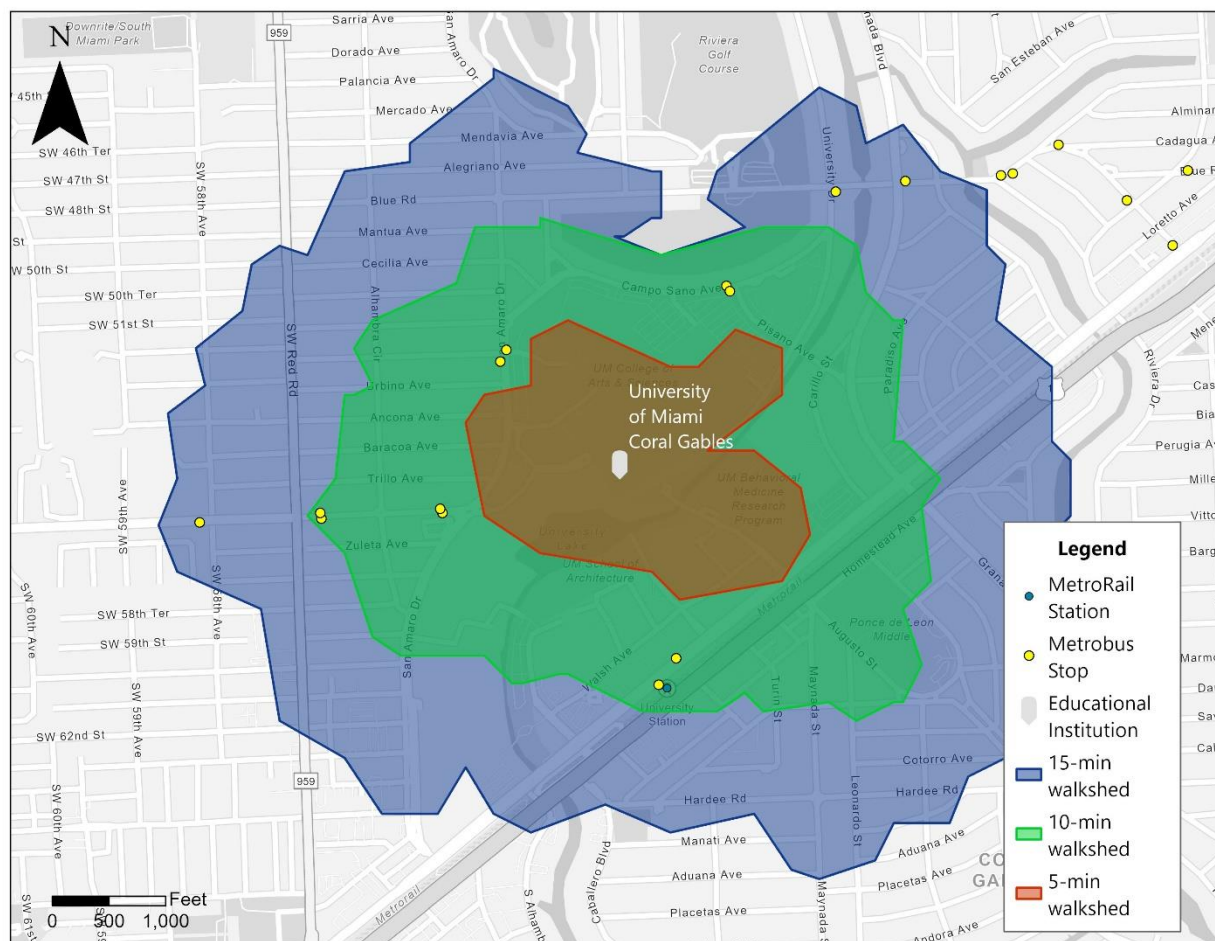
Source: [University of Miami Transit](#)¹¹

Walkability: Map 2-56 illustrates the walkability of the areas surrounding the University of Miami, with a focus on travel times to public transit stops. As shown on the map, most areas within the University of Miami are within a 10-minute walk to several public transit stops, including those along US 1, SW 56 Street/Miller Drive, San Amaro Drive, Granada Boulevard, University Drive, and the University Metrorail Station.

According to WalkScore, the area has a Walk Score of 76, classifying it as very walkable. This means that most errands and daily activities can be conveniently accomplished on foot, making walking a practical and accessible option for students, staff, and visitors. The proximity of transit connections further enhances the overall pedestrian accessibility of the campus and its surrounding areas.

¹¹ Metrobus routes may be occluded in map due to route overlap.

Map 2-56: University of Miami Walkability to Public Transit Stops

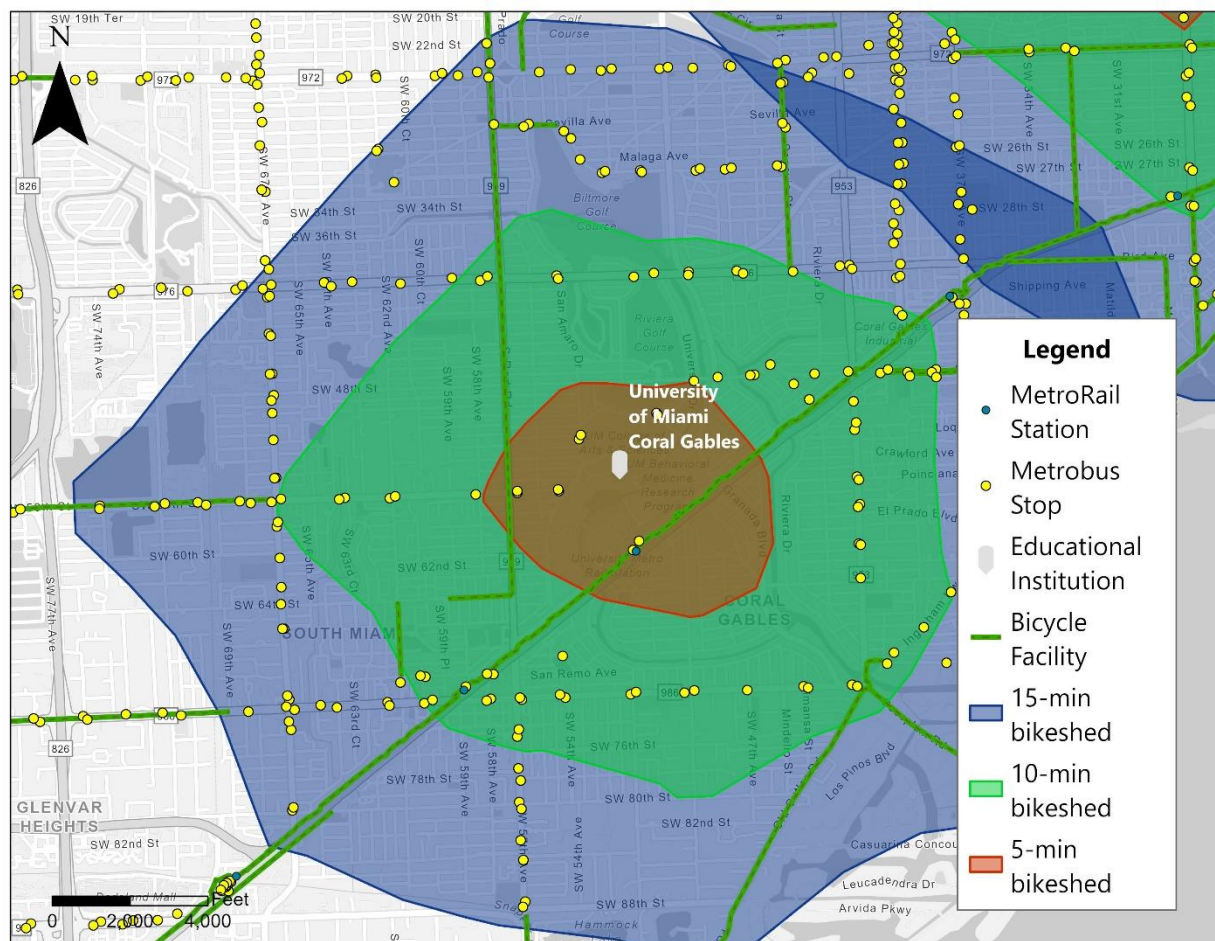


Source: Esri Business Analyst

Bikeability: Map 2-57 illustrates the bikeability of the areas surrounding the University of Miami – Main Campus, focusing on travel distances to public transit stops. As shown on the map, several transit stops are located within 5- and 10-minute bikesheds of the campus, primarily along US 1, SW 56 Street/Miller Drive, and San Amaro Drive. However, none of these corridors have dedicated bike lanes, except for US 1, which offers the M-Path running underneath the Metrorail tracks. This provides a designated cycling route along the corridor, separated from vehicular traffic, enhancing the safety and accessibility for cyclists.

According to WalkScore, the area has a BikeScore of 79, indicating that the area is very bikeable. This suggests that biking is convenient for most trips, supported by the M-Path, which will soon become The Underline – Phase 3, as well as additional bike facilities along SR 959/SW 57 Avenue/Red Road. These infrastructure elements make cycling a practical option for commuting and local travel within the area.

Map 2-57: University of Miami Bikeability to Public Transit Stops

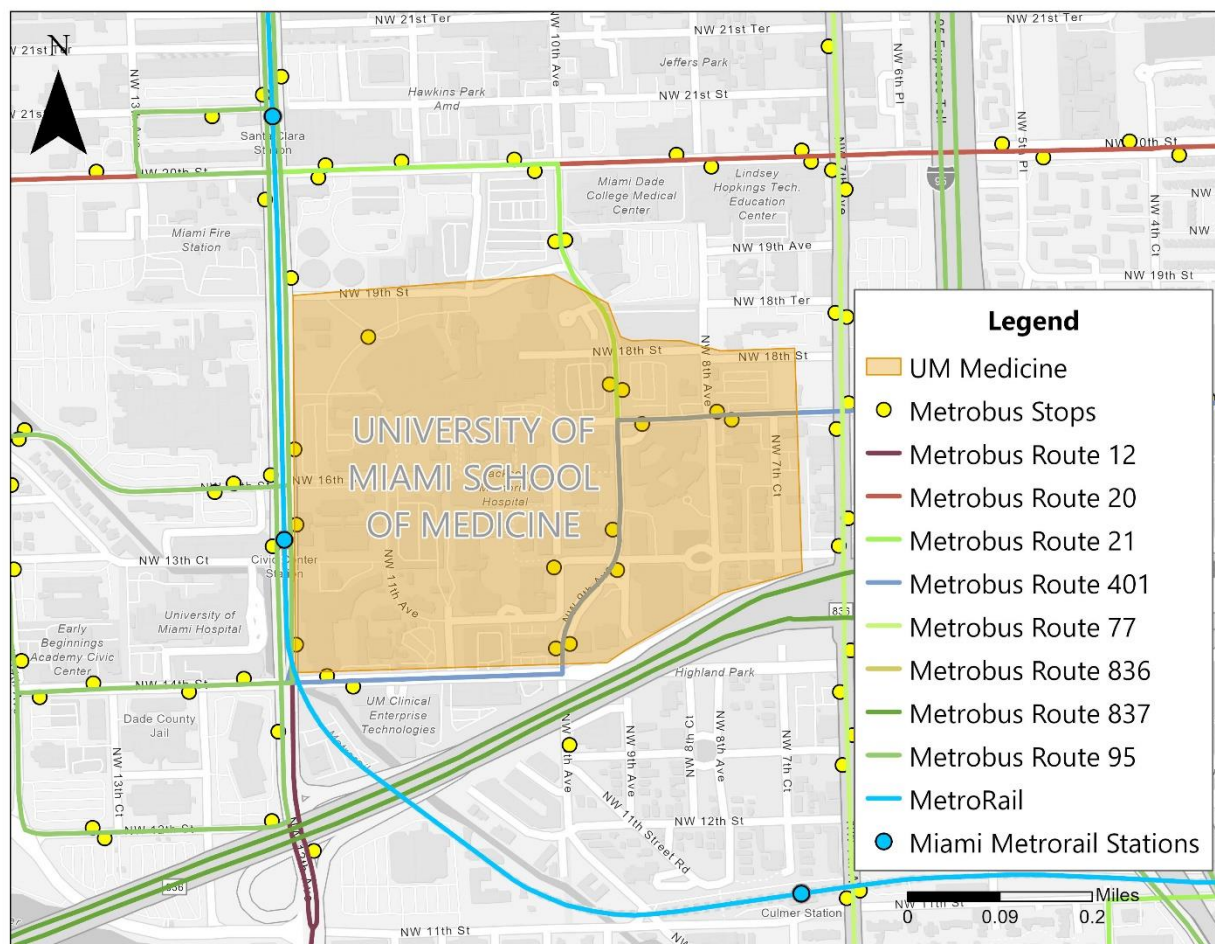


Source: Esri Business Analyst

2.20 University of Miami- Leonard M. Miller School of Medicine

The University of Miami Leonard M. Miller School of Medicine campus is directly accessible via the Civic Center Metrorail Station, which provides a convenient rail connection to key areas such as Downtown Miami, Brickell, Coral Gables, and South Miami. As illustrated on **Map 2-58**, several Metrobus routes serve the area allowing easy access from different parts of the county. The Health District Transit Hub facilitates bus-to-rail transfers, and the nearby Civic Center Metromover Station provides a free transit link to Government Center and Downtown Miami. Given the campus' central location, it is well-connected to rideshare services and pedestrian pathways such as dedicated pedestrian bridges connecting the Civic Center Metrorail Station to the Jackson Memorial Hospital complex, and the Miami River Greenway.

Map 2-58: University of Miami Leonard M. Miller School of Medicine

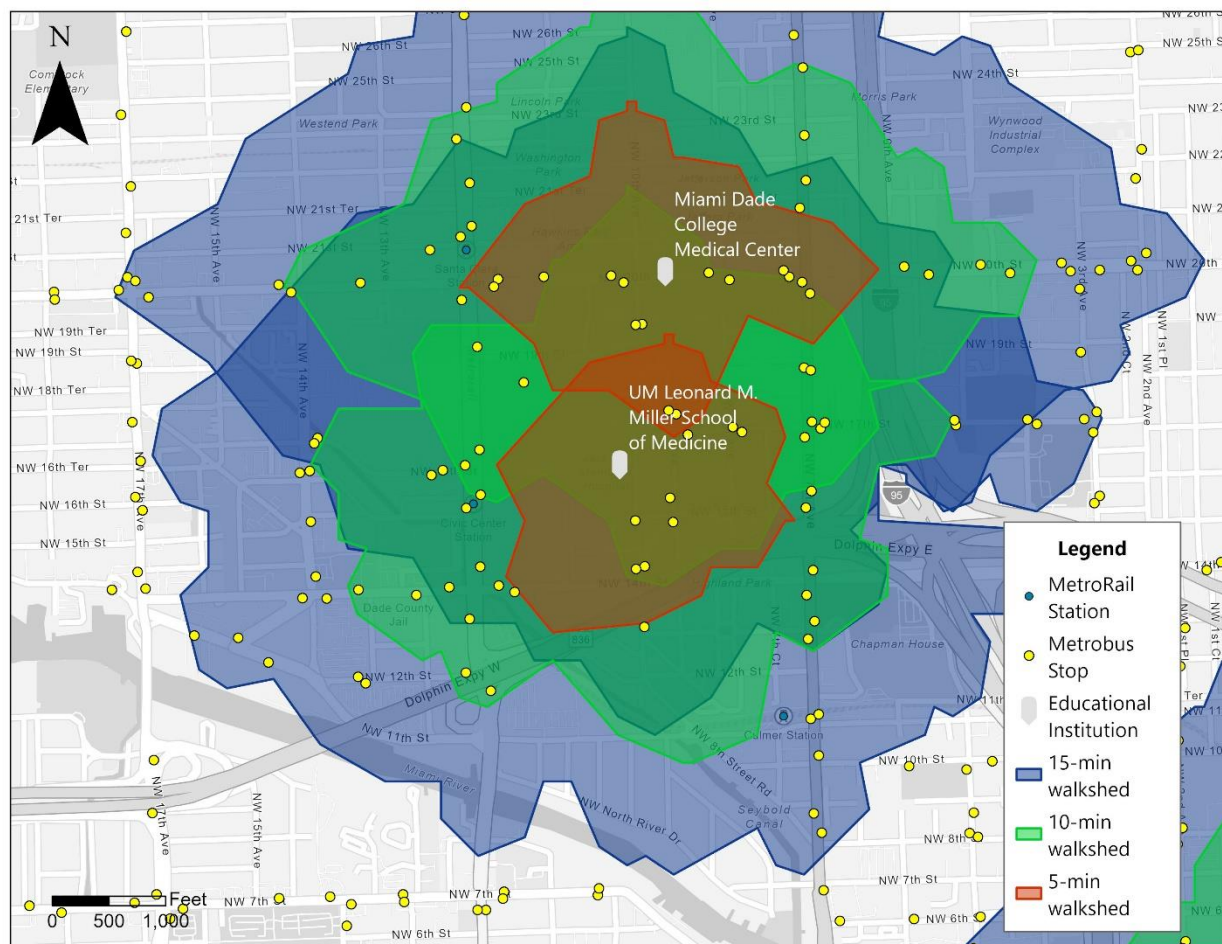


Source: [University of Miami School of Medicine](#)

Walkability: Map 2-59 illustrates the walkability of the areas surrounding the University of Miami – School of Medicine, focusing on travel times to public transit stops. As shown on the map, most areas within the School of Medicine are within a 5-minute walk of several public transit stops, including those along NW 14 Street, NW 10 Avenue, and NW 17 Street. Within 10 minutes, a significant number of transit facilities are accessible, including stops along NW 7 Avenue and NW 12 Avenue, as well as the Civic Center/UM Jackson Metrorail Station. Additionally, the Santa Clara Metrorail Station is approximately 15 minutes away from the campus, further enhancing connectivity.

The campus walkshed overlaps with that of the Miami-Dade College – Medical Campus, reflecting their proximity and shared accessibility to transit services. According to WalkScore, the area is classified as somewhat walkable, with a Walk Score of 69. This score reflects the proximity of key transit hubs but is impacted by the presence of I-95, I-395, and the SR 836/Dolphin Expressway Interchange southeast of the campus, which significantly limits connectivity in that direction. The score suggests that while some errands can be completed on foot, a car may still be necessary for certain trips due to limited pedestrian access in some areas.

Map 2-59: University of Miami- Leonard M. Miller School of Medicine Walkability to Public Transit Stops



Source: Esri Business Analyst

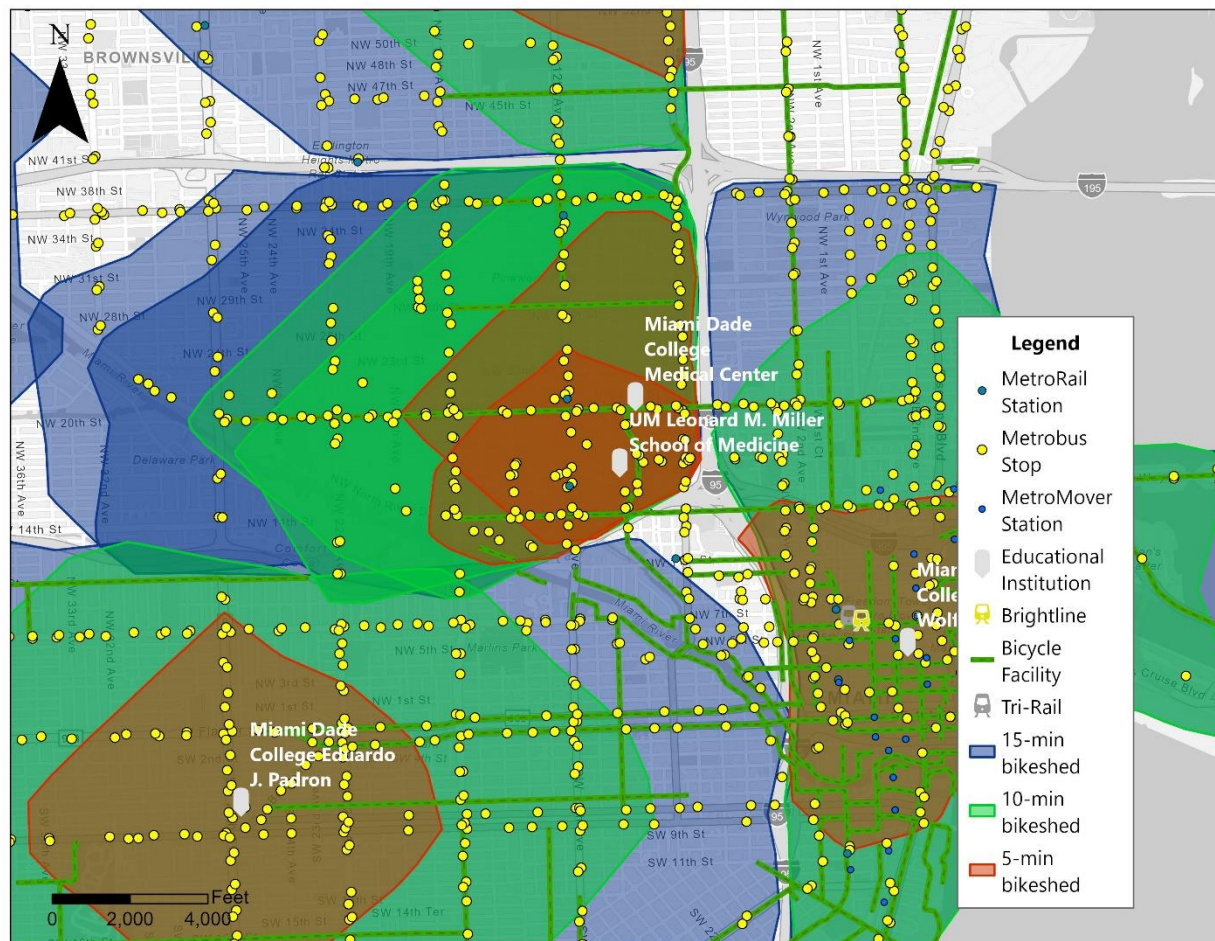
Bikeability: Map 2-60 illustrates the bikeability of the areas surrounding the University of Miami – School of Medicine, focusing on travel distances to public transit stops. As shown on the map, several transit stops, including both nearby Metrorail stations, are located within a 5-minute bicycle ride of the campus, primarily along NW 12 Avenue, NW 7 Avenue, NW 14 Street, and NW 11 Street—all of which feature cycling infrastructure, enhancing accessibility for cyclists.

Expanding the catchment area to a 15-minute bikeshed, additional facilities become accessible along NW 10 Street, NW 14 Avenue, NW 20 Street, and NW 2 Avenue. However, only NW 10 Street has dedicated cycling infrastructure, while the other corridors lack bike lanes, limiting safe and convenient cycling options. Additionally, eastward access to NW 2 Avenue is restricted by I-95, which acts as a barrier to connectivity, further reducing direct bike access to key destinations and highlighting the need for improved cycling infrastructure in the area. Southward access is available through NW 10 Avenue, as SR 836/Dolphin Expressway also serves as a mobility barrier in the area.

According to WalkScore, the area has a BikeScore of 71, classifying it as very bikeable. This suggests that biking is a convenient and practical option for most trips, with dedicated infrastructure

supporting multimodal travel. However, the proximity of I-95, I-395, and the SR 836/Dolphin Expressway Interchange southeast of the campus significantly limits bicycle connectivity in that direction. The high traffic volume and lack of bike-friendly routes around these major highways present challenges for cyclists, reducing the overall usefulness of biking in certain areas near the campus and highlighting the need for further infrastructure improvements to enhance safety and connectivity.

Map 2-60: University of Miami- Leonard M. Miller School of Medicine Bikeability to Public Transit Stops



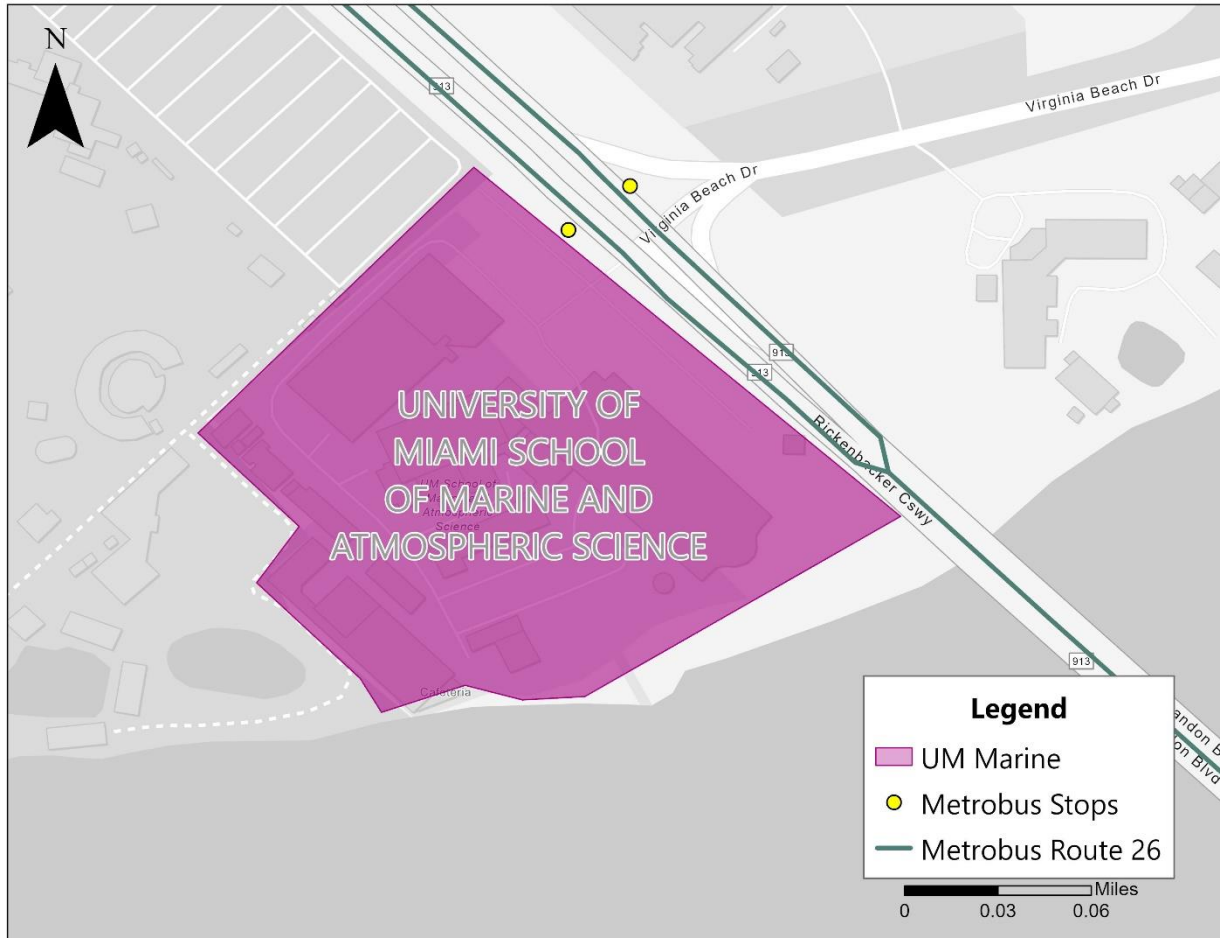
Source: Esri Business Analyst

2.21 University of Miami- School of Marine and Atmospheric Science

The University of Miami School of Marine and Atmospheric Science located on Virginia Key, is accessible via Miami-Dade transit bus service despite its somewhat isolated location. As seen on **Map 2-61**, route 26 is a key link between the university and beyond as this route travels from Brickell Metrorail and Metromover station in Downtown Miami to Key Biscayne with stops along the Rickenbacker Causeway. This route links the campus to major transit hubs like the Government

Center Metrorail and Metromover Station, where students and faculty can transfer to the broader Miami-Dade Transit system.

Map 2-61: University of Miami School of Marine and Atmospheric Science

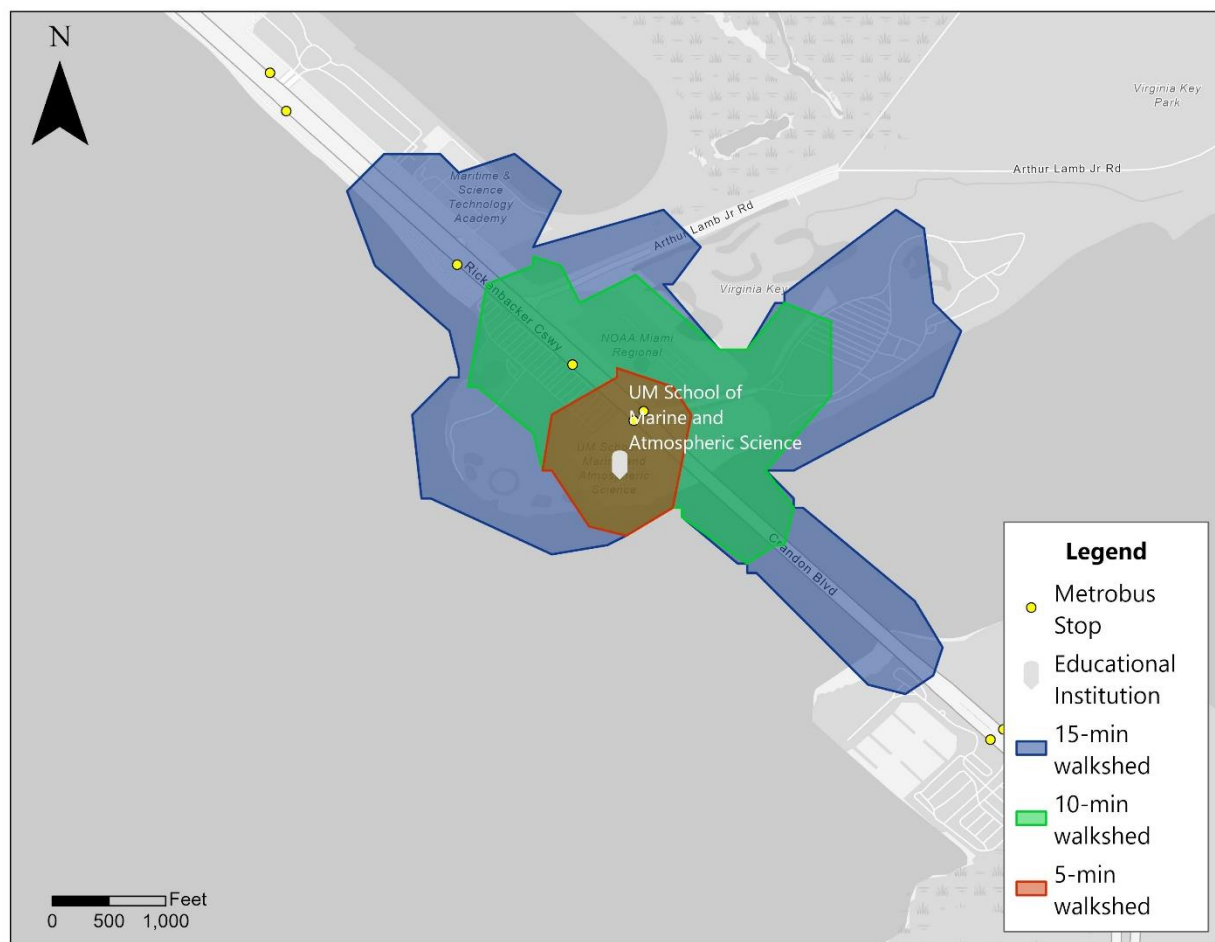


Source: [University of Miami School of Marine and Atmospheric Science](#)

Walkability: Map 2-59 illustrates the walkability of the areas surrounding the University of Miami – School of Marine and Atmospheric Science, with a focus on travel times to public transit stops. As shown on the map, most areas within the School of Marine and Atmospheric Science are within a 5-minute walk to a limited number of public transit stops, primarily located along Rickenbacker Causeway, the only corridor providing access to campus.

According to WalkScore, the area is classified as somewhat walkable, with a Walk Score of 23, indicating that it is highly car dependent. This low score may be attributed to the campus' remote location on Virginia Key, which is surrounded by the Biscayne Bay Aquatic Preserve and the Atlantic Ocean. The lack of nearby commercial or residential areas, along with limited pedestrian infrastructure, makes walking impractical for most daily errands, reinforcing the need for a car or transit access to essential services and other destinations.

Map 2-62: University of Miami School of Marine and Atmospheric Science Walkability to Public Transit Stops

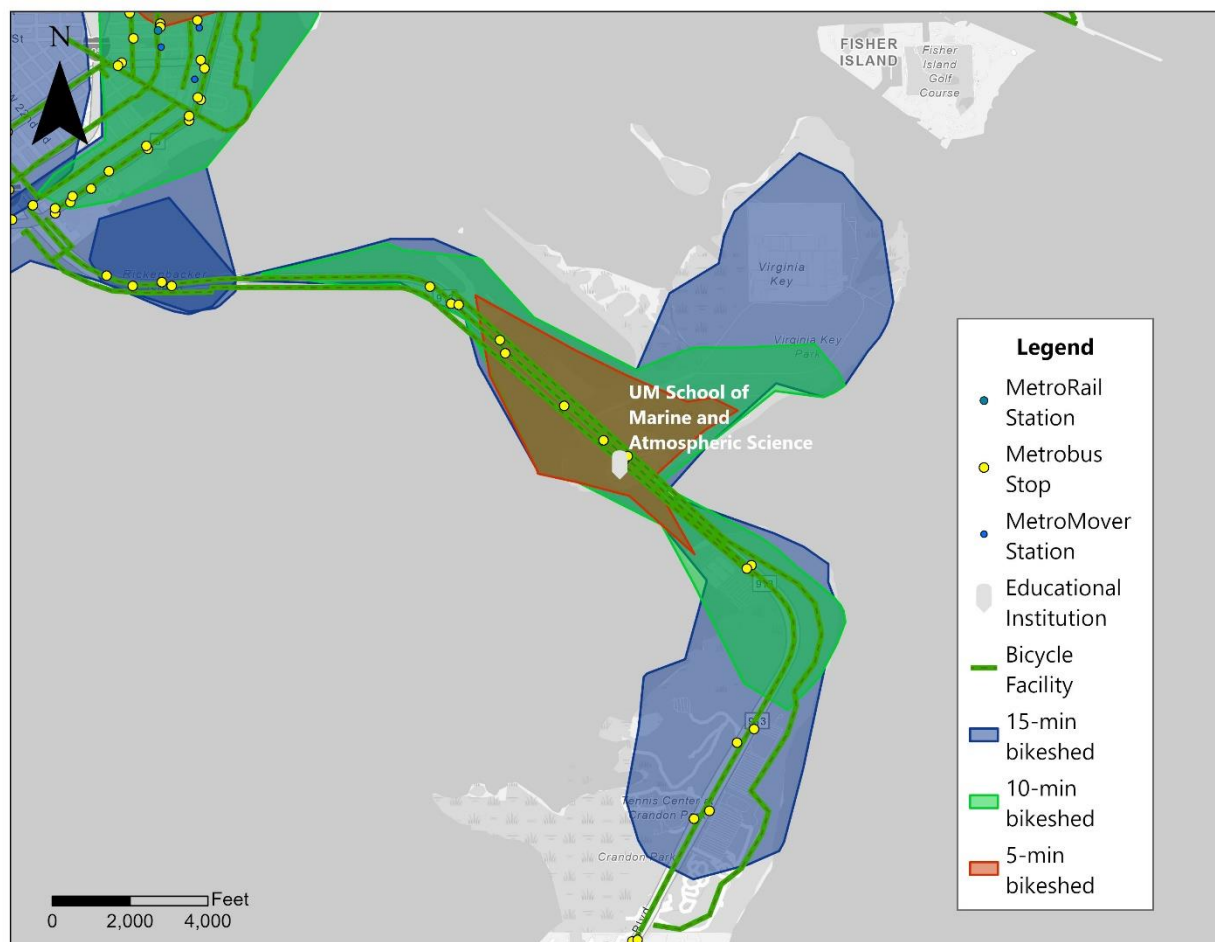


Source: Esri Business Analyst

Bikeability: Map 2-63 illustrates the bikeability of the areas surrounding the University of Miami – School of Marine and Atmospheric Science, with a focus on travel distances to public transit stops. As shown on the map, transit stops along Rickenbacker Causeway are accessible within a 5-minute bike ride from campus, facilitated by the Rickenbacker Trail, which connects Key Biscayne with several Miami neighborhoods. Additionally, within a 15-minute bikeshed, students can connect to Brickell Avenue and access the M-Path trail, further enhancing connectivity to the broader Miami cycling network.

According to WalkScore, the area has a BikeScore of 43, classifying it as somewhat bikeable. While the Rickenbacker Trail provides cycling infrastructure, it is primarily used for recreational purposes by cyclists who ride along the Rickenbacker Causeway daily. The lack of dedicated commuter-focused bike lanes and safe connections to urban centers limits the practicality of biking as a primary mode of transportation for students and faculty traveling to and from campus.

Map 2-63 University of Miami School of Marine and Atmospheric Science Bikeability to Public Transit Stops



Source: Esri Business Analyst

FIRST- AND LAST-MILE BICYCLE-
PEDESTRIAN MOBILITY
IMPROVEMENTS IN
MUNICIPALITIES IN MIAMI-DADE

SECTION 3

Mass Transit Services in Miami-Dade County



3. Mass Transit Services in Miami-Dade County

Given the extensive reach of Miami-Dade's mass transit system and its integration with regional and statewide networks, it is essential to evaluate how effectively these services connect to local communities. By examining ridership statistics and other key performance metrics, this study identifies transit hubs that could benefit from first- and last-mile connectivity enhancements. These improvements have the potential to be funded through the surtax collected by the Citizens' Independent Transportation Trust (CITT). The following sections detail the assessments conducted, offering a comprehensive look at transit across Miami-Dade County.

3.1 Metrorail

The Metrorail, a 25-mile rapid transit system, serves Miami and its surrounding areas with two lines and 23 stations, connecting vital locations such as MIA, downtown Miami, Coral Gables, South Miami, Hialeah, and Medley, as shown in **Map 3-1**. The system facilitates transfers to both Brightline and Tri-Rail at select stations, enhancing regional connectivity. Operating from 5 a.m. to midnight daily, Metrorail offers frequent service: trains run every 5-10 minutes during peak hours, 7½ -15 minutes during off-peak hours, and 10-20 minutes on weekends.

In recent years, Metrorail has experienced substantial ridership growth. In 2022, it served 11,446,854 riders, which increased to 13,261,255 riders in 2023, marking a 16% rise. This upward trend continued into 2024, with an additional 9% increase in ridership. As detailed in **Table 3-1**, nearly all stations observed significant ridership gains between Fiscal Year (FY) 2022 and FY 2023, with only three stations reporting slight declines. A standout performer, the Overtown Metrorail Station, recorded a remarkable 45% increase in riders from FY 2022 to FY 2024, largely attributed to its proximity and enhanced connections with Brightline and Tri-Rail at MiamiCentral.

Based on ridership, the top Metrorail stations in Miami-Dade County—Government Center, Brickell, Dadeland South, Civic Center, and Dadeland North—serve as key hubs for commuters, offering vital connections throughout the county. Government Center is the central hub, linking Metrorail to Tri-Rail, Brightline, Metromover, and Metrobus, providing access to major business districts like Downtown Miami and Brickell. Brickell Station is a key station for those commuting to the Brickell financial district, while Dadeland South and Dadeland North provide access to the southern part of the county, including the Dadeland Mall and surrounding residential areas. The UHealth | Jackson Station, formerly known as Civic Center, connects commuters to the Miami Health District, making it a critical stop for those traveling to hospitals, medical offices, and academic institutions. These stations play a crucial role in facilitating easy access to key destinations, reducing traffic congestion, and promoting the use of public transportation throughout Miami-Dade.

Brownsville, Santa Clara, and Okeechobee are among the Metrorail stations with the lowest ridership in the Miami-Dade system. These stations are situated in less densely populated areas with fewer major destinations nearby, resulting in lower commuter traffic compared to other, more central stations along the Metrorail line.

Miami-Dade County Citizens' Independent Transportation Trust

Task Work Order No. EVN0000308-02: First- and Last-Mile Bicycle-Pedestrian Mobility Improvements in Municipalities in Miami-Dade County

Table 3-1: Miami Metrorail Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 23 vs. 22	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4			
Allapattah	2022	86,454	97,030	108,244	109,666	401,394	▲ 20%	▲ 5%
	2023	117,266	125,064	123,086	118,119	483,535		
	2024	126,510	129,373	128,604	123,410	507,897		
Brickell	2022	262,466	298,490	323,593	321,055	1,205,604	▲ 20%	▲ 9%
	2023	331,220	391,341	362,935	364,619	1,450,115		
	2024	364,585	416,915	404,089	395,905	1,581,494		
Brownsville	2022	45,411	45,329	48,816	50,464	190,020	▲ 8%	▼ -16%
	2023	52,453	54,438	50,776	46,992	204,659		
	2024	44,062	38,986	44,803	43,406	171,257		
UHealth Jackson	2022	197,238	214,354	232,009	238,579	882,180	▲ 22%	▲ 8%
	2023	238,617	271,355	273,298	288,755	1,072,025		
	2024	268,056	274,730	301,690	308,773	1,153,249		
Coconut Grove	2022	82,140	92,762	97,893	94,852	367,647	▲ 13%	▲ 25%
	2023	99,599	107,895	108,796	98,005	414,295		
	2024	111,303	131,293	136,694	136,815	516,105		
Culmer	2022	60,673	64,591	64,460	63,209	252,933	▲ 14%	▼ -0.4%
	2023	66,645	75,486	76,152	70,922	289,205		
	2024	74,759	74,134	72,113	67,149	288,155		
Dadeland North	2022	206,787	224,884	244,399	242,546	918,616	▲ 17%	▲ 4%
	2023	247,895	275,249	281,510	272,333	1,076,987		
	2024	236,265	299,972	298,029	288,479	1,122,745		
Dadeland South	2022	242,809	255,519	273,810	279,968	1,052,106	▲ 21%	▲ 3%
	2023	296,912	325,105	326,734	321,394	1,270,145		
	2024	293,227	354,609	342,978	321,448	1,312,262		
Douglas Road	2022	160,384	176,337	185,654	183,984	706,359	▼ -33%	▲ 91%
	2023	194,664	68,412	38,958	170,875	472,909		
	2024	208,480	230,460	240,191	224,899	904,030		
Dr. Martin Luther King, Jr.	2022	53,410	56,699	58,763	58,803	227,675	▲ 10%	▲ 6%
	2023	60,698	63,535	63,568	62,340	250,141		
	2024	65,530	57,934	68,752	72,601	264,817		
Earlington Heights	2022	74,032	81,273	88,905	89,939	334,149	▲ 17%	▲ 2%
	2023	93,731	101,041	98,582	98,223	391,577		
	2024	98,392	110,578	103,319	85,894	398,183		
Government Center	2022	350,441	399,764	418,606	412,523	1,581,334	▲ 19%	▲ 1%
	2023	440,170	508,033	477,742	459,129	1,885,074		

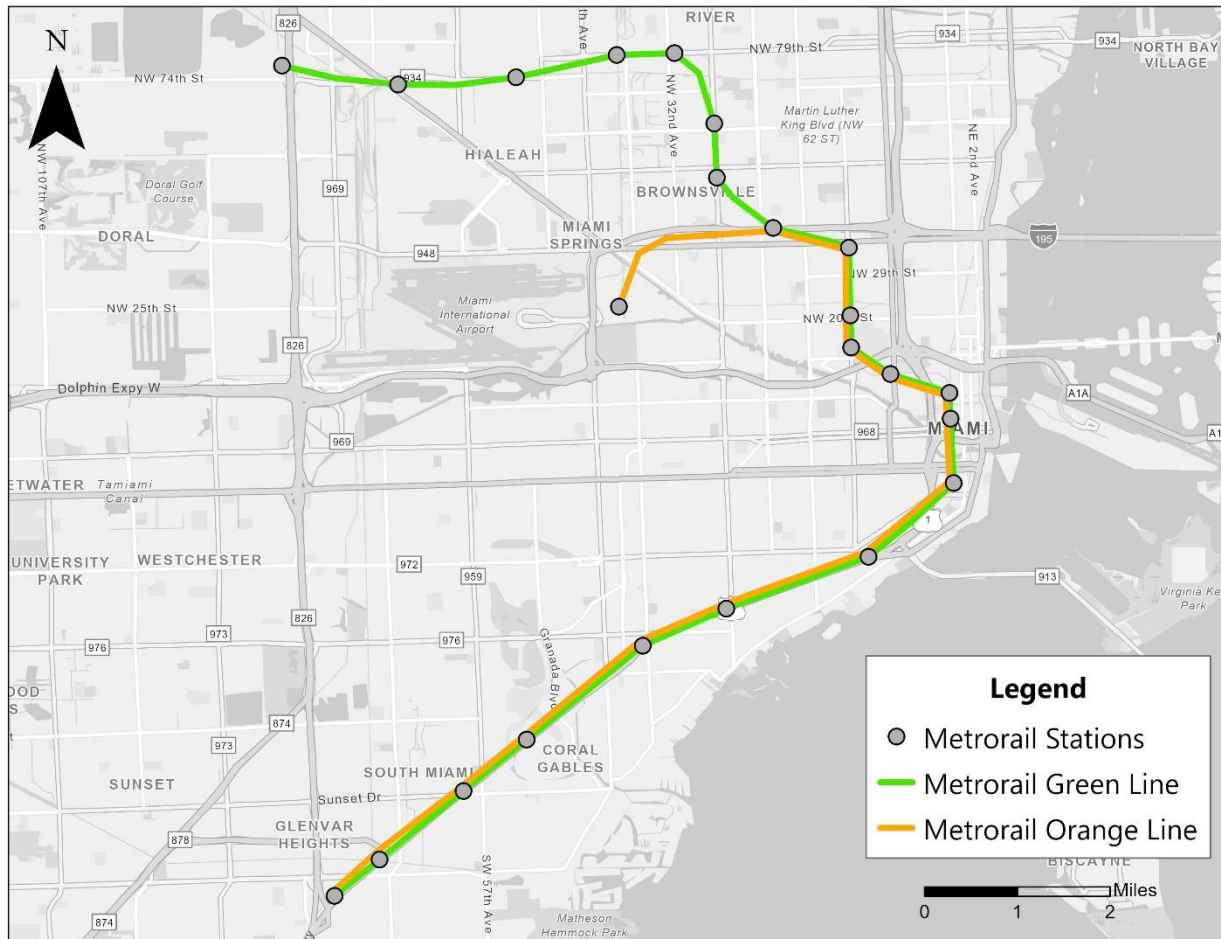
Miami-Dade County Citizens' Independent Transportation Trust

Task Work Order No. EVN0000308-02: First- and Last-Mile Bicycle-Pedestrian Mobility Improvements in Municipalities in Miami-Dade County

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 23 vs. 22	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4			
	2024	444,398	516,429	474,184	476,350	1,911,361		
Hialeah	2022	61,056	66,995	72,840	74,614	275,505	▲ 5%	▲ 18%
	2023	78,911	77,648	73,517	58,668	288,744		
	2024	67,774	86,731	95,340	90,032	339,877		
Miami International Airport	2022	73,783	86,173	94,814	92,659	347,429	▲ 25%	▲ 2%
	2023	103,146	113,328	109,214	107,703	433,391		
	2024	100,408	108,220	117,475	115,047	441,150		
Northside	2022	75,518	79,507	86,983	89,136	331,144	▲ 16%	▲ 1%
	2023	92,057	101,061	100,540	91,235	384,893		
	2024	104,963	99,934	103,118	81,151	389,166		
Okeechobee	2022	45,567	48,619	52,988	55,298	202,472	▲ 19%	▲ 17%
	2023	52,264	64,346	64,223	60,444	241,277		
	2024	62,700	71,272	74,926	73,823	282,721		
Overtown	2022	69,299	83,114	95,163	92,154	339,730	▲ 30%	▲ 15%
	2023	82,581	116,245	122,506	118,737	440,069		
	2024	105,484	138,314	134,008	130,204	508,010		
Palmetto	2022	59,837	66,788	73,906	75,939	276,470	▲ 23%	▲ 4%
	2023	77,216	88,791	90,641	84,454	341,102		
	2024	85,849	85,808	91,428	93,122	356,207		
Santa Clara	2022	34,790	37,989	43,206	42,437	158,422	▲ 23%	▲ 16%
	2023	45,121	51,484	50,133	47,704	194,442		
	2024	52,098	57,594	59,489	56,621	225,802		
South Miami	2022	112,706	120,810	128,569	128,671	490,756	▲ 13%	▲ 11%
	2023	135,356	150,251	137,493	133,424	556,524		
	2024	139,608	162,415	161,455	156,239	619,717		
Tri-Rail	2022	55,112	62,054	68,235	69,644	255,045	▲ 23%	▲ 8%
	2023	72,565	84,882	81,591	75,891	314,929		
	2024	86,587	87,912	86,309	80,745	341,553		
University	2022	83,824	96,208	91,940	105,462	377,434	▲ 29%	▲ 6%
	2023	115,935	138,662	111,070	121,921	487,588		
	2024	122,781	148,636	110,627	136,855	518,899		
Vizcaya	2022	61,963	67,775	72,142	70,550	272,430	▲ 17%	▲ 14%
	2023	76,331	85,815	83,431	72,052	317,629		
	2024	85,670	94,271	93,062	87,883	360,886		

Source: [Miami Transit Ridership Reports](#)

Map 3-1: Miami Metrorail Stations



Source: [Miami Metrorail Stations](#)

A first- and last-mile assessment around these stations was conducted, which is summarized as follows.

3.1.1 Palmetto Metrorail Station

The Palmetto Metrorail Station, situated at the northernmost end of the Metrorail system, serves as a crucial transportation hub and is the focus of a proposed Transit-Oriented Development (TOD)¹². This station is poised to become an essential multimodal transfer point for freight, rail, bus, and active transportation due to its strategic location near the Medley, Hialeah, and Hialeah Gardens industrial zones. As the station undergoes improvements, several key characteristics have been identified to guide future first- and last-mile recommendations:

¹² [Transit Oriented Development \(TOD\)](#)

Context: The surrounding area is characterized by industrial land uses, which present notable challenges for pedestrian and bicycle access. These challenges include:

- Long blocks with limited controlled crossing points.
- Streets lined with blank walls that lack storefronts or sidewalk activity.
- High truck traffic volumes, contributing to congestion and safety concerns.
- Elevated vehicle speeds, creating hazardous conditions for non-motorized travelers.
- Sidewalks intersected by numerous driveways, increasing potential conflicts between pedestrians and vehicles.

Population: The Palmetto Metrorail Station is in one of the least densely populated areas within the northern Metrorail corridor. Despite its relatively low residential population, the station attracts a high volume of commuters due to its proximity to large industrial parks and major employment centers. Many individuals working in nearby logistics, manufacturing, and warehousing sectors rely on this transit hub for daily transportation needs.

Employment: Within a half-mile radius of the Palmetto Metrorail Station, there is a significant concentration of employment centers, making it one of the most economically active transit areas in the county. The station is surrounded by an extensive network of industrial parks, warehouses, and distribution centers, solidifying its role as a primary access point for workers in freight, logistics, and manufacturing industries.

Pedestrian and Bicycle Infrastructure: Despite the station's importance, the availability of pedestrian and bicycle infrastructure remains limited. For example:

- NW 77 Street features a sidewalk, but only on one side, leading to the formation of informal pathways, or “cow paths,” on the east side of the station.
- NW 74 Street offers bicycle lanes on both sides of the roadway, providing some connectivity to the southern segment of the station, which is home to numerous warehouses, distribution hubs, and industrial buildings.
- Local streets within a half-mile radius of the station lack designated sidewalks and bicycle lanes, creating mobility barriers for pedestrians and cyclists.

Other Considerations: As the Palmetto Metrorail Station transitions into a Transit-Oriented Development, it will be critical to enhance access and connectivity between the station and surrounding employment centers. Future improvements should prioritize:

- The integration of pedestrian and bicycle-friendly infrastructure to ensure safe and efficient movement.
- The establishment of clear connections between transit services and industrial zones.
- The creation of accessible pathways that support multimodal transportation options, encouraging seamless travel for commuters and workers alike.

The transformation of the Palmetto Metrorail Station into a TOD will position it as a key gateway for industrial and business activity while fostering improved mobility for transit users. Thoughtful planning and infrastructure investments will be essential in supporting its role as a vital link within the regional transportation network.

3.1.2 Okeechobee Metrorail Station

The Okeechobee Metrorail Station, the second northernmost station in the Metrorail system, is an essential transportation node within the City of Hialeah. Similar to the Palmetto Metrorail Station, it is the focus of a proposed Transit-Oriented Development (TOD)¹³ that aims to enhance accessibility, connectivity, and the overall transit experience. Surrounded by warehouses, industrial parks, and commercial businesses, the station serves as a vital link for commuters, workers, and freight movement. As part of its transformation, several defining characteristics and improvement recommendations have been identified:

Context: The immediate vicinity of the Okeechobee Metrorail Station is characterized by predominantly industrial land uses, which present significant pedestrian and bicycle accessibility challenges, including:

- Long blocks with few controlled crossing points, limiting safe pedestrian movement.
- Blank walls and inactive streetscapes, resulting in minimal storefront activity or engagement for commuters.
- High volumes of truck traffic, contributing to congestion and hazardous conditions for non-motorized travelers.
- Elevated vehicle speeds, posing safety risks for pedestrians and cyclists.
- Sidewalks are frequently interrupted by driveways, leading to conflicts between the pedestrian movement and vehicular access.

Population: Within a half-mile radius, the station's population density is low to medium, largely due to its proximity to West Hialeah's residential areas. The planned TOD initiative is expected to substantially increase the number of residents within the surrounding census tracts, encouraging a shift toward a more walkable, transit-friendly community. As urban growth continues, the station will play a critical role in supporting commuter traffic from both existing and newly developed neighborhoods.

Employment: Similar to the Palmetto Metrorail Station, the Okeechobee Metrorail Station is positioned within one of the most economically active districts in Miami-Dade County. Within half a mile, the station is surrounded by:

- A high concentration of employment centers that serve thousands of workers daily.
- Numerous industrial parks, warehouses, and logistics facilities, reinforcing its significance as a transit and freight hub.
- Key business areas that contribute to the region's economic vitality, making seamless transit connectivity essential for both employees and industrial operations.

Pedestrian and Bicycle Infrastructure: Despite the station's importance, pedestrian and bicycle infrastructure remains fragmented, creating mobility barriers for residents and commuters. Within half a mile, critical gaps in infrastructure include:

- Missing sidewalks along West 20 Street, West 10 Avenue, and West 19 Street, hindering pedestrian movement.

¹³ [Transit Oriented Development \(TOD\)](#)

- The only existing pedestrian access points being West 20 Street and West 10 Avenue, restricting safe walking routes.
- Sidewalk discontinuities on West 19 Street, further limiting walkability.
- The presence of high vehicular and truck traffic, wide roads, and high-speed intersections, making pedestrian travel difficult and dangerous.
- Though residential neighborhoods lie north of the station, their connectivity to transit remains hindered due to insufficient pedestrian infrastructure and roadway design challenges.

Other Considerations: As Okeechobee Station evolves into a TOD, a key priority will be integrating pedestrian-friendly design and improving overall station accessibility. The redevelopment effort should focus on:

- Enhanced pedestrian circulation, ensuring safe and efficient movement within the area.
- Connecting the station to regional trails, including the Ludlam Trail, located on the south side of the station, fostering improved mobility and accessibility for residents, cyclists, and commuters.
- Multimodal infrastructure investments, creating a balanced transportation environment that supports walking, cycling, transit use, and vehicular access.

3.1.3 Hialeah Metrorail Station

The Hialeah Metrorail Station serves as a key transportation node within the City of Hialeah. The planned mid-rise residential development along East 4 Avenue, adjacent to the Hialeah Park Casino, is expected to increase population density in the area. The station is surrounded by residential neighborhoods and some retail establishments, particularly on its western side.

Context: The immediate vicinity of the Hialeah Metrorail Station is characterized by predominantly residential with some commercial land uses. On the north side of the station, the Hialeah Racetrack is located, and potential redevelopment opportunities could increase population and employment density in the area. A pedestrian bridge to connect to the Racetrack is maintained and operated by Miami-Dade Transit, which connects to the Racetrack. Streets surrounding the station have the following context:

- Long blocks with few controlled crossing points, limiting safe pedestrian movement.
- Blank walls and inactive streetscapes on East 4 Avenue, resulting in minimal storefront activity or engagement for commuters.
- High volumes of truck traffic on SR 934/East 21 Street, contributing to congestion and hazardous conditions for non-motorized travelers.
- Elevated vehicle speeds, posing safety risks for pedestrians and cyclists.
- Sidewalks frequently interrupted by light poles that are inoperative, leading to conflicts between pedestrian movement.

People: Within half a mile from the station, the area has a high-density population, specifically on the south side, where several mid-rise residential developments can be found. As mentioned previously, proposed development on East 4 Avenue, east of the Hialeah Racetrack, will further increase population density, necessitating improved pedestrian and bicycle connectivity.

Employment: Businesses in the area are largely concentrated to the north and northwest of the station, comprising retail shops, car repair services, gas stations, and body shops. A small market plaza is located west of the station, while several hospitals and medical centers to the northeast indicate that many commuters may use the station for work-related travel.

Pedestrian and Bicycle Infrastructure: A walking audit conducted by the City of Hialeah in 2023¹⁴ revealed several pedestrian and bicycle infrastructure challenges around the station. Sidewalks are present along SR 934/East 21 Street and East 4 Avenue, but many suffer from cracks, inadequate landscape maintenance, and a lack of designated bicycle facilities.

A well-worn cow path on the northeast corner of the station's parking lot indicates that many pedestrians prefer this informal route to access East 4 Avenue rather than following East 21 Street. Although sharrows exist on East 21 Street suggest shared road use for cyclists, high traffic volumes, heavy truck presence, excessive speeds, and multiple lanes make bicycling on this corridor highly stressful.

Additional pedestrian and bicycle concerns include the intersection of East 21 Street and East 4 Avenue, where the absence of high-visibility crosswalks increases the risk of crashes. Furthermore, both streets lack mid-block crossings, resulting in frequent jaywalking, which heightens the risk of pedestrian fatalities or severe injuries.

Other Considerations: First- and last-mile recommendations for this station prioritize pedestrian and bicycle infrastructure enhancements to support the city's continued growth. Key improvements include additional bus stop locations along East 4 Avenue, mid-block crossings, and protected bicycle lanes along East 21 Street. As population and employment density continue to rise, strategic mobility enhancements will play a vital role in ensuring safe and efficient access to Hialeah Station.

3.1.4 Tri-Rail Metrorail Station

The Tri-Rail Metrorail Station serves as a vital transit hub, providing key connections between Downtown Miami and the Miami International Airport, transferring to the Tri-Rail system, which links passengers to Broward and Palm Beach counties. Ongoing mid-rise residential developments along East 25 Street and East 11 Avenue, including a 55-unit project adjacent to the station, are expected to increase population density. The City of Hialeah's TOD Zoning District has significantly influenced growth within a half-mile radius of the station.

Context: The immediate surroundings of the Tri-Rail Metrorail Station consist of a mix of residential and industrial land uses. To the north, the Amtrak Miami Station is surrounded by warehouses, car shops, and auto repair centers. Key characteristics within a half-mile radius of the station include:

- Mid side blocks with controlled crossing points, limiting safe pedestrian movement.
- Sidewalks are frequently interrupted or blocked by driveways where car shops operate their business and enforcement is lacking, leading to conflicts between pedestrian movement.
- Blank walls and inactive streetscapes on East 11 Avenue, resulting in minimal storefront activity or engagement for commuters.
- High volumes of truck traffic on SR 934/East 25 Street, contributing to congestion and hazardous conditions for non-motorized travelers.
- Presence of illegal crossing along the railroad tracks
- Lack of overall maintenance and litter can be found in the public right-of-way.

People: Within half a mile from the station, the area has a low-density population, specifically in the immediate surroundings of the station due to the presence of warehouses, auto repair shops, and

¹⁴ [Audit / Survey Results | City of Hialeah 2050 Master Plan](#)

other local businesses. A higher population density can be found west of East 10 Avenue and south of East 21 Street, on the west and south sides of the station, respectively.

Employment: Multiple businesses can be found within walking distance of the station. However, most of these businesses are industrial, warehouses, and car repair services, which may not attract foot traffic or do not serve commuters. Sidewalks are blocked by driveways and car repair businesses, conflicting with the pedestrian movement in the area.

Pedestrian and Bicycle Infrastructure: Several issues concerning pedestrian and bicycle infrastructure are prevalent in this area that could serve as a transportation mobility hub. Pedestrian access to and from the Amtrak Miami Station is subpar as the area is highly industrialized and completely separated from the Tri-Rail Metrorail Station. Potential connectivity is necessary to transform this area into a vibrant and more walkable area. The Miami-Dade Transportation Planning Organization SMART STEP Pedestrian and Bicycle Study in 2023¹⁵, identified several deficiencies and proposed solutions:

- Repairing cracked sidewalks
- Enhancing crosswalks and signalization along East 25 Street
- Enforcing regulations against businesses blocking sidewalks
- Addressing illegal parking issues
- Encouraging redevelopment through improved zoning principles
- Developing the Hialine, a proposed shared-use path following the Metrorail alignment

Other Considerations: First- and last-mile recommendations should focus on pedestrian and bicycle infrastructure improvements to support the city's growing population and ensure safe, accessible mobility options. Enhancing bus stop facilities will be crucial for improving comfort and the overall transit experience, making public transportation more convenient and user-friendly. Additionally, strengthening multimodal connectivity along East 25 Street will be vital as development in the corridor continues to expand, ensuring seamless transitions between walking, cycling, transit, and other mobility options.

3.1.5 Northside Metrorail Station

The Northside Metrorail Station stands out as one of the early TOD projects in the region, integrating transit accessibility with residential growth. The mid-rise development adjacent to the station, offering 319 affordable housing units, reflects efforts to create a more livable, transit-centric community. Additionally, the inclusion of a shared parking garage benefits both commuters and residents by enhancing accessibility. However, despite these advancements, several mobility issues remain. The fundamental first- and last-mile connectivity challenges persist, hindering the full realization of a pedestrian-friendly and multimodal environment. To maximize the effectiveness of TOD, infrastructure improvements are needed to ensure seamless connections between transit users, pedestrians, and cyclists.

Context: The immediate surroundings of the Northside Metrorail Station consist of a mix of residential, commercial, industrial, and vacant land uses. Despite the high-density residential development adjacent to the station, the area is surrounded by low-density residential uses on the

¹⁵ [Tri-Rail Smart Step Bicycle and Pedestrian Needs Study Executive Summary, January 2024](#)

south side of the station, and a Walmart and commercial plaza on the west side. Key characteristics within a half-mile radius of the station include:

- Mid side blocks with controlled crossing points, limiting safe pedestrian movement.
- Blank walls and inactive streetscapes on East 4 Avenue, resulting in minimal storefront activity or engagement for commuters.
- High volumes of truck traffic on SR 934/NW 79 Street, contributing to congestion and hazardous conditions for non-motorized travelers.
- Truck parking on the north side of the station contributes to the high pollution and noise levels within the area.
- Lack of overall maintenance and litter can be found in the public right-of-way.

People: Within half a mile of the station, the area has a low-density population, particularly in its immediate surroundings. This is largely due to the presence of a vacant lot south of the station and the prevalence of low-density residential dwellings nearby.

Employment: Several businesses are within walking distance of the station, including Walmart and other retail stores to the west. To the north, there is a truck parking lot and a gas station, while the northeast side features a market plaza with retail stores and restaurants. Improving connectivity between the development and employment centers to the north and west of the station will be essential for enhancing accessibility and economic opportunities. Strengthening pedestrian infrastructure, transit links, and multimodal options can help bridge these gaps, supporting both workers and businesses in the area.

Pedestrian and Bicycle Infrastructure: Several pedestrian and bicycle infrastructure challenges exist in this area. Cracked sidewalks and the absence of sidewalks south of the station, due to a vacant lot, create gaps in accessibility. Within half a mile from the station, no dedicated bicycle lanes are available, though new developments have introduced shared-use paths around the station. At NW 32 Avenue and SR-934/NW 79 Street, high-visibility crossings are lacking, posing a safety risk for pedestrians. Additionally, many commuters who disembark at the station walk along NW 78 Street and cross westward at NW 32 Avenue instead of heading toward SR-934/NW 79 Street. A mid-block crossing at NW 32 Avenue and NW 78 Street could be a valuable improvement, helping to prevent pedestrian crashes, and enhancing walkability in the area.

Other Considerations: To improve first- and last-mile accessibility for this station, efforts should focus on creating safe and seamless connections to key employment hubs, including Walmart Plaza to the west and the market retail area at SR 9/NW 27 Avenue and SR 934/NW 79 Street. Prioritizing pedestrian and bicycle infrastructure enhancements will be essential for supporting current and future residents of the Northside Transit-Oriented Development, ensuring safer and more accessible mobility options. Strengthening multimodal connectivity along NW 79 Street is also critical as development in the corridor continues to expand. Future redevelopment efforts should extend north of the station, addressing environmental and pollution concerns stemming from truck parking adjacent to residential areas. Reducing truck volume in this vicinity will help mitigate risks for pedestrians and cyclists, improving overall safety and accessibility.

3.1.6 Martin Luther King, Jr. Metrorail Station

The Martin Luther King, Jr. Metrorail station is a notable early TOD project in the county, integrating transit access with an office building since its construction in 2003. Currently, the parking garage

remains temporarily closed, with no scheduled reopening plans. As future projects unfold, efforts should focus on enhancing pedestrian mobility, attracting businesses, and integrating the surrounding community. Transforming this space into a more walkable, vibrant neighborhood will help maximize its potential as a key transit hub, fostering economic growth and accessibility for residents and commuters.

Context: The immediate surroundings of the Martin Luther King, Jr. Metrorail Station consist of a mix of institutional, commercial, residential, and vacant land uses. Key characteristics within a half-mile radius of the station include:

- Long-side blocks with few controlled crossing points, limiting safe pedestrian movement.
- Blank walls and inactive streetscapes are due to the construction of a parking garage and vacant lots south of the station.
- High volumes of vehicle traffic on SR 9/NW 27 Avenue.
- Unsafe intersections that lack stop bars or crosswalks east of the parking garage, near residential neighborhoods.
- Presence of illegal parking on adjacent local roads due to the absence of the parking garage.

People: Within half a mile from the station, the area has a low-density population, specifically in the immediate surroundings of the station due to the presence of a vacant lot on the south of the station and other low-density residential dwellings. The area with the highest population density is located northeast of the station between SR 9/NW 27 Avenue and NW 2 Avenue.

Employment: As mentioned previously, most of the lots surrounding the station have a land use designation of institutional, as the station is directly adjacent to the Miami-Dade's Corrections Department to the east, an educational facility and the Fire Rescue Department facility to the west, and a religious building to the north. South of the station, warehousing and parking facilities can be found and a restaurant on the southeast corner of NW 62 Street and SR 9/ NW 27 Avenue.

Pedestrian and Bicycle Infrastructure: This area faces significant pedestrian and bicycle infrastructure challenges that impact accessibility and safety. Sidewalk cracks and the absence of sidewalks west of the station create barriers for pedestrians. On NW 63 Street, vehicles frequently obstruct sidewalks or park on the swale, contributing to accessibility issues. Additionally, illegal parking remains a persistent problem due to the lack of a parking garage and enforcement measures. At NW 62 Street and NW 25 Avenue, the absence of crosswalks poses a risk to pedestrian safety, while the high-visibility crosswalks at NW 62 Street and SR 9/NW 27 Avenue help encourage safer pedestrian movement. Furthermore, the lack of dedicated bicycle lanes within half a mile of the station limits safe cycling options, highlighting the need for improved infrastructure to support multimodal transportation.

Other Considerations: To improve first- and last-mile accessibility for this station, efforts should prioritize the strict enforcement of illegal parking regulations, ensuring unobstructed pathways for commuters. Additionally, maintaining a consistent schedule for station upkeep—including regular cleaning and infrastructure maintenance—will significantly enhance the safety and overall experience of daily users. A well-maintained and orderly environment fosters a more efficient and welcoming transit hub for all passengers.

3.1.7 Brownsville Metrorail Station

The Brownsville Metrorail station also stands out as one of the early TOD projects in the county¹⁶, integrating transit and residential building with affordable housing since its construction in 2014. This station is within Unincorporated Miami-Dade County and local roads are maintained and operated by the County. A parking garage is shared with both commuters and residents of the residential development.

Context: The immediate surroundings of Brownsville Metrorail Station consist of a mix of low-density residential, medium-residential, and vacant lots. Despite the high-density residential development adjacent to the station, the area is surrounded by low-density residential uses on the south side of the station and a grocery store and other retail buildings on the east side. Key characteristics within a half-mile radius of the station include:

- Long-side blocks with few controlled crossing points, limiting safe pedestrian movement on SR 9/NW 27 Avenue.
- Vacant lot north of the station with inactive streetscapes
- High volumes of vehicle traffic on SR 9/NW 27 Avenue, like the Martin Luther King, Jr. station
- Presence of illegal parking on adjacent local roads due to the absence of the parking garage.

People: Within half a mile from the station, the area has a high and medium density population, specifically in the immediate surroundings of the station due to the presence of a vacant lot on the north of the station and other low-density residential dwellings. The area with the highest population density is located northeast of the station between SR 9/NW 27 Avenue and SR 944/NW 54 Street.

Employment: As mentioned previously, most of the lots surrounding the station have a land use designation of residential and there are very few businesses surrounding the station. However, a grocery store located on the northwest corner of NW 52 Street and SR 9/ NW 27 Avenue serves the Brownsville neighborhood. The Brownsville Renaissance Center shopping mall located on the northeast corner of NW 54 Street and SR 9/ NW 27 Avenue also serves as an employment hub where various restaurants and retail stores can be found in that area.

Pedestrian and Bicycle Infrastructure: The area faces considerable challenges related to pedestrian and bicycle infrastructure. Within a half-mile radius, local roads lack crosswalks, making safe street crossings difficult for pedestrians. Sidewalk conditions are also problematic, with cracks affecting accessibility and the complete absence of sidewalks west of the station further limiting pedestrian movement.

Navigating across SR-9/NW 27 Avenue from the station presents additional difficulties, as there are no mid-block crossings to facilitate direct access. Passengers seeking to reach the western side of SR-9/NW 27 Avenue must walk northward to SR 944/NW 54 Street or southward to NW 50 Street, increasing travel time and potential safety risks.

Furthermore, bicycle infrastructure is notably absent, with no designated lanes within half a mile of the station. This lack of dedicated cycling space reduces accessibility for cyclists and discourages sustainable transportation options in the area. Addressing these infrastructure gaps would significantly enhance mobility and safety for pedestrians and cyclists alike.

¹⁶ [Transit Oriented Development \(TOD\)](#)

Other Considerations: To improve first- and last-mile accessibility for this station, efforts should prioritize implementation of sidewalks within half a mile of the station. Roads such as NW 48 Street, NW 49 Street, NW 50 Street, and NW 51 Street do not have sidewalks. Future development of the vacant lot on the north side of the station may enhance the overall safety and built environment of the station area.

3.1.8 Miami International Airport Metrorail Station

For information about this station, refer to **Section 3.2**, the Miami Intermodal Center (MIC).

3.1.9 Earlington Heights Metrorail Station

The Earlington Heights Metrorail Station is within Unincorporated Miami-Dade County, located on the southeast corner of NW 41 Street and NW 22 Avenue, north of SR 112/Airport Expressway. A parking garage is shared with both commuters and residents of the residential development.

Context: The land use around this station is largely comprised of low-density residential development, with some instances of medium-density housing throughout the buffer zone, and commercial use along the arterial corridors; arterial roads include NW 22 Avenue, NW 17 Avenue, NW 36 Street, and NW 46 Street. Notable points of interest within the buffer zone include Kelsey L. Pharr Elementary School, Earlington Heights Elementary School, Miami Jackson Senior High School, the Allapattah Branch Library, and several smaller businesses including barbers, auto shops, and grocers.

A prevailing theme surrounding this station is that pedestrian infrastructure (i.e., sidewalks and crosswalks) tend to be in poor condition, although they are considerably worse along the main corridors. For example, the sidewalk on the southeastern corner of NW 22 Avenue and NW 45 Street is cracked, posing an accessibility issue and safety concerns. Additionally, sidewalks tend to be narrow relative to the wide roads they run along; this infrastructure is systemically undermined by driveway cuts and wide turning angles that create longer crossings and thereby more dangerous conditions for pedestrians.

This phenomenon can be observed on NW 17 Avenue, with several exits out of local streets creating wide-turning radii. Overall, the half-mile buffer from the Earlington Heights station exhibits conflicting infrastructures and development; local residential streets are cut through by large arterial roads and expressway interchanges that deteriorate pedestrian activity.

People: Users of this station are most likely to be residents of the surrounding neighborhoods. There are some local businesses in the nearby arterial roads, which may contribute to boardings at this station.

Employment: Jobs near this station primarily include service-related and educational employment opportunities. However, the surrounding area does not reflect an employment hub.

Pedestrian and Bicycle Infrastructure: As noted earlier, pedestrian and bicycle infrastructure remains limited throughout the buffer zone. Residential streets are set at 30 miles per hour, which is significantly higher than speed limits in other residential areas of Miami, potentially impacting safety for non-motorized users. Crosswalks are generally in poor condition, further restricting safe pedestrian movement. Additionally, there are no dedicated bicycle lanes in the buffer zone, though a “sharrow” lane is present along NW 36 Street, providing shared roadway access for cyclists.

Other Considerations: Encouraging first- and last-mile trips around the Earlington Heights Metrorail station faces several challenges due to limited transportation infrastructure and auto-centric development patterns. For one, residential zones lack alternative transportation infrastructure, making it difficult for pedestrians and cyclists to navigate safely. Additionally, arterial roads are hostile toward non-motorized users, with high traffic volumes and minimal pedestrian-friendly design.

Businesses along these corridors reinforce this automobile-oriented landscape, including junk car lots, auto body shops, and smaller retail establishments with large parking spaces. This design prioritizes vehicle access over safe pedestrian and bicycle mobility, further restricting efficient transit connectivity. To enhance first- and last-mile access, improving sidewalk continuity, adding protected bicycle infrastructure, and designing safer crossings would be critical steps toward making the station more accessible to a broader range of users.

3.1.10 Allapattah Metrorail Station

Introduction: The Allapattah Metrorail Station is located within the City of Miami on the southeastern corner of NW 12 Avenue and NW 36 Street. It features a Metrobus station to the immediate east side of the station that allows connectivity between both modes of transportation.

Context: The immediate surroundings of the station are primarily dedicated to low-density residential dwellings although there is also some presence of medium-density residential apartments. The only park located within the half-mile radius of the station is Moore Park, which features a football field and several tennis courts. There are also local educational institutions within the half-mile buffer, like Mater Academy of International Studies and Santa Clara Elementary School. Amenities nearby include local grocery stores, restaurants, and small businesses, though these establishments are concentrated on corridors such as NW 29 Street and NW 36 Street.

People: The surrounding area indicates a medium-high population density due to the blend of low- and medium-density housing. Transit users of this station can include residents living nearby the station but also commuters that are connecting between Metrorail and Metrobus transfers. This station does not feature nearby parking, therefore first- and last-mile mobility solutions have a unique opportunity to provide safer, more efficient mobility to users of the Allapattah Metrorail Station. Also, residents near the Allapattah Metrorail Station appear to have a higher density of personal vehicles per household, suggesting that alternative modes of transportation are not properly integrated or prioritized throughout the buffer.

Employment: As mentioned previously, employment hubs throughout the buffer zone are concentrated along the corridors of NW 36 Street and NW 29 Street. Jobs in the service sector—including restaurants, beauty salons, and grocery stores—are prevalent throughout Allapattah.

Pedestrian and Bicycle Infrastructure: The main corridors of NW 12 Avenue, NW 36 Street, and NW 29 Street are responsible for most of the commercial activities near the station; however, there is limited pedestrian and bicycle access into these amenities. Although most residential streets throughout the buffer feature some sidewalks, varying in condition, there are still limited crossings along the aforementioned corridors. Furthermore, bicycle infrastructure is not present within the

half-mile buffer. There are shared-arrow lanes (i.e., “*sharrows*”) along NW 12 Avenue and NW 36 Street; however, these are unprotected and are often dangerous.

Other Considerations: The Allapattah neighborhood is situated directly west of Wynwood, a touristic hub featuring cultural and commercial attractions. Pedestrian and bicycle infrastructure along NW 36 Street would provide an excellent opportunity to provide mobility to residents, workers, and tourists.

3.1.11 Santa Clara Metrorail Station

Introduction: The Santa Clara Metrorail Station is located on NW 12 Avenue and NW 21 Street; the half-mile buffer around this station is bisected by NW 20 Street, which acts as a primary thoroughfare.

Context: The north half of the buffer is predominantly industrial, featuring warehouses, wholesale grocers, and storage facilities. Despite this industrial presence, some low-density housing can be found along NW 24 Street, alongside apartment complexes like Santa Clara Apartments, adjacent to the Metrorail station, and Miami Stadium Apartments in the northeastern section. In contrast, the southern half is dominated by the Health District, home to key institutions such as the City of Miami Fire and Rescue Station No. 5, Miami-Dade College Medical Campus, Jackson Memorial Hospital complex, and UHealth/Jackson Metrorail Station. This area serves as a vital hub for healthcare, education, and emergency services, shaping its distinct urban character.

People: Transit users of this station are likely to be residents of the Santa Clara Apartments or students and faculty attending the Miami-Dade College Medical Campus. Although the station is somewhat proximal to the Jackson Memorial Hospital, there is another Metrorail station dedicated to direct connectivity into the Health District.

Employment: Employment hubs around this station are largely related to industrial-related work. Packaging, distribution, and logistics are the primary jobs within the buffer.

Pedestrian and Bicycle Infrastructure: Pedestrian infrastructure is generally poor north of NW 20 Street, consistent with the area's industrial land use, while sidewalks are more prevalent south of NW 20 Street. Currently, there is no dedicated bicycle infrastructure within the half-mile buffer, except for the “*sharrows*” along NW 12 Avenue, which indicate shared roadway space for cyclists but offer no physical separation from vehicle traffic.

Other Considerations: Pedestrian and bicycle infrastructure are extremely limited around this station, hindering potential first- and last-mile connections to other transit hubs.

3.1.12 UHealth | Jackson Metrorail Station

Introduction: This station is just under half a mile away from the Santa Clara Metrorail Station. It is located along NW 12 Avenue, between NW 16 and NW 15 Street. It serves as a transit hub in the City of Miami's Health District, which is composed of hospitals, research institutes, clinics, and government offices like the Miami-Dade Health Department.

Context: The station is located at the heart of the Health District. Consequentially, the land-use within the half-mile buffer must balance multimodal forms of transportation, especially pedestrian infrastructure. Notable points of interest include Jackson Memorial Hospital, the University of Miami Health System, the Miami Veterans Affairs Medical Center, the Miami-Dade County Department of Health, the Miami-Dade College Medical Campus, and Pine Heights Park.

People: Medical students, employees in the medical industry, and patients are the primary transit users at this station. This station plays a critical role during peak hours and is responsible for a considerable number of boardings.

Employment: The Health District is an employment hub, specifically in the healthcare industry. As mentioned previously, this station plays a vital role in transporting the local labor force during peak hours.

Pedestrian and Bicycle Infrastructure: Pedestrian infrastructure is generally well-maintained and accessible. However, there is no dedicated bicycle infrastructure yet.

Other Considerations: Enhancing the pedestrian sidewalk network by reconstructing crossings and intersections, widening sidewalks, and enhancing wayfinding would largely benefit first- and last-mile mobility around this station.

3.1.13 Culmer Metrorail Station

Introduction: The Culmer Metrorail station is located on the northwestern corner of NW 7 Avenue and NW 11 Street. Major arterial corridors around this station include NW 7 Avenue, NW 11 Street, NW 10 Street, and NW 14 Street.

Context: This station includes a small parking lot and a kiss-and-ride driveway, serving a diverse residential area with high-, medium-, and low-density housing, including luxury condominiums, apartment buildings, and single-family homes. Key points of interest nearby include Culmer Overtown Branch Library, Henry Reeves Park, Gibson Park, Frederick Douglass Elementary School, and Booker T. Washington Senior High School. Housing is primarily concentrated in the southwestern portion of the half-mile buffer, where proximity to the Midtown Interchange affects pedestrian and bicycle infrastructure due to heavy vehicular traffic. Additionally, a grocery store and pharmacy are located west of the station near NW 12 Avenue, providing essential services within the area.

People: Due to the situation of this station, users of this transit hub are likely to be students attending the local high school, or part of the local labor force in the nearby Overtown and Downtown districts.

Employment: Employment hubs within the half-mile buffer include NW 12 Avenue and NW 11 Avenue.

Pedestrian and Bicycle Infrastructure: Pedestrian infrastructure is generally in adequate condition throughout the buffer; however, there are some gaps in certain areas in which pedestrian infrastructure may be limited. For instance, vacant lots at NW 14 Street and NW 8 Court generate gaps and inconsistencies in the sidewalk network. Furthermore, major corridors around this station, including NW 7 Avenue and NW 14 Street, suffer from a lack of an urban tree canopy. This condition

is exacerbated by the empty lot west of NW 7 Avenue, which runs along one of the busiest corridors around this station, thereby generating an urban heat island effect. Currently, there are bicycle lanes along NW 14 Street and NW 10 Street. These bicycle lanes stem from “*sharrows*” which are also found along NW 7 Street.

Other Considerations: This station plays a vital role in linking residents with community amenities and educational opportunities. The major challenges in upgrading pedestrian and bicycle infrastructure will be reverse engineering the dominance of the Overtown Interchange, which creates a hostile environment for non-motorists and undermining quality of life for local residents.

3.1.14 Historic Overtown/Lyric Theatre Metrorail Station

The Historic Overtown/Lyric Theatre Metrorail Station is unique insofar as it features nearby connections to Brightline, Tri-Rail, Metrobus, and Metromover services. Therefore, the station plays a vital role in facilitating local, regional, and inter-city travel due to its location in Downtown Miami. Once a thriving center for African American economic activity, the station symbolizes a historically significant district within the City of Miami.

Context: The station is surrounded by high-density housing developments, including Overtown Transit Village North (17 stories) and South (21 stories), both designed with mixed-use zoning to support a blend of residential, commercial, and transit-oriented spaces. With numerous transit options available within half a mile, the area stands to benefit significantly from enhancements in pedestrian and bicycle infrastructure, ensuring safer and more efficient movement for residents and commuters. Additionally, accessibility maintenance will be crucial in optimizing connectivity and supporting a more walkable, transit-friendly environment.

People: There is a high population density surrounding this station—facilitated by the mixed-use and high-density land use—that is reflected by the surrounding high-rise buildings and ground floor businesses. Due to its proximity to economic hubs, most transit users are of working age and transit usage peaks at rush hours.

Employment: The aforementioned demographic conditions reflect the economic characteristics of the station. Chiefly, the abundance of economic activity, including jobs in public and private sectors, signals an increased demand for transportation at this station. Although transit usage at this station is relatively lower than the Government Center Metrorail Station, it still plays a considerable role in providing mobility to the labor force in Downtown Miami.

Pedestrian and Bicycle Infrastructure: Generally, this station’s surrounding area features adequate pedestrian infrastructure—relative to other stations. Most sidewalks are in acceptable condition and some are ADA compliant. However, many sidewalks in the periphery of the half-mile buffer, such as NW 11 Street, begin to decline in quality exhibiting cracks and maintenance issues. Furthermore, these neglected sidewalks also suffer from a lack an urban tree canopy, which intensifies the risk of heat-related illness among pedestrians.

Currently, there are some bicycle lanes located within a half-mile radius of the station. The corridors that feature bicycle lanes are:

- NW 6 Street
- NW 10 Street
- NW 1 Place
- NW 5 Street
- NW 11 Street

- North Miami Avenue
- NE 1 Avenue
- NW 3 Court
- NW 3 Avenue

Despite the presence of numerous bicycle lanes and a nearby CitiBike bikesharing station, bicycling along the periphery, particularly near interstate roadways and railroad tracks, remains challenging due to gaps in the bicycle infrastructure network. As a result, many cyclists are forced to share the road with motorists, increasing safety risks. The lack of protected bicycle infrastructure discourages not only cycling but also walking, as heightened motor activity creates an environment less conducive to active transportation.

These barriers significantly limit the potential for first- and last-mile connectivity, reducing access to transit hubs and key destinations. Addressing these gaps through dedicated bike lanes, improved crossings, and enhanced safety measures would help foster a more accessible and multimodal transportation network.

Other Considerations: The surrounding area at the Historic Overtown/Lyric Theatre Metrorail Station is undergoing rapid transformation as rapid urbanization and shifting demographics are driving this station towards a particular role in the future. The station will undoubtedly continue to serve a key role in connecting employees, residents, and visitors to the central business district of Miami.

Considering the station's projected prominence within the transportation and TOD, there are several improvements warranted. Firstly, improvements regarding the station's accessibility should be considered for the near future. For example, there is currently only one (1) elevator servicing this station, with the effectiveness of this amenity being limited during peak hours and presently hindering accessibility for people with limited mobility.

3.1.15 Government Center Metrorail Station

The Government Center Metrorail Station is one of the most vital centers in the county's Metrorail system. Employees, students, and tourists alike use this station to access jobs, education, and cultural amenities. Located at NW 1 Street, between NW 1 Avenue and NW 2 Avenue, this station also serves as a connectivity hub for the Metrobus, Metromover, and Tri-Rail systems, with several of these connections offering local and regional transportation services.

Context: The surrounding areas of this station are primarily medium- and high-density office buildings with some businesses—such as restaurants and retail stores—on the ground floor. There are also various empty parking lots to the east of the station. Despite the varying efficiency of land use, the Government Center Metrorail Station functions as an essential community facility that allows for rapid travel into the county's urban core.

People: Similar to the Historic Overtown/Lyric Theatre Metrorail Station, there are many employees utilizing this station during the weekdays. However, this station is unique insofar as it has more diverse ridership, due to its proximity to public services and schools. For example, many county residents visit the Office of the Tax Collector—on NW 2 Avenue and NW 2 Street—and many students attend the New World School of the Arts High School and the Miami-Dade College Wolfson Campus. Overall, this station garners a wider demographic of users, highlighting its role as a crucial link in Miami-Dade's Metrorail system, and facilitating many first- and last-mile trips due to its proximity to employment, business, and education facilities.

Employment: The station's proximity to many employment centers, including restaurants, government agencies, and local retailers, primes it to be the focal point rush-hour boardings. Additionally, the multiple transit connections, such as the Metrobus, Metromover, and Tri-Rail, compound this station's significance in providing urban and regional mobility to the county's labor force.

Pedestrian and Bicycle Infrastructure: Due to the station's centrality, pedestrian and bicycle infrastructures must be prioritized to ensure safe and efficient first- and last-mile mobility. There are sidewalks present throughout almost every street within a half-mile buffer from the station. The conditions vary, most of the pedestrian facilities east of the station contain more foot traffic—they are generally in better condition. The contrary is observed west of the station, notably featuring less maintenance and less foot traffic. This is due to the proximity of major expressway interchanges and parking lots dominating the urban landscape, creating infrastructure gaps for residents and communities across the expressways, and thereby limiting first- and last-mile connections.

A CitiBike Bikesharing station located right outside the station offers convenient micromobility options, but the bike lane network within the buffer zone remains fragmented. The most prominent bike lanes are found along N/S Miami Avenue, NE 1 Avenue, and SE/SW 1 Street, providing essential cycling infrastructure. NW 3 Avenue also features a bike lane, though its usage differs significantly from the others, likely due to connectivity, surrounding land use, or rider demand.

A reoccurring theme when analyzing first- and last- mile transportation in Downtown Miami is the challenging integration of alternative mobility within the proximity of a hostile environment dominated by a volume of motor vehicle traffic—brought by the numerous entrances and exits into I-95. This is the case for NW 3 Avenue and for many other pedestrian facilities nearby the interstate highway junctions.

Other Considerations: Due to the economic, educational, and cultural amenities afforded by Downtown Miami, the Government Center Metrorail Station will continue to play a significant role in the Metrorail system; by extension, first- and last-mile trips will continue to remain a decisive factor in transit demand at this station. Current conditions are adequate, relative to many other stations throughout the system, but there are still many improvements to be made.

The Government Center Metrorail Station, along with the Historic Overtown/Lyric Theatre and other areas near the expressways, faces a significant challenge in integrating pedestrian- and bicycle-friendly infrastructure without disrupting the intensity of automobile infrastructure such as expressway entrances, exits, and parking facilities.

Expanding the existing sidewalk and bicycle lane networks is crucial to enhancing Downtown Miami's vitality and promoting multimodal accessibility. A well-executed plan would not only make these spaces safer and more inviting for pedestrians and cyclists but also increase transit ridership at Government Center, strengthening its role as a central hub for mobility. However, these improvements must be carefully planned considering I-95 and other expressways, ensuring a balanced approach that preserves connectivity while enhancing sustainable urban mobility

3.1.16 Brickell Metrorail Station

The Brickell Metrorail Station stands out as a key transit hub within the Metrorail system, positioned at the heart of the Brickell neighborhood, one of Miami's premier destinations for both tourists and

professionals. Over time, it has become one of the most frequented stations, particularly among visitors exploring the city. Its proximity to Brickell City Centre, a renowned shopping and dining destination, further enhances its appeal to shoppers, service industry workers, and local consumers.

Beyond its role in tourism, the Brickell District's reputation as Miami's financial hub also makes the station an essential part of the daily commute for professionals. As development and demand for transit-oriented infrastructure continue to grow, Brickell Metrorail Station remains a vital connection point for business, leisure, and urban mobility.

Context: The Brickell station is situated in high-density residential and commercial spaces, reflecting its mixed-use zoning. Parking garages are used in lieu of parking lots, and pedestrian infrastructure is well-connected to various points of interest, including the Metrorail station and several Metromover stations. Furthermore, the station is marked by the start of The Underline urban greenway, providing distinct pedestrian and bicycle infrastructure along what was formerly known as the M-Path. These factors place the Brickell Metrorail Station as one of the most accessible in regard to first- and last-mile mobility, with many users of this station embarking (or disembarking) while using micromobility devices and bicycles.

People: Users of this station primarily include residents, employees of nearby businesses, and shoppers—many of whom may be tourists contributing to the local economy. Unlike typical rush-hour commuter patterns seen at other transit hubs, this station does not experience peak-hour surges on the Metrorail platform. However, ridership remains high at the ground-level Metrobus hub, where passengers frequently transfer between multiple transit modes. The station serves as a critical connectivity point, linking travelers to Metrobus routes, municipal trolley services, and its own Metromover station. As a result, most users are either completing their first- or last-mile journey or utilizing connecting transit services to reach their final destinations.

Employment: The service economy in Brickell is plentiful. Although remote work has become more prevalent in certain industries, Brickell continues to yield a significant presence of restaurants, bars, retail shops, and other businesses that stimulate foot traffic. Also, these business amenities contribute to the ridership and boardings at the Metrorail station, with connectivity options with the municipal trolleys, Metrobus, and Metromover at Brickell Yard intensifying the role of Brickell providing last-mile connectivity.

Pedestrian and Bicycle Infrastructure: There is a considerable number of sidewalks within a half-mile buffer from the Brickell Metrorail Station. Naturally, this facilitates pedestrian connections to the transit but, enabling first- and last-mile mobility within the Brickell district. Sidewalks are generally well-maintained. However, as explored with previous stations around Miami's urban core, there are significant safety concerns that arise near the expressway entrances and exits. Notably, wide crossings and the proximity to an extremely high volume of automobiles put pedestrians at risk; this observation is only limited to the northwestern periphery of the station. Therefore, pedestrian traffic is usually contained within the boundaries of the I-95 expressway and the densely developed district of Brickell.

Bicycle infrastructure other than The Underline—such as bicycle lanes, shared-use paths, and trails—are present nearby the station, but are not as significant as in the nearby Government Center Metrorail Station. There are bike lanes throughout Brickell, namely on smaller sections of South Miami Avenue, SW 9 Street, SW 2 Avenue, and SW 15th Road.

A major deficiency in pedestrian and bicycle infrastructure can be found along the bridges of South Miami Avenue and Brickell Avenue. These bridges connect Downtown Miami and Brickell, yet there is limited pedestrian access and virtually no bicycle infrastructure. There are designated pedestrian facilities on both sides of each bridge, but there is no clear indication for bicyclists to dismount or where they ought to continue their journey—either on the pedestrian walkway or directly within automobile traffic. This is a major limitation in first- and last-mile connectivity, although it would be more severe if there were no Metromover, Metrorail, or trolley connections between both districts.

Other Considerations: Brickell's business sector, along South Miami Avenue, is extremely dense with many short blocks. Pedestrianization, traffic-calming measures, and implementation of dedicated bicycle-infrastructure would certainly benefit the longevity of Brickell as a destination to “live, work, and play.”

3.1.17 Vizcaya Metrorail Station

The Vizcaya Metrorail station is the northernmost station situated alongside the US-1/Federal Highway. It is also a park-and-ride station that features multiple transit connections to the City of Miami Trolley and Metrobus. This station also features integration with The Underline, and a pedestrian bridge over US-1/Federal Highway into Vizcaya Museum & Gardens. The immediate surrounding land use is mostly single-family housing to the north, an arterial highway to the south, and more single-family housing further south past the pedestrian bridge.

Context: Situated primarily in a low-density residential area, this station still provides first- and last-mile connectivity to the Roads neighborhood, the municipal trolley, and multiple Metrobus routes. There is also a network of crosswalks—varying between municipal and county maintenance—that establish adequate pedestrian connectivity along principal corridors such as SW 3 Avenue. Furthermore, there are some duplexes and quadplexes scattered throughout the surrounding buffer; although uncommon, these housing options are critical in promoting TOD and enhancing first- and last-mile connections to major transit hubs throughout the county.

People: Many users of this station are part of the labor force, although some residents use it for leisurely transportation options. Despite the limited boardings relative to other stations, notably Brickell or Government Center, many users employ micromobility to access the Metrorail station and transit hub. This increased usage of micromobility devices signifies the demand for alternate modes of transportation and the potential to reap large benefits after expanding first- and last-mile connections.

Employment: As mentioned earlier, the surrounding area is responsible for less employment activities compared to the Brickell and Government Center Metrorail Stations. However, there are a considerable number of restaurant and service workers using the station. Due to their utilization of micromobility devices, their employment may be centered around SW 3 Avenue, otherwise known as Coral Way. This corridor hosts many local restaurants east of SW 12 Avenue as well as the American Museum of the Cuban Diaspora, a noteworthy cultural amenity.

Pedestrian and Bicycle Infrastructure: Despite the numerous amounts of pedestrian facilities, including sidewalks and crosswalks, a combination of on-street parking and peculiar turning angles undermine the effectiveness and safety of the pedestrian facilities. Many vehicles are parked on the street—legally and illegally—and block both pedestrian and driver visibilities. Furthermore, this factor is intensified when road users encounter sharp turning angles.

These potential risks are also aggravated for bicyclists, as there are no facilities within the Roads neighborhood except for The Underline or on SW 3 Avenue. However, the bicycle lane on SW 3 Avenue is unprotected from private vehicle and transit traffic (i.e., Metrobus and Trolley), and is also poorly maintained, with frequent instances of debris piling on the margins of the road, forcing users to move closer to moving traffic. Thus, many instances of bicyclists and micromobility users utilizing the sidewalk can be observed.

Other Considerations: The addition of The Underline to the trail network since April 2024 has undoubtedly boosted ridership and non-motorized traffic at Vizcaya Metrorail Station, offering seamless walking and bicycling connectivity from Brickell. As its expansion continues toward Coconut Grove, its influence on active transportation and accessibility will only grow.

However, to further enhance first- and last-mile mobility, prioritizing traffic calming measures and expanding the multimodal network throughout The Roads and the Vizcaya neighborhood would be essential. These improvements could reduce reliance on motor vehicles, create safer and more efficient connections, and strengthen accessibility for transit users, cyclists, and pedestrians.

3.1.18 Coconut Grove Metrorail Station – Temporarily Closed for Major Renovations as of May 2025

The Coconut Grove Metrorail station is located at the critical junction of US-1/Federal Highway 1 and SW 27 Avenue. It is also the sight of Grove Central, a Transit-Oriented Community (TOC) featuring five levels of parking and 402 housing units. This station is a major hub for transit connectivity, featuring municipal trolley and Metrobus stops. Grove Central is a major hub for connectivity and after the major renovations, it will enhance access to urban amenities for residents in surrounding areas.

Context: Undergoing improvements, this station has temporarily halted Metrorail service, prompting the introduction of a complimentary bus shuttle between Coconut Grove and Douglas Road stations. This alternative transit option ensures continued mobility for commuters while upgrades are underway. According to Miami-Dade County, the station will boast “*new elevators and escalators, new modern granite benches, updated restrooms, new way-finding signage, and new ADA-compliant features.*”¹⁷ These improvements are meant to improve visibility, appearance, and accessibility to the Coconut Grove Metrorail Station. However, the station still faces major challenges regarding first- and last-mile mobility within a half-mile radius. Mostly, the corridors of SW 27 Avenue and US-1/Federal Highway pose a significant threat to pedestrian and bicyclist mobility and further hinder the effectiveness of trolleys and buses, due to the high traffic volume and velocity of vehicles along this intersection. This observation will be a reoccurring theme across most of the stations south of Brickell.

The connection between the station (north of US-1/Federal Highway) and the Coconut Grove neighborhood (south of US-1/Federal Highway) is critical to successfully creating first- and last-mile mobility connections. However, this corridor presents significant safety challenges for pedestrians and cyclists, requiring thoughtful infrastructure improvements to enhance accessibility and protection for non-motorized travelers. A major renovation at this intersection is needed to maximize non-motorist safety and transit efficiency.

¹⁷ [Coconut Grove Metrorail Station temporarily closing for major renovations starting Jan. 21](#)

Aside from the major corridors of SW 27 Avenue and US-1/Federal Highway, the residential streets of the half-mile buffer feature sidewalks but have no bicycle infrastructure. Overall, the Coconut Grove Metrorail Station features a high-density mixed-use development, single-family housing, and some warehouses.

People: This station is responsible for boarding many commuters and much of the county's labor force that is employed near transit hubs. During peak hours, many residents rely on this station for transportation, notably due to the transit hub with various connectivity options. There is also a considerable number of users with micromobility devices.

Employment: There are several restaurants and small businesses along SW 27 Avenue, and there are also retailers at the Grove Central complex. So, there are many service and retail employees that rely on this station to access job opportunities.

Pedestrian and Bicycle Infrastructure: The surrounding half-mile buffer features almost no bicycle infrastructure and a disconnected network of sidewalks. Sidewalks are located primarily in the residential areas, with the major crossing being located at SW 27 Avenue linking SW 27 Terrace and SW 28 Lane. The only existing bicycle lanes exist at the southern end of the intersection between SW 27 Avenue and US-1/Federal Highway 1. Here, the lane is intersected multiple times with right turn lanes for motorized vehicles, feeding into entrances for gas stations and restaurants along the southwestern end of the junction. This undermines the safety of bicyclists and pedestrians using facilities along SW 27 Avenue.

Other Considerations: There is a public elementary school, Silver Bluff Elementary School, located almost half a mile away from the transit hub. Improving first- and last-mile connectivity towards this destination will be challenging considering the major crossing along SW 27 Avenue. Ensuring safe connectivity between the transit hub and Silver Bluff Elementary School can facilitate commutes and relieve traffic congestion.

3.1.19 Douglas Road Metrorail Station

The Douglas Road Metrorail Station is located on SW 37 Avenue and US-1/Federal Highway. Similar to Coconut Grove, it is the site of another TOC named Link at Douglas. The surrounding areas include warehouses, auto shops, a shopping mall, and a mixture of mixed-use medium- and high-density housing. This station is responsible for many boardings during peak hours as it facilitates travel for much of the labor force as well as many students.

Context: The surrounding land usage varies at Douglas Road Metrorail Station. There are many auto shops and parking lots, yet there are also examples of mixed-use zoning to be found less than a quarter mile away. Naturally, there are many parking garages throughout this zone, contributing to the demand for motor vehicle usage on the roads. However, this station is also a transit hub for many metrobus and municipal trolley connections. Bus and trolley ridership at this station is notably higher than others along US-1/Federal Highway. Amenities nearby include a shopping center, grocery stores, and a pedestrian bridge connecting the northern and southern parts of US-1/Federal Highway.

People: The main users of this station are working-age adults and high school students attending Coral Gables Senior High School, which falls just outside of the half-mile buffer. There are also many students attending the University of Miami – Main Campus that use this station to access housing or grocery stores nearby. The labor force primarily utilizes the train station during peak hours, but bus

ridership remains high throughout the day with notable waiting times due to systemic delays in service.

Employment: The Miami-Dade Water and Sewer Department is located on SW 38 Avenue and is responsible for many government employees using Douglas Road station. There is also the Consulate General of Brazil, contributing to the number of public sector employees working around this station. Many of those who use this station make use of the transit connections, especially the Coral Gables Trolley. One of the most prominent routes is the Ponce De León line, which delivers a critical number of workers to Downtown Coral Gables. The workers also make use of the Miami Trolley's Coconut Grove route, which delivers service into the heart of the Coconut Grove neighborhood.

Pedestrian and Bicycle Infrastructure: The Douglas Metrorail Station is uniquely positioned between the City of Coral Gables and the City of Miami, with distinct differences in pedestrian infrastructure across both municipalities.

In Coral Gables, pedestrian facilities are widely distributed, though they face interruptions due to driveways and parking lot entrances. In contrast, Miami's sidewalk network has gaps in infrastructure, particularly in corridors like Shipping Avenue and SW 38 Court. Several intersections along US-1/Federal Highway 1, such as SW 37 Avenue and SW 40 Street, present significant challenges for pedestrian traffic, with excessively long crossings increasing safety concerns. Frequent pedestrian violations further heighten risks, especially given the high-speed traffic on US-1/Federal Highway 1.

At present, there is no dedicated bicycle infrastructure within a half-mile buffer of the station. However, with The Underline set to open in 2026, the area will see sidewalk and bicycle improvements along the planned route, enhancing accessibility for pedestrians and cyclists. As construction progresses, the potential for stronger cycling connectivity continues to grow. However, for now, no designated bicycle lanes exist in Coral Gables or Miami within the station's immediate vicinity.

Other Considerations: A key factor in assessing the Douglas Road Metrorail Station is its proximity to educational institutions and the availability of accessible transportation options for students and families. Within the half-mile buffer, there are two preschools, serving younger children in the immediate area. Beyond this boundary, the presence of five additional institutions—including one preschool, two elementary schools, one middle school, and one high school—highlights the need for safe and efficient connectivity.

The City of Miami and Coral Gables can enhance transportation infrastructure to support these communities by implementing measures such as improved pedestrian crossings, dedicated bicycle lanes, and enhanced transit access, ensuring families and students can commute safely and conveniently.

3.1.20 University Metrorail Station

This station is a vital transit hub for students, faculty, staff, and visitors of the University of Miami – Main Campus, which sits north of the station. A pedestrian bridge facilitates southbound access to a shopping plaza and nearby residential areas in Coral Gables, enhancing connectivity. The station offers multiple transit options, including Freebee, an on-demand rideshare service, and a University

of Miami shuttle, providing seamless mobility for campus-related trips. Beyond the university, a middle school is located half a mile away, contributing to the educational character of the area. Surrounding land use is diverse, ranging from dense student housing to commercial spaces and single-family residences, reflecting a blend of academic, residential, and retail activity.

Context: The University of Miami's campus layout promotes alternative modes of transportation, making it an ideal environment for walking, biking, and micromobility. With direct access to the Metrorail, students can easily travel to recreational spots, housing, and key destinations across the city. A significant number of students rely on this station to reach Brickell for leisure activities, as well as other TOCs near stations like South Miami, Dadeland North, Douglas Road, and Coconut Grove.

Additionally, the urban forestry within the university plays a vital role in shaping the area's transportation habits. Well-integrated green spaces and pedestrian-friendly infrastructure enhance the appeal of cycling and walking, making micromobility a natural and efficient way for students to navigate both the campus and surrounding areas.

People: The majority of this station's users are students, faculty, staff, and workers affiliated with the University of Miami – Main Campus. Therefore, boardings vary throughout the day as schedules may vary depending on academic programs and employment-related factors.

Employment: The labor force near this station is composed of professors, researchers, staff, administrators, and faculty. They are typically affiliated with the university, so most connections are made directly into the campus. The shopping plaza, located across the pedestrian bridge, may be responsible for some employment near the station as well.

Pedestrian and Bicycle Infrastructure: Pedestrian infrastructure near the station varies significantly, with most facilities—such as sidewalks and bridges—located within the University of Miami's campus. The university actively promotes bicycling, offering numerous bicycle parking locations to encourage students to move around campus using alternative transportation. Additionally, the former M-Path, soon to be The Underline, runs through the station, providing a shared-use path that enhances non-motorized mobility options.

While the University station benefits from extensive pedestrian infrastructure within its half-mile buffer, dedicated bicycle infrastructure remains limited. Investing in cycling connectivity, especially through the continued development of The Underline, would offer students, faculty, and staff a valuable alternative to the Metrorail, improving first- and last-mile connections and further strengthening multimodal accessibility.

Other Considerations: Enhancing pedestrian facilities connecting to Ponce de León Middle School will enhance safety and accessibility for young students and contribute to traffic-calming measures for the surrounding neighborhood.

3.1.21 South Miami Metrorail Station

This station is located between SW 72 Street and US-1/Federal Highway. Notable amenities within a half-mile buffer include the Historic Sunset Drive District, the Sunset Place shopping mall, a grocery store, and the University of Miami's Brescia Entrance. Land usage varies throughout the station including mixed-use developments, light-industrial auto shops, and business/office environments. Many transit-users rely on this station to make connections with the several Metrobus routes that

correspond to South Miami. Additionally, there are notable points of interest within a half-mile buffer from this station including the Shops at Sunset Place, International Studies Preparatory Academy (MDCPS Highschool), a grocery store, and a historic commercial corridor. Most of these landmarks are conglomerated south of US-1/Federal Highway, therefore pedestrians and cyclists must cross this major road to access them.

Additionally, the station is also with a half-mile buffer to the Baptist Health South Miami Hospital. Pedestrian and cyclist connections to this point of interest could be facilitated along the current M-Path. However, due to construction and development to repurpose the path as The Underline, this path is currently not available to use.

Context: The station is strategically located near SW 57 Avenue, a major corridor, and two distinct commercial districts that contribute to the area's vibrancy and accessibility. The first commercial district, situated along SW 57 Avenue and slightly north of US-1/Federal Highway, features mixed-use developments with a variety of food and service businesses. These establishments line the west side of SW 57 Avenue, surrounded by high-density apartments, which primarily serve as student housing for university attendees.

The second major commercial district, centered along SW 72 Street, spans from US-1/Federal Highway to SW 57 Avenue and is home to restaurants, bars, and local retailers catering to residents and visitors in South Miami. Given these commercial hubs, first- and last-mile connections rely heavily on crossing US-1/Federal Highway, with two key crossings at SW 57 Avenue and SW 58 Avenue facilitating movement in the area. Further south of SW 72 Street, the landscape transitions into medium- and low-density housing, adding to the neighborhood's residential mix.

To the west of the station, the South Miami Branch Library, part of the Miami-Dade Public Library System, serves as a vital community space, offering educational support, social services, and volunteer opportunities. Across from the library, the City of South Miami's City Hall anchors local governance, while Baptist Health South Miami Hospital, at SW 62 Avenue and SW 72 Street, provides essential medical services to the community.

People: Many people utilize the South Miami transit hub. Due to its numerous connections with Metrobus routes and proximity to residences, commercial hubs, and educational institutions, the station garners many boardings throughout the year. This diverse array of amenities contributes to an equally diverse range of transit users. Users include commuters, residents, and students, underscoring the diverse yet crucial link that the South Miami station offers towards first- and last-mile mobility.

Employment: Employment around the South Miami Metrorail station is usually found in business and service industries. The prominence of restaurants and offices nearby play a major role in defining the economic characteristics of the local employment market. These jobs are naturally facilitated by mass transit solutions, such as the Metrobus and Metrorail systems.

Pedestrian and Bicycle Infrastructure: Pedestrian infrastructure is found throughout the surrounding area of the station. Sidewalks link commuters to South Miami's Historic Sunset Drive District, Shops at Sunset Place, and several other amenities found in the City of Coral Gables such as Riviera Park. There is only one (1) bicycle lane found along SW 62 Avenue from SW 70 Street. However, this bicycle lane does not continue south.

Other Considerations: Due to its proximity to educational institutions, grocery stores, retail stores, and community amenities, first- and last-mile connections to and from the South Miami station are critical in developing a transit-oriented network. However, a major consideration arises when developing pedestrian and bicycling networks around US-1/Federal Highway, a major arterial highway that features high-speed and high traffic volume.

3.1.22 Dadeland North Metrorail Station

The Dadeland North station is located right next to Motion at Dadeland, a TOC. There is also a multi-level shopping center and Dadeland mall located within the half-mile buffer. The surrounding land-use varies drastically, with US-1/Federal Highway 1 and the Snapper Creek Expressway juxtaposing the high-density development from Motion at Dadeland. These arterial roadways present major challenges for enhancing first- and last-mile connections for pedestrians and cyclists at this transit hub.

Context: The Dadeland North transit hub features Metrobus connections and MetroConnect rideshare availability. Although there is a TOC, it is surrounded by parking garages, a limited sidewalk network, and no bicycle lanes. This is expected due to the station's location adjacent to high-volume roadways. As a result, most transit connections at this hub come either from Metrobus or Metrorail.

People: Many commuters that are part of the labor force utilize this transit hub. Additionally, there are also many students, currently housed in nearby TOCs, using the Metrorail as a link to their campuses. Most users of this station commute around the northern side of US-1/Federal Highway 1; however, there are some people who cross US-1/Federal Highway 1 at the SW 84 Street junction.

Employment: Employment within a half-mile radius of this station encompasses retail and service-related jobs. The shopping center is responsible for many shoppers and workers; however, not all this traffic is generated by transit. There are also automobile dealers across US-1/Federal Highway 1 (on the south side), in which employees frequently utilize the crosswalk to access the Dadeland Station shopping center. There is also Dadeland Mall, which is accessible by limited pedestrian facilities; however, the employment generated by Dadeland Mall usually resorts to automobiles for transportation.

Pedestrian and Bicycle Infrastructure: There is limited pedestrian infrastructure surrounding the Dadeland North Station. The existing sidewalk network mainly connects the Shops at Dadeland shopping center, but it is primarily restricted to the shopping center itself; pedestrian connections to Dadeland Mall are limited to one crosswalk on SW 85 Street. Bicyclist facilities are not present with the half-mile buffer.

Other Considerations: The ongoing expansion of The Underline project will connect to Dadeland North and terminate at Dadeland South. However, the connectivity opportunities for first- and last-mile travel may be undermined by the entrance and exit of the Snapper Creek Expressway along US-1/Federal Highway 1. The high-traffic volume may deter trail users from accessing Dadeland North and South Metrorail stations.

3.1.23 Dadeland South Metrorail Station

The Dadeland South Metrorail Station serves as the southern terminus of the Metrorail system, where both the Orange and Green Lines conclude their routes. Additionally, the M-Path terminates here and

transitions into the South Dade Trail, which extends 20 miles south to Florida City, providing a vital corridor for non-motorized travel.

The surrounding land use primarily consists of arterial roads and highways, including US-1/Federal Highway 1, SW 88 Street, and SR 826/Palmetto Expressway, reinforcing an automobile-centered transportation network around the station.

Despite this car-focused infrastructure, the station plays a key role in regional transit connectivity by serving as the starting point for the Bus Rapid Transit (BRT) system, known as the SMART Program South Corridor. The South Dade Transitway enables riders to seamlessly connect to the Metrorail, expanding access for commuters traveling farther south.

Context: The Dadeland South Metrorail station serves as the primary transit hub for residents of southern Miami-Dade County. The soon to be launched BRT system is set to terminate at this station. Additionally, the station also serves as a hub for various Metrobus routes but continues to primarily serve as a bus terminal. The land-usage around this station varies. Mixed use development can be found in the neighborhood north of the station, known as Downtown Dadeland, and various shopping centers or plazas are found south of the station, across US-1/Federal Highway 1.

People: Many of those using the station are either residents of Downtown Dadeland, or commuters coming from southern Miami-Dade County. Commuters typically use one of the surrounding arterial roads to drive and park their vehicles at the station, then they continue their commute on the Metrorail station. There are also commuters who rely on the Metrobus system to arrive at the station. Overall, the demographics of the users at this transit hub vary, with a majority being part of the labor force and some being students.

Employment: Centers of employment around this station include several shopping plazas along US-1/Federal Highway 1, found within the Village of Pinecrest, Downtown Dadeland, and Dadeland Mall. Transit contributes to commutes towards employment centers around Dadeland South; however, this is only to a certain extent since most of the workforce employed around Dadeland South use automobiles to commute given the abundance of highways and arterial roads surrounding the station. The land use, as mentioned earlier, also reflects the dependence on automobiles in this area, with sprawling parking lots around Dadeland Mall and multi-level parking garages around the station being the result of car-dependent mobility around the station.

Pedestrian and Bicycle Infrastructure: There is limited pedestrian and bicycle infrastructure around the station. Pedestrian infrastructure is concentrated within the Downtown Dadeland region to the north of the station. Sidewalks are sparsely scattered throughout Dadeland Mall, and there is limited sidewalk and crosswalk mobility across US-1/Federal Highway 1. The bicycle infrastructure is also scarce, with the M-Path Trail terminating at this transit hub and transforming into the South Dade Trail. Aside from the trail, there are no other bicycle facilities.

Other Considerations: Land usage around this station is a major challenge when it comes to improving first- and last-mile mobility for transit users. Large parking lots, and incomplete pedestrian and bicyclist infrastructures deter alternative mobility options throughout this area, thereby restricting the transit hub as a mere park-and-ride option for commuters on the Metrorail.

The Miami Intermodal Center (MIC), strategically located near Miami International Airport (MIA), serves as a crucial transportation hub that streamlines travel across Miami-Dade County and beyond. By consolidating multiple modes of public and private transportation, the MIC enhances connectivity and makes commuting more efficient. As depicted in **Map 3-2: Miami Intermodal Center (MIC)**, the MIC offers direct access to a range of transit options, including Metrorail, Tri-Rail, Metrobus, the MIA Mover, the Rental Car Center, City of Miami Trolley, and services like Greyhound and Megabus. The Metrorail Orange Line provides a direct link from MIA to Downtown Miami, Brickell, and South Dade from this center, while Tri-Rail connects the region, offering rail service between Miami, Fort Lauderdale, and West Palm Beach, with the Miami International Tri-Rail Station marking the southern terminus of the line. This centralized transit network makes the MIC a key gateway for seamless travel within the region.

Legend

- Tri-Rail Station
- Tri-Rail Route
- Metrorail Station
- Metrorail Orange Line
- Metrobus Stops
- Metrobus Route 150
- Metrobus Route 20
- Metrobus Route 338
- Metrobus Route 36
- Metrobus Route 37
- Metrobus Route 56
- Metrobus Route 7
- MIC

Scale: 0 to 0.3 Miles

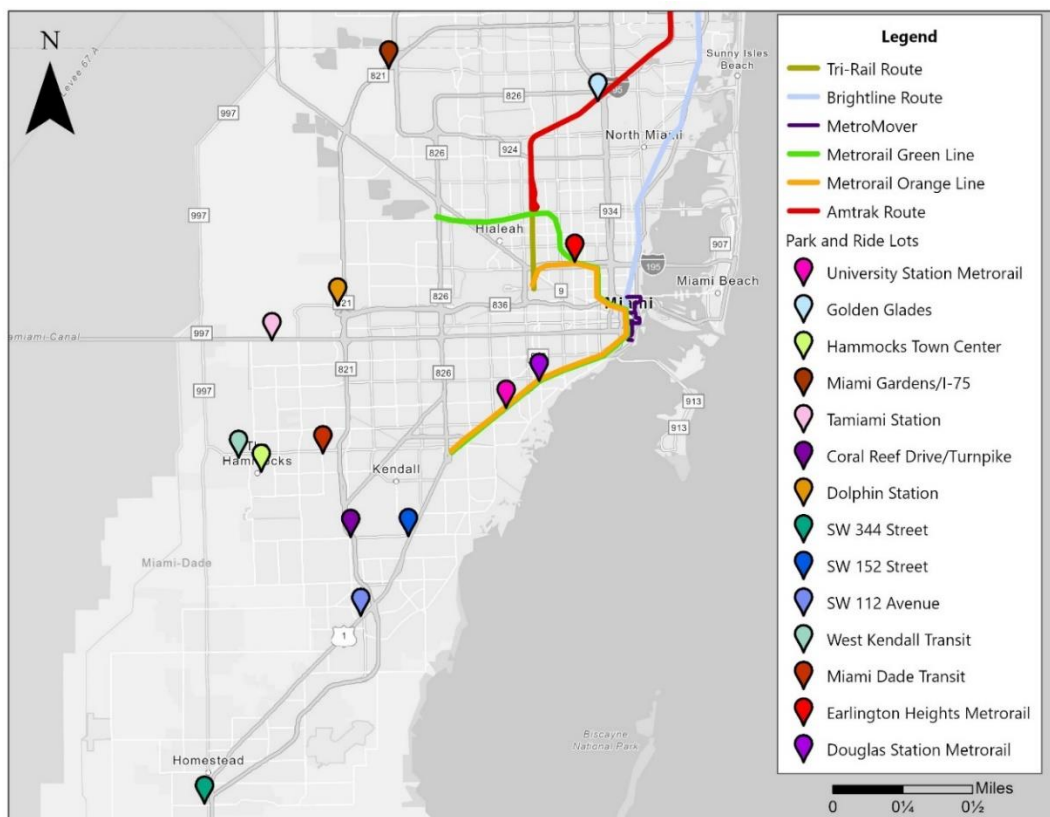
Park-and-Ride facilities in Miami-Dade County are designated parking lots or garages where commuters can leave their cars and transfer to public transit to complete their journey. These

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facilities are strategically located near major transit hubs such as Metrorail stations, Tri-Rail stations, or bus terminals, allowing drivers to avoid the hassle of city traffic and parking in congested areas. Park-and-ride options encourage the use of public transportation, making commuting more convenient, reducing traffic congestion, and promoting sustainable mobility across the region. These facilities typically offer free or low-cost parking, making them an attractive option for commuters who prefer to combine private vehicle use with public transit for the remainder of their travel. The following list summarizes these facilities countywide, which are shown in **Map 3-3**.

- Coral Reef Drive/Florida's Turnpike
- Dolphin Station
- Golden Glades
- Hammocks Town Center
- Miami Gardens/I-75
- SW 344 Street
- SW 152 Street
- SW 112 Avenue
- Miami Dade Transit
- West Kendall Transit
- Tamiami Station
- Earlington Heights Metrorail
- Douglas Station Metrorail
- University Station Metrorail

Map 3-3: Park-and-Ride lots in Miami-Dade County



Source: [Miami Dade Park and Ride Facilities](#)¹⁹

¹⁹ Routes may be occluded in map due to route overlap.

3.4 Tri-Rail

Tri-Rail, operated by the South Florida Regional Transportation Authority (SFRTA), is a commuter rail system connecting Miami-Dade, Broward, and Palm Beach counties. It serves as a vital transportation link to South Florida's major destinations. In Miami-Dade County, Tri-Rail operates six (6) stations connecting to universities, hospitals, shopping centers, and other key locations, solidifying its role as a cornerstone of the region's transportation network, as outlined in **Map 3- 4**.

Tri-Rail stations operate on a fixed schedule, offering frequent service during peak hours. Passengers enjoy seamless transfers to regional bus routes at all stations and Metrorail services at key locations, including the Metrorail/Tri-Rail Transfer Station, MiamiCentral Station, and Miami International Airport Station. To address first- and last-mile connectivity, discounted Uber rides are available at all stations, while MiamiCentral Station also features bikesharing options through CitiBike, providing additional flexibility for commuters.

All stations offer park-and-ride facilities of varying sizes, catering to commuters who drive before using the rail service. The newly inaugurated MiamiCentral Station, operational as of January 2024, further enhances connectivity by offering direct links to Brightline intercity rail services, enabling train travel beyond South Florida.

Ridership across Miami-Dade County Tri-Rail stations has shown notable growth since FY 2023, as detailed in **Table 3-2**. The Miami International Airport Station experienced an impressive 49% increase in ridership, highlighting its critical role in providing convenient access to Miami International Airport.

The Miami International Airport, Metrorail Transfer, and Golden Glades stations are the top Tri-Rail stations in Miami-Dade County, offering crucial connections for regional commuters. The Miami International Airport Tri-Rail Station is a key gateway for travelers, providing easy access to the airport and facilitating connections to Tri-Rail services traveling between Miami, Fort Lauderdale, and West Palm Beach. The Metrorail Transfer Station in Hialeah serves as an important point of integration between Tri-Rail and Metrorail, allowing passengers to seamlessly switch between regional and local transit. Meanwhile, the Golden Glades Station in Miami Gardens, located at a major transportation interchange, provides access to Tri-Rail, Metrorail, and several bus routes, making it a key hub for commuters traveling from northern and western parts of the county. These stations are vital for efficient regional travel, connecting Miami-Dade with neighboring counties and enhancing the overall public transportation network.

Table 3-2: Miami-Dade County Tri-Rail Ridership

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4		
Golden Glades	2023	34,054	36,433	38,288	38,375	147,150	▲ 16%
	2024	40,666	42,555	43,993	43,157	170,371	
Opa-locka	2023	25,284	27,930	28,429	28,013	109,656	▲ 16%
	2024	30,615	32,705	32,626	31,010	126,956	

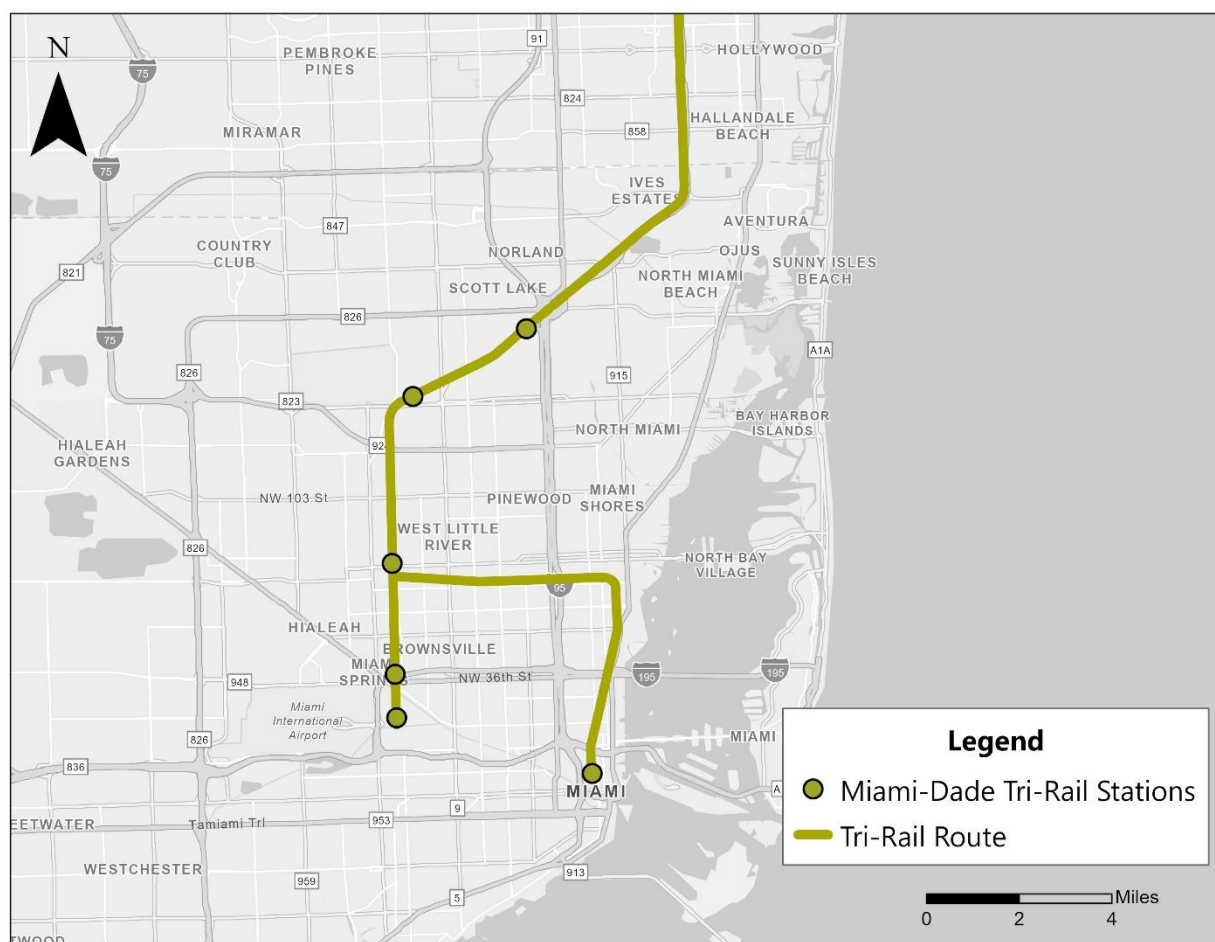
Miami-Dade County Citizens' Independent Transportation Trust

Task Work Order No. EVN0000308-02: First- and Last-Mile Bicycle-Pedestrian Mobility Improvements in Municipalities in Miami-Dade County

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4		
Metrorail Transfer	2023	70,334	80,993	76,509	74,342	302,178	▲ 19%
	2024	80,607	92,894	96,358	88,571	358,430	
Hialeah Market	2023	13,456	15,105	15,113	15,383	59,057	▲ 12%
	2024	15,457	16,826	16,948	17,091	66,322	
Miami Airport (MIC)	2023	80,271	90,207	87,773	15,383	273,634	▲ 49%
	2024	89,854	109,091	104,994	105,080	409,019	
Miami Central ²⁰	2024	-	10,070	13,022	9,004	32,096	

Source: Tri-Rail Ridership Reports

Map 3- 4 Miami-Dade County Tri-Rail Stations



Source: [Tri-Rail Commuter Service](#)

²⁰ The MiamiCentral Tri-Rail Station is operational since January 2024.

The Hialeah Market Station is the least used commuter station in Miami-Dade County, experiencing significantly lower ridership compared to other Tri-Rail and Metrorail stations. Its limited surrounding development, fewer connecting transit options, and proximity to the busier Miami Airport Station contribute to its low usage.

3.5 Brightline

Brightline, a higher-speed intercity rail service launched in South Florida in 2018, connects Miami to Orlando with stops in Aventura, Fort Lauderdale, Boca Raton, and West Palm Beach. Within Miami-Dade County, Brightline operates two stations, MiamiCentral and Aventura, as shown in **Map 3-5**.

MiamiCentral, located in the heart of Downtown Miami, serves as a modern multimodal transportation hub and the southern terminus of Brightline's rail services. This state-of-the-art facility integrates seamlessly with local transit systems, including Metrorail, Metromover, and Metrobus, offering convenient connections for commuters and travelers. In addition to rail and bus connections, MiamiCentral also links to the City of Miami's CitiBike Bikesharing system, with a bike station located just outside the hub on NW 6 Street between NW 1 Avenue and NW 1 Court, providing further options for last-mile connectivity. This combination of services makes MiamiCentral a key transit point for both local and regional travel.

The Aventura station, situated near the Aventura Mall, provides easy access to shopping, dining, and entertainment. The station features 240 parking spaces and complimentary shuttle services to and from the mall, enhancing its accessibility. Additionally, Brightline supports rideshare services, taxis, and parking facilities for personal vehicles at both stations.

Brightline operates with frequent service throughout the day, with trains running every 30 minutes during peak hours and every 60-90 minutes during off-peak times. Ridership trends, as outlined in **Table 3-3**, highlight significant year-over-year growth, reflecting Brightline's role in transforming intercity travel across South Florida.

Table 3-3: Miami-Dade County Brightline Stations²¹

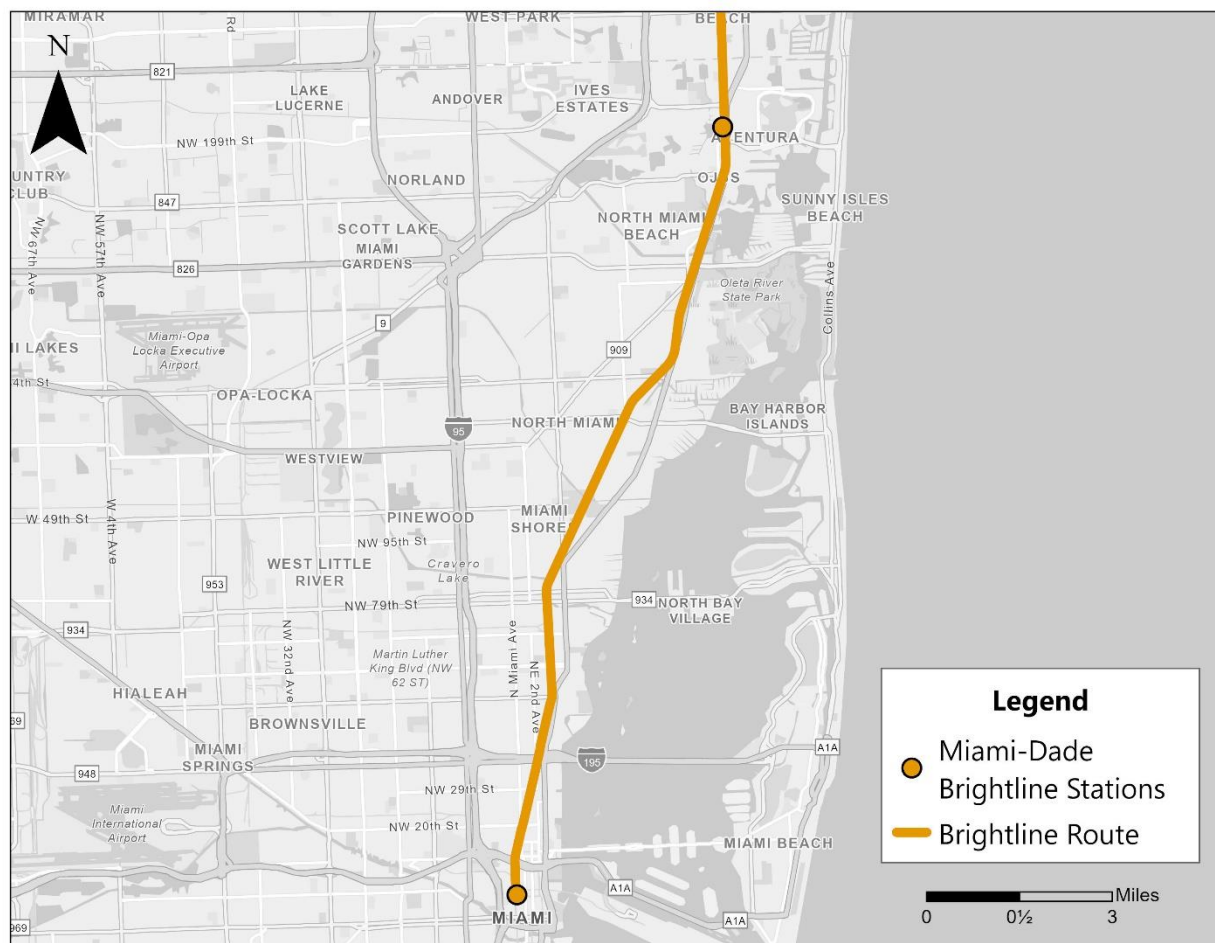
Service	Month	Year		
		2023	2024	Percent Change
Brightline Ridership (All Stations)	April	151,080	223,117	▲ 48%
	May	168,137	231,883	▲ 38%
	June	149,536	223,369	▲ 49%
	July	156,478	220,395	▲ 41%
	August	149,821	208,062	▲ 39%
	September	143,053	205,479	▲ 44%
	October	205,745	217,735	▲ 6%
	November	205,607	246,563	▲ 20%

Source: [Brightline Ridership](#)

²¹ Due to the unavailability of a complete dataset specific to Miami-Dade County, overall ridership numbers for Brightline are provided instead of station-specific data.

Lastly, Brightline on-demand services also offer additional convenient, flexible transportation options designed to complement the rail network. These services include Brightline+, a ride-hailing service that allows passengers to easily book trips to and from MiamiCentral and Aventura Stations, enhancing the overall travel experience. By partnering with rideshare companies like Lyft, Brightline provides passengers with seamless connections to regional transit, airports, hotels, and other key destinations. This service is ideal for travelers seeking last-mile connectivity, offering a comfortable, efficient way to complete their journey beyond the rail stations.

Map 3- 5: Miami-Dade County Brightline Stations



Source: [Florida Brightline Stations](#)

3.6 Metromover

The Metromover is a free, automated people-mover system that operates in Downtown Miami and the Brickell area, providing convenient and efficient transit for residents, workers, and visitors. It features three loops—Inner, Omni, and Brickell—connecting to 21 strategically located stations near key destinations as seen in [Map 3- 6](#). Metromover stations are integrated with the larger Miami-Dade transit network, offering seamless connections to the Metrorail and Metrobus systems. Nearby transit services include bicycle racks, CitiBike bikesharing stations, parking facilities, and

pedestrian-friendly areas, enhancing mobility within the city. The system connects directly with the Metrorail station at Government Center and Brickell Stations and integrates Metrobus services. The Metromover operates from 5 a.m. to midnight daily, with trains arriving every 90 seconds during rush hours and every 3 minutes during off-peak hours. In 2022, Metromover provided an impressive 6,402,804 rides across 21 stations. This number slightly decreased in 2023, with 5,357,519 and then increased by 6% in 2024, as seen in **Table 3-4**.

The busiest Metromover stations include Brickell, Bayfront Park, 8th Street, Government Center, and Omni, serving as key transit hubs for commuters and visitors alike. Brickell Station connects directly to the financial district, one of Miami's most active commercial areas, while Bayfront Park Station provides access to major attractions like Bayfront Park, Bayside Marketplace and the Kaseya Center. 8th Street Station, located near high-density residential and office developments, sees significant foot traffic from those commuting within downtown. Government Center Station is a critical interchange, linking Metromover, Metrorail, Tri-Rail, Brightline, and Metrobus, making it one of the most heavily used stations in the network. Meanwhile, Omni Station serves a bustling area near Adrienne Arsht Center, Pérez Art Museum Miami (PAMM), and major event venues, further contributing to its high ridership. These stations play a crucial role in supporting downtown mobility, providing easy, free, and frequent transit options for residents, workers, and tourists.

Table 3-4: Miami-Dade County Metromover Ridership (FY22-FY24)

Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 23 vs. 22	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4			
School Board	2022	58,500	59,782	60,500	46,743	225,525	▲ 17%	▲ 45%
	2023	42,710	49,966	102,528	68,481	263,685		
	2024	69,750	108,555	103,132	101,036	382,473		
Omni	2022	116,296	139,836	129,649	86,008	471,789	▲ 1%	▲ 9%
	2023	84,001	150,291	132,870	109,628	476,790		
	2024	107,562	163,935	128,593	118,596	518,686		
Museum Park	2022	22,641	25,099	25,619	18,902	92,261	▲ 29%	▲ 1%
	2023	18,467	36,962	35,584	28,040	119,053		
	2024	19,197	36,989	32,449	31,806	120,441		
Eleventh Street	2022	19,873	21,765	21,339	13,760	76,737	▲ 10%	▲ 22%
	2023	15,281	27,077	25,727	16,192	84,277		
	2024	17,752	31,092	28,389	25,699	102,932		
Park West	2022	24,703	40,633	34,958	22,935	123,229	▲ 85%	▼ -19%
	2023	39,724	70,907	71,991	45,957	228,579		
	2024	39,469	56,508	48,550	40,914	185,441		
Freedom Tower ²²	2024	-	25,870	64,245	62,589	152,704		
Government Center	2022	170,094	164,851	168,471	123,262	626,678	▼ -30%	▲ 19%
	2023	72,615	89,865	134,795	142,493	439,768		

²² Freedom Tower station was closed for construction from 2022 until 2024 Q2.

Miami-Dade County Citizens' Independent Transportation Trust

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Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 23 vs. 22	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4			
	2024	104,021	167,793	137,921	112,906	522,641		
Miami Avenue	2022	15,255	22,119	19,575	16,041	72,990	▼ -21%	▲ 81%
	2023	5,960	8,493	21,643	21,556	57,652		
	2024	20,078	25,784	28,620	29,709	104,191		
Third Street	2022	21,810	23,567	23,478	16,558	85,413	▲ 6%	▲ 56%
	2023	11,977	23,927	26,943	27,382	90,229		
	2024	26,552	44,954	35,466	33,816	140,788		
Knight Center	2022	31,631	35,306	39,322	29,534	135,793	▲ 2%	▲ 18%
	2023	28,895	48,664	28,520	31,774	137,853		
	2024	31,338	43,332	44,235	43,942	162,847		
Bayfront Park	2022	135,531	153,476	150,031	109,151	548,189	▲ 11%	▲ 8%
	2023	105,820	185,426	186,467	129,967	607,680		
	2024	121,315	193,817	174,507	166,142	655,781		
First Street ²³	2022	60,004	80,964	68,993	50,205	260,166	▼ -52%	▲ 199%
	2023	9,926	-	35,999	78,116	124,041		
	2024	71,122	106,822	97,616	95,906	371,466		
College/Bay side	2022	55,175	100,763	83,856	53,947	293,741	▲ 54%	▲ 3%
	2023	89,769	154,370	126,382	83,232	453,753		
	2024	86,545	134,718	121,623	124,794	467,680		
College North	2022	43,750	49,307	52,400	34,268	179,725	▲ 50%	▲ 5%
	2023	50,215	83,392	82,222	54,293	270,122		
	2024	57,195	79,701	72,782	74,678	284,356		
Wilkie D. Ferguson ²⁴	2022	63,310	71,503	78,746	75,821	289,380	▼ -9%	▲ 63%
	2023	60,972	-	117,455	83,538	261,965		
	2024	81,771	118,716	116,709	109,094	426,290		
Riverwalk	2022	34,886	28,826	36,799	18,100	118,611	▲ 43%	▲ 20%
	2023	25,300	41,561	61,053	42,026	169,940		
	2024	39,070	64,789	52,216	48,200	204,275		
Fifth Street	2022	27,674	28,819	27,796	20,160	104,449	▲ 30%	▲ 27%
	2023	21,704	41,457	43,686	29,212	136,059		
	2024	30,196	52,667	48,828	41,152	172,843		
Eighth Street	2022	105,084	123,002	128,053	100,227	456,366	▲ 8%	▲ 13%
	2023	81,444	150,469	175,512	87,043	494,468		
	2024	84,389	166,594	154,557	155,217	560,757		

²³ First street was closed for construction during Q2 of 2023.

²⁴ Wilkie D. Ferguson was closed for construction during Q2 of 2023.

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Service	Fiscal Year	Ridership by Quarter				Total Boardings by Year	Change FY 23 vs. 22	Change FY 24 vs. 23
		Q1	Q2	Q3	Q4			
Tenth Street	2022	48,690	55,411	54,632	41,111	199,844	▲ 45%	▲ 11%
	2023	50,960	91,906	87,372	58,595	288,833		
	2024	57,097	91,136	88,141	83,772	320,146		
Brickell	2022	154,296	162,512	158,680	109,685	585,173	▼ -2%	▲ 15%
	2023	102,989	177,480	172,038	123,012	575,519		
	2024	118,410	190,860	181,907	170,518	661,695		
Financial District	2022	49,111	65,850	65,491	48,165	228,617	▲ 17%	▼ -23%
	2023	49,617	84,013	77,527	55,541	266,698		
	2024	39,535	63,356	36,940	64,972	204,803		

Source: [Miami Transit Ridership Reports](#)

The Knight Center, Third Street, and Miami Avenue stations are the least used Metromover stations in Miami-Dade County, experiencing lower ridership due to their proximity to busier nearby stations and limited surrounding destinations. While they provide access to parts of Downtown Miami, their usage remains low compared to high-traffic stations like Government Center and Brickell.

Map 3- 6: Miami-Dade County Metromover Stations

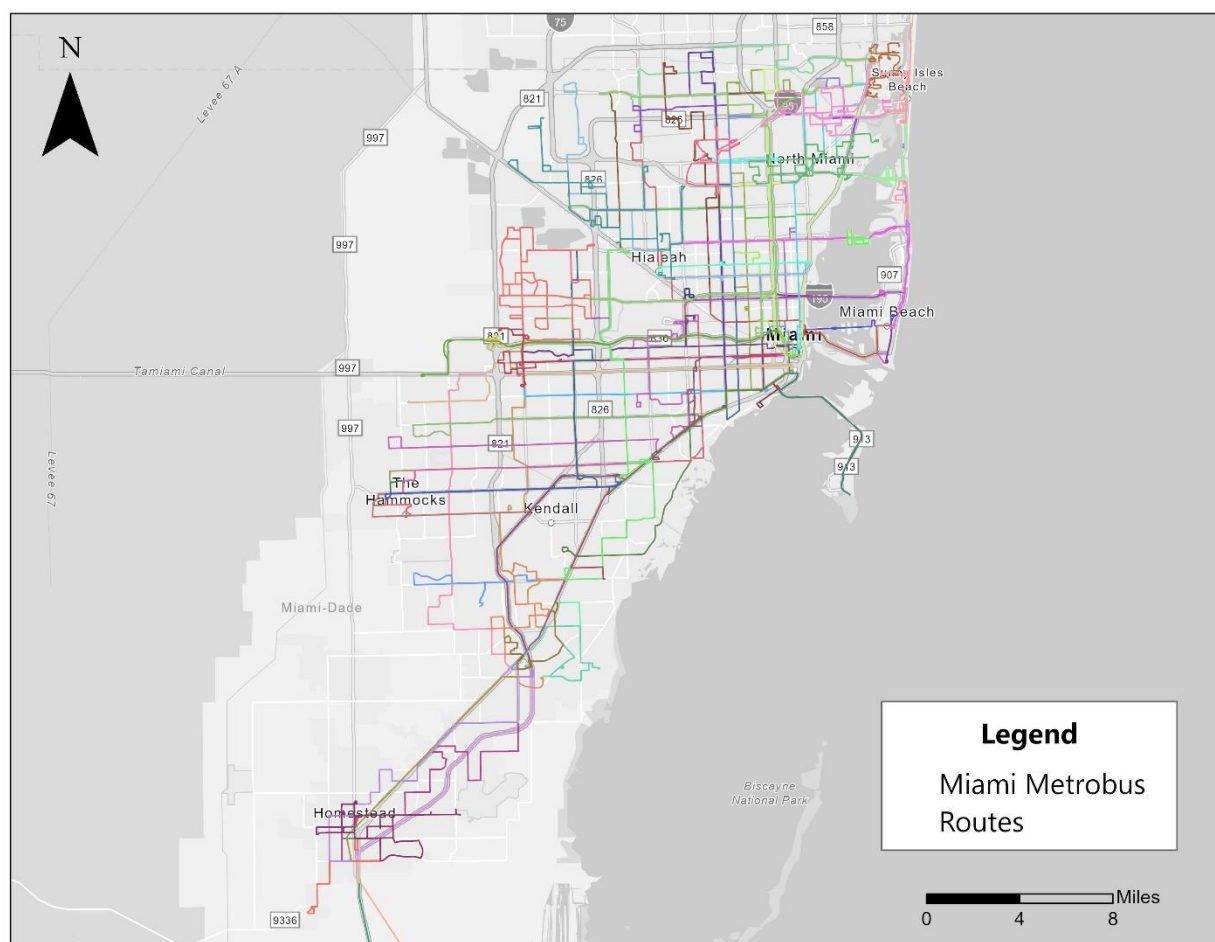


Source: [Metromover Stations](#)

3.7 Metrobus

The Miami Metrobus service is a comprehensive and extensive public transportation network operated by Miami-Dade Transit, serving all major areas of Miami-Dade County. Illustrated in **Map 3-7** there are over 70 routes and 8,896 bus stops. Metrobus provides mobility throughout the county, and it provides key transfer points for integration with the Metrorail and Metromover systems. The buses are equipped with bicycle racks and offer free WiFi on board. The buses operated 24 hours a day, 7 days a week, ensuring reliable service throughout the county.

Map 3-7: Miami-Dade County Metrobus Routes



Source: [Miami Metrobus Routes](#)

In November 2023, Miami-Dade Transit launched the Better Bus Network, which is the first redesign of the transit network in over 40 years. The goal of this was to offer better service to residents by increasing reliability and frequency. As a result, there was a drastic change in the top and bottom 10 routes, as documented in **Table 3-5** and **Table 3-6**.

3.7.1 Existing Bus Stops

Transit infrastructure across Miami-Dade County varies widely by municipality. According to the Miami-Dade County Open Data Hub, the county operates an extensive network of more than 6,000 bus stops, with every city hosting designated transit stops, as shown in **Map 3- 8**. Larger cities, such as Miami and Hialeah, have a higher concentration of bus stops, supported by multiple transit routes and local circulator services, enhancing accessibility and connectivity. In contrast, smaller municipalities, including West Miami, El Portal, and Indian Creek Village, have minimal transit infrastructure, with few—if any—bus stops within their jurisdiction.

Table 3-5: Miami-Dade County Metrobus Ridership (FY 2022-2023)

Top 10 Routes		Bottom 10 Routes	
Route	Average Monthly Ridership	Route	Average Monthly Ridership
11	411,761	254	137
119	284,908	46	421
112	239,206	212	495
77	230,642	132	966
120	186,057	155	976
27	180,865	39	1,042
100	170,417	217	1,255
38	169,703	344	1,349
3	161,045	401	1,555
9	158,157	82	1,566

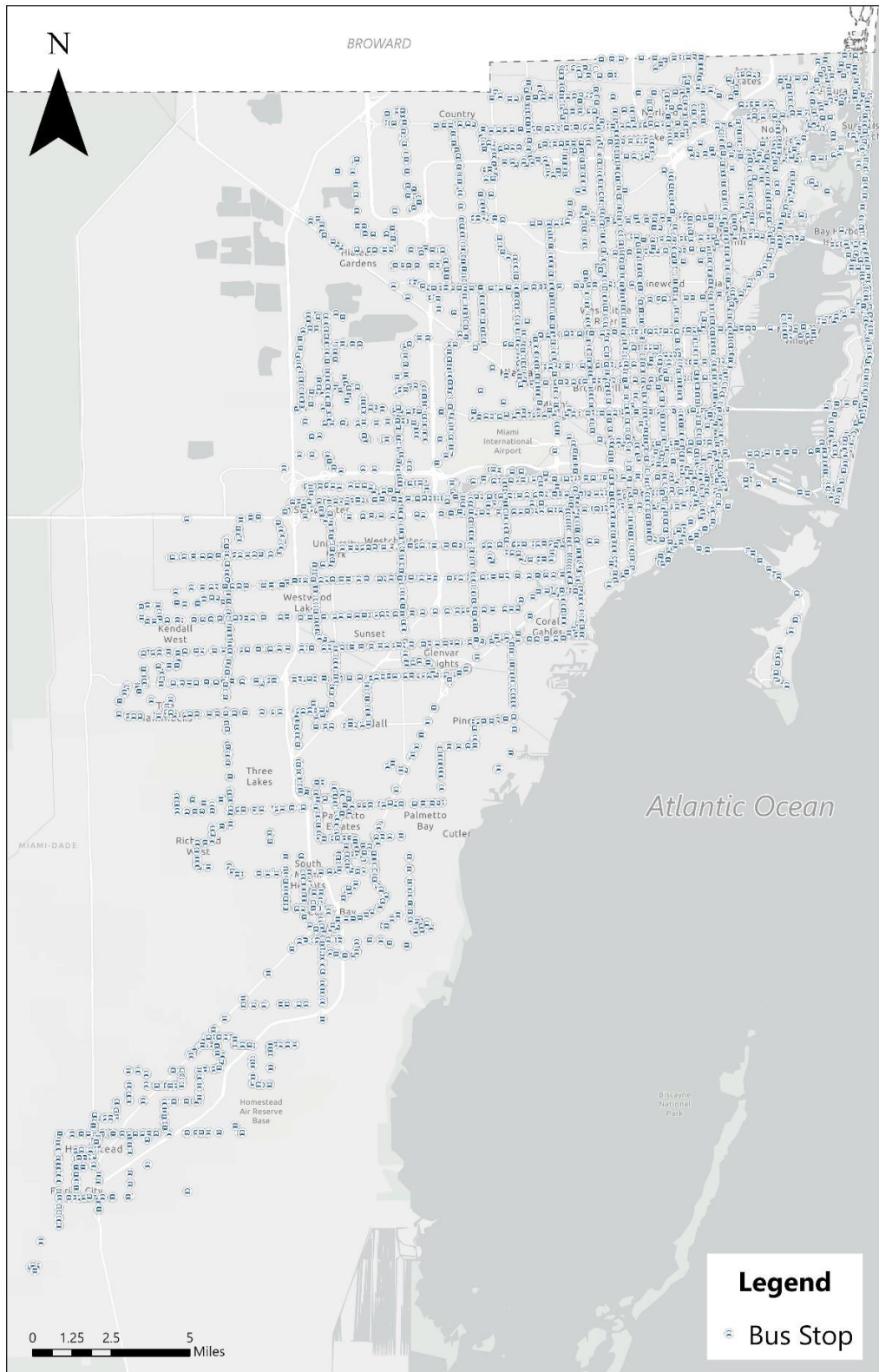
Source: [Miami Transit Ridership Reports](#)

Table 3-6: Miami-Dade County Metrobus Ridership (FY 2023-2024)

Top 10 Routes		Bottom 10 Routes	
Route	Average Monthly Ridership	Route	Average Monthly Ridership
36	163,285	132	936
17	177,428	338	1,768
38	201,732	401	2,044
3	208,887	400	2,537
79	223,411	344	2,790
27	247,025	302	3,114
9	291,180	136	3,492
11	302,407	837	4,157
77	305,198	97	5,822
100	437,305	836	6,697

Source: [Miami Transit Ridership Reports](#)

Map 3- 8: Miami-Dade County Bus Stop Location



Additionally, the county's bus stop database offers critical insights into each bus stop's characteristics, such as its proximity to intersections, accessibility features, and available amenities. A more in-depth analysis of these bus stop attributes will be provided in subsequent sections, and further transit infrastructure mapping is included in **Appendix A** for reference.

3.7.2 Bus Stops Accessibility

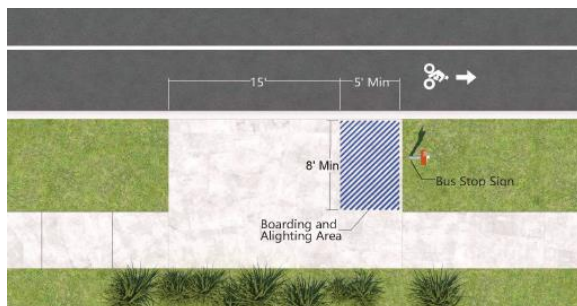
Accessibility is crucial when determining the location and layout of bus stops. Aspects to be considered when designing bus stops are roadway clear-zone requirements and roadside drainage features, which can pose challenges for bus stop access. The 2011 AASHTO Green Book highlights the flexibility in clear-zone requirements, suggesting that engineering judgment and local context should guide the selection of an appropriate clear-zone distance for each specific road and bus stop location. At major bus stops, cities may enhance the experience of passengers and passers-by through the addition of shelters, benches, area maps, plantings, vendors, or artworks.

The Public Right-of-Way Accessibility Guidelines (PROWAG) recommends that transit stop dimensions and boarding and alighting areas "shall have a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the face of the curb or street edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the street."²⁵ The Florida Department of Transportation Accessing Transit Design Handbook for Florida Bus Passenger Facilities mentions that per Americans for Disabilities Act (ADA) standards, the minimum dimensions for a bus stop boarding and alignment area shall be 8 feet (perpendicular to roadway) by 5 feet (parallel to roadway)²⁶, as shown in

Figure 3- 1. The handbook also mentions that a detectable warning surface is required where a sidewalk associated with a boarding and alignment area connects to the roadway at grade.

Source: [FDOT Accessing Transit Design Handbook for Florida Bus Passenger Facilities](#)

Figure 3- 1: Accessible Transit Stop Example



In Miami-Dade County, 3,487 out of 6,455 transit stops—approximately 54%—meet accessibility standards. Meanwhile, 2,331 stops, or 46%, are classified as non-accessible due to issues such as incomplete sidewalks, missing detectable warning surfaces, or non-compliance with recommended dimensions. Additional factors include surface material, which must be

²⁵ <https://www.access-board.gov/prowag/technical.html#r309111-dimensions>

²⁶ [FDOT Accessing Transit Design Handbook for Florida Bus Passenger Facilities](#)

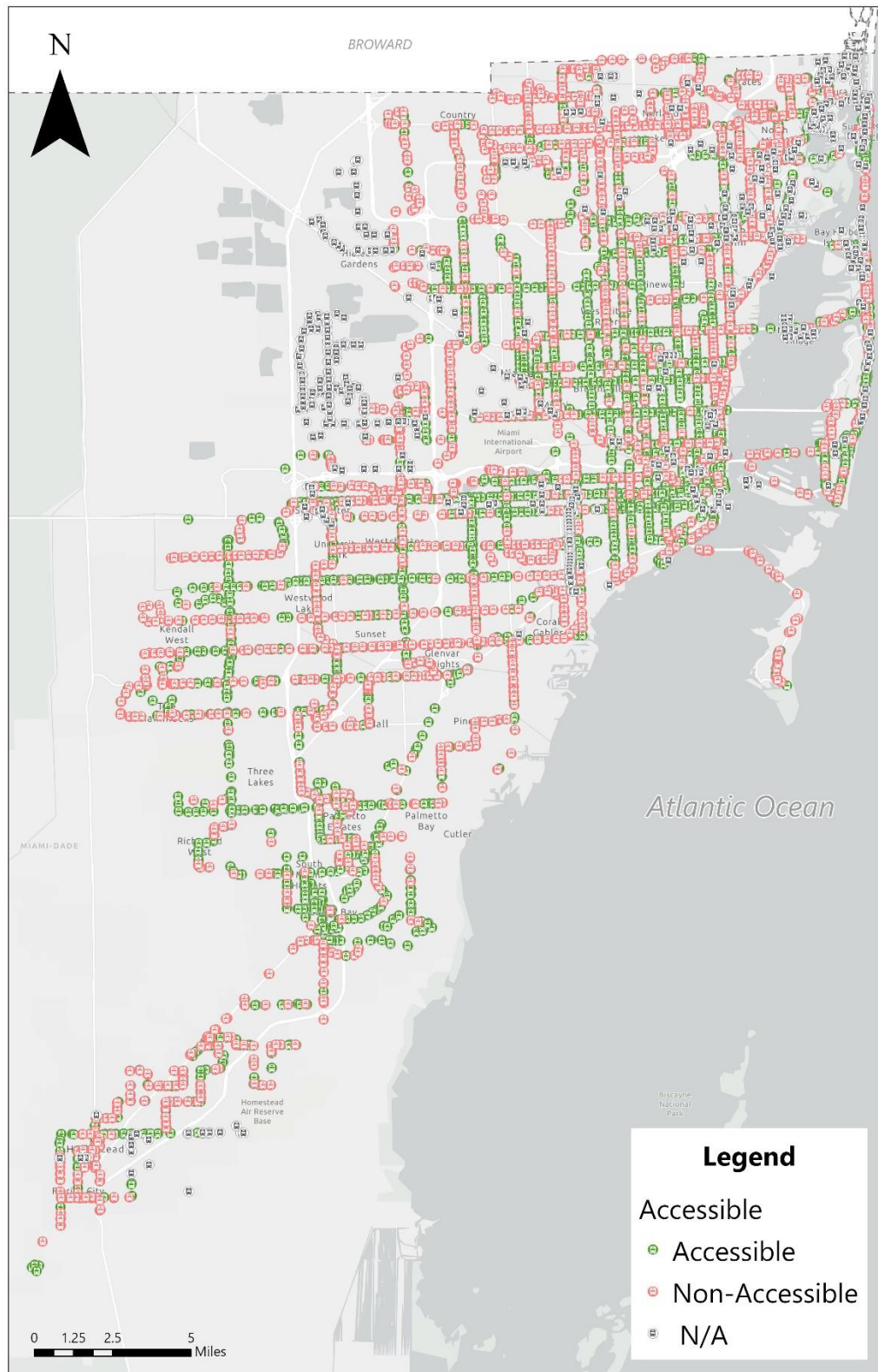
stable, firm, and slip-resistant, as well as slope requirements that limit vertical rise to no more than 1 foot per 20 feet horizontally. An additional 637 stops, representing 9.8%, have

not been designated as either accessible or non-accessible. **Map 3- 9** provides a visual representation of the County's accessible and non-accessible bus stops.

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Map 3- 9: Miami-Dade County Bus Stop Accessibility



3.7.3 Analysis of Bus Passenger Facilities

Bus passenger facilities are crucial for seamless transportation connectivity, ensuring accessibility for pedestrians, bicyclists, and transferring passengers. These stops are typically located in high-traffic areas such as transportation hubs and business districts, but they also serve suburban regions, where buses may be the primary mode of transit. To maximize efficiency, bus stops must be comfortable, safe, and well-integrated into the broader network, particularly in municipalities with high population and employment density. Strategically placed stops along main and local corridors ensures optimal accessibility.

Most bus stops in Miami-Dade County are maintained and operated by the Miami-Dade County Transit Division, Florida's largest transit agency, serving Miami-Dade, southern Broward, and northern Monroe counties. Despite this vast network, some bus stops consist only of a pole and route sign, providing minimal amenities. Currently, about 20% of Miami-Dade bus stops feature a shelter and bench, underscoring the need for ongoing infrastructure improvements to enhance passenger comfort and usability.

3.7.3.1 Bus Stops Amenities

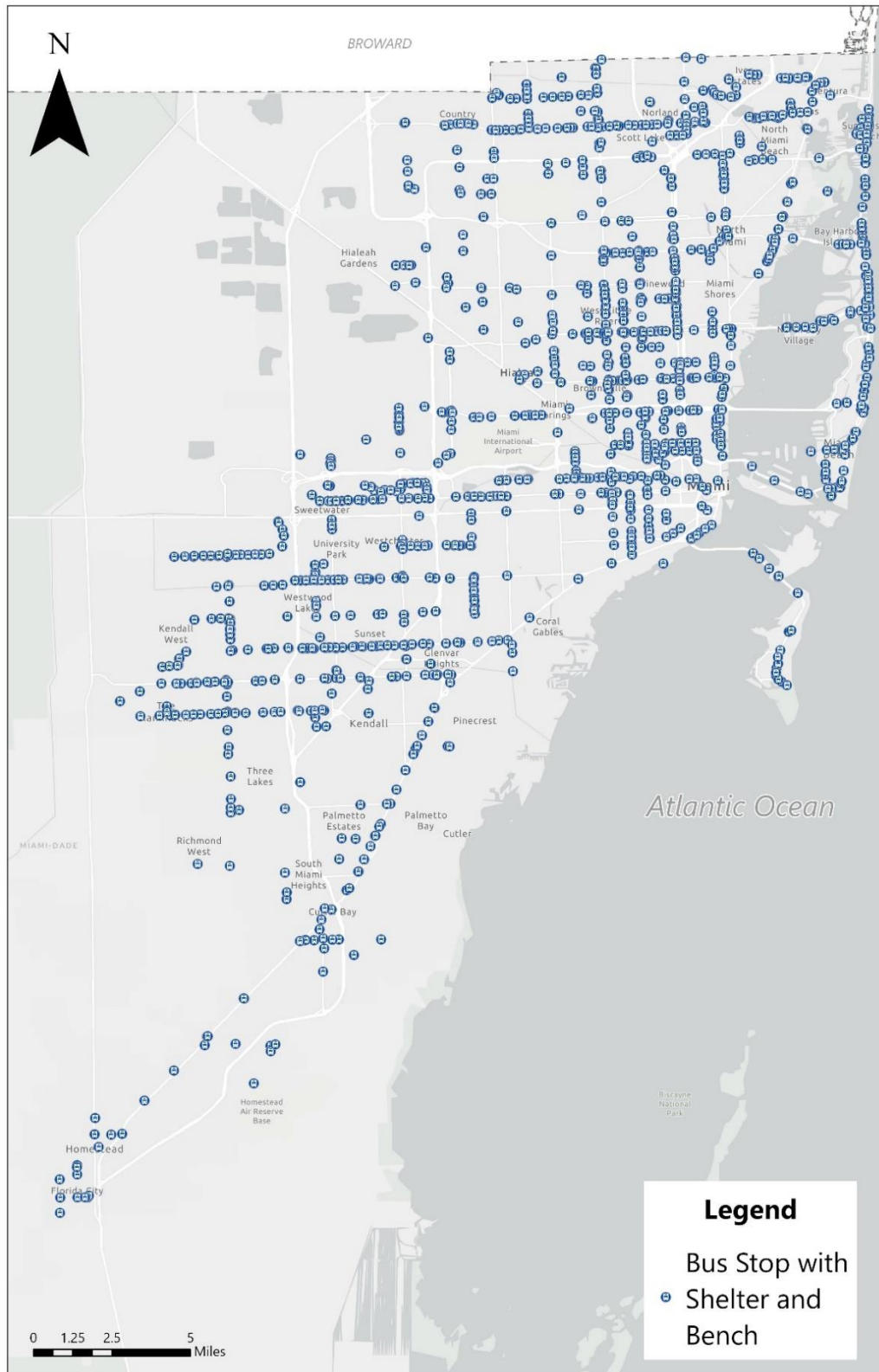
Enhancing bus stops with amenities such as shelters, seating, area maps, landscaping, small-scale vendors, and public art significantly improves the experience for transit riders and pedestrians. These elements foster safety, comfort, and convenience, making public transportation more attractive and accessible. A well-designed waiting area—with protective shelters, paved surfaces, and separation from pedestrian, bicycle, and vehicular traffic—ensures a secure and comfortable environment for transit users.

Given limited resources, municipalities in Miami-Dade County must establish a prioritization system for bus stop enhancements to optimize accessibility and usability. Currently, only 1,296 of 6,455 bus stops (20%) feature amenities such as shelters, benches, and trash receptacles. The location of these enhanced stops is illustrated in **Map 3-10**, guiding future improvement strategies for expanded infrastructure and rider support.

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Map 3- 10: Miami-Dade County Bus Stop Amenities



3.7.3.2 Bus Stop Spacing

Bus stop spacing significantly influences transit performance. The placement of bus stops must consider both traffic operations and passenger accessibility. Ideally, bus stops should be located where enhancements like benches or shelters can be installed within the public right of way. When selecting a bus stop location, factors such as potential ridership, traffic and rider safety, and specific bus operation requirements should be evaluated.

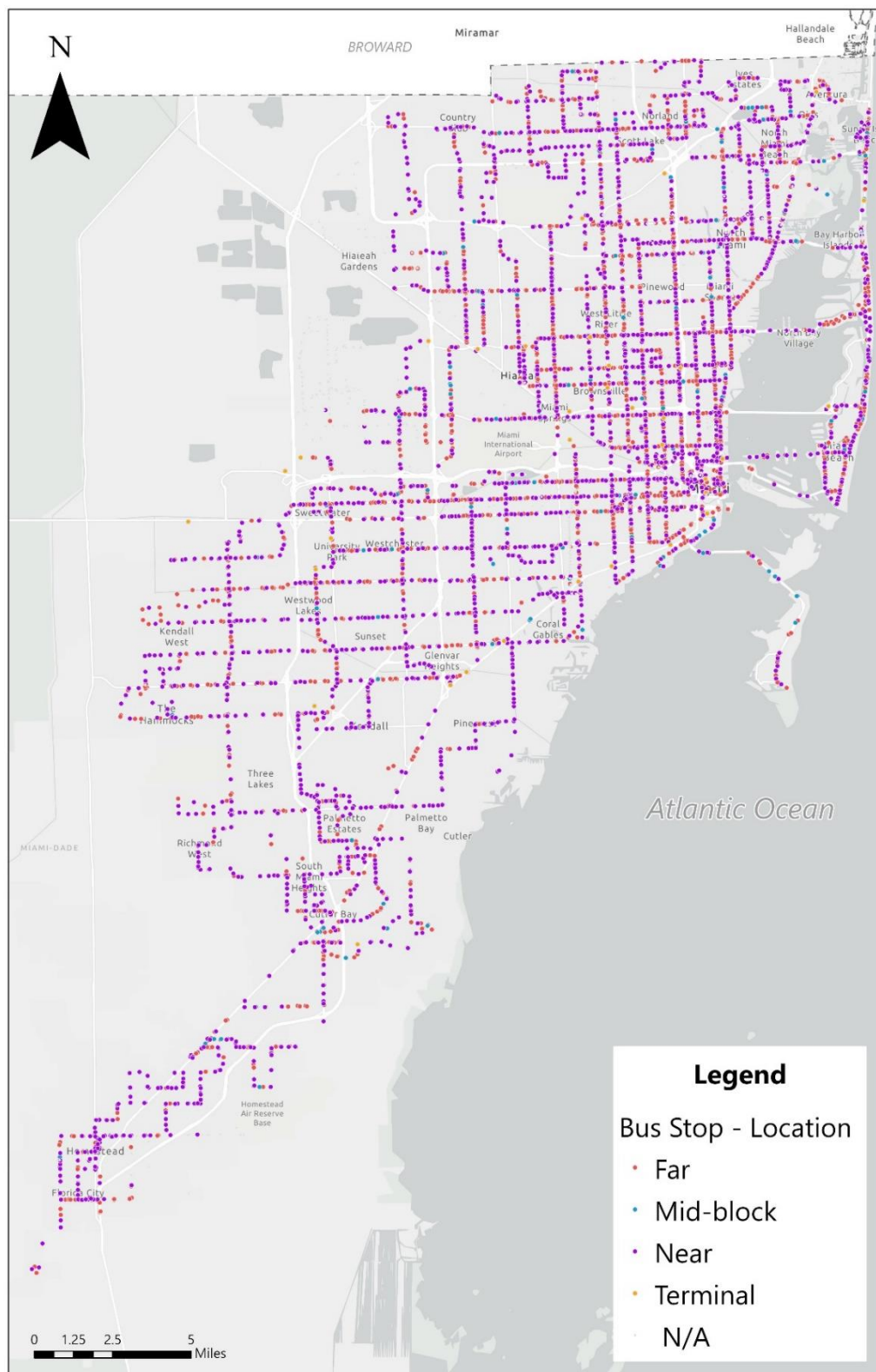
Stop spacing also impacts both access time and line-haul time, influencing the demand for transit service. While analytical studies offer useful guidelines for optimal stop spacing, stops must ultimately be located to serve major trip generators and attractors within the service area. When determining a bus stop location, potential ridership, traffic and rider safety, and specific bus operation requirements should be considered. Emphasis should be placed on personal security by selecting well-lit, open spaces visible from the street to create a safer environment for waiting passengers.

A map of where these stops are located can be found on **Map 3- 11**. Transit stop locations are strategically categorized into far-side, near-side, and mid-block stops, each serving distinct operational and safety functions within the broader transportation network. In general, far-side stops are preferable; however, other types of stops may be justified in certain situations²⁷.

- **Far-Side Stops:** Far-side stops are positioned after an intersection, allowing buses to clear the junction before stopping. This placement minimizes traffic delays caused by buses stopping before a traffic signal and enables smoother turns, particularly for left-turning vehicles. Far-side stops also enhance pedestrian safety by keeping transit users away from moving vehicles at intersections. However, they may require additional curb space and careful coordination with nearby driveways and crosswalks. In Miami-Dade County, 44 percent of bus stops are *far-side* stops.
- **Near-Side Stops:** Near-side stops are located before an intersection, allowing passengers to board and alight before the bus enters the intersection. This placement is beneficial for transit signal priority systems, ensuring buses take advantage of green lights. Near-side stops also provide clear visibility of pedestrian crosswalks but may sometimes block right-turn movements, leading to traffic delays. Their proximity to intersections makes them well-suited for high-density areas with frequent pedestrian activity. In Miami-Dade County, 42 percent of bus stops are *near-side* stops.
- **Mid-Block Stops:** Mid-block stops are situated between intersections, often in areas with major destinations such as retail centers, office buildings, or transit hubs. These stops enhance direct access to key locations, reducing unnecessary walking distances for riders. While they eliminate interference with intersection traffic, they require designated crosswalks and pedestrian safety measures to ensure accessibility. Mid-block stops are especially useful in high-density commercial corridors, where frequent stops at intersections may not be ideal. In Miami-Dade County, only 3 percent of bus stops are *mid-block* stops.

²⁷ [Stops, Spacing, Location and Design | FTA](#)

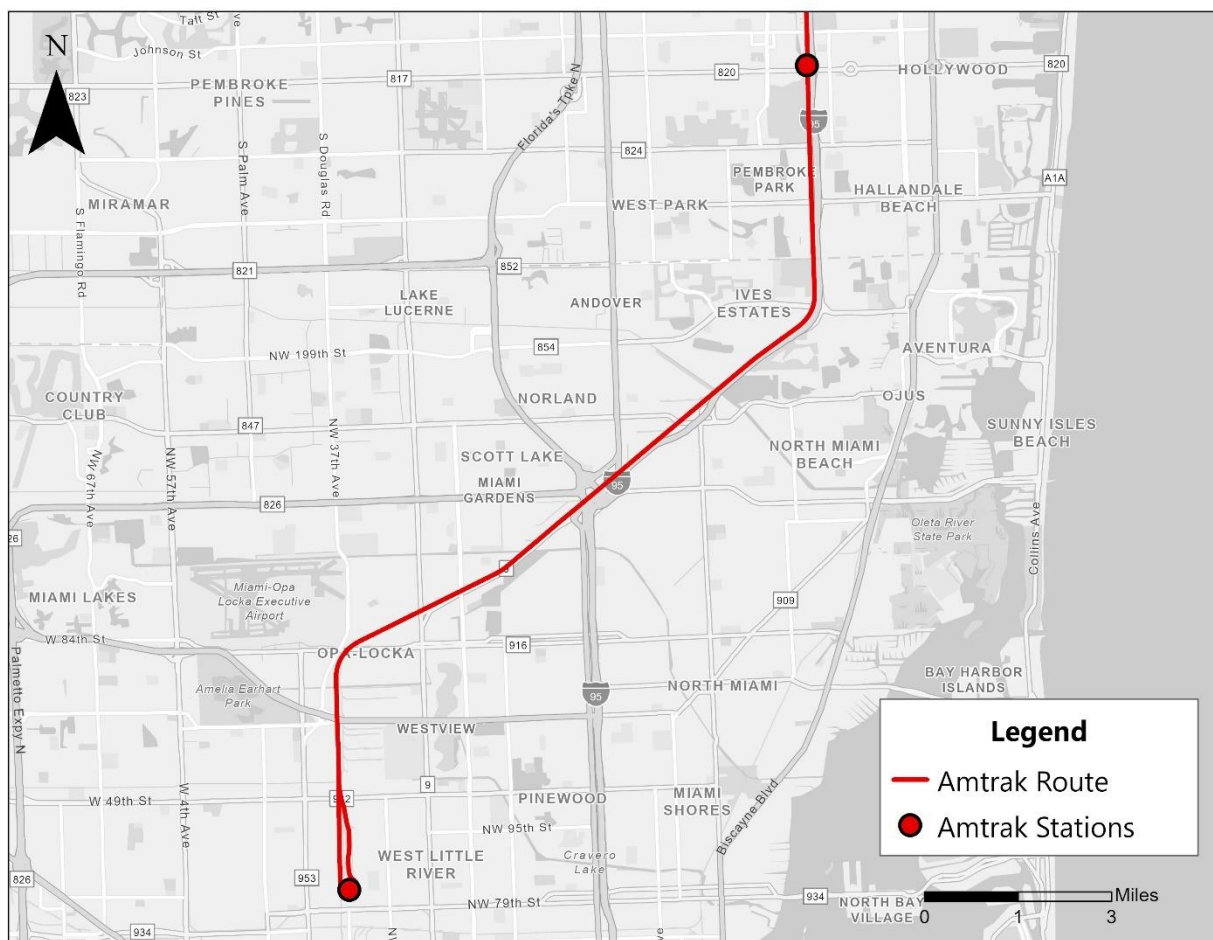
Map 3- 11: Bus Stop Spacing



3.8 Amtrak

Amtrak is a key passenger rail service providing long-distance and intercity travel across the United States. In South Florida, it offers a vital transportation link between cities, giving travelers an alternative to driving or flying. As shown on **Map 3- 12**, Miami-Dade County's Amtrak station, located near Hialeah, serves as the southern terminus for the Silver Meteor and Silver Star routes. These routes connect South Florida to major destinations along the East Coast, including Orlando, Jacksonville, and New York City.

Map 3- 12: Miami Amtrak Route



Source: [Amtrak Service Routes](#)

Although the station is near the Tri-Rail/Metrorail Transfer Station, it currently lacks direct connectivity to the region's mass transit network. Originally, the vision for the Miami Intermodal Center (MIC) included relocating the Amtrak station to a more accessible, well-connected site. When the MIC opened in 2016, dedicated platforms were assigned for Amtrak services. However, operational challenges—such as the need for a time-consuming backup maneuver that would disrupt rail traffic—prevented Amtrak from moving its operations to the MIC. Additional concerns,

including lease terms, train servicing requirements, ADA modifications, and interior outfitting costs, further complicated the transition²⁸.

As a result, Amtrak continues to operate from its existing location, limiting direct transit connectivity for passengers. Addressing these challenges in the future could enhance multimodal access, making regional and long-distance travel more convenient for South Florida residents and visitors alike. Shown in **Table 3- 7**, ridership for the Miami Amtrak station has increased 45 percent from fiscal year 2022 to fiscal year 2023.

Table 3- 7: Miami Amtrak Ridership (FY22-FY23)

Station	FY 2022	FY 2023	Percent Change
Miami (MIA)	50,992	73,883	▲ 45%

Source: [Amtrak Ridership Reports](#)

3.9 South Dade TransitWay

The South Dade TransitWay is nearing completion as one of five rapid transit corridors under Miami-Dade County’s SMART Program. As of February 2025, the project is 92% complete and scheduled for late summer 2025 delivery. This 20-mile-long bus rapid transit (BRT) system connects the Dadeland South transit hub to the SW 344 Street park-and-ride station in Florida City, with 14 express stops and 32 local stops, excluding its two terminal stations.

Designed as a modern transit solution, the system’s BRT stations offer multimodal amenities, weather protection, rail-like gate arms at key intersections, and a fleet of electric vehicles. Passengers will also benefit from air-conditioned stations, center platform loading, internet access, enhanced security, improved lighting, ADA-compliant level boarding, and real-time arrival displays—elevating the overall commuter experience.

Complementing the South Dade TransitWay, the South Dade Trail—a shared-use path linking The Underline to Florida City—expands multimodal connectivity, reinforcing transit access across Pinecrest, Palmetto Bay, Cutler Bay, Homestead, Florida City, and unincorporated Miami-Dade County. With completion approaching, a first- and last-mile connectivity evaluation is essential to identifying future opportunities and maximizing the system’s reach.

3.9.1 Dadeland South

The Dadeland South Station currently provides connectivity to Metrobus and Metrorail Services. It is responsible for over 1.3 million boardings annually, signaling its role as a gateway to the southern portion of the county. Furthermore, the 21 percent increase in boardings over the last fiscal year (FY2023-2024) underscores the station’s growing prominence as a transit hub.

Context: When considering the growth trends at the Dadeland South station, the land-usage within a half-mile buffer seems to confirm its status as a connection between Metrobus and Metrorail services. There are many wide arterial roads, highways, and parking garages (and parking lots)

²⁸ [After years of planning, why Amtrak derailed its service to Miami's airport - WRLN](#)

surrounding the station, thereby suggesting a limitation in pedestrian and bicyclist connectivity. Thus, first- and last-mile connections for pedestrians and bicyclists are limited by the existing context of this station; limitations include pedestrian and bicyclist infrastructure (or lack thereof), wide roads that generate hostile crossings for pedestrians (notably on US-1 and SW 88 Street), and a considerable presence of parking lots that contribute to inefficiencies in land use.

People: The demographic trends of this station are diverse. Primary users of this transit hub are working-age adults that utilize the Metrobus and Metrorail connection. There is also a notable presence of park-and-ride users at this station.

Employment: Centers of employment within a half-mile buffer include Dadeland Mall, the Downtown Dadeland district (along Dadeland Boulevard), Shops at Dadeland (corner of SW 72 Court and US-1), and several shopping plazas along US-1. Evidently, the most accessible centers of employment are found within Downtown Dadeland, although the pedestrian sidewalk and crosswalk network are limited, there are more mixed-use developments that cater to alternative modes of transportation. In contrast, centers of employment found at Dadeland Mall or along US-1 feature the most hostile pedestrian and bicyclist environments, with wide crossings and high-speed vehicular traffic systemically undermining first- and last-mile connections.

Bicycle and Pedestrian Infrastructure: Pedestrian infrastructure, although limited by the automobile-oriented land usage, is offered throughout the surrounding area. The sidewalk network is concentrated in Downtown Dadeland with some crosswalks scattered across the district. Crosswalks on US-1, SW 88 Street, and SR 826/Palmetto Expressway feature wide crossings, and while they are used out of necessity, these crossings exhibit dangerous conditions towards potential users due to the intense volume of high-speed vehicular traffic. There are no existing bicycle lanes throughout the half-mile buffer. However, The Underline runs through the South Dadeland station and transforms into the South Dade Trail, thereby marking the beginning of the shared-use path along the South Dade TransitWay.

Other Considerations: Despite the challenges brought by the automobile-centered environment surrounding the station, there are still potential opportunities found within the buffer. High-density housing developments found in Downtown Dadeland and the presence of two grocery stores are opportunities to enhance first- and last-mile connectivity through meaningful improvements in pedestrian and bicycle infrastructure. However, the presence of US-1 inhibits effective pedestrian and bicyclist infrastructure implementation to connect one of the grocery stores.

3.9.2 SW 104 Street/Killian Drive

Distinguished as the first BRT station in the South Dade TransitWay corridor, this station is located at SW 104 Street adjacent to US-1.

Context: The station is adjacent to Pinecrest Place, a shopping center that features a grocery store and a department store. The surrounding area is primarily centered around low-density, single-family housing developments both in the Village of Pinecrest and unincorporated Miami-Dade County. Multiple medical and health centers, religious centers (i.e., churches), and parks can be found within the half-mile buffer of the station. However, limitations in pedestrian and bicycle infrastructure networks cut into the first- and last-mile mobility opportunities around the station.

People: Users of this transit hub are those who rely on the Metrobus service for mobility. This transportation facilitates economic activity such as employment.

Employment: Several employment hubs exist around the station including the Pinecrest Center and shopping plazas along US-1. However, their accessibility drastically differs. Pinecrest Center, although largely composed of a parking lot, is adjacent to the BRT stop. On the other hand, those who work across US-1 must cross a major arterial highway. Additionally, right slip-turn lanes along SW 104 Street intensify the safety concerns for crosswalk users.

Bicycle and Pedestrian Infrastructure: Currently, there are three primary sidewalks along SW 104 Street, SW 77 Avenue, and SW 82 Avenue. Additional sidewalks are scattered throughout the Village of Pinecrest. However, the buffer zone pertaining to unincorporated Miami-Dade County severely lacks sidewalks throughout the neighborhood. Aside from the shared use path along the South Dade Trail, there is no dedicated bicycle infrastructure within the half-mile buffer from the station.

Other Considerations: The buffer zone includes a variety of amenities, such as religious centers, medium-density housing, health services, and three parks. Two of these parks are within the jurisdiction of Pinecrest, benefiting from established sidewalk networks that enhance first- and last-mile connectivity. However, Continental Park, located in unincorporated Miami-Dade County, lacks a comprehensive sidewalk system, limiting pedestrian access and neighborhood connectivity. This disparity highlights the need for targeted infrastructure improvements to ensure equitable access across the buffer zone.

3.9.3 SW 136 Street/Howard Drive

This BRT station is located at the junction of US-1 and SW 136 Street, specifically at the northwest corner of the intersection. The station also features rail-style arms that enable efficient movement of buses throughout the BRT system.

Context: The station is surrounded by a mix of commercial and industrial hubs, each with distinct characteristics. To the southwest, across SW 136 Street, sits The Falls, an open-air shopping mall featuring retail stores, entertainment venues, and restaurants. On the southeast corner, across US-1, is Colonial Palms Plaza, another shopping center offering various retailers, services, and dining options.

On the northwest corner, where the station itself is located, the landscape shifts to an industrial district with warehouse centers. Some operate as wholesale businesses, while others have been repurposed into private gyms and martial arts studios. The northeastern corner features a warehouse-style retailer, additional shopping centers, and a grocery store, along with neighborhood access to the Village of Pinecrest.

Overall, land use within the half-mile buffer consists of parking lots, large-box stores, retailers, and a few cultural amenities, including restaurants and service-based businesses, reflecting the area's diverse commercial and industrial character.

People: Users of this station primarily fall into two categories: those working in the surrounding area and those visiting nearby shopping malls and retail centers. Both groups are likely to rely on micromobility options such as scooters and e-bikes, which serve as last-mile solutions for connecting transit users to their final destinations.

With the implementation of the BRT system, first- and last-mile mobility in this area is expected to increase, reinforcing the need for better-suited land use and higher-quality pedestrian and bicycling infrastructure. Investing in safer, well-integrated transit connections will encourage multimodal accessibility, making short-distance travel more efficient and sustainable.

Employment: Employment hubs within the half-mile buffer zone are concentrated in the shopping centers. Industries of employment are primarily in retail and healthcare, although there are also jobs in the service sector. Improving the first- and last-mile mobility in the surrounding area will be critical towards the economic development of this zone.

Bicycle and Pedestrian Infrastructure: Bicycle and pedestrian infrastructure within the buffer zone is limited, with sidewalks primarily found along SW 136 Street, US-1, and select peripheral streets. The area has just one dedicated bicycle lane, located on SW 92 Avenue, alongside a short trail at Briar Bay Linear Park, which falls within the half-mile buffer.

Beyond these existing facilities, the South Dade Trail is set to provide a dedicated, protected shared-use path for pedestrians and cyclists, running parallel to the South Dade TransitWay. Once completed, this development will significantly improve first- and last-mile connectivity, supporting safer and more accessible mobility options for transit users.

Other Considerations: Two parks lie within the half-mile buffer zone, offering distinct recreational amenities. Suniland Park, located northeast of the BRT stop, falls under the Village of Pinecrest's jurisdiction and features a multi-purpose athletic field, basketball courts, a gazebo, a community center, and Pawcrest Park, the area's only off-leash dog park. Further southwest, approximately half a mile from the station, Briar Bay Linear Park, overseen by Miami-Dade County, provides a trail with lighting, enhancing pedestrian accessibility and safety.

3.9.4 SW 152 Street/Coral Reef Drive

This BRT station is located at the intersection of SW 152 Street, also known as Coral Reef Drive and US-1, under the unincorporated section of Miami-Dade County. This station features many critical amenities regarding transit-oriented development, warranting consideration of implementing first- and last-mile mobility improvements.

Context: The surrounding area is primarily low-density development, featuring a mix of residential, medical, commercial, and recreational spaces. Two notable green spaces enhance the landscape: Palmetto Golf Course, located at the southwestern corner of US-1 and SW 152 Street, and Rockdale Pineland Preserve, positioned north of SW 152 Street.

Medical facilities are prominent within the half-mile buffer, including a pediatric clinic and multiple health complexes, serving residents and visitors alike. Nearby residential areas fall within unincorporated Miami-Dade County and the Village of Palmetto Bay, contributing to the suburban character of the transit station's surroundings.

Community amenities such as the Metropolitan Dade County Coral Reef Fire Station and Coral Reef Library Branch provide essential public services. Overall, this BRT station is defined by low-density housing, medical and shopping facilities with large parking lots, and expansive recreational spaces, including the golf course and nature preserve.

People: Users of this station either rely on transit to access employment or to access multiple medical, retail, or community amenities. These destinations are primarily concentrated along SW 152 Avenue and US-1. First- and last-mile mobility solutions should be engineered towards these zones.

Employment: Employment hubs near this station are concentrated along US-1 and slightly west on SW 152 Street. As mentioned above, the employment hubs pertain to retail and service within both the public and private sectors.

Bicycle and Pedestrian Infrastructure: Sidewalks are present along US-1, SW 152 Street, and SW 92 Avenue, but pedestrian infrastructure varies across the buffer zone, especially in residential areas. Many streets in unincorporated Miami-Dade County lack sidewalks, limiting walkability and connectivity for residents.

Regarding bicycle infrastructure, the South Dade Trail will introduce a dedicated shared-use path for cyclists and pedestrians, enhancing multimodal access. However, apart from this upcoming development, no existing bike lanes or dedicated cycling infrastructure are available within the half-mile buffer of this station.

Other Considerations: A considerable number of medical centers exist around the station, signaling the importance of healthcare services around SW 152 Street. First- and last-mile mobility solutions for pedestrians and cyclists should be prioritized to link transit users and essential services.

3.9.5 SW 168 Street/Richmond Drive

This BRT station stands out for its multimodal functionality, featuring five levels of parking, a kiss-and-ride area, bicycle storage, electric vehicle charging, and public restrooms. Although this station features many amenities for first- and last-mile trips for automobile users, pedestrian and bicycle connectivity must also be evaluated.

Context: The SW 168 Street BRT station sits at the bifurcation of US-1, positioned closest to the southbound traffic branch. Surrounding land use is dominated by low-density single-family housing, restaurants, retail stores, and automobile dealerships. To the northeast corner of SW 168 Street and US-1, the station is located within the residential section of unincorporated Miami-Dade County, while the remaining surroundings feature automobile dealerships, retail stores, and dining establishments. Residential zones from the Village of Palmetto Bay extend east and southeast of US-1, with a small industrial area southwest of the BRT station. Overall, the half-mile buffer around the station is primarily automobile dealerships, reflecting the area's commercial and suburban character.

People: Users of this transit station are primarily the working-force found within the immediate surrounding areas. Most transit users nearby commute using Metrobus to access jobs in the service industry—including restaurants, retailers, and automobile shops.

Employment: Employment hubs within the half-mile buffer of the Richmond Drive station are automobile dealerships, industrial warehouses, and retailers.

Bicycle and Pedestrian Infrastructure: Bicycle and pedestrian infrastructure within the buffer zone remains limited, despite the presence of sidewalks throughout the area. High traffic volume undermines walkability, making pedestrian access less desirable and potentially unsafe.

Additionally, the lack of an urban tree canopy discourages usage, as it fails to provide shade and comfort for pedestrians, even in neighborhoods where sidewalks connect to residential zones.

Currently, there is no dedicated bicycle infrastructure within the half-mile buffer. While the South Dade Trail does extend into this segment of the TransitWay, there have yet to be upgrades or maintenance improvements near this station. Addressing these gaps in sidewalk and bicycle infrastructure would be key to enhancing first- and last-mile connectivity for transit users.

Other Considerations: This station is characterized by the intense presence of the automobile, manifested through the inclusion of a parking structure dedicated to the BRT and the numerous automobile dealerships surrounding the station. Encouraging multimodal transportation will prove challenging, given the context of the surrounding land use and the prominence of US-1 as an arterial road for motor vehicles.

3.9.6 SW 184 Street/ Eureka Drive

This station is located along the end of the bifurcation of US-1. Located in the southeast corner of US-1 and Eureka Drive, this station faces similar challenges to the previous one.

Context: The surrounding land use mirrors that of Richmond Drive, with amenities catering to automobile services, including car washes, auto shops, and an automobile dealership, all within the half-mile buffer. To the northwest, the area is primarily residential, featuring public health services, an elementary school, and a senior care center directly north of the station. The northeast corner hosts a mix of light-industrial retailers, car washes, and a fast-food restaurant, alongside medium-density housing, mainly apartment complexes. To the southeast, the South Dade Shopping Center dominates the landscape, a large shopping plaza with a parking lot, with Bel Aire Park located behind it. The southwest corner is marked by industrial land use, where large warehouses have been repurposed into shopping centers and business amenities, further shaping the area's commercial profile.

People: Transit users are most likely to be employed within the half-mile buffer zone, relying on the public transportation system to access economic opportunities. The presence of a public health department also signifies that potential transit users of this station are healthcare patients seeking treatment or services.

Employment: There are a variety of employment hubs throughout the buffer zone. Employment can be found in restaurants, retail stores, and industrial warehouses.

Bicycle and Pedestrian Infrastructure: The half-mile buffer zone contains a sidewalk network, with US-1 serving as a primary pedestrian corridor due to its high foot traffic and numerous crossings. However, there is no dedicated bicycle infrastructure within the buffer zone, leaving cyclists without designated lanes or protected pathways. Enhancing bike-friendly infrastructure alongside existing sidewalks could improve multimodal connectivity, ensuring safer and more efficient movement for pedestrians and cyclists alike.

Other Considerations: Although there are many land uses within the buffer zone, multimodal connections for pedestrians and bicyclists are possible due to the prevalence of residential neighborhoods near the station.

3.9.7 Marlin Road

The Marlin Road transit station is situated among numerous shopping plazas. Furthermore, it is less than a mile away from both the Eureka Drive and SW 200 Street BRT stations. Despite its proximity to other BRT stations, it has a strategic position between various wholesale grocery stores. Also, this station also features rail-style arm gates.

Context: The land use surrounding this station is dominated by large shopping centers, offering a variety of retailers and services. With multiple commercial hubs, significant portions of land are allocated to parking lots, reflecting the area's auto-centric development pattern.

This layout is consistent across the northwest, northeast, and southwest sectors of the station. However, the southeastern corner contrasts with this trend, featuring a residential zone within the Town of Cutler Bay, which includes Bel Aire Elementary School, serving the local community.

People: Users of this station are most likely to access the various commercial hubs surrounding the station. Although the large parking lots are not necessarily conducive to transit riders, wholesale grocery stores and retailers provide a commercial hotspot for transit riders to participate in economic development.

Employment: Due to the large number of commercial retailers and services, employment hubs can be found throughout most of the half-mile buffer. Employment in grocery stores, large retailers, medical centers, and other businesses warrant a transit hub with appropriate first- and last-mile connectivity.

Bicycle and Pedestrian Infrastructure: Sidewalk infrastructure, although present, is severely limited by the prevalence of wide arterial roads. The sidewalk network lacks an urban tree canopy, contributing to the urban heat island effect. Furthermore, there is no existing bicycle infrastructure through the buffer zone—except for the South Dade Trail.

Other Considerations: There are many opportunities to enhance first- and last-mile connectivity for pedestrians and cyclists. For instance, safe crossings and intersections can promote transit usage to access points of interest such as grocery stores, gyms, and restaurants in the nearby shopping plazas.

3.9.8 SW 200 Street/ Caribbean Boulevard

This station stands out due to its proximity to the Homestead Extension of Florida's Turnpike (HEFT) and its close distance—less than half a mile—to the next station at SW 112 Avenue. Its rail-style arm gates facilitate the rapid and seamless movement of bus traffic, enhancing operational efficiency.

Additionally, the Town of Cutler Bay's City Hall lies within a half-mile buffer, integrating civic infrastructure into the surrounding transit landscape. The land use within the buffer zone varies significantly, ranging from medium-density residential areas to large shopping centers that function as convenient rest stops for travelers along the HEFT.

Context: The SW 200 Street BRT station is positioned at the northwest corner of Caribbean Boulevard/SW 200 Street and US-1, surrounded by medium-density condominiums and apartments. Across Caribbean Boulevard, on the southwest corner, lies a single-family residential neighborhood, contributing to the residential zone west of US-1.

To the northeast, the area features restaurants, a hotel, a gas station, and an automobile repair shop, providing commercial services within the buffer zone. Meanwhile, the southeast corner is dominated by Southland Mall, notable for its large parking lots and expansive land use.

Given this mix of residential and commercial development, first- and last-mile connections from the SW 200 Street BRT station should strategically enhance pedestrian and bicycle infrastructure, ensuring seamless access between key destinations.

People: Southland Mall serves as a primary destination for transit users, attracting visitors for shopping, dining, and entertainment. Beyond its commercial appeal, the mall also functions as an employment hub, generating ridership from workers commuting to jobs within the retail and service sectors. Additionally, economic activity extends beyond the half-mile buffer, with nearby shopping plazas offering additional employment opportunities. These extended hubs contribute to regional connectivity, reinforcing the importance of first- and last-mile transit solutions to ensure accessibility for both shoppers and workers.

Employment: Employment opportunities within the buffer zone are primarily concentrated in Southland Mall, which serves as a major commercial and retail employment hub. In addition to jobs within the mall itself, the northeastern corner of US-1 and SW 200 Street/Caribbean Boulevard offers various employment hubs, including restaurants, a hotel, an automobile repair shop, and a gas station.

These locations contribute to the area's economic landscape, supporting both service-sector employment and regional transit ridership. Strengthening first- and last-mile mobility in these commercial zones could further enhance accessibility for workers and patrons alike.

Bicycle and Pedestrian Infrastructure: Pedestrian infrastructure is well established throughout most of the residential zone west of US-1, supporting walkability in these areas. However, many apartment complexes feature expansive parking lots, which could restrict potential pedestrian infrastructure expansion or limit the feasibility of introducing dedicated bicycle paths.

On the east side of US-1, near Southland Mall, both pedestrian and bicycle infrastructure are less developed, largely due to the numerous entry and exit points connecting to the Turnpike. These intersections create high vehicular traffic volumes, making it challenging to implement safer and more accessible pedestrian and cycling facilities.

Currently, the only dedicated bicycle infrastructure within the half-mile buffer zone is the South Dade Trail, reinforcing the need for expanded cycling amenities to improve first- and last-mile connectivity for transit users.

Other Considerations: Connecting pedestrians and bicyclists to residential zones and commercial hubs around the SW 200 Street transit hub will require first- and last-mile mobility solutions that reevaluate land usage in surrounding areas.

3.9.9 SW 112 Avenue/South Allapattah Road

This station is the last transit hub situated within the Town of Cutler Bay. Like the previous two stations, it features rail-like arm gates. Finally, it is also proximal to the Southland Mall, along with several other commercial amenities including a department store, grocery store, and fitness center.

Context: Land use surrounding this transit hub varies, with low-density housing to the north and west, featuring single-family homes within a residential neighborhood. Just west of the station, a department store with a large parking lot anchors retail activity. Southland Mall, positioned east of SW 112 Avenue, serves as a key commercial hub, while Cutler Bay Town Centre, located to the west, supports business and government services. Within the half-mile buffer, land use is balanced between low-density housing and three major commercial hubs.

People: Transit users primarily visit Southland Mall, but they also access the grocery store at Cutler Bay Town Centre and the department store west of the station. Despite US-1 being a hazardous pedestrian crossing, many still rely on this station for necessary trips to retail and commercial destinations. Additionally, employment accessibility is a major factor influencing ridership.

Employment: Local employment is concentrated within Southland Mall, the department store, and the grocery store. Beyond these, smaller shopping plazas along SW 211 Street, just south of Cutler Bay Town Centre, provide additional job opportunities in restaurants and service-based businesses.

Bicycle and Pedestrian Infrastructure: Pedestrian infrastructure is consistent with nearby stations, including sidewalk networks, though large crossings at US-1 and frequent shopping center driveways create safety challenges. Unlike previous stations, SW 112 Avenue features a designated bicycle lane within the half-mile buffer along SW 211 Street. The South Dade Trail continues through this station, offering a shared-use path for pedestrians and cyclists.

Other Considerations: This station serves both residents and the workforce, making first- and last-mile connections critical for transit efficiency. Thoughtful expansion of pedestrian and bicycle infrastructure can maximize transit reliability, ensuring safe and convenient access to key destinations throughout Cutler Bay.

3.9.10 SW 244 Street

This station is located in Princeton, an unincorporated community that is also a census-designated place. The station has various points of interest nearby, including local institutions like the Redland Village Market and local restaurants. This station also employs rail-style arms to prioritize BRT services.

Context: To the west, the Redland Village Market serves as a central economic and social hub, supported by a large parking lot, emphasizing automobile dependency as the dominant mode of transportation. Beyond the market, agricultural fields extend into the surrounding landscape, reinforcing Princeton's rural-commercial identity.

On the east side of US-1, low-density land use consists of single-family homes, small restaurants, and businesses with compact parking lots. However, a medium-density apartment complex along SW 248 Street and SW 242 Street introduces more diversified residential development. Additionally, an educational institution at SW 134 Avenue and SW 248 Street, housing an elementary school, kindergarten, and charter high school, presents an opportunity for pedestrian infrastructure enhancements, as there are currently no sidewalks connecting these facilities.

People: Transit users are primarily those working in agricultural fields or employed at the Redland Village Market. Additionally, several restaurants and small businesses along US-1 contribute to economic activity, drawing employees and patrons who rely on transit options. However, limited sidewalk infrastructure restricts safe access to these destinations.

Employment: Employment hubs around this station include agricultural fields, restaurants, the Red Village Market, and the educational institution.

Bicycle and Pedestrian Infrastructure: Pedestrian infrastructure within the half-mile buffer remains limited. While sidewalks exist along US-1, there is a severe lack of crosswalks, discouraging safe pedestrian movement between key hubs such as the Redland Village Market and surrounding businesses. Similarly, the residential zone south of the station lacks sidewalks, particularly near the schools, restricting accessibility for students and residents.

The bicycle infrastructure is even more constrained, with no designated bike lanes within the buffer, except for segments along SW 137 Avenue and the South Dade Trail. This highlights a significant opportunity for pedestrian and bicycle infrastructure improvements to enhance first- and last-mile connectivity.

Other Considerations: Enhancing first- and last-mile connections between medium-density housing, residential neighborhoods, and economic hubs like the Redland Village Market can reshape the transportation dynamics of Princeton. Additionally, regional travel from the core of Miami-Dade County would greatly benefit from the full implementation of the BRT system, offering more efficient transit access to employment and commercial destinations.

3.9.11 SW 264 Street

This station is in Naranja, an unincorporated community southeast of Princeton. The immediate land usage is primarily residential. The residential developments are a mix between medium-density housing—such as apartments and townhouses—and low-density housing like single-family homes. There are also several businesses surrounding the station, mainly across US-1.

Context: Land use in the northeastern corner mirrors that of the northwest, featuring additional apartment complexes with established sidewalk networks. Along US-1, inefficient land use is prevalent, marked by warehouse-style storefronts and extensive parking lots. However, medium-density residential areas exist south of SW 264 Street, with apartments located along SW 164 Court, providing pedestrian-friendly pathways.

The southeastern corner hosts a large grocery store with an expansive parking lot, while the southwestern edge of the buffer zone features Naranja Park, which offers a swimming pool and baseball field, alongside Miami Douglas MacArthur Senior High School.

People: Transit users are predominantly residents of nearby apartment complexes and townhouses, particularly those on the northwestern corner of the intersection, where sidewalks enhance connectivity without requiring crossings. Other users work at the grocery store or businesses along US-1, including restaurants and retail establishments.

Employment: Employment hubs near this station include businesses along US-1, the grocery store, or management services dedicated to the surrounding apartment complexes.

Bicycle and Pedestrian Infrastructure: While pedestrian infrastructure is well-integrated within medium-density housing developments, it is limited to near US-1 and SW 264 Street, due to high vehicular traffic volume. The bicycle infrastructure is found along SW 260 Street (east of US-1) and SW 143 Avenue (between SW 264 Street and SW 268 Street). The South Dade Trail also extends through the buffer zone, supporting first- and last-mile mobility.

Other Considerations: A key challenge in this buffer zone is incentivizing pedestrian and bicyclist transportation along US-1 and SW 264 Street. Strengthening first- and last-mile connections between residential zones, the BRT station, grocery store, and businesses will maximize accessibility and transit efficiency.

3.9.12 SW 296 Street

The SW 296 Street BRT station sits at the intersection of US-1 and SW 296 Street, equipped with rail-style arm gates and a park-and-ride facility, reinforcing its role as a transit access point for commuters relying on both personal vehicles and public transportation.

Context: To the west, an empty field with a sidewalk bordering its southern edge connects to a residential neighborhood, presenting an opportunity for pedestrian integration with the BRT station. North of the station, there is an animal hospital, daycare, and restaurant, surrounded by single-family housing, mostly connected through a sidewalk network.

A significant portion of the half-mile buffer is auto-dependent, with businesses along US-1 primarily catering to automobiles and trucks, including an automobile dealership, collision center, and truck dealership, limiting pedestrian and bicycle infrastructure. However, the South Dade Trail—running along the busway corridor—offers dedicated infrastructure for pedestrians and cyclists.

East of the station, a social housing neighborhood for low-income and farming families lacks tree coverage and sidewalks, impacting walkability. To the south, additional low-density housing is present, alongside two small business plazas and Seminole Wayside Park, which serves as a community recreational space.

People: The station primarily serves local commuters, including residents of surrounding neighborhoods who travel by walking, biking, or micromobility options. Its park-and-ride facility reinforces its role as a commuter transit hub.

Employment: Employment hubs near this station include an automobile dealership, a truck dealership, and two small commercial plazas. Due to the half-mile buffer being mostly residential, there are limited employment hubs around this station.

Bicycle and Pedestrian Infrastructure: Sidewalks exist around US-1/Federal Highway 1, but their effectiveness is hindered by the corridor's arterial nature. Residential neighborhoods feature the most consistent sidewalk networks, although gaps exist on certain streets. No dedicated bicycle infrastructure is available, except for the South Dade Trail, which is expected to enhance safe pedestrian and bicycle movement once completed.

Other Considerations: The SW 296 Street station's buffer zone highlights the urgent need for improved first- and last-mile mobility to ensure better transit accessibility for residents near Homestead and Leisure City. However, the dominance of US-1 as a major arterial road presents connectivity challenges, requiring careful infrastructure planning to balance vehicular, pedestrian, and bicycle accessibility.

3.9.13 SW 312 Street

This BRT station is positioned at the northwest corner of N Flagler Avenue and SW 312 Street, situated between Old Dixie Highway and N Flagler Avenue. The buffer zone is defined by three major arterial corridors: Old Dixie Highway, North Flagler Avenue, and US-1. Notably, this is the first of three BRT stations within the City of Homestead.

Context: The northwestern corner (North Flagler Avenue and SW 312 Street) is primarily residential, featuring single-family homes that exemplify low-density development. Apartment complexes are located further north (near NE 11 Street). Two educational institutions, a private K-12 school and a public charter school (K-8), are situated north of the station, reinforcing its role as a community transit point.

The area between the busway (TransitWay) displays light-industrial land use, with repurposed warehouses housing retailers, local services, and a mini shopping plaza, though pedestrian infrastructure is minimal. The section between N Flagler Avenue and US-1 features low-density commercial development, including a large shopping plaza with a grocery store, restaurants, a pharmacy, and an expansive parking lot. Additional businesses north of this plaza include financial services, hotels, restaurants, convenience stores, and an automobile tag agency, all supported by numerous parking lots.

East of US-1 (north of SW 312 Street), another large shopping center contains fast-food establishments, department stores, a bank, and extensive parking facilities. The southwestern portion of the buffer zone extends toward the next BRT station, Homestead's City Hall, and Miami-Dade College's Homestead campus, establishing strong institutional significance. A shopping center at the corner of English Avenue and SW 312 Street further contributes to the area's commercial activity, offering restaurants, a grocery store, and a department store.

The southeastern periphery features utility land uses, including electrical substations with parking lots, and two parks—J.D. Redd Park and Harris Field Park—both featuring sports fields and courts. A crop field sits directly east of J.D. Redd Park, surrounded by a mobile home neighborhood, which lacks sidewalks, restricting pedestrian access.

People: Transit users at this station may include residents, students, and employees of nearby businesses.

Employment: Employment hubs of this station include the various shopping centers, restaurants, and the educational institutions within the half-mile buffer.

Bicycle and Pedestrian Infrastructure: Sidewalk coverage varies across major corridors, residential areas, and commercial hubs, but connectivity gaps remain. The only bicycle infrastructure is a

shared lane on SW 312 Street, which lacks dedicated or protected cycling pathways, limiting safe access for cyclists.

Other Considerations: Despite the abundance of points of interest, integrating pedestrian and bicycle infrastructure remains challenging, given the presence of three arterial roads and low-density land use patterns. Developing long-term first- and last-mile mobility solutions must navigate these constraints, ensuring safe, efficient transit connections for pedestrians and cyclists.

3.9.14 Civic Court

The Civic Court station is located right near the historical downtown district of Homestead. The station is also proximal to key municipal services including the City of Homestead's City Hall and Police Headquarters, as well as several educational institutions like the Miami-Dade College Homestead Campus. This BRT station has the potential to elevate the heart of Homestead as a civic, educational, and cultural hub.

Context: The Civic Court BRT Station stands at the heart of Homestead, serving as a critical link between education, commerce, and civic life. Its location, mere steps from Homestead's City Hall and Miami-Dade College's Homestead Campus, makes it a prime gateway for students, professionals, and residents alike.

The landscape surrounding the station is a tapestry of distinct land uses. To the west, Downtown Homestead unfolds, a charming historic district filled with small businesses, daycare centers, and a blend of low- and medium-density housing. The streets of N Krome Avenue and Washington Avenue weave through this part of town, lined with connected sidewalks that allow pedestrians to navigate the area with ease. North of the station, the Miami-Dade College Homestead Campus serves as a hub for higher education, its neighboring lots dotted with low-density commercial buildings, including Homestead Plaza, a shopping center anchored by a large parking lot along SW 312 Street.

To the southeast, the story shifts. Here, commercial and industrial spaces blend with recreational areas, including J.D. Redd Park and a public middle/high school. Yet, despite its potential as a key connection point, the area suffers from a glaring lack of sidewalks, making pedestrian travel challenging and unsafe. The intersection of NE 2 Drive and Flagler Avenue, a crucial link between downtown Homestead and the Civic Court Station, proves particularly hazardous for those attempting to cross on foot.

People: Transit-users of this station are most likely to be students attending the Miami-Dade College Homestead Campus. Furthermore, the station also has the potential to garner ridership from public- and private-sector employees as it is situated near the civic and commercial hub of Homestead.

Employment: This station is situated among many potential employment opportunities; employment hubs may include the downtown district, the college and secondary educational campuses, and the commercial plaza.

Bicycle and Pedestrian Infrastructure: Despite its role as a bustling transit hub, the area struggles with fragmented pedestrian and bicycle infrastructure. Sidewalks west of N Krome Avenue are well-connected, maintaining a continuity that benefits the residential neighborhoods. Downtown

Homestead also boasts reliable pedestrian access, but gaps begin to appear near the business plaza north of the station, limiting walkability on campus. The eastern section of the buffer zone, particularly near Flagler Avenue, reveals severe deficiencies, with sidewalks that are inconsistent or nonexistent, making safe access difficult. While the South Dade Trail offers a dedicated shared-use pathway, the only marked bicycle lane is on N Krome Avenue, running intermittently between SW 312 Street and NW 5 Street before resuming at S Flagler Avenue.

Other Considerations: Establishing safe and continuous sidewalks, especially in areas like Somerset Academy's school zone, west of City Hall, and near the college and shopping plaza, will strengthen economic activity and community cohesion. Expanding the bicycle network across residential areas would further reinforce first- and last-mile mobility, ensuring that Civic Court station fulfills its role as a truly accessible gateway to Homestead's core.

3.9.15 SW 177 Avenue/Krome Avenue

Krome Avenue Station is the third and final station within the City of Homestead, and the last BRT station before the terminus at Florida City. The station is located along SW 177 Avenue near Flagler Avenue, specifically at the northwest corner.

Context: The Homestead Station Transit Center is a multifunctional hub, blending transportation, entertainment, and community spaces into a single landmark. With a multi-level parking garage, it caters to park-and-ride commuters, offering a vital connection between personal vehicles and transit systems. Just north of the Transit Center, across SW 320 Street, stands Losner Park, a green recreational space adjacent to Homestead's Police Department. Along SW 320 Street, small businesses line shopping plazas, but beyond them, the landscape transitions into low-density residential neighborhoods, reinforcing the area's suburban character. Downtown Homestead and City Hall, located toward the northeastern section of the buffer, define the civic and economic core of the community.

The western, southern, and southeastern areas starkly contrast with the mixed-use developments near the transit station. These sectors are dominated by industrial and light-industrial land use, marked by poor pedestrian infrastructure and vacant plots. Along SW 2 Street, there are industrial warehouses, auto-focused businesses like junkyards and autobody shops, and scattered housing developments. A similar pattern exists throughout the southern and southeastern periphery, though these areas are slated for redevelopment, signaling upcoming transformation.

People: Transit users at this station are most likely to be comprised of commuters who utilize the park-and-ride feature and residents who want to access the entertainment center. Other users may include the local workforce that is employed in the downtown district or within nearby businesses.

Employment: Many local businesses are located proximally to the BRT station. Restaurants, barbershops, legal services, financial services, pharmacies, car shops, and educational institutions provide employment opportunities throughout the buffer zone.

Bicycle and Pedestrian Infrastructure: The buffer zone reveals stark contrasts in infrastructure quality. The northern and northwestern sections maintain established sidewalk networks, supporting pedestrian activity. On the other hand, the southern and southeastern portions suffer from poorly

maintained or entirely absent pedestrian infrastructure, limiting access. The South Dade Trail offers a shared-use path, but the only dedicated bicycle lane is located on S Krome Avenue, restricting mobility options for cyclists.

Other Considerations: With large areas in southwestern Homestead lacking pedestrian and bicycle infrastructure, the short-term efficiency of the transit hub remains limited. To maximize first- and last-mile mobility, the City of Homestead must invest in an integrated network of pedestrian and cycling connections, linking residential, commercial, and transit hubs like the SW 177 Avenue Station. Strategic improvements will enhance accessibility, ensuring the long-term success of Homestead's growing transit network.

3.9.16 SW 344 Street

The southernmost terminal station is located on SW 344 Street near NW 2 Avenue. The surrounding half-mile buffer displays the extensive use of low-density development and industrial land use.

Context: Within the half-mile buffer of this BRT station, several key landmarks shape the area's urban landscape. Florida City City Hall, which includes a police station, stands as a central civic institution. Nearby, two preschools are located to the west and northwest of the station.

A notable feature of the station is the park-and-ride lot, situated just across NW 2 Avenue to the west, serving as a critical transit access point for commuters. The western and northwestern sections of the buffer primarily consist of low-density residential development, with adequate sidewalk coverage, ensuring reasonable pedestrian accessibility. In contrast, the southern and eastern portions are dominated by industrial land use and suffer from extremely limited sidewalk coverage. Even within residential areas in the southern section, sidewalks are largely absent, making pedestrian movement difficult. To the east, the HEFT reinforces the area's automobile-oriented development. Surrounding land use reflects this trend, with hotels and restaurants positioned along the HEFT, most featuring large parking lots, while many smaller streets lack sidewalks.

Overall, the station's development appears to prioritize the western portion of the buffer, where most residents and commuters are likely to use the busway. However, improving safer crossings and pedestrian infrastructure along SW 344 Street would enhance first- and last-mile mobility, strengthening connectivity across the entire buffer zone.

People: Transit users of this station would mainly be comprised of residents and commuters within Florida City, but there is also potential for tourists to utilize the mass transit system. This would require enhanced pedestrian and bicycle infrastructure throughout the eastern portion of the buffer zone.

Employment: Employment hubs throughout this zone appear to be mainly industrial in nature, although there are also service jobs in nearby hotels and restaurants.

Bicycle and Pedestrian Infrastructure: Pedestrian infrastructure varies throughout the buffer area, with the western and northwestern parts featuring adequate sidewalk infrastructure within the residential zones. On the other hand, the southern and eastern portions of the buffer zone are

extremely limited in pedestrian infrastructure. There are two bicycle lanes that exist along Krome Avenue and SW 344 Street; they are conventional lanes that are unprotected.

Other Considerations: This station should incorporate more pedestrian and bicycle infrastructure within the throughout the periphery to enhance commutes and lessen the dependence on automobiles to arrive at the park-and-ride.

FIRST- AND LAST-MILE BICYCLE-
PEDESTRIAN MOBILITY
IMPROVEMENTS IN
MUNICIPALITIES IN MIAMI-DADE

SECTION 4

Summary and Next Steps



4 Summary and Next Steps

This document presents a comprehensive analysis of educational centers in Miami-Dade County, evaluating the walkability and bikeability of their surrounding areas through an assessment of walksheds and bicycle catchment areas. Its primary objective is to support the Citizens' Independent Transportation Trust (CITT) in gaining a deeper understanding of first- and last-mile connectivity needs related to transit infrastructure, helping to identify priority areas for mobility enhancements that will improve accessibility and strengthen the county's transportation network.

By addressing these gaps, this assessment aims to enhance connectivity, improve transit reliability, and ensure that surtax-funded transportation initiatives are effectively utilized. As the entity responsible for overseeing the implementation of People's Transportation Plan (PTP) funds, CITT will use these insights to shape recommendations for enhancing mobility and accessibility countywide.

In addition to evaluating campus accessibility, the document also assesses Miami-Dade County's existing transit hubs, identifying key origins and destinations across municipalities, towns, and villages. This includes an in-depth review of services such as Metrobus, Metrorail, Metromover, Tri-Rail, Brightline, and Amtrak, providing a foundation for developing actionable strategies in an upcoming **Recommendations Report** that will guide future transportation planning and infrastructure investments.